



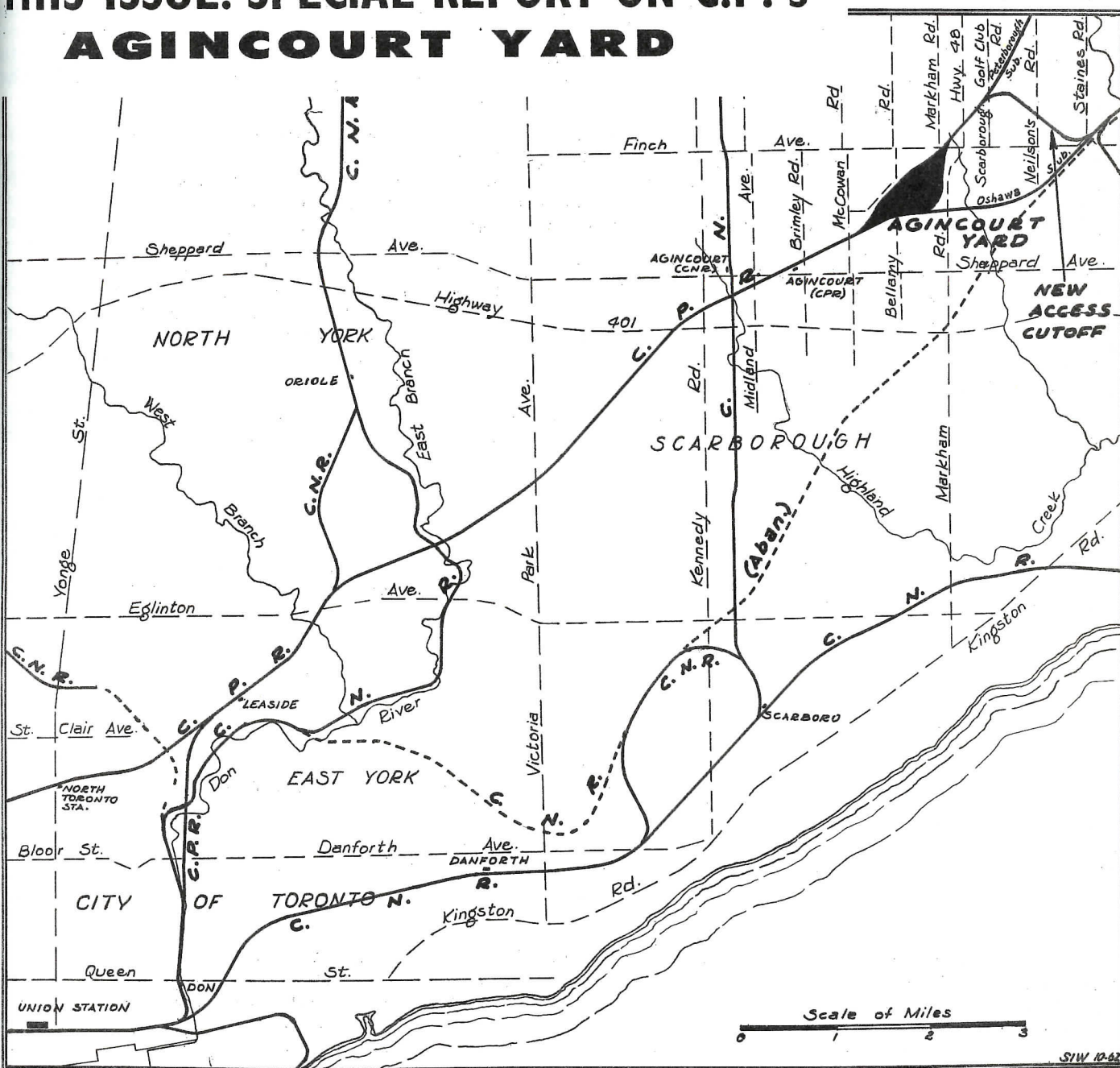
Newsletter

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THIS ISSUE: SPECIAL REPORT ON C.P.'s AGINCOURT YARD



UPPER CANADA RAILWAY SOCIETY
BOX 122 TERMINAL "A" TORONTO, ONTARIO

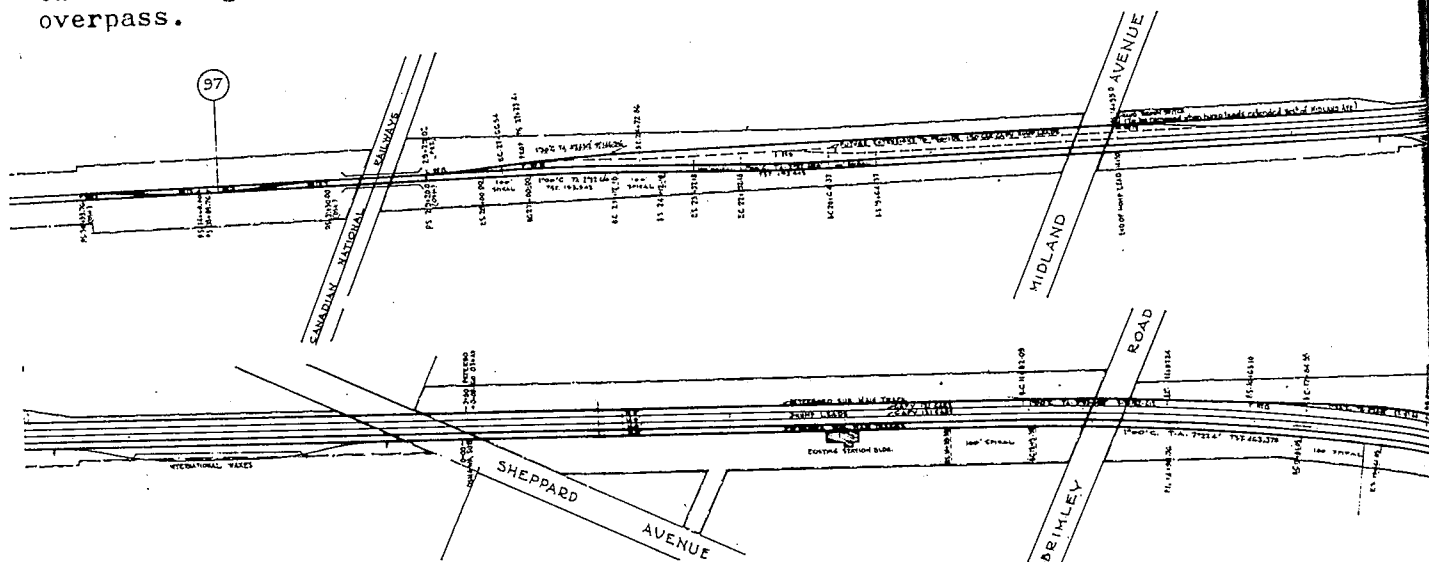


Agincourt Yard

As a special feature this month we present a Canadian Pacific official drawing indicating the master plan for the 7300-car capacity Agincourt Hump Classification Yard. This major facility, now under active construction, is located some eleven miles north-east of downtown Toronto and some fifteen miles east of the railway's present Lambton freight yard in West Toronto, a yard which the Agincourt installation will in large measure supplant. The key map accompanying this article shows the location of the yard in relation to the railway network of both of the major railways in the Metropolitan Toronto area.

The yard is generally triangular in shape, lying between the diverging main tracks of the Oshawa and Peterborough Subdivisions, the latter of which has been diverted some distance to the north in order to provide sufficient width for the yard complex. Referring to the road system, the yard lies between Sheppard and Finch Avenues and between McCowan's Road and Markham Road (Highway 48), north-east of the old community of Agincourt. A single hump is provided at the west end of the layout, with two hump leads extending westerly between the Oshawa and Peterborough Subdivisions nearly 7900 feet to Midland Avenue. The southerly lead ends at this point, while the north lead cuts into the Peterborough Subdivision main track. Provision is being made in the right-of-way widening so that these hump leads can be extended westerly to tie into the main tracks a short distance east of the overpass over the C.N.R. Uxbridge Subdivision.

The actual junction crossovers have been moved west from their former location near Agincourt station to a point just west of the aforementioned C.N.R. overpass.



In the yard, cars will move eastbound over the hump, through a master hump retarder and then through one of the seven (ultimately eight) group retarders into a 72-track classification yard which forms the central part of the total layout. The classification tracks have an average capacity of about 40 freight cars each. Extending along the north side of the Oshawa Subdivision main tracks, from the west throat of the yard at McCowan's Road to Scarborough Golf Club Road is a three-track (with provision for four more tracks) east-bound receiving yard. Immediately to the north, along the south and east flanks of the triangle of the total yard complex lies an eight-track westbound receiving and eastbound departure yard. This yard, with tracks of from $1\frac{1}{4}$ to $1\frac{1}{2}$ miles in length, will have provision for eventual expansion to 13 tracks, and its east end is at the easterly throat of the entire yard, at Markham Road and Finch Avenue.

A. MAIN CLASSIFICATION YARD

TRACK NO.	CAR CAPY.	LENGTH
1	36	2030'
2	33	1925'
3	33	1925'
4	36	2045'
5	36	2045'
6	39	2166'
7	39	2166'
8	42	2287'
9	42	2287'
10	40	2200'
11	37	2098'
12	37	2097'
13	40	2220'
14	40	2218'
15	43	2338'
16	43	2337'
17	45	2460'
18	45	2458'
19 F	40	2223'
20 F	38	2121'
21 F	38	2120'
22 F	40	2244'
23 F	40	2242'
24 F	43	2363'

TRACK NO.	CAR CAPY.	LENGTH
25 F	43	2360'
26 F	46	2483'
27 F	46	2481'
28	45	2428'
29	42	2325'
30	42	2323'
31	45	2446'
32	45	2445'
33	48	2566'
34	48	2564'
35	50	2686'
36	50	2684'
37	42	2320'
38	40	2218'
39	40	2217'
40	43	2337'
41	43	2336'
42	45	2458'
43	45	2458'
44	48	2577'
45	48	2576'
46	53	2794'
47	50	2694'
48	50	2693'

TRACK NO.	CAR CAPY.	LENGTH
49	53	2815'
50	53	2813'
51	56	2935'
52	56	2933'
53	56	2955'
54	56	2953'
55	29	1715'
56	26	1610'
57	26	1610'
58	29	1734'
59	29	1732'
60	32	1854'
61	32	1852'
62	34	1960'
63	34	1970'
64	30	1787'
65	30	1786'
66	32	1820'
67	29	1735'
68	29	1736'
69	24	1518'
70	24	1519'
71	22	1400'
72	17	1278'

C. WEST RECEIVING AND EAST DEPARTURE YARD (SOUTH SIDE)

TRACK NO.	CAR CAPACITY	LENGTH
7A	(Running Track - branches from #7, above)	
8 F	146 Cars, 3 Diesels & Van	7333'
9 F	149 " " "	7439'
10 F	148 " " "	7390'
11 F	151 " " "	7540'
12	149 " " "	7440'
13	152 " " "	7362'
14	134 " " "	6776'
15 F	132 " " "	6666'
16 F	128 " " "	6523'
17	125 " " "	6350'
18	122 " " "	6210'
19	118 " " "	6045'
20	112 " " "	5797'
21	111 " " "	5740'

B. EAST RECEIVING YARD (SOUTH SIDE)

TRACK NO.	CAR CAPACITY	LENGTH
1 F	135 Cars, 3 Diesels & Van	6737'
2 F	139 " " "	6883'
3 F	139 " " "	6876'
4	142 " " "	7022'
5	147 " " "	7290'
6	154 " " "	7583'
7	(Running Track)	

**TABULATIONS of YARD
TRACKS and CAPACITIES**

The westbound departure and receiving yard extends along the north side, paralleling the single track of the Peterborough Subdivision. This yard will be comprised of six tracks at present, with an ultimate capability of 10 tracks in the future. The local departure and receiving yard, which will handle cars having an origin or destination in the Toronto area, lies between the westbound receiving and departure yard and the main classification yard. This yard will have five tracks initially, with the possible expansion to 10 tracks. A crossover track, with double slip switches, will connect the local yard directly to tracks 64 to 72 of the main classification yard, forming the east ladder track of the latter.

D. WEST DEPARTURE AND RECEIVING YARD (NORTH SIDE)

TRACK NO.	CAR CAPACITY	LENGTH
15	102 Cars, 2 Diesels & Van	4619'
16	102 " " "	4622'
17	108 " " "	4875'
18	109 " " "	4928'
19	109 " " "	4919'
20	111 " " "	5002'
21 F	(Not Indicated)	7600'
22 F	"	7436'
23 F	"	7366'
24 F	"	7435'

E. LOCAL DEPARTURE AND RECEIVING YARD (NORTH SIDE)

(a) (West of Crossover Track)

TRACK NO.	CAR CAPACITY	LENGTH
4	(Running Track)	
5	45 Cars, 2 Diesels & Van	2524'
6	39 " " "	2306'
7	34 " " "	2094'
8	30 " " "	1886'
9	28 " " "	1622'

(b) (East of Crossover Track)

TRACK NO.	CAR CAPACITY	LENGTH
4	(Running Track)	
5	34 Cars, 2 Diesels & Van	2075'
6	35 " " "	2117'
7	35 " " "	2136'
8	36 " " "	2149'
9	37 " " "	2217'
10 F	(Not Indicated)	3580'
11 F	"	3381'
12 F	"	3200'
13 F	"	3005'
14 F	"	3007'

F. WEST VAN TRACKS

TRACK NO.	CAR CAPY.	LENGTH
1 F	13	1010'
2	12	980'
3	15	1100'

G. EAST VAN TRACKS

TRACK NO.	CAR CAPY.	LENGTH
3 tracks, 6	6	590'
not a numb'd	6	588'
numb'd 10	10	780'

(The use of the symbol "F" in the above tabulations indicates future construction)

SERVICING YARDS: Directly south of the main classification yard will lie a 3-track car cleaning yard, narrowing to 2 tracks in its central portion, which two tracks pass through a washing platform. Proceeding south from this facility, in order, are a car repair yard, three tracks for the storage of auxiliary equipment, and inside the long curve of the eastbound departure yard, the diesel locomotive servicing shop and tracks. The car repair yard will have six tracks initially with provision for expansion to eight tracks. Of these six tracks, five will pass through the car repair building. Two of the six diesel servicing tracks will enter the locomotive shop, while an additional three tracks are provided for at some future date.

SUMMARY OF YARD CAPACITIES

	INITIAL	ULTIMATE
A. MAIN CLASSIFICATION	2506	2880
B. EAST RECEIVING*	467	880
C. WEST RECEIVING & EAST DEPARTURE*	1055	1933
D. WEST DEPARTURE & RECEIVING*	659	959 ^o
E. LOCAL DEPARTURE & RECEIVING	383	677 ^o
TOTALS FOR FREIGHT YARDS	5070	7329
<p>* - Including indicated locomotive and van capacity. ^o - Capacity of future tracks estimated, as not indicated on plan.</p> <p>Car cleaning yard, car repair yard, Diesel locomotive servicing tracks and van storage tracks not included in above summary.</p>		

An interesting and little publicised aspect of the Agincourt Yard is that, like the C.N.R.'s Toronto Hump Yard in Vaughan Township, it requires the construction of a new access line for its functioning. As the east throat of the yard is on the Peterborough Subdivision, requiring all eastbound departures and westbound arrivals from either subdivision to pass this point, a new cut-off is required to connect the Oshawa Subdivision with this east throat. Already constructed is a 7500 feet long access line extending in a north-west to south-east direction from the Peterborough Subdivision, near the Scarborough Golf Club Road crossing, to a junction with the Oshawa Subdivision near Finch Avenue and Staine's Road. This line involves new grade crossings of Neilson's Road and Finch Avenue.

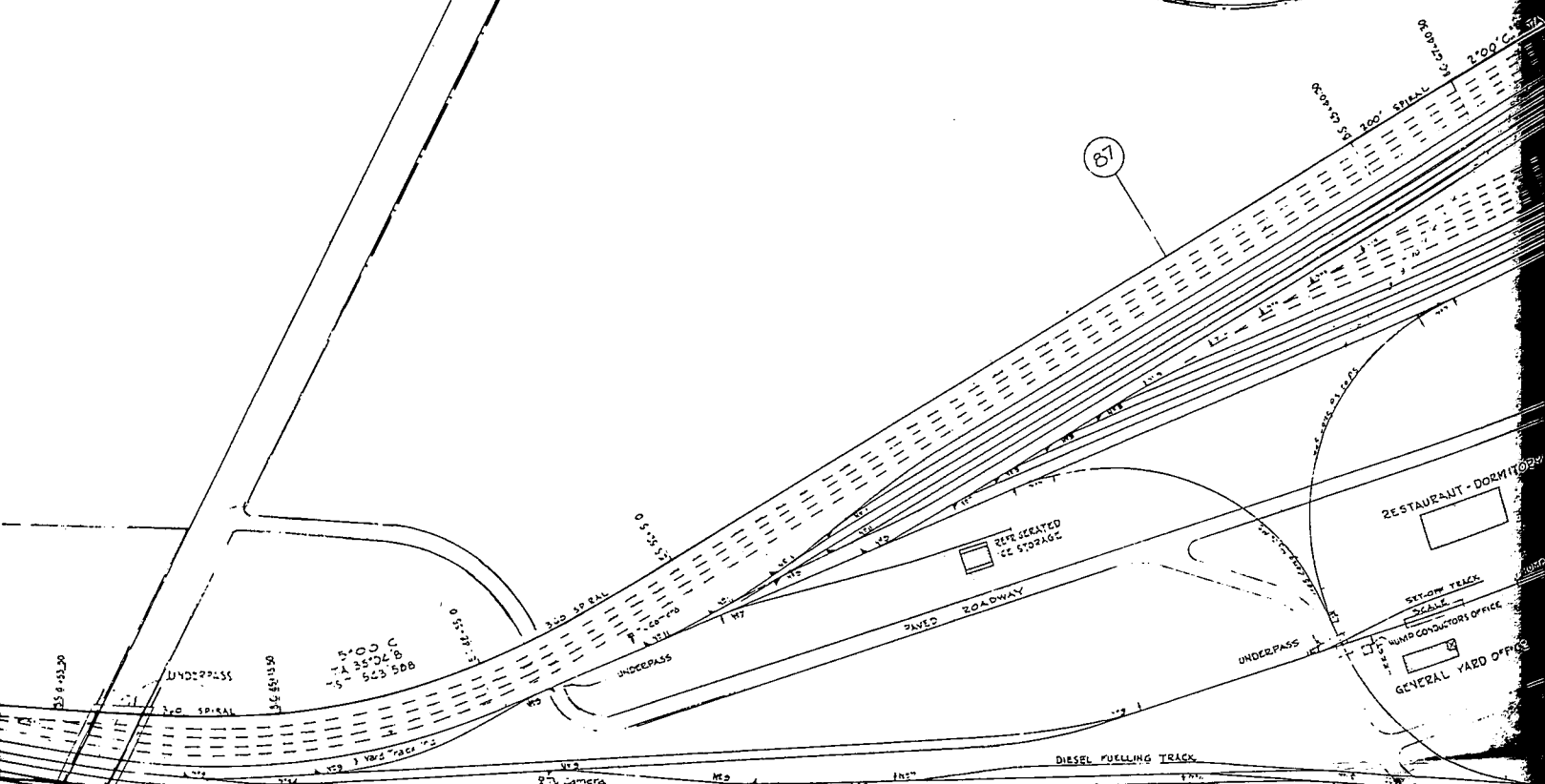
Other significant buildings in the yard complex beyond the shop buildings already mentioned include a General Yard Office just south of the hump, a restaurant and dormitory building a short distance to the north of the same, and a Retarder Tower south of the group retarders. An extensive system of access roads will serve the various installations with connections to McCowan's Road and Markham Road. The shop area will also contain a power plant building, a 150,000 gallon water tank and a 15,000 barrel diesel oil storage tank, the latter actually situated in the crotch of the diverging east receiving and west departure yards.

Miscellany

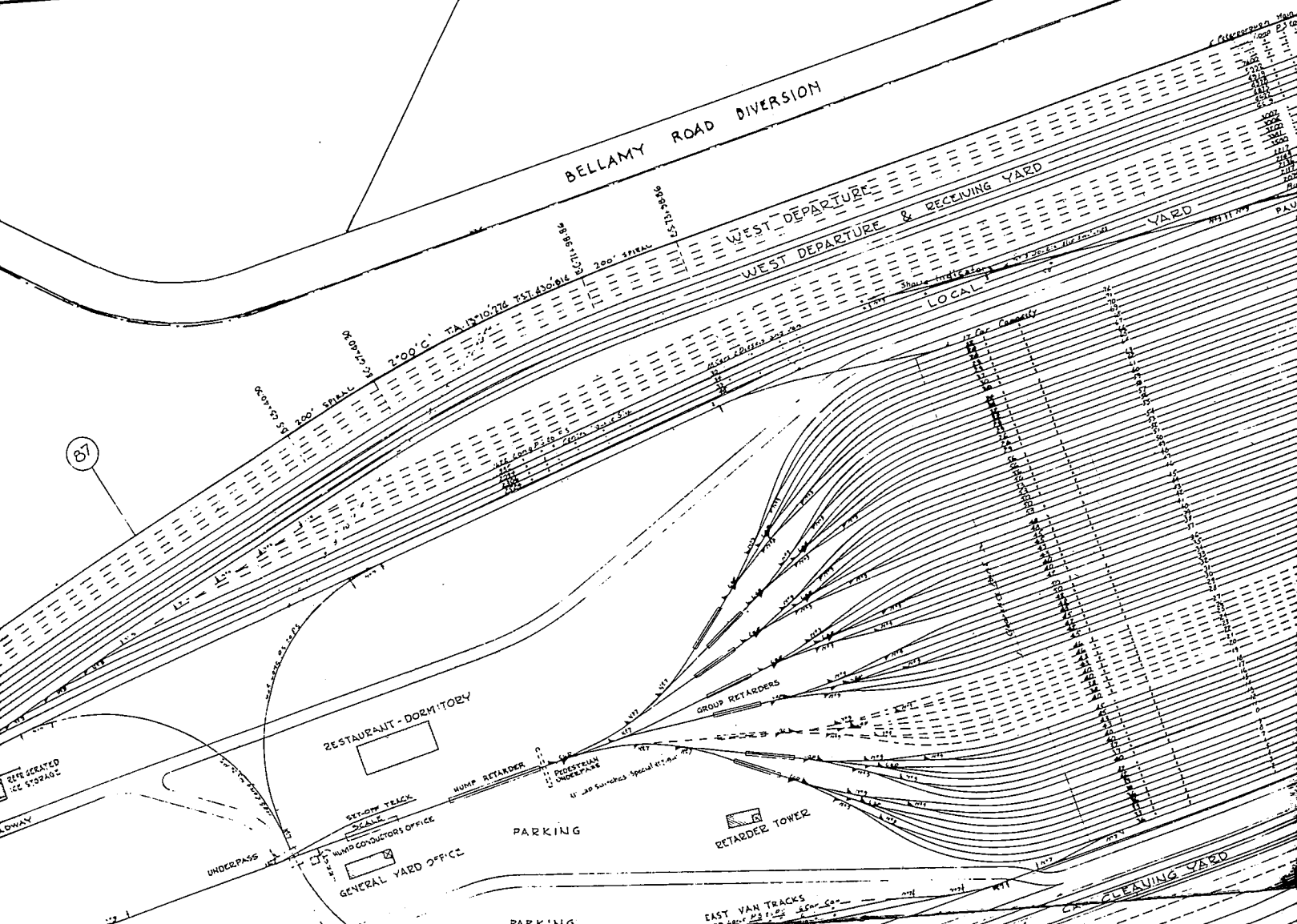
A project worthy of every steam railway fan's support is that undertaken by the Bayview Railroad Museum Society in Sarnia, Ontario. This group is attempting to raise the money necessary to build a concrete base and erect a chain-link wire fence on and within which Canadian National Mountain type locomotive no. 6069 can be properly displayed in a park in Point Edward, a few miles north of Sarnia. The locomotive itself has been donated to the town if a suitable mounting base can be provided for it. You can do your part to help preserve another steam locomotive in Southern Ontario by sending a donation to the Bayview Railroad Museum Society, 108 South Christina Street, Sarnia, Ontario. An official receipt for income tax purposes will be sent to all donors.

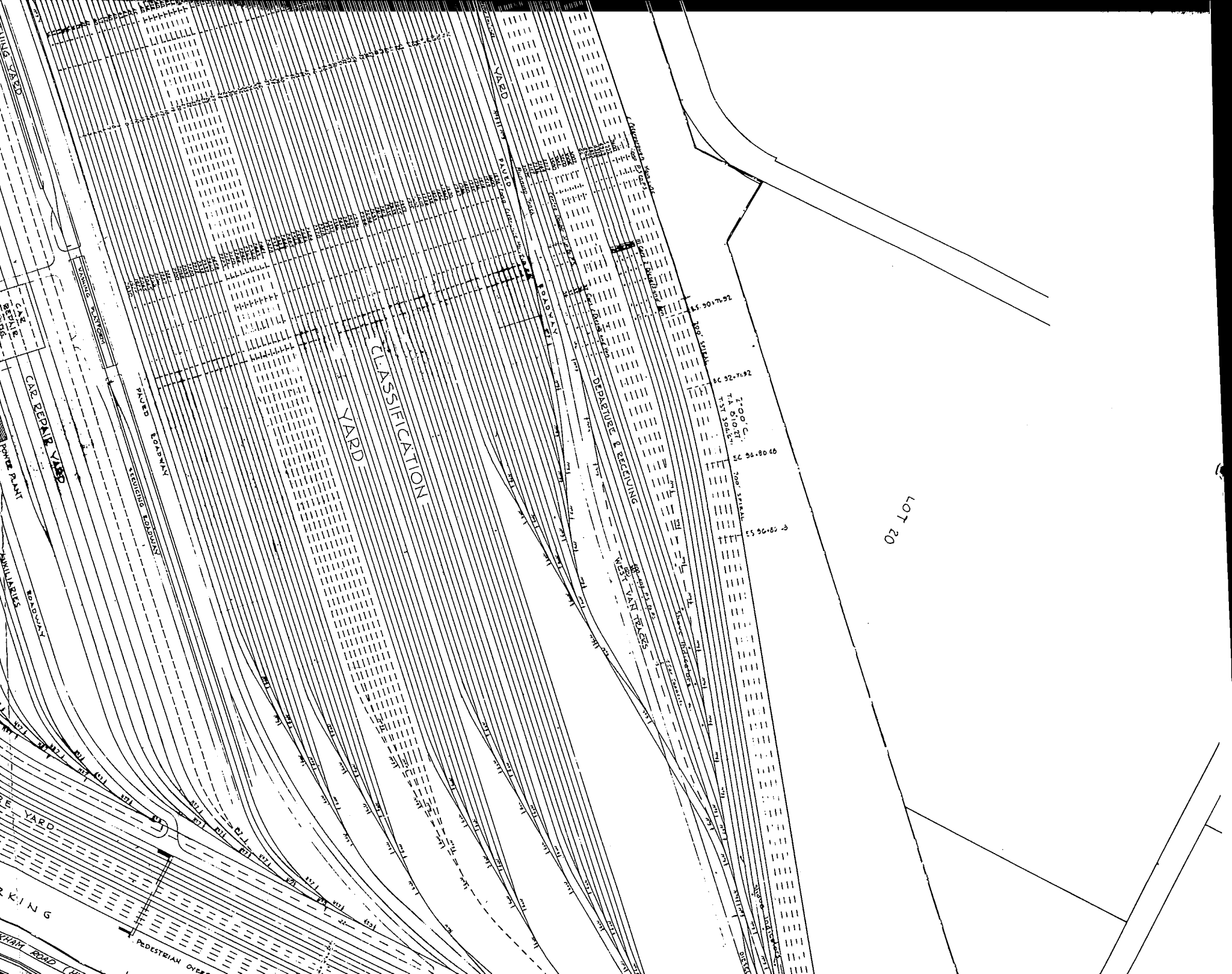
C.P.R.
Agincourt Yard

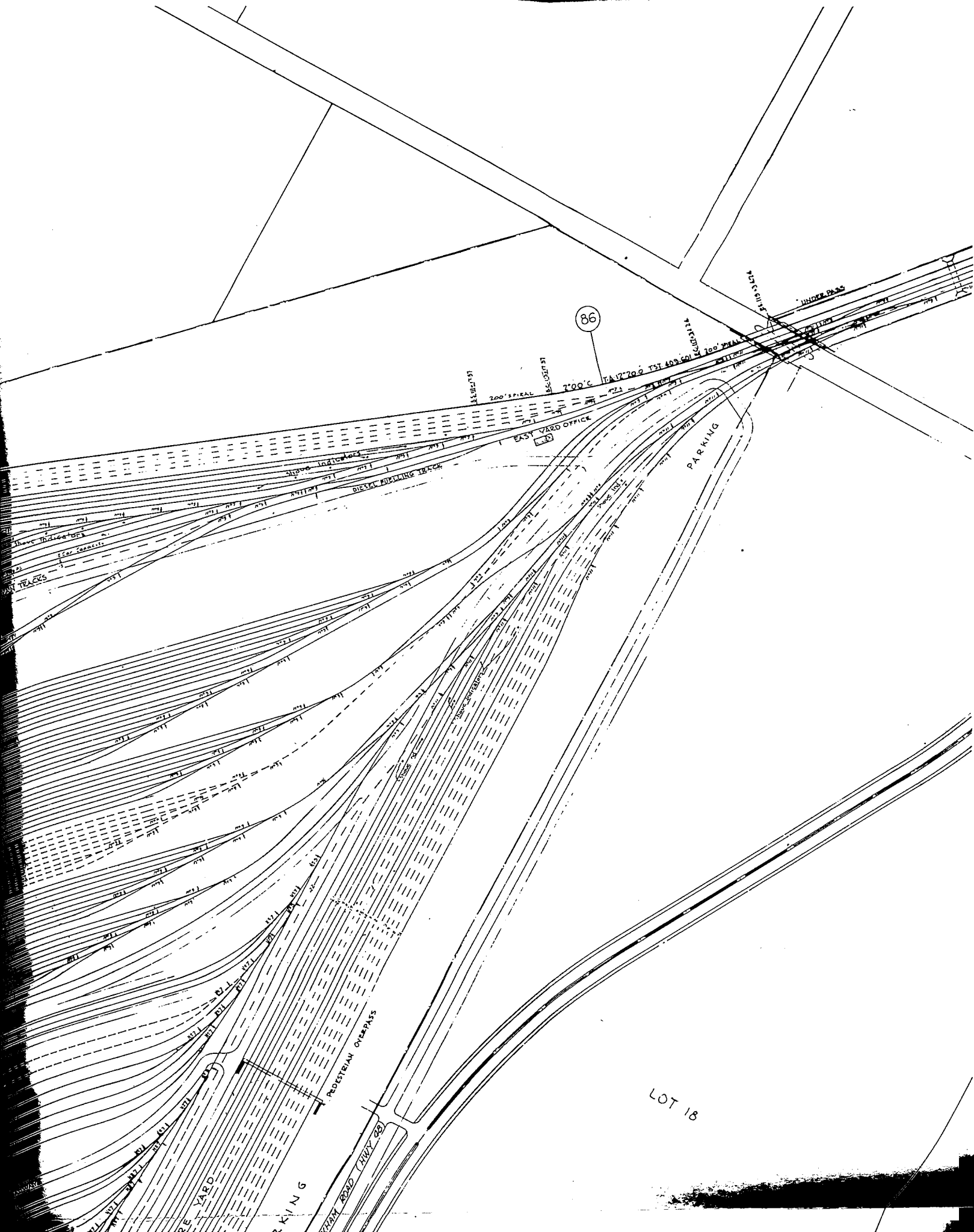
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C.P.R. Encourt Yard

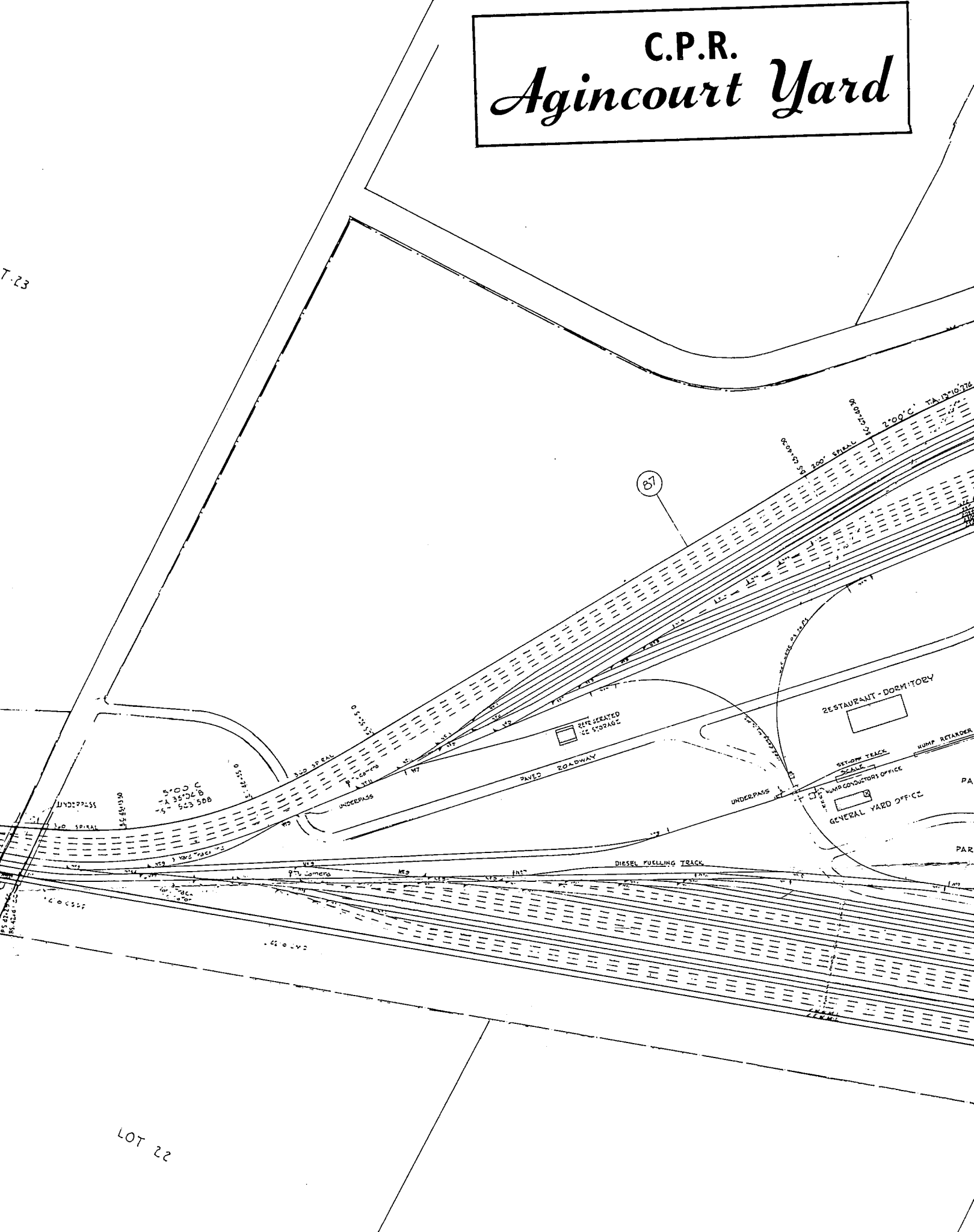






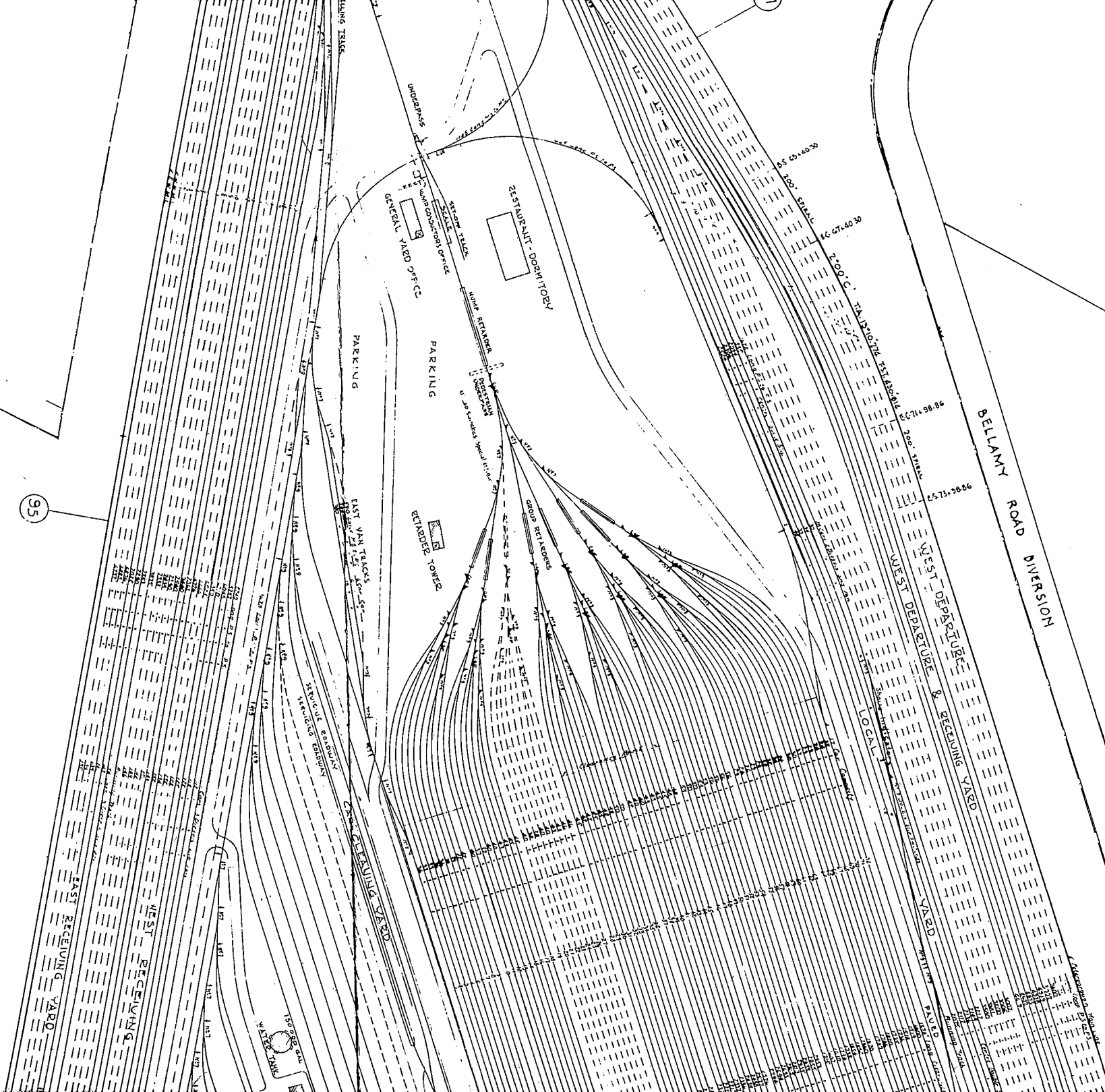
C.P.R. *Agincourt Yard*

T-23



LOT 22

out Yard



VERSION

WEST DEPARTURE & RECEIVING YARD

DEPARTURE & RECEIVING

WEST VAN TRUCKS

CLASSIFICATION YARD

CAR CLEANING YARD

CAR REPAIR YARD

DIESEL SERVISING YARD

WEST RECEIVING

EAST RECEIVING YARD

100,000 GAL WATER TANK

PAVED AREA

WHEELS

STORES

DIESEL SHOP

POWER PLANT

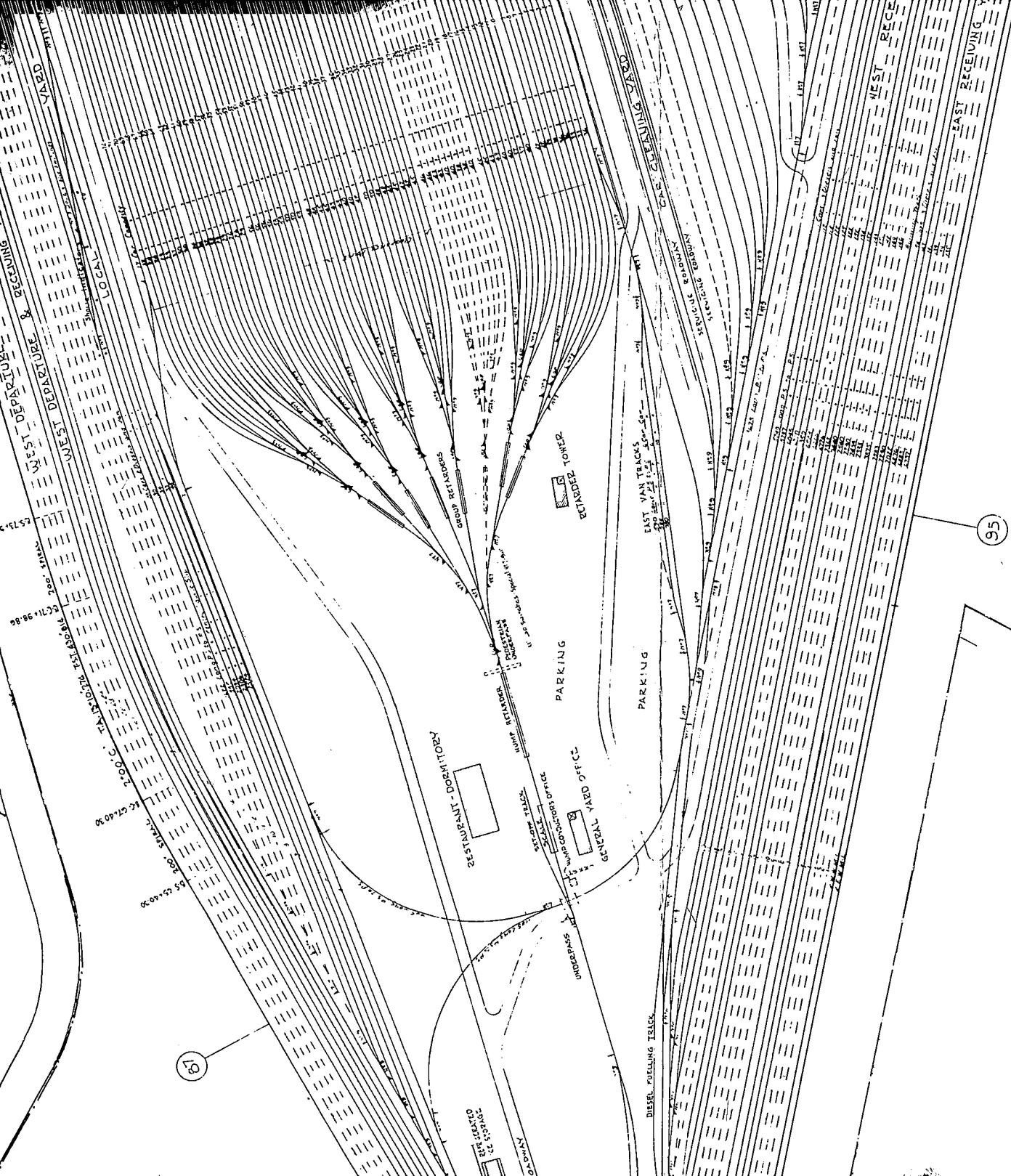
AUXILIARIES

10,000 GAL DIESEL OIL TANK

0-25°C

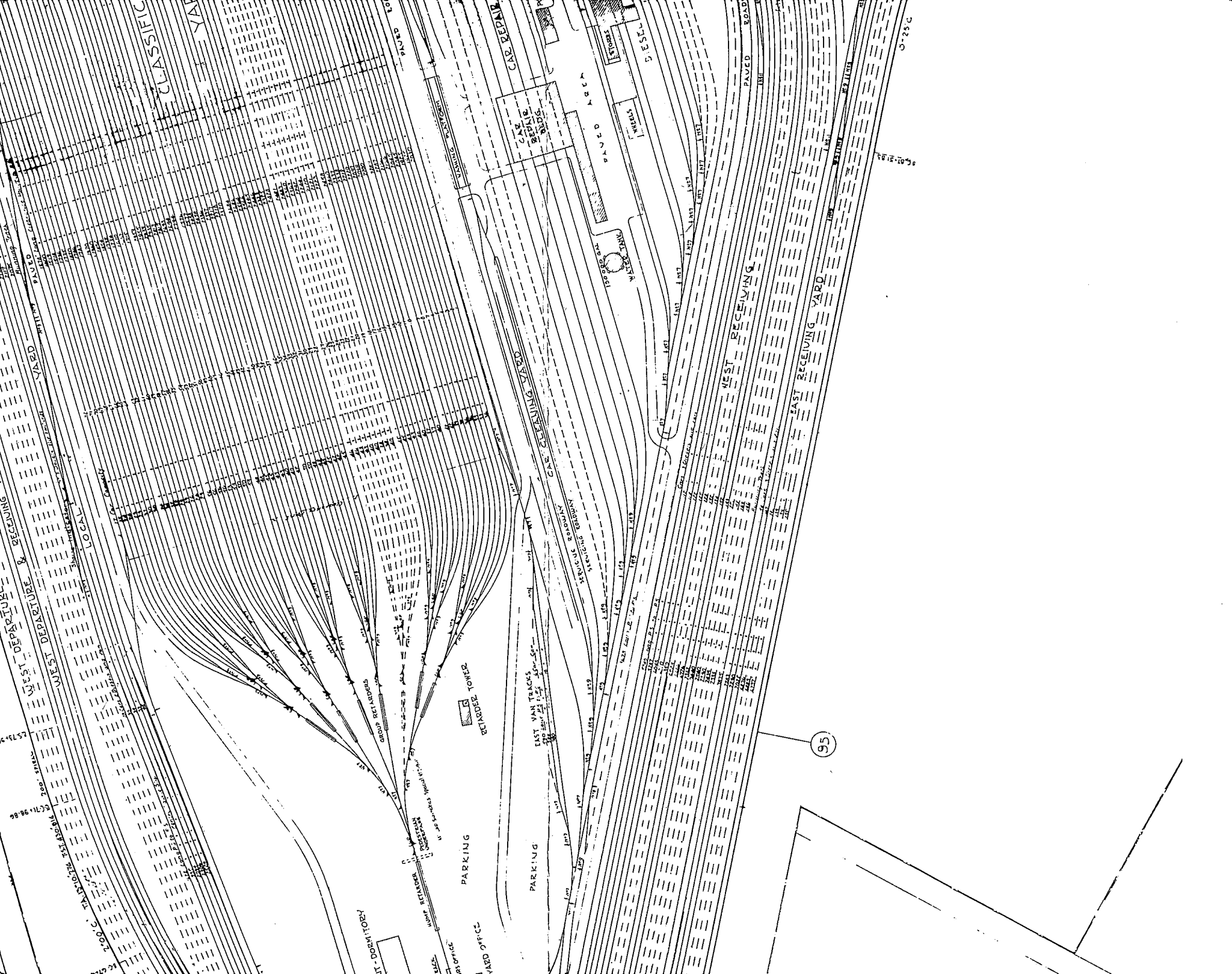
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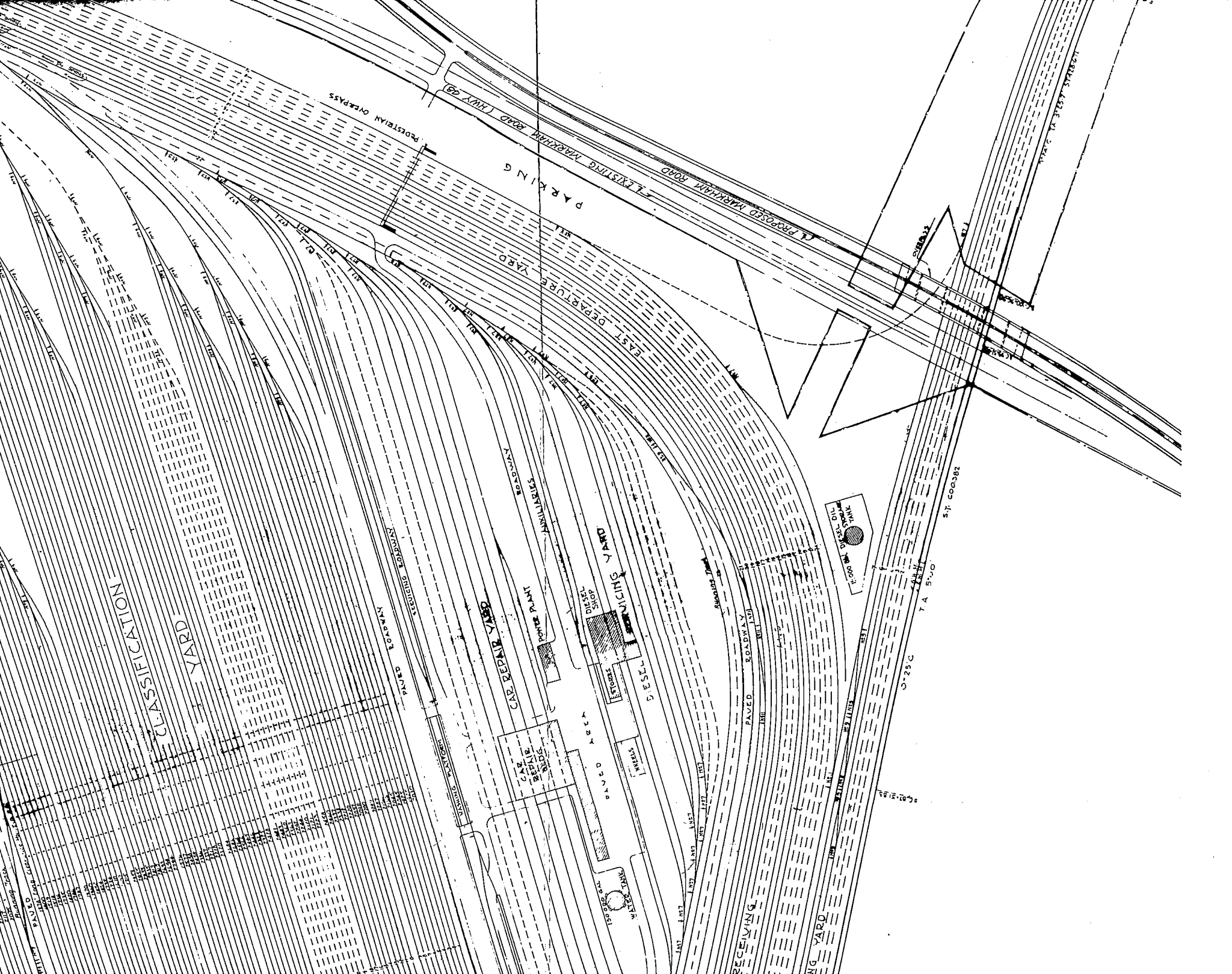
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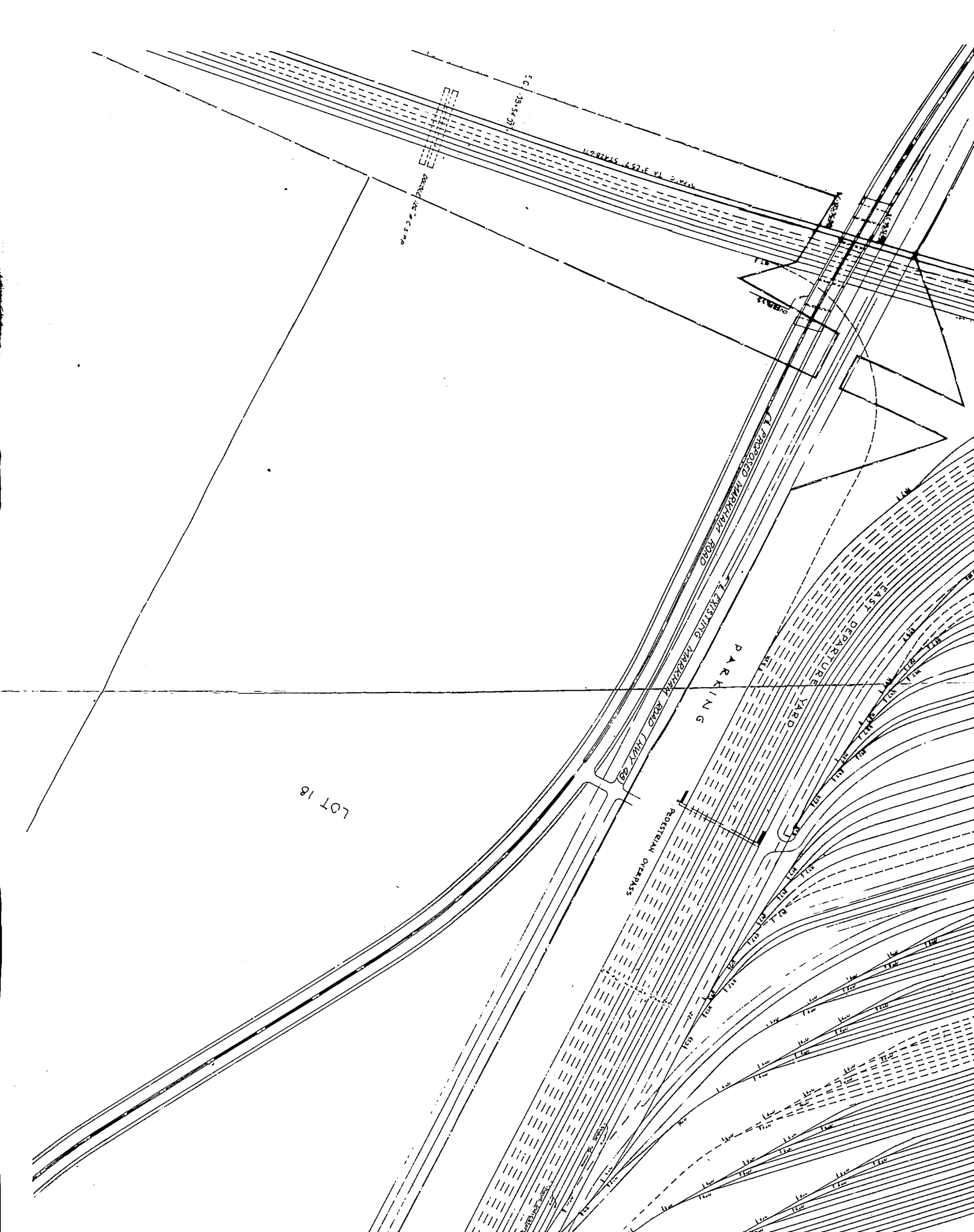


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LOT 21







U.C.R.S. Announcements

The October meeting of the Society will again be held in the Consumers' Gas Company auditorium, 19 Toronto Street, commencing at 8:30 pm. This month, our guest speaker will be Mr. J. A. Beatty, Special Passenger Representative for the Canadian Pacific Railway. Mr. Beatty is a noted raconteur of railway stories and this evening he will relate some of his experiences as a motorman on the Calgary Street Railway. The date of this meeting will be the usual third Friday of the month, October 19th.

The October meeting of the Hamilton Chapter will be held on Friday, October 26th in the board room of the Canadian National station, James Street North.

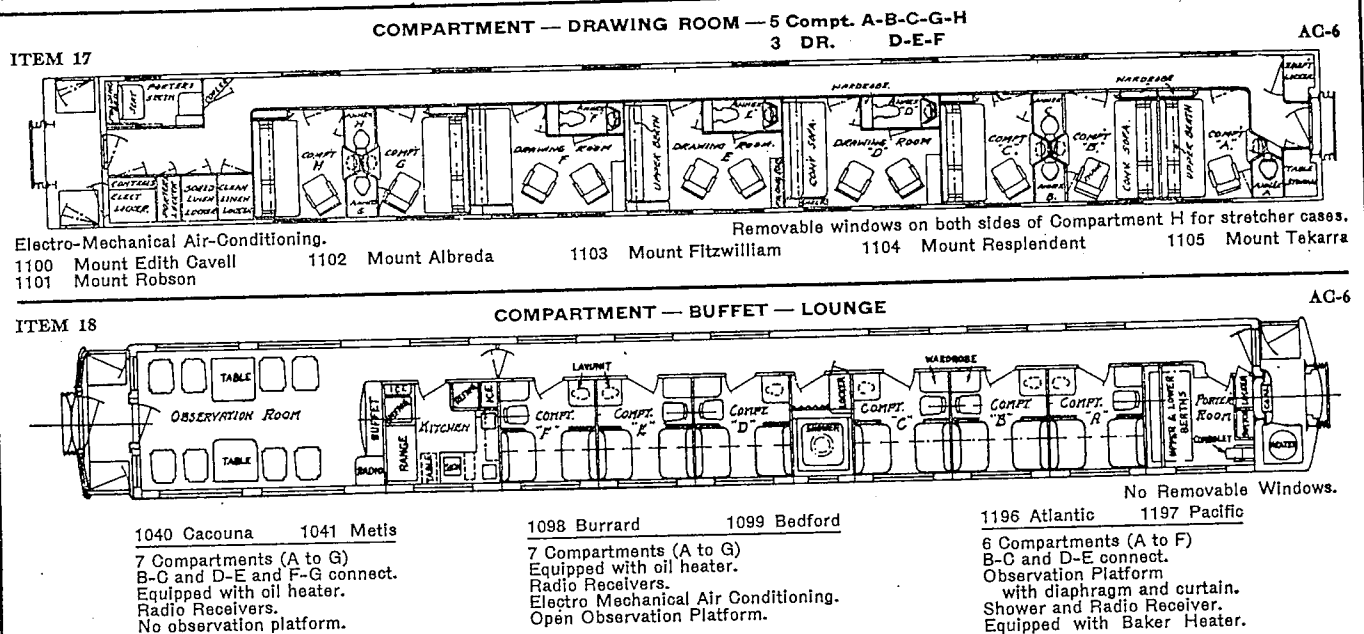
The Annual Banquet of the Society will be held on Friday, November 2nd, in the Maple Room at Union Station. Entrance to this room is from the west end of the York Pioneer Restaurant, and dinner will be served at 6:15 pm. Tickets for this event may be obtained from Box 122, Terminal "A", or at the October meeting for \$3.50 each.

Miscellany

* Klondike Mines Railway - White Pass and Yukon locomotive no. 4, shipped from Skagway to Wisconsin in 1955, saw its first season of active use this year, but not by its original purchaser or at the intended location. The 3-foot gauge, Baldwin-built 2-6-2 ran daily during the summer on a two-mile loop of track at Peppermint Farm; a small amusement park with a wild-west motif, located one mile east of Waterford, Wisconsin, on Racine County road "K".

(J.D. Knowles)

C. N. PASSENGER CAR DIAGRAMS



Newsletter

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