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Cover: Line Drawing & Form E.L. 31.

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Map: Grand River Railway - Kitchener Diversion

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Map: Grand River Railway - System Map

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### LAST OF THE CP ELECTRICS

That our excursion of September 30<sup>th</sup> over the Grand River - Lake Erie & Northern Railways was a ceremonial last trip behind electric power was coincidental. We had been unofficially advised that the overhead power would be turned off on that day, but were hoping, as always, that this would be only another rumour. As the passage of time has sealed events, our train was the last electric operation, south of Brantford, took part in the last meet of two electrically powered trains and was the last electric passenger train ever on the CP electric lines.

The 134 passengers who availed themselves of the four coaches, buffet-baggage and express car in the consist enjoyed perfect weather to aid them in their photography. From Toronto to Galt and return the train was powered (rather inadequately) by all MLW 1600 h.p. cab unit. At Galt, after detraining a rather startled passenger who thought he was on CP 21, motors 228 (GRR) and 337 (LE&N) were coupled on and proceeded to pull the train backwards to the Preston shops. Here everyone detrained to photograph all the motors stored on the trackage outside the shop, as well as service vehicles M1766 and M6, which the crews obligingly wheeled out of the shed for our benefit. While the excursionists inspected the array of equipment, the motors ran around their cars and made ready for the southbound trip.

Photos secured, we headed south through Preston and Galt to our first run past site near Glen Morris. This procedure was repeated at Blue Lakes, south of the old Grand Trunk underpass. We stopped briefly to register at Brantford, where GRR 222, the newest of the motors, was stored, then rolled on to the next two photo stops near Oakland. At Waterford, we enjoyed the "piece de resistance" of the day. At that place, the tracks of the Lake Erie and Northern span Waterford Pond, the TH&B interchange and the four track line of the Michigan Central on an immense deck girder and through truss bridge. The crew arranged everything perfectly, allowing us time to scramble down the embankment to the lower level tracks: then proceeding across the bridge, after a warning blast on the melodious air horn. "Worth the whole day's trip" was a comment heard after the run past in this grand setting.

Though we had planned to go only as far as Bunker Hill, a mile north of Waterford, the siding there had just been removed, and it was necessarily to go on to Simcoe in order to reverse the train for the return run northward. Thus we were quite late leaving Simcoe and still late when we arrived back in Galt after a brisk non-stop run. The Diesel that had been assigned to our special awaited our return to Galt and once more took over. Puny as before dropping still more time to put us into the Union Station about 50 minutes late. However no one seemed to mind, having thoroughly enjoyed the outing - our last, as it turned out, over the CP electric lines.

It seems strange, on reflection, that the railways of Europe are pushing their plans for electrification towards totality, while a few North American fans payed their last

respects at the abandonment of electric operation on the local scene.

We must thank Mr. Alex Hanney, General Superintendent, and Mr. A. H. MacLeod, Passenger and Freight Agent of the GRR-LE&N for their efforts in making the excursion a success.

#### G R R KITCHENER DIVERSION

This diversion, a permanent change in the GRR's Kitchener trackage, is located in the south end of that fast-growing city. The purpose of the relocation appears to be twofold. First, it removes the tracks from the median strip of King Street (Highway # 8) with its many grade crossings, and secondly, it cuts across new territory suitable for industrial development. The newly-laid track, as the map shows, connects the Grand River tracks at Centreville with the CNR Waterloo Subdivision north of Parkway. At Kitchener, another connection is made with the CNR, this time about a quarter mile south of the Grand River station at Queen Street. The switch here will be a spring switch normally lined for CN movements. Because of this operation over the CN line, which extends from Elmira to Galt, GRR train crews must have knowledge of CN operating rules. The new route for the Grand River Railway consists of 1.69 miles of CN track and 2.58 miles of new construction, but it lengthens the route from Galt to Kitchener by only .82 miles. A total of 1.98 miles of track, from Sims Road in Centreville to Ottawa Street, Kitchener, will be abandoned.

For those wishing to bring their LE&N-GRR motive power rosters up to date (and write finis to an interesting record) the following is a listing of all the electric locomotives, and shows where and when they made their last runs. It is interesting to note that many of the freights were operated with sufficient regularity to be assigned run numbers, in the fashion of a tram line.

<u>Engine</u>	<u>Train</u>	<u>Between</u>	<u>Date</u>	<u>Run</u>
222	LE&N 62-63	Brantford - Simcoe & return	September 29, 1961	5
224			Preston Yard	Preston - Hespeler - Galt
			September 14, 1961	4
226			Extra N & S	Galt - Brantford - Kitchener & return
			September 30, 1961	9
228				Extra N & S
				Galt - Waterloo & return( with 337)
				October 1, 1961
				8
230			Preston Yard	Preston -

	Hespeler - Galt	
		September 27,
232	1961 4	Extra North
		Brantford - Preston
		August 18, 1961
		9
234	Preston Yard Hespeler - Galt	Preston - December 18,
	1959 4	
333	LE&N 64Galt -	Brantford & return
		September 8, 1961
		9
335	Preston Yard Hespeler - Galt	Preston - September 21,
	1961 4	
337		Extra N & S Galt - Waterloo & return (with 2280
		October 1, 1961
		8

**UCRS Excursion of September 30, 1961 - Photos by J. A. Brown**

Photo: On the trestle at Waterford, with 228 leading with 337. The interchange track mentioned in the text shows in foreground.

[0190-004.jpg](#)

Photo: The run-past at Blue Lake, September 30, 1961.

[0190-005.jpg](#)

**6167 DOES IT AGAIN**

Photo: 6167 at Washago, October 1, 1961. Photo by J. A. Brown

[0190-006.jpg](#)

Once again the magnetic appeal of the steam locomotive manifested itself and lured 421 adults and 67 children aboard the Society's last excursion train for 1961, this time headed for Gravenhurst. Even before the train was ready in the station, the concourse of Union

Station was swarming with excursionists, nearly all of them "armed" with at least one camera ready for the day's shooting. Close on 8:45 a.m., EDT, 6167 gently moved the train, comprising an express car, 8 coaches and a diner out of the shed, and we were soon blasting our way around the winding rails of the Bala Subdivision in the Don Valley, under scudding clouds and a chilling rain. Soon we were out of the valley and rushing northward through Richmond Hill and Zephyr to the first water stop at Beaverton. Because of the many grade crossings in the town, the engine had to be cut off the train and ran light about 400 yards to where the local fire department had rigged their hoses to slake the thirst of the huge tender. A full half-hour later we were headed for Washago, and Engineer Lorne Ball was doing some fine running with 6167, considering the terrain traversed. The train was re-arranged there, and pulled backwards to Gravenhurst, leaving only the turning and servicing of the locomotive to be performed at that town. The mayor and members of the local Chamber of Commerce were on hand to extend the hospitality of the town, and to pass out attractive wooden maple leaf pins to the excursionists. Soon the crowd dispersed - most of us finding our way to the restaurants but the true devotees trailing 6167 down the track to the yard to watch the proceedings as coal and water were "laid on" and to snap yet another (hundred) pictures of this, the last of the giants. Ten-wheeler 1521 was stored in the drab engine house, having been bought by the energetic new owner of the local newspaper, "*The Banner*". Andrew Maclean hopes to display it in front of his publishing house on Highway 11 in Gravenhurst.

At 2:15, after much whistle tooting by the many town children who had inspected the cab, we headed south, the sun now finding more and more openings in the scattering clouds. The first run-past was at Jevins, a scant two miles south of Gravenhurst, in a jagged outcropping of rock which is typical of the terrain in Muskoka. Other photo stops were at Kahshe and Washago. Oro and Shanty Bay also were fine settings for high-speed runs, and the engine demonstrated its ability to handle its 900-ton train with gusto. While the train was once more watered at Allandale, the throng descended on the "dead line" of dozens of steamers waiting out their last days before meeting the torch at London. It was here that the ancient hose used to replenish the tender supply burst with great force, drenching two of our guests. After all this excitement, the special pulled slowly down to the yard to pick up those who had been looking over the rows of northerns and mikes, and we sped on down the Newmarket Subdivision for a meet with the northbound Super Continental at Elia. By 8:00 p.m. we were back at Union Station; the sights and sounds of the steam locomotive once more preserved on miles of tape and film.

With this trip, the 1961 season of excursions drew to a close. In all, more than 1500 passengers were carried 712 miles behind steam. What 1962 will hold for us as excursion fare is as yet unpredictable, but we have hopes.

➤ The Society meets on the third Friday of the month, in Room 486 of the Union Station. The program for the November meeting will be a talk on railway signalling by Mr. D. H. Walkington, Regional Signal Engineer for the Canadian Pacific Railway in Toronto. Mr. Walkington plans to demonstrate several pieces of signal apparatus along with his talk, and members interested in this aspect of railroading are urged to attend.

➤ Members, their families and friends are invited to attend the Society's second annual Film Night at 8.15 on Friday evening, December 1<sup>st</sup>, in the Music Room of Hart House, University of Toronto. The film to be shown is Walt Disney's recent release, "*The Great Locomotive Chase*". Visitors are requested to enter by the main south door of Hart House, whence they will be directed to the Music Room. There will be no charge for admission.

➤ The Hamilton Chapter of the Society meets on the 4<sup>th</sup> Friday of the month at various

members' homes. The November meeting will take place at the home of George Thompson, 152 London Street North, Hamilton. There will be a program of railroad slides.

➤ As a result of the recent election among the Hamilton members, Ray G. Deschenes, Chairman of the Hamilton Chapter, has been anointed 10<sup>th</sup> Director of the U.C.R.S.

➤ In both Hamilton and Toronto, work has been going on apace on the preservation of the locomotives now entrusted to the care of the Society. Strangely, both preservation groups are boxing in the tenders against the ravages of snow and ice, using matched lumber and roofing material.

➤ The Society has been approached by the Public Relations Department of the CN, requesting assistance in the presentation of an historic display to be set up in the ancient express building near the CN's station in Kingston, Ontario. This building was the old Grand Trunk Station at one time, and it will be made into a museum, with the windows serving as showcases. The CN is looking for railroadiana to display for periods of about two months, and we have been assured that not only will the material (old lanterns, photos, posters etc.) be well looked after, but that the lenders will be credited on the display. The project is under the supervision of Mr. J. Norman Lowe, himself a well-known rail buff. Anyone who wishes to participate in this undertaking is requested to contact the CN Museum Committee of the UCRS, who will make arrangements for the handling of the articles offered.

#### **WILLIAM FORSYTH GUEST SPEAKER AT ANNUAL DINNER**

In November of 1960 the Society instituted a series of annual dinner meetings as part of its general program of diversifying its activities for the interest of the membership. This year's banquet was held on November 3<sup>rd</sup> at Hart House, University of Toronto, and, in addition to being the second of the series, observed the 20<sup>th</sup> Anniversary of the formation of the Society and carried on the observance of the Toronto Street Railway Centenary.

The Society was formed at a meeting held at 101 Douglas Drive in October 17, 1941, and has thus now passed its 20<sup>th</sup> "milepost". Some of those present at the dinner were Charter Members of the Society, having been members of the predecessor group that existed prior to this date.

Guests at the meeting included the Speaker, Mr. William Forsyth, Superintendent of Equipment of the TTC; Mr. J. Beatty, Passenger Sales Representative of the CPR (Montreal) and Mr. A. A. Smail, Assistant Superintendent of the CNR (Belleville). Also at the head table were all but one of the Past Presidents of the Society, in addition to the President incumbent. A special welcome was accorded Mr. John W. Griffin, the Society's second President, one of the key figures in its establishment and the key figure in the incorporation of the group in 1952.

Upwards of 50 members enjoyed an excellent pork tenderloin dinner, followed by brief addresses by each of the Past Presidents and the main address by Mr. Forsyth, who recounted some of his experiences with the Toronto Railway Company, The Toronto Civic Railways and the TTC, involving a 54-year career in street railway and motor bus maintenance. Mr. Forsyth's employment with the TTC will terminate with his retirement on December 1<sup>st</sup> next.

All the participants went home well pleased with another successfully executed UCRS activity and we are looking forward to Annual Dinner #3.

#### **MUCH ADO ABOUT SUBWAYS**

There is much in the air to do with rapid transit development this month, primarily from the Toronto and Montreal fronts, but there are slight rumblings from the west also.

## ***TORONTO***

In Toronto, the TTC called tenders between September 1<sup>st</sup> and November 6<sup>th</sup> for construction contracts D-1 and D-1, the first of the "Danforth" contracts, although these sections will actually be adjacent to Bloor Street. Contract D-1 covers 2800 feet of cut-and-cover construction, with considerable underpinning required at the Park Plaza Hotel, a parking garage and the CIL Building. Construction is expected to start in January 1962, and take about two years.

Construction on Contract D-2 will start at the same time but is scheduled to finish sooner. This involves 2250 feet of twin tunnel construction, as on the Queen's Park - Osgoode section of the University Avenue subway. After study of several types of tunnel liners for this section, the cast-iron type has again been adopted. The tunnelling shields employed on University Avenue will probably be used here.

Contract D-4 is expected to be called before the end of 1961, involving the placing of rapid transit tracks on the Prince Edward Viaduct. Through the foresight of Engineer Thomas Taylor, the viaduct was designed to accommodate a future subway line when it was built, back in the World War I era.

Contracts covering the construction of the Yonge and Sherbourne Stations will be called late in 1962. These stations are located at the east and west ends of the tunnel section. It is not known when contract D-3 will be let for the building of the line from Sherbourne to the Prince Edward Viaduct. This part will include another interesting feature: a 565-foot reinforced concrete viaduct over Rosedale Valley, east of Parliament Street.

Swansea Construction has been awarded the contract for the excavation of Greenwood Yard and the area for the shops, which are reportedly to be built on an underground level.

Another engineering study is under way to choose between a cut-and-cover or tunnel construction for the Bloor line east of Dundas Street where the line will pass under the multiple tracks of the CN's Brampton Subdivision and the CPR Credit Valley and "Old Bruce" lines. Wet soil conditions and heavy industrialization in the area make the choice between the two methods a difficult one.

For future cut-and-cover sections, the much-publicized "Milan" method has now been specified as an alternate way, subject to the contractors' own choice. This method was evaluated in a test section north of Bloor Street and west of Avenue Road, and it proved ideally suited to inferior ground conditions and off-street locations.

For the future reference of *Newsletter* readers, the Danforth and Bloor contracts are listed in full hereunder:

### **Stage 2:**

- D-1 Avenue Road to Church Street.
- D-2 Church Street to east of Glen Road.
- D-3 East of Glen Road to west end of Prince Edward Viaduct.
- D-4 West end of Viaduct to Cambridge-Broadview Avenue.
- D-5 Between Cambridge and Broadview to west of Dewhurst Boulevard.
- D-6 West of Dewhurst to east of Linsmore Crescent, including wye for Greenwood Yard.
- D-7 Greenwood Yard, shop and lead tracks.
- D-8 East of Linsmore to end-of-line at Cedarvale Avenue.

### **Stage 3:**

- B-1 Huron Street to Euclid Avenue.
- B-2 Euclid Avenue to west of Delaware Avenue.
- B-3 West of Delaware to Lansdowne Avenue.

B-4     Lansdowne to Dundas Street.

B-5     Dundas to end-of-line at Keele Street.

➤     The Spadina Rapid Transit Line also appears somewhat closer with the presentation of the Spadina Expressway Functional Report to the Metro Roads and Traffic Committee on October 16<sup>th</sup>. Normally rail enthusiasts have little cause to rejoice over the presentation of an expressway report but this one is almost as full of rapid transit as it is of road pavement. Metro plans to build the road and centre mall rapid transit line concurrently so that a public transportation riding habit can develop right from the outset, important in this system, as the report freely admits that the Expressway will be overloaded immediately unless substantial traffic diversion to the TTC rail line takes Place..

➤     Two difficulties beset this third TTC rapid transit line at the present time, however. First is the violent opposition of the Township of York to the entire project, which would pass through the only significant strip of ravine park land in that community. The second difficulty involves the choice of a route for the south section of the line, a problem which divides even the TTC Commissioners.

➤     The accompanying map shows the route of the Spadina line, and illustrates the three possible alternatives for the southerly portion. The route which has been longest under consideration is an all-subway line from St. George Station on the Bloor Subway, curving north to run under Kendal Avenue, then between Walmer Road and Lyndhurst and under Tweedsmuir Avenue to curve westerly and emerge on the Expressway centre mall slightly north of Lonsdale Road.

Map: Spadina Rapid Transit Line in connection with the Bloor Street to Wilson Avenue Expressway.

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➤     A second alignment is suggested in the Report which would combine the road and rail facilities more than would the first alternative. The rapid transit line would curve in a subway structure from St. George Station to run under Spadina Road to Bernard, emerging and running on a depressed centre mall on which it would continue to Davenport Road, including Dupont Station in this open section. From Davenport north, the line would again be in subway, directly under the expressway nearly to St. Clair Avenue, where it would swing away from the road to follow the Tweedsmuir alignment as in plan #1. It is not practical to combine the road and rail line in the St. Clair Avenue vicinity, because the Expressway itself would be in twin box tunnels, between St. Clair Avenue and Lonsdale, and cheaper construction costs would result from a separation of the facilities here.

➤     The third alignment is currently under study by the TTC. This provides for a stub-end line starting at Bloor Street and running north under or near Christie Street and Humewood Drive in a subway to join the Expressway mall near Markdale Avenue, in the Cedarvale Park Ravine.

➤     If the alignment proposed in the Report is adopted, the following would be the list of rapid transit stations: Dupont, St. Clair, Bathurst, Eglinton, Hillmount, Lawrence, Rancee-Yorkdale Plaza, Wilson. The Spadina RT line will ultimately carry a heavy shopper's traffic as it will serve the proposed Yorkdale Plaza at Spadina and Highway 401, at which the major department store chains are planning to develop large outlets.

➤     In the equipment field, the latest report is that the first two "pilot" cars of the 36 on order from Montreal Locomotive Works for the University Avenue Subway are expected to arrive in January 1962.

#### ***LATEST MONTREAL SUBWAY PLAN***

The wraps have been removed from Montreal's latest subway project, a three-line system having

a total mileage of 21.4. Construction by the City of Montreal is expected (?) to commence early in the spring of 1962 with a construction time of four years. The plans, prepared jointly by the MTC and DeLeuw, Cather and Company, envisage one line along Burnside Street from the MTC Atwater Terminus to Frontenac Street, 3.8 miles long. A second will run under Berri Street from Cremazie Boulevard to either Vitre or Craig Streets and turn to the west at least as far as the MTC Craig Terminus and possibly even to the CN Central Station, a length of 6 miles. These two lines are to be operated by rubber-tired trains similar to a system used on a small part of the Paris "Metro".

➤ The third line will prove more interesting for rail enthusiasts, as it will operate on the CN's right-of-way from St. James Street through Central Station and the Mount Royal Tunnel to Cartierville and will use conventional equipment. This line will also have a branch which will swing east along the CNR's Eastern Junction - Bout de l'Isle line (now freight only) to Sault-au-Recollets (Sauve and Papineau Streets). The rail system will total 11.6 miles.

➤ The cost of the overall project is estimated at \$150 million, of which \$25 million will be for rolling stock. The announcement from City Hall indicated that the City would be able to borrow the necessary funds and finance the debt without raising taxes. Quebec's Premier Lesage further indicated that the Province would guarantee the subway bonds.

➤ The entire system will have 34 stations and will be underground except for portions on the CN right-of-way. The St. Denis line (Line "A") under Berri Street will be tunnelled deep in rock without disturbing surface traffic. By contrast, the St. Catherine Line (Line "B"), under Burnside, will be a shallow system, partly cut-and-cover.

Sketch: Typical Subway Station for the proposed Montreal System.

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Map: Outline of proposed subway lines in Montreal

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➤ Certain parts of the system will be available for use prior to completion of the whole, and will be put into operation as soon as possible. The rubber-tired cars to be used will be considerably shorter and narrower (8' 4") than those of the Toronto Rapid Transit, and will be used in trains of from three to nine cars. It is announced that the varying train lengths will provide a considerable degree of flexibility, however, the decision to use two different basic systems (rail and concrete track) immediately places great restrictions on the flexibility of the total system in a larger sense. Rush-hour headway on lines "A" and "B" will be two minutes and fifteen seconds, and a total of 252 cars will be purchased to stock this operation.

### ***WINNIPEG***

Preliminary plans are to be presented shortly to the Greater Winnipeg Metro Council for an east-west subway line under Portage Avenue from Main Street to Queen Street. A north-south subway on Main Street would constitute a second stage.

### ***VANCOUVER***

Plans for a freeway through Vancouver's west end have been abandoned by City Council, and property for the proposed route sold - the entire freeway system is hanging fire pending rapid transit studies by the BC Research Council and the Stanford Research Institute.

➤ Vancouver will no doubt watch with interest the monorail line just being completed in nearby Seattle, Washington, which will convey passengers over a 5200-foot track from downtown to the site of the Century 21 Exposition. Two 4-car trains straddle parallel "Beam ways" and will reverse directions on the same track, operating on the incline railway principle. The operation was designed in Sweden.



### STEAM EXCURSION OUT OF EDMONTON

On Saturday, October 28, CNR Pacific 5114 ran, probably for the last time, with a special excursion from Edmonton to Camrose, Alberta. The trip attracted 460 enthusiasts, including several from Vancouver and Seattle, and was seen by many thousands more along the 55-mile route. Equipment included a steam generator car, open baggage car, 8 coaches and a CN Business Car. Prior to its departure from Edmonton, the engine was on public display for over an hour.

The only stop en route was at Armena, 47 miles from Edmonton, where the special met Train 613, a two-car Railiner from Calgary. At the same place, a run-past was performed. On arrival at Camrose at 12:35 p.m., passengers from the train were given a rousing welcome by 400 local citizens, the local Chamber of Commerce and a brass band. A chuck-wagon dinner was supplied in the town's Agricultural Building, while 2 more bands entertained the train riders. Meanwhile, the Camrose Fire Department replenished the engine's tender.

A non-stop return trip brought the train back to Edmonton by 5:00 p.m. Passengers aboard the special received several mementos of the day, including a booklet prepared by the sponsors, the Northern Alberta Model Railroad Club, copies of the train orders and souvenir tickets from the CN and a special edition of the newspaper, "*The Camrose Canadian*."

Rail enthusiasts and businessmen in the area have circulated a petition to retain the engine as an operating piece of equipment for use on future excursions. We wish them every success in their efforts.

### CP MISCELLANY

The Havelock Auxiliary has been done away with for several months, and those at London and North Bay are due to be retired shortly.

At last count, there was a total of 61 surplus passenger cars at John Street Coach Yard in Toronto, due to the cutback in passenger service on the CP.

Watchman Heaters are being installed on CP DRS units of 1200 h.p. Engines affected are: 8141, 8142, 8143 at London; 8147 and 8150 at Toronto and 8152, 8153 and 8154 at Sudbury. These units are idle on weekends, and the Watchman Heaters will permit the engines to be shut off, reducing engine hours and wear.

Diesel locomotives 6706, 6707 and 6708, 8160 and 8161 have been allocated to the former CP electric territory. One of these will be based at Brantford. Preston shop, once a hive of activity and employing 23 men, is now staffed by seven men; a shop foreman, charge man, machinist, carpenter and 3 helpers. One man is on duty at Brantford: hitherto, there had been no shop help at that town since the passenger cars were taken off.

- George Roth.

### CN JOTTINGS

The following engines are stored in the west, and have been marked "Hold", giving rise to rumour that some or all of them are to be preserved:

At Fort Rouge: 4-8-2's 6000, 6043, 6077.

At Transcona: 2-8-0 2751, 2-10-2 4093, 4-8-2's 6001 and 6060.

➤ The Model Railroad Club of Toronto will hold its annual "Open House" operating sessions on Sunday November 19 and 26, from 2 to 5 p.m. Admission price is 35¢ for adults and 25¢ for children. To see Canada's largest model railroad in operation, take King cars to Atlantic Avenue, then follow the arrow signs to the layout at 37 Hanna.

➤ After the overabundance of electric railway news in recent months (readers will wonder

if any thing happens anywhere except in the Toronto Underground) we will try to feature, happenings on the CN and CP in the December issue. Slated for inclusion are details of recent changes in train scheduling, as revealed in the newly-issued time tables, and an interesting account of the Dundas Wreck.

➤ Mr. W. Lowe, 21 Bowland Road, Denton, Manchester, England, wishes to correspond with rail enthusiasts about general railway matters, and exchanging literature.

➤ Douglas Brown, 731 - 42<sup>nd</sup> Avenue, Lachine, Quebec, requires the following *Bulletins* to complete his file: 1-20, 23, 24, 27 and 37. Also *Newsletters* 1-130.