Newsletter

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Foreign Motive Power in Canada

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

EXTRA B.L.E. 717 WEST

How Canada's Railways Solved the Motive Power Shortage

by James A. Brown

Photo by J.A. Brown

Announcement of Canada's record-breaking wheat sale to the U.S.S.R. in the late summer of 1963 prompted skeptical speculation from some quarters on the ability of the railways to handle this vast upsurge of traffic, especially after the close of the Great Lakes shipping season. The skeptics have been squelched however, for the grain has been moving east on schedule, with a minimum of delay to regular service.

Naturally, considerable belt-tightening has been necessary to perform this remarkable feat. An accelerated programme for upgrading box cars and open top gravel cars for grain service has been undertaken by Canadian National, and Canadian Pacific has taken similar steps to ensure adequate equipment for the rush. No less important than the transport of the grain itself is the return to the Prairies of empties for reloading; CN's Prairie Region has a phenomenal appetite for empties, requiring a minimum of 250 cars daily for reloading from the Great Lakes Region alone!

However, this vast roster of grain cars would be useless if the motive power were not available to move it, and thus observers of the Canadian railway scene have been discovering new faces among the ranks of familiar CN and CP locomotives during the past few weeks.

Of course, leasing locomotives is a last-resort proposition, and both railways have been giving their motive power cycles keen study. Astute juggling of assignments, doubleheading, elimination of unnecessary "protect" engines, and other economies have released many units for through freight service. For example, commencing in January, Ontario Northland Railway diesels operated over CN lines between North Bay and Toronto on passenger trains 46, 47, 49 and 50, releasing four CN locomotives for other duties. However, all these measures proved inadequate to cope with the demands, and the arrival of foreign locomotives was inevitable.

Most evident in the Toronto area was the appearance in mid-December of twenty locomotives from the Bessemer and Lake Erie Railroad. With the closing of Great Lakes and Seaway shipping, Canadian National's St. Lawrence and Atlantic Regions borrowed a number of locomotives regularly assigned in southern Ontario, and to replace these errant units, the B&LE locomotives were leased. Since their arrival, they have been in use constantly, both east and west of Toronto, operating to Fort Erie, Sarnia and Montreal in all types of freight service.

The B&LE locomotives are all General Motors F-7 cab units. Built in 1951-53, they are rated at 1500 h.p. each. The twenty units listed below which are now on CN lines represent 27.7% of B&LE's locomotive roster:

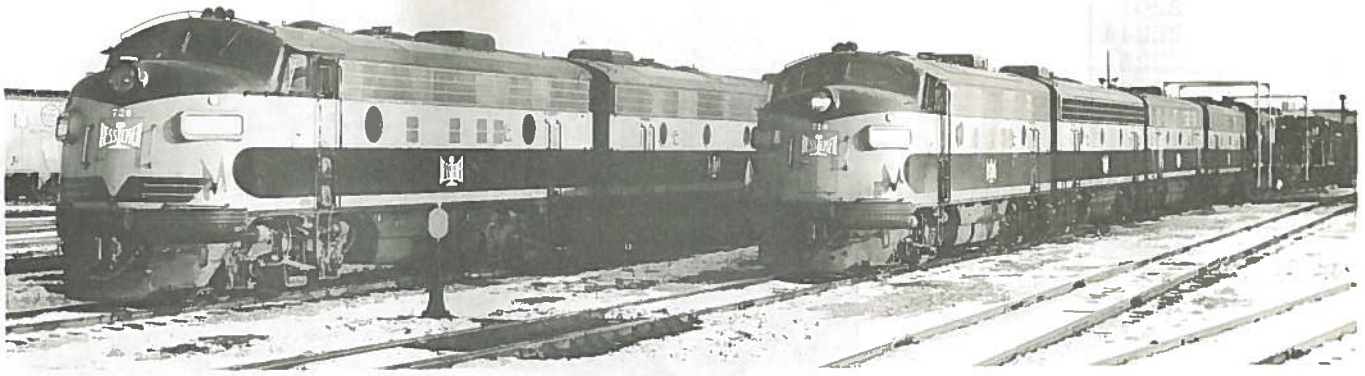
"A" Units		"B" Units	
713A	719A	713B	718B
715A	720A	714B	720B
716A	722A	715B	721B
717A	726A	716B	722B
718A	728A	717B	725B

The Bessemer and Lake Erie Railroad is controlled by United States Steel, and thereby hangs the reason for its existence. Linking North Bessemer, Pa., and the Lake Erie ports of Erie, Pa., and Conneaut, O., with 208 miles of heavy steel (155 pound in some sections), B&LE transports vast quantities of iron ore in 12,000 ton trains from the ships to the mills of Pittsburgh, using as many as seven of the EMD units to do the job. A certain amount of stockpiling is done at Conneaut, to supply the mills with ore during the winter months, but in spite of this the Bessemer's traffic declines considerably once the boats stop moving. Consequently, it suffers no hardship by renting locomotives to those in need.

BELOW:

New stablemates. B&LE 726 and 719 occupy positions of prominence on Mimico's westbound departure tracks, January 5th. Note the variations in paint schemes.

Photo by J.A. Brown



Turning elsewhere on the CN system, more foreign locomotives may be found in the Winnipeg area. Fifteen road-switchers from the Duluth, Missabe and Iron Range Railway appeared on the scene in early November, and spent their initial CN service on grain trains to the Lakehead. With the close of shipping, these units together with an additional five acquired in December were assigned "where required" to Prairie Region grain trains.

The DM&IR locomotives carry the model designation SD-9, and are six-motor versions of the ubiquitous GP-9, to be seen throughout Canada. It is unlikely that these locomotives will be seen in the east, since they employ a type of lubricating oil different from that normally used in CN diesels and for this reason common sense dictates that they should be kept together. Rated at 1750 h.p., these units were built by the Electro-Motive Division of General Motors in 1958 and 1959. The following locomotives are now in Canadian service:

101	106	142	161	165
102	132	145	162	166
103	134	159	163	167
104	139	160	164	168

Like the Bessemer and Lake Erie, the DM&IR is controlled by United States Steel. And like the Bessemer, its business depends on ore traffic, this time from the giant pits of the Mesabi range to the waiting ships at Duluth and Two Harbors, Minnesota. And so once again, the winter doldrums of the ore roads have been turned to Canadian National's advantage.

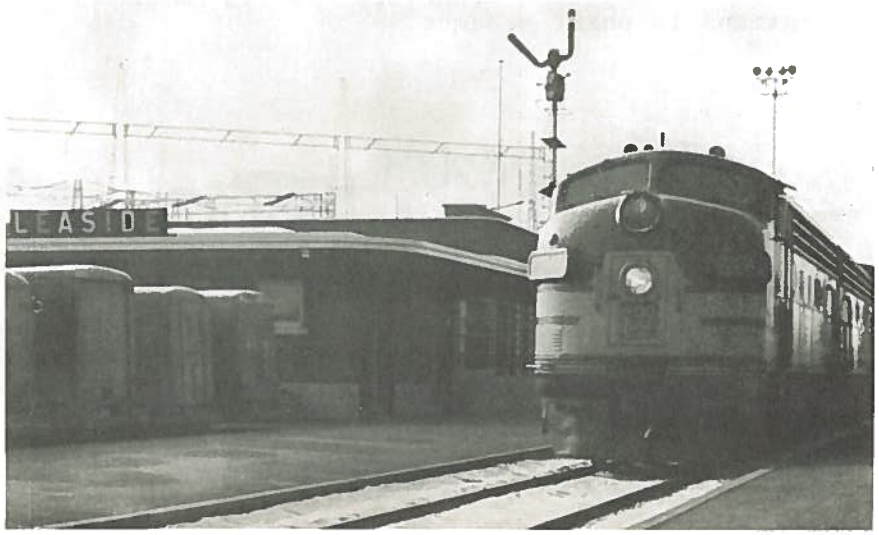
In the shops of Canadian Pacific, the motive power situation is a little more complicated; though fewer in number, CP's leased units provide a greater variety than those of Canadian National.

Perhaps the most spectacular temporary additions to CP's roster are fifteen bright yellow Alco freight units from the Union Pacific. Built in 1947, these old warhorses are rated at 1500 h.p. each, and still boast manual transition. These UP engines can now be seen in Eastern Region freight service:

"A" Units	1601	1628	"B" Units	1608B	1622C
	1616	1637		1608C	1636B
	1624	1641		1616C	1636C
	1627			1618B	1642B

As might be expected, a number of locomotives belonging to CP's subsidiary Soo Line are now operating north of the border. Thirteen of these are 1500 h.p. EMD F-7 cab units, built in 1949 and 1950:

"A" Units	202
	204
	213
	214
	221
	2201
	2224A
	2225
	2228
	2229
	2230
"B" Units	501C
	503



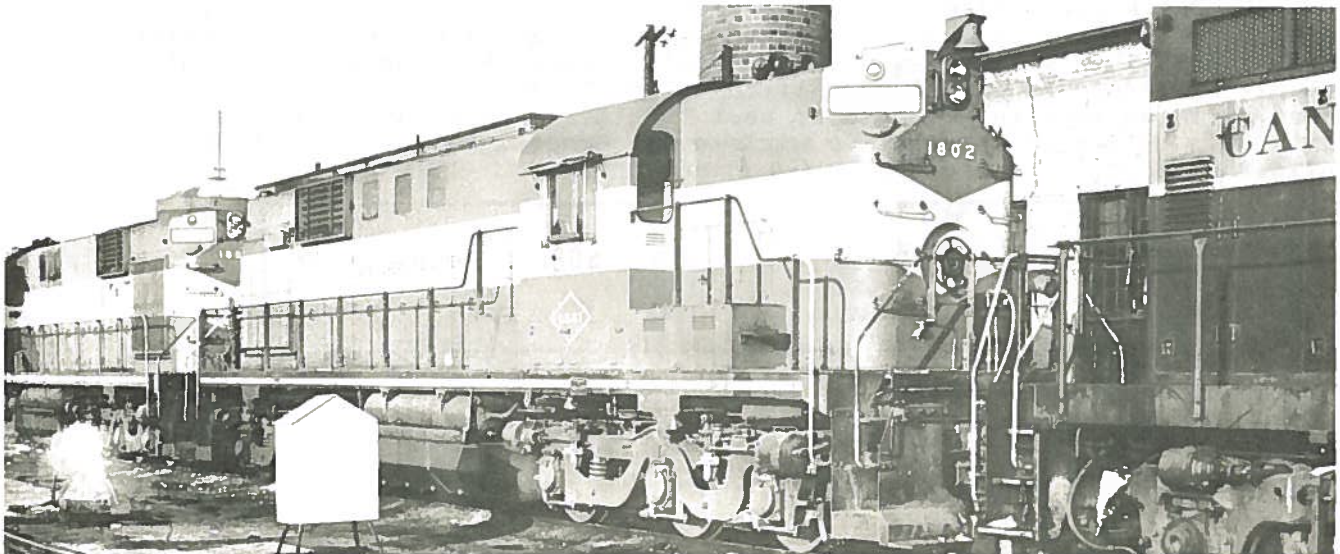
RIGHT: Photo by J.F. Mellow

Soo Line 2224A leaves Leaside with an eastbound freight in early January.

BELOW:

L. S. & I. nos. 1802 and 1803 are seen here at Lambton (West Toronto) after bringing a through freight from Montreal on January 15th.

Photo by D.W. Hately



Locomotives in this group bearing four digit numbers are actually owned by the Wisconsin Central, a Soo subsidiary operated as Soo's Stevens Point Division. Only two of these engines, nos. 2224A and 501C, are operating in the east; the remainder are to be found on CP's western regions. One further Soo unit is working in the east, however; no. 371, a 1500 h.p. Alco road switcher of the AlA-AlA wheel arrangement, is at work on Montreal area transfer assignments.

As if to cloud the issue further, two Alco 1800 h.p. units numbered 1802 and 1803 (by virtue of their horsepower, perhaps?) of the Lake Superior and Ishpeming Railroad are now operating on eastern CP lines. The LS&I operates 160 miles of trackage in northern Michigan.

And finally, to ease terminal congestion, Canadian Pacific has leased three 1000 h.p. Alco switchers from the Delaware and Hudson. Numbered 3024, 3026 and 3028, these units are likely to see service in the Montreal terminals.

With the reopening of navigation on the Great Lakes in early April, the motive power situation will revert to normal, with the foreign locomotives returning to take up their own burgeoning summer tasks. In the meantime, they are providing us with further evidence that in spite of dieselization and the passing of the "good old days", railroading is still a fascinating business.

BELOW:
B. & L. E. 715A, 718B and C. N. 4339, 4275 highball no. 405 through Bowmanville, Ontario, on January 3rd.

Photo by D.W. Hately

UPPER CANADA RAILWAY SOCIETY *Newsletter*

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Trolleys Control Traffic Signals

While the impression may prevail in many quarters that the surface electric railway has no place in today's traffic, Toronto's new 3 million dollar traffic control "brain" (a Univac 1107 computer installed in City Hall) has given street cars a very positive place, at least insofar as an experimental installation at Carlton and Jarvis Streets is concerned. The computer, which recently started controlling traffic signals at 100 intersections in the downtown area, collects its information through traffic sensors buried in the roadway, so that instant decisions for an individual traffic signal can be made after "taking a look" at the overall situation.

Signals from the sensor go to an electronic unit located below the existing signal controller and are converted into tones and pulses, which in turn are sent to the computer over Bell Telephone Co. lines; instructions are then sent back over another pair of telephone lines. The returned instructions govern which street shall receive the green signal phase and for what length of time. The computer has sufficient speed to assess requirements at 1000 intersections per second, while its memory can relate conditions at one with those at another.

Although traffic engineers estimated that vehicle flows would be speeded up by 20 to 30 per cent in the computer controlled area, the T.T.C. was quick to point out the handicap imposed on its operations. While a transit bus will be registered as one vehicle by the traffic sensor in the pavement, a street car goes unnoticed as sensors do not extend under the tracks. A transit vehicle, even when registered on the computer, thus has to wait as long as a one-occupant automobile if stopped at a red light on a street of minor traffic flow. To meet these problems, the T.T.C. has installed four overhead contactors at Jarvis and Carlton, which have direct lines to the traffic computer downtown. When the trolley pole of a CARLTON car passes the first contactor situated 140 feet to 150 feet ahead of the Jarvis street stop line, it sends a signal to the Univac 1107, which releases for further action a pre-programmed set of electronic memory devices.

These devices issue instructions to the signals at Jarvis and Carlton to change from red to green on Carlton with the necessary amber phase on Jarvis, but only when a second signal has been received. This comes from the second overhead contactor, located 50 feet west (eastbound) and 52 feet east (westbound) from the Jarvis St. stop lines. Yellow T.T.C. stop lines have been painted across the pavement between the two rails of each track 5 feet west and 7 feet east of the standard white stop lines. Street cars stop behind these yellow lines to load and unload, so that the trolley shoe comes to rest 51 feet distant from the Jarvis stop line, or one foot behind the deciding second contactor. This distance comprises 46 feet of P.C.C. car plus 5 feet of "final approach space" between the yellow and white lines.

Upon completion of loading, the operator, if confronted with a red signal, moves forward to the white line and in the process actuates the second contactor, setting the Carlton Street signals to green within a short interval. With each passage of the second contactor, the computer deducts one car from the inventory kept on the controlled section, which starts at the first contactor. (A car is added to the inventory with each movement through this contactor.) The number of street cars inside the controlled section of overhead and the frequency of departure of cars through the second contactor are noted by the computer and further indicate the urgency of the green signal phase on Carlton St.

The information conveyed to the computer concerning the opposing Jarvis St. traffic is overridden in favour of the CARLTON carline in this unique test installation. The system thus pays proper heed to the medium which moves people most efficiently through the intersection. Toronto has accordingly not only the first computer-operated traffic signal system in the world, but also the first Univac 1107 computer operated partially by P.C.C. cars.

by J.A. Nanders

TTC News

* On July 4th, the T.T.C. Commissioners approved the provision of tripper service on the west end of the BLOOR route, from Jane to Bedford. This service went into effect on August 16th, using single cars rather than the two-car M.U. trains that are used to provide rush-hour service on the BLOOR and DANFORTH routes. A four minute headway is provided on this service, which is an attempt to funnel more riders into the University Avenue subway line, and take them away from the badly overcrowded Yonge line.

(J.F. Bromley)

* To permit subway construction in the area, the Vincent Loop, used by KING cars, has been reconstructed. The track forming the north side of the loop has been extended northwards before curving out towards the street line of Dundas Street. Vincent Street itself, for all intents and purposes, has vanished into the construction site.

(J.F.B.)

* Certain scrapping dates of small Witts that have not been previously reported are presented here:

May 20	- 2700	August 2	- 2762,2846,2830
June 21	- 2758,2764,2788	August 6	- 2850,2876
July 24	- 2702,2784,2838,2852,2872	August 26	- 2804,2820
July 30	- 2726,2730,2780,2842	Sept. 16	- 2790,2870
July 31	- 2732,2836,2856,2886	Sept. 17	- 2770
August 1	- 2808,2834,2840,2860		

In addition, 2802 was sold to radio station CKEY for use in a promotional stunt. Car 2770 was cannibalised for spare parts by the Ontario Electric Railway Historical Association before it was dismantled. The Association reduced the car to an empty shell. The trucks from car 2830 were sold to an unidentified American trolley museum.

Only the following Peter Witt cars remain on the T.T.C., all of which are stored out of service at St. Clair Division carhouse:

2702, 2742, 2766, 2778, 2806, 2822, 2832, 2844, 2858, 2868, 2884, 2888, 2898.

(J.F.B.)

U. C. R. S. Notes

Have you received your recent issues of the Newsletter <u>after</u> the meeting announced in any particular issue? Stop worrying; so has everyone else. Because of the delay caused by Mr. S. Westland in the publication of the September issue, the Editor has been hard pressed to accelerate his production schedule to return the Newsletter to an on-time basis.

However, as mentioned several months ago, <u>all</u> meetings will be held in Room 64, Royal Ontario Museum, Bloor and Avenue Road, commencing at 8:15 p.m. on the third Friday of each month.

Membership renewals are being received, but slowly. With a few exceptions all membership fees are now due, and should be sent to the Membership Secretary, Upper Canada Railway Society, Box 122, Terminal A, Toronto, Ontario, and <u>not</u> to the Newsletter Editor. Make all cheques or money orders payable to the Society at par in Toronto, and be sure to enclose at least a note stating for what the remittance pays (Associate or Resident dues, special mailing, Bulletins, etc.). Those who joined the Society between September and December, 1963 will be credited with membership until December, 1964 and need not renew at the present time. Hamilton Chapter members should send their dues of $3.50 to the Hamilton treasurer, G.A. Thompson, 152 London St. N., Hamilton, Ontario. Please do not send cash or stamps through the mails in payment of membership fees.

There has been a considerable demand for first class mailing which does not seem warranted. The Newsletter receives second or third day delivery in Metropolitan Toronto and it is doubtful that first class mail would save more than a day's transit time in this area. Unfortunately, it is not possible to give special handling to first class matter before it is mailed.

CN EQUIPMENT NOTES

Canadian National's revitalized "Super Continental", which entered service last October 27th, introduced three new types of rolling stock to the travelling public. Since all of this equipment was rebuilt from existing cars, it may be of interest to note the changes made and list the cars involved.

COACHES: Eighteen standard 80-seat air conditioned coaches have been shopped and slightly modified for "Super" service. Four seats at the electrical locker end of each car were replaced by a floor-to-ceiling luggage rack designed to eliminate stooping. And of course, the exteriors have received the new CN colour scheme. Cars rebuilt to 3200 series are as follows:

Original Number	New Number
5545	3200
5462	3201
5637	3202
5616	3203
5634	3204
5626	3205
5515	3206
5648	3207
5646	3208
5503	3209

Original Number	New Number
5512	3210
5610	3211
5641	3212
5654	3213
5571	3214
5547	3215
5497	3216
5557	3217

COACH-LOUNGES: Nine further coaches were selected for renovation, this time on a somewhat grander scale. The former smoking section has been removed and in its place is a lounge section with restaurant-style booths and a false drop ceiling. A small pantry provides the essential facilities for preparation of light snacks. The following cars have been rebuilt to the 3000 series:

Original Number	New Number
5601	3000
5480	3001
5549	3002
5513	3003
5502	3004

Original Number	New Number
5564	3005
5543	3006
5592	3007
5463	3008

BAR-LOUNGES: Perhaps the greatest transformation of all was that worked on the former "FORT" series bedroom-buffet-lounge cars. Nine of these were selected for a major rebuilding which involved the complete removal of the bedrooms from the interior. A cocktail lounge replaces them, complete with drop ceiling and full length drapes. Throughout the car, lounge chairs of modern design are placed; unlike conventional parlour chairs which are firmly fixed in position, these may be moved about the car at will, yet their centre of gravity is low enough that one need not worry about tipping over. While traditionalists will deplore the removal of wood panelling and other fixtures from these cars, the change that has been wrought has been an amazing one indeed, and certainly necessary if CN is to be successful in its bid to woo travellers out of their automobiles. Here are the old and new names of cars rebuilt in this series:

Original		New	
FORT SIMPSON	1066	MATINEE	2300
FORT DUNVEGAN	1067	JOIE DE VIVRE	2301
FORT QU'APPELLE	1068	AVANT GARDE	2302
FORT ANNE	1061	SOIREE	2303
FORT NORMAN	1064	BON VIVANT	2304
FORT ROUILLE	1072	CORDIAL	2305
FORT STEELE	1074	BON VOYAGE	2306
FORT PITT	1060	RENDEZVOUS	2307
FORT BEAUSEJOUR	1070	DEBONNAIRE	2308

In preparation for an anticipated upsurge in passenger travel during the coming summer, additional coaches are being converted to 3000 series (11 cars) and 3200 series (20 cars). The following "FORT" cars will also be rebuilt as bar-lounges:

FORT ST. JAMES	1081	FORT PRINCE OF WALES	1077
FORT PELLY	1065	FORT GEORGE	1079
FORT CHAMBLY	1075	FORT HENRY	1080
FORT LENNOX	1076		

St. Lawrence Observations

A correspondent reports to R.J. Sandusky of a few of his observations in the Gulf of St. Lawrence area. The Canada and Gulf Terminal continues to run its daily except Sunday mixed train with fashionable lateness. Equipment currently in use is ex-C.S.S. & S.B. combine 504 and one of the two diesel locomotives, 101 or 102, while coach 501 and the gas car were on the property but not in use.

At Baie Comeau, the Quebec North Shore Paper Company has a three-mile line from a mill to their docks on the river, on which they use a Montreal-built 0-4-0T (no. 67661, July 1928) plus one or two "small diesels" of doubtful ancestry. During the second week of October the Gulf Pulp and Paper Company had diamond stack 0-6-0 no. 38 in steam at Clarke City. When boats are loading at Pointe Noire it is usual to have both it and no. 48, the other 0-6-0, in operation. One engine switches at the mill while the other makes the nine-mile run to the docks at Pointe Noire. A small, four-wheel, steeple cab gasoline locomotive is also available for very light switching.

Our correspondent reports riding on what must be the last steam powered mixed train in the Dominion, consisting of no. 38, 12 loads of pulp, a box car for L.C.L shipments, and one of the G. P. & P.'s two combines. Unfortunately for the steam enthusiast this state of affairs is likely to end with the arrival of Q. N. S. & L no. 92, a 70-ton G.E. diesel purchased by the paper company. The unit was to be delivered from the Q. N. S. & L. via the Arnaud Railway as soon as a switch connecting the latter with the G.P. & P. was completed during the following week. The Q. N. S. & L.'s other 70-tonner is still the remote control locomotive at the gravel pit at mile 84, but it is thought that the North Shore desires to dispose of this engine as well.

The Iron Ore Company of Canada has received its electric locomotives which are to replace the automated diesels at Labrador City, with the first of the new units being tested during the third week of October. The Arnaud Railway is still putting the finishing touches on its rail connections with the G. P. & P. at Pointe Noire and the Q. N. S. & L. at mile 8 (Arnaud Junction). Its roster now includes several road switchers.

MISCELLANY

* The New Zealand Government Rys. has added another ten locomotives to the original order for ten 1310 h.p. units placed in March, 1963 with General Motors Diesel Ltd. of London. These locomotives are all for main line service; the original ten ordered have already been shipped to New Zealand.

* Long a cherished sight to railway enthusiasts in eastern Canada and the United States, the trainshed of the Central Vermont station at St. Albans, Vermont, has been demolished. The shed, 88 feet wide and 351 feet long, had no supporting columns inside, but the roof was supported by wooden trusses which, unlike bridge trusses, had curved upper and lower chords. The structure was built in 1866-7. The equally quaint three storey, double-towered office building attached to the trainshed will not be affected by the demolition of the shed.

Data Needed

Information on Birney Safety cars is requested by Dr. H.E. Cox, 80 Virginia Terrace, Forty Fort, Pennsylvania, U.S.A. for use in a forthcoming book on these cars. He requires name of company owning cars, assigned numbers, origin and disposal of the cars, conspicuous alterations and original builder and date.

STEAM ON DISPLAY

Steam locomotion has disappeared from Canadian railways, but the steam engine has not disappeared entirely from the Canadian scene, for at least 66 locomotives from the Canadian National and Ontario Northland still exist. The following list, prepared by J.F. Mellow, is an attempt to document their existence and location. The Editor would appreciate any additions or corrections to this listing, for future publication.

Canadian National Railways

On Display -

81	2-6-0	Palmerston, Ont.
86	2-6-0	London, Ont.
593	4-6-2	Cornerbrook, Nfld.
1158	4-6-0	Saskatoon, Sask.
1392	4-6-0	Edmonton, Alta.
1521	4-6-0	Gravenhurst, Ont.
1531	4-6-0	Barrie, Ont.
2141	2-8-0	Kamloops, B.C.
2616	2-8-0	Haliburton, Ont.
2719	2-8-0	Kindersley, Sask.
2747	2-8-0	Transcona, Man.
3254	2-8-2	Ashland, Pa.
4008	2-10-2	Rainy River, Ont.
5080	4-6-2	Prince Albert, Sask.
5093	4-6-2	Regina, Sask.
5270	4-6-2	Moncton, N.B.
5588	4-6-2	Windsor, Ont.
6043	4-8-2	Winnipeg, Man.
6060	4-8-2	Jasper, Alta.
6069	4-8-2	Point Edward, Ont.
6213	4-8-4	Toronto, Ont.
1008	2-6-0	Morrisburg, Ont. (Lettered Grand Trunk Ry.)

Not Displayed -

40	4-4-0	Montreal, Que.
247	0-6-0T	Montreal, Que.
713	2-6-0	Montreal, Que.
*6167	4-8-4	Toronto, Ont.
*6218	4-8-4	Montreal, Que.

Ontario Northland Railway -

503	2-8-0	North Bay, Ont.
701	4-6-2	Englehart, Ont.
702	4-6-2	Sept Isles, Que.

In Museums -

47	4-6-4T	"Steamtown USA"
49	4-6-4T	CRHA Delson, Que.
89	2-6-0	"Steamtown USA"
96	2-6-0	"Steamtown USA"
1112	4-6-0	CRHA Delson, Que.
1165	4-6-0	CRHA Delson, Que.
1395	4-6-0	"Steamtown USA"
1520	4-6-0	CRHA Delson, Que.
1551	4-6-0	"Steamtown USA"
2601	2-8-0	CRHA Delson, Que.
3239	2-8-2	CRHA Delson, Que.
3377	2-8-2	"Steamtown USA"
4100	2-10-2	CRHA Delson, Que.
5288	4-6-2	"Steamtown USA"
5529	4-6-2	St.Louis, Mo.
5550	4-6-2	CRHA Delson, Que.
5702	4-6-4	CRHA Delson, Que.
6015	4-8-2	CRHA Delson, Que.
6039	4-8-2	"Steamtown USA"
6153	4-8-4	CRHA Delson, Que.
*7312	0-6-0	Strasburg R.R., Pa.

Future Unknown -

91	2-6-0	Langstaff, Ont.
92	2-6-0	Wilmington, Del.
1533	4-6-0	Philadelphia, Pa.
2164	2-8-0	North Bay, Ont.
2534	2-8-0	Longue Point, Que.
5107	4-6-2	North Bay, Ont.
5114	4-6-2	Transcona, Man.
5700	4-6-4	Joffre, Que.
6001	4-8-2	Transcona, Man.
6077	4-8-2	Fort Rouge, Man.
6200	4-8-4	Joffre, Que.
6400	4-8-4	Joffre, Que.
7260	0-6-0	Westville, N.S.
8447	0-8-0	Turcot, Que.

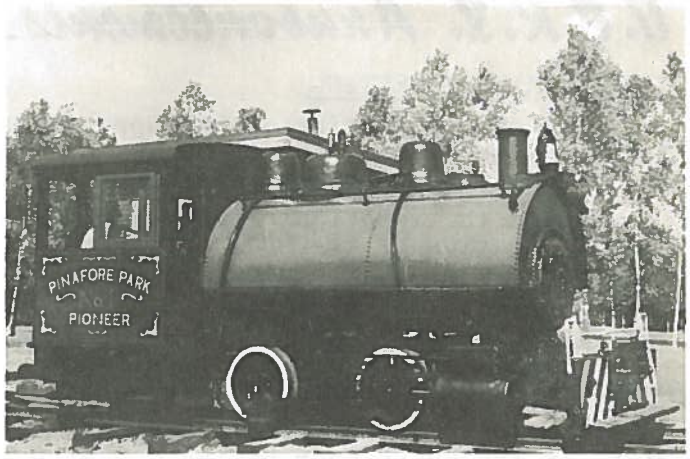
* - Indicates locomotive operating.

MISCELLANY

* The C.N. will lease space for the construction of a 28-storey office building on Dorchester Blvd. in Montreal, between the Queen Elizabeth Hotel and the International Aviation Building, to be commenced in the spring of this year. This building, completing development on C.N. property in the Central Station area, will have a direct connection to both the station and the hotel, and will serve as an access route between those two buildings.

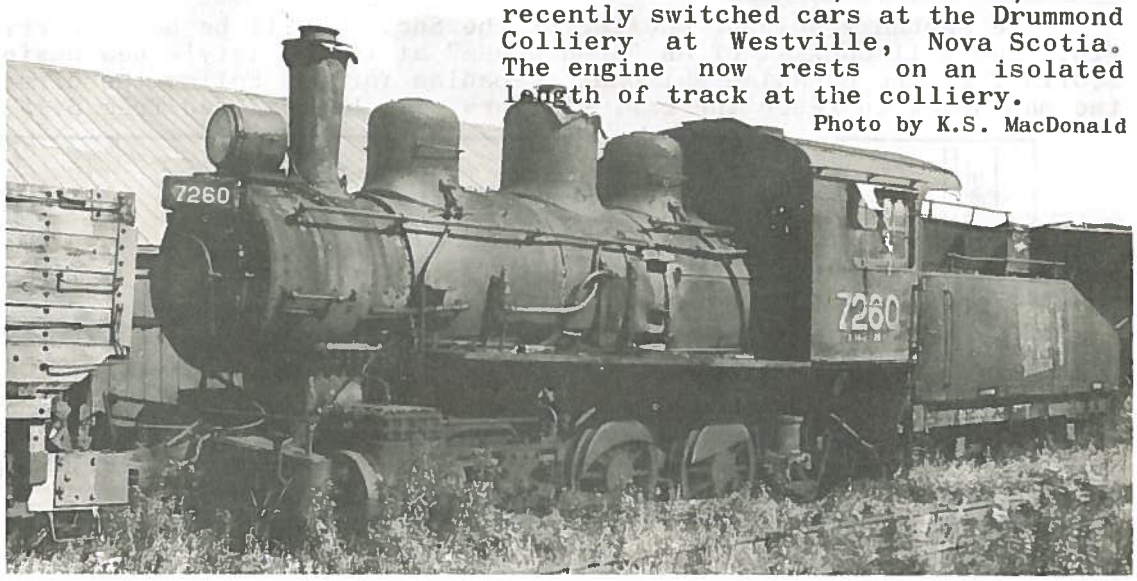
Dwarfing the aforementioned project is a proposal to build the world's tallest building, 110 storeys in height, over the C.N. tracks behind the Central Station. Further details of this project are awaited.

NEWS: Railway PHOTOS



"The Pinafore Park Pioneer", one of the two locomotives from the now defunct Huntsville and Lake of Bays Railway, was back in operation on a loop of track in the park, located in the south end of St. Thomas, Ontario. The one passenger car on the line's active roster was formerly an open electric street railway car.

Photo by A.G. Careless

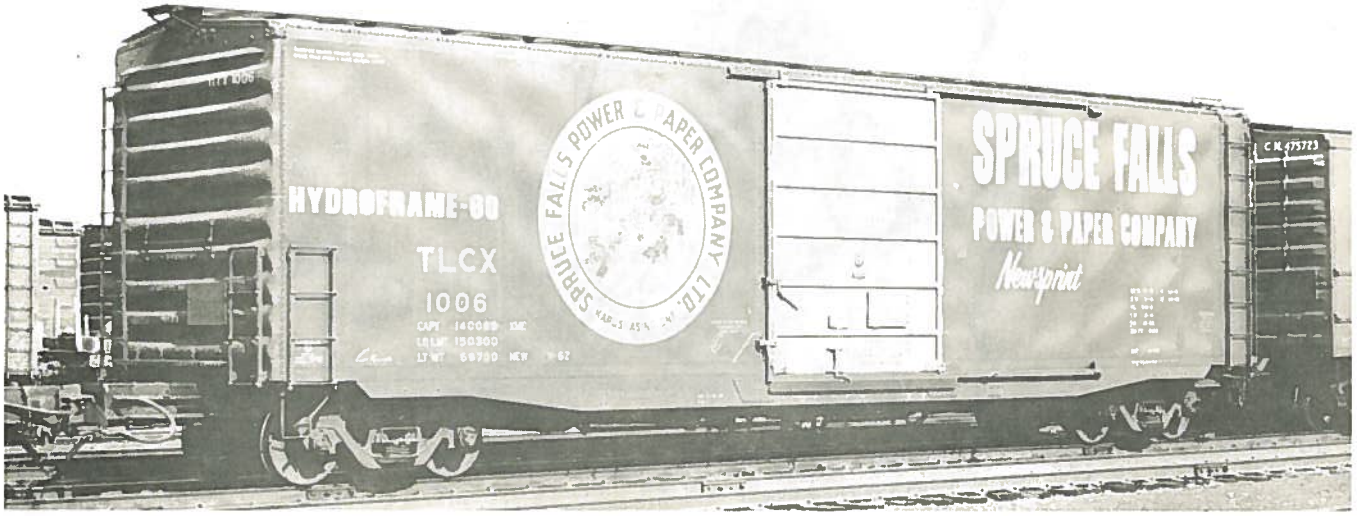


This ex-C.N.R. 0-6-0, no. 7260, until recently switched cars at the Drummond Colliery at Westville, Nova Scotia. The engine now rests on an isolated length of track at the colliery.

Photo by K.S. MacDonald

In case you have seen and wondered about these green cars, they are outfitted with a special shock-absorbing underframe to minimise cargo damage caused by rough handling. The draw-bars are capable of nearly three feet of travel under impact. The cars are in captive service carrying newsprint from Kapuskasing, Ontario to New York City.

Photo by J.W. Hood



U.C.R.S. Announcements

JANUARY ANNUAL MEETING

The Annual Meeting of the Upper Canada Railway Society will be held on Friday, January 17th, 1964, in Room 64 of the Royal Ontario Museum, Bloor Street and Avenue Road, Toronto, commencing at 8:15 p.m.

Among the important items of business to be transacted at this meeting will be the election of the Board of Directors for the year 1964. Nominations from the floor may be made if nominee is present. If nominee is not in attendance, signed consent must be presented.

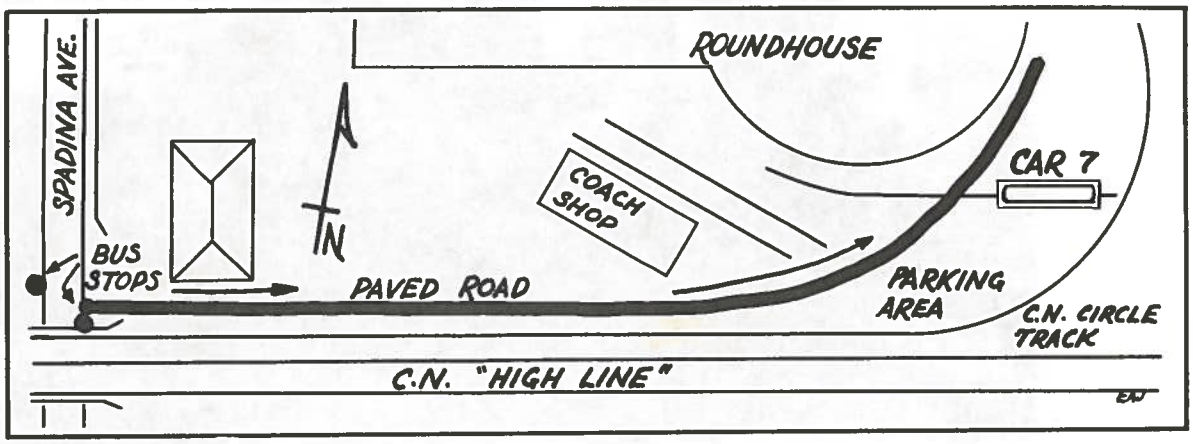
All eligible members are urged to attend this very important meeting.

HAMILTON CHAPTER MEETING

The January meeting of the Hamilton Chapter will be held on Friday, January 31st, in the Board Room of the C.N.R. Hamilton station.

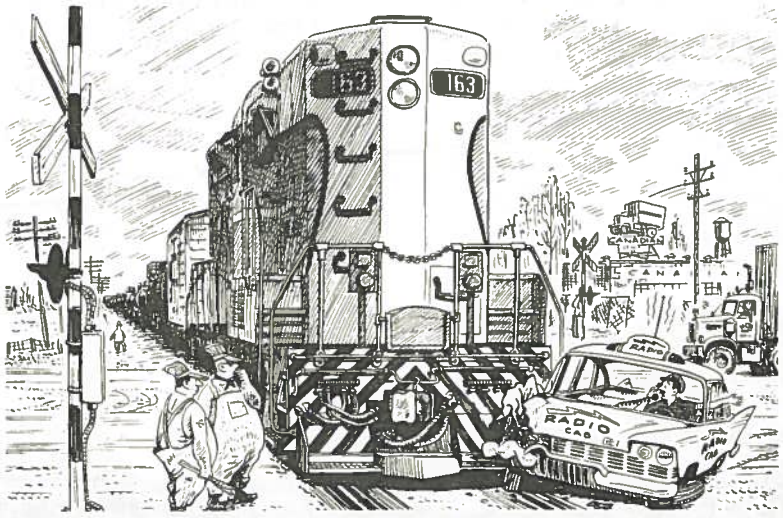
FEBRUARY OUTDOOR MEETING

The February outdoor meeting of the Society will be held on Friday, February 7th, and will consist of an "open house" at the Society's new business car, "NOVA SCOTIA", at the Canadian National's Spadina Yards. Follow the directions shown on the map below to reach the car. Visitors will be admitted from 8:15 p.m. on.



Worth a Laugh

Courtesy Doug. Wright and the Montreal Star.



"They've got a diesel here that weighs 125 tons and costs a quarter of a million dollars – but they have to send someone down the line to a phone!".