



Cartoon by Reid Ford, Globe & Mail

Master Plan for Branch Line Abandonments

Removing the first spike

Three years ago, a gentlemen's agreement was struck up between the government and the Canadian railways that most applications for abandonment of unremunerative branch lines would be deferred, at least until the findings of the MacPherson Commission were made public. More recently, the moratorium has been extended until the passing of Bill C-120, which, in effect, implements many of the recommendations of the MacPherson Commission. Easterners are inclined to look slightly askance at the objections of the prairie farmers who claim that the "wholesale" abandonment of most of the mid-Canada rail network will impose unbearable financial burdens on them (these costs now being borne by the railways). However, when one sees the entire list of lines to be abandoned, as shown below, it is easier to understand the concern felt west of Winnipeg. In all some 3515 route miles of track are to be lifted, only 281 of which are east of the Manitoba-Ontario border. If the master plan of abandonments is carried to its presently conceived conclusion, the Canadian Pacific will be shortened by 566 miles, while the National system will lose 3206 route miles. It will be interesting indeed to watch the outcome of this scheme.

Detailed record of abandonment applications filed with the Board of Transport Commissioners to September 25, 1964.

NOVA SCOTIA

Date	Subdivision	Between	Miles
Canadian National Railways -			
Jan 15/63	St. Peters	St. Peters Jct. - St. Peters	25.5
May 29/63	Oxford	Tatamagouche - Scotsburn	24.4
Jul 25/62	Sunny Brae Spur	Ferrona Jct. - End of Steel	25.37
Oct 12/62*	Caledonia	Caledonia Jct. - Caledonia	21.9

* (Feb 20/63 - CN requests deferment for one year following which to advise as to wishes.)

NEW BRUNSWICK

Canadian National Railways -			
Jul 19/62	Buctouche (Case heard)	Mile 0.25 - Buctouche	29.70

QUEBEC

Canadian National Railways -

Aug 3/63	Hemmingford	St. Remi - Hemmingford	14.77
	(Held in abeyance at railway's request)		

Canadian Pacific Railway -

Jun 15/64	Orford	Eastman - Valcourt	15.3
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ONTARIO

Canadian National Railways -

May 1/63*	Simcoe	Simcoe - Port Rowan	16.92
May 1/63	Hickson	Woodstock - Hickson	6.85
May 1/63	Penetang	Colwell - Penetang	31.84
May 1/63	Alvinston	Glencoe - Alvinston	10.46
Apr 22/64	Maynooth	Bird's Creek - Wallace	27.37
May 21/64	Maynooth	Bessemer - Childs Mine	7.34

* (Heard - judgement reserved)

London & Port Stanley Railway -

Jan 13/64		London - Port Stanley	24.0
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MANITOBA

Canadian National Railways -

Nov 2/62	Ste. Rose	Ochre River - Rorketon	37.08
Nov 2/62	Neepawa	Muir - Carberry Junction	23.51
Nov 1/62	Pleasant Point	West Tower - Brandon Junction	51.80
Jun 17/63	Carman	Carman Junction - Somerset	78.69
Jun 17/63	Notre Dame	Notre Dame Jct. - Notre Dame des Lourdes	2.55
Jun 17/63	Inwood	Grosse Isle - Hodgson	80.89
Jun 17/63	Neepawa	Rosburn Jct. - Neepawa Jct.	32.79
Jun 17/63	Rapid City	Hallboro - Beulah	74.40
Jun 17/63	Wawanesa	Hartney Jct. - M. & B. Jct.	37.53
Jun 17/63	Winnipegosis	Sifton Jct. - Winnipegosis	21.15
Oct 31/63	Carman	Somerset - Belmont	40.15
Oct 31/63	Hartney	Belmont - Hartney Junction	3.29
Oct 31/63	Hartney	Hartney Junction - Scarth	79.57
Oct 31/63	Hartney	Scarth - Virden	8.58
Oct 31/63	Ridgeville	South Junction - Emerson	70.0
Oct 31/63	Wakopa	Greenway - Neelin	17.83
Oct 31/63	Miami	Morris - Somerset	61.87
Oct 31/63	Rosburn	Rosburn Junction - Russell	104.27
Oct 31/63	Neepawa	Neepawa - Rosburn Junction	4.19
Oct 31/63	Tonkin	Russell - Saskatchewan Border	29.13
Jan 16/64	Oakland	(Manitoba border to Yorkton, Sask., 44.13 miles, total 73.26)	
Jul 8/64	Cabot	Portage la Prairie - Amaranth	52.69
		Pacific Junction (Winnipeg) - East Tower	46.62
		(Portage la Prairie)	

Canadian Pacific Railway -

Apr 9/62*	Varcoe	McGregor - Varcoe	54.9
Jul 19/62*	Carman	Carman - Plum Coulee	25.6
Jun 28/62*	Boissevain	Boissevain - Lauder	35.3
Dec 13/62	Lyleton	Waskada - Lyleton	19.9
Jul 9/64	Lenore	Kenton - Lenore	6.2

* (Heard - no decision)

SASKATCHEWAN

Canadian National Railways -

Nov 7/62	Goodwater	Radville Junction - Goodwater	26.84
Nov 2/62	Blewett	Luxton - Blewett	20.84
Nov 2/62	Bengough	Bengough Junction - Willow Bunch	71.45
Jun 17/63	Amiens	Amiens Junction - England	74.98

Jun 17/63	Avonlea	Bengough Junction - Avonlea	50.46
Jun 17/63	Beechy	Dunblane - Beechy	34.68
Jun 17/63	Bodo	Unity - Alberta Border	48.11
	(Sask. border to Bodo, Alta., 3.37 miles, total 51.48)		
Jun 17/63	Bolney	Spruce Lake Jct. - Frenchman Butte	28.21
Jun 17/63	Carlton	Dalmeny - Carlton	35.93
Jun 17/63	Central Butte	Central Butte - Grainland	13.10
Jun 17/63	Chelan	Reserve - Crooked River	60.07
Jun 17/63	Corning	Peebles - Handsworth	22.29
Jun 17/63	Cudworth	Young Junction - Cudworth Junction	107.96
Jun 17/63	Cutknife	Rosemound - Carruthers	17.0
Jun 17/63	Dodsland	Loverna Junction - Alberta Border	104.12
Jun 17/63	Gravelbourg	Claybank - Burnham	125.32
Jun 17/63	Main Centre	Mawer - Main Centre	48.64
Jun 17/63	Mantario	Glidden - Alsask	43.8
Jun 17/63	Acadia Valley	Eyre - Alberta Border	11.71
	(Sask. border to Acadia Valley, Alta., 11.96 miles, total 23.6)		
Jun 17/63	Porter	Oban Junction - Battleford	47.58
Jun 17/63	Rhein	Ross Junction - Wroxton	37.83
Jun 17/63	Riverhurst	Riverhurst - Central Butte	18.02
Jun 17/63	Weyburn	Weyburn - Radville	25.09
Jun 17/63	Avonlea	Radville - Bengough Junction	1.42
Jun 17/63	White Bear	Eston - White Bear	34.30
Oct 31/63	Tonkin	Yorkton - Parkerview	36.14
Oct 31/63	Tonkin	Manitoba Border - Yorkton	44.13
	(Russell, Man. to Sask. border, 29.13 miles, total 73.26)		
Oct 31/63	Central Butte	Moose Jaw Junction - Central Butte	53.54
Oct 31/63	St. Brieux	Thatch - Humboldt Junction	52.20
Jan 16/64	Glenavon	Kipling - McCallum	91.84
Jan 16/64	Meskanaw	Melfort - Lannow	89.45
Jan 16/64	Elrose	Tichfield - Kindersley	120.65
Jan 16/64	Cromer	Maryfield - Kipling	52.45
Canadian Pacific Railway -			
Oct 18/61	Colony	Rockglen - Killdeer	24.6
	(Heard - no decision)		
Oct 17/62	Stewart Valley	Baird - Stewart Valley	20.4
May 22/63	Kisbey	Stoughton - Weyburn	35.5
Mar 13/64	Big Gully	Lloydminster - Hillmond	24.4
Apr 2/64	Asquith	Urban - Baljennie	43.8
Apr 2/64	Whitkow	Pierard - Redfield	14.2
May 28/64*	Furness	Epping, Sask. - Paradise Valley, Alta.	19.3
Jul 9/64*	Altawen	Notukeu, Sask. - Manyberries, Alta.	54.5
Aug 10/64	Hatton	Hatton - Golden Prairie	17.1
Sep 17/64	Dunelm	Player - Simmie	24.6

* (Also listed in Alberta)

ALBERTA

Canadian National Railways -

Jan 30/62	Spondin	Scapa - Spondin	17.7
	(Heard - no decision)		
Jun 17/63	Bodo	Saskatchewan Border - Bodo	3.37
	(Unity, Sask. to Alberta border, 48.11 miles, total 51.48)		
Jun 17/63	Dodsland	Saskatchewan Border - Hemaruka	49.94
	(Loverna Jct., Man. to Alberta border, 104.12 miles, total 154.06)		
Jun 17/63	Acadia Valley	Saskatchewan Border - Acadia Valley	11.96
	(Eyre, Sask. to Alberta border, 11.71 miles, total 23.67)		
Jun 17/63	Demay	Camrose Junction - Ryley	24.9
Jun 17/63	Haight	Haight Junction - Ryley	21.8
Jun 17/63	Kingman	Tofield - Barlee Junction	23.4
Oct 31/63	Endiang	Hanna - Warden	62.18

Oct 31/63	Stettler	Ferlow Junction - Dinosaur	108.0
Oct 31/63	Endiang	Warden - Nevis	12.7
Canadian Pacific Railway -			
Nov 28/61	Cassils	Cassils - Scandia	23.4
	(Heard - no decision)		
Nov 19/63	Woolford	Raley - Whiskey Gap	21.0
Feb 2/64	Cardston	Cardston - Glenwood	26.7
May 28/64*	Furness	Epping, Sask. - Paradise Valley, Alta.	19.3
Jul 9/64*	Altawen	Notukeu, Sask. - Manyberries, Alta.	54.5

* (Also listed in Saskatchewan)

BRITISH COLUMBIA

Canadian Pacific Railway -

Aug 7/64	Rossland	Warfield - Rossland	7.5
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from the FINANCIAL POST, October 17, 1964.

GP-35s for C.N.

On September 1st, C.N. engine 4000 burst through a symbolic paper door on the London, Ontario plant of General Motors Diesel to become the newest and most powerful single unit of motive power on the Canadian National system. The unit is one of the two model GP-35, 2500 horsepower low nosed road switchers purchased for road tests to determine the suitability of high horsepower single units in C.N.'s freight operations. The units were developed to meet the need for a higher capacity locomotive capable of handling accelerated freight schedules now in effect or any faster timings proposed for the future. However, with only a slight increase in weight over previous units, these engines are still limited in their starting tractive effort before wheel slip occurs, and hence are best utilised on high speed runs. The two units, 4000 and 4001, were first assigned to manifest freight runs between Montreal and Winnipeg, but have, on occasion, seen service between Toronto and Montreal. The latter unit is technically classed as a "re-build" as many of its major components have been "remanufactured" from parts of previously wrecked engines.

BELOW: The two GP-35's are seen here at Mimico on September 28th.

(Photo by W.D. Thomson)



A WORD FROM THE PRESIDENT

In the flurry of recent activity, it may appear as if our locomotive charges have been temporarily forgotten. Such is not the case! Under Dave Spalding's direction, C.N.R. 6213 at Exhibition Park received a new coat of paint this summer. And to animate the locomotive (surely one of the largest exhibits at the "Ex"), a paint sprayer compressor was pressed into service to actuate the bell ringer. With just a little imagination, one could visualize the nocturnal departure of the "Maple Leaf" for Montreal, with green classification lights suggesting more was to follow. Ah, well.....

Assisting Dave with paint brushes, etc., were Gord Balmer, John Dell, Harold Glover, Charlie McGoveran, Rex Rundle and David Stalford, with our good friend Alan Howard providing moral support. Thanks very much to all of these fellows (and any others who may have inadvertently been omitted).

And don't forget T.H.& B. 103 at Gage Park in Hamilton. While there hasn't been an Exhibition in Hamilton to show off this engine, nevertheless the Hamilton Chapter has been busy with its maintenance duties. Frank McNairn and his crew have given 103 liberal helpings of fresh paint too, and the result is well worth seeing next time you're in the vicinity.

After literally years of toil, the By-laws and Regulations of the Society have been revised and approved by the Directors. While no radical changes have been introduced, these documents have been generally modernized to suit current conditions. The new By-laws provide for 12 Directors instead of 9 (in keeping with the growth of the club), introduce a Student grade of membership, define a policy with regard to Chapter formation and operation, and so on. It is hoped that copies of this revision will be prepared and distributed to the members in the near future, and at an early meeting, you will be asked to ratify them. Stu Westland is to be highly commended for his thorough (and sometimes thankless) efforts in preparing the revised By-laws.

At the latest meeting of Directors, a Nominating Committee was formed to consider possible candidates for the position of Director of U.C.R.S. for the year 1965, and to nominate a slate of 12 individuals which it considers would form the soundest Directorate for the club. This slate is intended as a recommendation only and certainly does not preclude the nomination of other interested members. You may nominate a member in good standing by submitting your signed nomination, together with the nominee's signature of assent, to the Society at Box 122, Terminal "A". Please remember, however, that only Resident Members are entitled to vote or to sit on the Board of Directors. Nominations from the floor at the Annual Meeting are permitted, but advance nominations in writing (denoting, perhaps, more serious thought on the part of the nominee) are to be preferred. All this, of course, is in preparation for the Society's Annual Meeting, to be held on January 15th, 1965, at the Royal Ontario Museum. This is your chance to have your say in the management of your club, and now is not too early to begin thinking about it.

Finally, for the benefit of those who may have been somewhat dismayed by our philanthropic operation of that free steam trip to Blackwater last March, I'm happy to report that our financial position is somewhat more healthy now than at this time last year. Bert Olver will have all the details in his Annual Report in January.

J. A. Brown

newsletter

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WESTERN NOTES

A few western Canadian odds and ends of railway interest are illustrated here by Bob Sandusky, who discovered them while on mid-summer travels. The upper photo is a wooden through truss railway-cum-highway bridge at East Coulee, Alberta. The bridge deck is shared by rail and highway traffic, each being protected from the other by semaphore signals, derails and short gates at either end of the structure. The spur line that crosses the Red Deer River connects with the C.P.R. Langdon Subdivision from Drumheller (actually joint C.N.-C.P. trackage) and serves the Midland Coal Company, who have a three-foot gauge underground railway system.



The lower photo shows a rather rare, rail-borne steam shovel that has rested on a siding amid the debris from the great landslide at Frank, Alberta, for many years. The unit, numbered 400308, was built by the Marion Shovel Company and papers inside it show that it has been out of service since at least 1960. However, it shows up on aerial photos of the area taken long before 1960!



Also noted is the news report that the C.P.R. hotel at Sicamous, B.C., is to be demolished. The combination hotel-station stood on a small plot of land between the main line and Shuswap Lake, and provided the necessary overnight accommodations for passengers awaiting the morning mixed for Kelowna.

(Photos by the author)

MISCELLANY

* The National Steel Car Corporation in Hamilton, Ontario, is now constructing an order of 531 cylindrical hopper cars for the Wabush Mining operations in Quebec. The cars have a capacity of 100 tons of high density enriched iron ore and ride on two four-wheeled roller bearing trucks. The car wheels are 36" diameter steel, a type not often found on freight equipment. The cars, whose body forms the structural frame (they have no centre sill), are of all welded construction and are equipped with longitudinal top and bottom doors arranged for automatic opening and closing at unloading and loading points. The braking system utilizes the recently developed "Wabcopak" truck mounted brake cylinder assemblies, two per truck, for high capacity, reliable braking. The cars are permanently coupled into three car sets, numbered from 100 A, B and C to 276 A, B and C, with solid drawbars at the ends of the middle car and type F tightlock couplers at the outer ends of the car set.

(W.E. Blaine)

MISCELLANY

* The former Grand Trunk Pacific line between Winnipeg and Portage la Prairie, latterly the C.N.'s Cabot Subdivision, is slated for abandonment during the present winter, with the right-of-way to be acquired by the Province of Manitoba for the purposes of a new 4-lane expressway. Although the 37-mile line has been used to the present time for one-way traffic as part of the main line (paired with the closely paralleling former Canadian Northern line), the completion of a C.T.C. installation on the latter line renders the Cabot Subdivision superfluous as traffic will now be carried in both directions on the southerly line through Dacotah and Elie.

* Some time ago, Newsletter readers will remember an appeal for funds to bring to the National Museum of Transport at St. Louis, Missouri, a British Railways "Schools" class 4-4-0. This same organisation has now been given several other exhibits by B.R., including a class M.7 0-4-4 tank engine and a Western Region compartment coach. Prior to shipment of this rolling stock to the United States, it will be refurbished in authentic pre-grouping colour schemes, and it is for this purpose that the Museum is appealing for further donations of funds. Those interested in helping to preserve these very unique items of rolling stock are asked to send their donations, in any amount, to Mr. R.F. Corley, 490 Albertus Ave., Peterborough, Ont., who is coordinating fund raising for this project in Canada.

* Another famous interurban landmark is disappearing with the demolition of the swing bridge on the Falls Subdivision of the former Niagara, St. Catharines and Toronto Railway across the Welland Canal at Thorold. Bridge 8, as it was known in Welland Canal parlance, was erected in 1915 but was not opened for the passage of shipping until 1930 when Lock 7, to the north of it on the canal, was opened for navigation. The 350 tons of steel in the superstructure is being cut up by Har-Del Steel Corporation of St. Catharines.

Service on the Falls Subdivision of the N. St. C. & T. was abandoned in 1947, but the bridge remained in service for switching to Walker's Quarry on the east side of the canal until fairly recent times.

(S.I. Westland)

* The T.T.C. is experimenting with "legal" stopovers on transfers between transit vehicles. An arrangement is in use at Eglinton subway station wherein passengers are entitled to leave the paid area in the station to purchase groceries at a new Loblaw's supermarket in the station and then return to the paid area to continue their transit trip. This particular store is also issuing special tickets good for one transit ride with each purchase of over \$3.00 in value; these tickets are later reimbursed by Loblaw's at the standard 6 for \$1 adult rate.

(S.I. Westland)

BELOW:

Resplendent in a fresh coat of paint applied by U.C.R.S. Hamilton Chapter members, T.H.& B. no. 103 rests in Gage Park, Hamilton.

(Photo by W. Blaine)



CN Report

* With the upsurge in passenger traffic, the Canadian National has been hard pressed to provide suitable car equipment for all times. During the past summer ten coaches were leased from the Grand Trunk Western for service in Ontario and a Budd RDC-1 numbered "RDC-1" was purchased from the Chicago and Eastern Illinois. The unit (serial no. 6222) was sent to Moncton, N.B. on August 29th for refurbishing prior to service in the Maritimes. Also noted at Point St. Charles, but not in service, was Budd demonstrator car 2960, outfitted with inboard bearing Pioneer III type trucks.

The former car "White Rock" no. 1010, an eight section, one double bedroom, 16-seat diner has been converted to a 40-seat diner (albeit still with Bedroom "A" in its conveniences) and renumbered 1303. Of special note on this car is the installation of the Raytheon "Radarranger" microwave oven. To supply the high electrical demand of this unit, the car carries a propane-fuelled engine generator set, the same fuel also serving to heat a standard oven in the kitchen. Meals served on the car are precooked and quick frozen similar to airline meals.

After turning down the bid of National Steel Car for the construction of 10 new dining cars, Canadian National shop staff at Point St. Charles converted nine buffet-sleepers of the "Valley" class, originally built in 1954 by Pullman-Standard, to full 40-seat diners. The cars involved are as follows:

Original name and number		New number
Valleyview	1019	1351
Valleyfield	1014	1352
Valley River	1017	1353
Valley Park	1016	1354
Valley Road	1018	1355
Valley Mills	1015	1356
White Sands	1013	1357
White Oak	1012	1358
White Rapids	1011	1359

Other minor changes in the C.N. passenger car roster include the renaming of two cars, one of which has been previously reported. Parlour car "Athabasca" was renamed "Great Slave Lake" to avoid conflict with the name of dome car "Athabaska" while parlour car "Champlain" (no. 562) was renamed "Sylvan Lake" to avoid conflict with the train name "Champlain". The latter train consists of five cars now numbered 300, 301, 302, 303 and 304, formerly Reading Ry. numbers 3, 4, 5, 2 and 1 respectively. The cars are a 37-seat dining, 16-seat lounge car, two parlours and two coaches, respectively. All were built by the Budd Company in 1937 and have four-wheel Commonwealth trucks and full-width diaphragms.

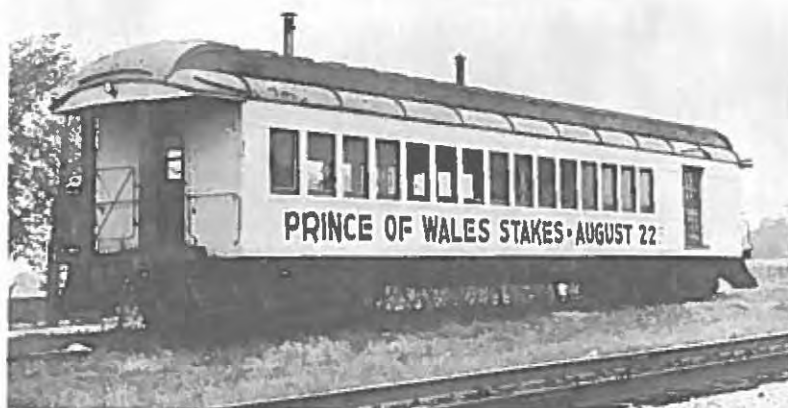
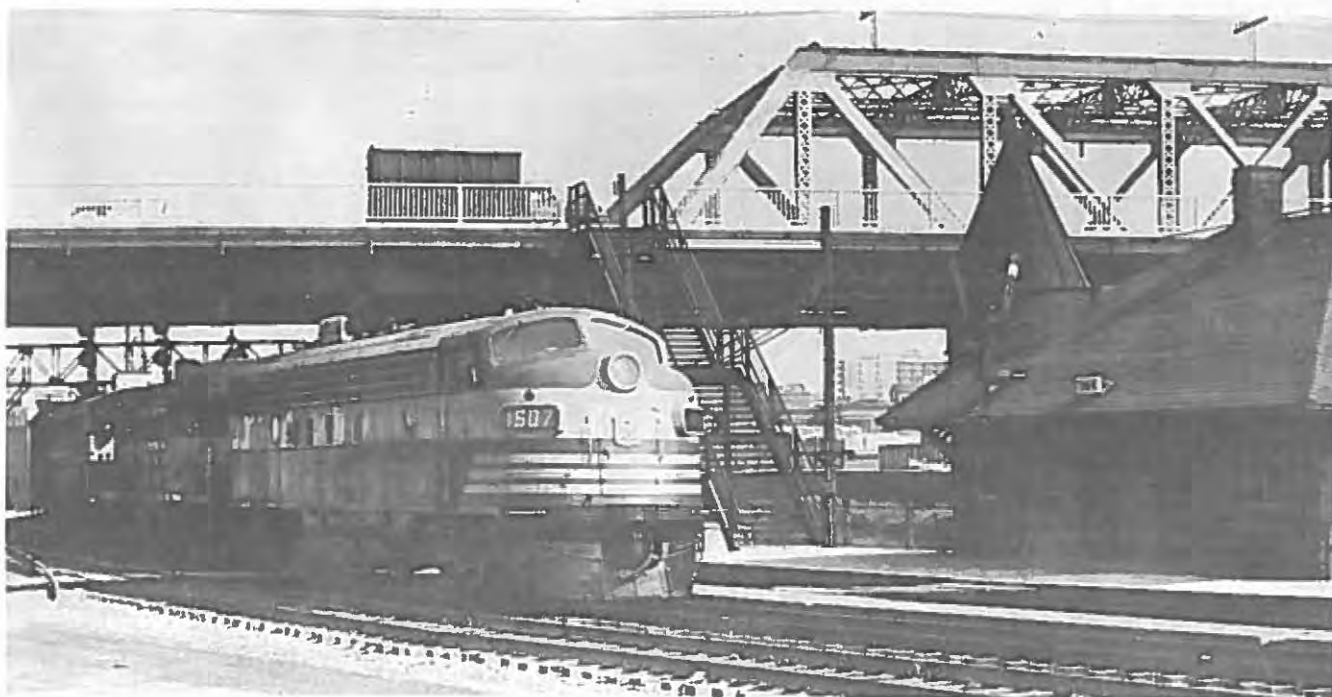
* An order for 400 heated-insulated box cars has been placed by the C.N. with the National Steel Car Corporation for construction at Hamilton, Ontario. The cars will have 70 ton capacity, and be of 50' 6" length. The C.N. design utilizes thermostatically controlled, underslung methanol fuelled heaters able to maintain a constant temperature for as long as 40 days without refuelling. The use of high tensile strength steel affords a considerable weight reduction over previous designs, and eight foot wide plug doors provide a smoother car interior.

* The rails of the C.N.'s Lakefield Subdivision, from Millbrook to Peterborough have now been lifted, bringing to an end the 105-year history of the line that once linked Peterborough and Port Hope. The Port Hope to Millbrook section was lifted in 1951.

In the same section of Ontario, the Board of Transport Commissioners recently granted permission for the C.N. to abandon its Coboconk Subdivision from Lorneville to Coboconk. The 22½-mile line served only one industry in Coboconk, although until 1962 a large quarry at Kirkfield furnished ample traffic for the southern end of the branch line. Regular train service will cease on December 1st, and "as required" carload service will be provided until April 1, 1965. L.C.L. and express will be handled by highway transport after December 1st.

NEWS *Railway* PHOTOS

The brightly painted diesels of the Ontario Northland, now running into Toronto, are rather strange to the eyes when first seen in southern Ontario surroundings. The photo on the right, by W.D. Thomson, shows 1503 and 1309 approaching Mimico as a C.N. 3700 series M.L.W. unit heads an east-bound freight. Below, J. Mellow's photo shows 1507 heading no. 453 past Don station.



Previous page:

What is it and why? This car was parked alongside the Fort Erie racetrack of the Ontario Jockey Club and advertised a mid-summer racing event. Does anyone know

the details of this car's existence? Is it the ex-Rock Island commuter car seen at the C.N. Toronto coach yard during the summer?

(photo by W.D. Thomson)

Wanted: Photos of a newsworthy nature for "Railway News Photos". For the past several months no submissions of such material have been received by the Editor. Surely someone is snapping newsworthy scenes suitable for these pages. A few contributions would be appreciated.

MOTIVE POWER NOTES

* The C.P.R. has announced the first planned upgrading of present diesel-electrics by the placing of orders with Montreal Locomotive Works for 32, 2400 h.p. road switchers (Century 424 models) and 10, 2500 h.p. GP-35 units with General Motors Diesel. While C.P.R. has already received GP-30's (8200, 8201) and GP-35's (8202 - 8213) and a Century 424 (8300), the first two and the last one were rebuilt from wrecked units, while the others were new. Similarly the C.N.R. has received two new GP-35's (4000, 4001) and two Century 424's (3200, 3201). All of these have been initial steps toward the acquisition of a high horsepower fleet, but the C.P.R. has now spearheaded the trend with a significant order.

Delivery of the new units on the C.P.R. will be made on a programmed basis next year, starting in early 1965. Trade-ins (from which certain equipment items will be salvaged and remanufactured to new standards) for the M.L.W. units include selected "A" units from the series 4000-4007, 4008-4027, 4042-4051; "B" units from 4400-4403 and 4404-4423; and road switchers from 8400-8404, 8405-8408, all of which were built by Alco and M.L.W. in 1949 and 1950 for dieselisation of the Wells River and Cartier to Schreiber operations.

G.M.D. units of the same vintage will similarly be involved in the ten new GP-35's to be produced at London.

* John Mellow adds the following listings to his "Steam on Display" article that has appeared in the January and September, 1964 issues of the Newsletter:

Canadian Pacific - Future Unknown: 926 4-6-0 Ottawa, Ontario.

In Museums: 1246 4-6-2 "Steamtown, U.S.A."
1293 4-6-2 "Steamtown, U.S.A."

On Display: 2860 4-6-4 Vancouver, B.C.
5433 2-8-2 Chapleau, Ontario.

READERS' EXCHANGE

Timetables for sale: C.N. employees and Canadian and U.S. public. List and prices available for self addressed, stamped envelope. Private collection, either new or hardly used. R.F. Corley, 490 Albertus Avenue, Peterborough, Ontario.

Wanted: Photos, negatives and information on the Canada and Gulf Terminal, Q.R.L. & P., Q.C.R. and Newfoundland Railway. Will trade or sell other material on Canadian or U.S. lines in exchange. Contact Gerry Burrige, 65 Cremazie West, Quebec 6, Quebec.

Christmas Cards with a railway motif - three different designs: card "A", C.P. Pacific pushing snowplow, line drawing on heavy card stock, card "B", C.N. Northern on passenger train, line photo on heavy card stock, card "C", C.P. 5400 in winter scene, line photo on textured paper, French folded. These distinctive cards, ten for \$1.25 postpaid, are available from E.A. Jordan, 48 Woodland Park Road, Scarborough, Ontario.

Wanted: Canadian Northern public timetable for 1916, 1917 or 1918. Advise price and condition to E.M. Cleland, Box 515, Meaford, Ontario.

U.C.R.S. Announcements

DECEMBER OUTDOOR MEETING

The December first Friday outdoor meeting will be held on Friday, December 4, at the Canadian Pacific West Toronto station.

DECEMBER MEETING

The December meeting of the Society will be held on Friday, December 18th, in Room 64 of the Royal Ontario Museum, Bloor Street and Queens Park, commencing at 8:15 p.m.

The entertainment at this meeting will be an illustrated talk by member Allan Crompton entitled "In Search of Steam".

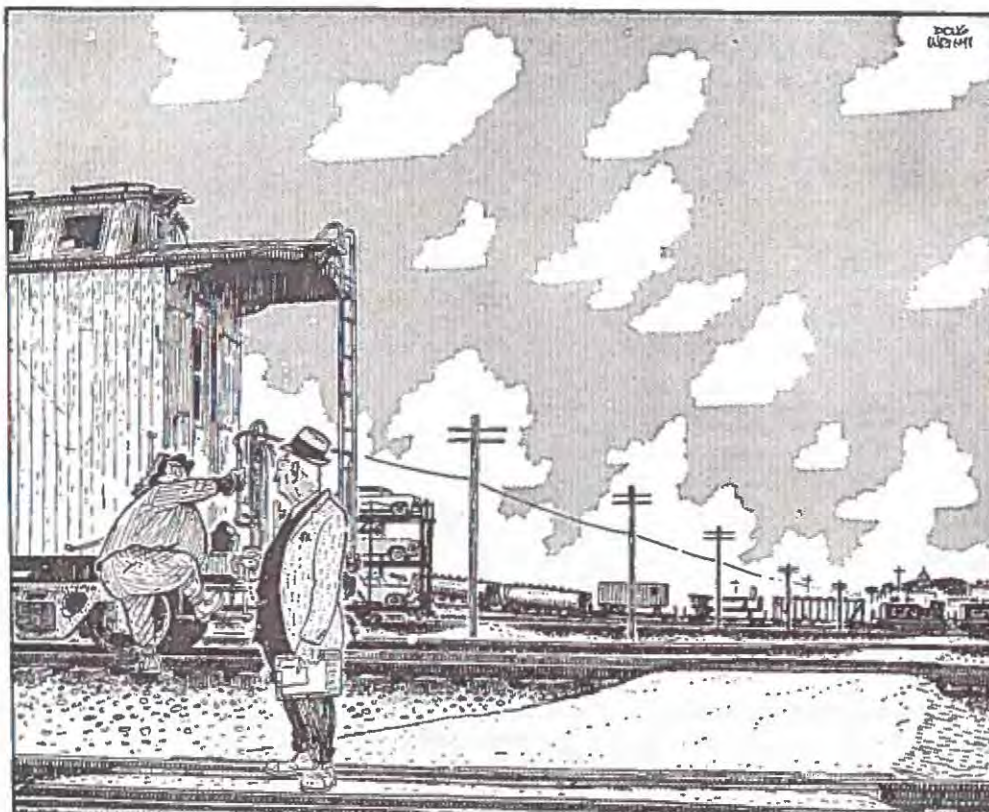
HAMILTON CHAPTER

The December meeting of the Hamilton Chapter of the Society will be held in the Board Room of the C.N. Hamilton station commencing at 8:00 p.m. on Friday, December 18th.

RENEW MEMBERSHIPS NOW

Did you read the notice about membership renewal on page 128 of the last issue? It is discouraging to hear from the Membership Secretary that only about 25 renewals have been received. Because this is a volunteer organisation, we must keep memberships on a calendar year basis to minimise the work involved. Do your small part to keep things running smoothly, renew your membership right away. The same low rates still apply; \$2.50 for Associate members, \$3.50 for Resident members, with \$1 extra on either class giving you first class mailing on all Society publications.

Worth a Laugh _____ courtesy Doug Wright and the Montreal Star



"Some shipper comes along with a funny-shaped load today they'll build him a special car tomorrow . . . and I'll wait another 20 years for a lower step on this old shack!"