

ed city between the .....  
th **Yonge Street Bridge, Toronto.**—Judgment  
o, has been given in the action brought by the  
er C.P.R. and the G.T.R. for a declaration to  
on vary the order of the Railway Committee  
to of the Privy Council (since superseded by  
be the Board of Railway Commissioners) and  
re- the Order-in-Council subsequently directing  
G. them to defray the cost of a bridge over  
F. the railway tracks at the foot of Yonge St.,  
ted Toronto. The court has decided that the  
To- bridge must be built at the joint cost of  
ine, the two companies as directed by the  
ven- original order, but that the Order-in-Council  
left altering the date when the bridge was to  
land be built was improperly made, neither of  
One the interested parties having applied for it.  
is to A new order must be obtained, and on the city  
line obtaining this, Judge Anglin states that the  
body action will be dismissed. No order has, in  
the the meantime, been made as to costs.

1906



**Toronto Union Station, Tracks, etc.**

The following report has been made to the Toronto City Council by W. Barclay Parsons, New York; C. B. Smith, Toronto; and C. H. Rust, City Engineer of Toronto. In compliance with the resolution of Council, dated Jan. 28, 1907, in which the City Engineer was authorized to retain the services of consulting engineers to act with him, to report upon the whole question of railway transportation facilities along the entire front of the City, extending from the Humber River on the west to the extreme limits of the City on the east, together with consideration of the plans submitted by the railway companies of the proposed new union station, the various schemes of trackage and other arrangements incidental thereto, he engaged the services of W. Barclay Parsons of New York, and C. B. Smith of Toronto, and the Commission thus appointed submits the following report:

As soon as the formation of the Commission was determined upon, we held meetings in Toronto and jointly made an examination of the railways from the Humber River east, of the various proposed sites for the new passenger station, of the water front and streets, and the other physical conditions of Toronto, in so far as they bore upon the problem contemplated by your resolution. Subsequently Mr. Parsons had conferences with Mr. Berrian, who had been appointed by the Board of Trade to report to them on the same matters; with Mr. Francis, the Chief Engineer of Westinghouse, Church, Kerr & Co., who had been retained by the G.T.R. Co. to prepare plans for the new union station, and on May 16 a meeting was held in Mr. Parsons' office, which was attended by the Mayor, Messrs. Berrian, Steele and Moyes, representing the Board of Trade; Messrs. Kerr and Francis, Mr. Carrere, architect for the railway, and the members of the Commission.

The questions submitted to the Commission by the Council cover several different problems, which are not related to the extent that a decision on one concludes a decision on the others. For your convenience and for the better understanding of the matters involved, it would seem well that these various questions should be set forth and considered

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and most convenient station, have urged upon your Commission the consideration of a head-on station, in which all the tracks shall terminate, to be located on the Government Hoide property and abutting on King St. At the request of the Board of Trade, Mr. Berrian, their engineer, has prepared full and elaborate plans for a station of the head-on type, as described above. These plans have been submitted to the Commission and have been discussed by the Commission and Mr. Berrian jointly. We have considered at great length the advantages and disadvantages of both plans, and we are of the unanimous opinion that it would be better to locate the station itself substantially in the position as proposed by the G. T. R. Co., and already accepted by the City, but with certain modifications of details. We believe that Mr. Berrian has made the best possible solution of the problem for a head-on station submitted by him, reflecting great credit on his ingenuity; but even in spite of this solution the head-on station is, in principle, open to such very serious objections as to warrant its rejection. While the bulk of travel to and from Toronto is travel that terminates or originates in Toronto, there is, notwithstanding, a large portion of travel that is through traffic. A head-on station involves the necessity of every through train reversing its direction at the station or being backed in one

ing steps to any of the local tracks or to the first of the through tracks, or without crossing any track. From the northerly side of the first of the through tracks there could then be constructed a short subway beneath such track leading to the platform between the second and third of the through tracks; such subway to be used only at the time when the first of the through tracks was occupied by a standing train, which condition would rarely occur. If this modification of the G. T. R.'s plans were adopted, Toronto would have all the advantages claimed for a head-on station, namely, a terminus for local trains, direct access to platforms, and simplicity of working. In fact there could really be two head-on stations separating east and west bound traffic, with a third or through train station in connection, and in which passengers would proceed directly from the station to their trains, and with practically no longer walk than would be had with the head-on station, as above described. In fact, at times the walk might be shorter, because with the more limited track accommodations in the King St. station there might be occasion when two trains might have to stand one in front of the other on a single track, whereas with the greater number of tracks with the other station this contingency would probably never occur. Another advantage of the station as proposed, especially with the modifications here recommended, would be that



Canadian Northern Ry. Earnings, etc.

Gross earnings, working expenses, net profits, increases or decreases over 1905-06, from July 1, 1906.			
Earnings.	Expenses.	Net Earnings.	Increase or Decrease.
July, \$ 665,800	\$ 297,900	\$ 367,900	\$ 63,400+
Aug., 594,400	297,800	296,600	80,400+
Sept., 644,400	277,500	366,900	95,400+
Oct., 615,100	290,000	325,100	66,000+
Nov., 741,700	281,300	460,400	35,300+
\$1,372,000	\$1,190,700	\$1,181,300	\$ 341,500+

Average mileage in operation 2,438, against 2,579 during same period 1905.

Approximate earnings for Dec., \$250,200, against \$137,800 for Dec., 1905.

C.P.R. Earnings, Expenses, etc.

Gross earnings, working expenses, net profits, increases or decreases over 1905-06, from July 1, 1906.			
Earnings.	Expenses.	Net Profits.	Increase or Decrease.
July \$2,572,509.81	\$1,595,150.74	\$1,977,359.07	\$724,013.47+
Aug. 2,701,434.27	1,707,571.07	1,993,863.20	670,913.20+
Sept. 2,745,767.15	1,714,531.52	2,031,235.63	661,021.58+
Oct. 2,646,602.48	1,661,772.07	2,084,827.51	510,756.31+
Nov. 2,734,583.38	1,671,460.34	2,063,123.04	68,188.05+
\$13,472,376,008.10	\$10,364,514,320.72	\$3,107,861,687.38	\$7,479,436.57+

Approximate earnings for Dec., \$2,931,000, against \$2,938,000 for Dec., 1905.

DULUTH, SOUTH SHORE AND ATLANTIC RY.—Gross earnings for Nov., \$255,581.34; net earnings, \$72,307.70, against \$249,241.61 gross and \$82,032.71 net for Nov., 1905. Net earnings for five months ended Nov. 30, 1906, \$278,484 against \$270,044.04 for same period, 1905. Approximate earnings for Dec., \$251,276, against \$113,348 for Dec., 1905.

MINERAL RANGE RY.—Approximate earnings for Dec., \$64,967 against \$59,104 for Dec., 1905.

MINNEAPOLIS, ST. PAUL AND SAULT STE. MARIE RY.—Gross earnings for Nov., \$1,009,866.44; net earnings, \$214,314.86; against \$1,149,648.39 gross and \$687,874.25 net for Nov., 1905. Net earnings for five months ended Nov. 30, \$1,024,571.04, against \$3,000,150.30 for same period 1905. Approximate earnings for Dec., \$862,081 against \$931,739 for Dec., 1905.

Grand Trunk Ry. Earnings, Expenses, etc.

The following figures give the earnings and expenses of the G. T. R., the Canada Atlantic Ry., the G. T. Western Ry., and the Detroit, Grand Haven and Milwaukee Ry., separately for Nov. as compared with Nov., 1905.

GRAND TRUNK RAILWAY.			
	1906	1905	
Earnings	\$2,816,000	\$2,613,000	
Expenses	2,097,000	1,873,194	
Net earnings	\$ 718,010	\$ 739,806	

  

CANADA ATLANTIC RAILWAY.			
	1906	1905	
Earnings	\$ 191,878	\$ 190,684	
Expenses	170,720	159,473	
Net earnings	\$ 21,158	\$ 31,211	

  

GRAND TRUNK WESTERN RAILWAY.			
	1906	1905	
Earnings	\$ 111,309	\$ 474,738	
Expenses	408,744	358,172	
Net earnings	\$ 109,601	\$ 106,566	

  

DETROIT, GRAND HAVEN & MILWAUKEE RY.			
	1906	1905	
Earnings	\$ 142,111	\$ 157,569	
Expenses	100,000	106,553	
Net earnings	\$ 42,111	\$ 51,016	

Approximate earnings for Dec., \$2,631,374 against \$1,470,474 for Dec., 1905.

TRAFFIC RECEIPTS OF THE SYSTEM.

Aggregate from July 1 to Dec. 31.			
	1906	1905	Increase, Decrease.
Grand Trunk	\$2,204,186	\$2,202,202	\$1,984
Canada Atlantic	25,042	218,324	193,282
G. T. Western	636,628	24,364	612,264
D. C. H. & M.	109,081	109,796	715
Total	\$2,954,937	\$2,554,886	\$399,051

The Board of Railway Commissioners held

New Union Station for Toronto.

The plans show that the proposed passenger station building, including baggage buildings and service plant, are to be erected on the south side of Front St. between York St. and Bay St., and will occupy the entire front between these streets. The existing express building west of York St. will be retained for the Canadian Express Co.'s service, and a new building, of similar dimensions, and with the same general relation to the passenger building, will be erected east of Bay St. for the Dominion Express Co. The northerly line of the passenger buildings is to be generally 65 ft. from the south line of Front St., leaving a plaza of this width for carriage and foot walk purposes.

The station building is generally 100 ft. wide, and between the building and the tracks there is a concourse 90 ft. wide for the general circulation of passengers.

The track layout consists of nine through tracks and two stub tracks, so arranged that there are five platforms for passengers and two platforms for the exclusive trucking of baggage and express matter. The station tracks are connected up at each end with an interlocking switching system, so that they properly join the four main tracks on the east and the two main tracks on the west, generally with double track leads, to give the greatest facility to the train movements. The passenger platforms are designed to be 1,400 ft. long, though this may be increased if found necessary, this distance being sufficient for the longest trains. They are about 20 ft. in width throughout. The new tracks at a point opposite the centre of the station will be 4 ft. higher than the present tracks, and the platforms are designed to be 8 inches above the top of the rail. This leaves a difference of about 5 ft. vertical between the grade of the platforms and the grade of Front St., which difference is overcome by three steps at the waiting-room entrance and inclined surfaces transversely on the concourse between the tracks and the station, and the plaza between the station and Front St. None of the inclined surfaces exceed a slope of three-eighths of an inch per foot. The passages for exit are without any steps whatever. By this arrangement the station and platforms are, in effect, level with the street, a condition which permits of the best possible treatment of any type of station. In order to bring about this condition it has been found necessary to provide for the removal of the York St. overhead bridge, and to substitute in lieu thereof an overhead bridge just east of Bay St. It is also suggested that this bridge easterly of Bay St. can be made to take care of the traffic at the Yonge St. grade crossing, so that the necessity of a bridge at the latter street can be avoided. Foot bridges at any necessary point of crossing can be constructed without interfering with the raising of the tracks. In order that it may not be necessary for any passenger to go upon any track at grade and to make this station absolutely safe and fully up to modern methods and requirements a subway 50 ft. wide is provided, opposite the centre of the station, so that any platform may be reached by means of easy stairways with landings, the total height of stairways for this purpose being about 10 ft. This method allows all trains to come to a stop directly opposite

which four tracks it is intended that trains having the bulk of express and baggage matter will be run. The baggage and express trucks cross the track area by subways beneath the tracks, and lead to the basement of the baggage and express buildings. The trucks will be raised and lowered between the subways and the platforms by means of electric lifts. There are three of these cross subways. One leading to the baggage room, one to the express building at the easterly end, and one to the express building at the westerly end of the station.

It is intended that a trainshed roof will be provided to cover the main portion of the platforms and the concourse. This shed will be 800 by 315 ft., covering about six acres. The main structure will be in three spans, and there will be a connecting roof between the trainshed and the station buildings. This roof will be a steel structure and will be well lighted and ventilated. At each end of the station concourse there are spaces for a carriage court for the accommodation of cabs, carriages and baggage transfer waggon, so that it will not be necessary to pass through the station building to get a carriage. At the extreme east end of the station a service building is provided for supplying all heat, light, steam, hot water, compressed air, refrigeration, etc., for the use of the station building and train purposes.

The general layout of the station yards and grounds, including the approach tracks, does not interfere in any way with the present freight yards of either railway.

The station building is planned primarily with a view to convenience and spaciousness and consists of a main central building with two service wings. In the main building on a level with the tracks is located the general waiting room, containing 17,242 sq. ft., which is 5,000 sq. ft. larger in area than the Grand Central Station in New York, or the present station in Toronto. Access to the waiting-room is obtained directly by three spacious openings, containing nine doors each directly from the plaza on Front St. Egress to the trains is obtained by three similar openings containing each nine doors leading to the concourse. Ticket, telegraph, and telephone booth, information bureau, news stands, ample parcel room, and other conveniences are provided along the four sides of the waiting-room, where they are easily accessible and visible. A broad passage at the east end leads directly to the baggage-room, which is located in the east service wing. The capacity of this room, including the basement and first floor, is 28,000 sq. ft., or 15,000 sq. ft. larger than the present baggage-room, and 6,000 sq. ft. larger than the baggage-room at the Grand Central Station, New York, which is one of the largest in the U.S. A similar passage at the west end of the waiting-room leads directly to the west service wing, in which are located waiting-rooms for men and women, each provided with ample toilet accommodations, the women having in addition retiring rooms. Barber shop, boot-blacks and other conveniences, as well as a well-equipped, spacious lunch counter, are likewise provided in this section of building. Spacious passages running north and south are placed at each end of the waiting-room, between the waiting-room and the baggage-room on the east, and between the waiting-room and service just mentioned on the west. These passages are intended mainly for exits,

2-1907



company, and proposed. Negotiations are in progress with a view of some modification being agreed upon.

**Ottawa Division.**—The new roundhouse, coal chutes and turntable at Madawaska have been completed. Extensive dock improvements have been authorized at Depot Harbor, where a new coal plant will also be installed, and the trestle east of the terminus will be filled in. New trestles and bridges are to be put in on the Pembroke Southern Ry. (a leased line), and other improvements made.

**Toronto Junction Station.**—A permit has been issued for the erection of a new station, to cost \$2,500, at Toronto Junction, Ont. It is to be of brick, 65 by 28 ft.

**Hamilton.**—The officials at Hamilton, Ont., have been informed that the company has options on three sites in the city, in connection with the proposals to erect an improved passenger station there. The sites are: on the main line between Bay and Hughson streets; on Ferguson Ave., near the jail; and the site of the present King St. station.

**St. Mary's Station.**—The plans for the new station to be built at St. Mary's, Ont., provide for a structure 92 ft. in length, to be built of brick, with a cement platform. The general waiting room will be 50 by 20 ft., and the building will provide all modern arrangements for the convenience of the company's officials and the public.

**London Improvements.**—A train service over the new elevated tracks between London and Hyde Park, Ont., was put on June 28. This work, which has been in progress for over two years, cost about \$1,000,000. By its completion one of the steepest gradients on the line has been removed. At one point the new track is 30 ft. above the level of the old, while at another point, near Hyde Park, five miles west of the city, the tracks had to be lowered 20 ft. The question of the elevation of the tracks in London city is still in abeyance, but it is expected that some further action will be taken in a short time with a view of resuming the negotiations broken off a few months ago.

**St. Clair Tunnel.**—Satisfactory progress is reported as being made upon the installation of the machinery for the operation of the trains through the tunnel between Sarnia, Ont., and Port Huron, Mich., by electricity.

**St. Lambert-St. Antoine.**—Application is being made to the Board of Railway Commissioners for an order authorizing the construction of a branch line from near St. Lambert on the line to Rouse's Point, to a point on lot 246, St. Antoine de Longueuil, Que., on the line to Portland, Me.

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**Toronto.**—The company has abandoned its yards at Little York, east of Toronto, for terminal purposes, and concentrated all its work at the Mimico yards, west of Toronto. The Locomotive Foreman has been removed from York to Mimico; the engineers and firemen stationed at York will be moved to Belleville, and it is possible that the conductors and brakemen will be moved there also. Locomotive repair work heretofore done at York will be done at Belleville in future. W. D. Robb, Superintendent of Motive Power, was in Belleville, Sept. 3, making arrangement for the transfer. Trains running between Belleville and Hamilton will take on engines at these two points instead of Toronto as heretofore.

**Guelph Station.**—The question of the erection of a new station at Guelph has again been put off, and the whole question will be left open until the Neeve St. crossing matter is settled.

**London Track Elevation.**—The Mayor of London, Ont., had an interview with officials of the company at Montreal r

October 1909  
Canadian Railway  
and Marine  
World

Dec 1909

WORLD.

891

## G.T.R. Betterments, Construction, Etc.

**Kingston, Smiths Falls and Ottawa Ry.**  
—Application is being made to the Dominion Parliament for an act extending the time within which the company may commence and complete the railway it was authorized to construct by its act of incorporation, chap. 88 of the statutes of 1887 and amending acts.

**Toronto Terminals.**—C. M. Hays, Second Vice President and General Manager, accompanied by a number of officers, visited Toronto, Nov. 1, and made an inspection of the terminals. It is said that as a result it has been decided to remove all the shops in the yard between John and Bathurst Streets as early as possible. When these buildings are removed all the locomotives will be housed at Mimico, only two being kept at Toronto, one for making up passenger trains, and the other for shunting freight cars in and out of the John St. freight yard.

12-1909

freight cars in and out of the John St. freight yard.

**Port Credit Yards.**—The company has purchased several acres of land south of its present tracks at Port Credit station for yard extensions. Surveys have been made for laying out several new tracks, and it is expected that grading operations will shortly be started.

**Brantford Improvements.**—U. E. Gillen, Superintendent Middle Division, was in Brantford, Ont., Nov. 3, in connection with the laying out of the station park, and the construction of the proposed subway at Market St. The park work he said would be completed in the spring, and plans would be prepared for the subway and submitted to the city council. The subway would do away with the Market St. level crossing, and he pointed out to the council that under the act passed last year the Dominion Government would contribute towards the cost.

**Guelph, Ont.**—Vice President Fitzhugh told the chairman of the Railways Committee of the Guelph City Council, Nov. 12, that the construction of the overhead bridge over the company's lines at Metcalfe St. would be taken in hand at once, and pushed forward to completion.

**Electrification of Lines.**—At a meeting of the Berlin Board of Trade, Nov. 12, the railway committee was instructed to enter into negotiations with the G.T.R.



12-1909

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12-1909

Elmira branches.

**London Improvements.**—The Chief Railway Commissioner wrote to the Mayor of London, Ont., Nov. 12, asking as to the present condition of the negotiations between the city and the G.T.R. for an elevation of the tracks in the city. The Mayor informed the council that it would not obtain such favorable terms as were offered in 1906, when it declined to entertain the company's offer. He understood that the company was not at all unwilling that the matter should go before the Commissioners. (Nov., pg. 811.)

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## G.T.R. Betterments, Construction, Etc.

**Sherbrooke Yards.**—We are advised that the company does not contemplate making any change in its yards at Sherbrooke, Que., and that it is not proposed to make any changes, as stated in press reports, involving the abandonment of the divisional points at Island Pond, Vt.

**Montreal East End Improvements.**—R. S. Logan, Assistant to the President, stated Jan. 8, that the company proposed to seek from the city council power to close up the ends of Lafontaine, De Montigny and Logan Streets, as it was in negotiation for the acquisition of the land fronting on these streets. So far as level crossings are concerned, Mr. Logan added that there would be only one of these in a street which is comparatively little used, and even now the engineers were working on a plan which would obviate even this level crossing. In the outlying districts where there are farm lands on either side it might be found necessary in one or two instances to overcome grades with crossings, but so far as the thickly settled portions of the city were concerned, there was no intention of having level crossings. Some part of the work projected is in connection with the Lachine, Jacques Cartier and Maisonneuve Ry.

**Ottawa Station and Hotel.**—At a meeting of directors in London, Eng., it was reported that it was expected to have the new passenger station at Ottawa completed this year, and that good progress would be made with the erection of the Chateau Laurier Hotel near the station.

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Amount  
Paid.

\$ cts.  
4,732 22  
3,227 55  
4,714 35  
3,723 82  
16,677 62  
19,171 51

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