Photos of our

July Excursions

-- photos by Jim Brown

At Omemee, July 9th, with the UCRS Special

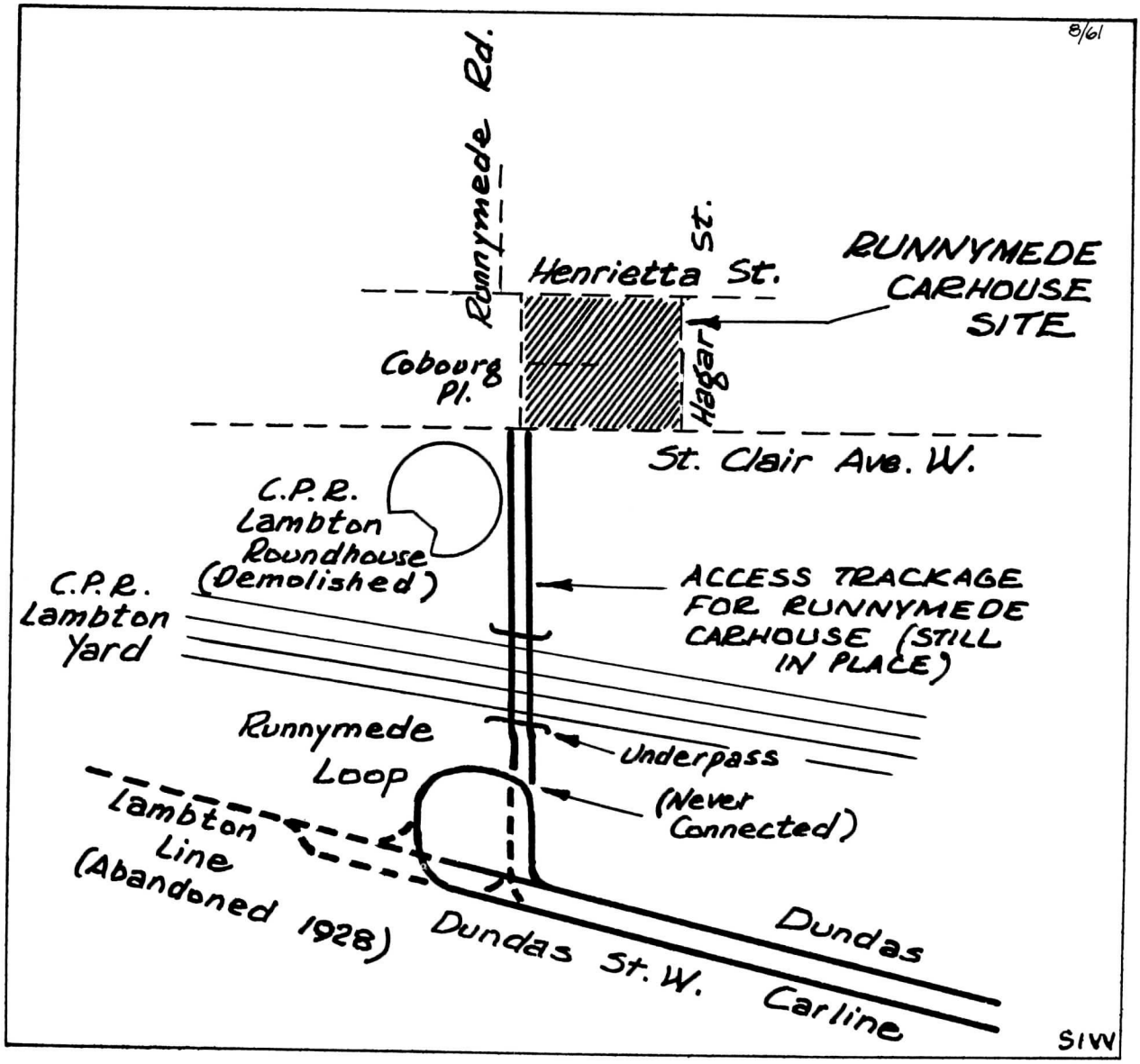
2424 in the Exhibition (Western Entrance) loop, July 21, 1961
Note the exotic destination signs.

Oshawa Railway freight motor 403 and train at North Oshawa, Sat. July 8th

Crossing the Rouge River bridge, July 8th.

The Commission recently sold the last portion of the Runnymede Carhouse site for residential development. This parcel, at the south-east corner of Runnymede and Henrietta St. was a portion of a large site assembled about 1926 as the location for a new carhouse and yard to replace Dundas Carhouse, a cramped and ramshackle Toronto Railway Company property with which the TTC was not satisfied. Seriousness of the intention was indicated by the laying of double track in 1927 on Runnymede Rd. from Dundas St. to St. Clair Ave., which would have been the access trackage to the carhouse. This track is still in place, but has never been connected, not had overhead on it.

Dundas Carhouse was eventually closed as planned, as an operating division, in 1931, and as a trailer yard in 1938, but the reduction in the car fleet occasioned by the depression, together with the decision that had been taken by 1930 to make further suburban extensions to the system by bus, rendered the Runnymede site superfluous as a carhouse property. In more recent years, consideration was being given to using the remaining land on Henrietta St. for a bus garage, but this too has apparently been given up.



C. P. Mikado 5370, westbound at West Toronto Tower, September 14, 1959

West Toronto Tower

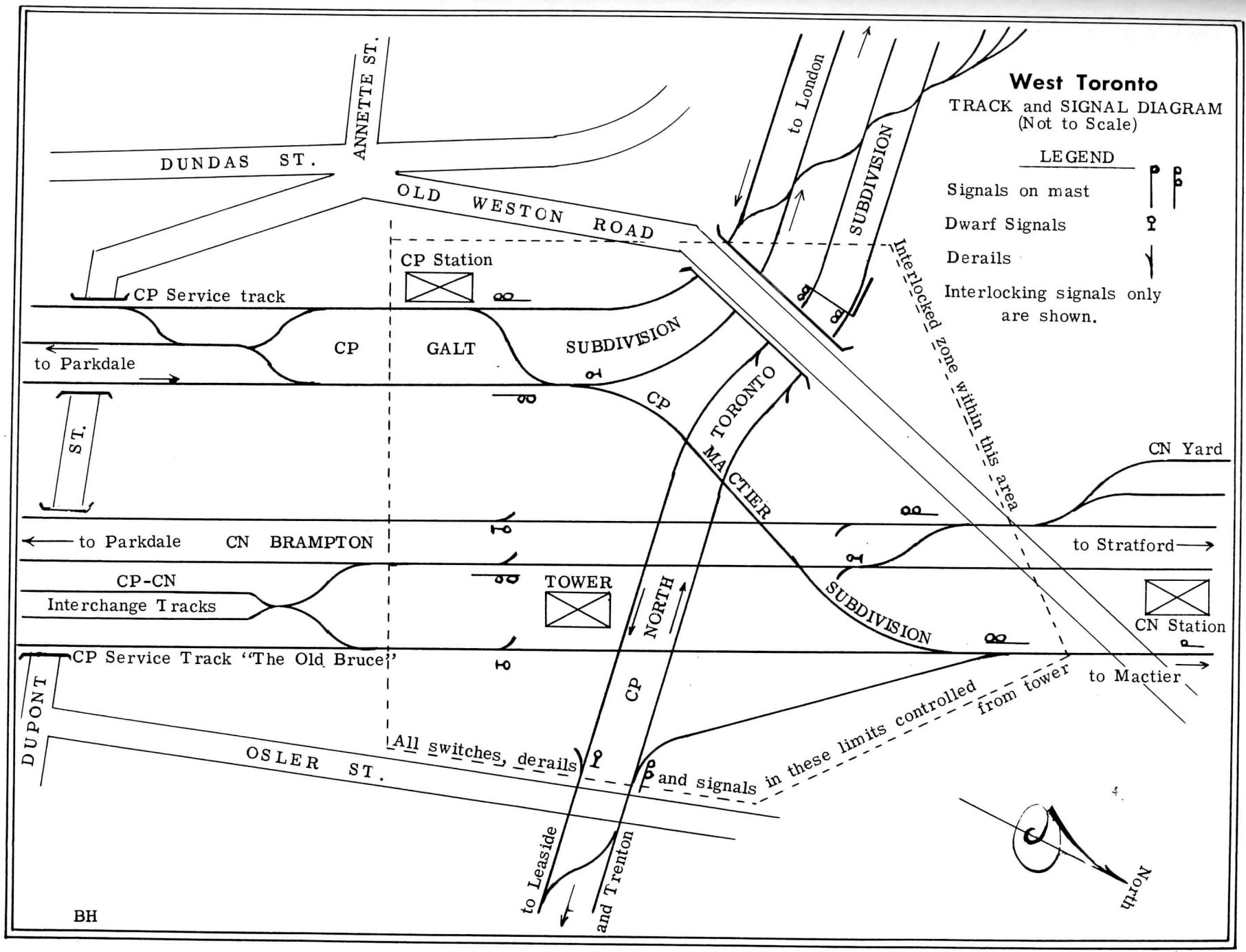
BY JIM BROWN

Near the intersection of Dundas Street and Old Weston Road in Toronto's west end, the Canadian Pacific Railway maintains one of Canada's few remaining electro-mechanical interlocking plants. The function of West Toronto Tower, or "The Diamond", as it is locally known, (probably because there are ten diamond crossings in the interlocking zone) is to control movements over the one Canadian National and three Canadian Pacific subdivisions that converge there.

With the demise, in recent years, of such towers as Bayview and Hamilton Jct., at Hamilton Ont. on the CNR, and Ballantyne and South Junction in Montreal on the CPR, West Toronto has become one of the few large mechanical plants remaining in the country.

Originally, West Toronto was an all-mechanical interlocker; its 44-lever frame, built in England by Saxby and Farmer around the turn of the century, was physically connected to the switches, derails, locks and semaphores by means of a system of rods and bell cranks.

As it is presently arranged, colour light signals have replaced the semaphores, and track occupancy is indicated by electric track circuits. Each lever performs one of three possible functions: changing the position of a switch or derail, locking it by means of a bar passing through slots in the throw rod of the switch, or clearing a signal. In the two former cases, the levers are connected directly with the switch by means of the aforementioned system of rodding. In the latter case, the levers merely operate contacts beneath the floor and signal indications are changed electrically. An intricate maze of sliding bars and dogs interlock them in such a way that it is physically impossible to line up two conflicting routes. Before a route can be set up through the interlocking, all conflicting switches and signals must be returned to normal position. The necessary track switches and signals are then thrown, and the appro-


West Toronto
TRACK and SIGNAL DIAGRAM
(Not to Scale)
LEGEND
Signals on mast
Dwarf Signals
Derails
Interlocking signals only are shown.
DUNDAS ST.
ANNETTE ST.
OLD WESTON ROAD
to London
SUBDIVISION
Interlocked zone within this area
CP Station
CP Service track
CP
GALT
SUBDIVISION
to Parkdale
CP
TORONTO
MACTIER
CN Yard
ST.
to Parkdale
CN BRAMPTON
to Stratford
CP-CN
Interchange Tracks
TOWER
NORTH
SUBDIVISION
CN Station
CP Service Track "The Old Bruce"
to Mactier
DUPONT
CP
All switches, derails and signals in these limits controlled from tower
OSLER ST.
to Leaside and Trenton
North
BH