

STANDARD RAILWAY SIGNAL INDICATIONS

PART ONE - CANADIAN SIGNALS (CONTINUED)

by ERNEST L. MODLER

6

"UNIFORM CODE OF OPERATING RULES"

(In effect on all Canadian railways, from August 26th, 1951)

SPEED DEFINITIONS

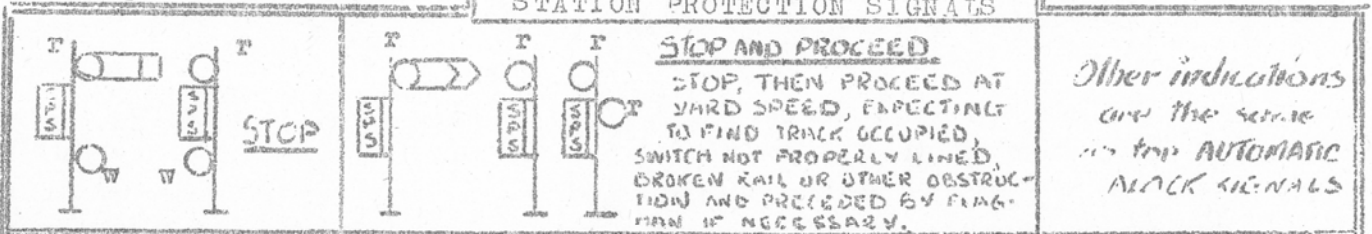
MEDIUM SPEED- A speed not exceeding 30 miles per hour.

SLOW SPEED- A speed not exceeding 15 miles per hour.

RESTRICTED SPEED- Proceed prepared to stop short of train, obstruction or switch not properly lined, and to look out for broken rail.

YARD SPEED- A speed that will permit stopping within one-half the range of vision.

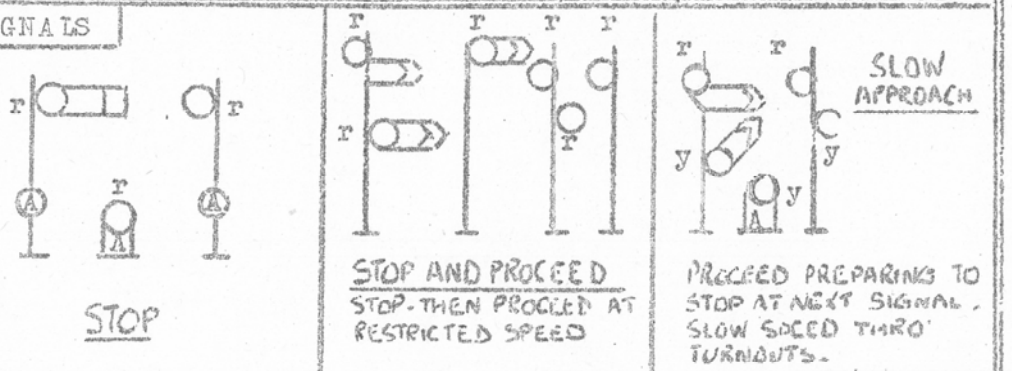
STATION PROTECTION SIGNALS



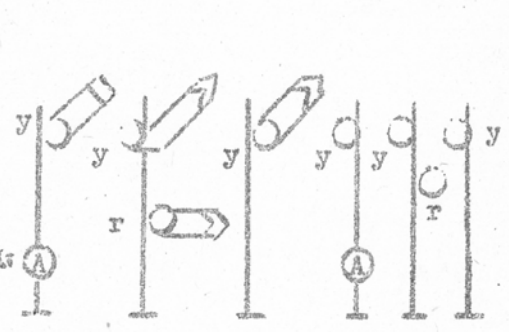
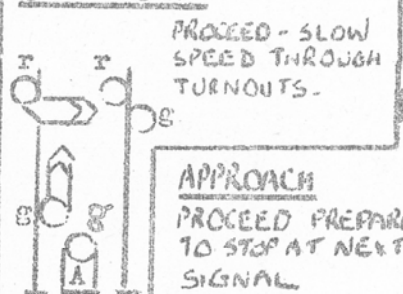
AUTOMATIC BLOCK SIGNALS

INDICATORS ARE UNCHANGED - SEE SHEET 4

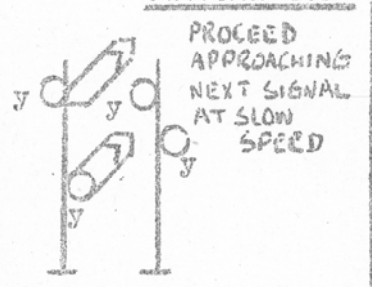
GRADE SIGNAL UNCHANGED - SEE SHEET 3



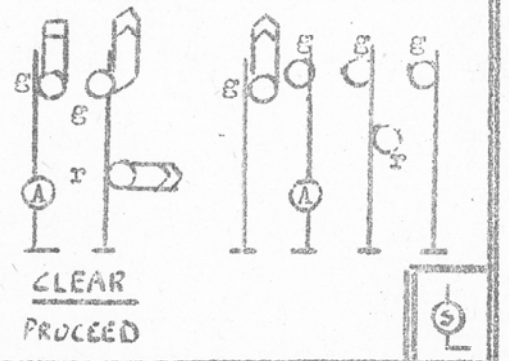
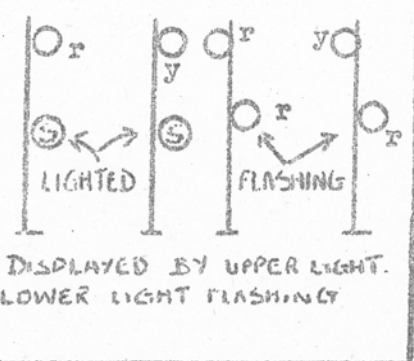
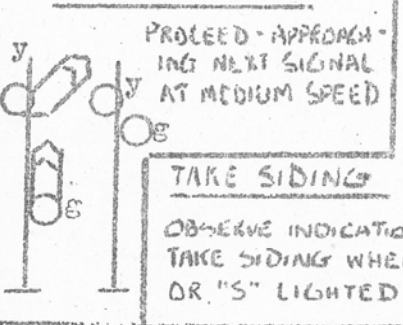
SLOW CLEAR



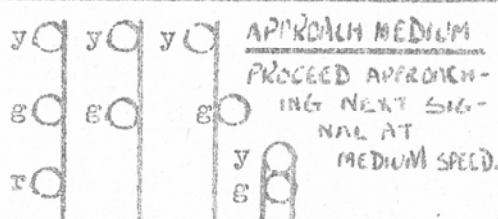
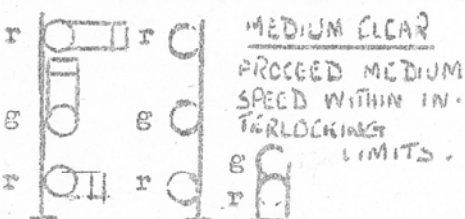
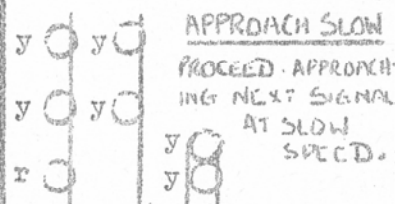
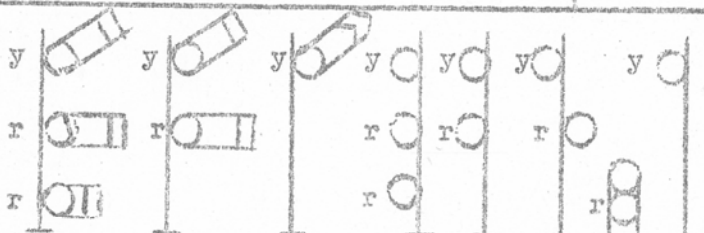
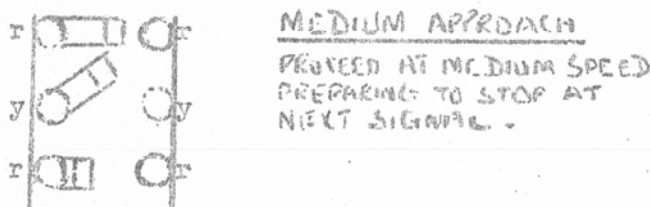
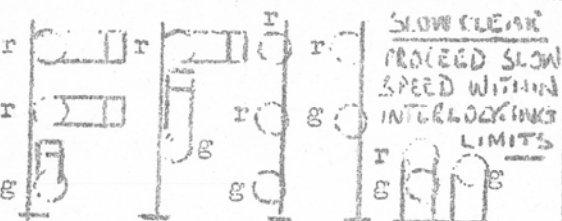
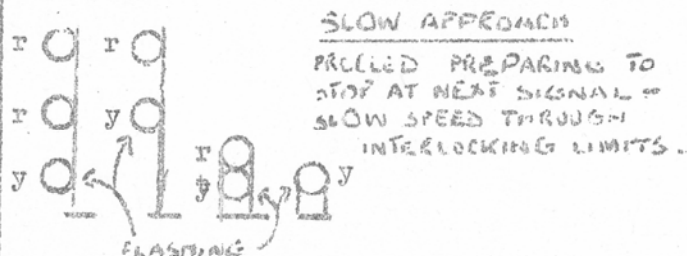
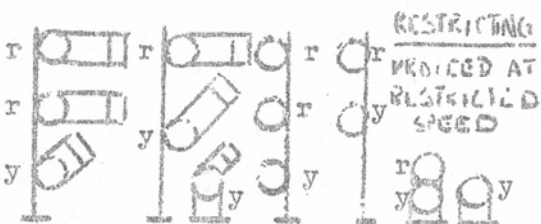
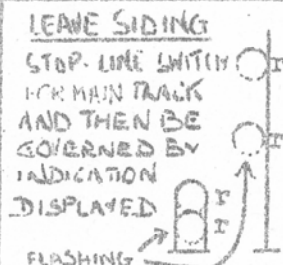
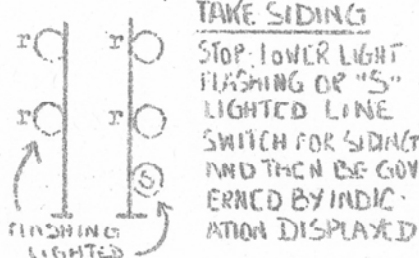
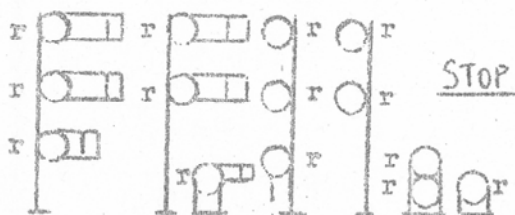
APPROACH SLOW



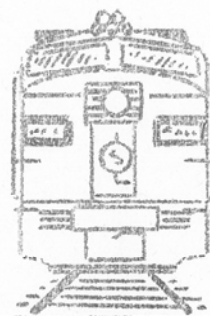
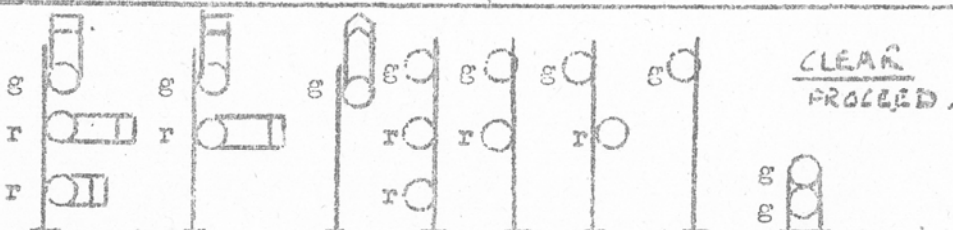
APPROACH MEDIUM



INTERLOCKING SIGNALS



T - RED
Y - YELLOW
G - GREEN
W - LUNAR WHITE



ITEMS OF INTEREST

The White Pass & Yukon Route has been acquired by a newly organized Canadian company, the White Pass & Yukon Corporation. Headquarters of the new company are at Vancouver. The 3-foot gauge 110-mile railway operated by this company extends from Skagway, Alaska to Whitehorse, Yukon Territory. Several subsidiary interests are included in the transaction, in the form of pipe lines, highway transport properties and navigation services.

One of the three remaining American type (4-4-0) locomotives of the Canadian Pacific Railway, No. 136, was brought to Montreal's Angus Shops recently to undergo extensive repairs. The engine was returned to service early in January. Engine 29, of the same type, which had been in storage at McAdam, was rendered serviceable and replaced No. 136 in service on the Norton-Chipman, N.B. branch with the third engine, No. 144. Severe weight restrictions on this subdivision render the use of these three locomotives obligatory. They are the last American type engines in use on a Canadian public railway.

Since Wednesday September 12th, 1951 Canadian Pacific Railway trains on the Timiskaming Subdivision, which extends between Mattawa, Ont. and Angliers, Que., have been using a newly constructed diversion. This diversion was made necessary by the Rapide La Cave power development on the Ottawa River. Extending from La Cave, Que. (five miles north of Mattawa) to a point just south of Timiskaming, Que., the new diversion has increased the distance between Mattawa and Timiskaming by 3.6 miles, the present distance totalling 41.5 miles between the two localities. Shortly afterward, engine 3051, one of two remaining 2-6-0 or Mogul types on the CPR System, was sent to Angus Shops for storage. This engine had been used in work train service on the diversion.

Engines 914 and 1089 of the Napierville Junction Railway, steam locomotives of the 2-3-0 type, are presently being dismantled at the CNR's St. Henri Wye track in Montreal. Since the advent of diesels on the NJR, the engines had been stored at Rouses Point, N.Y.

Electric engine No. 7 of the Shawinigan Falls Terminal Railway is presently stored at Ville St. Pierre, near Montreal. Engines 2 and 4 are reported to have been scrapped at Shawinigan Falls, while No. 6 is retained in storage at that place for possible use by the CNR on the Montmorency Subdivision, formerly the QRL&P.

The Grand Trunk Western RR has purchased six lightweight streamlined passenger coaches from the Chesapeake & Ohio R. R.

The Canadian Division of the Chesapeake & Ohio (Pere Marquette District) is presently shipping a number of steam locomotives from St. Thomas, Ont. to Dominion Foundries in Hamilton for reclamation as scrap. Service on this freight-only line has been dieselized. One of the C&O's 2-8-2 (Likado) types has been sold to the Sydney & Louisburg Ry in Nova Scotia. It becomes S & L #102.

TRIP COMMITTEE ANNOUNCEMENT

In view of the application for abandonment of service on the Canadian National Railways' rail line between Brockville and Westport, Ontario, (the former Brockville, Westport & North-western Railway) the Trip Committee is considering undertaking a trip over this rustic railway route. Supplementary arrangements will be concluded at a later date and further announcement will be made in the news report.

The Pacific Great Eastern Railway in British Columbia reports that less than eighteen miles of track remain to be laid between Quesnel and Prince George on the PGE's northern extension.

Effective November 25th 1951, the Canadian National Railways inaugurated diesel-electric service over the Montreal & Southern Counties Railway. Steam service from Montreal to Waterloo via the Canadian Pacific Railway between Iberville and Farnham was discontinued and the last steam locomotive to pull the passenger train over the CPR route was CNR #5056. Waterloo roundhouse was closed and the new diesels are presently based at Granby West Shop, formerly used by the M&SCR.

M&SCR electric service was discontinued between Marieville and Granby on the same date, and the CN diesel-hauled passenger trains now operate from Central Station to M&SC Junction east of St. Lambert, then by way of M&SC rails to Granby, where CN trackage is resumed to Waterloo.

The Murray Harbour Subdivision of the Canadian National Railways in Prince Edward Island, formerly extending between Charlottetown and Murray Harbour has now been cut on the east side of the Hillsboro bridge. Rail service over this bridge was discontinued some time ago after the link was damaged by fire and service is now provided only as far as the eastern approach to the bridge where connection is made with the local transit system.

During January, cars of the 91 LACHINE route of the Montreal Transportation Commission were finally diverted to the new right-of-way to make room for the CNR extension to Turcot Yard. The new diversion is about $\frac{3}{4}$ of a mile long and at the farthest point is situated about 300 yards closer to the Lachine Canal.

The current strike of employees of the Toronto Transportation Commission has resulted in citizens of eastern Toronto enjoying real, big city, commuter service through the courtesy of the Canadian National Railways. The service consists of a shuttle service between Scarborough and Toronto used by approximately 1500 people per trip. The announcement that this service will be discontinued at the resumption of TTC service has met with loud protests from citizens of the district.

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The Murray Harbour Subdivision of the Canadian National

Work proceeded according to schedule on the Quebec North Shore & Labrador Railway in 1951, although it has now been suspended for the winter. The tunnel 12 miles from Seven Islands has been completed and the Moisie River bridge is nearly finished. The line has been graded for approximately 140 miles and steel should be laid on this during 1952. The recent fire at Seven Islands did not damage any railway facilities. QNS&L plans to use train radio and CTC (Centralized Traffic Control). It is also reported that the QNS&L has purchased a business car which will be named "Seven Islands".

The Romaine River Railway has also shut down until spring. This line has, at present, three diesel-electric road switchers and one switcher, with 27 route miles in operation. Operated by Quebec Iron & Titanium Corp., it extends inland from Havre St. Pierre on the Gulf of St. Lawrence, to the mines.

Effective January 7th 1952, the Delaware & Hudson RR discontinued trains #7 and 8, the Albany local, between Montreal & Rouses Point, NY.

London & Port Stanley Railway has recently severely curtailed its passenger service and about half of the former passenger runs have been replaced by 'buses.

Early in December, passenger service on the Canadian Pacific Railway's LaSalle loop line in Montreal was discontinued.

Passenger service on the Quebec Central Railway between Newport & Sherbrooke was abandoned on December 3th, 1951. Service on this line had been provided by a gas-electric car, CPR #9007 making one round trip per day.

Canadian National's recently rebuilt motor train, consisting of diesel-electric car D-1 and trailers C-1 and C-2 was turned over to the Southern Ontario District at Brockville on December 10th, 1951 and placed in service between Hamilton and Meaford on January 3rd, 1952. (Description and report on this equipment accompanies this issue).

Advice has been received from Quebec that the Quebec Railway Light & Power Co. property at LaCanardiere, formerly the home of the Quebec Railway interurban cars has been turned over entirely to 'bus storage and maintenance. The large red interurbans are now serviced at the CNR Limoilou shop and stored in the adjacent railway yard where trolley wires have been erected over certain tracks. Unused equipment is stored at Ste. Anne de Beaupre yard. (A description of the Quebec railway will appear in the March issue of this publication)

Montreal & Southern Counties Railway car #603 which was partially burned during December when an overheated stove caught fire, will be dismantled at the Company's St. Lambert shops.

The 200th locomotive constructed by General Motors Diesel Ltd., of London, Ontario, was recently delivered to the Algoma Central & Hudson Bay Ry. It is a 1500 HP general purpose diesel-electric locomotive.

The Board of Transport Commissioners has approved an application by the Canadian National Railways for abandonment of the railway between Blewett and Goodwater, Sask. The 22-mile line was formerly part of the Lampman subdivision, southeast of Regina, over which no regular trains have operated for the past few years.

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With this issue, (February 1952) the Canadian Railroad Historical Association resumes publication of its monthly news report, after a lapse of six months. The last issue was that of August 1951.

Due to circumstances beyond his control, the former Editor, Mr. Allan Toohey, has relinquished his post; a new Editorial Committee, comprising five members was subsequently formed.

We are pleased to announce that all of our outside subscribers who paid to receive news reports in 1951 will have their subscriptions renewed, without charge, for 1952, due to the limited number of publications in 1951. New subscriptions will be handled promptly -- the charge is \$1.00 for the year, during which eleven reports are planned. Features which will be included in forthcoming bulletins will include the third portion of Mr. Modler's treatise on signal indications, covering the practice on certain major United States railways; complete lists of locomotives currently in use on both major Canadian railways, the Canadian National system and the Canadian Pacific Railway; a series of articles on early railways in Eastern Canada by Mr. Robert R. Brown, and a history and list of business, private and special service cars in use on the Canadian Pacific Railway since 1881, by the Editor.

The feature for the forthcoming (March) report will be an account of the operations of the Quebec Railway Light & Power Company, a line recently assimilated into our National system, by Mr. Anthony Clegg and the Editor.

Inquiries, comments, news items or new subscriptions will be welcome. Remittances should be made by cheque or postal order payable to the Canadian Railroad Historical Association, Inc., and all correspondence including such remittances, should be addressed to the Editorial Office of the Association, 6959 De l'Epee Avenue, Montreal 15, Que.

Feb. 1952

Omer S. A. Lavallee,
Editor.