

# DECISION OF THE RAILWAY COMMITTEE OF THE PRIVY COUNCIL,

BASED ON MR. SHANLY'S REPORT.

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OTTAWA, July 22nd, 1879.

GENTLEMEN,—I beg to inform you that the Railway Committee of the Privy Council have had under consideration the mode proposed by the Credit Valley Railway Company, of crossing with their line of railway the lines of the Toronto, Grey and Bruce Railway, the Great Western Railway, the Northern Railway, and the Grand Trunk Railway, in the City of Toronto, at the places shewn on the plan or map accompanying the application, and am directed to state that, after carefully weighing the opinions expressed on the subject by the representatives of the several companies interested, who were present at the meeting of the Committee held on the 19th ult. and 3rd inst., and having duly considered the report of Mr. Frank Shanly, C. E., which was read aloud and fully explained at the meeting of the 3rd inst., the Committee approve, in so far as they have power to give such approval, the mode of crossing recommended by Mr. Shanly, in that part of his report which he designates as Scheme No. 1, and shown on the map accompanying his report, the crossings being described as follows, viz:—

Diamond No 1 Crossing, Toronto, Grey and Bruce Railway, at a point 650 feet south easterly from the south side of Queen Street, the two side tracks now existing of the Toronto, Grey and Bruce Railway to be removed southerly so as to clear the line of the Credit Valley Railway.

Diamond No. 2 Crossing, Grand Trunk Railway Transfer siding at a point about 820 feet south-easterly from the south side of Queen Street.

Diamond No. 3 Crossing, Central Prison siding of the Grand Trunk, and Northern Railways at a point about 460 feet easterly from the south side of King Street.

Diamond No. 4 Crossing, Northern Railway south track (projected), at a point about 750 feet westerly from the west side of Bathurst Street.

Diamond No 5 Crossing, main track (existing) at a point about 635 feet westerly from the west side of Bathurst Street.

Diamond No. 6 Crossing, Grand Trunk Railway Round House, siding No. 1, at a point about 150 feet westerly from the east side of Brock Street.

Diamond No. 7 Crossing, Grand Trunk Railway Round House, siding (2) at a point about 60 feet westerly from the east side of Brock Street.