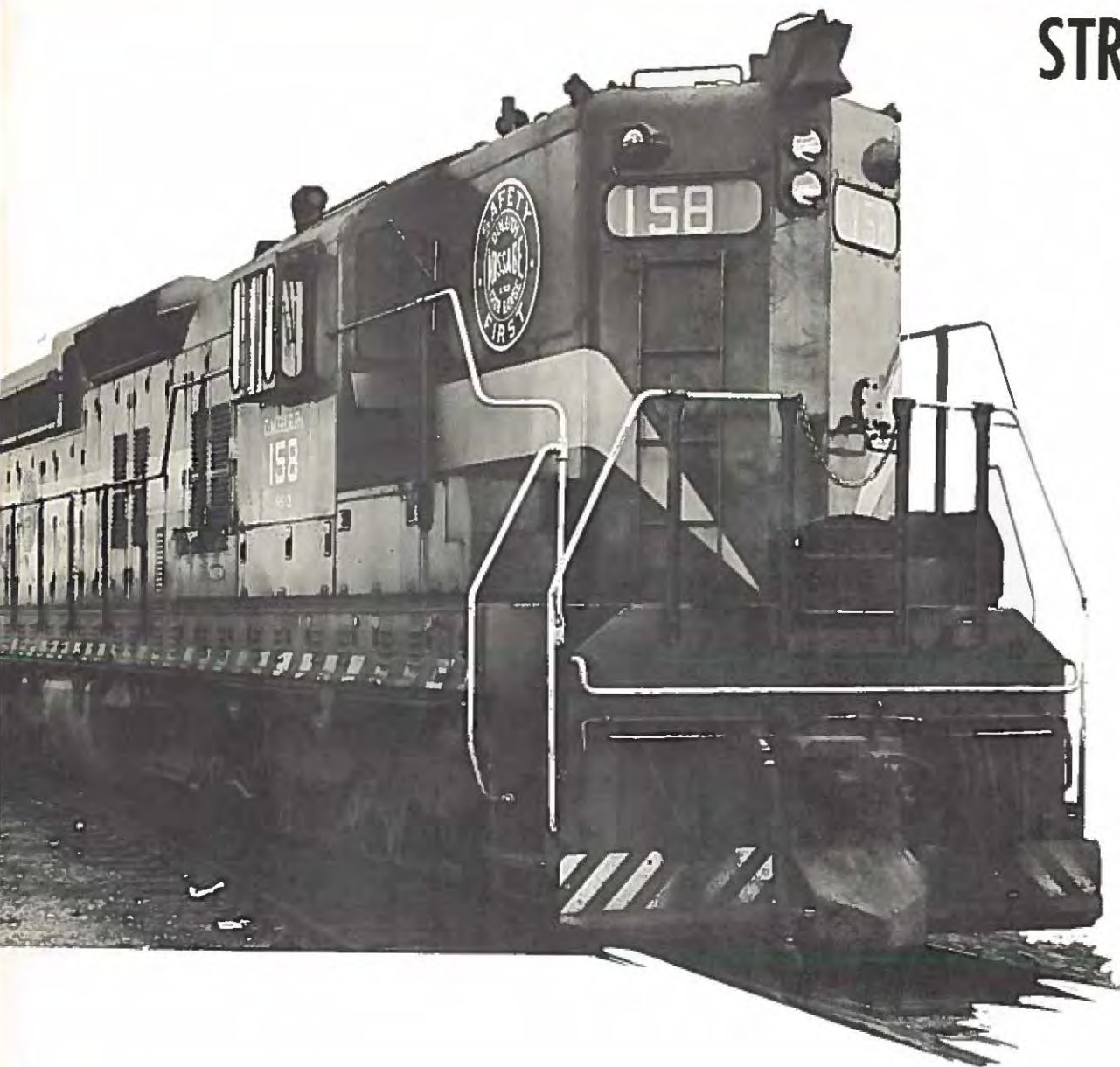


# newsletter

January 1966 • 25 c



## STRANGERS on the SCENE

SEE PAGE 9

Upper Canada Railway Society





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# newsletter

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Editor \_\_\_\_\_ James A. Brown

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

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## The Cover

Again this year, locomotives from United States railroads are being leased by Canadian lines to cope with peak winter traffic conditions. DM&IR 158 on our cover is one of over 60 U. S. engines now in Canada. See page 9; also page 188 of the November issue.  
/Tom Henry

## Contributors to this Issue

George Atkinson, John Bromley, Ray Corley, John Freyseng, Tom Henry, Bill Hood, Bryce Lee, Eric McGreer, Bob McMann, Don McQueen, Peter Meldrum, George Pearce, Joe Rooney, David Stalford, Bill Thomson.

Production: John Bromley, Tom Henry.

Printing: Basil Headford.

Distribution: George Meek, Bill Miller,  
George Pearce, John Thompson.

2 JANUARY, 1966

\* \* \*

This month we begin a new year, and welcome a new (but not unfamiliar) face to our production staff. Bas Headford, who will be our printer from now on, has been a UCRS member from the beginning, and "served time" as NEWSLETTER editor a few years ago. The Headford touch has been present in Society publications for some time, being responsible for entire NEWSLETTERS, excursion announcements, membership brochures, etc., etc. It's good to have him "back in harness again".

The Medal of Honour should go to Dave Hall, who, on innumerable occasions, trekked in to Sumach Street only to find that something unforeseen had occurred in our "press room" that would prevent him from making the best use of his time. Dave lives in Burlington, and although he tackled each NEWSLETTER with dogged determination, under the circumstances it just wasn't fair to ask him to carry on, acting more as a repairman than a pressman. Thanks for your help, Dave; it's unfortunate things went as they did.

\* \* \*

Speaking of production, John Thompson wants to know if there is anyone else who would like to assist in NEWSLETTER assembly and distribution. Interested souls should call John at 483-4678 for more information.

/JAB

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## UCRS News

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At a recent meeting of the Directors, John Freyseng and Jim Brown were appointed co-chairmen of the Trip Committee, in a move intended to segregate the functions of operation and promotion in connection with Society excursions.

The new Trip Chairmen will be looking forward to receiving the excursion questionnaires which were distributed with the last issue; your opinions will serve as a basis for our future excursion planning.  
/JAB

\* \* \*

Entertainment at the December meeting was entrusted to the care of Jack Walker, who concisely but thoroughly traced the development of the BLOOR carline from its inception to the present day. Colour and black and white slides illustrating the lecture were capably presented by Bob McMann.  
/GP





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.

- Jan 23rd; Don't forget the first steam excursion of 1966, to Caledonia and Brantford with 6218. Fares; Adult \$8, Child \$5. Special leaves Union Station, Toronto, at 9.00 a.m., returns at 6.00 p.m. No suburban stops!
- Jan 28th; UCRS Hamilton Chapter regular meeting. Board Room, CNR James Street Station, Hamilton, Ont. 8.00 p.m.
- 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.
- Feb 18th; Regular meeting. An illustrated talk on "Developments in Rapid Transit in North America since World War II" will be given by Bob McMann.
- Feb 25th; UCRS Hamilton Chapter regular meeting. Board Room, CNR James Street Station, Hamilton, Ont. 8.00 p.m.
- Mar 4th; Outdoor meeting at CNR Parkdale Station, Queen and Dufferin Sts. 8.00 p.m.
- Mar 18th; Regular meeting. The Annual UCRS Auction. Start now to gather up your surplus railroadians to sell, to make way for the railroadians you will buy at the auction.
- Mar 25th; UCRS Hamilton Chapter regular meeting. Board Room, CNR James Street Station, Hamilton, Ont. 8.00 p.m.
- Apr 1st; A Transit Rally is planned for our April Fool's Day meeting. Forewarned is forearmed!

## Readers' Exchange

WANTED TO BUY: Photographs of either CNR or CPR steam locomotives in wrecks. Please contact Bob Baker, P.O. Box 483, Camp Petawawa, Ontario:

FOR SALE: Duplicate colour slides of steam locomotives (none dead) from CNR, CPR, PGE, S&L and other Canadian lines. For prices and further details, write Ed Emery, 398 Runnymede Road, Toronto 9, Ontario.

■ ■ ■

## On the Shelf...

SKETCHES OF OLD TORONTO, by Frank N. Walker. 350 pages. Published by Longmans Canada Limited. \$6.95.

Though by no means a railroad book, Frank Walker's new book is reviewed here for two reasons: Readers who may be familiar with Dr. Walker's first work, Four Whistles to Wood-up, will probably want to continue the association in this latest book; moreover, since many rail enthusiasts are worthy historians as well, Sketches may well have wide appeal among the fraternity.

Whereas the usual approach to history is the analytical one, wherein facts are presented in orderly fashion, Sketches of Old Toronto probes the social and cultural aspects in his glimpses of life in early 19th Century Toronto. Chapters on William Lyon Mackenzie, Paul Kane and Jenny Lind suggest that the author had a singular familiarity with his subject which could only be the result of exhaustive research. Occasional references to early figures in the region's railway history are made but not stressed.

Sketches of Old Toronto makes interesting reading for anyone having even a passing interest in Toronto's bygone days.

/JAB



# Railway News and Comment

## TRAINS STRANDED IN FRASER CANYON



Massive snow and mud slides trapped CNR and CPR passenger trains for up to 36 hours in the Fraser Canyon near Boston Bar, B.C., January 6th and 7th.

Canadian National's westbound "Panorama" took the brunt of the blow, being literally hit by a slide that effectively blocked

it for 36 hours. A work train broke through to the stalled "Panorama" late in the evening of January 6th, but was trapped itself by another slide. All passengers on the stalled train were well fed, and most looked on the experience as a rather enjoyable adventure.

Other CN trains were halted at Kamloops and Hope, B.C., and arrangements were made to airlift passengers between Vancouver, Kamloops and Edmonton.

Canadian Pacific's westbound "Canadian" was also delayed by slides in the Canyon at about the same time the "Panorama" was experiencing difficulty. After a 17-hour delay, the train was extricated. Passengers on the stalled CP train were required to pay for their meals.

Like CN, Canadian Pacific arranged alternate air transport between Vancouver and Calgary.

## CN PLANS SERVICE CUTS IN SOUTHERN ONT.

Canadian National will make application to the Board of Transport Commissioners to discontinue passenger services between Palmerston and Owen Sound and between Stratford and Goderich. Palmerston-Southampton and Palmerston-Kincardine trains will be maintained. Daily passenger count into Palmerston from Owen Sound, Southampton and Kincardine totaled 39 in recent months.

Improved services for the Lake Huron towns of Southampton and Kincardine is planned for 1966, making it possible to travel from either point to Toronto in three hours and 40 minutes; the trip will be non-stop from Guelph to Toronto. A Sunday afternoon train will also be introduced.

## DELAGRAVE LEAVES -- RICHER TAKES OVER

Perhaps the most surprising item of the month was the news that CN's energetic and often controversial vice president, passenger sales and services, Pierre Delagrave, had accepted a post with Domtar Limited, as vice president, employee and public relations.

Mr. Delagrave needs no introduction to most Canadians -- his experiments with new and faster services, reduced fares and general overhaul of the passenger train image have been successful in luring many travellers back to the rails. In some instances, the train is again being thought of as the way to travel. Mr. Delagrave's flair for ideas and his ability to communicate them, not only to management but to the public as well, will be missed at CN.

On the other hand, the new man at the helm, Jean H. Richer, emphasizes that he "did not take on this job to preside over the burial of train travel in Canada." A mechanical engineer and former manager of CN's Champlain Area, Mr. Richer endorses CN's current passenger activities, and adds,

"The policy of the CN in the passenger business remains the same. We are in the business to exploit it fully when we can convince ourselves that it is a popular service that can be rendered without a loss."

At a time when there appears to be increasing concern over what CN's passenger deficit really is, Mr. Richer is likely to cast a cooler economic eye on the operation than did Mr. Delagrave. It is probably significant the passenger vice presidency, created for Pierre Delagrave, has been filled in his absence; this may be taken as an endorsement by CN's top management of the importance of the passenger train in today's economy.

Mr. Richer came to CN in 1962 from the Montreal Transportation Commission, where he held the position of director of transportation services.

## CN'S HALIFAX TCC OFFICIALLY OPENED

Canadian National's new Halifax Terminal Car Control (TCC) Centre at Rockingham, N.S., was officially opened by president Donald Gordon on December 8th. Initially operated in early November as part of the preparations for the heavy winter traffic flow through the port, the TCC system improves the speed with which cars can be handled through the terminal and returned to service once they have been unloaded. It can provide, in seconds, the exact location of any car in the terminal area, whether it is in a yard, on a shipper's siding or in transit between two local points. The TCC centre has communication with other CN yards and facilities in the area as well as radio links with yard and transfer locomotives.



## ONTARIO NORTHLAND CALLS SPUR TENDERS

The Ontario Northland Transportation Commission is calling for tenders for the construction of a 17-mile spur to serve the Kidd Creek Mine of Texas Gulf Sulphur Co. The new spur will leave ONR's Ramore Subdivision near Hoyle, some 14 miles east of Timmins.

## FREEDMAN RUNTHROUGH REPORT RELEASED

In the opinion of Mr. Justice Samuel Freedman, who sat as a one-man Royal Commission in a study of CN runthroughs at Nakina, Ont., and Wainwright, Alta., CN should not have the unilateral right to institute runthroughs; they should be a matter for negotiation.

This opinion was expressed in a 165-page report of the year-long study, made public on December 9th. Canadian National had attempted to institute runthroughs at Nakina and Wainwright on the weekend of October 25, 1964. More than 2800 engineers, conductors, trainmen and firemen "booked sick" in protest. CN cancelled the runthroughs and proposed that a full inquiry of the question be set up.

Briefly, the report upholds the railway's right to institute runthroughs but recommends that it be compulsory for the union and the company to negotiate the terms of the runthrough. Affected communities would have the right to apply to the BTC or other designated authority for a hearing on the proposal. The authority would consider the probable impact on the community with a view to determining not if the runthrough should be introduced at all, but rather how and when it should be introduced.

The Commission recommended that employees laid off or moved as a result of runthroughs be compensated by the railway.

The Commissioner finds that on the weekend of October 25, 1964, the employees who "booked sick" caused and participated in a wildcat strike, acting in violation of contract and of law, both civil and criminal. The Brotherhoods did not instigate the strike, but some of their leaders "did not do very much to stop it once it began to get under way."

The wildcat strike, in the Commission's view, was fundamentally an act of protest -- primarily against runthroughs as a form of railway operation made possible by advancing technology; secondarily, against what was regarded as the company's arbitrariness in imposing them; and finally, although to a smaller degree, against the Brotherhood leaders for having failed to secure protection against unilateral changes in working conditions being made during the existence of a contract.

Other brief findings of the Commission are:

-A saving of ten minutes can be made as a result of a single runthrough; as CN plans 15 such runthroughs over the next three to five years, considerable overall time will be saved. An annual saving of nearly one million dollars will be achieved when the full programme is implemented.

-The Commission is not prepared to condemn runthroughs as a dangerous operation, and finds that the claim that extended crew runs would make the work load unbearable has not been established.

-Facilities in locomotives and cabooses should be improved. To say, however, that these facilities would be tolerable over one division but intolerable over two -- and for that reason there should be no runthroughs -- is to raise against the railway's case a ground of slender validity. (See October NEWSLETTER, page 170.)

-The Commission recommends that the BTC survey the entire matter of hours on duty, whether related to runthroughs or not, with a view to determining whether any regulatory action is required, and if so, to take such action accordingly.

-Runthroughs are an appropriate and justifiable railway operation; they should be instituted -- in proper circumstances and under proper safeguards. Runthroughs on CN would be accompanied by job reductions and dislocations. Those are the consequences in human terms; and to eliminate or reduce their effect is the task to which cooperative efforts of management, labour and government must be directed. Both the railways and the Brotherhoods must be prepared to yield something in the interests of future industrial peace. The railway must adjust to the idea, unpalatable perhaps but necessary, that runthroughs should be negotiated. The Brotherhoods must give up any notion that runthroughs are improper and should approach the negotiation of them with reason and responsibility.

## DAR REPORTS 13% PASSENGER DROP IN 1965

Passenger traffic on the Dominion Atlantic Railway was down 13% in 1965, and a public hearing of the railway's proposal to curtail its Nova Scotia service is expected to be held in 1966. The reduction in the number of daily Dayliner trips between Halifax and Kentville was announced in October, 1964, although DAR agreed to defer the reduction until completion of public hearings.

DAR also wants to eliminate weekend trips between Halifax and Yarmouth, while retaining regular schedules through the week.



## "DOMINION" DIES, CONDITIONALLY

The Board of Transport Commissioners gave conditional approval on January 7th to CP's proposal to remove its second transcontinental passenger train, the "Dominion". The Board required that CP restore trains 232-235 between Montreal and Ottawa, and commented that it is reserving judgment on whether summer operation of the "Dominion" will be necessary.

Canadian Pacific took immediate steps to withdraw Nos. 3 and 4. The January 7th train from Vancouver was cancelled as the first step in a process of elimination that was completed by January 11th. All trains that had departed from Montreal/Toronto or Vancouver prior to the cancellation advice were allowed to continue to their destinations. The January 8th westbound trains operated to Winnipeg only, while those leaving Montreal/Toronto on January 9th and 10th terminated at Sudbury. The final run of the "Dominion" was the run from Sudbury to Toronto and Montreal on January 11th.

The reinstated Montreal-Ottawa train, No. 235, made its first run January 11th, on the schedule of old No. 3. The return trip as No. 232 was inaugurated on January 12th, operating again on the schedule of the former "Dominion".

(See September NEWSLETTER, page 151, October issue, page 171.)

## GORDON ADVOCATES TRANSPORTATION RESEARCH

In a December 4th address to the Toronto Railway Club, Canadian National president Donald Gordon pointed out the need for an independent transportation research centre which would provide the up-to-date information and analysis needed for decision-making and the development of national transportation policies. Said Mr. Gordon, "(Canadian transportation as a whole) works pretty well by standards of other countries and we do get things done; we get the wheat to Russia one way or another and we are doing some things that bring people here from other countries to observe and learn.

"But our transportation system is more costly than it should be and, in the competitive world of today, Canada, with her great distances and dependence on foreign trade, simply cannot afford this luxury."

He proposed establishment of an independent, university-based transportation research centre to cope with transportation problems and policy. He added that the department of transport is working toward this end and that its efforts were endorsed by Canadian National.

## CPR, CNR DISAGREE ON OTTAWA - TORONTO RUNS

The BTC has made public the recommendations it received from CN and CP in the matter of improvements to the existing Ottawa-Toronto service. The recommendations are the result of a meeting between the two railways called at the request of the Board as a result of bitter criticism of the rail service to the capital.

The Canadian National plan, rejected by CP, called for Canadian Pacific to "withdraw completely" from passenger train operation in the Montreal-Ottawa-Toronto region. In return, CN would run an overnight Ottawa-Toronto service and day trains to connect at Brockville with the morning and afternoon Montreal-Toronto trains. CN trains would use CP tracks free of charge between Smiths Falls and Brockville to make the Brockville connections. (CN trains operating to and from Ottawa via Napanee, over exclusively CN trackage, would be unable to provide service to Kingston residents.)

The CPR proposal offered to clear the way for CN to operate morning and overnight trains between Toronto and Ottawa. However, it intends to continue operating passenger trains between Montreal and Toronto, and also the late afternoon Ottawa-Smiths Falls service which connects with the Montreal-Toronto train.

Canadian Pacific also offered to improve the present Ottawa-Smiths Falls Dayliner by replacing it with a "parlor car and Dayliner coach" (will the Budd be hauling a trailer?) which will be coupled to the Montreal-Toronto train at Smiths Falls, eliminating the present platform wait.

Rejecting Ottawa requests for a reinstatement of the overnight service, scrapped at the end of October, CP said that it would lose \$1 million a year on such an operation. The overnight train would also require extra diesels which the railway does not have available.

The Board noted that both proposals involve CNR running rights over CPR tracks. These and other matters should be resolved in discussions between the railways.

Editorial opinion against the present service continues as heated as ever. One rather unjust attack on CP was made by an Ottawa Controller who attacked CP for increasing its Ottawa-Toronto fares "while the service gets worse." What the Controller failed to say was that the \$11 fare (up from the weekday rate of \$7.50) was applicable to the Christmas holiday period only, and was given adequate notice in current editions of CP's timetable.



## LINE BLOCKED WHEN TRAINS COLLIDE

Canadian National's Sussex Subdivision between St. John and Moncton, N.B., was blocked for thirty hours following a collision between an 80-car freight train and eastbound passenger train No. 624 at Nauwigewauk, 17 miles from St. John. Two crew members of the passenger train were injured but the train's 65 passengers escaped unhurt. Several locomotives were heavily damaged, including 1600 h.p. MLW road switchers 3060 and 3087, shown in the accompanying photo.↓



/Canadian Press

## TANK CARS RUPTURED IN C&O DERAILMENT

Large quantities of gasoline and fuel oil from two ruptured tank cars poured into the town's sewers after 39 cars of a 79-car westbound Chesapeake and Ohio freight train derailed in the town of Leamington, Ont., on January 2nd. The train was travelling an estimated 55 m.p.h. when the accident occurred.

The mishap blocked the Blenheim-Windsor (Walkerville) C&O line for the second time in eight months -- a collision with a dump truck ditched another westbound freight west of Blenheim last May (page 95, June NEWSLETTER). Traffic was rerouted over NYC's Michigan Central line between Windsor and St. Thomas. Wrecking crews from St. Thomas and Detroit had the line open again late on the 3rd of January.

The derailment occurred at Leamington station, and a corner of the station building was damaged by flying debris. A quarter of a mile of track was torn up.

Reports that flames had been seen around one of the freight car journals as the train passed Wheatley, eight miles to the east, support the theory that a burned off journal caused the derailment.↓



/Windsor STAR



## CENTENNIAL PROJECT PICKS UP STEAM

Museum pieces for the Ontario government's Centennial Museum are being assembled in the Toronto area.

It was announced on December 21st that the province had purchased the Matthews Collection of historical artifacts for an undisclosed sum. The collection includes thousands of historical items, including steam traction engines, streetcars, steam locomotives (a Shay and CN 2-6-0 No. 91 are among them), and an entire British train. Mr. Matthews is no stranger to many readers, having provided the motive power for moving streetcars to the trolley museum of the Ontario Electric Railway Historical Assn. at Rockwood.

Four steam locomotives, until now stored by the Ontario Northland Railway at North Bay and Englehart, have been moved to Toronto for temporary storage preparatory to being moved to the museum site in Toronto's Don Valley, near Eglinton Avenue and Don Mills Road. CPR engines 2839 (4-6-4) and 5361 (2-8-2) were brought to CP's Toronto Yard in late December, while CN locomotives 5107 (4-6-2) and 2164 (2-8-0, painted T&NO 137) appeared at CN's new yard at about the same time. It is understood that all four locomotives will be stored on a siding of the Ontario Hydro, on CP's Canpa Subdivision, southwest of the old Lambton yard property.

CNR 6167 is also headed for the museum, but will likely remain at Spadina roundhouse for the time being.

## MAN, 64, VICTIM OF 6218

A 64 year old New Toronto man, Elton Lewis, was struck and killed by CN 4-8-4 6218 just east of Sunnyside station on November 14th. The man had apparently been walking on the tracks and became confused as the train approached, stepping into the path of the locomotive at the last moment. Crew members were unaware of the accident until the train stopped at Sunnyside station.

Movies of the accident, taken by a Port Credit model railroader, were examined by a coroner's jury who removed the stigma of suicide from Mr. Lewis and absolved the crew of any blame. This was the first time in Toronto that film of the actual incident has been available for an inquest.

The locomotive was hauling a York Railway Club excursion to Niagara Falls. This was only the second major accident involving a steam excursion in this area; the first occurred two years ago when another YRC special with engine 6167 collided with and demolished an automobile near St. Catharines, Ont. Neither mishap involved rail enthusiasts.

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## L&PS MAKES ITS LAST RUN

A group of more than 20 civic officials led by London's mayor Stronach paid their last respects to the London and Port Stanley Railway on December 11th, with a final run to Port Stanley and back. The special train was made up of a single diesel locomotive, a box car and two cabooses.

The L&PS was officially taken over by the CNR on January 1st.

## WATERED DIESELS DELAY "SUPER"

An embarrassing comedy of errors served to delay Canadian National's westbound "Super Continental" some five hours at Foleyet, Ont., on Christmas Day. During a routine crew change stop at the northern Ontario community 150 miles west of Capreol, it was decided that the water tanks for the steam generators should be replenished. Somehow, water was inadvertently pumped into the engine fuel tanks, with predictable consequences.

As Foleyet is not equipped with fuelling facilities, the stranded passengers had to be rescued by relief units dispatched from Hornepayne, some 150 miles to the west.

## NO DINERS ON PRR'S HIGH SPEED TRAIN

The Pennsylvania Railroad plans to eliminate dining cars on its proposed high-speed New York-Washington service. Instead, the railroad plans to offer full course dinners to first class passengers at their seats. Day coach passengers will be able to buy food prepared at snack bars provided on every other coach in the high-speed train.

## 'SICK' PGE TRAINMEN MUST WAIT FOR WORK

The Pacific Great Eastern is in no hurry to get more than 100 "sick" trainmen back on the job. The men "booked sick" after a temporary foreman was fired by the company. The action was not sanctioned by the Brotherhood of Railroad Trainmen, and brought a warning from the provincial Labour Department that it was contrary to terms of their contract with the railway.

PGE managed to keep its freight trains running with supervisory personnel, but passenger service was sharply curtailed by the two-week wildcat.

Each man who was off work is required to produce a satisfactory explanation of his absence or be assessed demerit marks. Only about six men per day are being processed prior to returning to work, and according to PGE vice president and general manager J. S. Broadbent, it would be several weeks before all men were back at work.



## CN'S HUMAN "WIND GAUGE" IS DEAD

Lauchie MacDougall, a retired railway sectionhand who warned Canadian National when gales made it unsafe to operate trains on Newfoundland's west coast, died at Wreck House, Nfld., on December 14th. For many years, he was an unofficial operational aid for CN's narrow-gauge railway which crosses Newfoundland from St. John's to Port aux Basques.

The twisting rail line along the west coast of Newfoundland is hazardous for trains when high winds beat in from the Gulf of St. Lawrence. Trains have been blown off the rails, and on many occasions trains were stopped and chained down when the dispatchers were tipped by Lauchie that the winds were too high. He never used a wind gauge, but relied on his experience alone to tell him when the gales were too strong.

No one knows who will provide wind warnings now. However, Mr. MacDougall leaves two sons who are wise to the ways of the tricky gales.

## ALGOMA CENTRAL RETIRES LAKE VESSEL

The Algoma Central Railway's 5500-ton cargo vessel "Algosoo" departed Sault Ste. Marie, Ont., on November 24th for the last time. The steamer is being retired after a 64-year service on the Great Lakes. Its final cargo was a load of grain for St. Lawrence River ports.

## NEW TRANSPORT TERMINAL FOR CALGARY

Plans for a \$5 million transportation terminal, hotel, 10-storey office building and 550-foot pylon restaurant tower have been announced in Calgary. The development, to be completed in 1967, would be located on the site of the present Canadian Pacific passenger station in downtown Calgary. Construction may start in late spring or early summer.

## EX-CNR PRESIDENT, R. C. VAUGHAN DEAD

Robert C. Vaughan, a 51-year rail veteran and former president and chairman of the Board of Canadian National Railways, died suddenly January 5th.

Mr. Vaughan began his railway career at the age of 15 with the Grand Trunk Railway, advancing through the ranks to the post of president in 1941, a job he held until 1950.

# Equipment Notes...

## CNR LEASES MORE LOCOMOTIVES

Canadian National's fleet of Duluth, Missabe and Iron Range SD-9's and SD-18's, leased for the winter rush, has increased to 16. On CN lines as of January 1st were the following units:

133, 137, 138, 143, 147, 149, 152, 154, 155, 157, 158, 167, 169, 170, 172, 174.

(For DM&IR units now under lease by CPR, see November NEWSLETTER, page 188.)

Four additional DM&IR units will likely be added temporarily to CN's roster, at which time any remaining Duluth, Winnipeg and Pacific units on CN lines will be returned south of the border.

Also leased by CN are five 1500 h.p. Alco RS-1's from the Chicago and Western Indiana. These units, numbered 252, 255, 256, 260 and 263, are being used to switch passenger equipment at Winnipeg; they are equipped with steam generators.

## CANADIAN PACIFIC MOTIVE POWER NOTES

Seven Century 424's were received by CP in December, as follows:

4231 - December 6th  
4232 - December 9th  
4233 - December 16th  
4234 - December 20th  
4235 - December 22nd  
4236 - December 23rd  
4237 - December 29th

Add to the list on page 188, November issue, the following units from the Bessemer and Lake Erie, joining those already operating on CP:

712B, 713A, 714A, 716B

As well, Lake Superior and Ishpeming units 1503, 1606, 1803 and 1804 are now operating in CP's Eastern Region motive power pool.

## STEEL FLAT CARS ORDERED BY CNR

Canadian National Railways has ordered 400 70-ton capacity steel flatcars at a cost of \$5 million.

Marine Industries Ltd., Sorel, Que., will build 200 cars, equipped with wraparound bulkheads to make them particularly suited for lumber traffic.

The International Equipment Co., Ltd., of Montreal, has been awarded an order for 200 flatcars for general service, with delivery slated for March, 1966. The cars will be built at the company's Napanee, Ont., plant.

Delivery of these orders will increase CN's bulkhead-equipped flatcar fleet to 723 and the general service flatcar fleet to 3753.



## CNR'S RAILINER ASSIGNMENTS SUMMARIZED

Following is a tabulation of CN's Budd RDC assignments (on paper, at least), as of January 1st, 1966.

D-100;	Halifax-Sydney
D-101;	Moncton-St. John
D-102;	Halifax-Sydney
D-103;	Edmonton-North Battleford
D-104;	Toronto-Stratford
D-105;	Halifax-Sydney
D-106;	Campbellton-Gaspé
D-107;	Toronto-North Bay
D-108;	Edmonton-Grand Centre
D-109;	Halifax-Sydney
D-110;	Toronto-Sarnia
D-111;	Prince George-Prince Rupert
D-112;	Brockville-London
D-113;	Montreal-Sherbrooke
D-114;	Regina-Saskatoon
D-115;	Montreal-Sherbrooke
D-116;	Brockville-London
D-117;	Toronto-Sarnia
D-200;	Campbellton-Gaspé
D-201;	Regina-Saskatoon
D-202;	Prince George-Prince Rupert
D-203;	Edmonton-Calgary
D-204;	Quebec-Richmond
D-205;	Toronto-Stratford
D-302;	Toronto-North Bay
D-350;	Edmonton-Drumheller
D-351;	Stratford-Goderich
D-352;	Toronto-Bruce Peninsula
D-353;	Toronto-Bruce Peninsula
D-354;	Montreal-Sherbrooke
D-355;	Montreal-Sherbrooke
D-356;	Prince George-Prince Rupert
D-500;	Halifax-Sydney
D-501;	Montreal-Sherbrooke
D-502;	Saskatoon-The Pas
D-503;	Prince George-Prince Rupert
D-504;	Brockville-London
D-505;	Campbellton-Gaspé
D-506;	Toronto-Sarnia

No assignments of RDC-4 cars are available at present. It would appear that an RDC-4 will operate the Saskatoon-The Pas run in company with RDC-9 D-502, to provide an operating cab for the latter car.

## CN ADOPTS TWO L&PS DIESELS

The two unique "export" style diesels owned by the London and Port Stanley Railway have been absorbed into Canadian National's roster following L&PS takeover by CN last January 1st. L&PS units L4 and L5 have been assigned CN class GR-12zb, Nos. 991 and 992. Pending complete overhauls, the units are receiving some modifications at CN's London roundhouse, including application of radio mounts and cab bay windows. The units will reportedly remain in the London area, for use on the former L&PS and on local wayfreights.

10 JANUARY, 1966

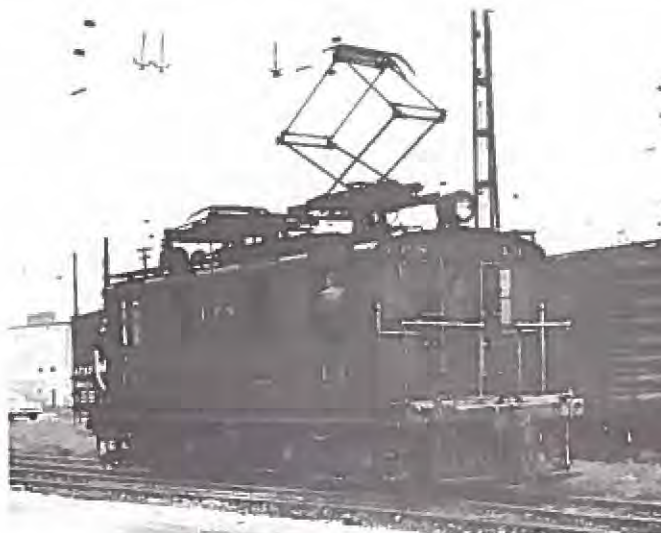


ABOVE: Though only about 35 feet long, this ore car, built by National Steel Car for the Great Slave Lake Railway, can carry 95 tons of ore.

/Tom Henry

BELOW: Not required by the London and Port Stanley's new owner, CNR, motor L3 faces a dubious future. London may preserve one of the L&PS electrics.

/Bill Thomson



OPPOSITE: Five 1500 h.p. Alco road-switchers from the Chicago and Western Indiana are the most unusual temporary additions to CN's roster. C&WI 263 is shown here at Toronto Yard, en route to its assignment at Winnipeg.

/Tom Henry



# World Railway News

...Edited by Peter Meldrum

\* The world-famous locomotive building firm of Beyer Peacock will soon close their works at Gorton, England. Well known for their ubiquitous Beyer-Garratts -- articulated locomotives of incredible flexibility that could negotiate the most tortuous rights-of-way -- B-P also constructed innumerable conventional steamers for British and foreign lines.

The worldwide transition to diesel or electric traction has so seriously affected orders placed with the firm, that it was felt that it could no longer continue in the field. On completion of a current BR order for 36 Type 1 diesels this spring, the works will be closed forever.

\* Japan's sleek blue and white "Hikari" trains are giving Tokyo-Osaka airliners a run for their money. Station-to-station time for the fast trains is three hours and ten minutes; Japan Air Lines jets cover the distance in half an hour, but the overall trip between downtown Tokyo and downtown Osaka takes about 2½ hours. Consequently, the time gained by flying is no longer worth the trouble to many Japanese of driving to and from airports, waiting for takeoff and, worthy of note, taking the risk of flying. JAL has experienced a 66% reduction in fares between the two cities since the New Tokaido Line commenced operations on October 1st, 1964.

\* On October 25th, the completion of the major part of British Railways' London Midland Region (Western Lines) electrification was marked by the energizing of the catenary from Willesden to Euston Station, London; thus, electrification between London, Manchester and Liverpool is complete. After testing, full electric working of passenger trains was expected by November 22nd, with complete electric operation of all trains by January 3rd.


This is possibly the most difficult and expensive electrification project ever undertaken. For example, more than 750 bridges had to be reconstructed to provide clearance for the overhead. The use of 25,000 volt a.c. power created problems in Britain's damp climate, and special insulation methods were required to prevent short circuits.

The electrification work had to be carried out without seriously disrupting traffic on one of the world's most heavily used main lines. A complete resignalling accompanied the electrification. For \$500 million, BR has created in a seven-year period virtually a new railway over the route of a very old one.

\* The Spanish National Railways (RENFE) has received government authorization to proceed with a 10-year modernization plan expected to cost \$1.38 billion dollars. Over 6500 miles of track will be relaid with 130 lb. rail. Complete elimination of steam operation is to be achieved by 1973; this requires the replacement of 2600 steam locomotives with electric and diesel units.







## JOHN FREYSENG explains a FORMULA FOR FUN

CP E-8 + CN CPA-16-5 + CN DL-218 = X

No, this is not an equation for splitting the atom; it is a formula in which "X" equals two days of pleasure and enjoyment. "How and why?" you may ask.

The first term of our equation was first discovered on Saturday morning, October 23rd last, when in Toronto Union Station Canadian Pacific's E-8 passenger unit 1802 slowly eased back to a coupling with a diminutive special train, the first section of UCRS's all-diesel "Branchline Weekend".

The train, consisting of combination 3052 (complete with the OERHA lunch service) and coaches 2262, 2152 and 2230, brought back memories of Canadian Pacific's light, fast inter-city runs powered by speedsters such as the 3000-series Jubilee 4-4-4's. On October 23rd, we had a speedster in her own right on the head end; rare, too (at least in Canada), for 1802 and her two sisters are the only EMD E-type diesels -- indeed the only specifically passenger diesels, although purists may argue -- ever built for a Canadian railway. They were originally employed in the CPR-B&M Montreal-Boston services, the "Alouette" and the "Red Wing", and rarely ventured west of Montreal.

At precisely 10.00 a.m., engineer Joe Ryan gently eased the little train out into the daylight, and we were off and running, headed for Hamilton. Canadian National's Oakville Subdivision has always been a fast stretch of track, and this was no exception. "Flying stops" at Sunnyside, Oakville and Burlington gave the big E-8 ample opportunity to demonstrate her acceleration and smooth performance, accompanied by the synchronized chanting of her twin 1125 h.p. V-12 engines. Before long, we were slowing for Hamilton Junction and the TH&B wye at Main Street prior to backing through the now-single-tracked tunnel to TH&B's Hunter Street Station.

After receiving a noteworthy amount of photographic attention at Hamilton, the "Branchline Express" set out for Orangeville by way of Waterdown Hill, Guelph Junction, Hornby and Streetsville. Although

this was the first time an E-8 had ever traversed CP's Goderich Subdivision, she took it easily in her stride, with only a minimal amount of burbling to indicate the effort (or ease, in this case). Runpasts were held at Waterdown South (mile 3.85) and Flamboro (mile 11.0), and at that we arrived at Guelph Junction some 30 minutes early. There was nothing to do, of course, but have another runpast, which was accomplished with great flourish past Guelph Junction station. During the remainder of our lay-over, the station and deserted engine facilities of this once-busy junction were subjected to close scrutiny.

East from Guelph Junction, we proceeded towards Streetsville on the double-track main line. A pause at Christie (mile 35, Galt Subdivision) yielded a magnificent runpast, with the Niagara Escarpment providing the backdrop as 1802 barrelled down the hill at 50 per, white flags stiff in the breeze.

After some snappy 85 m.p.h. running through Hornby, we pulled up at Streetsville, ready for our northward trek to Orangeville. The route of the former Credit Valley Railway from Streetsville to Orangeville has to be one of the most scenic routes in Southern Ontario, and this trip emphasized the point. The fifth runpast of the day, at Forks of Credit, interrupted our sprint to Orangeville.

At Orangeville, many detrained before the special departed for a quick trip to Fraxa, four miles north, for turning. This operation was accomplished with such dispatch that the contingent eating in downtown Orangeville nearly missed the train!

We soon encountered the most spectacular runpasts of the day, if not the weekend, at Cataract and Forks of Credit (again), where a brilliant sun managed to burst out from behind clouds just as the train rolled onto the high trestle.

The day's final runpast occurred at Inglewood, where CN's Beeton Subdivision crosses the CPR, and provided the first half of a comparison set of photos of our "Branchline Weekend" -- the CN special the next day was also to be photographed there, but that's getting ahead of the story.



(As a matter of fact, the Trip Committee was prepared to offer a special weekend ticket from Toronto to Inglewood via Hamilton, Guelph Jct., and Streetsville, returning via Beeton, Barrie, Newmarket and St. Clair Avenue, with a saving of 43¢. An overnight stay was required in Inglewood to make connections, and since suitable hotel accommodation was at a premium, if not non-existent, few travellers availed themselves of this once-in-a-lifetime opportunity.)

It almost goes without saying that our arrival at Streetsville was ahead of time, and another quick run brought us into Toronto well ahead of the advertised. At West Toronto, CPR 1418 was waiting for us with train 337 for Windsor, while high-horsepower units 4220-5010-5001 slid past with fast freight 901 at Parkdale.

The first term of our "Formula for Fun" was highly successful from the standpoint of those who were on board; it was disappointing since only 115 people showed up. Consequently, the operation sustained a not-insignificant loss. This is a shame, for there is little more enjoyable than a good outing in the country combined with some fascinating railroading. Your Society is willing to run more of these low cost diesel trips loaded with picture stops, runpasts, meal stops (and any other kind of stops), and following the zaniest of backwoods routings, but only if Society members and their friends will support them. Don't let this opportunity go by -- it won't last forever!

In a forthcoming issue, we'll analyse the last two terms of our equation.

## Traction Topics

Edited by John F. Bromley



\* The last COXWELL trippers to Greenwood Raceway operated on November 27th. Before and after racing at Greenwood on Saturdays, it was never unusual to see tripper cars through-routed to Bingham Loop, while duty Inspectors turned back KINGSTON RD.-COXWELL cars at Woodbine Loop to maintain headways. With the abandonment of this service, the QUEEN route becomes the last streetcar line in North America to transport handicappers directly to a racing course. /JFB

\* PCC 4567, leaving St. Clair Station on the EARLSCOURT route, split the switch on November 26th. The electrical mechanism operated normally as the car approached the switch, and the front trucks entered the eastbound leg of the specialwork. At this point, the switch closed and the rear truck headed for Yonge St. Service was tied up for almost an hour while the car was re-railed. No reason is known for the switch failure. /RM

\* After a fifty-six day pause the T.T.C. is placing more new subway cars in service. On the 6th of November 5348-5349 were moved to Davisville to replace 5342-5343 which were returned to Greenwood. On November 13th, 5390-5391-5398-5399-5404-5405 were moved, followed on the 20th by 5394-5395-5406-5407-5426-5427, and 5382 to 5387 inclusive on the 27th. A total of 40 class H-1 cars are now at Davisville for service. With the entry into service of the above cars, numbers 5310 to 5315 inclusive were removed from service on November 20th, followed by 5006-5207-5206-5007 & 5008-5209-5208-5009 on the 27th. Also observed at Greenwood Yard on November 30th was RT-3./JFB, RM, RC

\* A recent report in the Toronto Globe & Mail quotes Scarborough Reeve Albert Campbell as saying that a new streetcar line will soon be built from the Warden Subway Station site to the corner of Markham and Ellesmere Roads in northeast Scarborough. Mr. Campbell mentioned the future line at a meeting of the Metropolitan Toronto Planning Board to press his point that the proposed Highland Creek Zoo would be easily accessible to the public. It will be interesting to see whether or not Mr. Campbell's carline is actual fact. Mr. Campbell is the "Metro" observer at meetings of the T.T.C. Commissioners. It can be assumed that the proposed route would be of the type known as a "Limited Tramline". /JFB



\* On November 23rd, the T.T.C. Commissioners announced the various routing changes to be effected with the opening on February 26th, 1966 of the BLOOR - DANFORTH Subway, and the listing bore no surprises. BLOOR-CROSSTOWN and DANFORTH trippers will be removed, to be replaced by the new Subway and two streetcar shuttle routes. The new BLOOR shuttle will operate 20 hours daily between Jane Loop and Keele Station. The DANFORTH shuttle cars will operate between Luttrell loop and Cedarvale Ave., the entrance to Woodbine Station Loop. This service will also operate 20 hours daily. Between 2:00 a.m. and 6:00 a.m., a through bus line will operate between Jane and Luttrell.

COXWELL streetcars are to be replaced by a new COXWELL bus, which will operate between Queen St. and Coxwell Station on Strathmore Blvd. Service on this route will be provided between 6:00 a.m. and 2:00 a.m. All night service is to be extended via Queen St. and Kingston Road to Bingham Loop.

PARLIAMENT streetcars will be replaced by a new PARLIAMENT bus, which will operate between King St. and Castle Frank Station. Service on PARLIAMENT will be provided between 6:00 a.m. and midnight.

BATHURST streetcars will be cut back from Vaughan Loop to Bathurst Station Loop, and will operate to Exhibition Loop between the hours of 6:00 a.m. and 2:00 a.m. Service on BATHURST-DOWNTOWN will be discontinued, as will the route name of FORT. These latter changes, however, are dependant on the successful operation of direct downtown service of BLOOR-DANFORTH trains via the UNIVERSITY line. All night service will be provided by buses operating between Exhibition Loop and St. Clair Ave. The Vaughan Loop property is to be sold. Service from Bathurst Station to St. Clair Ave. during normal hours will be provided by VAUGHAN and BATHURST buses, however streetcars entering and leaving service on BATHURST will carry passengers.

HARBORD streetcars will be replaced over most of the present route by a new line and extensions of two present routes. DUNDAS streetcars will be extended via Dundas St. and Broadview Ave. to Broadview Station, however alternate DUNDAS cars will continue to operate via Bay St. to City Hall Loop. HARBORD service north of Gerrard St. & Carlaw Ave. will be replaced by a new PAPE bus line. An extended WELLESLEY bus, operating between Castle Frank Station and Ossington Station will replace HARBORD cars on Harbord St. and Ossington Ave. Service on HARBORD between Bloor St. and Dovercourt Rd. & Davenport Rd. and St. Clarens Ave. will be completely abandoned.

DUNDAS streetcars have been outlined above as to general routing, and will operate via Dundas West Station Loop at all times. Cars will enter Dundas West Station from both directions in an operation similar to that provided at St. Clair Station. All night service will be operated by CARLTON cars as at present, with CARLTON cars operating both ways through Dundas West Station between 1:00 a.m. and 2:00 a.m. DUNDAS-CITY HALL service will not operate on Sundays and Holidays. An interesting note is that DUNDAS operation during the 1966 Canadian National Exhibition will have inbound cars from Runnymede Loop to three separate terminals.

EARLSCOURT & ST. CLAIR streetcars will be altered with the opening of the new Subway. The EARLSCOURT route will continue to operate 12 hours daily, Monday through Friday as at present; however service will operate only between Lansdowne Avenue (Earlscourt Loop) and St. Clair Station. Service on Mt. Pleasant Road will be provided at all times by the ST. CLAIR route, as is now operated evenings and weekends. This service is similar to that operated between March 30th, 1954 and May 15th, 1955. At the same time, the rush hour extension to Avon Loop of the ST. CLAIR route will be discontinued. The WESTON ROAD trolley coach will be extended to Keele Station and provide increased service to this area, thus ending the need for streetcar service.

The last change in streetcar service alters the QUEEN route. After 7:00 p.m. daily and all day on weekends and holidays, alternate QUEEN cars will be routed via Kingston Road to Bingham, replacing the KINGSTON ROAD-COXWELL service. All night service between Neville and Long Branch will continue as at present, with COXWELL buses operating on Kingston Road. QUEEN cars are not new to Kingston Road. From July, 1923 to August, 1937, QUEEN cars provided all daily and Saturday Kingston Road service. In addition, at one time, QUEEN "shuttle" cars operated on Kingston Road between Woodbine Loop and Bingham and Birchmount Loops during evening rush hours and at noon on Saturdays.

A map of streetcar routes as of February 26th, 1966 is included in this issue.

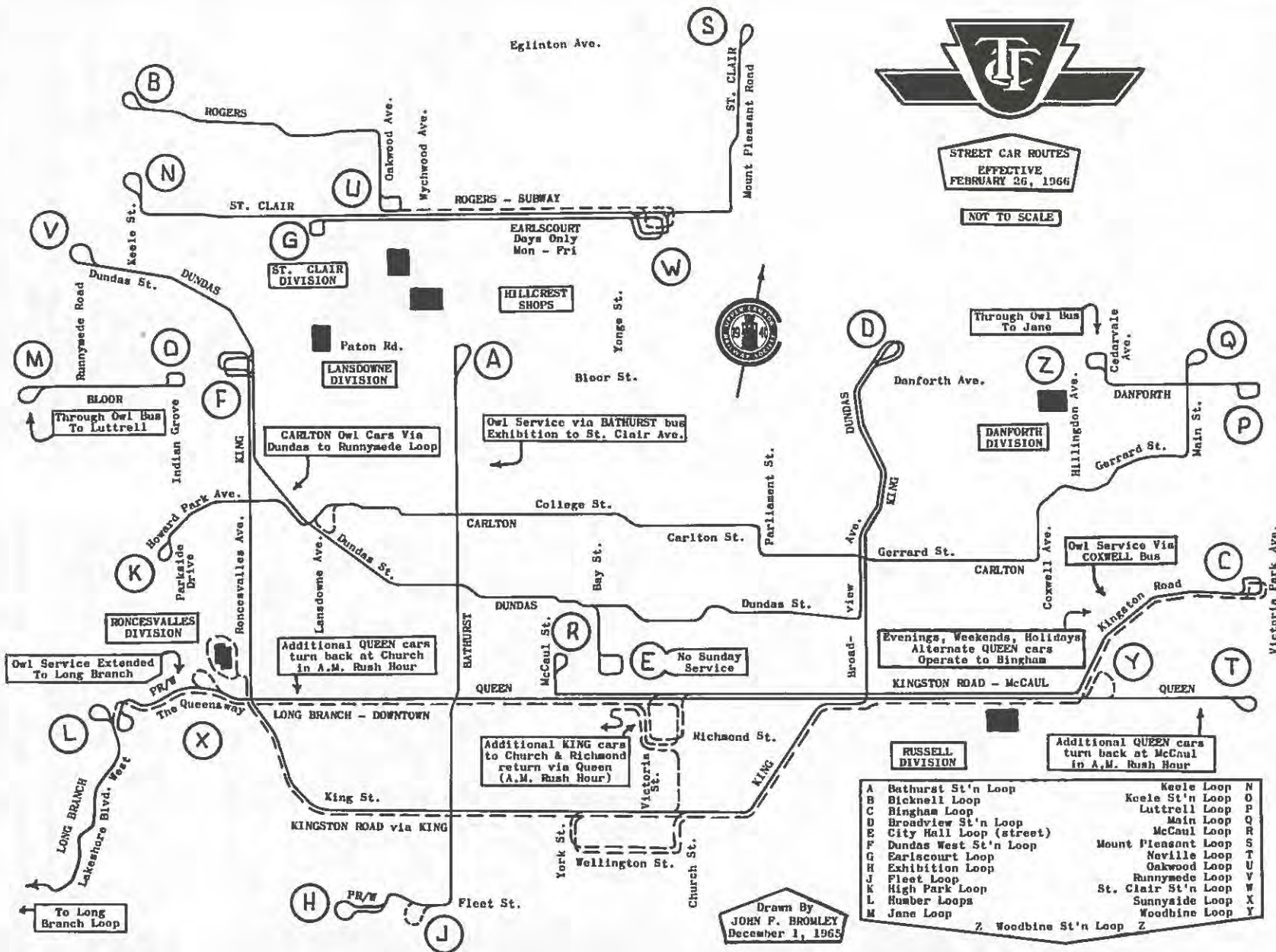
When the changes listed take effect, there will be a large surplus of air-electric PCC cars. Various figures have been heard, but the most prominent is 296. Removal of this number of cars would mean the retirement of almost all of the air-electric cars. Further information on streetcar withdrawals will be available at a later date. /JFB





STREET CAR ROUTES  
EFFECTIVE  
FEBRUARY 26, 1966

NOT TO SCALE



Drawn By  
JOHN P. BROMLEY  
December 1, 1965



\* By December 17th, indications of changes in carhouse assignments were becoming apparent. Danforth Division is to be closed entirely for a few months, in order to allow it to be changed to a new motor coach garage. A number of tracks will be retained temporarily at the south end of the yard for the storage of out-of-service streetcars. Lansdowne Division is to become a trolley-coach division only, and conversion for this purpose will be made following removal of streetcars. After completion of such conversion, the four-lane storage yard at Wade Avenue will be closed and overhead removed.

Russell Division will operate full schedules on the DANFORTH and KINGSTON ROAD carlines, and will also provide up to one-half of the service for CARLTON, DUNDAS, KING, KINGSTON ROAD TRIPPER and QUEEN carlines. Roncesvalles Division will provide the entire schedule on the BLOOR, LONG BRANCH and LONG BRANCH-DOWNTOWN services, and approximately one-half of the CARLTON, DUNDAS, KING and QUEEN routes. In addition, the majority of cars assigned to KINGSTON ROAD TRIPPER service will operate from Roncesvalles Division. St. Clair Division will continue to operate full schedules on the BATHURST, EARLSCOURT, ROGERS, ROGERS-SUBWAY and ST. CLAIR routes.

Final carhouse allocation of streetcars has not yet been decided; however certain facts have been established. Six cars of the A9 Class, 4569 to 4574, will be transferred to Russell Division from St. Clair Division, which will also lose all cars of Class A6 presently assigned, 4378 to 4399. Cars 4625 to 4574 and 4675 to 4699 will also be assigned to Russell. The balance of equipment at Russell will be comprised of an unknown number of 4300 and 4400 type cars, together with 30 air-electric cars. The 30 air cars to be retained have been drawn from Classes A2, A3, A4 and A5. Tentatively, the following cars are to be retained for further use: 4199, 4200, 4201, 4202, 4203, 4205, 4210, 4211, 4212, 4213, 4218, 4223, 4230, 4232, 4234, 4235, 4237, 4239, 4241, 4246, 4251, 4252, 4258, 4267, 4268, 4270, 4274, 4275, 4277 and 4299. It will be noted that the majority of cars to be saved are from the A3 Class, a total of 22, with 4 from Class A4, 3 from Class A5 and one Class A2.

Car 4199 is being saved as it is equipped with special operator training equipment. None of the 4200s are so-equipped. The fate of Hillcrest Training Car 4000 is as yet unknown. It is likely to be retained until all air-electric cars are gone, to be replaced at that time by car 4300.

The changes described here will not become effective until the opening of the BLOOR-DANFORTH Subway on February 26, 1966.

It was learned December 18th that MU PCC cars 4466-4469 inclusive have for some considerable time been assigned to Danforth Division. These cars were previously located at Lansdowne Division. /JFB

\* An accident between PCC 4431 and a 22-ton dump truck at Bloor and Avenue Road at the beginning of evening rush hour on November 29th resulted in a diversion of service and some strange equipment on the BLOOR line. Eastbound cars were diverted via Spadina, College, Carlton and Church Sts. To fill gaps in service, various KING and HARBORD cars were operated to Luttrell, while a variety of cars from the BATHURST, HARBORD and KING services, as well as DANFORTH were operated to Jane Loop. Thus, service was provided by a mixture of air-electric cars, 4300's, 4500's as well as the customary M-U trains. /RM, JWH, JFB

\* It was announced October 29th that Union Switch and Signal, a division of Westinghouse Air Brake Co., Pittsburgh was awarded a \$1 million contract by Hawker Siddeley Canada Ltd. for the control centre, transmitters and train equipment for the "Expo-67" subway trains that will be under construction in 1966. A total of 48 new cars, similar in design to the T.T.C. Class H-1 equipment, will be built for the "Expo-67" line. /JFB

\* A fire on December 8th caused BLOOR and DANFORTH streetcars to be rerouted between 2:30 a.m. and 10:00 a.m. Streetcars on the KING, PARLIAMENT and HARBORD lines entered service via devious routings. BLOOR and DANFORTH cars, operating as single units only, ran both ways via Coxwell, Queen and Broadview. PARLIAMENT and HARBORD cars entered service via Coxwell & Gerrard, while KING cars followed the BLOOR diversion. The fire was located in a supermarket on Danforth Ave. just east of Pape Ave. /JFB

\* In preparation for bus operation in 1966, certain work was carried out in late November and early December at two streetcar terminals. The right-of-way at Coxwell and Queen Loop was widened and paved with asphalt, while the present bus loop at Parliament and King Sts. was enlarged. At the same time, the present platform was lengthened considerably, as both PAPE and PARLIAMENT buses will use the existing loop, operating clockwise. It is assumed that the loop trackage will be lifted after the PARLIAMENT streetcars make their last runs in February, 1966. /JFB



\* Further to the report on page 159 of the September NEWSLETTER, destination signs are now being installed in Subway stations on the YONGE and UNIVERSITY lines. The new signs are being installed on the southbound platforms on the YONGE line and on northbound platforms of the UNIVERSITY line, except for St. George Station. A total of six signs have been installed at Eglinton St'n, three on either track, with three at Union Station. As of December 1st, Davisville, St. Clair, Summerhill, St. Andrew, Osgoode, St. Patrick, Queen's Park and Museum each had two signs. Work was progressing at most other stations. /JFB

\* A newspaper report of November 20th indicated that a test train operated through the BLOOR-DANFORTH Subway between Greenwood Yards and Downtown, requiring a 25-minute ride. The few persons aboard the train made short inspection stops at Castle Frank and Sherbourne Stations. Regular training operations were to start November 29th on the eastern portion of the new line, and on December 9th on the western segment. As of December 7th, car 5479 had been delivered to Greenwood, with the last car expected in the first week of January. /JFB

\* A recent report indicates that the T.T.C. will construct or convert a vehicle to detect cracks and other flaws in the Subway system. Such a vehicle, using electronic equipment that will direct sound waves at the track, would record the pattern given off. Any distortion would indicate a flaw. The T.T.C. presently uses visual inspection methods. /JFB

\* The first of the newly-constructed Subway Transfer Loops has been opened for regular service. After the departure of KING run # 17, car 4238, at 9:56 P. M. on November 20th, 1965, Crane Car C-2 backed through Erindale Loop to remove the old eastbound rail from Erindale Ave. By early morning on the 21st, Broadview Station Loop was being used to loop all cars on KING, as well as the odd BLOOR and HARBORD car. Direction of travel on Erindale Ave. has been reversed.

During the change-over KING cars alternated via Broadview and Parliament with all trips ending at the corner of Danforth and Broadview. All night cars operated via Broadview and were wyeed at Danforth.

Through November and December, construction progressed rapidly at other stations. Both facing switches at Bloor and Indian Grove were installed before the end of November, and installation of specialwork at Danforth and Cedarvale for Woodbine Station was due to begin. Bathurst Station trackage and overhead is complete, and Dundas West is rapidly nearing completion. /JFB, RM

\* The annual Grey Cup Parade on November 27th made necessary certain diversions on the QUEEN line. Cars operated eastbound via Spadina, Adelaide and Church Sts., while westbound cars ran via Church, King and Spadina. Extra service was provided to the Grey Cup game itself by BATHURST, DUNDAS and KING-EXHIBITION (via Broadview) cars. During the game, both spare tracks at the eastern loop of the Exhibition were jammed solid, with 16 other KING and BATHURST cars stored on Spadina Ave. between King St. and Dundas St. /RM, JFB

\* Car 4017 returned to service in late November, while cars 4295 and 4776, both requiring complete rewiring, were inside at Hillcrest Shops prior to December 3rd. It is not yet known whether 4295 will be repaired or scrapped. Car 4298 has been returned to service after suffering extensive collision damage to its front end, and 4153 was having front end damage repaired at St. Clair Division December 4th. Car 4153 was most likely the car involved in a collision with an automobile on the CARLTON route (See December NEWSLETTER).

Two of Lansdowne's PCC Training Cars, 4300 and 4301 were once again at Roncesvalles Division, this time for a seven day period effective November 27th. At the same time, Lansdowne's 4302 & 4306 moved to St. Clair, where they remain at the time of writing. To fill the gap at Lansdowne Division, PCC cars 4382 and 4386 were borrowed from St. Clair Division. Sweeper S-37 has been temporarily assigned to Russell Division from St. Clair Division as of December 1st, as both S-32 and S-33 are at Hillcrest Shop for inspection and servicing. /JFB, RM

\* A newspaper report on December 13th indicated that the T.T.C. is interested in disposing of some of their older PCC cars to other cities. While the names of possible buyers were not announced, other than a vague reference to "South America", it is understood that negotiations have been under way since late summer with several markets. Those most likely to wind up with Toronto PCCs are Vera Cruz, Lima, Alexandria and Cairo. This editor has also been notified by the editors of E.R.A. HEADLIGHTS that a U.S. operator is also considering purchasing several cars to replace some of its own that have been labelled as junk. Further details cannot be released at this time, however it is understood PCC 4114 has been or is about to be shipped to Vera Cruz as a demonstrator, having first been standard-gauged. Left side doors were installed on the scrapped body of PCC 4216 to test the feasibility of converting other cars. Not all of Toronto's surplus cars will be sold, however, as "limited tramline" operation on the Spadina Expressway has not yet been ruled out. The proposed "Scarborough" line would also require several cars. /JFB



# Bull Session



Barrie Winter Carnival time is rolling around once again, and the Toronto Train Trip Association is arranging a steam special to the festivities. The schedule provides a layover at the Carnival of nearly four hours, during which the train will be taken to Orillia for turning. Runpasts will be held on the Toronto-Barrie and Orillia-Barrie segments of the trip. The special departs Toronto at 9.45 a.m., Sunday, February 13th, returning at 6.00 p.m. Toronto-Barrie fares for adults are \$6.00, children \$3.00; Toronto-Orillia fares are \$7.50 and \$4.00; Tickets will also be available for Barrie-Orillia passengers at \$2.00 adult and \$1.00 child. Further information and tickets may be had from the TTTA at Box 594, Terminal "A", Toronto, or from CN ticket offices at Union Station or King and Yonge Streets.

We recently had the opportunity of viewing the first two issues of a forthcoming series of lithographs of vintage English tramcars; these prints have been excellently done, with particular attention paid to mechanical details and the livery of the cars. Each edition of the 11½"x 8" coloured lithographs will be strictly limited to 1000 prints, and judging from the two samples, traction enthusiasts will soon be finding them in short supply.

The subjects of the first two prints are double-deck car 193 of the Metropolitan Tramways Limited (London), and car 102 (also double-deck) of the Newcastle-upon-Tyne Corporation Tramways.

Further information may be had from;

Mr. Vernon E. Prescott-Pickup,  
Gaisalm, The Wold,  
Claverley,  
Wolverhampton,  
England.,

who will be delighted to send the first two (or any pair) of his prints for \$2.00 (by first class surface mail) or \$3.50 (Airmail). Well worth the money!

A last-minute surge of news items squeezed out the photo contest winners, promised for this issue. Sorry; better luck next month!

The former Grand Trunk line from Kitchener to Galt has been removed south of Parkway station, reports George Atkinson. The abandoned portion was last used to move in CPR 4-6-0 894 to its display site at the Doon Pioneer Village. A new industrial spur is planned for the Parkway area to serve the Budd Company's new automobile chassis plant, now under construction.

Don McQueen was on hand as the London and Port Stanley closed up shop for the last time. He writes:

"I visited the Phillip St. L&PS shops on December 31st and found considerable activity. L4 was doing the switching in the downtown area while L1 (CGE, March 1915, #5000) was humming to herself outside the shops. Inside I found dead L2 and L3 (CGE, April, May, 1915, #5001, 5002 respectively) as well as L&PS's Line Car, caboose C2 and flanger FA1. The stranger in the shops was CN steam generator car 15477 working full blast. The Free Press stated that the juice was turned off for the last time at about 2.00 p.m., and that the diesel switcher finished her work about 8.30 p.m., and returned to Phillip Street. On New Year's Day, the only equipment outside was caboose C1 and snow plow SP1; everything else was locked up tight inside..."

He goes on to say that some modifications have already been applied to the two L&PS diesels in preparation for their CN service. Particularly evident has been their partial repainting, which for the moment retains the L&PS green and yellow stripes; former road designation and numbers have been painted out and the CN monogram and numbers added in white.

Ontario Northland units have not been confined exclusively to freight trains in the Toronto area. Tom Henry reports seeing ONR 1501 handling CN train 628 from Stratford to Toronto on December 28th; the locomotive presumably operated to Stratford the night before on train 635.

Pages 3 and 4 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.



## OPERATING RULES

NOTE: Unless otherwise specified, these rules are applicable without respect to the number of tracks.

Wherever the word "flagman" appears herein it applies to the employee required to perform such duties.

Wherever the word "Superintendent" appears herein it applies to the officer in charge of a Division (or Area).

Wherever the word "radio" appears herein it refers to "Railway Radio Communication System" and employees using such equipment must be conversant with the instructions relating thereto.

### STANDARD TIME

NOTE: Either the 12-hour or 24-hour system, as indicated by the time shown in current time tables, will be used for all purposes in connection with the movement of trains. All times shown herein are on the 12-hour system.

1. Standard time will be transmitted daily in the manner prescribed.

Standard clocks will be maintained at stations designated by time table.

Employees charged with the duty of receiving time signals must record on prescribed form and on indicator cards any variation from standard time.

2. Each conductor, engineman, trainman, fireman, yard foreman, yardman, and such other employees as the Company may direct, must carry, while on duty, a reliable railway grade watch approved by the proper authority and for which there must be a prescribed certificate on file with the designated railway officer.

3. Employees required to use railway grade watches must, unless otherwise directed, submit them to a designated watch inspector for examination and record at intervals not exceeding ninety days.

If watches reflect a variation of more than thirty seconds when compared with correct time, they must be set to reflect a variation of less than thirty seconds. Employees must not regulate their watches.

Watches of conductors, enginemen and yard foremen must be compared with a designated standard clock, where provided, before commencing each day's work. The time when watch is compared with standard clock, and the result of such comparison must be recorded on prescribed form. If watch is set the word "set" must also be recorded with the variation.

If a designated standard clock is not accessible, standard time must be obtained from the train dispatcher, or by comparing with a conductor, engineman or yard foreman who has had access to a standard clock and has registered.

Conductors, enginemen, yard foremen, pilots and snow plow foremen, shall, when practicable, compare time with each other before starting on each trip or before commencing work and with other members of their crew as soon as practicable.

Cards supplied by watch inspectors showing record of the rating of watches must be carried while on duty by employees required to use railway grade watches.

### TIME TABLES

4. Each time table, from the moment it takes effect, supersedes the preceding time table, and its schedules take effect on any subdivision at the leaving time at their initial stations on such subdivision; but when a schedule of the preceding time table corresponds in

NUMBER,  
CLASS,  
DAY OF LEAVING,  
DIRECTION,  
INITIAL and  
TERMINATING STATIONS,

with a schedule of the new time table, a train authorized by the preceding time table will retain its train orders and assume the schedule of the corresponding number of the new time table.

Schedules on each subdivision date from their initial stations on such subdivision.

Not more than one schedule of the same number and day shall be in effect on any subdivision.

NOTE: "Day of leaving" is the day of the week the schedule authorizes a train to leave its initial station on the subdivision.

4A. Notice of new time table or supplement will be bulletined at least seventy-two hours prior to the time it takes effect. Notice will also be given by train order issued to trains at least twenty-four hours prior to and, unless otherwise directed, for six days after it takes effect.

Agents, or yardmasters and locomotive foremen, where employed, must take receipt on prescribed form for new time tables and supplements. They must know that yard foremen and yard enginemen are provided with copies before commencing work.

5. Not more than two times are given for a train at any station; where one is given it is the leaving time, except at terminating stations it is the arriving time; where two, they are the arriving and leaving times.

Unless otherwise specified by special instructions, time applies:

ON SINGLE TRACK — at the siding switch where an opposing train clears; where there is no siding designated, it applies at the station.

ON TWO OR MORE TRACKS — at the station.

Schedule meeting or passing stations are indicated by figures in full-faced type.

Both the arriving and leaving times of a train are in full-faced type when both are meeting or passing times or when one or more trains are to meet or pass it between those times.

When trains are to be met or passed at a siding extending between two adjoining stations, the time at each station will be shown in full-faced type.

Where there are one or more trains to meet or pass a train between two times, or more than one train to meet a train at any station, attention is called to it by small figures showing the numbers of trains to be met or to pass.

6. The following symbols when used in the time table indicate:

- \* See footnote.
- B Bulletins and train register.
- C Fuel.
- F Flag stop to receive or discharge traffic.
- K Standard clock, bulletins and train register.
- P Telephone.
- R Train register.
- S Regular stop.
- V Station protection signal. On both sides of station name indicates signals on both sides of station; when preceding station name, signal is east or south of that station; when following station name, signal is west or north of that station.
- W Water.
- X Crossover between main tracks.
- Y Wye.
- Z Yard limits.

Train order offices will be indicated by office signals.

The location of Interlockings, Limits of Two or More Tracks, Automatic Block Signal Systems, Electric Staff Block Systems, Manual Block Systems, Centralized Traffic Control or Movement by Signal Indication will be indicated in the time table and when practicable, shown within brackets on either side of the station column.

### SIGNALS AND THEIR USE

7. Employees whose duties may require them to give signals must have the proper appliances, keep them in good order and ready for immediate use.

8. Flags (cloth, metal, or other suitable material) of the prescribed color must be used by day, and lights of the prescribed color and type by night.

9. Day signals must be displayed from sunrise to sunset, but when day signals cannot be plainly seen night signals must be used in addition.

Night signals must be displayed from sunset to sunrise, unless otherwise provided.

### 10. COLOR SIGNALS

COLOR	INDICATION
(a) Red	Stop, except as otherwise provided for by the rules.
(b) Yellow	Proceed at restricted speed, and for other uses prescribed by the rules.
(c) Green	Proceed, and for other uses prescribed by the rules.
(d) Green and White (combined or flashing)	Flag stop. See Rule 28.
(e) Blue	Workmen under or about an engine, car or train. See Rule 28.
(f) Purple	When used on derrails, stop.

11. A train or engine approaching a fusee burning red on or near its track must stop, and may then proceed at restricted speed for 2000 yards; except that in ABS territory, it must stop, and may then proceed at restricted speed to the next signal.

A train or engine approaching a fusee burning red beyond the nearest rail of an adjacent track need not stop, but must proceed at restricted speed for 2000 yards; except that in ABS territory, it will proceed at restricted speed to the next signal.

A train or engine approaching a fusee burning yellow on or near its track will proceed, but at restricted speed for 2000 yards; except that in ABS territory, it will proceed at restricted speed to the next signal.

Fusees should not be placed on public crossings at grade nor where they may communicate fire.

### 12. HAND (Including flag and lamp) SIGNALS

NOTE: Radio may be used in lieu of hand signals.

INDICATION	MANNER OF USING
(a) Stop	Swung at right angle to track.
(b) Reduce Speed	Held horizontally at arm's length.
(c) Proceed	Raised and lowered vertically.
(d) Back	Swung vertically in a circle at right angle to track.
(f) Apply Air Brakes (when standing)	Raised and swung horizontally above the head.
(g) Release Air Brakes (when standing)	Raised and held at arm's length above the head.
(h) Any object waved violently by any one on or near the track is a signal to stop.	



Signals must be given from a point where they can be plainly seen and in such a manner that they cannot be misunderstood. If there is doubt as to the meaning of a signal, or for whom it is intended, it must be regarded as a stop signal.

When switching is being performed, either in road or yard operation, signals should be given, or relayed directly to the engineman. Conductors and yard foremen are responsible for seeing that the work is so organized and that trainmen and yardmen are in proper position to give or relay such signals accordingly.

When cars are being pushed by an engine under control of hand signals, the disappearance from view of the member of the crew or lights by which signals controlling the movement are being given must be regarded as a stop signal.

In the event of failure of radio equipment, or communication is interrupted during switching operations, the movement must be stopped at once and no further movement made, except as authorized by hand signals, or until radio communication restored.

Crews of trains or engines clear of main track must not give a proceed signal to an approaching train or engine.

#### 14. ENGINE WHISTLE SIGNALS

NOTE: Engine whistle signals must be sounded as prescribed by this rule. The signals are illustrated by "o" for short sounds, "—" for longer sounds. Each sound of the whistle should be distinct, with intensity and duration proportionate to the distance signal is to be conveyed.

Should the whistle fail while en route, train may proceed, running carefully and ringing engine bell continuously when approaching and passing stations, through yards, over public crossings at grade and around curves. Train dispatcher must be advised of failure from first open train order office and he will, when possible, notify other trains concerned.

SOUND	INDICATION
(a) o	Apply brakes. Stop.
(b) —	Release brakes. Proceed.
(c) — o o o	Flagman protect rear of train.
(d) — — — —	(SINGLE OR TWO TRACKS) Flagman may return from West or South.*
	(MORE THAN TWO TRACKS) Flagman for track No. 2 may return.*
(da) — — — — o	(MORE THAN TWO TRACKS) Flagman for track No. 4 may return.*
(e) — — — —	(SINGLE OR TWO TRACKS) Flagman may return from East or North.*
	(MORE THAN TWO TRACKS) Flagman for track No. 1 may return.*
(ea) — — — — o	(MORE THAN TWO TRACKS) Flagman for track No. 3 may return.*

NOTE: At junctions or other points at which signals 14 (d) (da), (e), or (ea) may apply to flagman of more than one train, care must be exercised to ensure return only of the flagman for which signal intended.

\* As prescribed by Rule 99.

SOUND	INDICATION
(g) o o	Answer to any signal not otherwise provided for.
(h) o o o	When train is standing — back. Answer to back up signal.
	When train is running — answer to communicating signal 16 (d).
(j) o o o o	Call for signals.
(k) — o o	(SINGLE TRACK) To call attention of engine and train crews of trains of the same class in the same direction, inferior trains and trains affected by the signals at train order meeting, waiting, or passing points, to signals displayed for a following section, and must hear the answer 14 (k-a) or stop and notify trains of signals displayed.
	(TWO OR MORE TRACKS) To call attention of engine and train crews of trains of the same class and inferior trains moving in the same direction to signals displayed for a following section and must hear the answer 14 (k-a) or stop and notify trains of signals displayed.
	(SINGLE, TWO OR MORE TRACKS) To call attention of yard engines and maintenance forces to signals displayed for a following section.
	NOTE: Signal 14 (k) will not be sounded to trains or yard engines in CTC, or to trains in territory where Rule 251 applies.
(k-a) o o —	Answer to 14 (k).
(l) — — o —	(1) At whistle posts.
	(2) At least $\frac{1}{2}$ of a mile from every public crossing at grade (except within the limits of such towns or cities as may be prescribed in special instructions) to be prolonged or repeated according to the speed of the train until the crossing is occupied by the engine or cars.
	(3) At frequent intervals when view is restricted by weather, curvature or other conditions.
(m) — — — —	(1) One mile from train order offices, flag stops, the end of two or more tracks, junctions, railway crossings at grade and drawbridges, except within the limits of such towns or cities as may be prescribed in special instructions.
	(2) When a train stops and trainman is required, under Rules 41 (c) or 44 (d), to replace torpedoes exploded.
(n) — — o	As prescribed by Rule 90.
(o) o —	When double heading — air brakes have failed on leading engine and engineman on second engine must at once take control and stop train. The same signal 16 (b) be given by the engineman on second engine as soon as he has control of the air brakes.

SOUND	INDICATION
(p) Succession of short sounds.	Alarm for persons or animals on the track.
(q) — o	When running against the current of traffic:
	(1) At frequent intervals and approaching stations, curves or other points where view may be obscured.
	(2) Approaching passenger or freight trains and when passing freight trains.
	(3) Preceding the signals prescribed by (d) and (e).
(r) o o o o o o	To notify track forces of fire on or near the right of way.

15. The explosion of one or more torpedoes, in the absence of a more restrictive signal, indicates proceed, but at restricted speed for 2000 yards from the point where the torpedoes were exploded.

Where the use of torpedoes is required duplicates should be placed on the opposite rail to explode simultaneously.

Torpedoes exploded by other than a train or engine must be replaced immediately.

Torpedoes must not be placed near stations nor on public crossings at grade.

#### COMMUNICATING SIGNALS

16. Each car of a passenger train must be connected with the engine by a communicating signal appliance. When communicating signal appliance fails, conductor will arrange for hand signals to be given engineman approaching all stations and train will proceed to the first point where repairs can be made. Radio may be used in lieu of hand signals.

NOTE: The signals prescribed are illustrated by "o" for short sounds, "—" for longer sounds.

SOUND	INDICATION
(a) o o	When standing — start.
(b) o o	When running — stop at once.
(c) o o o	When standing — back.
(d) o o o	When running — stop at next station; where a train is required to flag stop between stations, it indicates stop at next flag stop for that train.
(e) o o o o	When standing — apply or release air brakes.
(f) o o o o	When running — reduce speed.
(g) o o o o o	When standing — recall flagman.
(h) o o o o o	When running — increase speed.
(j) o o o o o o	When running — increase train heat.
(k) — — — —	When running — release sticking brake; look back for hand signal.
(l) — — — —	Shut off train heat.
(m) o o —	When running — as prescribed by Rule 90.