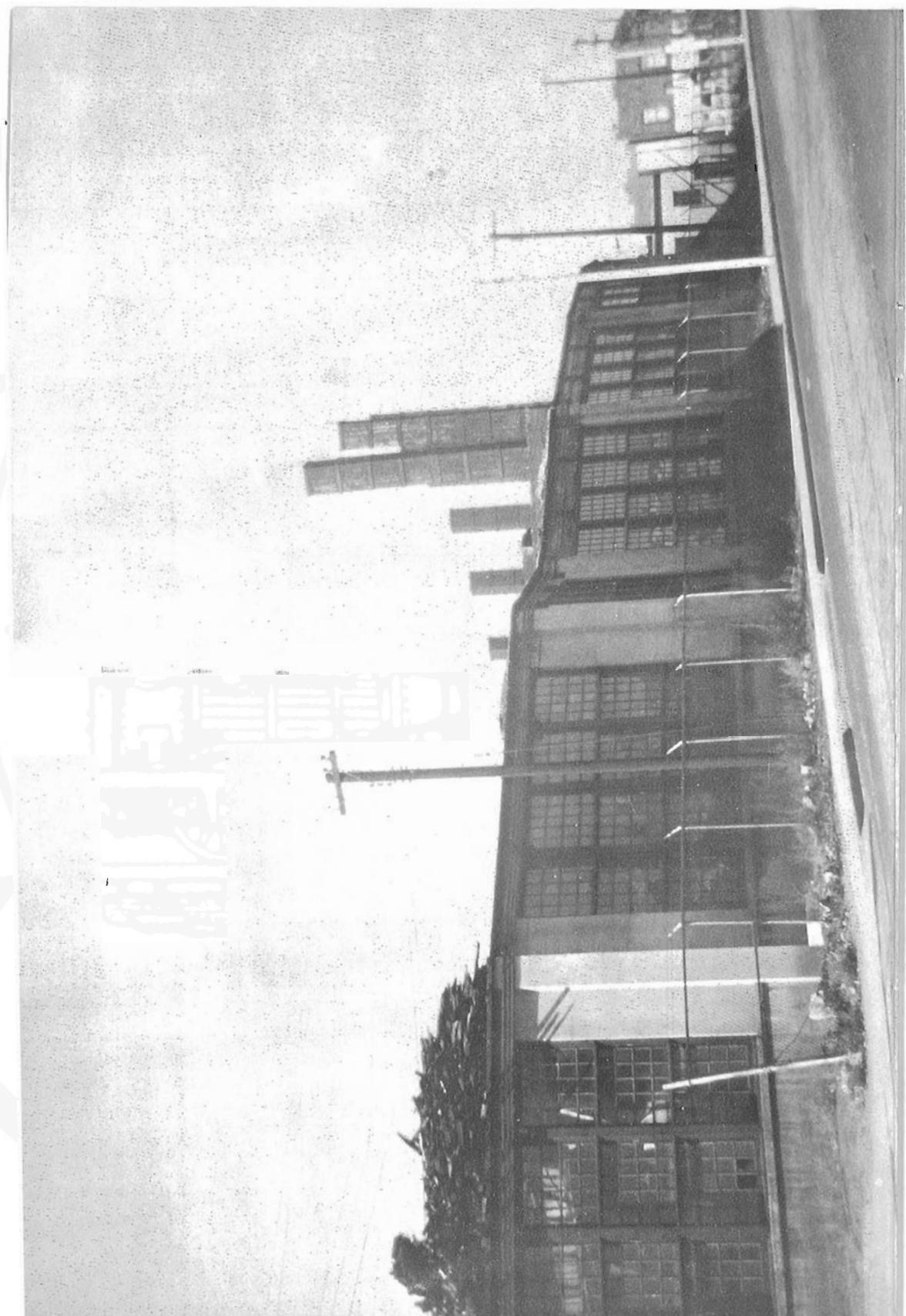


Canadian Rail



NO. 259
AUGUST 1973





LAMBTON ROUNDHOUSE 1890 - 1965

E.J.Emery
E. Helmich

When Sir William Cornelius Van Horne of the Canadian Pacific Railway Company, came thundering west out of the Province of Québec with his Ontario and Quebec Railway in 1883, it scared the daylights out of the Grand Trunk Railway Company of Canada. Hitherto, and as a result of its absorption of the Great Western Railway Company of Canada, its chief rival in southern Ontario, the Grand Trunk had enjoyed a profitable monopoly of railway traffic from the west, via Windsor and Sarnia and that in and around the City of Toronto.

The Canadian Pacific's entry into downtown Toronto and the harbour front was at first somewhat frustrated, since the Grand Trunk, Great Western and associated lines - The Northern Railway of Canada and the Toronto and Nipissing Railway - had previously pre-empted most of the available space. There was, however, an independent entry, made by the pioneering Credit Valley Railway, which had opened its first section from Toronto to Milton on September 19, 1879.

The ever-westbound Canadian Pacific from Peterborough came to town on Toronto's north side, through Donlands, Leaside and North Toronto, parallelling Bloor Street, south of Davenport Road, to a crossing with the Grand Trunk's line to North Bay (formerly the Northern Railway of Canada) near Royce Avenue. A short distance farther on, the new line crossed in succession the Toronto, Grey and Bruce Railway (acquired by the CPR in 1883), The Toronto and Nipissing (GTR) and the original right-of-way of the Credit Valley. Initially, this complex was named Carlton West, but later it was re-titled Toronto Junction and finally West Toronto.

MR. ELMER TRELOAR PROVIDES OUR COVER PICTURE THIS MONTH. READERS will recognize westbound Canadian National Railways Train 17 with 4-8-4 Number 6222 on the point, leaving Paris, Ontario. 5-15-55.

ON THE PAGE OPPOSITE IS SHOWN LAMBTON ROUNDHOUSE, AT RUNNYMEME ROAD and St. Clair Avenue West, Toronto, Ontario, being demolished in the summer of 1965. Photo by Edward Emery.

There was little space in Toronto's crowded dockside area at that time for a suitable roundhouse or car-shops and, indeed, these facilities would have been of marginal use to the westbound CPR at the time in such a location. However, 1.3 miles west of West Toronto, there was an admirable site for operating facilities and freight yards and here, subsequently, Lambton engine terminal and freight yards were developed. About 1890, the former Credit Valley Railway yard and shops at Parkdale were closed by the CPR and a start was made on the yard and shops at Lambton.

Lambton roundhouse was located at what later became the corner of Runnymede Road and St. Clair Avenue West in today's metropolis of Toronto. Originally, it was a 27-stall roundhouse, but it was later enlarged to 35 stalls. In its heyday, each stall had its own smoke-jack painted with the number corresponding to that of the track from the turntable. This was not necessarily a mark of distinction, but rather so that the City's smoke inspector could readily identify the source of the smoke nuisance while standing outside on the street or inside in the yard. If the smoke "nuisance" (this was before pollution was a household word) was too offending, the inspector could reprimand the careless hostler who was responsible for the locomotive shedded in the stall identified by the numbered smoke-jack.

Lambton roundhouse had its own boiler-house, coaling stage, ash pits and engine water-tank. There was a machine shop for locomotive repairs. But, like all structures associated with steam locomotive maintenance and repair, it was a cold place in winter, particularly in its later days. The great wooden doors on the engine stalls fitted more and more loosely. Missing planks became more and more frequent. Repairs to roof and walls were made less frequently. When it rained, there were large pools of water inside on the floor. In winter, little drifts of snow appeared here and there on the windward side of Lambton roundhouse.

But on 1 January 1959, Lambton roundhouse still had a good selection of steam locomotives in daily use. Engines from Lambton were assigned to four main districts:

North District: Toronto to MacTier & Sudbury
East District: Toronto to Trenton & Smiths Falls
South District: Toronto to Hamilton and the Toronto,
Hamilton & Buffalo Railway
West District: Toronto to London & Windsor.

On the North District were pacifics Numbers 2399 & 2414, with hudsons Numbers 2839, 2840, 2841, 2856 and 2858.

The East District to Trenton had one 4-6-2 assigned, Number 2662.

The West District to Windsor rostered 4-6-2s Numbers 2206, 2228, 2235 and 2238. The mikados for freight service included Numbers 5102, 5394 and 5406.

The South District sent out pacific Number 2664, for the passenger trains to and from the Toronto, Hamilton & Buffalo Railway connection at Hamilton, with 2-8-2s Numbers 5375, 5410 and 5460 on the freights.

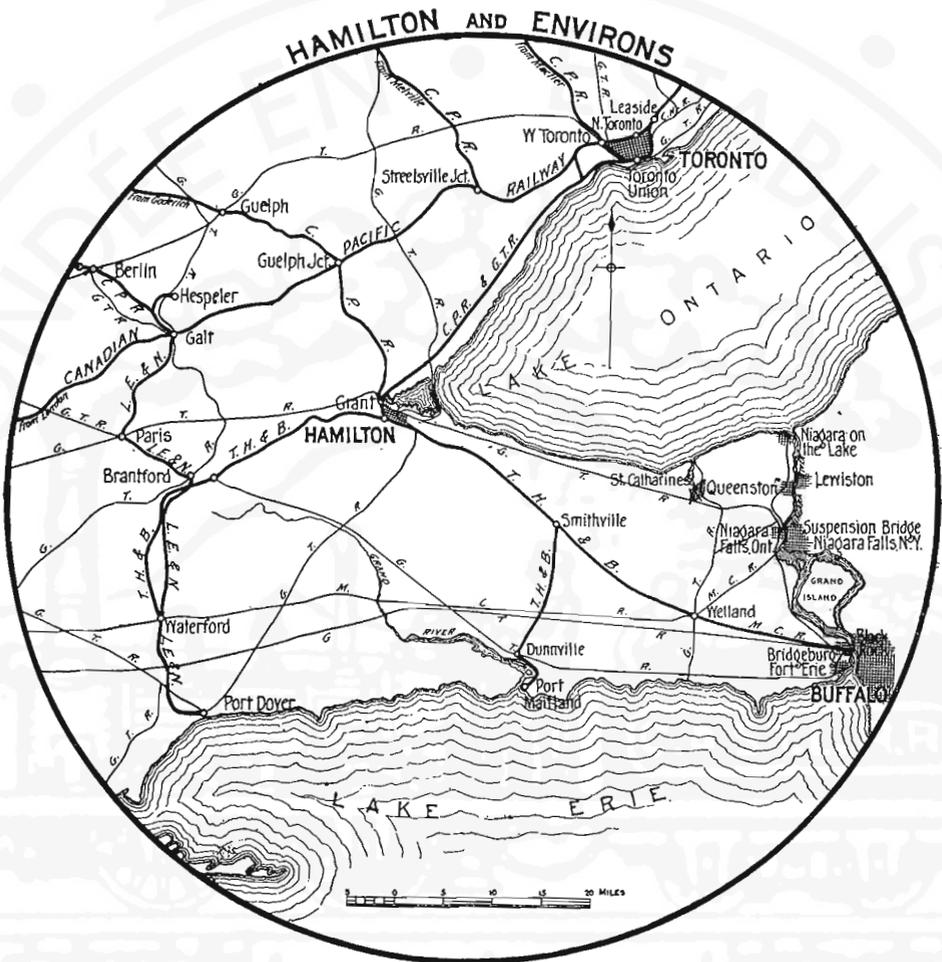
Canadian Pacific 2-8-0 Number 3722 was the transfer engine from Lambton yards to Toronto Union Station and was protected by Number 3507.

The Ontario Food Terminal on Toronto's west side was usually switched by CPR D-10 4-6-0 Number 999. Number 1004 was rostered for the Orangeville wayfreight and Number 1088 on the Port Credit wayfreight.

C.P.R.
TORONTO TERMINALS

1919





There were always a number of "strangers" at Lambton roundhouse, engines not assigned to Lambton but which were coaled and watered before starting their return runs. Among these were locomotives assigned to London, for service between London and Toronto, including mikedos Numbers 5118, 5135, 5147, 5153 and 5405. Most of the 5100-class 2-8-2s were assigned to London.

Light and medium locomotive repairs were carried out at Lambton, but engines due for heavy repairs were taken the 1.3 miles east to West Toronto shops. On the first day of 1959, a visitor could have seen the following locomotives at Lambton:

<u>Number</u>	<u>Type</u>	<u>Repair</u>	<u>Assignment</u>
807	4-6-0	Hydro test	Orangeville wayfreight
953	4-6-0	Hydro test	Wayfreight
1057	4-6-0	Rod & pin repair	Wayfreight

1092	4-6-0	Boiler overhaul	Wayfreight
2214	4-6-2	Superheater repair	Helper service
2332	4-6-2	Main rods & tyres	South District

Stored in a serviceable condition were D-10 Number 1098 and 4-6-2 Number 2203. The 2200-class pacifics, based at Lambton, were assigned to "helper or assisting service". It was a common sight to see a 2200-class working with a 5100-class mikado between Toronto and London on the West District. However, the 2200s did not work the entire distance to London, but were cut off at Orr's Lake, 55 miles west of Lambton. They would then return light to Lambton, to help another freight up the grades to Guelph Junction and Galt.

Mikado Number 5375, which was assigned to Toronto and worked on the South District to Hamilton, seemed to need constant attention, especially to her brasses. She was always in for repairs to her brass bushings and couplings and it was a relatively common sight at Lambton to see her over the pit with her rods down and the shop crew hard at work. It was very puzzling as to why she needed so much attention, while her sister, Number 5394, required very little maintenance. It seemed as though the foreman was right when he said that every engine was an individual.

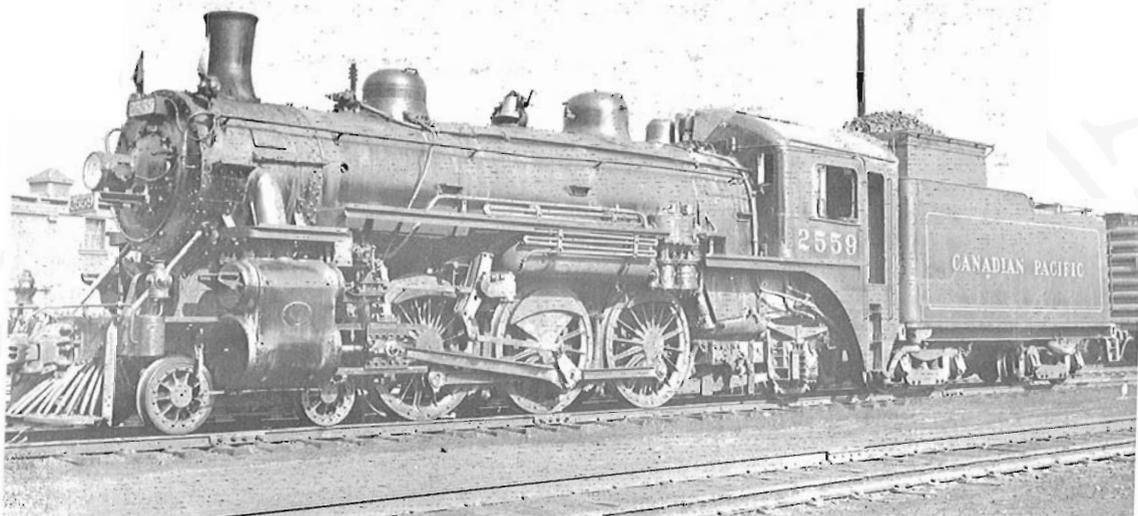
By 1959, there was another important Canadian Pacific roundhouse in the centre of Toronto. This was the John Street roundhouse, adjacent to Canadian National Railways' Spadina Avenue roundhouse on the City's lakefront. In this era, the Toronto-Owen Sound passenger train was worked by light pacific Number 1271, with hudson Number 2857 protecting.

In the all-too-short, twelve-month interval between 1959 and 1960, significant changes occurred at Lambton. More and more diesel-electric units arrived, displacing the steam engines from their usual runs. The diesels took over many of the main-line freights, relegating the steam engines to helper service or as replacements when a diesel-electric unit failed.

But there were still a few steam engines on active duty. Number 3507, a 2-8-0, was the switcher at Lambton yards. Mikados Numbers 5102, 5153, 5394 and 5417 were still running. Number 5417 was the last steam locomotive to take a scheduled freight train out of Lambton in January, 1960. The D-10s held on to the last, with Numbers 815, 851, 953, 999, 1057 and 1098 still working. Pacific Number 2414 and hudsons Numbers 2839 and 2857 completed the roster of available steam power.

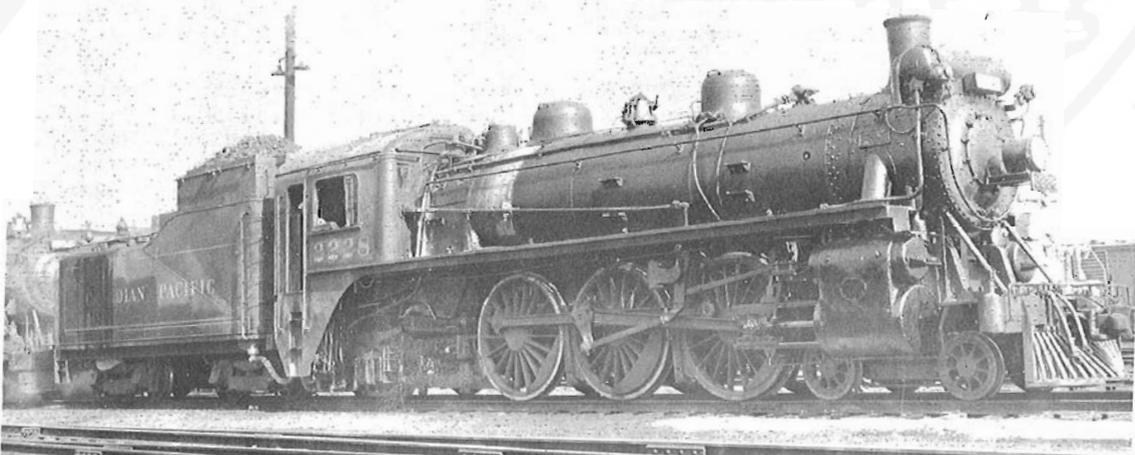
2-8-0s Numbers 3649, 3722 and 3724 were assigned to the Port McNicoll-Orillia wayfreights and were running until April 30, 1960, but, by this time, the handwriting was very plainly on the wall. Number 3724 hauled the last steam-powered, scheduled freight in Ontario on April 30, 1960. The following day, Canadian Pacific Railway's passenger and freight operation in Ontario was dieselized.

After the diesel-electric engines had taken over, most of the steam locomotives were consigned to the scrapper's torch, but a few of them survived. D-10s Numbers 815, 999, 1057 and 1098 were kept, as were pacifics Numbers 1271 and 2414. Number 2857 was retained, as was mikado Number 5118. These engines were held for railway enthusiast excursions and thereafter were given or sold to railway or transportation museums or placed on permanent display at different towns.



ONE OF CANADIAN PACIFIC'S FLEET-FOOTED G-2-s CLASS, NUMBER 2559, is shown here at London, Ontario, in October, 1953. This locomotive was built at Angus Shops in 1908. Collection H.K.Vollrath.

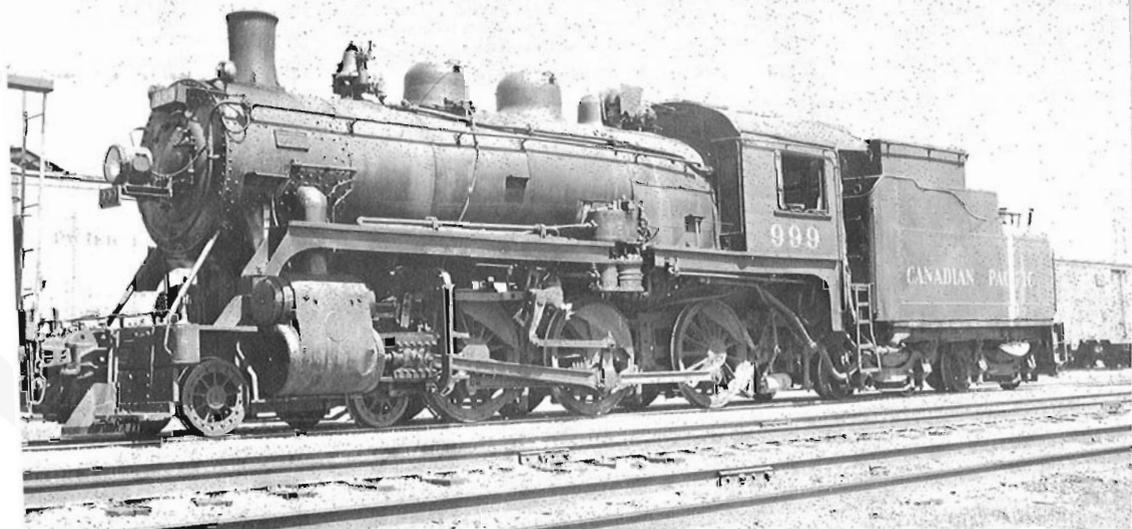
AT WEST TORONTO IN NOVEMBER, 1957, CANADIAN PACIFIC ENGINE NUMBER 2228 was waiting for an assignment. She was a G-1-s class, built by CP at Angus Shops in 1911. Collection H.K.Vollrath.

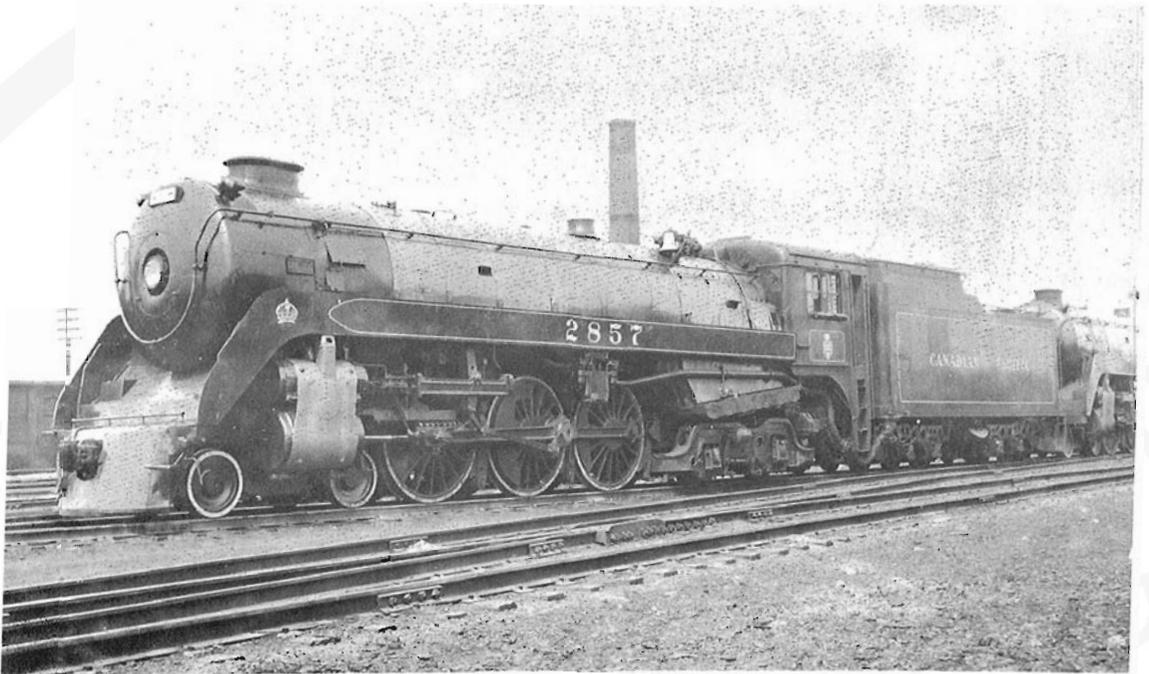




A PACIFIC IN FREIGHT SERVICE: CANADIAN PACIFIC 4-6-2 NUMBER 2664, a G-2-a class, built by CPR at Angus Shops in 1914, was waiting at Lambton, Ontario, in October, 1957. Collection H.K.Vollrath.

TODAY AN EXHIBIT AT THE CANADIAN RAILWAY MUSEUM, ST-CONSTANT, QUE., Canadian Pacific D-10-h class Number 999 came backing into the yard at West Toronto in June, 1953. The engine was built by the Canadian Locomotive Company, Kingston, Ontario, in 1912. Coll. H.K.Vollrath.



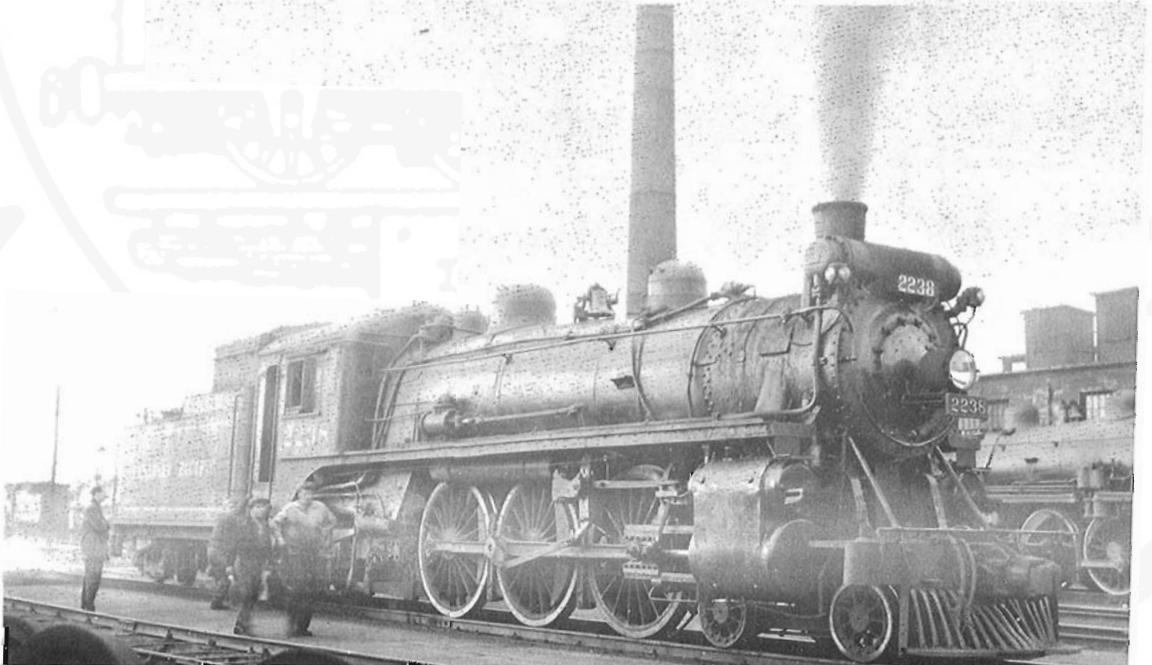


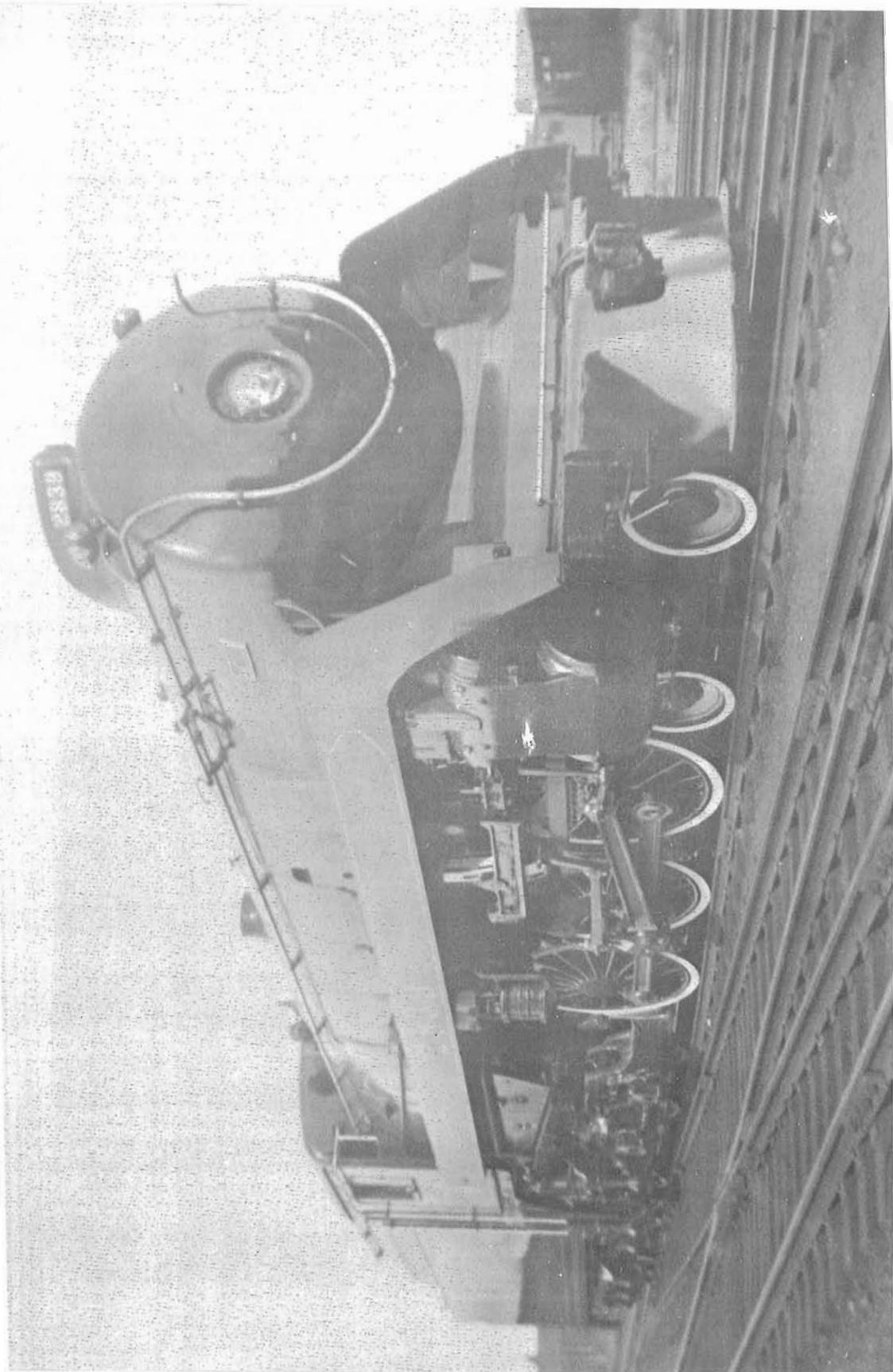
A BEAUTIFUL EXAMPLE OF A "ROYAL HUDSON" H-5-d CLASS, CANADIAN PACIFIC Number 2857, was photographed at West Toronto in April 1959. This locomotive was built by Montréal Locomotive Works in 1938.

Collection H.K. Vollrath.

ENGINE 2238, CLASS G-1-v, BUILT BY CANADIAN PACIFIC AT ANGUS SHOPS, Montréal, in 1914, was photographed at Toronto, Ontario, in October, 1958.

Collection H.K.Vollrath.



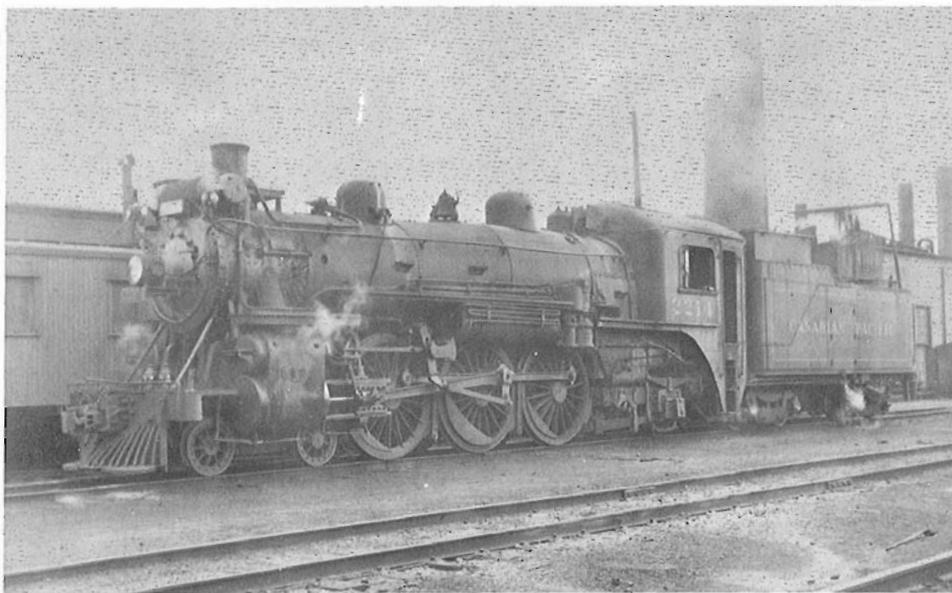


Number 999 went to the Canadian Railway Museum, Saint-Constant, Québec, near Montréal. Number 1057, originally intended for the Ontario Science Centre at Toronto, was sold to Mr. Herbert Hansen of Union, Illinois, U.S.A. and was later leased to Ontario Rail Association of Brampton, Ontario. She is running on excursions this summer (1973) and on Sundays between Ottawa and Carleton Place, Ont.

According to the Public Relations Department of Canadian Pacific Limited, Lambton roundhouse was finally demolished in the summer of 1965. It had served its purpose well for all of three-quarters of a century and had gone down to destruction only in the face of relentless progress.

It is interesting to consider that, in the beginning, most of the early steam locomotive repair buildings were "running sheds" of the English type, where the locomotive entered one end of the building on one of a series of parallel tracks, to be repaired or stored. Later on, these longitudinal running sheds were replaced by the roundhouse, with the turntable in the centre. In the 1970s, this roundhouse, traditional in North America for almost 150 years, is gradually being replaced by the original arrangement: a running-shed, where the diesel-electric units enter at one end on one of a series of parallel tracks, for repair or storage.

Time marches on!



↪ CLASS H-1-c, CANADIAN PACIFIC RAILWAY ENGINE NUMBER 2839, BUILT by Montreal Locomotive Works in 1937, was photographed just after delivery at Montréal in August, 1937. Collection H.K.Vollrath.

↑ BUILT BY CANADIAN PACIFIC RAILWAY AT ANGUS SHOPS IN 1907, CPR CLASS G-1-s Number 2214 was caught on film at Toronto, Ontario, in August, 1956. Collection H.K.Vollrath.

The Development Of Canadian Rail and Track

PART I

John Beswarick Thompson.

The First Period.

"There is a tendency", wrote J.E. Watkins of the Smithsonian Institution, some eighty years ago, "to overestimate the benefits arising from the invention and improvement of the locomotive and to overlook the development of the permanent way." (1)

Before Canadian National Railways' TURBOTRAIN could speed between Montréal and Toronto, it was necessary to upgrade the track. In the early period of Canadian railway construction, the correlation between the development of the permanent way and the improvement of service was equally clear. The greatest changes in the construction of the permanent way occurred in the early days of railways, between 1836 and 1870. During roughly the first half of this period, the Champlain & St. Lawrence Rail Road was the only public railway operating in Canada. It was on this line that the earliest developments were best reflected.

In the mid-1830s, there were two ways of constructing a line of railway. The first was the English method. It involved the use of solid, iron rails, which rested on sleepers and were secured to them by iron "chairs" in which the rails were held. It was substantial and safe. It was also expensive.

The second method was that used in the United States. It relied heavily on the use of wood. After the roadbed had been prepared, heavy timbers were sunk in two parallel trenches, crossties were placed on these sills and hardwood rails were keyed into grooves in the ties, by means of small triangular blocks. Half-inch-thick bars of iron were then spiked to the hardwood stringers to complete the "rail" and the track. The United States method was prone to breakage, heaving and warping. However, it was cheap.

The Montréal capitalists who bankrolled the Champlain & St. Lawrence Rail Road were cautious men, not prone to lavish unnecessary sums of money on unproven ventures. Since railway profits were based more on hope than on fact, the directors of Canada's first public railway, in choosing between the expensive English method of track-building and the "cheap principle" used by the Americans, opted for the latter.

Two witnesses testify to the nature of the choice. Thomas C. Keefer, an able Canadian civil engineer, called the Champlain & St. Lawrence a flat-bar railway, so constructed "because the nature of the ground seemed to invite experiment upon the principle." (2)

Geologist William E. Logan inspected the railway in 1840 and wrote:

The railroad from Laprarie (sic) to St. Johns is of a very simple construction. It consists of wooden rails shod with flat iron resting on & let into wooden sleepers which cross from one rail to the other and cannot have cost much.(3)

Beyond these two statements, little is known of the precise nature of the original permanent way of the Champlain & St. Lawrence. Records refer to the use of "blocks, splicing plates and nails"(4) in the construction of the line. Financial accounts show that the Company paid £ 3,333 for railway iron in 1836 and spent £ 927 for additional rail for extension and replacement purposes, four years later. But no drawings of the original track and substructure have yet been discovered.

Logan's description suggests that the track structure was likely similar to that of the Utica and Schenectady Railroad, also opened in 1836. If this is so, then J.D.Kelly's well-known painting of the Champlain & St. Lawrence Rail Road's inaugural run is, in this detail, inaccurate. In showing wooden rails secured by chairs to the crossties, the artist gave the Company credit for more sophistication than was due.

Whenever strap rail, as used by the Champlain & St. Lawrence, is described, writers, both professional and amateur, have shown an irresistible urge to discuss its shortcomings, emphasizing its tendency to crush at the joints and to curl upwards in a serpentine curve. Inevitably, they unflatteringly labelled it "snake rail". Many accidents are said to have been caused by strap rail. It is time to lay this hoary myth to rest.

Even a cursory inspection of the piece of strap rail used by the Champlain & St. Lawrence and now preserved by Mr. Donald F. Angus, Honorary President of the Canadian Railroad Historical Association, confirms that the half-inch iron bars did not bend easily. Those accidents which did occur on railways using strap rail were the result of faulty maintenance and imprudent operation. If the track was adequately maintained and if trains were run at a sane speed, accidents were avoided. Throughout the entire period during which the Champlain & St. Lawrence Rail Road's two small locomotives hauled two daily trains between La Prairie and St. Johns over strap rails, there were no serious accidents resulting from track failure. Service might not have been fast but, as one gentleman writing in 1843 stated, "everything throughout the line moves regularly and safe."(5) As the Annual Reports of the 1840s affirm, the Company took great pride in its record of safety.

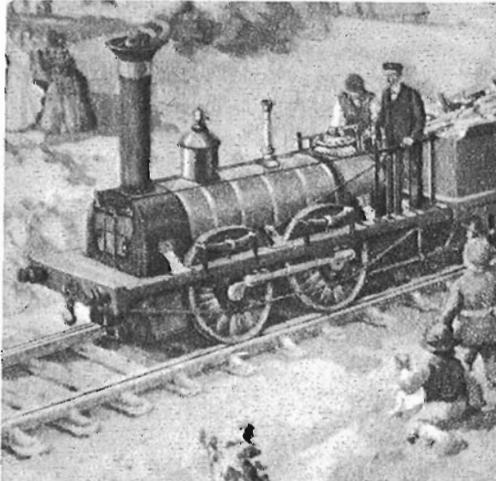
Track Renewal of the Late 1840s.

For ten years, the original track structure remained unaltered but in 1845, following a successful season in which gross receipts increased by one-third, the Champlain & St. Lawrence decided to modernize its permanent way. The plan of action embodied four points:

1. The road would remain unballasted, but the wooden superstructure would be renewed along the following lines:

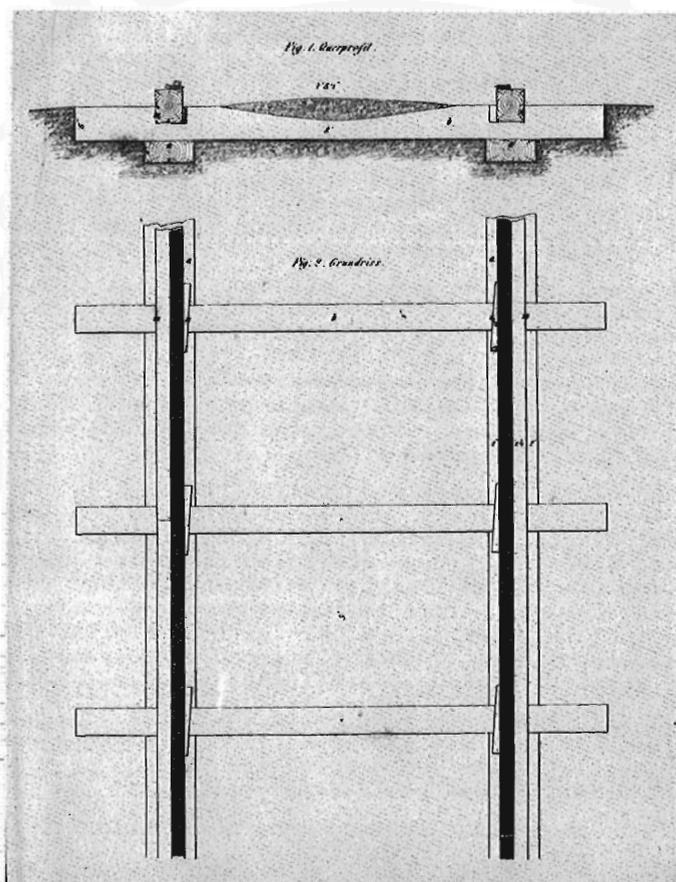
"Longitudinal sills of Tamarack 9 inches square in lengths of not less than 25 feet and bound together by cross-ties of the same timber 3 x 6 about five feet apart dovetailed into the upper side of the sills and spiked at each end. In this state the superstructure is ready to receive either the Iron T or H rail or the Oak ribbons which are 3 x 4 upon which is placed the common flat Iron Bar 9/16 x 2½ inches."(6)

2. An order would be placed with a Liverpool (England) firm for 25 tons of 50-lb. T-rail "with a broadbearing surface...fastened to the superstructure by a claw-headed spike."(7) This type of rail was being widely used in the United States. Obviously, this was an experimental order. 25 tons of rail would have allowed the Company to re-lay only about 500 yards of parallel track.
3. "Iron clamps, spikes and chairs"(8) would be used to join the T-rails to each other. The use of chairs was, as explained above, an English technique. United States railroads preferred fishplate joints..A fishplate was an iron bar which lapped the rail-joint and was bolted to the sides of each rail to connect them end-to-end. Plates of a similar design are used today. At that time, chairs were considered to be more secure, but fishplates were cheaper.
4. The original strap-iron rails would not be replaced "for a year or two till the Iron Market gets down a little."(9) This would allow the Company to test the T-rail before proceeding further.



↑ IN THE DETAIL OF THE TRACK, ARTIST J.D.KELLY, IN HIS PAINTING OF the opening day on the Champlain and St. Lawrence Rail Road, gave the Company credit for more sophistication than was due!

Painting reproduced courtesy Confederation Life.



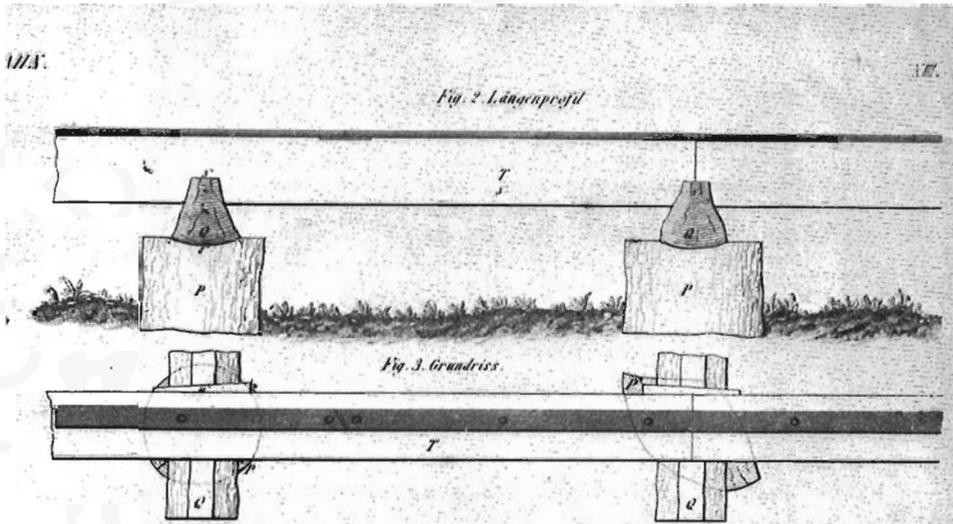
↑ WILLIAM LOGAN DESCRIBED THE TRACK OF THE CHAMPLAIN & ST. LAWRENCE as consisting of wooden rails shod with flat iron and resting on & let into wooden sleepers, much like that of the Utica & Schenectady Railroad, also opened in 1836. Drawing courtesy Smithsonian Inst.

The renewal was carried out slowly. The Annual Report for 1846 stated that improvements were "in progress" and that the Company had ordered an additional 550 tons of T-rail. The next year, the Annual Report noted that only two miles of superstructure remained to be renewed and that $6\frac{1}{4}$ miles of T-rail had been laid, "the benefits of which are so apparent that the Committee did not hesitate to take advantage of a considerable fall in the price of Iron in the English market and order out 800 tons...to complete the road throughout."(10)

By the start of the 1849 season, civil engineer Thomas C. Kiefer was able to report that the Champlain & St. Lawrence "had been rebuilt with heavy rail."(11)

The improvement in the track led to an improvement in the service. It was at this time that the railway sold its two original, small locomotives and acquired several new and more powerful ones.

It was also at this time that the Company added to its schedule two more trains between La Prairie and St. Johns.



↑ THIS CROSS-SECTION OF TRACK FROM THE OHIO RAILROAD SHOWS A VARIATION in the method of fixing the strap-iron to the wooden rails.
Drawing courtesy of the Smithsonian Institution.

What happened to the old strap-iron rails, which still represented a marketable asset? In an article on the history of the Champlain & St. Lawrence, the late Mr. Robert R. Brown postulated that they were left derelict by the Company and were used by farmers living along the line. (12) Alas, such philanthropy was not the way of the Champlain & St. Lawrence. A journal entry dated 24 November 1849 reveals that the "Old Iron Rails" were sold to the St. Lawrence and Industry Village Rail Road at a price of about £ 9 per ton and shipped to its terminus at Lanoraie, down the St. Lawrence River from Montréal. (13)

Twenty years later, when other railways were changing from iron to steel T-rails, these primitive old strap rails were still in use when the Montréal newspaper, *The GAZETTE*, wrote of the anachronistic little line:

The Lanoraie road is very much like that of George Stephenson, in his first railway which ran from the collieries to the sea coast - namely, a wooden rail covered with a flat iron bar spiked down. (14)

Winterizing the Road.

Changes were made to the permanent way of 1849 after only two years of use. In January 1851, as railway fever swept across British North America, the Directors of the Champlain and St. Lawrence announced that the railway would be extended south from St. Johns to cross the International Boundary to Rouses Point in the State of New York and also northward, diverging from a point on the main line



A VERITABLE ANTIQUE! THIS IS A PIECE OF STRAP-IRON RAIL from the pioneer Champlain and St. Lawrence Rail Road, discovered along the right-of-way near La Prairie, Québec in the 1930s and preserved by the Association's Honorary President, Mr. Donald F. Angus. The holes for the screws which fastened the rail to the longitudinal stringers are plainly visible. Photograph by F.F.Angus.

four miles east of La Prairie, to a more suitable terminus in the village of St. Lambert, directly across the St. Lawrence River from the City of Montréal. The Company also announced its intention to run trains throughout the year, instead of closing the line in the autumn, as had been the practice since 1836. To accomplish this, the Superintendent of the Rail Road reported

A considerable outlay will be necessary in the coming season to put the old line of road in good running order at all times of the year.

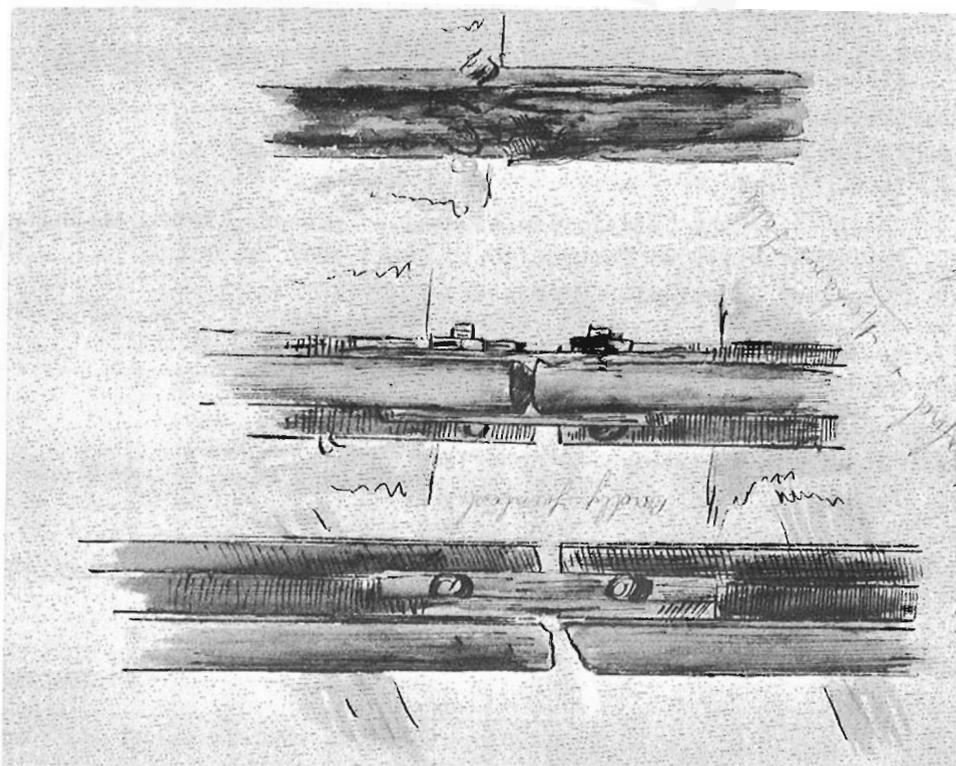
The old line having formerly been laid on timber, in relaying the same with T rail, most of the ties used were made from the old rails, and are now decaying, it will be necessary to replace them with new ties.

10½ miles from the diverging point to near St. Johns should be ballasted and raised two feet with slate from the Laprairie common, to render the road more substantial.(15)

Work proceeded apace. In July 1851, it was reported that "T-rails are being laid at the rate of a mile per day" on the Rouses Point extension and that there was "a large force employed on the old road...engaged in raising it two feet to make it suitable for winter travel". The report also noted:

The Superintendent tells us that when the whole is raised and ballasted and connected with the extensions he has no doubt of being able to run his passenger trains over the line 41 miles in one hour.(16)

By January 1852, both extensions had been completed and the Champlain and St. Lawrence, for the first time in its history, remained open all winter. The new line, no longer laid on longitudinal wooden sills but on cross-ties set on a ballasted road and probably looking not unlike the track of today, allowed the Company to provide service throughout the year, to purchase a dozen more powerful locomotives, to increase the number of trains scheduled, to accelerate these services and, in effect, to become a brand-new railway.



SPECIMENS OF OLD IRON FROM THE GRAND TRUNK RAILWAY OF CANADA, SHOWING rail-joints with fish-plates, circa 1878, pen-and-ink and watercolour sketches by J.M.C.Muir. Photo courtesy Public Archives of Canada.

Unlike the other new railways built about this time, the Champlain and St. Lawrence Rail Road could boast of a well-built permanent way, equal to the rigors of the Canadian climate. Nine years later, when the particularly hard winter of '61 was playing havoc with the services on other railways in eastern Canada, the Champlain and St. Lawrence operated the entire time without incident or interruption.(17)

A good track meant good - and safe - service.

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"The Railway Interrelations of the United States
and Canada", Ryerson Press, Toronto, 1937.



↑ RIGHT-OF-WAY OF THE CHAMPLAIN AND ST. LAWRENCE RAIL ROAD, AS IT AP-
peared in 1967, looking east from Highway 9-A towards l'Acadie. The
marker was erected by the Canadian Railroad Historical Association
about 1936 and indicates that the derelict roadbed is that of Can-
ada's first public railway. Photo courtesy S.S.Worthen.



August, 1973.

WAYBILLS

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FOR THE EASTERN EXPRESS COMPANY,

McMurray

CP RAIL'S WINDSOR STATION: TO BE OR NOT TO BE DEMOLISHED? IN A NEW announcement at the beginning of May 1973, Mr. Graham McMurray, a spokesman for CP RAIL, said that Marathon Realities multimillion-dollar redevelopment project, PLACE SAINT-GEORGES, would be unveiled within the month. The new plan would mean that CP RAIL's famous Windsor Station - or, at least most of it - would be demolished. Work had been under way since early in the year, demolishing the former "express" wing along Lagouchetiere (Osborne) Street, as well as part of the trainshed, and cleaning out the vaults in the basement under the concourse.

Mr. McMurray said further that the complex, originally announced in March 1972, had been redesigned due to changing needs of Canadian Pacific Limited, for headquarters office space.

Dismissing the agitation of the Friends of Windsor Station and others, for preservation of the station, Mr. McMurray said that the proposal to preserve the station as an historic monument was no longer a factor.

The relocation of Canadian Pacific Limited's building has meant the devising of a whole new master plan. It is now unlikely that the building or buildings will be as described in the September 1972 issue Number 248 of CANADIAN RAIL. S.S.Worthen.

THE SYDNEY & LOUISBOURG RAILWAY HISTORICAL SOCIETY, WHICH HAS ITS headquarters in the former station of the Sydney & Louisbourg Railway at Glace Bay, Nova Scotia, has purchased a 1914 tank car from PROCOR Limited of Saint John, New Brunswick, for \$180, the car's scrap value, so says the CAPE BRETON POST of Sydney, N.S. Barrie MacLeod, who sent in the clipping, says that the tank car will get from Saint John to Sydney by Canadian National Railways, free of charge and will be trucked to Louisbourg, where it will be displayed along with several other pieces of railway equipment.

Among these cars are a 1926 Canadian National Railways box car, a Sydney & Louisbourg Railway caboose and an 1897 BROWNHOIST crane.

Society President William Lewis says the Sydney and Louisbourg Historical Society is different because "while other collectors are interested only in older passenger trains, we want to preserve examples of the older freight trains. There are only about 15 old freight cars in Canadian collections and we have two of them".

SPRING 1973 WASN'T MUCH BETTER THAN SPRING '72 IN EASTERN CANADA for either Canadian National Railways or CP RAIL, according to Mr. G.A. Matheson, member of the Association in Lennoxville, Québec. About May 1, CN's main line via the Matapedia Valley was cut at Rivière Ouelle, 40 miles west of Rivière du Loup, Québec, when high water rendered unsafe the bridge over the Rivière Ouelle. The former National Transcontinental line via Edmundston, N.B. to Moncton was closed when heavy rains affected the piers on the

mile-long Salmon River trestle, east of St. Leonard, N.B.

As a result, three eastbound and two-three westbound CN freights made the detour over CP RAIL's "Short Line" from Saint John, N.B. through the State of Maine to Megantic and Lennoxville, the same as last year (see "An Otherwise Ordinary Winter", G.A. Matheson, CANADIAN RAIL No. 249, October, 1972).

These CN freights usually had 3-4 units per train, the majority of the units being RS 18s in the 3100, 3600, 3700 and 3800 series. Passenger units Numbers 6533, 6616, 6860 and 6629 took an 80-car, 4000-ton freight east on 4 May and returned on a 62-car solid container train of 3500 tons on 6 May.

Mr. Matheson says that this lash-up - FP 9A, FP 9B, FPB 4 and FP 9B - is "definitely unusual" and represents a "first" for CP RAIL lines in Maine! Who can argue the point?

THE ACCOMPANYING PHOTO, BY MS M. MALLETT OF CHARLOTTETOWN, PRINCE

Edward Island, shows the railway station at Elmira, P.E.I., the farthest-east railway station on the Island. It was built in 1911 by a Mr. White, to the same general design as many other railway stations in Canada at that time. It contains two waiting rooms, an agent-operator's office and a baggage-express room. The ceilings are 14 feet high! A large attic was included, which increased the station's apparent size.

Elmira station was originally painted in two shades of green but was repainted in the 1940s in "boxcar" red. Originally, there were rings on the east side of the station, where horses could be tied. Two of these rings are still in place. The horses, having not much else to do, nibbled the decorations off the building, so a railing was erected a couple of feet from the station to which they could be tied and the use of the rings was forbidden.



Only one of the waiting rooms was ever used by intending passengers, for there was never a large crowd of them. Elmira was just a small community.



Until recently, there was a large platform in front of the station, but it rotted out and was not replaced. The roof of today is composed of asphalt shingles. The back part of the agent-operator's office was originally a small room in which the train crews rested. The wall was taken out and the operator's office enlarged shortly after the station was completed. An old boxcar, taken off its trucks and placed nearby, was used as a bunkroom by crews who had to stay overnight in Elmira. The boxcar was later replaced by a small building which is now used at Borden, P.E.I., as a storage shed.

In the beginning, there was a one-stall enginehouse and a coal shed, but both of these have disappeared. Half-a-mile west of Elmira is the wye and inbound trains turn here first and then back into Elmira station.

The second picture by Charlottetown photographer Margaret Mallett shows the general layout at Elmira: station on the left; freight shed on the right and the pile of ties marking the end of track. In the distance, the line went straight through the woods. The amount of grass indicated the frequency of traffic. The two pictures were taken in 1971.

The importance of this station at Elmira, P.E.I., is that it is now the property of the Railway History Committee, Prince Edward Island Heritage Foundation. The windows have been boarded up temporarily, the chimney height has been reduced to roof level and plans have been made to clean up the property and to place three pieces of rolling stock in the yard in the near future. Mr. Allan Graham, who sends this information, hopes that the display will be ready for late 1973 or early 1974.

BY THE TIME THIS REPORT IS PRINTED, CANADIAN NATIONAL RAILWAYS' WONDERFUL, beautiful Northern, Number 6060, will very likely be off and running. The bare boiler passed its hydrostatic test in mid-May and it was expected that Number 6060 would be steamed about 15 June. That wasn't bad predicting, for she was in fact



steamed about 26 June. Finally, she made a short run to Dorval, Québec, on the morning of 5 July, under her own steam, and just about scared the daylighters out of the commuters. She was exhibited to Canadian National employees at Pointe-Saint-Charles shops on 8 July and, on that occasion, Mr. Barry Biglow took the accompanying photograph.

Mr. J. Norman Lowe, Historical Projects Officer, Canadian National Railways, has announced that Number 6060 will haul her first special train on 15 September 1973 from Montréal - Central Station - to Victoriaville, Québec, via Richmond, and return. The fare will be \$ 15 for adults and \$ 7.50 for children under 12. There will be a ceremony at the cab of Number 6060 prior to departure, with senior officers of the Company taking part.

There is the possibility that Number 6060 will haul a special train from Montréal to Toronto, via Ottawa and Napanee, at the beginning of October, if sufficient interest can be generated. This would be a one-way trip only, since Number 6060 will stay in Toronto, in preparation for the next trip, which has been announced formally.

This second or third trip will be from Toronto to Fort Erie, Ontario and return, on 27 October 1973. The justification for the trip is the occasion of the presentation of Canadian National's steam locomotive Number 6218 to the City of Fort Erie. For the trip to Fort Erie, Number 6218 will be hauled dead behind Number 6060, thus simulating double-headed operation of the train. Number 6218 is to be "suitably displayed" outdoors in Fort Erie, after having

spent the summer of 1973 carefully protected from the weather inside Building Number 1 at the Canadian Railway Museum/Musée Ferroviaire Canadien, Saint-Constant, Québec.

The tentative date for the Montréal-Ottawa-Napanee-Toronto trip is Friday, 26 October 1973.

The fare for the Toronto-Fort Erie-Toronto trip is \$ 15 for adults and \$ 7.50 for children under 12.

The cost per mile for adults on the Victoriaville trip is calculated to be \$ 0.0706 and that for the Fort Erie trip \$ 0.0710, if the route is via Hamilton-Merritton-Welland Junction.

All this leaves one wondering if - should Number 6060 be ready to roll before 15 September - CN's Historical Projects Officer and the steam locomotive enthusiasts around Montréal will be able to endure the delay! After all, if you can work in a couple of 400-passenger trips between 15 July and 15 September, it's just that much more money in the till. It is rumored that the investment in the repair of Number 6060 is of the order of \$ 300,000. This means that it will require \$ 21,000 annually to pay the interest on the investment, before any reduction in the capital cost. Pay-back time on this considerable investment will depend on the number of trips run annually and the capacity of the train. It looks as though it will be a hard job to minimize the pay-back time, but, with careful planning, it might be done in 5-8 years. S.S.Worthen.

WORK BEGAN EARLY IN MAY 1973 ON THE NEW RODNEY TERMINAL IN SAINT

John, New Brunswick, when Premier Richard B. Hatfield actuated the mechanism which dumped the first load of gravel fill from the first of several hundred thousand standard 60-ton capacity CP RAIL air-dump cars. CP RAIL would be responsible for moving 2½ million tons of fill to the site before the end of '73. Erection of a second PORTAINER gantry crane was begun at the new double-berth terminal, which, when completed, would give BRUNTERM a throughput capacity in excess of 100,000 containers per year. Phillip Fine.

BACK TO MONTREAL IN MAY CAME MORRISON-KNUDSON CORPORATION'S TWO

ALCO C-636 units from Boise, Idaho, U.S.A., ex-ALCO demos Numbers 636-2 and 636-3, now M-K Numbers 5402 and 5403. Speculation is that the two units are on their way to the power-short Cartier Railway, which has three M-636 units on order with MLW Industries, Montréal. K.R.Goslett.

CASUALTIES AMONG CP RAIL'S FLEET OF BALDWIN ROAD-SWITCHERS ON VAN-

couver Island, British Columbia, began in May, 1973, when unit Number 8012 was the victim of an extensive electrical fire at Port Alberni, B.C., while coming out in multiple on a freight. So extensive was the fire that the Port Alberni Fire Department was called out to extinguish the blaze. Subsequently sent back east to Ogden Shops, Calgary, Alberta, the roster in the Victoria B.C. roundhouse had the notation "scrapped" beside the entry for Number 8012. It was reported that Number 8007 might get Number 8012's prime mover and that other Baldwins might benefit from spare parts.

John Hoffmeister, our member in Victoria, who sent this information, wrote again to say that, in one of the worst accidents in the history of the Esquimalt and Nanaimo Railway, CP RAIL Baldwins

Numbers 8006, 8007, 8008 and 8011 ended their careers at Mile 68.1, barely four miles south of Nanaimo, in the late afternoon of Tuesday, 12 June 1973. The crew on the second "Nitinat Logger", with units Numbers 8011 & 8007, a water-car and caboose, left Wellcox terminal (Nanaimo), apparently believing that Train 51 - the freight from Victoria - had arrived. It is possible that the presence in the yard of the two "Geeps" which normally haul this freight - but which had been replaced by three Baldwins because of mechanical failure - misled the crew.

Train 51, with units Numbers 8008 & 8006, 27 freight cars and the van was, by this time, nearing the end of its run to Wellcox. Although the precise circumstances are unknown at this time, the two trains met on a reverse curve at Mile 68.1, colliding at a combined speed of 50 mph. The result was disastrous. One of the reasons why there were no fatalities was the fact that the units telescoped, thus lessening the total force of the impact. Number 8006 sheared off the cab of Number 8008, the crew of the latter saving themselves by diving to the floor.

In a later communication (9 July 1973), Mr. Hoffmeister reported that Numbers 8008 & 8011 were scrapped, with Number 8006 to follow. Number 8007 was considered repairable and, with parts from the victims, should be running in about two months.

This leaves in service Numbers 8000 through 8005, 8007 and 8010.

MR. E.W. WOODLAND, HONORARY SECRETARY OF THE WESTERN AUSTRALIA SECTION of the Australian Railway Historical Society, writes to say that the MLW Industries M-636s and the ALCO DL 628s, presently in use on the Hamersley Railway of Western Australia on block trains of iron ore, are performing very well. Their horsepower rating has not been reduced and they give very little trouble. They have had some difficulties with the turbochargers, but these instances have occurred very seldom.

CP RAIL HAS ANNOUNCED THE PLACING OF A CONTRACT FOR 20 NEW SD 40-2 units from Diesel Division, General Motors of Canada. The new units, scheduled for delivery in January-February, 1974, are six-axled and rated at 3,000 hp. GM Diesel Lines.

MR. LAWRENCE C. HAINES, OUR READER IN SOMERVILLE, NEW JERSEY, U.S.A., writes to day that ex-Reading Railroad Number 2102, which played a prominent part in the Sesquicentennial Steam Spectacular on the Delaware & Hudson Railway last April, in fact is owned by Rail Tours Incorporated - Mr. William Benson and others. Now identified as Delaware & Hudson Number 302, the locomotive is stored for reasons of security and convenience on the property of High Iron Company, Lebanon, New Jersey, between excursions.

Mr. Haines also reminds us that ex-Nickel Plate "Berkshire" Number 759 was run to Scranton, Pa., from Hoboken, N.J., on 22 July 1973. This steam locomotive is the property of Steamtown U.S.A., Bellows Falls, Vermont, U.S.A.

AMTRAK: SAN BERNARDINO SAYS THAT TRAINS 3 & 4, EX-SANTA FE "SUPER Chief" will carry up to 20 cars this summer, writes Mr.

R.F. Hartney, our member in San Bernardino, California. It will be interesting, he writes, to observe the performance of these long trains, since they will probably be obliged to stop twice at each station, the platforms being too short to accommodate

such lengthy trains. Mr. Hartney concludes that Trains 19 & 20, ex-Santa Fe "Chief", will not operate this summer. There is no news about AMTRAK passenger service in the San Joaquin Valley yet. Meanwhile, says Mr. Hartney, Southern Pacific Corporation has started using a portion of their new \$ 39 million yard in Bloomington, due to be opened officially in July. Switch engines were making up trains on the departure side in May, but hump-retarders were not in use at that time.

A NEW SHAPE IS MAKING ITSELF KNOWN AROUND THE DIESEL DIVISION OF General Motors in London, Ontario. This is the new G26CW export model, a total of 58 of which will be built for the Zeljeznicko Transportno Preduzece (ZTP), the state railway commission of Yugoslavia. This model is a 2000 hp. unit and the order was expected to be completed in August, 1973. GM Dieselines.

TWO OF THE NEW SD 40-2 UNITS FOR THE QUEBEC, NORTH SHORE AND LABRADOR Railway, Numbers 249 & 250, are shown at CN's Montréal Yard on 15 April 1973 in the accompanying photograph sent in by Pierre Patenaude. Pierre also supplies the following information regarding builder's numbers and delivery dates. The order number was C-356 and the builder was Diesel Division, General Motors of Canada Limited, London, Ontario:

<u>Road Numbers</u>	<u>Builder's Numbers</u>	<u>Delivery date</u>
241 through 246	A-2849 through A-2854	31 March 1973
247 through 248	A-2855 through A-2856	6 April 1973
249 through 250	A-2857 through A-2858	13 April 1973
251 through 254	A-2859 through A-2862	16 April 1973
255 through 256	A-2863 through A-2864	23 April 1973
257 through 258	A-2865 through A-2866	25 April 1973
259 through 260	A-2867 through A-2868	27 April 1973

Pierre notes that these units are the same exteriorally as those delivered by DD GMCL to the QNS&L in April 1972, except that there are no number boards on the long ends of the units.



THE RECONDITIONED ALSO RS 3, PICTURED ON PAGE 351 OF THE NOVEMBER 1972 issue Number 250 of CANADIAN RAIL has been purchased by Comox Logging and Railway Company (actually Crown Zellerbach Building Materials) of Ladysmith, Vancouver Island, B.C., writes John Hoffmeister. The unit, formerly Delaware & Hudson Railway Number 4097, will be used on the 22-mile haul from Ladysmith to Nanaimo Lakes, B.C.

Of more interest to Mr. Hoffmeister is the fate of Crown Zellerbach's Baldwin VO-1000 model, displaced by the ex-D&H unit. With a surplus of one diesel at Ladysmith, one could also speculate on the fate of two-truck Shay Number 1 at CZ's Elk Falls Division at Campbell River, B.C., as well as a small Whitcomb gasoline loco at the same place.

OUR DIRECTOR-EMERITUS OF MEMBERSHIP ACTIVITIES, MR. J.A. BEATTY, HAS discovered another "gem" in a Canadian Pacific Railway Passenger Bulletin of January 1st., 1914, which reads thusly:

"THROUGH TICKETING TO PRINCE EDWARD ISLAND DISCONTINUED FOR THE WINTER.

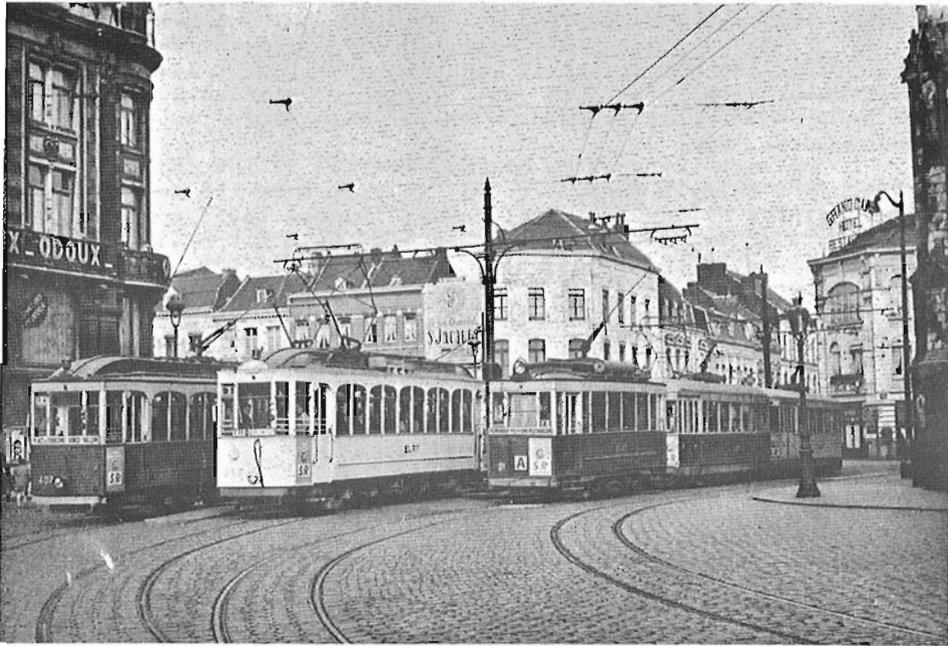
Regular steamer service having been withdrawn between Point du Chêne and Summerside and between Pictou and Charlottetown, no through tickets may be issued until further advised. Winter service is performed by Government steamer between Sackville, N.B. and Cape Tormentine, P.E.I. - passengers should be ticketed to Sackville and left to repurchase".

Mr. Beatty wonders if there really were steamers to Sackville, N.B. "Perhaps", he ponders, "the Chignecto Canal was not a myth, after all!"

THE MONTREAL URBAN COMMUNITY TRANSIT COMMISSION HAS PLACED AN ORDER with the Diesel Division, General Motors of Canada Limited, London, Ontario, for 120 fifty-three passenger coaches. While this is not the largest order the Division has received over the years, it is the largest contract to date for one model. Schedules are being established which will permit delivery of 15 of the new double-door exit, power-steering busses before the end of 1973, with the remainder being delivered in 1974, GM Dieselines.

THE GOVERNMENT OF THE PROVINCE OF BRITISH COLUMBIA HAS PURCHASED, for the enormous sum of \$ 1.00 , former MacMillan-Blodel 2-6-2 Number 1077, a nicely proportioned Montreal Locomotive Works product (S/N 65377, 1923), which has been stored for some years, since 16 December 1969, to be exact. It is said that the B.C. government intends to use the locomotive on an exhibit train, the railway at Fort Steele having a surplus of motive power at the present time. John E. Hoffmeister.

WHILE STREETCAR LINES, ESPECIALLY THE NARROW-GAUGE KIND, ARE RARE nowadays in North America, quite the reverse is true in Europe and, particularly, in northern France. To prove this point, Monsieur Claude Gay has recently written a very comprehensive and profusely illustrated history of the tramway systems in and around the city of Lille. This definitive work is a complete history and description of both the urban and suburban standard-gauge network (TELB), as well as the Roubaix-Tourcoing urban and interurban narrow-gauge systems (ELRT). In words and pictures, M. Gay takes the



reader from the era of horse-drawn cars of the last century to the present-day PCC cars of the ELRT, which are still operating. Profusely illustrated with some 400 photographs of excellent quality, this book will appeal to the tramway enthusiast, even though his knowledge of the French language may not be profound.

The accompanying photograph by M. G. Masino shows a selection of ELRT narrow-gauge equipment at the Grand Place in Tourcoing.

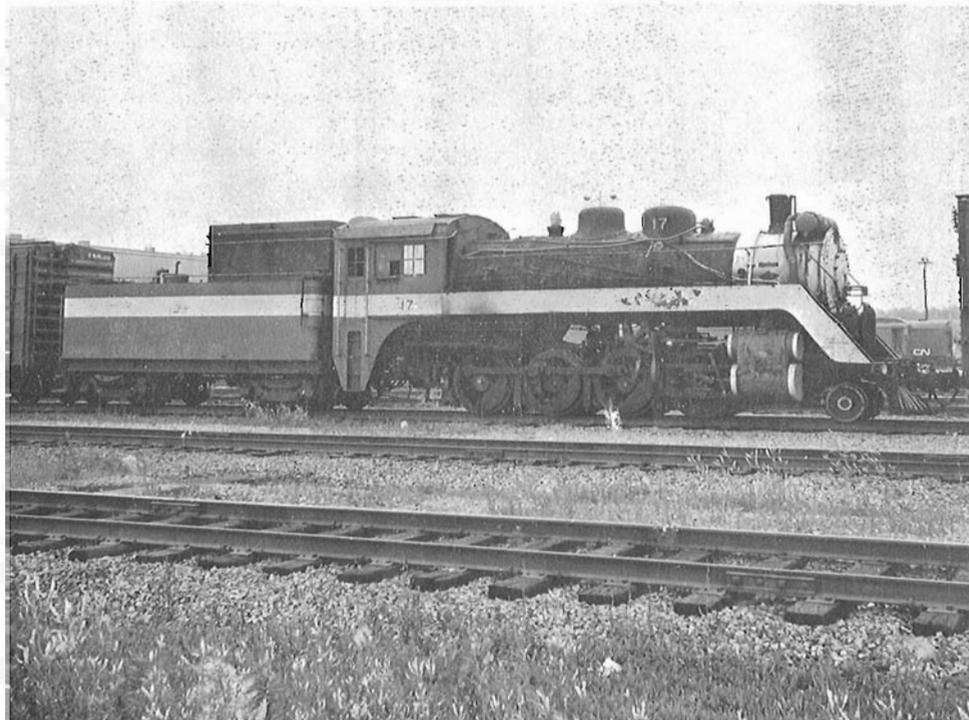
AU FIL DES TRAMS: Claude Gay AMITRAM Publications, 8 rue Deschodt, 59000-LILLE, France. \$ US 30.00

ON AGAIN-OFF AGAIN! A REPORT IN THE TORONTO "GLOBE AND MAIL" DATED 28 April 1973 said that work had begun on the Burlington Northern's Kootenay & Elk Railway in southeastern British Columbia. Clearing for the right-of-way was said to have been started on the projected line between Elko, B.C. and the International Boundary near Newgate, B.C., despite the fact that no approval for construction had been received from the Canadian Transport Commission. As previously reported, the Supreme Court of Canada ruled that the CTC had erred in rejecting the K&E's application last year, but, to date, had not reversed the prohibition. M.B.Pepper, President of Crows Nest Industries - parent company of the K&E - said that the decision to proceed with first steps of construction was taken in the light of prospective improvements in world coal markets.

On 3 May 1973, the "Globe and Mail" carried another report which said that Crows Nest Industries Limited of Fernie, B.C., had stopped work on the proposed Kootenay and Elk Railway. M.B.Pepper said that construction was being postponed indefinitely in the face of Provincial government opposition. Nevertheless, Mr. Pepper remained hopeful that the 80-mile link with the BN would be built at some time in the future, after either a change of heart by B.C.'s

new New Democratic Party government or a change in government. Box-score: CP RAIL 3; Visitors, no score!

THE SALE OF ROBERVAL AND SAGUENAY RAILWAY'S STEAM LOCOMOTIVE NUMBER 17, a 2-8-0 built by the Canadian Locomotive Company of Kingston, Ontario in 1940 (S/N 1959) to Mr. John E. Thompson of Monee, Illinois, U.S.A., was reported in the May 1971 issue Number 232 of CANADIAN RAIL. Until July 1973, this locomotive was stored in Canadian National Railways' Jonquièrre, Québec, yard, until details regarding the movement of the locomotive by CN could be arranged. Because of the condition of the locomotive, there was a question as to whether or not she could be moved on her worn wheels.



Arrangements were finally made and on 1 July, Number 17 passed through CN's Montréal Yard, firmly chained between two box-cars, which provided the necessary braking power for the heavy locomotive. Mr. Barry Biglow took Number 17's picture, as she was en route to Essex, Connecticut, U.S.A., via Central Vermont to New London, CT and Penn Central (New Haven) to Essex and the haven of the Valley Railroad Company.

Initially, Number 17 was billed from Jonquièrre to Chicago, via CN and Grand Trunk Western, but the destination was changed before this routing could be effected. It is said that Number 17 will be restored to operating condition. S.S.Worthen.

2 Pierre Patenaude photographed Canadian National Railways Train 66, the eastbound RAPIDO, at Brockville, Ontario, while the engine crews were making a fast change on 16 June 1973. Power was FP 9A 6540 and FPB 4 Number 6863.



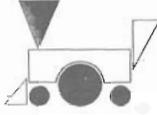
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