

MIMICO

247.)

Yards at Minico.—An area of land, over
200 acres in extent, has been acquired at

1904

Minico

Mimico, Ont., adjacent to the G.T.R. station, on which it is proposed to lay out a large freight yard where freight trains will be broken up, the cars sorted, and remade up into trains. This will do away with a large amount of work now done in the Toronto yards, which takes up a great deal of space and causes a lot of inconvenience in the handling of cars. The business to be done in the Toronto yards, when this project is carried through, will consist entirely of handling freight in and out of the city, the other work being done outside. The plans for this yard are not prepared; some sketches have been made with the object of deciding how best to lay out the area, but nothing definite has been adopted. The work is in charge of the Division Engineer at Toronto, F. L. Somerville.

Hamilton - Sarnia Second Track.—The grading for the second track work between Hamilton and Lynden, Ont., is in a forward state and tracklaying will be commenced at

1904

houses, etc.

The Mimico Yards.—The plans of the new yards and terminals at Mimico, Ont., are not completed, and we are advised that nothing further will be done until after the spring has opened up. The purpose is to make the Mimico yards the point for handling the freight trains for places west of Toronto, and to use the East Toronto yards for the freight trains for eastern points, retaining the Toronto yards for the receipt, delivery and handling the freight to and from the city only.

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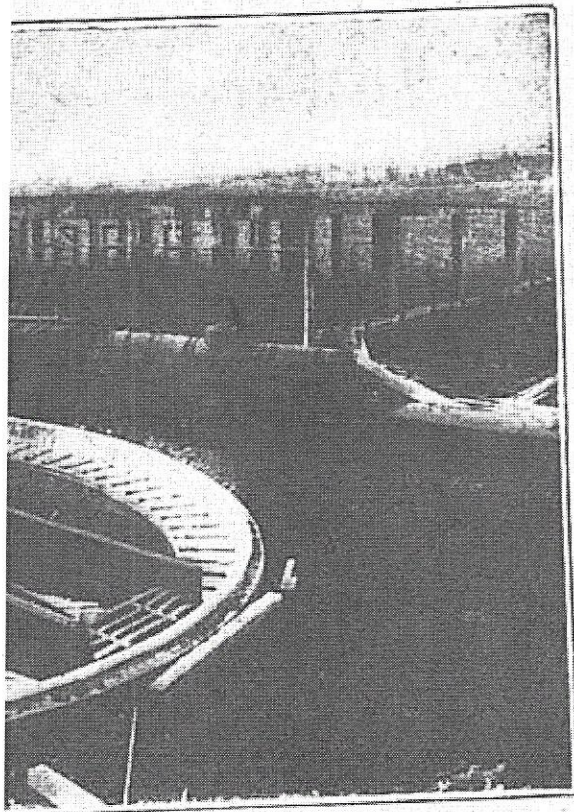
Union Round House, etc.—The round house and machine shop recently built at Union, near Toronto, contains 30 stalls, each 12 ft. wide at the inner circle, and 26 ft. at the outer circle. Each stall is 82 ft. long, divided into three sections, and carried on four columns. The entire structure is built of concrete, reinforced with Kahn trussed bars. The interior columns are 14 in. square, and contain each four $\frac{1}{2}$ x $1\frac{1}{2}$ in. trussed bars. The diagonals of these steel members are horizontal in order to obtain the effect of raftering. Angle guards were placed in all corners in order to prevent chipping. The columns in the outer circle are T shape, carrying a pilaster on the outside, and at the same time supplying recesses for keeping curtain walls between columns. The joints at these points allow for expansion and contraction. In designing the columns at the interior circle, it was feared that locomotives striking the outside doors would break the concrete columns which carried the doors. For this reason these columns were made of three channels filled with concrete and anchored to same. This construction was decided upon, as it is contended that a column would not break, but would simply shift off its foundation if struck by a locomotive. Doors were fastened directly to these channels. On the side not containing a channel, were placed $\frac{1}{2}$ x $1\frac{1}{2}$ in. trussed bars as a reinforcement. Radial lines of reinforced concrete girders were placed between columns at a height of about 20 ft. from top at the outer circle, and 24 ft. at the inner circle. Seven longitudinal lines of reinforced concrete beams were placed between the girders and columns. The beams and girders were reinforced with Kahn trussed bars in the bottom, and over the supports they were invariably made continuous with inverted bars. Each beam contains in the bottom at least two bars full length and one bar about two-thirds the length at the bottom in the centre and raised at the ends. Between the beams and girders is spanned a 4 in. concrete slab, which is reinforced in both directions, and made continuous over the entire area. Especial attention was paid towards obtaining an absolute monolithic character in the entire structure,

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so that if an excessive load were placed upon any one portion the same would be distributed over the adjoining panels. Anchors for carrying steam pipes and controlling individual smoke stacks over locomotives were placed in the concrete while the same was green. The machine shop roof is constructed similarly to the round house, using a series of beams about 12 ft. o.c., spanned



ONT, IN PROCESS OF CONSTRUCTION.

ork for station extension purposes. The formal order has not been issued, but the decision is causing considerable comment in the city. and It is said to be likely that a joint station will be built by the C.T.R. and the

with a 4 in. concrete slab. These are also reinforced with Kahn trussed bars. The illustrations on this page show the method of construction.

Guelph Improvements.—The Guelph, Ont., City Council had before it July 4 the decision of the Board of Railway Commissioners to allow the G.T.R. to expropriate Jubilee Park

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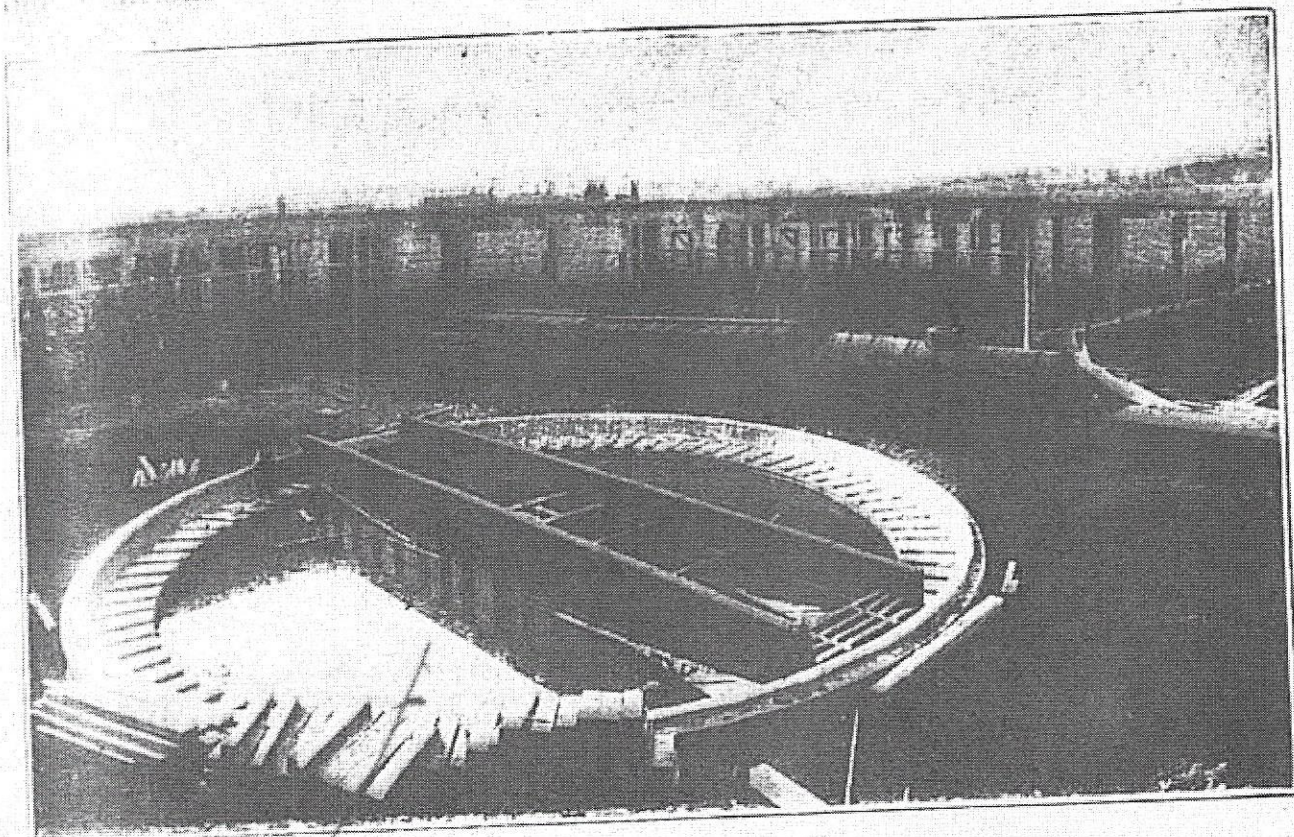
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period of 20 years. The
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SHOWING G.T.R. ROUND HOUSE AT MIMICO, ONT., IN PROCESS OF CONSTRUCTION.

... before the work for station extension purposes.

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THE RAILWAY

St. Toronto, June 2, aged 69. He was born in St. Toronto, Ont., April 7, 1837. He became interested in the Muskoka District there later. He founded the Muskoka Settlers' Association in 1878, and wrote a number of guide books to the country. He built the first steamer on the Muskoka Lakes in 1866, and added others from time to time. In 1881 the Muskoka and Nipissing Navigation Co. took over the business, and in 1886, the Parry Sound Navigation Co. was acquired, the latter being merged companies being the Muskoka and Georgian Bay Navigation Co. In 1903 the Muskoka Navigation Co. was formed, taking over the business and to establish a hotel. An hotel was built and the company constructed in 1903, under the title of

port dealing with the cost per ton of the respective lines prepared by M. J. Butler, Assistant Chief Engineer, the ten daily trains assumed are for the purpose of comparison only, as is usually the custom in valuing reduction on grades and similar improvements on high-class railway service. The cost per train mile quoted is that given in the report of the Department of Railways and Canals for 1903, and does not refer in any way to the amount earned per train mile, which is entirely another matter. The figures given are based entirely on the cost per train mile and not the cost likely to be charged for the service.

Three survey parties are in the field in central New Brunswick working on improved lines between Fredericton, Chipman, and Plaster Rock. The route favored by New Brunswick is from the Quebec-New Brunswick

The plans for the laying out of the tracks in the new station and its approaches are being made by F. L. Somerville, Resident Engineer, Toronto.

Mimico Yards.—Considerable progress has been made in laying out the new yard at Mimico, Ont. It is expected it will be completed by the end of July.

Hyde Park to Kingscourt Jet. Doubles tracking. Good progress is being made on this work by Ross and Macrae, the contractors. It is expected to start tracklaying early in July, which will probably be completed in the fall. The section between Hyde Park and London will be a very heavy undertaking, as it involves the reconstruction of a number of bridges. It is not likely that it will be undertaken this year.

The Toronto Transportation Club held its

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to carry them out.

Mimico Yards.—The work of laying out the new yards at Mimico, Ont., on the Toronto-Hamilton line has been practically completed, so far as the present plans go. There are, however, some further work to be done, for which plans have not been finally approved. The 30-stall roundhouse described in our Aug., 1905, issue, has been completed, but it is not yet being used. There are two tracks in the yard, one for eastbound and the other for westbound freight. In each yard there are four receiving tracks and eight sorting or distributing tracks. The work of laying out the yard is being done by the company under the charge of F. L. Somerville, Resident Engineer, Toronto, and his staff. (Aug., 1905, pg. 363).

Hamilton.—A new 22-stall roundhouse has been built at Stuart St. Station, Hamilton, Ont.

January 1966