

June, 1959 - Number 161

The Society meets on the first and third Fridays of every month from September to June, and on third Fridays only during July and August. The last indoor meeting until September will be held at 8:30 P.M. on June 19th in Room 486, Toronto Union Station, and will feature the program which was postponed from the May meeting, i.e., a showing of movies of British Railways taken by Mr. John Mills. We would suggest that every Toronto area member should make a special effort to attend this meeting having regard to its concluding the indoor season.

PAST MEETINGS

- May 15th - Thirty members and two guests were present to view a selection of movies taken by Mr. John Freyseng covering steam activity in Southern Ontario and New Brunswick, and the last four years of passenger operations on the Niagara, St. Catharines and Toronto Railway, including scenes of the last day's operations. The varied selection of subjects and Mr. Freyseng's imaginative use of his camera made for a very interesting program.
- June 5th - Six members gathered at one of Toronto's better railway-viewing vantage points, Bathurst and Front Streets, to watch the almost continuous activity at the westerly throat of the downtown yards.

ACTION AND REACTION ON THE C.N.R. TERMINAL

PROJECT OPPOSITION

In late April, a delegation comprising representatives of the Canadian National Railways together with municipal and ratepayers' representatives of the Township of Vaughan, planned location for the Toronto Hump Classification Yard, journeyed to Pittsburgh, PA. to witness operation of the Pennsylvania Railroad's Conway Yard. This installation is the world's largest electronically controlled hump classification yard, having 99 tracks and handling 9000 cars a day. The party was led by J. L. Cann, Project Engineer for the C.N.R.'s Toronto Terminal Hump Yard and access line project (*Newsletter 159*).

The purpose of the trip was, of course, to enable the C.N.R. representatives to demonstrate to key personnel in the resistance movement in Vaughan Township how inoffensive a large facility of this type can be as far as surrounding residential areas are concerned, and at the same time, how it can act to the positive benefit of a municipality in attracting an industrial complex.

The delegation expressed surprise at the limited amount of noise emanating from the yard operation, with its absence of flange squeal and its electronically controlled couplings. The railway officials pointed out, further, that the layout of the Vaughan Yard would have the humps and classification tracks in the centre, with storage tracks along the sides, in another effort to cut down the amount of noise finding its way to areas beyond the yard. The use of walkie-talkies in place of loudspeakers will again make for a more quiet operation.

In the meantime, Mr. W. H. Kyle, Vice-President, Canadian National Railways and a direct overseer of the Toronto Terminal Project, took issue early in May with the campaign of exaggerated criticism directed against the railway's proposals. He spoke of a "recital of distortions listed in a circular by the agent for a campaign of "letters to the editor"".

Other significant excerpts from his address included: "To submit that we ignored local planners, or that we should have sought in advance the opinions of all and sundry throughout the townships is unrealistic. It is manifestly impossible to propose a project of this magnitude

and receive universal approval, and out of sad experience we know the difficulties and penalties encountered when land speculations are prompted by premature announcements.

"In our deliberations we include the question of compensation which is not as complex as some of our detractors proclaim. Where the lines or yard physically infringe on property, the C.N.R. has said that the owner may elect to sell either the part that is needed or the entire property at a fair market value."

"There are other factor, of a technical nature governing the selection of access routes, including the necessity of finding the lowest ruling gradient in relation to topography, grade separations for major streets and highways, and practical level connections with existing rail lines." Mr. Kyle attributed many of the false conclusions to the false promise that the proposed access routes were designed as a "by-pass", that is to carry trains around the perimeter simply to avoid, going through the downtown area. "It is incorrect to describe the plan as a by-pass in the sense that Highway 401 was planned; a basic consideration in our long-range thinking is the expectation that this project will be engulfed, and the sooner the better, by a fast growing metropolis."

"The plan seeks the least possible dislocation in human and economic terms."

BLOOR SUBWAY ACTIVITY IN HIGH GEAR

Following the quashing by the Ontario Municipal Board of the appeal of the Lakeshore municipalities (Mimico, New Toronto and Long Branch) against the participation of Metropolitan Toronto in the financing of 55% of the cost of the Toronto Transit Commission's proposed Bloor - University Subway, Metropolitan Council on April 8th. finally gave full approval to the commencement of the project.

The T.T.C. immediately followed with an announcement to the effect that tenders for various contracts in the initial construction period would be immediately called, and that actual construction of the subway would begin in September, 1959. Thus, ten years to the month after construction began on the Yonge Subway (September 8, 1949) will Toronto's second rapid transit project get under way.

Construction will occur in three phases, as follows:

1. UNION STATION TO ST. GEORGE STREET: SEPTEMBER 1959 TO JANUARY 1962.
2. AVENUE ROAD (UNIVERSITY LINE JUNCTION) TO GREENWOOD AVENUE: JANUARY 1962 TO DECEMBER 1966 (INCLUDING GREEN YARD & SHOP).
3. ST. GEORGE STREET TO KEELE STREET, AND GREENWOOD AVENUE TO WOODBINE AVENUE: JANUARY 1967 TO JUNE 1969.

Construction types will involve:

- 1½ miles of tunnelling (on University Avenue and on Bloor between Yonge and Sherbourne Streets).
- 8 miles of cut and cover, concrete box.
- ½ mile of open construction.

A boring shield will be utilized in the tunnelling work, avoiding disturbance of the surface in these locations.

Metropolitan Toronto will expropriate and purchase the lands necessary for the right-of-way and will own same outright, by virtue of an expropriation by-law passed in late April. The line will continue westerly from the bulkhead at the end of the Yonge Line, west of Union Station, along Front Street and north on University Avenue, tunnelling under the Ontario Provincial Parliament Buildings, then curve behind the Park Plaza Hotel, on the north side of Bloor Street, to join the Bloor-Danforth alignment. The latter route will be located almost wholly north of Bloor Street and Danforth Avenue so as to avoid the necessity of closing these streets during

construction and also to miss various large buildings enroute. In critical area of large buildings, between Yonge and Sherbourne Streets, the subway will be tunnelled directly under Bloor Street and it will be located under the street also from Sherbourne Street to Broadview Avenue, on a lower deck of the Prince Edward Viaduct and the smaller viaduct east of Parliament Street, both of which were constructed in 1917-18, and in the piers and girderwork of which provision was wisely made for an eventual rapid transit line. The westerly half mile of line, to the Keele terminus, will be open, on a fill across the valley in which Keele Street and Indian Road are located, to an elevated terminal.

The Metropolitan Corporation has sent out notices of expropriation to the owners of 864 properties, including full expropriation, partial expropriation and subsurface rights. Two of the properties involved, the Park Plaza Hotel and the Medical Arts Building, require subsurface expropriation since the subway will run under the south-west corner of the former and immediately to the rear of the latter. Thirteen other sub-surface easements and 44 full or partial property acquisitions will be immediately required with construction of the University Avenue line scheduled to start in September, while the remaining acquisitions will be undertaken over a four-year period.

Many owners will be permitted to remain in their premises on a rental basis until construction approaches their area. Every effort has been made to miss large buildings, and only three out of thirty churches along the route will be disturbed. One of the three is a newly completed structure at the south-west corner of Strathmore Boulevard and Cedarvale Avenue, which will be at the easternmost extremity of the line's construction.

Four railway tracks will be underpassed, being the lines of the C.N.R.'s Newmarket and Brampton Subdivisions and the C.P.R.'s Toronto, Grey and Bruce line, all between Lansdowne Avenue and Dundas Street West. The routing pattern of trains on the T-shaped system is a matter that has not been finally determined, but it is clear that the University Avenue line, whether through-routed or stub-ended operationally at Bloor, will function to relieve the Yonge line of approximately half of the heavy Downtown-to-Bloor traffic.

The planned station list is as follows:

<u>University Line</u>	Dominion (existing)
	St. Andrew (King Street)
	Osgoode (Queen Street)
	St. Patrick (Dundas Street)
	Queen's Park (College Street)
	Museum (South of Bloor Street)
<u>Bloor West</u>	Yorkville (west of Bay Street)
	St. George
	Walmer (Spadina Avenue)
	Bathurst
	Christie
	Ossington
	Dufferin
	Lansdowne
	Vincent (Dundas Street)
	Keele
<u>Bloor East-Danforth</u>	Sherbourne
	Castle Frank
	Broadview
	Chester

Pape
Donlands
Greenwood
Coxwell
Woodbine

A total of 280 new cars will be required to operate the new facility, and various changes are planned from the units now in service in the Yonge Subway. Minimum specifications call for a lighter and faster car having a top speed of up to 57 M.P.H., together with faster acceleration characteristics, and a weight of 60,000 lbs. The cars would be 57 feet long, 10 feet wide and have a capacity of 62 seated passengers and 162 standees.

Equipment changes on the Bloor cars would include fluorescent lighting, ceiling-mounted ventilating fans, vinyl floor covering and a public address system. In an effort to cut down on body maintenance, consideration is being given to the use of stainless steel or aluminum bodies, which would not require painting. Further weight reductions would be accomplished with the use of lighter trucks of an advanced design.

The cars will have fixed instead of drop window sash, in view of the forced air ventilation system. Doors are expected to be electrically, rather than pneumatically powered.

CANADIAN PACIFIC RAILWAY
MOTIVE POWER SCRAPPED DURING 1958

A - At Angus Shops (101 locomotives):

437	February 5	2410	December 16	2855	July 4	5201	September 12
439	November 28	2413	November 17	3000	February 19	5204	April 9
452	January 22	2416	August 18	3004	November 26	5215	April 17
456	January 9	2425	November 24	3418	February 3	5217	November 5
484	December 4	2456	August 31	3428	March 18	5220	March 27
489	July 15	2458	April 10		3433	June 20	5223
					28		January
837	January 28	2462	July 14	3437	March 28	5228	December 8
853	July 4	2463	August 18	3471	December 5	5239	October 24
879	November 17	2525	July 10	3473	June 23	5323	January 14
886	February 18	2539	July 15	3488	January 15	5347	April 18
887	August 15	2553	March 27	3490	November 26	5368	January 8
888	November 17	2584	May 27	3495	July 11	5419	January 2
1020	February 19	2617	March 20	3509	February 6	5424	September 22
1056	January 24	2657	October 23	3545	March 19	5425	January 9
1059	August 15	2665	October 16	3662	November 4	5426	January 22
1061	October 20	2800	April 8	3736	December 3	5447	September 30
1086	September 11	2801	November 10	3748	March 31	5750	October 31
1105	February 18	2806	October 15	3749	January 22	5751	September 15
2210	June 26	2807	July 17	3954	October 21	5752	September 15
2220	November 13	2809	February 6	5140	February 24	6280	January 22
2230	October 8	2810	April 15		5142	Sept. 24	6295
							December 15
2330	December 18	2813	December 31	5154	January 6	6298	October 8
2333	June 26	2818	October 15	5169	March 18	6301	January 15
2393	November 10	2828	October 10	5194	March 20	6925	December 26
2402	December 9	2842	November 25	5200	July 7	6936	January 2

						6960	January 31
B - At Weston Shops (67 locomotives):							
441	December 30	2312	August 27	2920	Sept. 15		5385
							September 9
672	June 20	2342	May 26	3657	May 30	5386	February 25
675	August 19	2346	Sept. 22		3720	Sept. 15	5389
							July 31
846	June 5	2347	February 25	3721	October 30	5759	January 31
924	November 4	2348	July 8	3731	March 18	5771	May 7
925	April 23		2355	October 7	3742	October 15	5775
							October
							15
977	March 21	2431	May 20	5100	August 27	5776	May 4
985	June 20	2521	March 26	5109	April 30		5782
							January
							21
993	June 20	2523	April 11		5122	April 29	5786
							March 31
1003	December 2	2534	August 19	5177	May 30	5801	August 19
1021	October 15	2548	December 14	5182	November 20	6290	February 25
1024	November 20	2572	March 14	5190	December 12	6908	February 25
1029	November 20	2592	December 30	5350	January 31	6940	February 25
1032	June 20	2593	July 14	5380	July 13	6942	September 22
1060	December 18	2594	April 11		5382	October 30	6946
							August
							19
1063	December 30	2705	June 30	5383	April 17		
2310	March 13	2910	January 29	5384	July 15	SL-2	December 12
C - At Ogden Shops (29 locomotives):							
597	July 16	2533	December 3	5101	April 2		5157
							March
							25
962	December 23	2540	July 16	5104	March 18	5222	December 30
978	March 31	2575	December 12	5110	October 24	5235	February 28
2313	February 12	2701	January 28	5120	June 18	5249	December 11
2350	February 24	3499	April 29		5121	November 26	5800
							January
							28
2351	June 18	3601	September 5	5126	March 10		
2382	November 19	3639	November 12	5127	October 30		
2386	December 16	3723	January 28	5155	August 13		
Grand Total: 197 locomotives (all steam)							

WHITE FLAGS TO BANCROFT

By John Freyseng

Sunday May 12th dawned over the peaceful town of Belleville, ON, in its usual silent manner. Only at the C.N.R. station was the tranquillity of the young day being shattered, for standing on track 3 was the joint C.R.H.A. - U.C.R.S. Spring Excursion for Bancroft. Belleville's atmosphere had contained only diesel fumes since March, but today was an exception as clouds of smoke and steam rolled up from engines 90 and 2649. The feeble early morning light did not bother rail fans as they swarmed around the six car consist. The two engines literally shone, the white running boards and engine tires reflecting the pale sunlight.

The lead engine, class E-10-a Mogul No. 90, is one of the last two active 2-6-0's in Ontario.

It was only a few years ago that E-10's covered many sections of southern Ontario on mixed trains and way freights. Number 90, a Belleville engine, has been used on a few work extras or the odd way freight northward from Belleville in the last year. Most of the time she was stored in the Belleville roundhouse. The second engine, class N-4-a Consolidation 2649, was a regular member of the locomotive pool for the Belleville - Lindsay - Midland line and has seen much operation during the winter months on extra freight. The men of the Belleville roundhouse always kept their power in good condition and numbers 90 and 2649 were no exception as they sat gleaming, patiently awaiting departure time. The rest of the train was also in good condition. Express car 9259, the most modern car in the consist, was fitted with barriers across its open doors. This car contained all the National Film Board equipment. Three spotless 5300 series non-air conditioned coaches were next in line followed by Lunch Counter car 15636 which had been deadheaded up from Montreal on train 5 the previous day. The "Hard-Boiled Egg" lunch committee had spent an enjoyable but industrious Saturday evening manufacturing approximately 500 sandwiches and stocking the car.

The sixth and final car was another 5300 series coach. The coaches had all been thoroughly cleaned and stocked for the trip, and were another credit to the Belleville yard crew.

At 6:45 A.M. E.S.T., amid much waving, hissing steam and two toots from 90, the Spring Excursion got under way, swung past the silent roundhouse on to the single track for Peterborough.

The first run past was held just six miles out of Belleville over the Moira River at Foxboro.

The usual procedure of unloading everyone, backing the train down the line and then running past with as much speed and smoke effect as possible was carried out at most of the photo stops. The engine crews worked hard to please the fans and some of the blackest smoke ever seen was produced on the run pasts. The train then proceeded on, past Madoc Junction to Anson where a lengthy stop for registering was made. Here "Extra 90" swung off the Belleville - Lindsay line onto the heavy steel of the Picton - Trenton - Bancroft line. This line supports heavy ore traffic from the Marmora district down to Picton on Lake Ontario where the ore is transferred to waiting lake ships.

After leaving Anson, the engineers endeavoured to make up some lost time with some smart running. A brief stop was made at Bonarlaw before crossing the C.P.R. Toronto - Montreal via Peterborough line. After a water stop at Marmora Station, the train proceeded to a spot eight miles farther north for the next run past, through a section of hilly fields. Again the engines reversed and backed down the line as enthusiasts scrambled up the hillside for better view points.

This run past was a little too much for the herd of Holstein cows grazing near the right of way.

They were only used to the quiet metterings of the road switcher on the mixed train, so when No. 90 thundered past, headlight on, belching great quantities of cinders and smoke at them, followed by 2649 performing equally as well, the cows stampeded, trying to escape the terrifying "iron horses".

North of Bannockburn the country slowly changed from rolling farm fields to rocky bush land and another stop was held two miles north of Ormsby Junction amidst several picturesque rock cuts. Again 90 and 2649 roared by, showering the countryside with soot and cinders, as the engineers "laced" both engines, their reverse gears "down in the corner" with throttles wide open.

A slight pause was made at Bancroft as about 20 children clambered aboard for the short ride up to York River. Here the train was wyed and then posed with a magnificent cliff towering behind. Unfortunately the sun had disappeared, being replaced by a few showers. The southbound stop at Bancroft lasted for nearly an hour while the two engines were re-fuelled and duly photographed. The ancient coaling equipment was examined and then everyone was forced indoors due to a heavy shower. The lunch car crew took advantage of the stop to replenish soft drink supplies and prepare themselves for the southbound run after the brisk business experienced on the northbound run. The local children who had ridden to York River disembarked and were joined by a great number of the townspeople who had come down to the station to see the special depart.

It was well into the afternoon by the time "Extra 90" cleared the Bancroft yard limit after much waving on behalf of the towns folk. By the time the train reached Spring Lake four miles north of Ormsby Junction, the sun was back out. The train was posed along this beautiful lake for still shots while three loons supervised the operation from their watery retreat. The first southbound run past was held at Ormsby Junction where the Coe Hill branch joins the main line. The engine crews got into the act this time, the engineers and firemen leaning out of their cabs and waving as the engines pounded past the junction switch. Much to the delight of the movie enthusiasts, the engineer on 2649 blew down his engine just before reaching the junction, adding a veil of steam to the scene. The next stop was not for 30 miles and during the interlude as the special rambled southward through the fresh countryside, fans congregated in the lunch car and the express car, exchanged pictures and made new friends. Meanwhile the National Film Board crew interviewed people for their forthcoming movie on Canadian railways.

A water stop was made at Marmora Station and a short stop was also made at Bonarlaw for the C.P.R. crossing. The next photo stop was made at Anson while the conductor registered and then extra 90, southbound for Trenton, clumped across the Belleville - Lindsay line. Unfortunately, the threatening cloud closed in for good and the last run past across the raging Trent River at Glen Ross was good only for silhouette shots. The special then proceeded on down the twisting Trent River Valley, and finally ended up rumbling down the streets of Trenton to the Trenton Wye, one leg of which is on the old Canadian Northern bridge across the Trent River. As the train rolled under the C.N.R. Toronto - Montreal line at Trenton Junction a westbound time freight roared by overhead behind five shrieking road switchers.

Extra 90 was only thirty minutes ahead of train 6 as the six cars swung on to the 130 pound rail of the main line, accompanied by a light drizzle. Hands reached for stop watches and speed charts as the engineers proceeded to "hook up" the two engines and "notch out" the throttles.

Soon a commendable speed of 40 m.p.h. was obtained, and then the stubby little drivers became a blur and the exhausts from the stacks became a sustained roar as the special flew down the right-of-way at an astonishing 55 m.p.h. A few minutes off the advertised, the two engines rolled to a stop before the Belleville Station, completing the 193.5 mile trip much to the sadness of the 150 dirty, weary, but satisfied rail fans. The two engines were quickly cut off and taken to the roundhouse as road switcher 1241 backed down and removed the empty cars leaving the eastbound main line cleared in time for the arrival of train 6's 21 cars and four diesel units.

All participants will agree that the trip was most enjoyable, thanks to the hard work of the Trip Committee and the crews. Certainly some 20 children up Bancroft way will remember May 10th as "the day the BIG train came to town".

MISCELLANY

➤ Canadian rail fans visiting London England may ride the entire London Transport system, including subway, bus and trolley bus on a weekly pass, obtainable for \$3.50 from travel agencies and railway ticket offices in Canada. This pass, known as a "Go As You Please" ticket, is offered to Canadians only, the regular patrons of the London underground not being able to take advantage of this typically North American Transit bargain.

➤ A three-year, \$14-million program has been adopted by Metropolitan Toronto for the elimination of most of the major level railway crossings remaining in the Metro area. The plan calls for the Dominion Government, through the Board of Transport Commissioners, to bear \$10,700,000 of the estimated cost.

➤ The T.T.C. has called tenders on the supply and delivery of approximately 22,000 tons of cast iron tunnel linings for the University Avenue subway, with tenders closing on June 22nd, 1959. These linings, a new device in subway building in Toronto, will be used on the sections

of the Bloor-University Subway that are constructed by the tunnelling method, to be placed as the boring shield advances. The iron linings will be manufactured in accordance with design and specifications laid down by W. S. Atkins & Associates of 33 Price Street, one of the firms of consulting engineers retained by the T.T.C. on the Bloor subway project.

THE GRAND RAPIDS TRAMWAY

By J. M. Mills

A little known 3½-mile portage tramway built as part of a general scheme for improvements in internal communications in the North-West was the Grand Rapids Tramway. This line was built to avoid a rough and dangerous stretch of rapids on the Saskatchewan River just upstream from where it enters Lake Winnipeg, in Central Manitoba. (There is a small settlement on the west shore of Lake Winnipeg today known as Grand Rapids). The rapids follow the form of a crescent, but, the tram road was cut directly through the brush, having practically a straight alignment.

At the time of building of this portage railway, about, 1877, all freight for the western districts coming from England was transported to York Factory by vessels owned by the Hudson's Bay Company, thence by York boat from York Factory to Oxford House, thence by canoe and York boat via Norway House and Grand Rapids, and so up the Saskatchewan River to the western districts.

The tramway, which Used horse-drawn flat cars, was built on Crown land, but a 50 foot wide strip along its alignment was granted to the Hudson's Bay Company for an annual rental of ten dollars; the initial lease was for 21 years, renewable at will. The company estimated that the line cost \$15,000 to construct, a major portion of this being the purchase and supply of the 55 tons of iron rails used, which were brought from the United States to Winnipeg by steamer, thence to Grand Rapids on the Hudson's Bay Company steamer *COLVILLE*. Walter Moberly, well known in Canadian railway history as a survey engineer for the Canadian Pacific Railway, was in charge of construction.

The Hudson's Bay Company had five steamers on the Saskatchewan River operating west of the portage, which ran as far as Edmonton in regular service. A list of these, together with their disposition, follows:

LILLY * Wrecked, 1883.

MANITOBA * Wrecked in spring breakup, 1885

MARQUIS Laid up 1889; later burned.

NORTHCOTE Laid Up, 1886; scrapped several years later.

NORTH-WEST Laid up, 1885.

* - Built in London, for the Nile, but shipped out in pieces and carried to the Saskatchewan River on the tramway.

The *COLVILLE*, used on Lake Winnipeg, was destroyed by fire at Grand Rapids in 1894.

It is apparent that the whole system was largely superseded with the completion of the transcontinental line of the C.P.R. in 1885. As the last of the river boats, the *MARQUIS*, ended regular service in 1889 it can be perhaps assumed that the tramway ceased operation in this year; however, there is no date on record of its actual abandonment.

The author of an article in "*The Beaver*", magazine of the Hudson's Bay Company for June 1933, mentions that he walked the length of the tramway about 1930 at which time he found the track still intact, though completely overgrown.

C.N.R. LINDSAY DIESELIZATION

Dieselization of C.N.R. service in and around Lindsay, ON officially took place with the change of time, April 26, 1959. Early in April, M.L.W. 1600 H. P. "high hood" road-switchers appeared for the first time, and began to replace 2-8-2's and 2-8-0's between Belleville - Lindsay and

Midland. By the end of April, G.M.D. 1200 H.P. and M.L.W. 1600 H.P. units had taken over almost all freight service, and G.M.D. 1750 H.P. passenger units had dieselized trains 93 and 94.

The last regular steam run out of Lindsay was fittingly made by Mogul 91, on a work train to Mariposa and return on Friday, April 24th. The locomotive was still under steam for a boiler test on April 25th and was photographed before being stored. Full diesel operations, including yard switching and extras, began on Monday the 27th. At Lindsay on Saturday the 25th were:

STEAM: 91 (2-6-0): 7460, 7461 (0-6-0) stored inside; 7509 (0-6-0) stored outside for scrap.
((3228 (2-8-2) was at Belleville for repairs)).

DIESEL : 1209, 1232, 1265 (G.M.D. 1200 R-S)
 4404 (G.M.D. 1750 R-S)

➤ Probable future operations will be:

2 - 1200 G.M.D. R-S on Toronto - Lindsay - Peterborough freight (except Sunday, and to Lindsay only on Saturday).

1 - 1200 G.M.D. R-S on Lindsay - Belleville way freight.

2 - 1600 M.L.W. R-S on 2 - 1750 G.M.D. R-S on Midland - Lindsay - Belleville freight.

1 - 1750 G.M.D. R-S on Toronto - Lindsay way freight.

➤ 91, one of 7460 or 7461 and 3228 will be stored at Lindsay as spare engines.

➤ Consolidation 2616 has been taken to Haliburton, preparatory to being put on display as a permanent exhibit in the town.

➤ The last "resident" engine at Cobourg, 0-6-0 switcher 7510, was withdrawn from service on Saturday, April 11th.

➤ C.N.R. MONCTON YARD - Modern Construction Limited and Abbey-Landry Limited, both of Moncton, have been awarded contracts for the construction of a main yard and hump offices and retarder control tower, respectively, in the C.N.R. Moncton Hump Yard project. The main yard office will be a three-storey brick structure surmounted with a tower section containing two additional floors. The hump office is to be a two-storey brick building housing the console that controls the switches for the classification tracks. The retarder control tower will be a two-storey brick, building with a tower having an additional three storeys.

EXCHANGE SECTION

Julian, Bernard, 2096 Claremont Avenue, Apartment 30, Montreal, QC, has for sale *TRAINS* magazines public and employees' timetables, a North Yonge Railways crossing sign, and a set of marker lights from North Yonge car 413.