Lambton Freight and Mechanical Yards, Canadian Pacific Railway.

The C.P.R.'s terminal facilities at West Toronto having become overtaxed recently, it was decided, as mentioned in these columns at the time, to build new facilities to the west of those then in use. The site selected is on the north side of the main line to Detroit, near Lambton, just beyond the city limits, which are at Runnymede Road, as shown in the accompanying plan. The terminals extend from Runnymede Road on the east to Chadwick Ave. on the west, which is near the approach of the high level bridge across the Humber River. The site for the terminals is in many ways ideal, as from Runnymede Road westerly for 2,200 ft. there are no highway crossings, Jane St. being the first, this street passing under the narrow western end of the terminal yards in a 30 ft. subway, with double approaches on the St. Clair Ave. end. Scarlett Road, further west, also passes under the line in a 44 ft. subway. At the eastern end of the terminals, the layout has been hampered to a certain degree by the presence of Runnymede Road, which made it impossible to make the yards double ended. This street is carried under the tracks at that end of the yards in a 56 ft. subway, which has at present a 6 track crossing, but the abutments are built for an additional 6 when traffic conditions warrant.

The main line from Toronto, and beyond these new terminals, is double tracked. The westerly entry to the terminals leaves the main line at Chadwick Ave., from which point into the yard ladders there are two leads 2,000 ft. long for arriving and departing trains. These will accommodate 55 car trains. The main part of the yard is double ended, and is divided into two sections—for arriving and departing trains, each with a capacity of 500 cars. The arriving yard is the southerly of the two, and extends from Jane St. to the easterly end. The outgoing yard extends the full length of the yards, from the Lambton Station. The combined yards have 20 tracks, located at 13 ft. centres.

To the north of the east end of the yards there is a 12 track freight car repair yard with capacity for about 150 cars. It is arranged with two leads from the north side of the main yards, the central tracks having a car capacity of 22, with the outside tracks accommodating only three or four. Between every other pair of tracks there is a 2 ft. service track, connecting at the east end by turntables to a track running along behind the earth bumpers. The wheel storage tracks are at the north end of this track, in the open space opposite Ryding Ave., where four sets of storage tracks are being installed. At the south end of the locomotive house there is a pneumatic jib crane over the service track for unloading the wheels from cars on the northerly of the car repair tracks on the track leading into the storage yard. This track is arranged for both standard and narrow gauge. On the track behind the bumpers there is a narrow gauge car, with a carriage top, on which the wheels are run for distribution throughout the yard. The car foreman's office is in the building to the east of the repair track yard, and in the same building are housed the car stores and a small blacksmith shop of one forge. The front of the building is planked, and against the building are material bins for rough car stores. The car stores in the building are contained in 4 tiers of double bins. The building also contains an oil room, lunch room for the men, lavatory and tool room. This yard is not intended for the handling of very heavy repairs, these being handled for the most part in the main shops at West Toronto. The average capacity is 100 pairs of wheels and 100 long sills per month. The yard is in charge of J. J. Bannon, Car Foreman.

The new locomotive house and motive power handling facilities form the main part of the new terminals. The locomotive house is built entirely of concrete, and has 30 stalls, the building being divided into three sections. It opens to the southwest, the entering tracks coming from the west, there being provision for the addition of a further 10 stall unit when required. This locomotive house handles all the power formerly accommodated in the old building adjoining the locomotive shops in West Toronto.

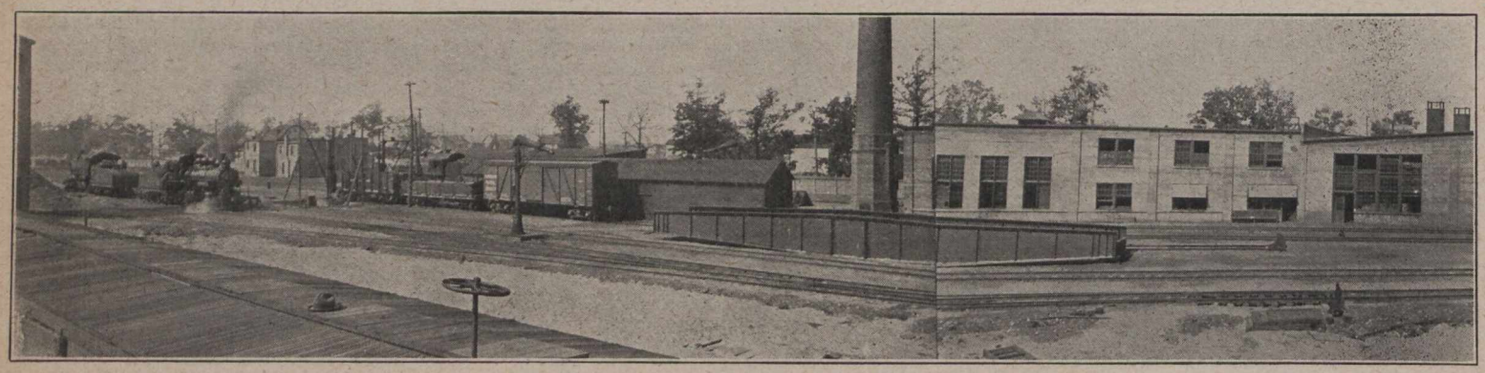
In the centre there is an 80 ft. turntable, operated by an air motor tractor. The inner radius of the locomotive house is 95 ft., and the outer radius, 180 ft., giving a depth of 85 ft. As mentioned, it is of concrete construction, with large window area in the outer wall. The roof is of 2 by 4 in. planking, laid on edge, and covered with fireproof sheeting. It is supported on the walls and two intermediate circular rows of concrete columns. Over the forward end of each track there is a Johns-Manville asbestos smoke jack.

Each locomotive house track has a 65 ft. concrete pit, with convexed bottom, sloping to the inner edge for drainage, a pit for this purpose and for the piping being located at the forward end of the pits, passing around the building just inside the inner wall. The sides of each pit are planked with heavy planking for a width of 2 ft., the balance of the floor being of cinder construction, with the exception of the central section of 10 stalls, which is paved with concrete. The three pits at the shop end are drop pits, the first one for front truck wheels, and the next two for driving wheels. The intervening space between these pits at the shop end is floored with heavy planking, on which the wheels can be run from the wheeling tracks, and then into the machine shop.

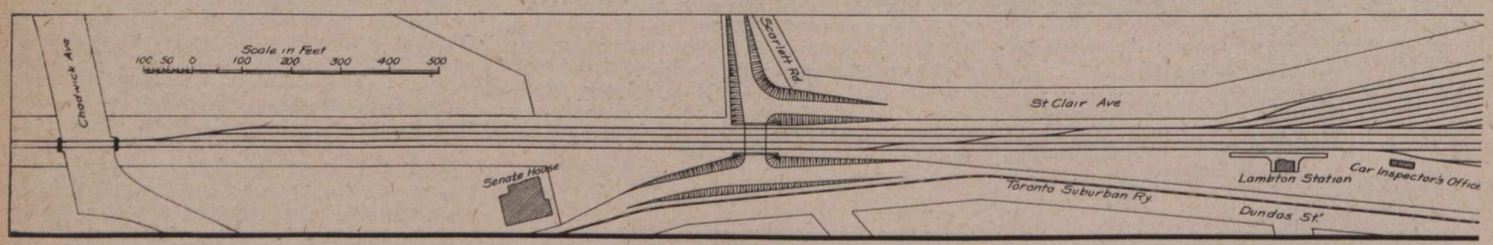
Alongside each smoke jack, at about 8 ft. centres, there is suspended a light trolley with a 6 ft. rod attached thereto, the tracks being about 36 ft. long. This length covers the locomotive forward of the cab, and is found most useful in the handling of the exterior locomotive fittings such as the bell stand, etc., without the necessity of slinging a block and tackle over a beam. A block and tackle is attached to the trolley to be used, and can be moved along the length of the locomotive at will. The trolley capacity is about 1,000 lbs., which is ample for the handling of such light fittings as would come under running repairs. Only light repairs are handled here, the heavy ones being sent to the nearby locomotive shop in West Toronto.

The general lighting of the locomotive house is by clusters of three 32 c.p. incandescent lamps suspended from the roof near each of the columns. These lights are controlled from a central switchboard panel in groups of 3 pits. In addition to this general lighting, there are incandescent lamp sockets around the walls, and in each pit there are two lamp cord connections.

The indirect system of heating is employed throughout the locomotive house by



Panoramic View, Lambton Freight and Mechanical Yards, C.P.R., West End.



Plan Lambton Freight and Mechanical Yards, C.P.R., West End.