Newsletter

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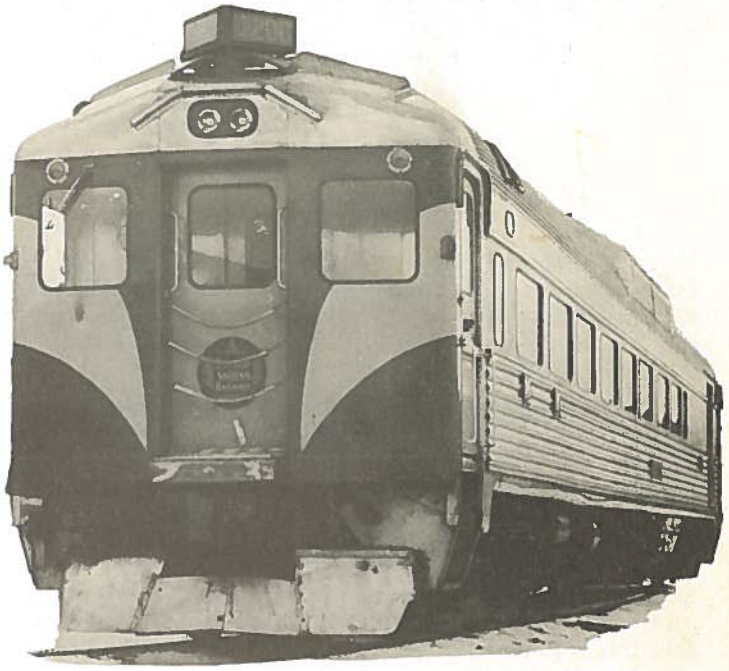
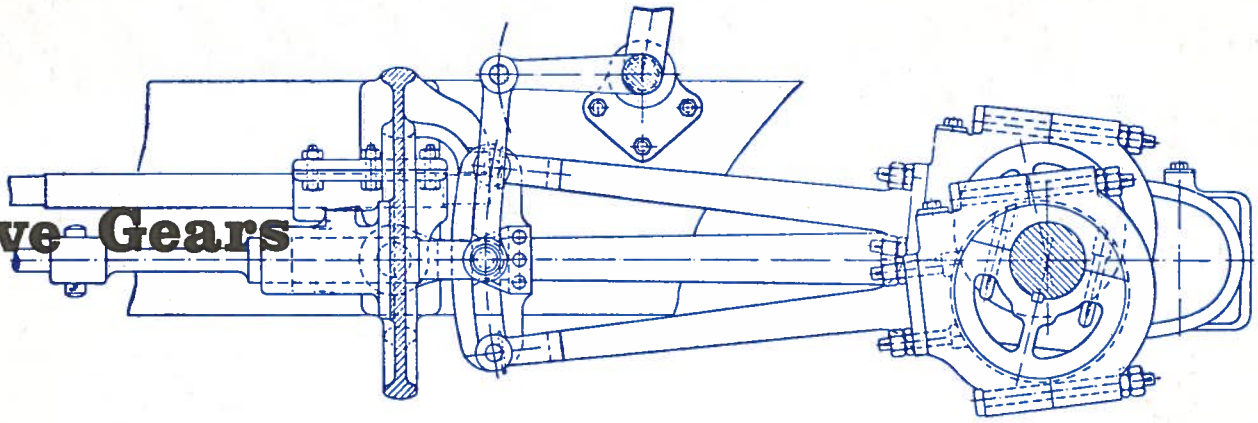
In this issue:

CN R. D. C. Roster



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

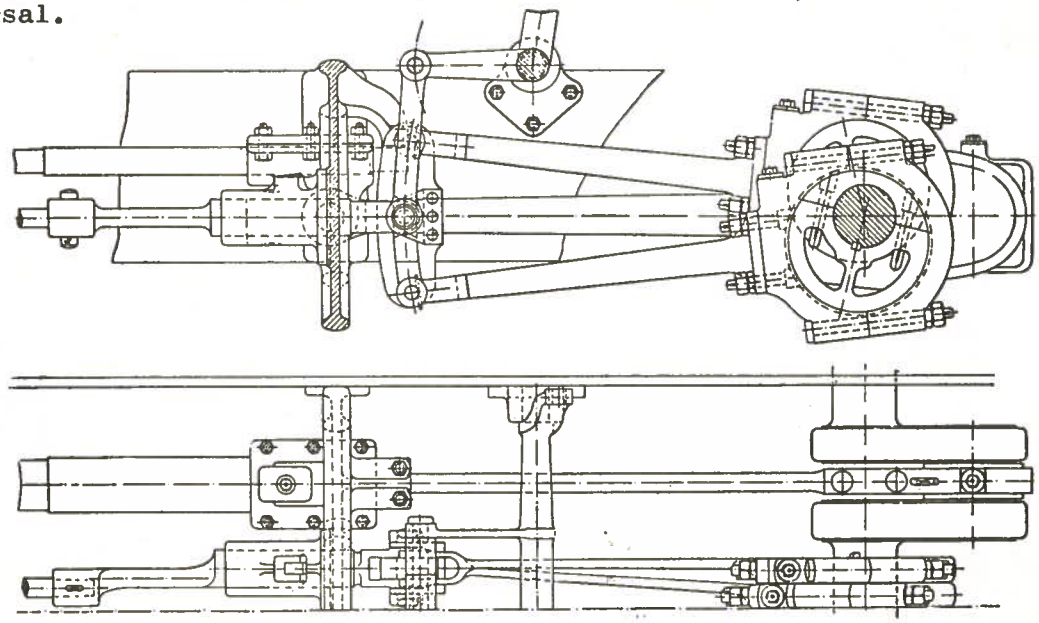
On Valve Gears



When writing the captions for the photos in David Ibbotson's article on the railways of Portugal ("In Search of Steam", page 102) in last month's Newsletter, the Editor, in his haste, wrongly described the valve gear of C.P. locomotive E85 as Stephenson's. However, Peter Lewty of Ottawa points out that this engine has, rather, Allan's straight link valve gear.

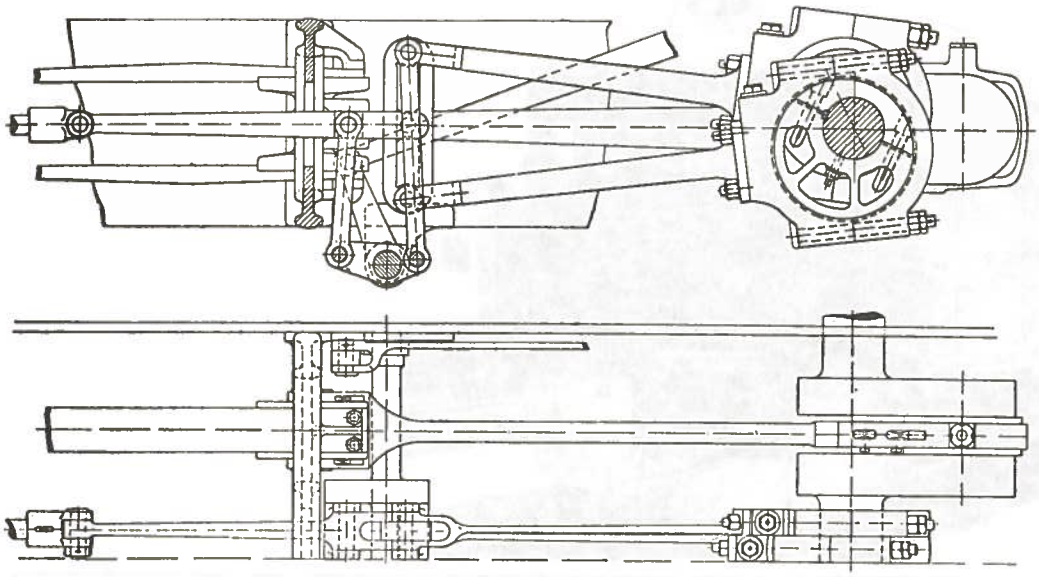
He continues in his letter, "You will, if you examine the illustration in the Newsletter (page 104), note that the radius rod has a connection which enables the engine driver to lift and lower this rod. In Stephenson's valve gear, the valve rod is restrained in guides and can only move forwards and backwards, the engine being reversed by raising or lowering the slotted expansion link, so that the valve rod is more nearly in line with either the forward or backward eccentric rods. In Gooch's valve gear, the radius rod is lifted or lowered to reverse the engine and the expansion link remains stationary. In Allan's valve gear, the radius rod is lifted at the same time as the expansion link is lowered, or vice versa, to effect reversal.

Stephenson



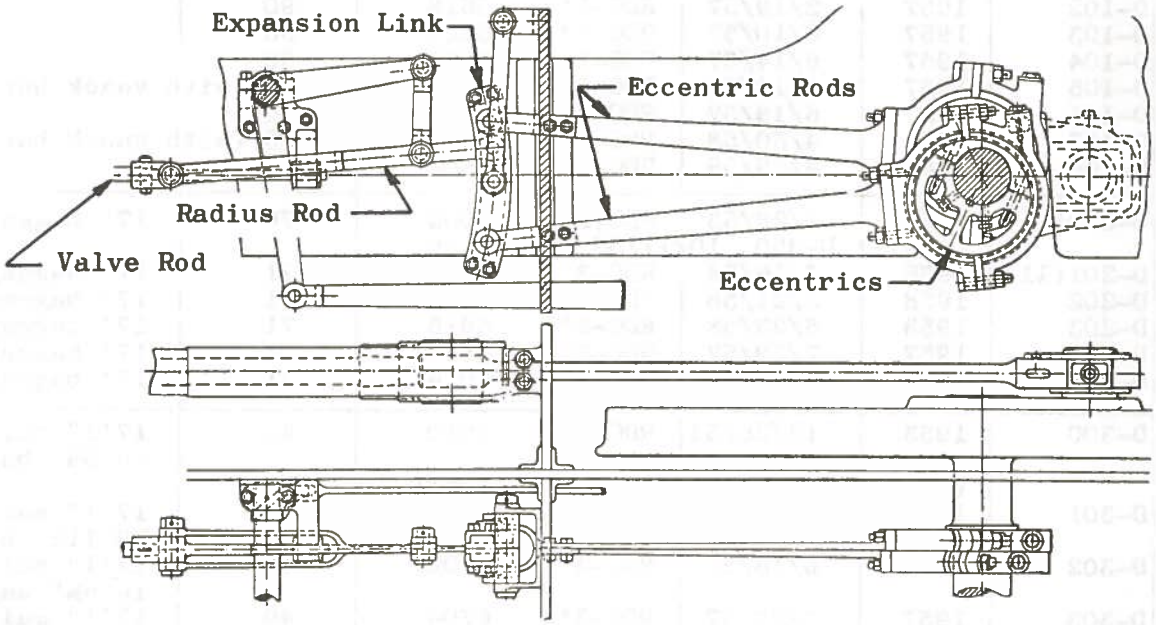
The Gooch motion was much easier (i.e. required less physical effort) to reverse than the Stephenson motion and was therefore widely used on shunting (switching) locomotives. It suffered, however, from the disadvantage that the die block in the expansion link wore out quite rapidly due to slip, which feature could not be entirely overcome because the radius rod did not have the power to hold the die block with the same vertical rigidity as the valve rod (with guides) employed in Stephenson's gear. The open expansion link could not be used either, as the link was suspended about its mid point, and the box type expansion link was therefore a necessity.

Allan



In Allan's valve gear, the ease of reversal of the Gooch gear was retained but the slip of the die block in the expansion link was reduced. The inequality in the distribution of steam between forward and backward strokes, prevalent in both Gooch and Stephenson gears, was reduced as the die block was never far from the centre of motion. Allan gear had the added advantage of having a link which, having a straight slot, was easy to machine, although the mechanism generally had more parts. Open or box expansion links could be used.

Gooch



Gooch and Allan motions were little used on this side of the Atlantic as they required a long distance for the radius rod, making them difficult to use in conjunction with rockers which were in general use on North American engines with their outside valve chests (and cylinders). I think it likely, though, that Allan gear was used on the Allan type engines which ran in Canada in the early days. All the link motions were widely used in Europe before the advent of Walschaert and (in England) Joy valve gear, although Gooch motion was dropped before the other two."

CN R. D. C. Roster

ROAD NO.	DATE BUILT	DATE RECEIVED	MODEL	BUILDERS NO.	CAPACITY PASSGR	CAPACITY OTHER	NOTES
D-100(II)	1954	6/30/54	RDC-1	5923	89		
	(ex-1st D-200, 11/17/56, Riviere-du-Loup)						
D-101(II)	1955	8/5/55	RDC-1	6218	89		
	(ex-1st D-201, 12/7/56, Limoilou)						
D-102	1957	2/19/57	RDC-1*	6618	90		
D-103	1957	6/10/57	RDC-1*	6805	90		
D-104	1957	6/14/57	RDC-1*	6806	90		
D-105	1957	6/14/57	RDC-1*	6807	85	(with snack bar)	1
D-106	1957	6/19/57	RDC-1*	6808	90		
D-107	1958	4/30/58	RDC-1*	6901	85	(with snack bar)	1
D-108	1958	4/29/58	RDC-1*	6902	90		2
D-200(II)	1955	1/28/55	RDC-2	6002	70	17' baggage	
	(ex-1st D-250, 10/17/56, Edmonton)						
D-201(II)	1958	5/16/58	RDC-2*	6912	71	17' baggage	
D-202	1958	5/21/58	RDC-2*	6915	71	17' baggage	
D-203	1958	5/23/58	RDC-2*	6916	71	17' baggage	
D-204	1957	7/29/57	RDC-2*	6814	71	17' baggage	
D-205	1958	5/13/59	RDC-2*	6914	71	17' baggage	
D-300	1953	12/28/53	RDC-3	5910	48	17'1" mail 16'6¾" baggage	B
	(ex-1st D-100, 11/12/56. Newcastle)						
D-301	1956	12/29/56	RDC-3*	6602	33	17'1" mail 29'11½" baggage	3,C
D-302	1957	6/18/57	RDC-3*	6702	49	17'1" mail 16'6¾" baggage	
D-303	1957	7/29/57	RDC-3*	6704	49	17'1" mail 16'6¾" baggage	A
D-350	1955	10/14/55	RDC-3	6022	48	33'9½" baggage and/or express	
	(ex-1st D-101, 10/17/56, Edmonton)						
D-351	1957	3/29/57	RDC-3*	6701	49	33'9½" baggage and/or express	
D-352	1957	6/14/57	RDC-3*	6703	49	33'9½" baggage and/or express	
D-353	1957	7/29/57	RDC-3*	6704	49	33'9½" baggage and/or express	A
	(converted from D-303, 11/18/59, London)						
D-354	1953	12/28/53	RDC-3	5910	48	17'1" express 16'6¾" baggage	B
	(converted from D-300, 1/27/61, Moncton)						

D-355	1956	12/29/56	RDC-3*	6602	33	17'1" express 29'11½" baggage	C
	(converted from D-301, 10/14/61, Transcona)						
D-400	1954	6/30/54	RDC-4	5904	--	30'4" baggage 32'1" mail	D
	(ex-1st D-150, 11/10/56, Riviere-du-Loup)						
D-401	1957	5/29/57	RDC-4*	6803	--	30'4" baggage 32'1" mail	
D-402	1957	6/7/57	RDC-4*	6804	--	30'4" baggage 32'1" mail	E
D-450	1955	9/19/55	RDC-4	6230	--	64'2" baggage and/or express	
	(ex-1st D-151, 12/5/56, Limoilou)						
D-451	1957	5/24/57	RDC-4*	6801	--	64'2" baggage and/or express	
D-452	1957	5/29/57	RDC-4*	6802	--	64'2" baggage and/or express	
D-453	1954	6/30/54	RDC-4	5904	--	30'4" baggage 32'1" express	D
	(converted from D-400, 3/6/61, Riviere-du-Loup)						
D-475	1957	6/7/57	RDC-4*	6804	--	30'4" mail (B end) 32'1" mail (A end)	E
	(converted from D-402, 3/7/61, Moncton)						

NOTES -

1 - Snack bar installed in original 90-passenger cars by C.N.R.

2 - Ordered as RDC-3 (would have been D-353), but order changed to RDC-1 in Jan/58.

3 - Originally assigned to, and lettered, Duluth, Winnipeg and Pacific. Built with extra 11'7¾" in baggage section and reduced seating capacity.

4 - Rolls Royce engines installed in 1960.

RENUMBERINGS -

A - D-303 renumbered to D-353, 11/18/59, London, since mail section converted to express.

B - D-300 ditto to D-354, 1/27/61, Moncton.

C - D-301 ditto to D-355, 10/14/61, Transcona.

D - D-400 ditto to D-453, 11/10/56, Riviere-du-Loup.

E - D-402 renumbered to D-475, 3/7/61, Moncton, since baggage section converted to mail (car now all mail).

BUILDERS NOTES -

Builders - D-107, D-108, D-201, D-202, D-203, D-205 built by Canadian Car Company, Montreal, under licence from Budd Company.

All other cars built by Budd Company, Philadelphia.

Models - * Improved version of original design, with higher HP engine, redesigned front end, etc. introduced as standard on all production in 1956.

EQUIPMENT NOTES -

Diesel Engines - All GMC model 6-110, rated 275 or 280 hp, except D-204 re-engined with Rolls Royce engines in 1960.

Wheels - All 34" diameter.

Air Brake - HSC air brake equipment, with M-38 brake valve.

Maximum Speed - 90 m.p.h.

Weight on Drivers - Slightly over 50% of total car weight.

compiled by
RAYMOND F. CORLEY
data from
Canadian National

Activity at Stratford

What started as a visit to ask a few questions concerning C.N.R. 4-8-4 no. 6218, presently undergoing extensive rebuilding at Stratford Shops, ended, at the kindness of Mr. J.S. Maguire, in an hour-long visit to the entire shops. Members who went on the recent excursion to Palmerston and Stratford will have learned of the developments surrounding 6218, and last June 21st, I was able to find out even more.

While Dr. Beeching's proposals for the streamlining of British Railways' operations may appear dramatic, it is interesting to bear in mind the changes that Stratford Shops have witnessed in a comparitively short time. From a major centre where 1400 men carried out everything from routine maintenance to major overhaul of steam locomotives, the staff at Stratford has dwindled to only 200, engaged in a wide variety of activities. Clearly the changes were inevitable, but what particularly impressed me were the successful efforts that have been made to diversify activities as much as possible. The entire plant remains in use, although part of it is leased to Cooper-Bessemer, who also took on many of the former C.N. workers. It is also worth noting that, in spite of all the new industry that has come to Stratford in recent years, only the C.N. shops can offer the heaviest of plant and equipment facilities.

The shops comprise an extensive service area, once capable of providing major attention to locomotives and tenders at a rate of up to 35 each month, a forging shop, machine shops and a light service bay. Many of the still numbered service bays that once sheltered a locomotive are now turned to the assembly of other railway supplies - new oil fired stoves for cabooses, pre-assembled frogs and plates for switches, the overhaul of railway cranes, brake valve assemblies, and "jiggers", the trollies for transporting track workers. One interesting process is used to build up jigger axles by literally spraying molten steel onto the worn areas, to be later machined in the normal manner.

My principal interest, and, I suspect, that of Mr. Maguire, lay in the fate of 6218. As it stands, at least six month's work lies ahead before the locomotive will again steam away. While work is carried on continuously on the engine, only two or three men are working on it at a time. Problems of supply of materials also hinders progress. This is not to suggest that there is any real urgency to the project, however, as it must be remembered that the Department of Transport Commissioners' approval on the locomotive boiler is given for a period of five years, regardless of the use or mileage the engine receives. In general, the locomotive deteriorates faster when not in regular use although methods have been devised to retard this deterioration, and are now used to maintain engine 6167. After the initial five year period, there exists the possibility of continued approval of the engine for two more twelve month periods. Thus, the longer the initial operation of 6218 is postponed, the further into the future the engine will be serviceable.

For the past few years 6218 has been in storage in Montreal and must be given a complete overhaul and retubing before it is again serviceable. An initial appropriation of $30,000 has been provided by the Great Lakes Region for this project but it is feared that this may be insufficient. As an example of the costs involved, the superheater tubes alone will cost $3,000. In its present condition, the engine is minus its leading and trailing trucks, superheater tubes, connecting and side rods, and the boiler lagging and sheeting. When I asked Mr. Maguire what the incentive was to keep the steam locomotive in operation, he explained that it was primarily the support and enthusiasm of railway enthusiasts and the publicity that goes with it. Since the prospects of keeping 6167 operating until the end of 1964 seem reasonably sure, a seven-year life for 6218 would mean steam excursions until 1971.

There is a certain sadness at Stratford, particularly for long-time railwaymen like Mr. Maguire, in the demise of its traditional activities, and there is certain irony in the daily activities of the steam crane that puffs around the yards on its primitive chores. I sensed that Mr. Maguire still feels this as he takes his thrice daily tour around the shops. I remarked that all those who travelled behind and watched 6167 were certainly aware of the work and effort that the C.N. expends on its remaining steam engine. His last wistful words to me were "Well, those who are interested, do."

(by A.T. Holt)

News FROM THE MUSEUMS

The Canadian Rail Transportation Museum, a project of the Canadian Railroad Historical Association of Montreal, is progressing favourably towards its final realisation at Delson, Quebec. The Museum project is located on a nine-acre tract of land about one hundred yards north-east of the Canadian Pacific's St. Constant station, the land being leased from the Dominion Tar and Chemical Company, which operates a tie and pole creosoting plant nearby. Since the land was obtained on a long-term lease in July, 1961, it has been surrounded by a chain link fence and construction on the first structures commenced.

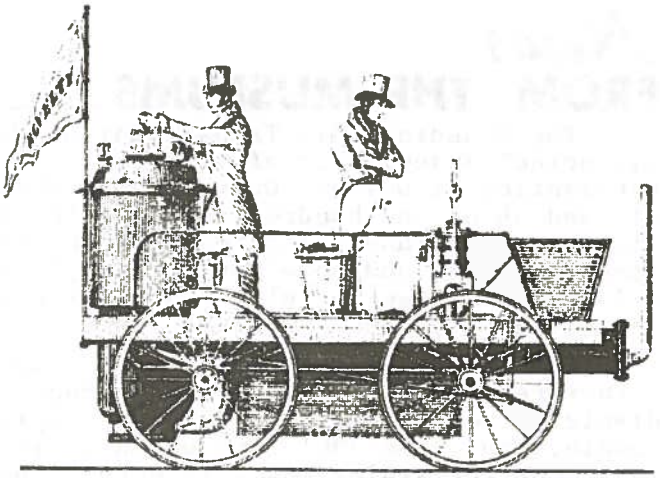
The first building was an 80 x 165 foot steel - framed, aluminum - sheathed structure spanning four parallel tracks which will eventually hold equipment on display. Before the building was completed, however, it was decided to double its length, and this 330' long building is now nearing completion. In July, 1962, a long, curving siding was laid across the property and connected with the C.P's Candiac industrial spur which is, as yet, otherwise unused. By means of this siding, the Museum has direct connection with the Canadian Pacific, and, through an interchange track at Delson, one mile to the east, with the Canadian National, thus facilitating the transportation of rolling stock to the Museum site.

The biggest problem facing the organisers of such a gigantic project as this is, of course, the financing of purchases of equipment, its transportation to Delson, as well as providing trackage and building cover to protect it from this country's harsh climate. The Association has been fortunate in securing two large grants of $25,000 each from the Quebec and Federal Governments, with the promise of another similar grant from the Department of Northern Affairs and Natural Resources. Individual and corporate donors have similarly contributed about $25,000 towards the expected $200,000 cost of the entire project. However, donations of any amount would still be appreciated by the Association and they may be sent to them at Box 22, Station "B", Montreal 2, P.Q.

EQUIPMENT

Railway Represented	Road number	Type	Railway Represented	Road Number	Type
Canadian National	49	4-6-4T	Montreal Tramways	1	Observation
"	1165	4-6-0	"	3	Observation
"	1520	4-6-0	"	51	Sweeper
"	2601	2-8-0	"	200	Birney
"	3239	2-8-2	"	859	SE DT City Car
"	4100	2-10-2	"	997	"
"	5550	4-6-2	"	1046	SE DT Sub'n Car
"	5702	4-6-4	"	1317	SE DT City Car
"	6015	4-8-2	"	1339	"
"	6153	4-8-4	"	1801	"
Canadian Pacific	1	Business Car	"	1959	"
"	29	4-4-0	"	2222	"
"	38	Business Car	"	3015	Flat Trailer
"	56	Parlour Car	"	3151	Flat Motor
"	144	4-4-0	"	3200	Tool Car
"	492	4-6-0	"	3517	PCC City Car
"	999	4-6-0	"	5001	Locomotive
"	1554	Coach	"	W-2	Crane Car
"	2231	4-6-2	"	W-63	Grinder
"	2341	4-6-2	Ottawa Transp. Co.	6	DE ST City Car
"	2850	4-6-4	"	423	ST Mail Car
"	2928	4-4-4	"	696	SE DT City Car
"	3388	2-8-0	"	859	"
"	3987	Baggage Car	Quebec Rly. L. & P.	105	Int'n Trailer
"	5468	2-8-2	"	401	Int'n Motor
"	5935	2-10-4	London & Pt. Stanley Ry.	10	"
"	6271	0-6-0	"	14	"
"	M235	Track Car	Mont'l & South. Coun.	611	"
E.B. Eddy Co.	2	0-4-0ST	"	104	Sub'n Motor
St. Anne Paper Co.	3	0-4-0ST	Montreal Street Ry.	7	Locomotive
National Harbours Bd.	4	0-6-0	"	274	SE ST City Car
Maritime Railway	5	4-6-0	"	350	"
Old Sydney Collieries	25	2-4-0			
Sydney & Louisburg	4	Combine			
Quebec North Shore	1112	4-6-0			
British Railways	DS680	0-6-0T			

PIONEER RAILWAYS



NOVELTY

THE RAINHILL TRIALS by M.V. Buffam

October 6th, 1829, had all the aspects of a Derby Day. The contest was held on a level stretch of railway track at Rainhill, about nine miles from Liverpool, hence the now historic name of "Rainhill Trials". Special constables kept the crowd of ten thousand in order; meanwhile, flags waved, a band played stirring music, and the taverns did a roaring business.

Five locomotives competed; the ROCKET, built by the Stephensons and driven by George; the NOVELTY, by Braithwaite and Ericsson; the SANS PAREIL, by Timothy Hackworth; the PERSEVERANCE by Burstall, and a contraption called CYCLOPEDE, which was operated by a horse working on a treadmill, entered by a Director of the railway. The entry of a horse propelled vehicle in a contest the entrants of which were so distinctly limited to steam driven locomotives was not explained.

A thunderous shout shook the air when the ROCKET, shining with yellow and black paint and a white smokestack, took the track to show its paces. Stoutly it drew its required load at ten miles per hour, after which it was relieved of its load and, running free, stunned the entire crowd by reeling off eighteen miles per hour. The copper and blue NOVELTY was next; it approached the starting line, pulled its load, and then proceeded to electrify the crowd by running at such a speed that an eye witness wrote of the spectacle: "It seemed to fly and actually made one giddy to look at it . . . . it aroused fears for the safety of the individuals who were on it - who seemed not to run along the earth, but to travel, as it were, 'on the wings of the wind'".

Although the spectators were definitely awed by the spectacle, the opinions formed and expressed were not all of a complimentary nature. The editor of "John Bull" wrote: "We denounce the mania as destructive of the country in a thousand particulars - the whole face of the Kingdom is to be tattooed with these odious deformities - huge mounds are to intersect our beautiful valleys; the noise and stench of steam engines are to disturb the quietude of the peasant, the farmer and the gentleman."

When darkness had set in, the contest was postponed until the following day. The Stephensons put in an anxious night, doubtful that they could better the NOVELTY's performance; however, the fact that George was Chief Engineer of the railway gave them an "ace in the hole" that they could play if the situation became overly emergent.

After a few days of unfavourable weather, the contestants were again ordered to toe the mark. Meanwhile, some new rules had been added, some of these sufficiently onerous as to force the withdrawal of three contestants from the trials, their arguments of protest having ended in the same manner as do all arguments with an umpire. This narrowed the field to the ROCKET and the NOVELTY, and, as on opening day, the ROCKET was ordered to the starting point to show what it could do. Again it put on a spectacular performance, doing everything that was asked of it.

Whether or not Stephenson had "a finger in the pie" in drawing up the additional rules never came to light, but they undoubtedly proved to be the undoing of the NOVELTY. The latter's pilot, after several unsuccessful attempts to get under way, found himself in much the same predicament as that poetic hogger who wired his Master Mechanic: "222 has a broken flue, what shall I do? - O'Donohue." Broken pipes and other faults discouraged its builder from any further attempts to win the contest, and without further ado, victory was conceded to the ROCKET.

Back to every country in Europe and America trooped excited engineers to report that they had seen a steam locomotive that could do a job, the haulage of a paying load of freight at a speed which made race horses appear to be standing still, and, equally important, the engine showed no signs of being "tired" after its strenuous exertion. In the excitement, everyone overlooked the first, and what had originally been stressed as the most important rule of the test, the consumption by the locomotive of its own smoke. Nevertheless, the ROCKET met that requirement also, as it burned coke and literally consumed its own smoke, because it did not make any.

The ROCKET had four wheels in all; a front pair with 56 inches diameter, followed by a smaller pair of 30 inches. The cylindrical boiler was six feet long and forty inches across containing twenty-five copper tubes. The tender was constructed of wood and carried fuel and water for the engine's use, in the manner of tenders throughout the entire course of development of the steam locomotive.

September 15th, 1830, was another gala day such as the people of England had witnessed during the recently-conducted Rainhill Trials. Bands played, flags waved and amidst the unprecedented pomp and splendour the Liverpool and Manchester Railway made its inaugural run, carrying no less a personage than the Duke of Wellington as a guest of honour. He travelled in a gaily decorated car drawn by a steam locomotive called the NORTHUMBRIAN, whose driver for this special occasion was George Stephenson himself. Occupying no less a place of honour, and piloted by the man who had taken no small part in making the day possible, was the shining yellow and black ROCKET with its designer, Robert Stephenson. It was a day which would be long remembered, but the proceedings were unfortunately marred by an accident to one of the spectators. A Member of Parliament, Mr. Huskisson, who had stepped across the track to speak to the Duke, was knocked down by a train on another track, receiving injuries from which he died. So to Mr. Huskisson goes the apparent distinction of being the world's first steam passenger train casualty. Otherwise, the start of the new venture was a huge success and a bright future for the young railway was assured.

MOTIVE POWER NOTES

* Certain class GS-9d yard switchers on the Canadian National have been converted for use as hump yard switchers and renumbered as follows: 7253 to 7261 renumbered 7600 to 7608 respectively.

Similarly, some GR-17g class road-switchers, previously renumbered into the series 4200 to 4205, have been restored to their original numbers, 4496 to 4501 respectively. As nos. 4200-4205 they were outfitted with "heavyweight" trucks and weighed 240,000 lbs.

* A correction is required to the information in the May Newsletter regarding classification of the electric locomotives of subsidiary lines. As of January 1st, 1959, all subsidiary line motive power was classified into the C.N.R. system as follows:

Thousand Islands Railway, #500	- LS-3a
Oshawa Railway, #300, 325-327, 400-403	- Z-7a
Niagara, St. Catharines & Toronto Ry., #8, 14-21	- Z-8a

Official reports since 1959 accidentally "interchanged" the assignment of Z-7a and Z-8a classifications; however, this has been officially corrected this year to agree with the 1959 assignments.

Only nos. 500, 300, 326, 400-403, 16-18 remain on the roster.

NEWS: Railway PHOTOS

C.N. 5588, sporting the name "Spirit of Windsor" on its tender sides, is now on display in that city. Its location is only a few feet from the site of the old Windsor C.N.R. station.
(Photo by W.D. Thomson)

BELOW:
Back in March, 1963, a rock slide near Albert Canyon on the C.P's Mountain Subdivision carried away three diesel units, including 1425 and 4426 shown here.
(Photo courtesy B. Dickey)

A Letter to the Editor:

"Thank you for the dope on how to start an article on the C.N. Toronto operations. Maybe Mr. Horner would do the whole thing. I'm not familiar enough with it to do otherwise than write down what he tells me.

"You wondered if I had thought of doing any of those book reviews for the Newsletter. Actually, both the Globe and Trains asked me to do the reviews and paid me well for them.

"But now that you ask, I will say that the Newsletter has distressed me in the past by taking editorial stands that I don't believe the U.C.R.S. ought to take. As a charter member, it is my opinion that the Society exists as a group of railway enthusiasts who must always be well disposed to the industry, and never publicly critical of it, or else lose our status. The Newsletter has not the stature of Railway Age and should not - in my opinion - criticise the C.P.R. for its failure to improve passenger service, or any railroad for dieselising too early, for example. I didn't agree with reprinting part of Brown's paper on Diesel vs. Electrics. In the first place, part was left out, in the second place there is considerable to be said on the other side, (and it was said), and in the third place, a group of amateurs looks out of place implying that the entire professional group was wrong. U.C.R.S. doesn't have the expertise to do this, and can only lose friends in the R.R. business.

"I won't enlarge upon the series of disparaging references to G.M. - perhaps I'm too sensitive!"

Yours, etc.
F.H. Howard,
Member no. 6.

(Mr. Howard had previously asked for an article on the C.N.'s yard and transfer freight operations in the Toronto area, and I suggested that in co-operation with Mr. Horner, he might find it more enlightening to research such an article himself. I assure you, Mr. Howard, that I could do no more myself, if I had the time.

That you should suggest that you, or any other author, be paid for written material undermines the whole philosophy of the volunteer organisation, such as this Society, where the sole reward for any effort on its behalf is the personal satisfaction derived from seeing a good job well done.

I personally believe that publications such as this should take an informed, considered editorial stand on matters of rail transportation that, in the eyes of the editor, are worthy of criticism. Childish adulation of trains, such as you suggest be the limit of the Society's activities, has never allowed the railway enthusiasts' movement to gain even the lowest of status in the eyes of the professional railroader in North America. However, by the serious study of the railways' contemporary operations and the posing editorially of suggested improvements then might the Society's activities be better received than they are now. Certainly the Society should be, apart from professional railroaders, representative of the most informed segment of public opinion on railway matters, and hence be best able, from an independent point of view, to comment on the railways' activities.

To answer your last comment, I must say that any business organisation that uses undue economic influence to secure the operation of a special train excursion from its headquarters town, on financial terms that are not available to other organisations, is, in my opinion, guilty of corrupt and immoral behaviour.)

Newsletter

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U.C.R.S. Announcements

JULY MEETING

The July meeting of the Society will feature an inspection tour of the Canadian National's new hump yard in Vaughan Township, near Toronto. Chartered buses will leave from the corner of Mt. Pleasant Road and Eglinton Avenue East (at the end of the ST. CLAIR carline) at 1:00 p.m. for the trip to the partially completed yard. Also featured will be the Yard Demonstration Car, which contains an animated scale model of the yard and on which its entire operation may be demonstrated. Return to the city will be about 6:00 p.m. There will be no charge to members for this trip. The date - SATURDAY, JULY 20th, 1963.

HAMILTON CHAPTER MEETING

The July meeting of the Hamilton Chapter will be held on Friday, July 26th, and will be an outdoor observation meeting at Burlington station, commencing at 7:30 p.m. Members in need of transportation to the meeting should contact Frank McNairn at NE. 7-6400 or Bill Mathews at LI. 4-4079.

AUGUST MEETING

The August meeting of the Society will be a three-hour evening trolley tour aboard a small Witt car with special stops arranged for night photography. The car will leave from Bay and Wellington Streets at 8:00 p.m. No fare will be charged to members. The date of this trip is Friday, August 16th.

EXCURSIONS

Members intending to ride the September 13th to 15th steam excursion to Ottawa and North Bay are advised to send in their reservations as soon as possible in order that any unreserved space left may be offered to non-members. Contrary to some rumours, there is still lots of choice accomodation left, but they are being reserved at an unexpected rate. To avoid disappointment, make your reservations now!

Worth a Laugh

Courtesy Doug. Wright and the Montreal Star.

"If our husbands had to put up with this in the middle of THEIR coffee break, something would be done about it fast enough!".