

UCRS NEWSLETTER - 1957

September, 1957 - Number 140

SOCIETY ACTIVITIES: The Society meets on the first and third Fridays of every month. The first indoor meeting of the 1957-58 season will be held on September 20th at 8:00 P.M. in Room 486, Toronto Union Station. The feature of this meeting will be an auction of railroadians, the first held by the Society since 1950. All members are urged to bring surplus material of railroad interest to the meeting to enter same in the auction, which will be open to all members, resident and associate, together with any guests who may attend. A 10% commission on all sales will go to the Society, and members are requested to have as much change as possible with them to avoid problems of changing twenty dollar bills, etc. All items must be paid for in cash by the successful bidder.

The October outdoor meeting will be held on the evening of the 4th at 8:00 P.M. at the intersection of Bathurst and Front Streets, where the throat of the downtown yards is always alive with switching movements, in addition to the passage of main line trains. This meeting, of course, will be attended by what is hoped will be not too large a group, with all others headed for Montreal for the joint weekend on the 5th and 6th.

PAST MEETINGS: August 16th. Tour of C.P.R. Lambton Roundhouse, 16 members in attendance guided by Locomotive Foreman Walter Clifton, to whom appreciation is extended by the Society for giving up his evening. Several members congregated at West Toronto Station following the tour.

NUMBERING AND CLASSIFICATION OF C.N.R. DIESEL ORDER

Following is data on the 150 diesel locomotives ordered by the C.N.R. in June (first reported in *Newsletter 139*, Page 6):

No. of Units <u>Canadian</u> <u>Lines</u>	<u>H.P.</u>	<u>Type</u>	<u>Builder</u>	<u>Road Nos.</u>	<u>Class</u>	<u>Weight per Axle</u>
10	1750	RPA	G.M.D.	6533-6542	GPA-17e	65,000 lb.
7	1750	RPB	G.M.D.	6631-6637	GPB-17e	65,000 lb.
30	1800	RS	M.L.W.	3671-3700	MR-18c	62,000 lb.
17	1750	RS	G.M.D.	4228-4244	GR-17q	57,500 lb.
14*	1750	RS	G.M.D.	4588-4601	GR-17r	62,000 lb.
16	1200	RS	G.M.D.	1289-1304	GR-12i	56,000 lb.
29	1200	RS	G.M.D.	1000-1028	GR-12m	40,000 lb.
1	1200	RS	G.M.D.	1900	GRG-12n	40,000 lb.
19	900	SW	G.M.D.	7243-7261	GS-9d	58,500 lb.
3 (N.G.)	1200	RS	G.M.D.	935-937	GR-12p	38,000 lb.
<u>U.S.A.</u> <u>Lines</u>						
2 (CV)	1750	RS	E.M.D.	4928-4929	GRG-17s	63,500 lb.
2 (GTE) 1000		RS	Alco	1950-1951	MRG-10e	62,000 lb.

* 4588-4601 represent the second use of these numbers: 4496-4501 and 4588-4609 previously delivered are to be renumbered 4200-4205 and 4206-4227 respectively.

THE RAILWAYS OF ALASKA AND YUKON TERRITORY

By John D. Knowles

(Editor's, Note: Beginning with this issue, the *Newsletter* will carry a series of articles dealing with the observations made by member J. D. Knowles on a 3-week tour of Alaska and Yukon Territory during the past summer. The map in this issue will help to locate the railways discussed for those unfamiliar with the geography of the extreme northwestern portion of the North American continent.)

Part One - The Seward Peninsula Railroad

The three foot gauge road at Nome, Alaska, was built about 1900 to serve gold mines in the area north of Nome. Originally a steam road, it was later taken over by the Alaska Roads Commission, which operated it with a four-wheel Whitcomb gasoline locomotive and some Fordson tractors with flanged wheels and side rods. The Fordsons could haul about 40 tons.

At its greatest extent, the line ran 87 miles to Shelton and Bunker Hill. The Roads Commission used it in connection with road construction in the interior. Under the Commission's control the line became virtually a public highway, with various firms and persons running gasoline freight rigs and speeders on it. Section car trailers hauled by Eskimo dog team also used the track regularly. There was no formal dispatching system, but few accidents attributable to this circumstance occurred.

During World War II, the U.S. Army hauled supplies to the asphalt plant used in building the present Nome airport, and brought in two heavier locomotives, which were subsequently removed.

The weight of these engines and the heavy loads they could haul did much damage to the track, some of which was laid on no other roadbed than a pair of 2 x 8 stringers placed on top of the sodden tundra, with crossties laid on top.

All operation within the City of Nome has now ceased, including the short haul between the harbour and the U.S. Smelting, Refining & Mining Company's plant. The track has been dismantled haphazardly as the land was required for other purposes or the rail was removed for shipment to mine tramways elsewhere in the Territory.

Today, 17 miles of track commencing about Mile 4 are under lease to a Nome hotel proprietor who was once a Roads Commission trainman. He hauls tourists over a small fraction of this mileage in a home-made 4-2-0 rail car with a Ford model "A" motor and transmission. The car hauls a two-wheel passenger trailer up the steep ascent to Anvil station at 10 M.P.H. This operation is publicized as the Curly-Q Railroad or the Arctic Tundra Railroad, and runs almost daily from June to September.

Some of the right-of-way between Nome and Mile 4 has been worked across by gold dredges, making the cost of restoration prohibitive. Much of the remaining 60-odd miles of track not under lease has been buried by road construction or torn up.

The ruins of the Road Commission's motive power and other freight rigs are to be seen today at various points, along with numerous 32-ft. flatcars. Some of the flats have link and pin couplers, while others have slotted knuckle couplers. Many of the wheels of these cars are dated about 1890.

The Seward Peninsula steam engines were dumped into the water along the shore about 1936 to construct a seawall in front of a machine shop. Only one, a Porter-Bell six-coupled engine, is to be seen today, lying on its side near the present stone sea wall. Nearby is a pilot beam having a dual link and pin coupler for hauling either standard gauge or three-foot gauge cars, doubtless a relic of a previous ownership.

Since no steam engine is available today as a tourist display, consideration is being given to bringing an engine from another abandoned rail project at Solomon, 30 miles further

east on Norton Sound.

Map: Map of Alaska and Yukon Railways.

0140-001.jpg

A RAILFAN TOURS THE WEST

By John M. Mills

July 20, 1957, saw the beginning of a long-awaited trip to the West Coast which, while not intended primarily as a railfan trip, produced a number of observations of railway interest. C.P.R. Train 702 for Port McNicoll, hauled by spick and span Pacific 1271, is one of the few trains whose crew includes a Purser, who checks tickets for the steamer connection for Fort William. At Ypres was seen 4-6-0 891 on the Camp Borden mixed train which does not appear in the public timetable.

From Port McNicoll to Fort William the trip was by way of the C.P.R. steamer "Assiniboia" which is a very comfortable ship and represents an interesting way of adding variety to a transcontinental journey; it is made at moderate extra charge (for cabin and meals) on a first-class train ticket. The many islands in Georgian Bay, the concentration of shipping at "The Soo" and the rugged grandeur of Thunder Cape at the Lakehead make it a memorable trip.

Connecting, train 53 to Winnipeg, a thrice-weekly local, was hauled, rather surprisingly, by Hudson 2854. Many freight trains were passed on this interesting day's trip, mostly hauled by 2-8-2's. The eastbound "Canadian", passed at Hawk Lake, included a single red tourist car in an otherwise all-stainless steel consist. There were signs of a recently-abandoned railway heading north from the C.P.R. at Whitemouth; the track has been removed but the body of a gas-electric car rests on blocks at the west end of the C.P.R. station and the water tank has a second spout at the rear which now serves only a gravelled roadway.

A change of trains at Winnipeg gave opportunity to examine the 4-4-0 "Countess of Dufferin" the first engine into Winnipeg which is preserved on the lawn in front of the C.P.R. Station.

Now fortunately without the flowers which formerly grew on the running boards, it appears in good condition, though most of the cab fittings have disappeared. No traces of the street car era are visible in the downtown area apart from occasional "Car Stop" signs; in fact, this statement could be made of all the former street railway cities visited.

From Winnipeg to Calgary we travelled on "The Canadian". Its duplex roomettes are masterpieces of compactness and are greatly to be preferred over conventional Pullman sections at a trifling additional cost. Their only drawback is that only one side of the track is visible as it always seems that the party across the corridor likes to keep his door closed. Morning comes to "The Canadian" in the neighbourhood of Swift Current, and we arose early to find the domes already filled with passengers prepared to spend the day in order to be sure of a seat for the mountains in the afternoon. Sandwiches are eaten, magazines are read, and lost sleep is regained in the dome but the seats are occupied. Here, surely, is a forceful argument for providing more than 48 dome seats for a train of upwards of 15 cars.

The station at Calgary is in the throes of a major reconstruction. The access tracks at each end are being completely redesigned and converted to automatic operation; the actual locations of the platform tracks are being changed and underground access by stairways to the platforms installed. The result is fairly chaotic, and the confusion is increased by the fact that trains are scheduled to arrive in groups with little activity at other times of the day.

A visit to Alyth yards just east of the downtown area was disappointing, with only a few switchers active. These comprised, besides the usual diesels, several 3600-series 2-8-0's and two 0-8-0's. Very little freight was moving on the main line. The layout of the yard is such that most switching moves at the west end must pass through an interlocking plant at the west end of the yard, and it was often observed that three or four separate movements would be waiting at the same time, all whistling or honking in codes to indicate which of the several routings

was wanted.

In hopes of better things we took the Dayliner to Lethbridge. The line is surprisingly crooked and heavily graded in spots, with many speed restrictions on curves, and the RDC has difficulty in keeping to the 2 hour and 25 minute schedule. Our hopes for more activity were not to be realized; only 0-8-0 6964 braved the heat of the afternoon. 4-6-0, 1026 appeared anxiously on the scene at one point, raising our hopes, but evidently it only wanted to approve what 6964 had done for it very soon returned to the nearly-empty roundhouse while we, after inspecting the long viaduct nearby, returned to our book in the city park.

We travelled to Edmonton by Train 527, "*The Eskimo*", comprising five coaches and powered by two diesel units. The train was 15 minutes late at the busy division point of Red Deer, and arrived at Edmonton, 99.1 miles and five stops away, on time. This remarkable record was attained by the fastest running this observer has experienced on rails, reaching 97 M.P.H. between Ponoka and Wetaskiwin. It is on this speedway that the C.P.R. achieved the only gas-electric entry on the annual "Speed Survey" for several years in succession.

A journey on the Northern Alberta Railways from Edmonton to Barrhead was next on the itinerary. It must be said at the outset that the N.A.R. seems to consider its timetables as ideals to aim at rather than statements of how its trains will run. If this situation is accepted, a day on the N.A.R. can be an interesting experience. Motive power is entirely steam, though the recent order of five diesels promises to end this situation shortly. Some of the engines are borrowed from the parent lines (it is owned jointly by the C.P.R. and C.N.R.) and partly the N.A.R.'s own roster.

The Barrhead combine, a gas-lit and very shabby wooden car, was taken from Edmonton C.N.R. station to Dunvegan yard by Train 7, the Waterways passenger, hauled by N.A.R. 2-10-0 53. At Dunvegan it was dropped for 40 minutes while the Barrhead engine, another 2-10-0 numbered 102, collected its consist of freight cars. In due course 102 coupled on and hauled us about half a mile to the end of double track where we waited an hour for Train 2 from Dawson Creek which was, typically, late. Eventually it arrived at great speed behind C.N.R. 5147 and we departed for the north. The line for its first miles is built along a wide river valley, first travelling up the east bank and crossing it on a high wooden trestle on a sweeping reverse curve, to follow the west bank for a few more miles. at Carbondale a traffic jam developed, with three trains stopped head to tail; first a freight for the main line with a C.N. 2-8-0, then the Barrhead mixed, and last another mixed train, not on the timetable but which we were informed went to Lac LaBiche, with N.A.R. 2-10-0 55. By the time we left Carbondale (Mile 19.2) we were 1 hour and 15 minutes late. At Morinville (Mile 24.9) the C.N.R. line to Athabaska branches off. This formerly crossed and found its own way to Edmonton, but C.N.R. trains now use N.A.R. rails to Morinville. The Barrhead branch, which has two trains a week, leaves the main line at Busby (Mile 40.1). The territory through which the branch passes seems largely uncultivated, though occasional grain elevators show that some farming is undertaken. From the train, however, the scenery is largely scrubby spruce and birch trees, with a few rivers to break the monotony. Busby was left 1 hour and 50 minutes late, and arrival at Barrhead was the same.

The track layout at Barrhead is most unusual, with a wye shaped exactly like a capital "Y" with the added complication that most of the switching leads branch off immediately at the point of the "Y". While switching, the engine travels up both legs of the wye at different times according to which direction the particular track being switched branches off, in order that the engine crew can see the crew members on the ground.

The train left Barrhead 1 hour and 55 minutes late, with a fragrant car of pigs coupled immediately next to the combine. The return trip was uneventful until we reached Morinville where we took the siding to await No. 1 which was, as expected, late. Eventually we departed,

in a violent hailstorm, and arrived at Dunvegan Yard about 2 hours and 35 minutes late, from which point we were conveyed to Edmonton by taxi, to which the N.A.R. issues transfers.

Our westward trip was resumed from Calgary on Train 13, "*The Mountaineer*" chosen because of the open observation car attached to the train. These cars are well-modified coaches with open sections at each end and a closed portion, with high windows, in the centre. They are much superior to domes from almost every point of view. The beauties of the C.P.R. line through the mountains are too well known to require comment here. Signs of the now-vanished steam era can be seen in half-dismantled water towers, abandoned wyes, boarded-up helper engine terminals and the like. There can be no doubt that diesel power has revolutionized railroading in the mountains, and only the die-hard lover of the picturesque can regret the change in this case.

Train 6, which was passed near Beavermouth, had 7 diesel units, 11 cars, the private car "*Thorold*" and two cabooses. Visions of stupendous grades ahead were stilled by the information that four of the units were helpers returning to the foot of the steep grade ascending to the Connaught Tunnel. Brief glimpses of the former steeply-graded line over Rogers Pass are visible just at the east end of the tunnel.

At Vancouver a short visit was paid to the one remaining rail line of the B.C. Electric Company (The B.C.E. Railway name is no longer used). This is the Marpole-Steveston line, which has nothing to recommend it apart from the shabby 1220-series St. Louis-built interurban cars which serve it in two-car trains. It starts from a dingy terminal on the outskirts of the city and runs to a particularly smelly fish processing plant at Steveston, but does a fairly heavy passenger service between. It is now on a day-to-day reprieve from abandonment until a dispute over replacement bus routing is settled. When passenger service is abandoned, we were informed that the line would revert to the C.P.R. which actually owns the track, and all electric operation on Lulu Island would cease.

A visit to the Pacific Great Eastern revealed that much is happening to this once-orphaned railway. The train which arrived at the new mostly-glass station at North Vancouver consisted of three orange coaches and a yellow one, all numbered in the 4400 series and lettered THE MILWAUKEE ROAD. A number of these cars have been bought and pressed into service without repainting, owing to the condemnation of the older P.G.E. equipment. Construction work is actively under way from Prince George northerly into the Peace River country; we were told that trains have already travelled 50 miles north from Prince George on the way to Fort St. John and Dawson Creek. Rumour states that streamlined passenger equipment will be acquired to serve the new extension when completed, and the RDCs which now run all the way to Prince George will be restricted to Squamish local service. Another rumour states that the Great Northern and the Northern Pacific are interested in purchasing the line from the B.C. Government. In any case, if construction proceeds on schedule, it will be possible to travel from Edmonton to Vancouver, via Dawson Creek, late in 1958.

Neither major railway is completely dieseled in the Vancouver area: a few 3600-series 2-8-0's still run between Coquitlam and Vancouver for the C.P. At Port Mann on the C.N.R., 2512 and 7540 were seen at work, the latter unusual in having square steam chests. The C.N.R. also has three or four 2100-series Consolidations on Vancouver Island in freight service. These, like some other western engines, have Pennsylvania-style horizontal bars rather than vertical slats on the pilot.

The Great Northern Railway between Vancouver and Seattle is a very scenic line, bordering on Puget Sound for most of its length. Sternwheel steamers are still to be seen in this area acting as tugboats. G.N. double track has recently been reduced to single track at a number of points. From Seattle to Portland the trip was via Union Pacific, aboard the original "*Train of Tomorrow*" which toured the continent several years. Enlarged with the addition of several lightweight coaches, and painted U.P. yellow, it makes a round trip over the line daily. The

trip is four hours long, almost entirely in daylight, yet the original dome sleeper is retained in the consist.

Portland Traction Company still operates two interurban lines; a 14-miles line to Oregon City and a shorter suburban line called Bellrose. Cut off from downtown Portland by the usual traffic improvement, the cars terminate inconspicuously in the back yard of a factory at the point where they formerly entered on the city streets. An old trolley-bus parked on the site serves as a waiting room. From this point the two lines share the same trackage for several miles. The Oregon City line is quite scenic in spots, and seems to do a considerable volume of local business en route. The line has many curves, and some of these are badly out of alignment, giving an unpleasantly rough ride at such points. Equipment consists of former Interstate Public Service (Indiana) suburban cars and former Pacific Electric centre door cars, the latter with centre doors blocked off and bus seats placed against them. The P.E. cars are modernized with PCC lights and seats, but since they are double-end cars, all the seats are installed with their backs toward the centre of the car, so half the passengers are riding backwards at all times.

These two types were mixed about equally in service, aided in rush hours by some small Master-Units and one rather odd-looking car from the Key System, Oakland, CA. There is a well-developed system of trolley-actuated block signals, rather a rarity in these days.

The Esquimalt & Nanaimo was ridden from Victoria to Ladysmith. This line is a succession of steep grades and curves which raised squeals of protest from the flanges of the RDC which now provides all passenger service on the line. The track would be quite scenic if it were possible to see past the spruce trees which crowd both sides of the train. Half an hour after leaving Victoria, we ground to a halt in a particularly uninteresting cutting and remained there for 1³/₄ hours while repairs were made to one of the large new diesels which have taken over freight service on this difficult line, and which was stopped on the main line ahead of us.

At Ladysmith, arrangements had been made to view the extensive railway operations of the Comox Logging; & Railway Company. Unfortunately, the entire operation was closed down for holidays, but we were taken on a tour of the railway by truck. The logs are brought out of the actual cutting areas by truck, and are dumped into a convenient lake for storage. From this they are extracted by a large steam crane and deposited on railway cars which consist of little more than a long steel beam equipped with trucks and couplers, and two large U-shaped racks to hold the logs. These cars are known as "skeletons" and long trains of them are dragged slowly past the crane by cable, to be picked up by the locomotive when 25 or 30 have been loaded. The trains run some 22 miles to salt water at Ladysmith, where the logs are again dumped and rafted across to the pulp mills on the mainland. There are five steam locomotives on the property plus a small gas engine. Two steam engines are not used: No. 2, a light 2-6-2T, and No. 12, a large Shay geared engine, a relic of the days when the cutting areas were less far-flung, and the railway carried the logs for their entire land journey. The other three engines are all Baldwins: No. 11, a 2-8-2; No. 16, a 2-8-2 tank engine with a tender (side tanks hold water, the tender holds fuel oil), and No. 7, a large 2-6-2. None of the engines is original on the railway, but we could get no information as to their origin.

The railway was originally much shorter, serving some now-abandoned mines a few miles inland. After lying dormant for some years, it was taken over in the late 'twenties and extended to its present length. It is built to a high standard, and is maintained in a manner which many much more important railways might envy.

For 17 of its 22 miles, the Comox railway is shared with a neighbouring operation, the Chemainus camp of MacMillan & Bloedel Limited. Their engine, a lovingly-maintained 2-6-2 tender engine with a high number (1170), hauls similar log trains to Ladysmith where they are turned over to the E.&N. for the five-mile haul to the mills at Chemainus. Apart from their practice

of transshipping direct from truck to train, the Chemainus operation is similar to Comox.

C.N.R. MOTIVE POWER OBSERVED AT LINDSAY, AUGUST 5, 1957

By R. F. Corley

4-6-0	1520 (ex 1223)	Spare engine to protect Lindsay - Bancroft; also used on wayfreights if short of power.
2-8-0	2580, 2616, 2649	Used on wayfreights (with 2644, 2648) between Lindsay and Belleville, and out of Belleville.
2-8-2	3401, 3402, 3476	Used on through freights, Midland - Belleville (with others)
4-6-2	5560, 5589	One used on Trains 603-604 for summer, other as a spare engine.
0-6-0	7509, 7464	To protect 8496. Boarded up - in field.
Diesel	1705	Lindsay - Haliburton and Lindsay - Bancroft.
Diesel	8496	Yard switcher.
Diesels	Three 1200-class	Work up from Toronto at night and return in late evening.
		Normally
Road-switchers		one drops off at Lindsay and 2 go on to Peterborough to do switching.
		On Saturdays and holidays, one engine goes to Peterborough.
		Lindsay engine used to Coboconk or for industrial switching with 8496. If 2 engines, the other substitutes for Pacific on trains 603-604.
Gas car	15832	Replaced by Pacific for summer. Stored in field.

MISCELLANY

➤ Further information has been made available on the six subway cars which have yet to be delivered on the order for 34 placed by the Toronto Transit Commission in 1955. The cars will bear numbers 5110-5115, and it is probable that they will operate in numerical order in a six-car train, as only cars 5110 and 5115 will have conventional driving facilities. One of the other cars will have a simple pushbutton controller for inching forward or in reverse. Pushbutton electro-pneumatic brake control will also be provided on this car. All six cars will have dynamic braking controlled by E. P. brake wires, and thus could be operated with any other cars already on the system.

Traction motors on the six cars will be of a type different from that used on the other 134 cars owing to the high dynamic braking voltage; two trucks with rubber journal and bolster suspension ("Metalastik") will be included on the order. These cars will thus be truly experimental units and may presage changes to be made in the future on the older cars. Delivery is expected in the last quarter of 1957.

➤ A summary of T.T.C. Large Witts retired over the last year is as follows:

<u>Car</u>	<u>Cause of Retirement</u>	<u>Date of Retirement</u>
2326	Collision	January 20, 1957
2410	Body condition	January 3, 1957*
2416	Body condition	December 27, 1956
2436	Collision	November 2, 1956
2438	Body condition	February 27, 1957

* Car 2410 on July 29, 1957, left Hillcrest Shops aboard a trailer float for a most unusual use — the car was given intact (even to trolley pole) to a boy's camp to provide amusement for the campers.

The other cars listed above are still in storage at time of writing at Russell Division.

EXCURSION OF SEPTEMBER 8, 1957

The Society excursion on the Niagara St. Catharines & Toronto Railway was a most successful and unusual one. Departure of Car 83 from Merritton was on time following the arrival of Train 102 from Toronto. First on the itinerary was the Interlake Tissue Mills spur in Thorold. After exploring this T-shaped spur to its extreme ends, the car derailed close to the main line switch on the return trip. Nothing daunted, the excursionists accumulated large stocks of joint bars and metal plates and, together with some expert work on the part of the conductor and motorman, succeeded in restoring the car to its natural path after about 45 minutes' work. Investigation showed that the derailment was caused by out-of-gauge track together with badly-aligned joints; the chief beneficiary was the businessman in front of whose confectionery store the "disaster" took place.

While a most interesting occurrence, this incident whetted the appetites of the participants in addition to banishing all hope of keeping to the prepared timetable. Therefore we proceeded to Thorold Station for lunch, after which the car traversed the Pine Street spur in Thorold.

Next, Car 83 made its way to the end of the track on the former Port Dalhousie (West) line with a side trip down the Welland Vale spur, nicknamed the Water Level Route. Following a short trip out Facer Street, we proceeded to Port Dalhousie East and from there to Merritton again, thus travelling the full length of the Grantham Subdivision, formerly a C.N.R branch line electrified by the N.S.& T. in the mid-twenties. Frequent photo stops and run-pasts for motion picture photographers were made, and the 34 participants, some from as far afield as Detroit and Montreal, enjoyed perfect weather.

MORE MISCELLANY

➤ The C.N.R. diesel order detailed on Page 1 of this issue introduces new numbering series and new locomotive types as follows:

1000 series: GMD or EMD built 1200 H.P. RS with light axle weight (as distinct from 1200's with heavier axle loading, and 900's which are narrow gauge)

1900 series: GMD or EMD built 1200 H.P. RS with steam generators.

1950 series: Alco or MLW built 1000 H.P. RS with steam generators.

4200 series: GMD or EMD built 1750 H.P. RS with light axle weight (as distinct from 4400-4600)

It is our advice that Ontario Northland 4-6-2 701, which hauled the much publicized last steam run on June 24th. and 25th., is to be placed under permanent preservation by the railway at Englehart, ON.

➤ Some weeks ago the C.N.R. donated Consolidation 2099 to the City of Brandon, MB, who accepted it with enthusiasm during the municipality's 75th. Anniversary celebrations. The City Council has subsequently asked the C.N.R. to take the locomotive back, claiming that the engine is too large and expensive to maintain.

➤ The Niagara St. Catharines & Toronto Railway has begun to paint the cabs of its electric locomotives in C.N.R. green. The first to be finished was 17, quickly followed by 18.

➤ Just to prove that it is never really safe to report anything until it actually happens, even if the advice is from official sources, the North York Hydro Commission has renovated, rather than demolished, the old York Mills sub-station of the Toronto & York Radial Railways. Information printed in *Newsletter 137* (Page 5) came directly from the present owners of the old building, and may have precipitated a rush by historically-minded railfans to photograph same. In any case, the need for haste is over as the building appears to be safe for some years yet.