

# newsletter

December 1965 • 25 c



## Season's Greetings

Upper Canada Railway Society



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# newsletter

Number 239

December, 1965

Published monthly by the  
Upper Canada Railway Society, Inc.,  
Box 122, Terminal A, Toronto, Ont.

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All contributions should be made directly to the Editor at 3 Bromley Cres., Bramalea, Ontario. Closing Date: 15th of preceding month. No responsibility is assumed for loss or non-return of material.

Authorized as Second Class Matter by the Post Office Department, Ottawa, Ontario, and for payment of postage in cash.

Membership in UCRS includes NEWSLETTER subscription. For complete details, please contact the Membership Secretary.

Members are asked to give the Society at least five weeks notice of address changes.

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## The Cover

Snow, that delight of the Christmas season, is no fun for the railroader. Take for example this Canadian Pacific switchtender clearing switchpoints near Ottawa's Union Station. He has double cause to be disgruntled for, as well as being bitterly cold, the date is May 10th, 1963!

/J. A. Brown

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As you are all probably aware, the NEWSLETTER is produced entirely by UCRS members and printed on a club-owned press. The press was purchased some years ago second-hand, and has never had a really good physical examination. The other week, like the "Wonderful One-hoss Shay", our press finally suffered a total breakdown, with rollers, grippers, blankets and such all contributing to the chaos.

Unhappily, these misfortunes have had a twofold effect on the NEWSLETTER. Our photo reproduction of late has left much to be desired, and our publication dates have been drastically delayed. Hopefully, the press will be back in proper order in time to print this issue, albeit a little late. By January, we hope to be back on the track again.

Much credit should go to Dave Hall, John Bromley and Bas Headford who provided the behind-the-scenes blood, sweat and tears to solve our technical problems.

\* \* \*

Have you ever wondered about a "Form W", or what Rule 99 actually says, or what a yellow-over-green-over-red means? The answers to these and many other questions about railroading are found in Canada's Uniform Code of Operating Rules, which governs the operations of all Canadian lines incorporated under federal charter.

The first of a series of data sheets reproducing the Rulebook appears in this issue. When the series is complete, you will have the complete contents of the Uniform Code and, no doubt, a greater insight into the why and wherefore of train operation.

\* \* \*

If all goes well in our printing department next month's issue will see (finally) publication of the winning entries in the 1965 photo contest. Also in the January issue will be the account of UCRS's recent venture into backwoods railroading. /JAB

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MERRY CHRISTMAS AND A HAPPY AND PROSPEROUS  
NEW YEAR!

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# UCRS News

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## DUES NOTICE

Members are reminded that 1966 memberships are now due. As all memberships apply for the calendar year 1966, no individual reminders will be mailed. To avoid missing NEWSLETTER issues, please remit promptly, making cheques or money orders payable to the Upper Canada Railway Society, in Canadian funds at par in Toronto. Resident memberships, which carry voting privileges, are \$3.50 annually, Associate memberships, \$2.50. Please do not mail your dues to the NEWSLETTER Editor.

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## 1966 NOMINATIONS

As in past years, a Nominating Committee has been formed whose duty it will be to nominate a slate of candidates for the 1966 Directorate who, in its opinion, will be best qualified. Members not nominated by the Committee who, nevertheless, would be interested in serving on the Directorate, should apply to the Secretary for nomination forms. These forms require the signatures of nominator and seconder as well as an undertaking by the nominee that he is willing to stand. The nomination forms must be returned to the Secretary not later than January 17th for inclusion on the ballot. The business of managing the Society is not to be taken lightly, and for this reason it has been decided to stress that nominations be made in advance, on the prescribed form. All candidates must be in attendance at the Annual Meeting.

\* \* \*

The 1966 Annual Meeting will be held on Friday, January 21st, 1966.

\* \* \*

This month, the Society wishes to express its thanks to the Superintendent of the Toronto Terminals Railway, Mr. J.A. Haines, for his kind donation of a number of train gate curtains which were used to announce the departure of Pool Trains from Toronto Union Station. These curtains will be a valued addition to our archives.

\* \* \*

During August and early September, the Entertainment Committee arranged three tours of Canadian National's new Toronto Yard. About 25 members and friends on each of the Friday evening tours took advantage of the kind invitations of CN to inspect the new yard facilities and operations first hand.

/EJF

The Society's annual Fall Excursion operated in two sections again this year:

The first trip, on Saturday, September 25th had London as its destination, going by way of Burlington, Paris, Drumbo, Stratford and St. Marys. The return trip was to complete the figure-eight by operating from Lynden to Guelph and home via Brampton; however, because of a tardy departure from London, 6218 hurried home on the main line through Burlington again -- please note that this was our first excursion that failed to operate on its advertised route!

Sunday, September 26th saw 6218 heading northeast on the Uxbridge Subdivision for Lindsay, where the train was surrendered to a pair of GMD-1's, 1914 and 1908, for the tail-first trip to Haliburton. Although the weather was singularly gloomy, the incredibly twisting line and multi-coloured foliage made the trip north an enjoyable one indeed.

Runpasts on both days delighted the photographers; the photographic highlight of the trip was the second-last runpast of the weekend, just west of Lindsay, with 6218 heading into the setting sun.

Through CN's kind cooperation, the consist on both days included two "Lake" parlor cars, recently rebuilt to 45-seat (2-1 seating) capacity for the "Rapido", and Skyview car "Fundy", an ex-Milwaukee Road bedroom-lounge-observation car now used in CN's Montreal-Halifax service. This was most assuredly the first time that such elegant passenger equipment had ever penetrated the wilderness of central Ontario. /EJF

\* \* \*

On Friday, October 1st, a contingent of about 35 members from the Toronto area bussed to the Hamilton works of the National Steel Car Corporation, where they were met by 15 Hamilton-area members for a most successful and enlightening plant tour.

A film and briefing by senior NSC officials preceded the tour which, in a most comprehensive manner, covered the entire operations, including the foundries and paint shop. Under construction at the time were cylindrical tank hoppers for CP, tri-levels for both roads and oversized gondolas for the CNR.

During the question period after the tour, the National Steel Car officials were profusely thanked for their help in providing such a cordial and informative atmosphere for the visit. Souvenir pens and brochures describing NSC were distributed to the visitors. /EJF

Four illustrated lecturettes highlighted the October 15th regular meeting. "The Summer's Railroading Experiences" was the general topic as Ross Hoover talked about the Greater Winnipeg Water District Railway, Doug Sheldrick discussed Mexican steam, Tom McIlwraith held forth on railways of the Lake St. John area in Quebec, and Ted Wickson illustrated a western U.S. electric operation. /EJF

The November 19th regular meeting provided Bill Sharp with an opportunity to share his extensive knowledge of the Northern Alberta Railways with about 60 members and guests. Bill gave a thorough and comprehensive run-down on the history, development, motive power and future outlook of the jointly-owned (by CP and CN) line. Selected slides illustrated the talk. /GP

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Regular meetings of the Society are held on the third Friday of each month (except July and August) at 8.00 p.m., in Room 64, Royal Ontario Museum, Queens Park at Bloor St., Toronto, Ont.

Dec. 17th; Regular meeting. An illustrated discussion of the history of the TTC BLOOR and HARBORD routes will be given by Jack Walker, assisted by Bob McMann.

Jan. 7th; Outdoor meeting at CPR Leaside station, red flannels optional. 8.00 p.m.

Jan 21st; The Annual Meeting of the Society. Reports of the 1965 officers will be presented, and the directors for 1966 elected. Resident members are urged to be present at this most important meeting of the year. During the ballot counting period, a photo quiz will be held. Members having suitable slides for such a quiz are asked to notify the Entertainment Committee, c/o Box 122, Terminal "A", Toronto.

Feb. 4th; A farewell tour of the BLOOR car line. Bring a dollar's worth of car tickets and meet at the Bloor-Yonge Subway Station on or below the streetcar platforms, depending on the weather. 8.00 p.m.

## Readers' Exchange

WANTED TO BUY: Good 116, 616 or 620 negatives of ONR (T&NO), AC&HB and TH&B steam power; also electric equipment of Nipissing Central and Sudbury-Copper Cliff Suburban Rlys. Write particulars to R. D. Tennant, 181 Lester Street, Waterloo, Ontario.

ALSO WANTED: June, 1964 RAILROAD Magazine, August, 1958 TRAINS Magazine, plus any 33-1/3 recording of CNR 6167 on an excursion. Robert Gibson, R.R. #1, Salford, Ont.

DATA AND PHOTOS of Great Lakes passenger steamships, data and photos of CPR open-end observation-parlor cars are wanted by J. D. Hales, 10 Middleton Dr., Peterborough, Ont.

FOR SALE: Several original Canadian and American negatives and 35mm colour slides of railroad subjects. Write for free list. Wally Young, 3053 Admirals Road, Victoria, B. C.

WANTED TO BUY: Interurbans Special No. 25 - "Street Railways of Toronto, 1861-1921", also TTC's publication "Wheels of Progress". Dave Spaulding, 78 Durant Ave., Toronto 6, Ontario.

BELOW: Highlight of the Fall Excursion weekend was this runpast into the setting sun just west of Lindsay, on September 26th.

/Bill Hood



# Railway News and Comment

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## UNIONS FILE \$120-MILLION WAGE DEMANDS

Basic wage demands filed recently on seven Canadian railways by three groups of railway unions representing 98,000 rail workers are expected to total more than \$120-million per year. This total does not include the cost to the railways of meeting the other demands of the unions for skill and shift premiums and other fringe benefits.

For the first time in over twenty years, the railways face the prospect of three separate negotiations in what is shaping up as a massive bid by the unions to raise wages and fringe benefits at a time when rail traffic is booming. The railways have refused to comment on the demands.

Present contracts expire at the end of 1965. If the current negotiations, expected to start in December, follow the pattern of past negotiations, a conciliation board (or boards) will be set up by the Government to seek a compromise. Under federal law, the unions would be free to call a strike seven days after the conciliation report is delivered to the federal Labour Minister.

## CN TRAIN CREW SAVES CHURCH

A Canadian National freight train crew is credited with saving a United Church in Chipman, N.B., from complete destruction by fire on November 14th. The flames were detected by the engine crew who stopped the train and aroused the neighbourhood by blowing the whistle. Within minutes, the Chipman Fire Department was on the scene.

## LEVIS FERRY TO CONTINUE

It is now understood that the Quebec City-Levis ferry (reported in the October NEWSLETTER, page 170 as slated for discontinuance) will continue to operate. Circumstances of the reprieve are not known.

## FREEDMAN RUN-THROUGH REPORT COMPLETED

The Freedman report on Canadian National's run-through programme has been completed and should be made public soon. Mr. Justice Samuel Freedman was appointed almost a year ago to study the situation after the introduction of crew run-throughs at Nakina, Ont., and Wainwright, Alta. led to a crippling walkout by CN train crews. The run-throughs were postponed pending the outcome of the inquiry.

## CITY OF OTTAWA TO PROTEST RAILWAY SERVICE

The Board of Control of the City of Ottawa intends to file a formal complaint with the Board of Transport Commissioners objecting to the passenger service now provided by Canadian Pacific between that city and Toronto. Particularly irksome are the dropping of the overnight service and the necessity of changing trains at Smiths Falls.

For some weeks the Ottawa newspapers have been editorially blasting the new services; the Ottawa JOURNAL referred to CP's daytime Toronto-Ottawa RDC as a "Toonerville Trolley", and suggested that the BTC has a duty to "protect the public interest" by intervening in the matter.

## CHANGES FORTHCOMING IN TORONTO-OTTAWA RUNS?

The Canadian National and Canadian Pacific Railways are working out a proposal for improved passenger train services between Toronto and Ottawa, and will present it to the Board of Transport Commissioners by December 9th. The meeting of senior passenger officials of both railways held recently in Ottawa was called by the BTC after it received a flood of complaints about the reduction of Toronto-Ottawa service.

## COMMUTER LINE WON'T PAY -- DUNCAN

According to W. E. P. Duncan, late of the TTC and member of the Metro Toronto and Region Transportation Study, no one believes that a Metro Toronto commuter railway service will pay for itself. "The best hope, at least in the beginning, is that a commuter service will take upwards of 10,000 motorists off the road as a contribution toward reducing traffic congestion," he said.

Mr. Duncan said that the test service to be provided on the Burlington-Dunbarton commuter line starting in 1967 will be maintained for four years. "It was not the best place to put the test route but the trackage was available," he told the Ontario Division conference of the Community Planning Assn. of Canada.

Mr. Duncan failed to state what the best route for the commuter line would be.

## LIRR TRAINS IN NEW YORK SUBWAYS?

The New York City Transit Authority and the Metropolitan Commuter Transportation Authority announced recently that they would begin work on a plan whereby commuter trains of the Long Island Railroad would operate directly into Manhattan's financial district over BMT subway tracks from Brooklyn. Ten LIRR trains per hour would be able to use the BMT facilities in rush hours.

## PRESS, RADIO LIKE "RAPIDO"

Since its inaugural run on October 31st, Canadian National's 67 m.p.h. "Rapido" has provoked many favourable reactions from members of the press and radio who have had occasion to use its facilities between Toronto and Montreal.

The Toronto STAR's Ron Haggart was lavish in his praise of "Rapido", often at the expense of rival CP's "Royal York". Some of Mr. Haggart's comments are worthy of repetition here:

"...Equally aglow were the faces in the flotilla of CNR officials bobbing around the departure lobby waiting for the first passenger to show up with a ticket. He was to get a railroader's wristwatch and other souvenirs collected by CN's inventive publicity department.

"One fear haunted the mind of the man from the CNR as he bounded forward, hand outstretched, to announce: 'Congratulations, sir, on being the first passenger on board the "Rapido", the fastest inter-city train in North America!' It was important for the man from the CNR to establish discreetly that he really had corralled a fare-paying passenger, and not another CNR employee traveling on a pass.

"'And who,' cough, cough, 'do you work for?' the man from the CNR inquired politely.

"'The CPR,' replied the delighted new owner of a CNR-Universal-Geneve official railroader's wristwatch. He turned out to be a Montreal office employee of the rival railroad who had come up to Toronto especially to ride back home on the CNR's hot new property, the "Rapido".

"Wristwatch or not, he got his money's worth. The "Rapido" (an Italian word, carefully chosen to be multilingual) is train travel as it ought to be..."

"...Averaging 67 miles an hour on the 335-mile run from Union Station to Central Station, the "Rapido" makes the trip in one minute less than five hours. The experienced air traveller allows three hours for the same trip. It is possible, in the dead of night, by breaking the speed limit, by never stopping, and by tearing hell out of yourself and your car, to drive the same distance in four hours. But for all practical purposes, the "Rapido" is competitive in time with flying or driving..."

"...While other famous name-trains have their unique and incomparable features, my own conclusion, as a veteran of the French "Blue Train", the Spanish "Talgo", the American "Broadway Limited" and others, is that "Rapido" is superior in its own way to any of those, and is one of the best trains in the world. It is also the best way to go to Montreal."

Out-spoken Gordon Sinclair recently rode "Rapido" on a trip to Montreal, and two days later reported to his radio audience on Toronto's CFRB, "...it's the nicest ride I've ever had ... out of this world ... as far as I'm concerned I'll never drive a car again to Montreal..."

And judging from "Rapido's" bookings, a large number of travellers are agreeing with him.

## BLACKOUT TIES UP UNION STATION

Tuesday, November 9th, 1965 will be remembered for years as the "night the lights went out". In Toronto, the Toronto Terminus Railway was caught short. TTR signalling does not have standby power as do the major railways on their main line circuits. Consequently, no trains departed from Union Station for the hour from 5.15 to 6.18 p.m. CP's inbound "Canadian" managed to pick its way through the switchwork with a TTR switchman in the cab, however.

Once the power was restored, chaos reigned while the backlog of waiting trains was cleared. No trouble was experienced by either CN or CP with lineside signalling or crossing protection equipment, since battery power was available to take over their functions. Canadian Pacific's Toronto dispatching office was illuminated with candles and Coleman lamps during the dark hours. Every available lantern, candle or lamp was pressed into service to light the dark caverns of Union Station.

To make matters easier for detrainning commuters at Brampton (by which time the lights had gone off again), local railway employees parked their cars on the station platform with headlights on.

## GREY CUP MEANS EXTRA TRAINS FOR CNR

November 27th's Grey Cup football classic in Toronto resulted in a number of additional Canadian National trains being operated to bring enthusiastic fans to the Queen City. A 17-car (mostly sleepers) special from Winnipeg arrived in Toronto at 7.30 on the morning of the big day, as did an extra section of the overnight "Cavalier" from Montreal. The night before, an all-coach section of the "Bonaventure" followed the 14 parlor cars of the first section to Toronto. It goes without saying that "Rapido" was solidly booked, to the extent that a tenth car was added to its normal maximum of nine cars (the three units still managed on-time performance). Finally, close to game time, 12 commuter carloads of fans rolled into Exhibition station at Dufferin Street.

Canadian Pacific declined to operate any special trains to the Grey Cup, citing diesel requirements for the grain movement as the reason.

## U.S. CONGRESS BOOSTS HIGH-SPEED RAIL RESEARCH

The United States Congress has approved the expenditure of \$18 million to finance to finance high-speed ground transportation studies throughout the country, with the initial tests set for the Boston-New York-Washington route. A total of \$90 million is expected to be spent on the studies during the next three years.

The Pennsylvania Railroad, which will operate the Washington-New York service, is calling for proposals for the construction of 50 self-propelled cars capable of sustained speeds of 120 m.p.h. and a top speed of 150 m.p.h. Proposals are also being sought by the New Haven Railroad for gas turbine-powered equipment for its Boston-Providence run, capable of similar speeds. Test runs on both lines are expected to be under way by the end of 1966.

## MULTI-CAR DERAILEMENTS PLAGUE RAILWAYS

November 1965 will likely be remembered for some time as the month in which trains just wouldn't stay on the rails. Apart from the two serious mishaps in the Toronto area (reported elsewhere in this issue), three major derailments occurred in various parts of the country, fortunately without serious injury.

Twenty-seven cars of a westbound 79-car CNR potash train were derailed on November 16th at Lindbrook, Alta., some 30 miles east of Edmonton on CN's main line Wainwright Subdivision. More than 400 feet of track was torn up in the mishap. Wrecking operations were seriously complicated when one of the auxiliary cranes tipped over while making a difficult lift. Transcontinental traffic was rerouted via CN's Vegreville and Blackfoot Subdivisions, a line which roughly parallels the main line about 50 miles to the north, passing through North Battleford, Sask., and Lloydminster, Alta.

Little hope is held for the recovery of 26 carloads of pelletized iron ore which were pitched down a 60-foot embankment in the derailment of a southbound Ontario Northland ore train on November 20th. The hopper cars, from the Dane mine at Kirkland Lake, left the rails about 15 miles south of Englehart, Ont. Although roadbed damage was not as great as might be expected, passengers from the southbound "Northland" were ferried around the wreck site by bus.

Canadian National's line to Sherbrooke, Que., and New England was blocked on November 24th by a 19-car derailment near Actonville, Que., 50 miles east of Montreal on CN's St. Hyacinthe Subdivision. Damage to freight cars was unusually extensive in the incident, which blocked the line for a day.

No statements have been made regarding the causes of any of the derailments.

## NEW UNIFORMS FOR CN PERSONNEL

New uniform designs for Canadian National passenger employees made their appearance on the first run of CN's new "Rapido". Part of CN's visual redesign programme, the new outfits will be issued to station employees, ticket sellers and truck drivers as well as on-train personnel.

The traditional dark blue uniform with its gold or silver buttons is being replaced by a stylish charcoal grey single-breasted model with plain buttons, for conductors and trainmen. The conductor will have two conspicuous gold bands on each sleeve to denote the highest level of command in train service, a broad gold band on his cap and a gold CN symbol on the jacket. The trainman will have a single silver band on each sleeve, a silver band on his cap and a silver CN symbol.

The white jacket and black bow tie of waiters, parlor car attendants and porters are to be replaced with bright red cotton jackets and black, four-in-hand ties. Stewards will wear light grey worsted jackets with black piping, and charcoal grey trousers.

Stationmasters will have new charcoal grey suits with gold trim, while gatemen, ticket collectors, baggage staff and other employees at major stations will wear silver trim on similar outfits.

Truck drivers at Vancouver, Regina and London will appear soon in new charcoal grey Eisenhower-type jackets with distinctive caps.

Ticket salesmen in most major CN stations are already wearing their new bright blue jackets with white CN insignia. (Perhaps red and white jackets should also be issued, to be worn according to CN's Red, White and Blue calendar.)

CN expects it will be about three years before the changeover to new uniforms is complete.

## CNR OPENS NEW TERMINAL IN PEMBROKE

CN vice-president D. V. Gonder, mayor A. A. Campbell and Chamber of Commerce president C. B. Munro officiated at the opening of Canadian National's new terminal facility at Pembroke, Ont., on November 10th.

In the single-storey brick building there is an updated waiting room for passengers, ticket agent, offices for the roadmaster, conductors, operators and CN Telecommunications. Linked to this structure is a concrete block express-freight shed with a ramp to facilitate loading and unloading of road vehicles. The new complex covers an area approximately 125 feet long by 35 feet wide.

#### ANOTHER LINK COMPLETED IN CN'S CTC

Automatic signalling coast-to-coast moved a step closer recently with the beginning of Centralized Traffic Control operations on Canadian National's 236-mile stretch of main line between Edmonton and Jasper. Control machine for the new CTC is located at Edmonton.

Much of CN's transcontinental line is now equipped with CTC, although the Jasper-Boston Bar section has automatic block signals and the Capreol-Ottawa and Levis-Moncton sections are dispatched by train order. Of course, CN's double-track Montreal-Sarnia main line has automatic block signals.

#### GAS TURBINES SOON FOR LOCOMOTIVES?

A full-scale report is expected within the next few months on the experiments of the National Research Council in connection with a prototype gas turbine for locomotive application. NRC has been engaged in the project for a number of years and is now "substantially finished" with its experiments. The major Canadian railways have not contributed financially to the work but have provided NRC with technical assistance. NRC considers the work a success, and anticipates that benefits of the gas turbine will ultimately equal those of the diesel over the steam locomotive.



LEFT: GTW 4932, shown here, was the leading unit when train No. 6 derailed at Rexdale, Ont. Its train actually collided with it, the motion of the cars causing the damage.

/J. A. Brown



LEFT: CPR units 8575, 8445 and 8426 lie in a zig-zag pattern between tracks 3 and 4 at Port Credit, Ont., following a rear-end collision with a CN freight.

/J. A. Brown

## TWO DEAD IN PORT CREDIT COLLISION

CNR conductor J. F. O'Donnell and CPR engineer J. A. Cassidy were killed in a rear-end collision at Port Credit, Ont., at 1.30 a.m., November 11th. The mishap occurred when the 105-car eastbound CPR freight, bound for Toronto from Hamilton, plowed into the slowly-moving CN wayfreight. Traffic on the four-track CN Oakville Subdivision was completely blocked by wreckage; a boxcar was tossed over the railing of the Highway 10 overpass, blocking it as well. Two passing motorists narrowly escaped injury when the car crashed down.

Morning passenger trains were rerouted via the Halton Subdivision through Brampton, while an impromptu bus service accommodated commuters who normally ride the Oakville Sub. commuter trains 920 and 922. Trains were able to pass the wreck scene late the same afternoon.

Two Canadian National and one CP wrecker worked at the scene, the latter concerning itself principally with the removal of the three damaged CP locomotives, Nos. 8575, 8445 and 8426. No. 8575 was heavily damaged, and may well become a candidate for trade-in on a new Century 424; the other two units were lightly damaged, and will be returned to service.

A self-propelled road crane was hired to assist the railway cranes in removing the damaged equipment lying on Highway 10 and balancing on the railing above.

Cause of the accident is the subject of a Board of Transport Commissioners inquiry, and no announcement has been made. Canadian Pacific uses the CNR trackage through Port Credit, some 13 miles west of Toronto, by trackage right agreement.

## "CANRAILPASS" EXTENDED TO U.S. MARKET

On November 22nd, Canadian National announced a new low fare 30-day plan for U.S. visitors, effective December 1st. The plan is designated "Canrailpass", and was introduced to the European market last year. U.S. visitors to Canada can buy the pass from December 1st to next April 30th; in future years, it will have October-April sale.

The pass entitles its owner to 30 consecutive days of travel anywhere in Canada at a cost of \$99. Children between the ages of 5 and 12 can go for \$50. The pass is valid for coach travel any day of the week. Sleeping or parlor car accommodation, which includes meals, can be purchased at the price applicable to CN's Red, White and Blue fare plan. "Canrailpass" will be sold by CNR passenger service centres in New York, Chicago and Vancouver, and by travel agents in the United States. Persons living in Canada will be able to buy the pass for use by permanent residents of the United States who plan visits to Canada.

## PASSENGER TRAIN SPILL INJURES 24

Canadian National's "Inter-City Ltd." bound for Toronto from Chicago was derailed just west of Rexdale, November 17th, blocking CNR's Weston Subdivision and forcing the re-routing of several passenger trains via the Toronto Yard access lines.

The train derailed on temporary diversion trackage which had been placed in service only that day to permit bridge construction at CN's Martin Grove Road crossing in the western Metro Toronto suburb. The two diesel units, GTW 4932 and 4911, rolled over on their right sides; oddly enough, the lead unit, 4932, came to a dead stop when it derailed, allowing 4911 and the baggage car to pass it and travel some distance beyond before coming to rest. This gave rise to reports in local newspapers that the crew members were spared from serious injury because they were "riding in the second unit". The locomotives were returned to the Grand Trunk shops at Battle Creek, Mich., for repairs.

Some 24 passengers were injured in the accident. Nine of the injured were admitted to hospital, all in satisfactory condition. Most seriously injured was the train baggageman who suffered a broken hip.

Evening commuters between Toronto and Malton were accommodated by a hastily-arranged bus service, while passenger train service was rerouted via CN's Newmarket Subdivision to Snider and thence via the Halton Sub. to Brampton. Normal service was resumed the following morning over the original main line which was restored to bypass the damaged diversion.

Removal of two 4900's from the Toronto-Chicago pool resulted in at least one case where two CN 3100's and a steam generator unit operated through to Chicago in this service until other 4900's could be reshuffled to fill the gap.

The only car to roll over was the baggage car, and damage to the other equipment was confined, in general, to buckled vestibules. The cars involved were baggage 9267, coaches 5420 and 5433, parlor car "Temiscouata" and coach 5210.

## TRENTON SEEKS CPR PASSENGER STOP

Mayor James MacDonald of Trenton, Ont., is attempting to induce the Canadian Pacific Railway to let passengers on and off its Toronto-Montreal trains 21 and 22 during their three-minute crew change pauses. Since the overnight trains were dropped at the end of October, Trenton has been without CPR train service; the only CNR trains stopping at Trenton Jct. are locals 27 and 28.

# Equipment Notes...

## CANADIAN NATIONAL MOTIVE POWER NOTES

CNR has borrowed eight Alco RS-11's from little brother Duluth, Winnipeg and Pacific for use in Great Lakes and St. Lawrence Regions. The 1800 h.p. road switchers are numbered 3600-3607.

Operating in Quebec's Lake St. John area are four DM&IR SD-9's numbered 137, 147, 154 and 155. More DM&IR units will likely be added to CN operations as traffic pressures increase with the closing of shipping in the St. Lawrence Seaway.

Great Lakes Region's only RS-3 MLW road-switchers, Nos. 3000-3007 and 3018-3019 were transferred from Spadina to Moncton in October. They will join a large contingent of similar units on the Atlantic Region.

At the same time, GP-9's 4513-4527 were re-assigned from Montreal Yard to Toronto Yard for maintenance. This will not make an appreciable difference in the sphere of operation of these units.

The three Budd "Railiners" at Spadina, Nos. D-351, D-352 and D-353, were joined in October by D-107 and D-302 from Moncton and D-104 and D-205 from Saskatoon. These changes are part of a systemwide shuffle which is taking place as cars are given major overhauls, and as schedule requirements alter from point to point.

MS-7 switcher 8493 has been leased to the Dominion Sugar Company at Chatham, Ont., for an indeterminate period.

CN's steam powered rotary plow No. 55361 was recently observed at Spadina shop, Toronto. Built by MLW in November, 1928, the plow is apparently in Toronto for repairs, although this could not be confirmed.

Recently added to Toronto's growing fleet of GRG-12n 1900's were 1916 and 1917 from Limoilou, Que.

At the end of September, the following units from CN's Mountain Region were on loan to "other" railways:

On loan to Great Slave Lake Railway:

1271	1281	4347
1277	1283	4353
1280	4344	

On loan to Northern Alberta Railways:

850	1257	
1004	1282	15447
1058	1334	15487
1059	7937	

Canadian National retired CLC 1200 h.p. road switcher No. 1631 on October 8th.

The Rolls Royce engines applied on a test basis some years ago to CN RDC D-204 will be removed when the car is overhauled during the 1965-66 overhaul programme.

## CN CONTROLS ONR MOTIVE POWER

Motive Power Controllers of the CNR in Toronto are now administrating the distribution of power on the Ontario Northland Railway. The move has been undertaken to increase the efficiency of the motive power pooling arrangements between the two lines. CNR locomotives are regularly used north of North Bay, and ONR power is often seen west of Toronto on trains for Sarnia and Fort Erie.

## EMD DEMONSTRATORS IN CANADA IN NEW YEAR

The SD-40 demonstrator units mentioned briefly last month (page 187) are now expected on CP rails early in the new year. Although their itinerary is not yet known, Nos. 7000 and 7001 (their CP-assigned numbers) are expected to cover a great deal of CP's system in fast freight service with Dynamometer Car 62 in tow.

## CANADIAN PACIFIC MOTIVE POWER NOTES

Six more Century 424's were delivered to Canadian Pacific in November, as follows:

4225	-	November 8
4226	-	November 12
4227	-	November 17
4228	-	November 19
4229	-	November 26
4230	-	November 30

During the same period, Nos. 4010, 4011, 4417 and 8461 were traded-in to Montreal Locomotive Works.

In recent weeks, "Trainmasters" 8909, 8913, and 8918 have been operating in the Toronto area, both in transfer and main line work. In addition, MLW 2400 h.p. No. 8921 is seeing a considerable amount of main line duty. The three "Trainmasters" mentioned above will be transferred to St. John, N.B. between November 29th and December 18th to assist with the increased port traffic. No. 8917 has been released from Angus Shop and will resume its usual Toronto area transfer duties.

At about the same time units 8575, 8445 and 8426 were involved in the accident at Port Credit reported elsewhere in this issue, Nos. 8744 and 8589 were slightly damaged in an altercation with a TH&B locomotive at Hamilton, Ont., and were dispatched to Angus Shops in Montreal for repair.

## CNR CONVERTS PASSENGER CARS TO FLATS

Canadian National is converting 30 surplus baggage, express, sleeping and dining cars and coaches to work service flat cars. The new flatcars will enable CN to handle a variety of loads (such as rapid transit cars) which could not be carried with conventional equipment. Superstructures of the cars are cut down to floor level at London and Transcona, and new floor decking applied at Point St. Charles shop in Montreal.

Should you see these cars in service at some future date and wonder what it used to be, the old and new numbers are printed below:

<u>New No.</u>	<u>Old No.</u>	<u>Remarks</u>
40000	7363	
40001	4306	ex 12-1 car in coach service
40002	8906	
40003	8907	
40004	8908	
40005	8909	
40006	8978	
40007	8979	
40008	11529	
40009	2929	Colonist car
40010	420	40-seat Cafe car
40011	2154	Sleeper; "Port Royal"
40012	2155	"Port Alfred"
40013	2157	"Port Clements"
40014	2160	"Port Hastings"
40015	2161	"Port Hawkesbury"
40016	2165	"Port Stanley"
40017	2166	"Port Union"
40018	4269	Coach
40019	4285	Coach
40020	4295	Coach
40021	4296	Coach
40022	7384	
40023	9689	
40024	9691	
40025	1259	30-seat dining car
40026	1509	Sleeper "Lombard"
40027	7777	
40028	7779	
40029	8974	

Present plans call for an additional 45 cars to be similarly converted as they become obsolete.

## MORE ON CN'S NEW LOCOMOTIVES

It is now understood that the ten 3000 h.p. units recently ordered by Canadian National from GMD will be four-axle GP-40's, and not SD-40's as reported last month.

Present indications are that of the 20 MLW Century 424's ordered, 16 will be remanufactured from existing units on the same type of trade-in principle now being employed by Canadian Pacific.

Deliveries will begin in January and should be complete by June, 1966.

## WP&Y'S NEW LOCOS TO BE "WINDSPLITTERS"

The three new GE locomotives for White Pass and Yukon, reported in the October issue, will be 800 h.p. duplicates of earlier shovel-nosed units, unique to the WP&Y. With the new deliveries, the road will have eleven such units, as follows:

90-91; built 1954  
92-94; built 1956  
95-97; built 1963  
98-100; on order, 1965

## SWITCHERS FROM B&M WORKING ON CP

Boston and Maine Alco switchers 1178, 1179, 1181, 1263, 1268 and 1270 have been leased by CP. The 1100's are 660 h.p., the 1200's 1000 h.p.



ABOVE: The sort of thing every painter fears happened last August on the PGE, as this gondola at North Vancouver lettered "PEG" will attest. /John Rushton

BELOW: Busily at work on CP's Eastern Lines are four B & M Alco roadswitchers, of which 1535 at Ottawa West is an example. /Bruce Chapman





# Traction Topics

Edited by John F. Bromley



\* PCC's 4300, 4302, 4305 and 4306 which have been operating in training car service from Roncesvalles Division for some time were all returned to Lansdowne Division by October 20th. As of November 14th, no multiple-unit cars had been seen at Roncesvalles for servicing instructions, although the shop crew confirmed that these cars were still expected. /JFB

\* Trackwork on Dundas St. West between Bloor and Sorauren continues at a rapid pace. By mid-November, most rail work had been completed and the concrete base laid. Preliminary asphalt was mostly in place, and street repaving will begin shortly. No apparent work was done to the specialwork at Dundas and Howard Park, or at Dundas and Roncesvalles. /JFB

\* At the Annual UCRS Banquet, guest speakers Harvey, Bardsley, Miles and Ledsham of the TTC gave a most interesting, illustrated discussion of the BLOOR-DANFORTH subway, scheduled to open on February 26th, 1966.

Among the facts revealed was the possibility of new work equipment being constructed and/or purchased. Such work equipment would include a Flat Car, a double-end Crane Car, a very large Waste Disposal Car (in layman's terms, a Garbage Car, viz RT-4), a 35-ton Battery- or Diesel-electric locomotive and a high pressure wall-washing vehicle.

It was also confirmed that a six-month trial of the University wye would take place, giving east- and west-end residents the choice of riding directly downtown and up Yonge St., or directly crosstown. The remotoring of the "Gloucester" cars will depend on the success or failure of this experimental operation; if successful, the remotoring will take place. Otherwise, the Gloucesters will be confined to YONGE-UNIVERSITY operation. For the initial six months, however, all classes of subway equipment will operate on both lines.

Mr. Harvey pointed out that 24-hour operation is not contemplated. From this, one infers that a night bus will probably operate on Bloor-Danforth between Jane and Luttrell, replacing the Subway and both trolley feeder lines during the wee hours of the morning. /JFB

\* What is rapidly becoming known as the Great Power Failure struck Toronto and most of the northeastern United States on November 9th at 5.15 p.m. The initial blackout lasted until 6.20 p.m. and was resumed from 6.45 to 7.12 and from 7.24 until 8.32 p.m. Naturally, streetcars, subways and trolley coaches ground to a halt, dark except for their battery-operated headlights and emergency illumination. Full subway service was resumed at 9.00 p.m., while streetcars sent out for the evening rush hour were still returning to their respective divisions at 9.30. M-U trains on Bloor St. are most unusual at that late hour. All TTC buses were in service over the blackout period, with 75 of them on Yonge-University, filling in for stranded subway trains.

Boston and New York streetcars and/or subways were also affected, with some 850,000 persons trapped in the New York underground. It is said that men in the New York tunnels actually gave their seats to ladies! Will wonders never cease? Most Toronto subway passengers were led through the darkened tunnels by TTC crews; to guard against a sudden power resumption, the third rails were first turned off. /JFB

\* The long-unused passenger shelter at the former Christie St. Loop was removed by November 13th and the land vacated, although TTC retains title. Streetcar tracks on Dupont St. disappeared last summer after lying unused since February 28th, 1963. /JFB

\* Peter Witt car 2898 was regauged at Hillcrest Shops early in September, and was shipped to the Branford Electric Railway Association. Removal of 2898 leaves just two Witts on TTC property -- 2766 stored at Hillcrest and 2778 stored at St. Clair Division. /JFB

\* PCC 4133 was returned to service on October 18th, and was followed on November 4th by 4577, which had been out of service since May 10th last (see November NEWSLETTER, page 199).

However, A5 class PCC 4295 was removed from service during the second week of September with a shop tag indicating a complete burn-out. It is not likely that the necessary complete rewiring job will be done on this 1945-vintage car, although this is not yet definite.

Car 4017 was undergoing repairs in early September, while 4776 remained stored at the rear of Hillcrest.

PCC 4114 has been removed from service, and the "scrapped" body of 4216 has had a set of left-side doors applied directly behind the motorman's seat, with an opening cut in the left rear of the body for a similar door. There will be further announcements on these last two items within the next few months. /AN, JFB

\* As of November 14th, subway car 5465 had been delivered to Greenwood Shops. At the present rate of delivery, all cars of the current order should be received from Hawker-Siddeley by the last week of December.

/JFB

\* The TTC announced in early November that full power would be turned on in the BLOOR-DANFORTH Subway, east of St. George Station on November 15th, and west to Keele Station on December 9th. Test runs and operator training will begin shortly thereafter.

/JFB

\* By November 13th, most track and overhead was in position at Broadview Station, with some work in progress on the Erindale Ave. portion of the loop. Final connections will not be made until the subway opens, as the direction of travel on the present Erindale Ave. trackage will be reversed, with a new trailing switch installed on the south-bound track on Broadview Ave.

All rail and specialwork has long been down at Bathurst Station, and most overhead is now in place.

No further connections had been made at Keele and Woodbine Stations as of November 13th, while all rail was placed except for switchpoints at Dundas West, with overhead to follow shortly. A two-way trolley coach loop is now installed at Ossington Station, with most overhead in place. A check of all other stations on the line revealed that all major construction was complete; glasswork is complete in some stations, and one or two are having final interior details completed.

Progress on the extensions is evident, with work under way at almost all points between Keele and Islington. The Old Mill Bridge is rapidly nearing completion, and when operation begins in 1967 this location will be a photographers' paradise; the scenery is magnificent! Work on the east is progressing rapidly on the section just west and east of Main St. Little has been done as yet on other portions of the easterly extension.

/JFB

\* The remaining overhead on Bay St. from Richmond to Lakeshore Blvd. began disappearing in early November, and by November 13th, only the intersections at King and Wellington remained, together with all overhead in the Bay St. Subway beneath the railway tracks at Union Station, and a few span wires. Removal of the last traces of wire should be complete by the time this is published.

During the same period, the long-unused overhead on Queens Quay was also removed. This wire looked very odd indeed for the past few months, having nothing below but an asphalt roadway.

/JFB

\* Effective at 12.01 a.m., November 2nd, two more Necessity-Action switches were removed from service and restored to manual operation. These were at Parliament and Dundas, north to east, and at Parliament and King, south to west. The former was a surprise, as the switch is used daily by KING-Erindale via Parliament cars.

/JFB

\* Effective November 1st, tracks 1, 2 and 3 of St. Clair Division were taken over by the Hillcrest Shops crew. The three tracks will be used for preliminary work on cars shipped for body overhauls and interior/exterior painting. The seats are removed at St. Clair and trucked to Hillcrest along with the roll signs. Rough spots on the body are smoothed out, ad brackets removed, rub rails repaired, new flooring applied and undercoat and/or primer applied. The cars are then moved to Hillcrest under their own power, looking very odd indeed on the street in only their "underwear".

Generally, two to four cars per week move from St. Clair to Hillcrest. This new procedure results in multiple-unit cars being seen at St. Clair Division for the first time, although naturally they are not operated in service.

/JFB

\* The annual Eaton's Santa Claus Parade on November 13th played havoc with streetcar schedules in Toronto. DUNDAS cars were diverted during the early part of the parade via Dundas, Victoria, Richmond, York, Queen and McCaul to Dundas where they were stored until after the parade had cleared City Hall Loop. Later cars were to have been diverted via Bathurst, Adelaide, York, Queen and McCaul; this plan was subsequently scrapped and cars proceeded east to Dundas and McCaul where they were wye'd. A few HARBORD cars were also wye'd there, although generally they proceeded east and made their way across Yonge St. during gaps in the parade. The same applied to westbound HARBORD cars, as well as cars in both directions on CARLTON and BLOOR. Some HARBORD cars from the east end were looped via Church, Queen and Victoria Sts. Due to the anticipated heavy crowds on BLOOR, six air-electric cars were scheduled on that route as extras, an almost unheard of occasion; however, only one, PCC 4158, was actually in service (on run 106). BATHURST cars operated shuttles between Hillcrest and Vaughan and from Wolseley Loop to either Church St. or the Exhibition while the parade crossed Bathurst St. on Dupont; some cars were stored on both sides of the parade. QUEEN cars made their usual diversions, westbound via Victoria, Richmond and York and eastbound via Spadina, Adelaide and Victoria Sts. Some eastbound CARLTON cars were short-turned to Parliament and King Sts. after the parade, with others going to Parliament and Bloor.

/BM, JFB

\* The YONGE subway extension (see November issue, page 200) was approved by Metropolitan Toronto Council on October 19th. Plans for the extension will now proceed at full speed in order that construction may begin when the BLOOR-DANFORTH extensions are completed in 1967 /JFB

\* Although total TTC revenue for the first nine months of 1965 is up more than \$1 million, net profit is down \$382,457 compared with the same period last year. Passenger revenue stood at \$34,754,887, an increase of \$1,190,244. An increase in expenditures of \$1,660,487 resulted in the lower net profit. /Toronto Star

\* On October 22nd, an eastbound CARLTON streetcar was derailed by an automobile which apparently ran through a red light. Damage to the streetcar, as yet unidentified, was \$1000. The auto was demolished.

\* As of November 14th, cars of the 4300, 4400 and 4625 classes continued to be serviced at Russell Division at the rate of one per day. No further cars of the 4675 series have been seen at Russell. /JFB

\* Cars 4375 to 4377 continue to operate on the PARLIAMENT route, equipped with the experimental Automatic Transfer Machines; a fourth car, dispensing normal transfers, operates in rush hours. It is interesting to note, however, that the three cars have been seen on other routes on various occasions in recent months, principally as KING trippers. It now appears that the cars will operate on PARLIAMENT until the line is abandoned with the opening of the BLOOR-DANFORTH Subway next year. /JFB

\* Our apologies: The two photos at the bottom of last month's page 201 should have been credited to Harold McMann.

BELOW: Electric cars of CPR subsidiary Grand River Railway at Brantford, April 23rd, 1955. Car 864 is running as train 397 while baggage motor 622 is operating the schedule of No. 377 /J. F. Bromley collection



The steel cars of the Canadian Pacific Electric Lines will be the subject of a new UCRS publication which is now nearing completion and which will be distributed to members early in 1966.



Ray Corley has identified the photograph which appeared on page 160 of the September NEWSLETTER as TTC Flat Motor W-1, especially decorated for a Victory Loan Drive in 1942. He goes on to say that the same car was re-decorated for a second Drive in 1943, with a similar but not identical appearance.

Bill Thomson was in the Windsor-Sarnia area in September, and sends us these notes:

Essex Terminal No. 9 (0-6-0) is still stored in the ET engine house, in good condition. (It is our understanding that No. 9 will be included in the Ontario Centennial Museum.)

The Wabash Detroit River car ferries are now lettered Norfolk and Western, although the N&W motive power on the Canadian side is still "Wabash".

Two cabooses, one GTW and one C&O, are on display beside CN 6069 at Sarnia.

/WDT

Ed Ackland of Brockville sent us an interesting letter the other day, commenting on the present state of affairs as regards the CPR Ottawa-Brockville RDC run. He notes that this train conveniently misses connections in both directions with CN's Toronto-Montreal service, for passengers travelling between Toronto and Ottawa, and adds, "Last Saturday evening No. 262 just managed to escape at 8.03 p.m. with three passengers five minutes before the arrival of CN No. 6!" Apparently Ed's observations have also been made by a number of others, since the BTC has arranged a meeting between passenger heads of the two railways to see what can be done about the situation. Time will tell.

Ed also notes that the last eastbound Pool train, No. 6, was hauled by CN 6783 and 6869 and consisted of 16 cars into Brockville. Three of these cars were added to CP's No. 264, making a total of six cars for Ottawa behind road-switcher 8572. This was the last time that the familiar interchange of equipment would take place at Brockville.

\* \* \*

The piece about toilets in diesels in our October issue, page 170, prompted Dave Spaulding to send us the following item, from PRODUCT ENGINEERING, November 8th, 1965:

"Was our face red! Today's diesel locomotives have a considerable engine cooling problem. Usually the cooling system consists of some 10 to 12 sections of radiator, each section somewhat larger than the radiator on a car. Draft through the radiators is provided by electrically-driven fans -- in some cases one extremely large one, in other cases four medium-sized ones. In any case, the draft in the fan compartment of the locomotive is terrific when the locomotive is working hard, as on an uphill pull.

"Some years ago, in laying out a new model locomotive, the question of ventilation for the toilet was raised. The project engineer instructed the draftsman to put a ventilator grille in the toilet wall -- one was enough.

"Shortly thereafter, the pilot model was on its first run and working hard under full tonnage. At that point the fireman flushed the toilet with the door closed, and decided that Congress must have repealed the law of gravity. For the contents of the bowl, instead of splashing down on the rails as usual, rose gracefully and sailed out through the ventilator.

"Investigation revealed that the draftsman, misjudging the strength of the draft and wanting to create a little air movement, had put the ventilator in the wall between the toilet and the fan compartment. With the door shut, he had an air movement he had never planned on."

Forster Kemp laments the demise of the wheel foundry at CPR's Angus Shops;

"Another vestige of the past is disappearing from Angus Shops with the demolition of the Wheel Foundry. This was probably the last foundry in Canada engaged in casting iron wheels for freight cars. Its days were numbered when the Association of American Railroads banned iron wheels in interchange service, but some continued to be used for several years on work equipment and cabooses so that it survived longer than several commercial foundries in the same business; one of the last orders filled was for the Canadian National!

"A spectacular sight when in operation, the foundry floor held rows of circular mould-frames, each having upper and lower halves into which sand was packed around a wooden pattern of the wheel to be produced. After the two parts of the mould had been formed, they were separated, the pattern removed and the two parts rejoined. When the moulds were all formed, one of the two furnaces at one side of the shop would be "tapped" and a ladle of molten iron carried on one of the cableways which ran over each row of moulds, to the one which was to be poured. Shortly after pouring, water would be poured around the outside of the mould to "chill" the rim, thus making it harder than the centre. Very soon afterward, the red-hot wheel would be lifted out and placed on a narrow gauge trolley and taken to an oven where it would be cooled very slowly.

"The shop was also fitted with an overhead crane, so that it seemed to be a maze of transport devices. The work was such that, once begun, it had to be carried on to completion.

"The trade of wheel moulder was a specialized one indeed, but most of the men displaced found work in other types of foundries. Some are in the "Gray Iron" foundry at Angus, which is still operating. Soon only a bare patch of ground will remain where flames, smoke and steam once rose, and where white-hot, molten metal once poured forth."

/FAK

\* \* \*

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The first instalment of our reproduction of Canada's railway rulebook, the Uniform Code of Operating Rules, appears on the next two pages. These sheets are numbered in such a way that they may be removed from your issue without disturbing NEWSLETTER's normal numbering sequence. This series, to be continued in the coming months, will ultimately include the entire contents of the Uniform Code.

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# UNIFORM CODE OF OPERATING RULES

REVISION OF 1962

The rules herein govern the operation of the following railways, and supersede all previous rules and instructions inconsistent therewith.

**The Algoma Central and Hudson Bay Railway Company**

**L. C. WAUGH,**  
President and General Manager

**Canadian National Railways**  
(including Lines in United States)

**Central Vermont Railway Inc.**

**Duluth, Winnipeg and Pacific Railway Company**

**N. J. MacMILLAN,**  
Executive Vice-President

**Canadian Pacific Railway Company**

**R. A. EMERSON,**  
Vice-President

**The Chesapeake and Ohio Railway Company**

**M. I. DUNN,**  
Vice-President

**Essex Terminal Railway**

**M. A. KEAYS,**  
General Manager

**Napierville Junction Railway Company**

**J. P. HILTZ, Jr.,**  
Vice-President

**The New York Central Railroad Company**

**J. F. NASH,**  
Vice-President - Operation

**Northern Alberta Railways Company**

**J. F. COOPER,**  
General Manager

**Ontario Northland Railway**

**A. JARDINE,**  
General Manager

**Quebec North Shore and Labrador Railway Company**

**J. A. LITTLE,**  
General Manager

**Sydney and Louisburg Railway Company**

**M. A. KEAYS,**  
General Manager

**The Toronto, Hamilton and Buffalo Railway Company**

**P. W. HANKINSON,**  
General Manager

Approved and prescribed by the  
Board of Transport Commissioners for Canada  
by General Order No. 873, dated the 15th day  
of November, 1961.

EFFECTIVE OCTOBER 28th, 1962

## GENERAL NOTICE

Safety is of the first importance in the discharge of duty.

Obedience to the rules is essential to safety.

To enter or remain in the service is an assurance of willingness to obey the rules.

The service demands the faithful, intelligent and courteous discharge of duty.

To obtain promotion, ability must be shown for greater responsibility.

## GENERAL RULES

A. Employees whose duties are prescribed by these rules must have a copy of them accessible when on duty.

Employees whose duties are in any way affected by the time table must have a copy of the current time table, and supplements thereto if any, with them while on duty.

B. Employees must be conversant with and obey the rules and special instructions. If in doubt as to their meaning they must apply to proper authority for an explanation.

NOTE: Special instructions may be issued by proper authority and will be found in the current time tables and in bulletins.

C. Employees must pass the required examinations.

D. Employees in any service connected with the movement of trains are subject to the rules and special instructions.

E. Employees must render every assistance in their power in carrying out the rules and special instructions and report promptly to the proper authority any violation thereof.

F. Accidents, failure in the supply of water or fuel, defects in track, bridges, signals, block indicators, or any unusual condition which may affect the movement of trains, must be promptly reported by the quickest available means of communication to the proper authority. In case of injury to persons the names and addresses of as many witnesses as possible must be obtained.

G. The use of intoxicants or narcotics by employees subject to duty, or their possession or use while on duty, is prohibited.

H. The use of tobacco by employees on duty in or about passenger stations or in cars carrying passengers is prohibited.

J. Employees on duty must wear the prescribed badge and uniform and be neat in appearance.

K. To avoid annoyance to the public, employees and others authorized to transact business at stations and on or about trains must be courteous, orderly and quiet.

L. Employees must always be vigilant to protect, and must promptly report anything detrimental to the Company's interest, and in case of danger to the Company's property must unite to protect it.

M. Employees must exercise care to avoid injury to themselves or others. They must observe the condition of equipment and the tools which they use in performing their duties and when found defective will, if practicable, put them in safe condition, reporting defects to the proper authority.

They must not ride on top or sides of cars or engines passing structures or obstructions at any point at which there is restricted overhead or side clearance and must inform themselves respecting the location of such.

They must expect the movement of trains, engines or cars at any time, on any track, in either direction.

They must not stand on the track in front of an approaching engine or car for the purpose of boarding same.

They must be familiar with and be governed by the Company's safety rules and instructions.

Upper Canada Railway Society



BOX 122, TERMINAL "A"  
TORONTO, CANADA

## DEFINITIONS

NOTE: For the purposes of these rules, the following definitions apply.

**APPROACH SIGNAL** — A fixed signal used in connection with one or more signals to govern the approach thereto.

**AUTOMATIC BLOCK SIGNAL SYSTEM (ABS)** — A series of consecutive blocks governed by block signals, cab signals, or both, actuated by a train or engine, or by certain conditions affecting the use of a block.

**BLOCK** — A length of track of defined limits, the use of which by trains or engines is governed by block signals, cab signals, or both.

**BLOCK INDICATOR** — A device located at hand operated or spring switches to indicate track occupancy in the block or blocks to which it refers.

**BLOCK SIGNAL** — A fixed signal at the entrance of a block to govern trains and engines entering and using that block.

**CAB SIGNAL** — A signal located in engineman's compartment or cab, indicating a condition affecting the movement of a train or engine and used in conjunction with interlocking or block signals, or in lieu of block signals.

NOTE: Special instructions will be used to govern the operation of cab signals where in use.

**CENTRALIZED TRAFFIC CONTROL (CTC)** — A system in ABS territory under which train or engine movements are authorized by block signals whose indications supersede the superiority of trains for both opposing and following movements on the same track.

**CURRENT OF TRAFFIC** — The movement of trains on a main track in one direction specified by the rules.

**DIVISION (or AREA)** — That portion of a railway assigned to the supervision of a Superintendent or other designated officer.

**DUAL CONTROL SWITCH** — A power operated switch also equipped for hand operation.

**DWARF SIGNAL** — A low signal used as a block or interlocking signal.

**ELECTRIC SWITCH LOCK** — An electric lock connected with a hand operated switch to prevent its operation until the lock is released.

**ENGINE** — A unit propelled by any form of energy, or a combination of such units operated from a single control, used in train or yard service.

**ENGINEMAN** — The employee in charge of and responsible for the operation of an engine.

**EXTRA TRAIN** — A train not authorized by a time table schedule.

**FIXED SIGNAL** — A signal of fixed location indicating a condition affecting the movement of a train or engine.

**GRADE SIGNAL** — A stop and proceed signal equipped with a marker displaying the letter "G".

**INITIAL STATION** — The station at which a schedule is first timed on any subdivision is the initial station for that schedule, and for an extra train it is the station at which such train is created.

**INTERLOCKING** — An arrangement of signals and signal appliances so interconnected that their movements must succeed each other in proper sequence and for which interlocking rules are in effect. It may be operated manually or automatically.

**INTERLOCKING LIMITS** — The tracks between the extreme or outer opposing interlocking signals of an interlocking.

**INTERLOCKING SIGNAL** — A fixed signal at the entrance to or within interlocking limits to govern the use of the routes.

**INTERLOCKING STATION** — A place from which an interlocking is operated.

**MAIN TRACK** — A track extending through yards and between stations, upon which trains are operated by time table or train order, or both, or the use of which is governed by block signals, interlocking signals, or other method of control.

**PILOT** — An employee assigned to a train when the engineman or conductor, or both, are not fully acquainted with the physical characteristics or rules of the railway, or portion of the railway, over which the train is to be moved.

**REGISTER STATION** — A station at which a train register is located.

**REGULAR TRAIN** — A train authorized by a time table schedule.

**ROUTE** — The tracks a train or engine may use in passing from one point to another.

**SCHEDULE** — That part of a time table which prescribes class, direction, number and movement for a regular train.

**SECTION** — One of two or more trains running on the same time table schedule displaying signals or for which signals are displayed.

**SIDING** — A track auxiliary to the main track for meeting or passing trains. Sidings and their capacities will be designated in the time table or special instructions.

**SIGNAL INDICATION** — The information conveyed by a fixed signal or cab signal.

**SINGLE TRACK** — A main track upon which trains are operated in both directions.

## SPEEDS:

**Restricted Speed** — A speed that will permit stopping within one-half the range of vision.

Where ABS rules, interlocking rules or signal indications require movement at restricted speed, such movement must be made at a speed that will permit stopping within one-half the range of vision, also prepared to stop short of switch not properly lined, and be on the lookout for broken rail, and in no case exceeding SLOW SPEED;

**Slow Speed** — A speed not exceeding fifteen miles per hour;

**Medium Speed** — A speed not exceeding thirty miles per hour;

**Limited Speed** — A speed not exceeding forty-five miles per hour.

**SPRING SWITCH** — A switch equipped with a spring mechanism arranged to restore the switch points to normal position after having been trailed through.

**STATION PROTECTION SIGNAL** — A stop and proceed signal equipped with a marker displaying the letters "SPS", used to protect trains or engines occupying the main track in yards or at stations in the block protected by the signal.

**STATION** — A place designated in the time table by name.

**SUBDIVISION** — A portion of a division or area designated by time table.

**SUPERIOR TRAIN** — A train having precedence over another train.

**TERMINATING STATION** — The station at which a schedule is last timed on any subdivision is the terminating station for that schedule, and for an extra train (except work extras) it is the station to which such train is authorized.

**TIME TABLE** — The authority for the movement of regular trains subject to the rules. It contains classified schedules, also special instructions relating to the movement of trains and engines.

**TRAIN** — An engine or more than one engine coupled, with or without cars, displaying markers.

**TRAIN OF SUPERIOR RIGHT** — A train given precedence by train order.

**TRAIN OF SUPERIOR CLASS** — A train given precedence by time table.

**TRAIN OF SUPERIOR DIRECTION** — A train given precedence in the direction specified by time table as between opposing trains of the same class.

**TRAIN ORDER SIGNAL** — A fixed signal provided at train order offices used in connection with the delivery of train orders and as prescribed by Rule 91A.

**TRAIN REGISTER** — A book or form used at designated stations for registering signals displayed, the time of arrival and departure of trains, and such other information as may be prescribed.

**TWO OR MORE TRACKS** — Two or more main tracks upon any of which the current of traffic may be in either specified direction.

NOTE: Where two main tracks are in service, each of which is signalled for traffic in both directions, these tracks will be designated as "North Track" and "South Track" where time table directions are Eastward and Westward, respectively, and "East Track" and "West Track" where time table directions are Northward and Southward, respectively. Where tracks are so designated, there is no specified current of traffic.

**YARD** — A system of tracks provided for the making up of trains, storing of cars and for other purposes, over which movements not authorized by time table or train order may be made, subject to prescribed signals, rules and special instructions.

**YARD ENGINE** — An engine assigned to yard service.

**YARD LIMITS** — That portion of the main track or main tracks within limits defined by yard limit signs.