

December, 1957 - Number 143

SOCIETY ACTIVITIES: Meetings of the Society are held on the first and third Fridays of every month. The December general meeting will be held on the 20<sup>th</sup> in Room 486, Toronto Union Station, commencing at 8:30 P.M. An interesting and unusual program of 16 M.M. movies is being prepared.

The January outdoor (first Friday) meeting will be held on the evening of January 3<sup>rd</sup> at Sunnyside Station.

PAST MEETINGS: November 1 - seven members at a Scarboro Junction station gathering with much operation, including steam operation, in evidence.

November 15 - General meeting: a talk by member David Calvin concerning Western electric lines and oddities of the Montreal Tramways. 31 members and one guest in attendance.

➤ It will be noted that the starting time for regular meetings in Room 486 has been switched back to the old time of 8:30 P.M. instead of 8:00 P.M. The President, chief instigator of the 8:00 time, soon became the chief violator in the observance thereof, owing principally to an even deeper recent immersion in the slough of domesticity wherein he is charged with the responsibility for performance of certain nightly chores involving such mundane items as diapers, baby powder, bedtime stories, et al., ad nauseam. As the situation deteriorates further, members may expect meetings to commence at 10 P.M. if they commence at all, unless the said members rise up in a body and install a new President who is either a bachelor or a wife-beater.

➤ On a more serious note, members are reminded at this time that the January meeting is the Annual Meeting of the Society, when the election of Directors for 1958 will take place. Any Resident Member of the Society may be nominated for the position of Director provided that a written nomination form carrying two signatures is in the hands of the Chairman of the Annual Meeting at the time of commencement of the meeting, and that the nominee has signified his willingness to stand for office. Further nominations can be made from the floor at the Annual Meeting, when called for by the Chairman.

➤ Members are reminded that all 1957 memberships expire with this issue of the *Newsletter*. The membership rates are the same as last year, \$1.50 for Associate members, and \$2.50 for Resident members. It will be appreciated if members will forward their renewals promptly to avoid delay in handling, which may result in publications missed.

➤ Members who feel the need of a well-written, continent-wide, up-to-date source of railway and transit news will be interested in the "*Railway Review*", whose first specimen issue has been received. The publishers hope to combine up-to-date reporting with accuracy and readability.

This is a new endeavour and the support of interested persons is requested. Subscription, we believe, \$2.00 per year. Specimen copy from *Railway Review*, Box 181, Paoli, PA.

THE PRESIDENT AND DIRECTORS OF THE SOCIETY EXTEND SEASON'S GREETINGS  
TO ALL MEMBERS AND FRIENDS

TORONTO'S P.C.C. FLEET TO INCREASE AGAIN;  
30 CARS PURCHASED FROM KANSAS CITY

Easily the biggest news of the past month is the announcement that the Toronto Transit Commission has purchased thirty all-electric P.C.C. cars second hand from the Kansas City Public Service Company. Earlier this year, this company ceased all passenger rail operation and a 184-car P.C.C. fleet was without further use (many of the cars had actually been sold or scrapped prior to the last run). The last 30 cars left on the property are those which have been sold to Toronto,

and they consist of two groups, i.e. 27 cars built in 1946, and 3 cars of another group built in 1947.

The T.T.C. availed itself of these cars primarily to permit the retirement of an equal number of Large Witt cars, many of which are in need of major repairs. It is also felt that the availability of 30 additional P.C.C.'s in the fleet will improve the situation with regard to operators volunteering for extras.

The world's largest fleet of P.C.C. surface cars will thus be increased from 714 to 744 units. The group will be renumbered T.T.C. 4750-4779, and a tabulation of old and new numbers follows:

<u>K.C. No.</u>	<u>T.T.C. No.</u>	<u>K.C. No.</u>	<u>T.T.C. No.</u>	<u>K.C. No.</u>	<u>T.T.C. No.</u>
526	4750	760	4760	779	4770
535	4751	762	4761	780	4771
551	4752	765	4762	782	4772
727	4753	767	4763	784	4773
740	4754	769	4764	785	4774
747	4755	771	4765	789	4775
749	4756	773	4766	790	4776
754	4757	775	4767	792	4777
756	4758	776	4768	793	4778
757	4759	778	4769	794	4779

The following is a roster of all Kansas City P.C.C. cars, from which information pertinent to the cars arriving in Toronto can be gleaned:

<u>Nos.</u>	<u>No. in Group</u>	<u>Builder</u>	<u>Delivery Date</u>	<u>Elec. Eqpt.</u>	<u>Oper.</u>	<u>Lgth.</u>	<u>Wdth.</u>	<u>Ht.</u>	<u>Net Weight</u>	<u>Pass.</u>
501-585	85	St. Louis	12/47	W	All-Elec.	46' 5"	8' 4"	10' 2"	37280	50
701-716	16	St. Louis	6/41	GE	Air-Elec.	46' 0"	8' 4"	10' 0"	35760	54
717-724	8	St. Louis	6/41	W	Air-Elec.	46' 0"	8' 4"	10' 0"	35760	54
725-799	75	St. Louis	3-8/46	W	All-Elec.	46' 5"	8' 4"	10' 2"	38600	50

All cars are single-end, single-unit, one-man operation; all cars have Clark B-2 trucks with Westinghouse track brakes on 701-724 and GE track brakes on the other cars.

The first car of the group to arrive in Toronto at the T.T.C.'s Hillcrest Shops was 793, appearing on November 25<sup>th</sup>. Two days later it was followed by 776, 778 and 782. The usual temporary standard-gauge portable track has been laid at the north-west corner of the shop property, permitting moving of the cars from the unloading ramp to the shop's transfer table.

These cars are standard post-war all-electric cars, with one very noticeable difference, peculiar to Kansas City. This is the absence of standee windows, and the much greater area of the main windows which are extended upwards. An inspection of the new arrivals has revealed the following features on the cars, some of which will undoubtedly be altered or removed before service in Toronto: back-up controllers with opening rear windows, blinker doors with sensitive edges, a blue-tinted inside sash covering the upper quarter of the main window area, window cars on the closed side (inside), single seats and stanchions (like the old stanchions on Toronto's Al group) on the closed side, and Luminator type (rectangular) inside lighting fixtures.

Some cars have arrived displaying "spectaculars", a type of advertisement now finding favour on various U.S. transit systems. This consists of a very large sign painted directly on the car body, and covering the entire area between the belt rail and body bottom.

The Kansas City paint job is a striking combination of pale yellow and black. The cars are reputed to have been very well maintained by their previous owners, who have been condemned in several U.S. railfan journals for scrapping a street railway system that was in excellent

physical condition, and no portion of which was in any way obsolescent.

The following 30 Large Witt cars will be stripped of certain parts to assist in readying the Kansas City cars for Toronto service, with scrapping an almost certain following fate:

2318	2346	2364	2400	2414	2430
2332	2350	2372	2402	2422	2434
2336	2352	2380	2404	2424	2440
2342	2354	2384	2408	2426	2444
2344	2356	2398	2412	2428	2446

Of these cars, 2352 is already stored out of service at Russell Division with certain parts removed.

➤ U.C.R.S. FANTRIP PLANNED: - In accordance with what has become custom, the Society will charter the first of the Kansas City cars released from Hillcrest for a photographic excursion, and it is hoped that this will be before the car has entered regular revenue service. The date of this excursion cannot be forecast at this time, of course, but close check will be kept on the progress of the first car through the shop, and members will be notified of full details when a definite date can be set.

#### C.N.R. LOCOMOTIVE NOTES

##### Deliveries:-

- G.M.D 1200 H.P. road-switchers: 1286, November 11; 1287, November 11; 1288, November 11.
- G.M.D. 1750 H.P. road-switchers: 4560, 4561, 4562, 4563, November 2; 4564, November 14; 4565, November 14; 4566, November 22; 4567, 4568, November 20; 4569, November 22.
- G.M.D. 900 H.P. switcher: 7233, November 22.
- M.L.W. 1800 H.P. road-switchers: 3641, 3642, September 17; 3643, September 26.

##### Renumberings:-

###### A. Steam Locomotives

<u>Old</u>	<u>New</u>
1500	1119 (was originally 1119)
1009	1165
1012	1166
1017	1167
1018	1168
3801-3805	4093-4097
4203	4191
4204	4192
4207	4193
4209	4194

###### B. Diesel Locomotives:-

1100-1104	850-854 (being rebuilt from 6-axle to
1200-1203	1500-1503 4-axle locomotives)
1222-1226	1504-1508
3043-3049	3800-3806
3050-3057	3807-3814
3066-3073	3815-3822
(4496-4501	4200-4205 (Previously reported - see
(4588-4609	4206-4227 ( <i>Newsletter</i> 140, Page 1)
4350-4369	4800-4819
4370-4373	4820-4823

## EDITORIAL

### BIG NOISE FROM CLEVELAND - WITH A LOCAL ECHO

The past two months have witnessed two blatant, short-sighted and biased attacks on Toronto's Bloor Subway project in particular and electric rail transit in general. That these outbursts should have emanated from the two cities (Cleveland and Toronto) that have proven beyond any doubt that entirely new rail transit facilities, even in this auto-minded age, can be a successful civic asset, is in itself ironical.

The author of one of these attacks is a certain Albert S. Potter, represented as the County Engineer of Cuyahoga County, Ohio (in which Cleveland is situated). His unwelcome advice to Toronto formed the subject of Toronto newspaper articles during November, and these same papers carried convincing rebuttals, editorial and otherwise, which had the effect of putting Potter quickly in his place. There is no need to deflate Potter's arguments here - the readers of this publication are the very last persons requiring to be told of the fallacy of the Cleveland's observations. The following extract from his remarks, which is in the "real gem" category, serves to set the level for the whole diatribe:

"The cost to provide a bus is \$20,000 plus the salary of the operator. Rail transportation costs four times as much, or \$80,000 a unit".

This is the total extent of his economic comparison - and this "reasoning" comes from one reputed to be a "top flight engineer"!

The second issuance of anti-rail propaganda to find its way into print is a frenzied and insidious piece in the October issue of "*Canadian Motorist*", organ of the Ontario Motor League.

This was written by one Warren B. Hastings, the editor of this publication. Again, it is in the vein of "Expressways, not subways". Oblivious of the journalistic fact that there is an optimum length for an editorial article to have maximum effectiveness, he rants on for page after page on the general theme that the T.T.C., and Chairman Lamport in particular, are endeavouring to rob the motoring public to further "selfish transit interests". (At times, however, the tedious piece strays so far from the main theme that the reader loses the entire thread of Hastings' argument, if any.) A flamboyant style, combined with the use of big words, does nothing to hide the lack of rational thought or the venturing beyond the bounds of good taste - the article in truth puts the publication on a plane with the scandal tabloids.

If the Toronto public, or any large segment of it, is ever to be convinced that the expansion of rail transit is not in the public interest, it will not be so convinced by literature of the calibre turned out by Hastings. The mass of public opinion today is fully aware of the fact that "public transit interests" is fully synonymous with "the public interest"; the day of the traction baron is long past.

Hastings himself purports to represent the public interest, and perhaps he honestly believes that he is doing so; at the same time, it is extremely difficult to imagine how anyone could feel justified in arguing against a facility such as an off-street rapid transit line which would be of such obvious benefit to the entire populace, transit rider and motorist alike.

S.I.W.

#### C.N.R. Locomotives Scrapped:

1360	September 27	3421	September 6	5507	September 13
2430	September 20	3427	September 6	5535	September 3
2433	September 27	3443	September 13	5587	September 27
2436	September 13	3484	September 27	5595	September 27
2443	September 27	4031	September 13	6134	September 20
2517	September 6	4041	September 27	7311	September 13

NOTES ON THE "FOR HIRE" PIGGYBACK OPERATION

By R. J. Bost

Since October 7, 1957, both the Canadian Pacific and Canadian National Railways have been operating a daily train each way between Montreal and Toronto bearing semi-trailers of "for hire" motor carrier firms. The following are the salient facts regarding these piggyback trains:

➤ C.P.R.: Train 930 operates eastbound leaving Toronto (John Street) at 10:00 A.M. It arrives in Montreal (Grove Hill) at 6:30 A.M. daily.

Train 929 operates westbound leaving Montreal (Grove Hill) at 9:50 P.M. It arrives in Toronto (John Street) at 6:20 A.M. daily.

The average start-to-stop speed of these trains is 40 M.P.H. All flat cars used in the service (numbered from 500000 upwards) are roller-bearing equipped. The C.P.R. trains are shown in the employees' timetable as regular second class freights having rights over all but passenger trains. This is deemed necessary so that the trucking companies can schedule tractors to be on hand with the arrival of trains, to haul away their companies' trailers with a minimum of delay. The C.P.R. reports that eleven trucking companies have signed the piggyback agreement; to date about 90% of the trailers hauled have been those of Smith Transport Limited.

Apparently "Flexivan" and other types of cars were considered for this service but were rejected because of their lack of real flexibility in carrying any type of highway trailers or vans.

➤ C.N.R.: Train 300 operates eastbound leaving Toronto (Bathurst Street) at 9:50 P.M. It arrives in Montreal (Bonaventure) at 6:40 A.M. This train operates daily except Sundays and Holidays.

Train 301 operates westbound, leaving Montreal (Bonaventure) at 10:00 P.M. It arrives in Toronto (Bathurst Street) at 7:00 A.M. This train operates daily except Mondays and Holidays.

The average start-to-stop speed of these trains is 37 M.P.H. The flat cars used in the C.N.R. service at 50% roller-bearing equipped at the present time; both 46' and 52' cars are used. It is expected that all cars will eventually be equipped with roller bearings.

Six trucking companies are signed: Inter-City, Reliable, Smith, Direct-Winters, Kingsway and Husband.

The C.N.R. trains do not appear in the timecard as regular freights. This permits them to run ahead of schedule, which they nearly always do, by sometimes as much as 35 to 40 minutes, thereby equalling the C.P.R.'s start-to-stop performance unofficially.

➤ General: Both companies have arranged a charge for each trailer based on a minimum weight of 38,000 lbs., which will bring the railways a good return on their investment. Nevertheless, the trucking companies realize a substantial saving in over-the-road expenses, and it is very likely that the type of operation will expand; it has been reported that piggyback trains to the western provinces are under consideration.

Despite this new operation, there is no great threat to the service operated with railway-owned semi-trailers, because the latter provides overnight service between Montreal and Toronto, while the transport companies cannot at present distribute before the second morning at each end. This handicap is due to the fact that the trucking companies' trailers must be hauled to their own terminals and the contents split up for delivery to the various consignees.

On the other hand, larger and bulkier items can be handled by the trucking companies' trailers due to the fact that most of them are 35-footers as opposed to the railways' 22-footers.

There is a maximum consist of 60 cars on these trains, and on occasion the consist is rounded out to this maximum by the addition of merchandise cars. An interesting note on the C.P.R. operation is that despite the usual use of two 1750 H.P. road-switchers on these trains,

a Royal Hudson was used during the week of November 4<sup>th</sup> to 10<sup>th</sup> when it was in pilot service from John Street to Agincourt.

#### C.N.R. OPENS CHIBOUGAMAU LINE

President Donald Gordon of the Canadian National Railways officiated on November 6<sup>th</sup> at the ceremonies marking the official opening of the new 160-mile line between Beattyville and Chibougamau, Quebec. Many of the 3500 inhabitants of the new town attended the ceremony at which time the President dispatched a 25-car concentrates train.

The actual opening of the line came a month earlier, on October 7<sup>th</sup>. Operation on the line is tri-weekly, with a split at Miquelon, halfway between Senneterre (on the National Transcontinental line) and Chibougamau. Trains operate Mondays, Wednesdays and Fridays northbound from Senneterre to Miquelon, and Tuesdays, Thursdays and Saturdays southbound; from Miquelon to Chibougamau the operation is reversed, i.e. Tuesdays, Thursdays and Saturdays northbound and Mondays, Wednesdays and Fridays southbound. The combined operation covers 215 miles through Laurentian rock and muskeg. The Barraute-Beattyville portion of the branch was constructed ten years ago. The principal function of the branch is to bring out ore concentrates from the Chibougamau area, and to develop a lumbering industry along the route. The railway reduced the haulage costs on concentrate by \$2.00 a ton over previous methods of transportation.

The 185-mile line from Cache Lake (6 miles south of Chibougamau) to St. Felicien is now being pushed ahead actively, with opening scheduled for 1959; some track has already been laid, and a good portion of the grading is complete. 80 and 85 lb. relay rail is being used on this line; there will be 14 substantial bridges and 3 on-line stations.

➤ C.N.R. has recently opened shorter branches in two other widely-separated locations. A 30-mile branch from Sipiwek to Thompson, Manitoba (to serve an International Nickel Company mine) had its last spike driven in recent weeks, this spike appropriately being made of nickel.

Also new in operation is the 22-mile branch line from Bartibog to Heath Steele Mine, NB.

➤ By contrast with the above is the news that Nova Scotia's Cumberland Railway & Coal Company will discontinue operations on its 32-mile Springhill - Parrsboro line, which has seen only very light traffic of recent years. The railway's principal function, that of hauling coal from the Springhill mine over the comparatively short segment to Springhill Junction and a C.N.R. connection, will continue.

Map: CN Lines in Northern Quebec.

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#### MONTREAL TRAMS - HOW LONG WILL THEY LAST?

By Forster A. Kemp

The question which forms the title of this article is being asked by electric railway enthusiasts all over North America, and the Montreal Transportation Commission recently provided an answer. Apparently 1959 will be the last year for street cars in Montreal.

During the year 1957, street cars were replaced by buses on routes 58 & 60 WELLINGTON (April 28); 2 CENTRE and parts of 12 DELORIMIER, 44 PAPINEAU, 54 ROSEMONT and 91 LACHINE (June 22); 11 MOUNTAIN (October 6) and 31 ST. HENRI and 48 ST. ANTOINE (November 3).

During the year 1958 it is planned to change over the following routes: 5 ONTARIO and 5A ONTARIO-McGill, 9 RACHEL, 29 OUTREMONT, 80 BLEURY and 82 BLEURY-Aylmer, 87 DAVIDSON, 96 VAN HORNE and 97 VAN HORNE-Aylmer, 61 VAN HORNE-Mile End, and the rest of 91 LACHINE. No definite dates have been given for these changes except on the LACHINE line, which will be changed on January 5<sup>th</sup>. All recent substitutions have occurred on Sundays, and with the exception of the MOUNTAIN route, the last runs have been in the early hours of the morning.

Route 11 MOUNTAIN was abandoned as the result of a long-projected roadway through Mount

Royal Park, which has heretofore been closed to public motor traffic. A contract was let at the end of September for a roadway to follow the M.T.C. right-of-way. The Commission then announced on October 3<sup>rd</sup>. that the MOUNTAIN line would cease operation on Sunday, October 6<sup>th</sup>. The last run was made at about 6:00 P.M. on that date by car No. 1347 (It will be noted that this number was wrongly reported as 1437 in *Newsletter 142*). The line was entirely on private right-of-way and abounded in curves, steep grades and rock cuts. It featured a 338-foot concrete-lined tunnel and a view of the eastern part of the Island of Montreal from a shelf blasted from the rock of the mountain side. The line was one of the most scenic trolley lines in North America, and will be sorely missed by Montrealers and by railfans everywhere. Ten cars of the 1325 series were used in the service, and were specially fitted with dynamic braking. They were the last cars of the series to be retained. All have now been retired except 1339, which will be kept for snowstorm service on the LACHINE line and then will become part of the M.T.C. Historical Collection. These cars provided daily service from 10:00 A.M. to sunset in July and August, and Saturday and Sunday service during the Spring and Fall. Track on the line was removed by a gang of about 20 men, using two motor trucks, crane car W-3 and flat car 3102. About four weeks were required for the task. So ended Route 11 MOUNTAIN (1929-1957).

The remaining portion of Route 91 LACHINE is also located almost entirely on private right-of-way. Its replacement comes about as the result of several circumstances. It is intended to build a trunk sewer from Lachine to Montreal, and the M.T.C. right-of-way forms the most convenient location. A road will then be built on the right-of-way. It is now the only route operating out of St. Henri division, and can be reached only via the Outremont line and Girouard Avenue. Buses replacing this route will follow the North Bank Road along the Lachine Canal, which is now undergoing drastic improvement. The line formerly extended from Place d'Armes in the downtown area of Montreal, to 44<sup>th</sup> Avenue in Lachine. It is presently necessary to make two transfers in this distance, one at 6<sup>th</sup> Avenue and the other at Cote St. Paul Road, which are the present terminals of the trolley line. The last trip will be made early in the morning of January 5<sup>th</sup>, and a commemorative excursion will be operated by the Canadian Railroad Historical Association on January 4<sup>th</sup> in Car 1046.

#### MISCELLANY

➤ Over the past few months, the C.P.R. has been testing a demonstrator locomotive from Montreal Locomotive Works, a 2400 H.P. 6-motor, 6-axle road-switcher known as DL-624. This is the first and only unit of its kind from this builder in Canada, and is designed to compete with the Canadian Locomotive Company's "Trainmaster", of similar size and rating. The locomotive was completed in May, 1957, and assigned to the C.P.R., on which property it was painted in standard colours and given the road number 7007.

➤ As the result of a head-on collision on August 8, 1957 near Moosehead Lake, Maine, C.P.R. M.L.W. 1500-H.P. RFA unit 4016 has been dismantled and is being rebuilt as a 1600 H.P. road-switcher with 75 H.P. gearing, to be numbered 8824, class DRS-16k.

➤ The C.N.R. has written off two road-switchers badly damaged in recent wrecks, and which will be scrapped. These are C.L.C. 1621 (formerly 7621), a 1200 H.P. unit built in 1952, and GMD GP-9 4538, new as recently as January of this year.

#### C.P.R. LOCOMOTIVE NOTES

##### **A. Steam locomotives scrapped at Angus Shops:**

<u>Number</u>	<u>District</u>	<u>Date</u>	<u>Number</u>	<u>District</u>	<u>Date</u>
2337	Dom. Atl.	May 24	3751	Quebec	Aug. 19
			3753	Ontario	Aug. 28

488	Quebec	June 12	5106	Quebec	Aug. 29
880	Quebec	June 13	5115	Ontario	Aug. 20
2394	Quebec	June 11	5192	Algoma	Aug. 19
2411	Ontario	June 14	5333	Quebec	Aug. 26
2927	Quebec	June 11	5371	Ontario	Aug. 27
3002	Ontario	June 10	5373	Algoma	Aug. 12
3003	Quebec	June 19	5399	Quebec	Aug. 8
3369	N.B.	June 21	6930	N.B.	Aug. 13
5143	Ontario	June 25			
5150	Quebec	June 28	421	N.B.	Sept. 24
5158	Ontario	June 20	485	Ontario	Sept. 20
5191	Algoma	June 25	832	Ontario	Sept. 10
5302	N.B.	June 20	998	N.B.	Sept. 9
5319	N.B.	June 10	1051	Ontario	Sept. 20
5379	Ontario	June 28	1075	N.B.	Sept. 11
			2359	Algoma	Sept. 9
876	Quebec	July 9	2417	Quebec	Sept. 24
2537	Quebec	July 9	2507	Quebec	Sept. 24
2538	Quebec	July 9	3955	Algoma	Sept. 26
2925	Ontario	July 12	5161	Ontario	Sept. 9
5111	Ontario	July 4	5178	Ontario	Sept. 27
5118	Quebec	July 11	5179	Algoma	Sept. 18
5396	Quebec	July 11	5417	Ontario	Sept. 23
457	N.B.	Aug. 6	473	Quebec	Oct. 7
1005	Quebec	Aug. 30	474	N.B.	Oct. 15
2396	Quebec	Aug. 12	896	Ontario	Oct. 1
2511	Quebec	Aug. 12	1084	Quebec	Oct. 8
3439	Algoma	Aug. 12	2215	Quebec	Oct. 16
3563	Quebec	Aug. 26	2404	Ontario	Oct. 1
3678	Ontario	Aug. 19	5332	N.B.	Oct. 8
3726	Ontario	Aug. 20	5377	Ontario	Oct. 7
			5402	Ontario	Oct. 10

**B. Locomotives being scrapped:**

836	Ontario	2400	Ontario
1017	Ontario	2457	Quebec
2202	Quebec	2526	Dom. Atl.
2227	Quebec	2805	Quebec
2323	Ontario		

**C. Locomotives authorized to be scrapped:**

452	Ontario	3738	N.B.
456	Ontario	5154	Ontario
816	Ontario	5223	Quebec
837	Ontario	5335	Ontario
944	N.B.	5341	Quebec
1225	Quebec	5356	Ontario



2406	Quebec	5368	Ontario
2580	Quebec	5419	Quebec
2623	Quebec	5425	Ontario
2624	Quebec	6277	Ontario
2817	Ontario	6922	Quebec
2824	Quebec	6962	N.B.
3417	Quebec		

**D. Locomotives held to be repaired only on demand:** 1219, 1253, 1268, 2426, 2810, 3428, 3471, 3475, 3545, 5200, 5201, 5204, 5215, 5217, 5220, 5228, 5239, 5414, 5421, 5448.