

Canadian Railway and Marine World

June, 1919

Shops, Yard, Etc., Canadian National Railways, at Leaside, near Toronto.

Rapid progress is being made towards the completion of the Leaside shops, yard, etc., which the Canadian National Rys. are building for the handling of their Toronto traffic. In 1911, Canadian Northern Ry. interests acquired a large tract of land adjoining the C.P.R. Leaside Jct. station, the intention being to build large terminals there. The intention then was to make Leaside not only a railway terminal, but also to build there a railway town, and for that reason, the property acquired was considerably in excess of that needed for terminal purposes. The Town of Leaside was incorporated by the Ontario Legislature in May, 1913, and about the same time, much of the land was subdivided for building purposes, and a considerable number of dwellings were put up, but no railway development took place.

The terminal site is immediately to the east and north of Leaside Jct. station, where the C.P.R. Montreal-Toronto line divides, one line running to Toronto union station, and the other to the North Toronto joint station in which the C.P.R. and the Canadian National Rys. have equal rights. On the latter line, the Canadian Northern Ontario Ry. acquired running rights, and also the use of the joint North Toronto station. The Canadian Northern had no immediate connections to this line, but in 1913, authority was granted for to build a short connecting line from Duncan, on the Toronto-Sudbury line, to the C.P.R. line, some 1,200 yards east of the new terminal, and this line was built shortly afterwards. Authority was also granted for a connecting line from the Toronto-Ottawa line, to connect with the C.P.R. near the same point as the Duncan cut-off, but this line has not been built. The Canadian National Rys. have not commenced using the North Toronto station, but are still using the Toronto union station. Should it be decided to use North Toronto station for Ottawa and Montreal trains, it will be necessary to build the second cut-off line mentioned above.

The present Canadian National Rys. terminals adjoining their Rosedale station, in the Don Valley, 3.8 miles from Toronto union station, and some 3 miles south of where the Toronto-Sudbury and Toronto-Ottawa lines diverge. This site is very lowlying, being only slightly above river level, and each spring considerable trouble has been experienced by floods tying up traffic. In addition, the site, being practically surrounded by the high slopes of the Don Valley, is incapable of any considerable expansion, and the economical handling of motive power and car equipment has been impossible due to the congestion. The handling of traffic has been further made more difficult by the Don River, which runs through the center of this terminal. In consequence, it became necessary to look out for a site with better natural advantages, and which would also be capable of expansion as traffic required. For these reasons Leaside was selected, a big determining factor being the new joint sta-

tion at North Toronto, into which it is expected all Canadian National passenger trains will run ultimately and the proximity of Leaside to it, 2.3 miles.

The Leaside site required very little grading, only 150,000 yds. in all. A start was made in the autumn of 1917, but it was not until May, 1918, that rapid progress was made, and the grading was completed the same year by Franceschini & Co. A general plan of the terminal layout is given herewith. Adjoining the C.P.R. double track line on the south, there is a C.P.R. freight yard. The whole area to the north required a certain amount of grading, a slight rise at the west end being despoiled to fill in the other end. This, and a side cutting for the west end approach track, were all the grading required. The soil is of a sandy nature, easily worked, but has a clay sub-base, which holds the water, and necessitated considerable draining to keep the site dry.

To the immediate north of the C.P.R. freight yard, provision is made for a 15-track freight classification yard, with capacity for 617 cars. With the exception of the west ladder and part of the second track, none of these tracks are being laid for the present, but the site is completely graded.

At the west end of the main part of the yard, is the locomotive house, the first unit of which, for 10 locomotives, is complete. It is solid brick construction, on concrete foundations, with stalls 14 ft. wide in front, 30 ft. wide at the rear, and 100 ft. long, and with tracks arranged for dropping locomotive and tender wheels. It will be steam heated, from a steam plant of 4 stationary Babcock and Wilcox boilers in an adjoining building. This boiler room is of the same type of construction as the locomotive house. A small adjoining building accommodates the locomotive foreman's office, and petty stores. There is also a small 12-bunk rest house adjoining, which is being used as the local office during construction. This is a one-story frame structure, 24 x 32 ft. on post foundations, and will be equipped with washroom, showerbaths, lavatories, and sitting and bedrooms.

All the leads to the turntable are not installed, but it is the present intention to put in five, two ingoing, two outgoing, and a coaling track between. Along these five tracks are the coal, water and ash handling facilities. The coal and water plants are complete, and the ash plant soon will be. The turntable, which is installed, is of steel, with an 80-ft. span, operated by an air motor. The coal handling plant is Fairbanks-Morse type, with a capacity for 200 tons, and is located adjoining the south outgoing track. The water tank is of wood on concrete foundations of a 60,000 gal. capacity, supplying a standpipe between the two outgoing tracks. The ash plant will be mechanically operated, and is located on the north incoming track.

The locomotive house is capable of extension to a 45-stall capacity, but pend-

ing this extension, it is the intention to put in 8 spurs from the east ladder track, for car repair work, and for storing snow ploughs, ditchers, etc.

To the north of the locomotive house are the locomotive shop, blacksmith shop, passenger car shop, and auxiliary buildings. The locomotive shop is completed, and is now having the machinery installed. It is a brick building, 151 x 300 ft., on concrete foundations, with a gallery for the lighter machinery along one side, and contains 12 pits, one of which will be equipped with a 200 ton electric pit jack for lifting a locomotive free from the drivers. The machinery will be laid out in groups, for the efficient handling of the repair work. The shop tracks are long enough to take a complete locomotive and tender.

In front of the locomotive shop, and running its full length, is a transfer table, 372 ft. long, with an 80-ft. span, electrically driven. The leads to this transfer table are at either end of the table pit, two to the south, and one to the north, both of which are being completed.

The passenger car shop also adjoins the transfer table, and is also served by it. It is also a brick structure on concrete foundations, and is 140 x 283 ft. with 12 tracks. It is complete, except for the machinery installation.

Back of the locomotive shop is the blacksmith shop, also a brick structure on concrete foundations, and is 70 x 100 ft. It is nearing completion, but none of the machinery is installed.

To the east of the passenger car shop, is the passenger car yard, of 15 tracks, with a capacity for 140 eighty-ft. cars. Only 4 of these tracks are being completed at present. There is a small store in connection with these yards, at the rear of the passenger car shop, and to the south of the yard, a small wheel shop and drop pit for passenger car work. These buildings are completed. The yard also contains a 2000-ton ice house, of frame construction, 176 x 30 ft., with ice doors along the side.

The stores and office building, between the locomotive house and locomotive shop, is nearing completion. It is of brick on concrete foundations, and is 60 x 180 ft. with a large storage platform at the east end. The stores part is two stories high, and the office section, three stories high. This office will accommodate the shop and stores officials.

At the east end of the yard are the operating offices, a two-story frame structure, 36 x 60 ft., on concrete foundations. The basement will contain a boiler room, coal room, vault, locker room and lavatories for train crews. On the first floor will be the yardmaster's office, agent's office, local office, supervisor's office, lunch room, officers' and men's lavatories, and on the upper floor will be offices for the superintendent, assistant superintendent, chief and other train dispatchers, general office, rest room, and women's lavatories.

To the north of the present projected