

#### (4) *Development of Building Sites on the Station Area*

This is a factor of great economic importance in a long term view of a terminal development in a large city. A passenger station, to be of maximum use to the city, must be located near the centre of the retail and hotel sections, but the cost of an area of sufficient size for a railway terminal in such a location, and of approach tracks, will be very great unless the terminal is so designed that commercial buildings can be constructed over the railway facilities, by which means substantial ground rents for overhead rights can be developed. Windsor street station is not suited by location for such development, while the central station area is eminently suited for it.

#### (5) *Inadequacy of Windsor Street Station*

Windsor street station, while adequate for Canadian Pacific train service, is not large enough to accommodate all trains which enter and leave Montreal. The inadequacy of the station consists not only in the lack of capacity of the station tracks, but also in a lack of capacity of the approach tracks, coach yard and engine house facilities at Westmount, and express, baggage and mail facilities.

Owing to the side hill construction of Windsor street station, the enlargement of the track capacity would be a very expensive undertaking. To the south an expensive viaduct construction would be necessary; to the north it would be necessary to abandon Osborne street in its present location and reconstruct it further north, and this leads to complications in the Guy street and Mountain street subways. To obtain adequate capacity of approach tracks, another track at least would have to be constructed from the station as far as Westmount and two additional tracks from Westmount to Montreal West, at which point new and enlarged coach yard and engine house facilities would have to be constructed, the reason being that the Westmount facility cannot be enlarged. The additional lines to Westmount and Montreal West with the attendant grade separations would be expensive.

In addition, however, if Windsor street station is to be used, the question of an approach from the Victoria bridge has to be considered. This approach would, of necessity, take the form of an expensive high level viaduct running from St. Henri on a steep grade. Canadian National trains from the south and east could reach Windsor street station without such a viaduct. Trains from New York could be diverted at St. Johns, Que., on Canadian Pacific trackage and routed via the Lachine bridge and Montreal West, and trains from the Maritimes might be diverted over the Quebec bridge and thence over Canadian Pacific trackage on the north shore. Other Canadian National trains serving points south and east could be diverted at St. Lambert and sent around via the Lachine bridge; but all these expedients, while saving the expenditure of viaduct construction, would add from  $6\frac{1}{2}$  to 22 miles on all such train movement, and would lengthen running times of trains as much as 45 minutes. Also, if the Maritime trains should be routed over the Quebec bridge, it would be necessary to supply substitute train service on the south shore of the St. Lawrence between Levis and Montreal, so that not only would there be slower and less adequate service, but operating costs for additional train mileage run would be very substantial and would be the equivalent of a large capital sum.

It is certain that more money would have to be expended on Windsor street station, including tracks, approaches, coach yard, engine facilities, express, baggage and mail facilities, to accommodate Canadian National trains, than the additional funds now required to be expended on the central terminal to accommodate Canadian National trains.