

provided by the viaduct. Likewise, the tracks to the south leading to the G.T.R. old Northern wharves are to be left as at present for future rearrangement.

Under the present arrangement, only the tracks to the north of the G.T.R. shops are crossed by a highway bridge, 170 ft. long, an embankment leading from the southern end of this bridge to

leading westward to the G.T.R. shops and yard, and on the south there is a single track one leading easterly to the C.P.R. yard and roundhouse. Like the other yards mentioned, this large G.T.R. yard to the north will also require rearrangement on the completion of the viaduct scheme. From the point where the south ramp leads off, the viaduct

such an arrangement is undoubtedly more convenient for making up the trains, with no ramps to negotiate, but the principal reason lay in the matter of disposing of York St. Under the proposed arrangement, York St. passes under all the tracks, except the few leading into the C.P.R. freight house, in a subway. Were the car yards on the level, all

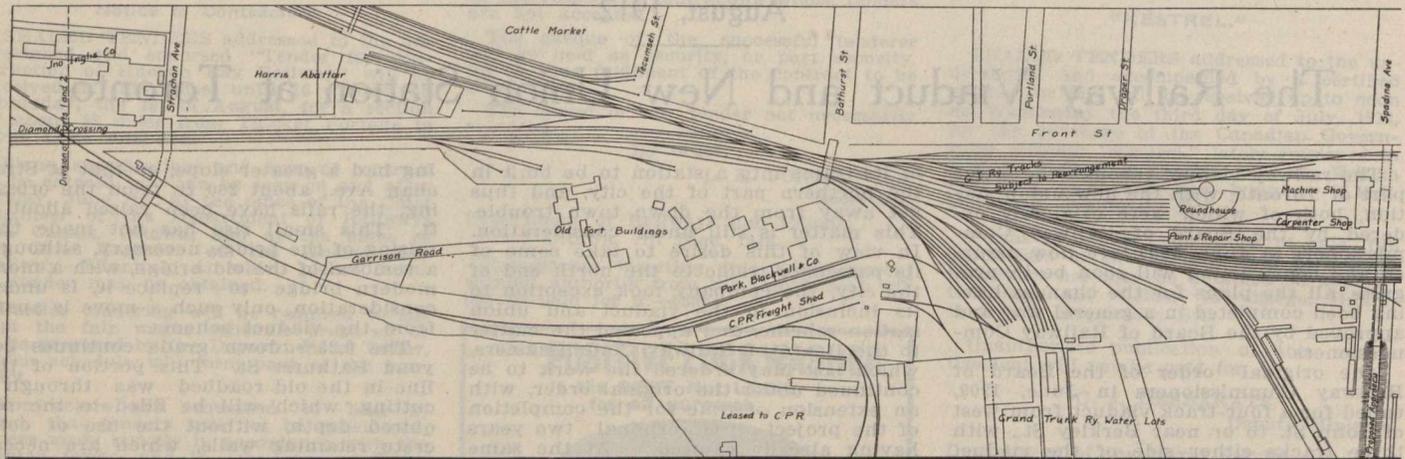


Fig. 3. Sec. 1. Plan of Viaduct Scheme from C.P.R. Diamond Crossing to Spadina Ave.

grade, the through tracks being crossed at grade. The proposed arrangement necessitates an entire change at that point, as the tracks being raised there about 6 ft. would make the city wharf immediately to the south of the through tracks impossible of approach except by a very steep ramp. The proposed plan is

widens to five tracks, the fifth one leading into the elevated C.P.R. passenger car yard to be mentioned later.

At John St., the track level has been raised 11 ft., with a corresponding raising of the overhead bridge at the point where it crosses the viaduct. The approaches will be as before, the south one

these tracks would have to be crossed by the street on the level, reducing the effectiveness of the whole scheme of level crossing elimination. The shunting around of the cars in the making up of the trains would be a constant source of danger, and from the railway standpoint, the yard accommodation would be ma-

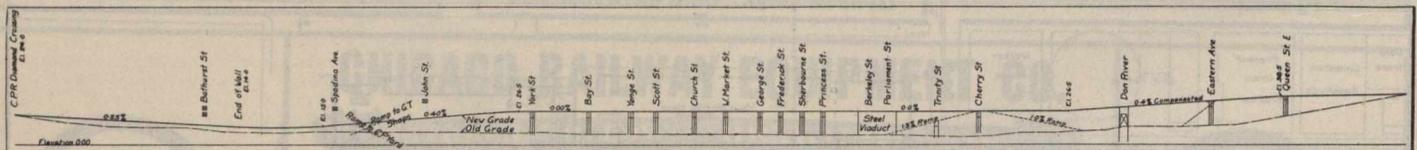


Fig. 2. Profile of Viaduct Scheme, from C.P.R. Diamond Crossing to Logan Ave.

to cross all the tracks on a bridge about 770 ft. in length leading from the higher land on the north, with a slight ramp, and extending beyond the most southerly tracks. The city wharf to the south is to be filled in, making an approach ramp 700 ft. long, meeting Lake St. produced. Practically the whole of this approach will be over present water lots. That part of the future extension of Lake St. is also water.

leading to the extension of Lake St., which it is expected will be made such a thoroughfare as to divert a lot of the traffic that at present crosses and recrosses the tracks from a lack of roads to the south of the track. Consideration was given to the possibilities of a subway at this point instead of the overhead bridge, but the plans were abandoned in preference to the accepted scheme, on account of cost.

terially reduced by the breaking up of the trains at the crossing. On the north of the tracks leading into the station, there is a single track easterly ramp leading down to the express building just west of the station. The tracks at York St. are raised 16 ft. above their former level.

From the easterly end of the elevated C.P.R. coach yard, there is a westerly ramp, single track leading down into

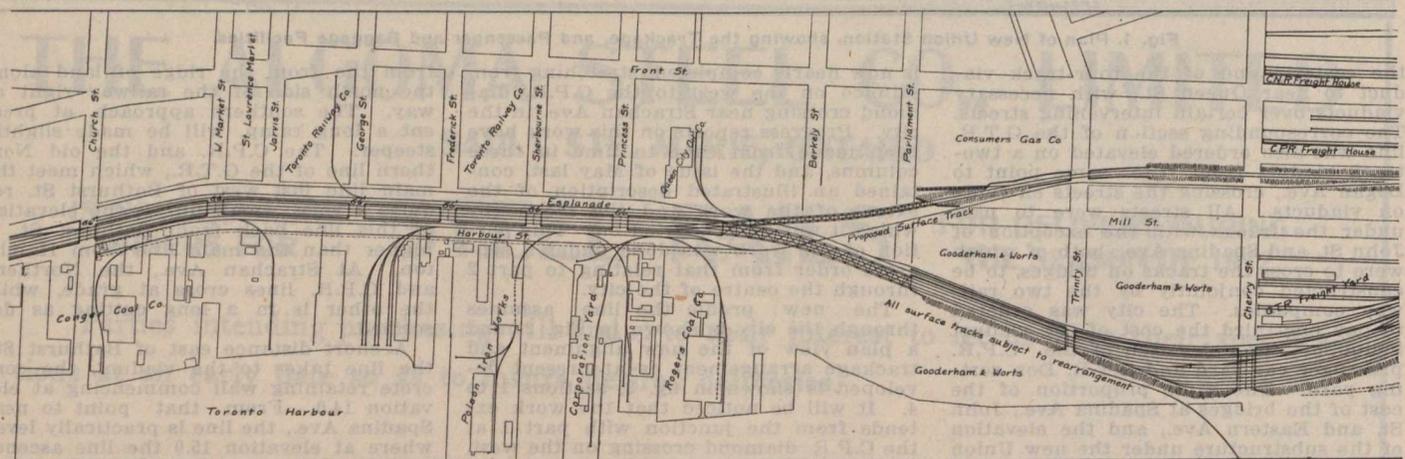


Fig. 3. Sec. 3. Plan of Viaduct Scheme from between Scott and Church Sts. to Don freight yards.

The through line continues on the ascent on the 0.4% grade to near York St., where the level is attained at elevation 26.5. Between Spadina Ave. and John St., there are two ramps leading down from the four-track viaduct. On the north side, there is a double track ramp

From John St., the tracks on the viaduct diverge, the northern portion running through the new union station, and the southern lot forming the new C.P.R. passenger car yard. Various considerations entered into the reasons for the raising of this yard. In the first place,

the C.P.R. freight shed. This ramp leads off from Bay St., where the street is taken under the wide stretch of tracks in an 80 ft. subway. Just east of Bay St., on the north side, there is a new express building, on the level of the viaduct. Yonge St. is crossed on an 80 ft. subway,