

Upper Canada Railway Society

BOX 122, TERMINAL "A"
TORONTO, CANADA

NEWSLETTER

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NUMBER 144

SOCIETY ACTIVITIES

The Society meets on the first and third Fridays of every month.

The next meeting will be the Annual Meeting of the Society, at which Officers' Reports for 1957 will be presented and the election of the 1958 Directors will take place. This meeting will be held in Room 486 of the Toronto Union Station at 8:30 P.M. on Friday, January 17th. Following the conclusion of the business of the Annual Meeting, the program of the evening, consisting of another of the popular Quizzes on railway subjects, will take place. Every Resident Member is urged to attend.

The February outdoor meeting will be held on the 7th, and will consist of an observation session at the C.N.R. Danforth Station.

Past Meetings: December 6th - a "dieselized" evening at C.P.R.'s Leaside Station, although two Hudsons put in their appearance.

December 20th - an interesting program of members' 16 m.m. films taken in points as widely separated as Colorado, St. Catharines and Montreal. 40 members in attendance.

KANSAS CITY P.C.C. EXCURSION PLANNED

All thirty of the PCC cars purchased by the Toronto Transit Commission from the Kansas City Public Service Co. have now arrived at Hillcrest Shops, although many have yet to enter the building. The cars are stored on steam railway sidings on the south side of the property pending admission. Work is proceeding apace on several of the cars nevertheless, and K.C.P.S. 793, or T.T.C. 4778, the first to arrive in the city, would appear to be destined to be also the first to emerge from the shop to enter regular service. As mentioned in the last issue, the Society plans to operate a four-hour inaugural excursion on this car on the first Sunday that it is available. Present information indicates that the excursion will be held on January 26th. Fare for the trip will be \$2.00, payable on the car; the usual good photographic opportunities will be afforded. Starting time will be 9:00 A.M. from St. Clair Carhouse; members may pick the car up at any southbound car stop on Bathurst St. a few minutes after the starting time.

This mailing is the last that will be made to those memberships not yet renewed for 1958. Members who are as yet delinquent in dues are urged to remit to the Society as soon as possible, avoiding the missing of any publications. Resident membership \$2.50; Associate membership \$1.50.

Enclosed with this issue of the Newsletter is a special supplement in the nature of an article on the New York City Transit Authority's subway system written by J.R. Oakley, long known to resident members as an ardent rapid transit enthusiast.

THE RAILWAYS OF ALASKA AND YUKON TERRITORY
by J.D. Knowles

Part 4 - The Copper River & Northwestern Railroad

The Copper River & Northwestern was Alaska's second-largest railroad, being surpassed in mileage and amount of equipment owned only by the Government's Alaska Railroad. The C.R.&N.W. ran 195 curving miles from the port of Cordova to Kennecott copper mine. It was a promotion of Michael J. Heney, the prominent Canadian railroad contractor. It was eventually bought by the owners of the mine and completed by Heney under contract.

Rival lines to serve the mine were projected out of Valdez and Katalla. One company actually built about nine miles of track from Katalla before construction ceased when the Katalla wharf washed away. Today a long stretch of trestle work of the Katalla line still serves as a landmark for aviators.

The C.R.&N.W. was built during 1907-1910 and operated until 1938. During its latter years it had about 300 cars and 18 oil-fired steam locomotives. Passenger service was provided each way daily, about 12 hours being required to get over the road. At one time passenger runs made an overnight stop at Chitina, Mile 134. Tourist trains were operated when cruise ships arrived in Cordova, going either to Miles Glacier at Mile 49, or all the way to Kennecott. These tourist trains were a considerable expense to the railway, as their operation usually necessitated clearing the line of about three work trains. Sidings were a long distance apart; thus much time was consumed in getting work trains into clear and then back to their jobs.

Kennecott Mine was abandoned in 1938, and the railway service was discontinued on November 14th after years of heavy losses. The railway had been maintained to high standards right to the last year of operation. The mine was not closed because of depletion, but because of excessive shipping and operating costs and labour difficulties. The Kennecott Copper Company had various other mines throughout the Americas which could handle the company's requirements more cheaply.

A salvage expert was called in at the time, and after making a study, he stated that the company could only hope to break even on dismantling the railway despite the availability of locomotives, cranes and cars to do the job efficiently. Consequently it was decided not to dismantle the property. The equipment was gathered in to Cordova, probably in the expectation that it would become isolated by bridge washouts and slides within a few months if left scattered along the line. In 1940, thirty flatcars and three steam cranes were sold to the Alaska Railroad. Other equipment was sold "outside" (in the U.S.) for further use, and many shiploads of it left Cordova. The rotary plow reportedly went to the Northern Pacific.

The U.S. Army had a large base at Mile 13 (site of the present Cordova airport) during World War II. Since there was no road to the base, the 13-mile section of the C.R.&N.W. saw a further period of operation as a steam railroad. Much of this section was tangent across muskeg flats within sight of the glaciers, but the first few miles out of Cordova consisted of a continuous series of curves along the shore of beautiful Eyak Lake.

Cordova roundhouse burned down while still under army guard. Today all that remains is the turntable, buried beneath a dense tangle of weeds. The Alaska Roads Commission assumed title to the right-of-way, and about 10 years ago, when the army was through, tore up the track from Cordova to Mile 39 and converted the roadbed into a one-lane road with short two-lane sections every few hundred feet. The Roads Commission plans to remove the rail to Mile 49 during 1959. The famous "Million Dollar Bridge" at Miles Glacier is still standing and is to be used as a highway bridge. There is no rail to be seen in Cordova today, but about 10 cabooses and work train car bodies converted to dwellings remain as relics of the railroad. A huge old disused warehouse still stands, and a wharf which had five tracks is used by Cordova's fishing fleet. Today the main livelihood of this town of 1300 population.

Other salvage efforts on a smaller scale have seen the lifting of steel from Mile 101 to 111, and from Long Lake 177 to McCarthy 190. Slides have blocked the remaining line in various places, but a long section of track north from Chitina is still open to speeders. It is possible to travel at least 35 miles at reduced speeds over a track which is badly out of alignment and crowded by brush at many points. This section includes some spectacular high bridges, some of them on curves. While the high bridges have remained in place, some low timber bridges across broad river flats have fallen prey to floods and ice jams. One such bridge at Chitina was a frequent source of trouble when the railway was running, and is now missing. Another, at McCarthy, which crossed several hundred feet of rocky river flats, has almost completely disappeared. It defines the southern end of another section of track still open to speeders, from McCarthy to Kennecott.

This district is far removed from the Territorial road system. To see the mine, the writer had to travel via Cordova Airlines in an old Douglas DC-3 which had all the seats on one side folded against the wall and freight stowed on that side of the passenger cabin and securely lashed in place. Many excellent views were had of the track snaking its way through the wilderness past remote stations which will never see another train. The flight ended at May Creek airstrip, at a point in the bush distant from any settlement, and having the entire runway covered with weeds, save for a narrow path right down the centre. An 18-mile ride over a local bush road in the back of an old Ford stake truck brought us to McCarthy, once the northern engine terminal of the C.R.&N.W., but now a ghost town with possibly a dozen inhabitants. The automotive vehicles in this settlement are all dilapidated old-timers brought in on the railway before it closed, excepting two Jeeps, which presumably came in by plane, knocked down.

Next day a run on an old Ford model "T" speeder took us over mis-aligned but shiny rails, past the abandoned and overgrown log cabins of Blackburn and up the long climb to Kennecott Mine, where the numerous buildings still stand in a fairly good state of preservation, complete with machinery. This mining camp, once the home of 2000 workers, now has no permanent residents. As the mine is located high on the side of a hill, there was no room for a proper railway terminal. The main line simply becomes double track for about 1000 feet before coming to a dead end. One track passes through the mine sacking house, where the cars were loaded. There are three crossovers on the double track to permit sorting of cars, but no other track facilities except a narrow gauge tramway paralleling the standard gauge tracks.

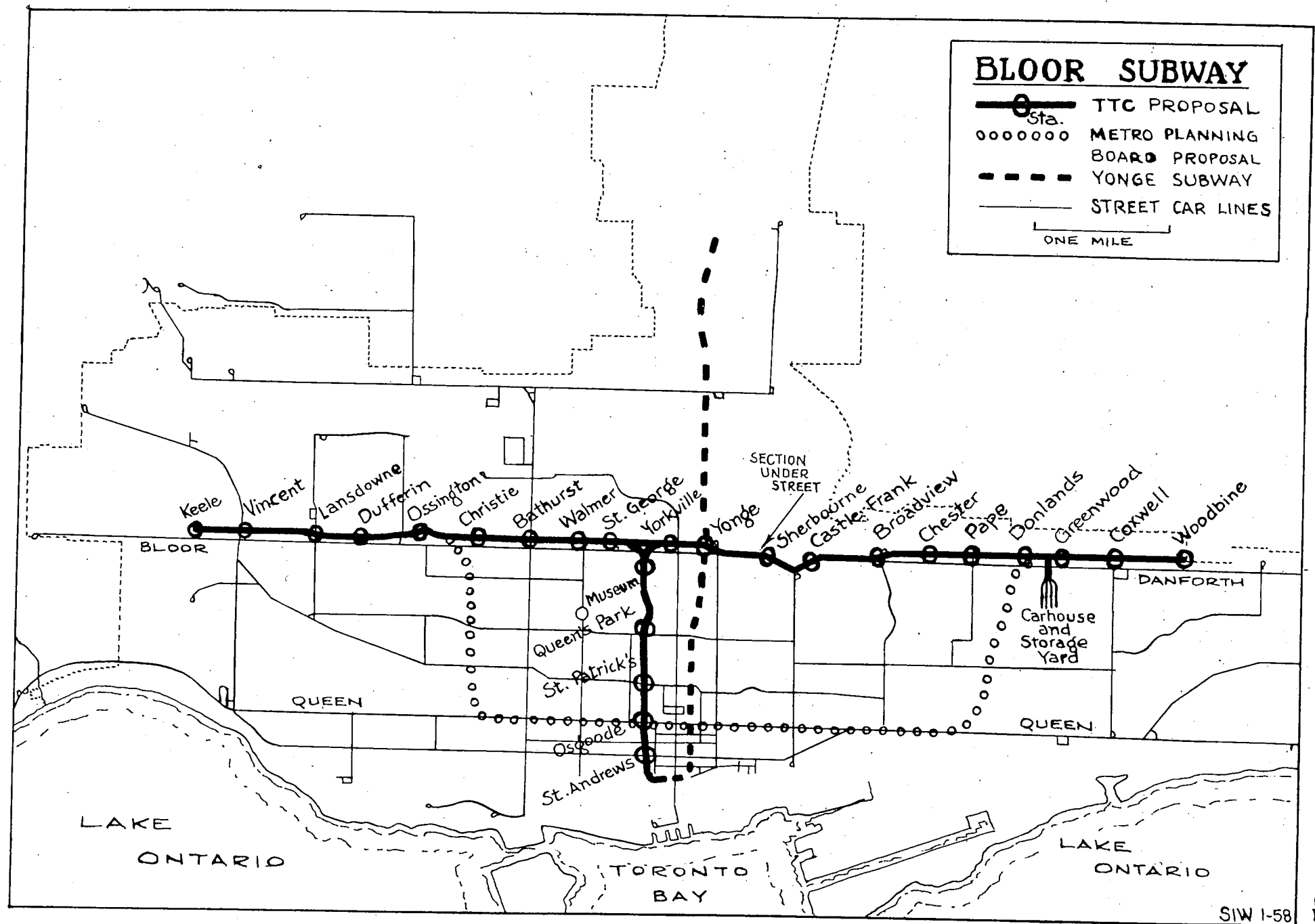
McCarthy had a two-track engine shed with a flat roof, which has collapsed under the weight of snow. In addition to the engine shed lead, there is a spur off the main line with a turntable at the end, which was the most northerly facility for the turning of equipment, there being no turntable or wye at Kennecott. There is another long siding for cars. Thus the McCarthy and Kennecott yard facilities were very simple for the end of a railway 195 miles long. A certain amount of switching usually occurred at McCarthy, as it was necessary to double the hill to Kennecott, and the passenger cars of mixed trains had to be coupled to the first section taken up. McCarthy station, section house and trackmen's quarters are still standing.

It is sometimes speculated that the mine and railroad would still be in business today if they had managed to hang on for another year, but this was not to be. The visit to this railroad of which so many physical assets still remain almost 20 years after abandonment, proved a most unusual experience. The havoc inflicted upon these properties by snow, floods, thaws etc. gave a much clearer picture of the problems of running a northern railroad than a brief visit to an operating line could.

CURRENT C.N.R. DIESEL LOCOMOTIVE NUMBERING SCHEME

Group Nos.	Builder	Axle Load	H.P.	Type
1000-1999	(Narrow Gauge and Miscellaneous)			
1000-1199	GMD	40,000	1200	R-S
1200-1499	GMD	56,000	1200	R-S
1500-1599	GMD	62,000	1200	R-S
1600-1629	CLC	40,000	1200	R-S
1630-1699	CLC	56,000	1200	R-S
1700-1899	MLW	40,000	1000	R-S
1900-1909	GMD	40,000	1200	R-S (Passenger)
1910-1949	GMD	Heavy	1200	R-S (Passenger)
1950-1999	MLW	62,000	1000	R-S (Passenger)
2100-2199	CLC			R-S (High Speed)
2200-2299	CLC	62,000	1600	R-S
2900-2999	CLC	62,000	2400	R-S (Passenger)
3000-3099	MLW	62,000	1600	R-S
3100-3199	MLW		1800	R-S (High Speed)
3600-3614	MLW	57,000	1800	R-S
3615-3799	MLW	62,000	1800	R-S
3800-3819	MLW	37,000	1600	R-S
3900-3999	MLW	62,250	1600	R-S (Passenger)
4100-4199	GMD	57,500	1750	R-S (High Speed)
4200-4399	GMD	58,000	1750	R-S
4400-4799	GMD	62,000	1750	R-S
4800-4899	GMD	62,000	1500	R-S
4900-4999	GMD	63,500	1750	R-S (Passenger)
6500-6599	GMD		1750	RPA
6600-6699	GMD		1750	RPB
6700-6749	CLC		1600	RPA
6750-6799	MLW		1600	RPA
6800-6849	CLC		1600	RPB
6850-6899	MLW		1600	RPB
7000-7149	GMD		1200	Sw
7150-7199	GMD		800	Sw
7200-7299	GMD		900	Sw
7900-7999	GMD		1000	Sw
8000-8299	MLW		1000	Sw
8450-8499	MLW		660	Sw
9000-9299	GMD		1500	RFA & RFB
9300-9399	CLC		1600	RFA & RFB
9400-9499	MLW		1500 & 1600	RFA & RFB

The Quebec Provincial Legislature has approved the construction by the Cartier Mining Co. (a subsidiary of U.S. Steel) of a 265-mile railway northerly from Shelter Bay on the north shore of the St. Lawrence River. The route will penetrate the Ungava peninsula to a point known as Mount Wright, in which area the Cartier Mining Co. holds claims. Conditions of incorporation include the construction of the first 150-mile section in seven years and the remainder of the line in twenty years. Although incorporated as a private railway, other companies with holdings in the general area have expressed interest in having the railway made a common carrier and this will probably eventuate. Initial production in the Cartier mining claim area is expected to be 8 million tons of iron ore concentrate per year.



BLOOR SUBWAY

- TTC PROPOSAL
 - METRO PLANNING BOARD PROPOSAL
 - - - - YONGE SUBWAY
 - STREET CAR LINES
- ONE MILE

SIW 1-58

EDITORIAL

THE "U" ROUTE AND THE ALL-BLOOR ROUTE

The matter of the need for a second subway in Toronto is no longer in itself a disputed issue. Aside from an occasional dissenting voice such as those of Albert S. Porter and Warren B. Hastings (see Newsletter 143), public opinion has fully accepted the premise that rapid transit expansion should take place in Toronto and that the second route should be located in such a manner as to relieve the serious overcrowding experienced on the super-saturated Bloor carline. Dispute, as every Torontonians well knows, is now centred about the route that such a subway line should follow in order that its intended function be performed most satisfactorily.

Controversy has arisen because of the appearance of two strong camps with widely divergent views. The Toronto Transit Commission, the agency really most concerned with the problem, has presented to Metropolitan Council its plans for a T-shaped system having a line along Bloor and Danforth between Keele and Woodbine, together with a second downtown link, connecting the Yonge Subway's Union Station with Bloor St. via University Avenue. Vociferous in support of the T.T.C. routing, which is now the subject of detailed locational plans, are the businessmen in the Yonge-Bloor-Bay area.

The opposing faction supports what has quickly become known as the "U" route. The Metropolitan Toronto Planning Board, upon completing detailed origin-destination surveys of travel habits from Toronto's east and west ends to the central portion of the city, has recommended to the Metropolitan Council a route having a shape akin to a flat "U", with the bottom section running along Queen St., and reaching up to Bloor St. somewhere west of Bathurst St. and somewhere east of Pape Ave. Beyond the "U", extensions would follow Bloor St. and Danforth Ave. to presumably the same terminals as those chosen by the T.T.C. The Planning Board claims thus that the major desire line is southeast-northwest in the west end and southwest-northeast in the east end; it implies that the heavy traffic volume presently concentrated on the Bloor route in the central area is an artificial diversion of traffic volume occasioned by Toronto's grid street pattern. Metro council is scheduled to study the proposals of both factions and possibly make a choice between them during January.

The Editor has long been one of the Society's keenest followers of all matters to do with public transportation in Toronto; he has further had a three-year period in the service of the T.T.C.'s Research Dept. From all this he feels that he knows just enough about the situation not to risk making any comment as to which route is the better one for the Bloor Subway, or to attempt to write an editorial favouring one route over another. It is sincerely doubted that any person can say at this juncture that one route is better than the other. On the other hand, it is easily possible to point out advantages and disadvantages involved with each routing. Without in any way suggesting that the all-Bloor route is the better one, it is felt that some attention should be given to the difficulties involved in the "U" route as regards surface line routing. The T.T.C. plan is simply a replacement of the Bloor street car line. The "U" route would presumably be intended to replace portions of both the Bloor and Queen lines in addition possibly to portions of others such as King. Beyond this, the "U" route would intersect other heavy routes such as Carlton, Dundas and Harbord to the extent that the midtown portions of these routes would have greatly reduced traffic volume, probably to the point that for operational simplicity the midtown and outer portions would be better operated as separate lines.

The present riders from the outer portions of the Bloor, Carlton and Harbord routes (and the other routes feeding them) who now have to make a transfer to travel downtown, would obviously find the "U" route to their convenience whenever they travelled downtown. It is, however, questioned that the patrons of the Queen, Kingston Road, Dundas and King routes who now have a single ride direct to downtown would find a short rapid transit ride on only the near-

downtown portion of their journey of very much assistance, when the transfer is involved. Those passengers most inconvenienced by the break-up of the east west crosstown carlines, of course, would be the long-distance crosstown riders who would find 5 routes on Bloor in place of the present one, and 3 routes on each of Carlton, Harbord and Queen.

The T.T.C. proposal, on the other hand, would replace the Bloor carline (except for short sections at the extreme ends), allowing both ready crosstown movement and quick access to downtown via the Yonge and University Ave. subways. The other heavy east-west carlines would not be changed, so that the Commission's huge investment in P.C.C. cars would continue to be justified for many years to come.

Time may yet prove the "U" subway to be the better of the two. It has been attempted to point out here, however, that revisions to surface line routings and service would be a much less complicated matter with the T.T.C. version of the Bloor Subway, and effects on the surface line system is one factor that should receive close attention when the choice of routing is finally made.

MISCELLANY

---S.I.W.

---During 1958, the Carlton route of the T.T.C. will be subject to a very interesting operation between Lansdowne Ave. and Markham St. (one block west of Bathurst). A 36-inch watermain will be placed on College St. over this extent during the year, necessitating the construction of one temporary street car track near the curb, with the temporary abandonment of one of the regular tracks. The direction of operation will be reversed on the other regular track. Temporary crossovers will be required at both ends of the construction.

This will be the first example of the laying of a long section of temporary single track parallel to existing double track since 1940, up to which time track renewals had been made including the replacement of roadbed and ties. (Most track reconstruction in the past ten years has consisted of the replacement of rail only; as this can be done overnight without interrupting daytime service, it has not been necessary to resort to the laying of temporary track.)

---A track renewal which has not been previously reported took place during September 1957, involving double tangent track on Queen St. E. between Macleary Ave. and Hammersmith Ave. The road was resurfaced with asphalt between the new 104-lb. rails.

---The Metropolitan Toronto Roads Department has made provision in its 1958 budget for the demolition of the Belt Line overpass on Mt. Pleasant Rd. just south of Merton St., as the extreme end of the track is no longer required.

---The C.N.R. has dispatched a survey party to locate a new 52-mile branch line in Northern Manitoba to develop copper, zinc, gold and silver reserves in the Chisel Lake area. The new branch will leave the Lynn Lake branch at Optic Lake. Construction is expected to get underway during 1958, with completion scheduled for 1960. Ore from the Chisel Lake area will be transported southerly to the refineries of the Hudson Bay Mining and Smelting Co. at Flin Flon, Manitoba.

---An old station of the Toronto Belt Line Railway's western loop (via the Humber Valley) which was located on Florence Crescent, York Township, and used for many years as a residence, was demolished in 1957. Members who remember this station will recall how easily recognizable the origin of the structure was, despite the long period of time in which it had seen other use. The bend in Florence Crescent was occasioned by the street having been laid out to parallel the curve in the Belt Line right-of-way where its north-south alignment from the lakeshore changed to an east-west alignment to pass to the north of the city.

EXCHANGE SECTION: Stephen Zawacki, 19366 Fenelon Ave., Detroit 34, Mich., wants to buy 35 mm. colour slides of T.T.C. Small Witt 2890 with Detroit roll sign showing, as used on U.C.R.S. excursion of October 27th.

A RAILFAN'S REPORT ON THE MARITIME PROVINCES - DEC. 1957

by Forster A. Kemp

PART ONE

The diesel locomotive has begun to make inroads on a territory which, until the past summer, had been almost entirely steam operated. Most of the freight trains met while en route to the Canadian Pacific Railway's New Brunswick District were hauled by diesel power.

McAdam roundhouse held a good selection of steam engines, with 3660 (Class N-2 2-8-0) and 6928 (V-4 0-8-0) handling the switching, while No. 42's three MLW road-switchers refuelled. Engines 2503 (G-2 4-6-2) and 5425 (P-2 2-8-2) waited on the shop tracks along with gas-electric combine 9008, which is used on McAdam-St. Stephen local trains 121 and 122. As we departed, engine 5452 stood ready to leave with an eastbound extra freight. Engine 2622 awaited our arrival in the wye at Fredericton Junction, where it was replacing the gas-electric car normally used on Fredericton branch trains 107, 108, 109, 110, 111 and 112. Train 101, which consisted of RDC-2 9102 and RDC-4 9200, also waited for No. 42's departure before continuing its run to Edmundston. The three road-switchers set out the express and mail cars on Track No. 1 of St. John's Union Station before retiring to Bay Shore. An unidentifiable 2-8-0 later came down from Lancaster with a cut of cars for the Mill St. shed. No C.N.R. activity was seen other than a diesel yard engine which momentarily approached the station.

As the PRINCESS HELENE left St. John, a pair of 1000 H.P. switchers were observed in West St. John yard, operating MU. This explains what has happened to the large 0-8-0 locomotives of class V-5, which formerly did a great deal of the work at Bay Shore and West St. John. Those used there in recent years were 6600-6602 (later 6960-6962).

New Year's Day on the Dominion Atlantic - As the PRINCESS HELENE plowed through the waves of the Bay of Fundy, I was considering the changes that had been made on the Dominion Atlantic Railway since my previous visit in June, 1956. In September of that year the line replaced almost its entire passenger service with two 90-seat Dayliners. The former steam-powered trains had consisted of a G-2 Pacific, an express car, a mail car, two 2100-series coaches and a buffet-parlour car with open platform. As a result, some overcrowding had occurred, but the inclement weather which prevailed in Digby would put a stop to all but essential travel.

As I had to purchase a ticket before proceeding, I was on the platform as the airhorn of Train No. 12 sounded repeatedly on its circuitous approach to Digby. Presently RDC-1 No. 9059 swung around the curve and stopped before the station. It was lettered "Dominion Atlantic" to satisfy local pride, but not in as interesting a fashion as D-10 No. 902, which bore the "Land of Evangeline" crest. The Digby switcher had little to do on that rainy New Year's Day. The Dayliner finished its work at the station and proceeded to the wharf to collect those passengers who had not braved the rain to go up to the station. Fourteen minutes are allowed for this operation, so at 2:00 P.M. Train 12, "Engine" 9059 departed for Halifax.

As the train began its run around Annapolis Basin, it was noted that the interesting, though decrepit, mixture of steel girders, wooden trestles and concrete piling which spanned the end of Smith Cove had been replaced by a fill. A number of unused stations had been torn down, but some of the locations still have sidings and the weatherbeaten apple warehouses which are as characteristic of the D.A.R. as potato sheds in the St. John Valley and grain elevators in the Prairie Provinces.

Train No. 11 was met at Annapolis Royal, where a six-minute stop gave time for a photograph. This train was operated with Dayliner 9058. D-10 No. 1088, with C.P.R. lettering, stood in the unprotected engine spur at this point.

The characteristic rolling motion of the RDC was accentuated by the sharp often uncompensated curves with which the D.A.R. is liberally endowed, making it difficult to stand or walk during some portions of the trip. There were 50

to 70 persons aboard during most of the run, despite inclement weather. At Kentville all motive power was in the roundhouse. The spare passenger equipment consisting of C.P.R. wooden coaches, stood in the yard, as did the D.A.R.'s own business car, the "Nova Scotia". Many of the passengers took advantage of the ten-minute stop to patronize the lunch counter which has been set up in the long towered wooden station building, in a room which formerly housed the Sleeping, Dining and Parlour Car Department. The train then continued to Windsor, where it connected with mixed train No. 21 for Truro. The latter, powered by D-10 1067, was on the second track in front of the station, instead of in the spur where it formerly waited for its connection with No. 12.

After leaving the station, the Dayliner drew up to the fueling station which is located near the locomotive spur, for this is a terminal for the D.A.R.'s two 660 H.P. diesels. As we finished refueling, No. 21 left the station and ran alongside the RDC as it pulled away, then separated as we turned away toward Windsor Junction. Here we joined the double track of the C.N.R. for the 15-mile run into Halifax, where we arrived on time at 6:30 P.M. Apparently the D.A.R. mixed trains 25 and 26 are the only steam powered trains to use Halifax Union Station regularly. They still carry express cars but have not carried passenger coaches since December 19th. Apparently their patronage declined with the inauguration of a convenient Dayliner service between Halifax and Kentville.

A few notes on the C.N.R. in Nova Scotia follow. I did not see any steam locomotives at Halifax, Truro or Sydney or at any intermediate stations, so it may quite probably be assumed that there are no more C.N.R. steam engines in Nova Scotia. Railiner D-106, an RDC-1, is operating as Trains 609 and 610 between Truro and Sydney, connecting with the Ocean Limited at Truro and the Newfoundland steamer at North Sydney. 5½ hours are required for the 230-mile journey, but the ride is rather unsteady. Packages occasionally fall from baggage racks as the car negotiates sharp curves at high speeds. The service is quite popular and often carries a full load of passengers. Baggage is a problem, as Newfoundland passengers often carry a good deal of it, and the racks are often filled before the seats are.

(Part 2 of Mr. Kemp's report will cover observations on the Sydney and Louisbourg Railway and the Old Sydney Collieries Ltd.)

The C.P.R. has made known to local residents its plan for a hump classification yard at Agincourt, east of Toronto, where the Ontario and Quebec and the Lakeshore lines diverge. Reaction in the community has been violent and a Civic Action Committee has been formed to fight the establishment of the yard at Agincourt.

Recently, the members of this Committee were conducted around the C.P.R. Cote St. Luc installation (Montreal) by railway officials, and returned to Agincourt sold on the idea that the hump yard was not necessarily a depreciating influence on surrounding properties and advised the citizens to accept the yard. Last reports indicate that the residents of the area have not abated in their opposition, and have accused the C.P.R. of "brainwashing" the members of their own committee.

Forster Kemp reports that the Montreal Transportation Commission's Lachine route was not converted to bus operation on January 5th, according to plan, as stated in his article in Newsletter 143. The conversion is now expected to occur during June of this year.

The roster of Kansas City PCC cars in Newsletter 143 also needs some correction: Group "727-799" should be shown as "725-799" and their delivery date was 3-8/46, not 3-8/41.