

November, 1958 - Number 154

SOCIETY ACTIVITIES: The Society meets on the first and third Fridays of every month from September to June . Meetings held on third Fridays are "general" meetings which take place in Room 486, Toronto Union Station. The November meeting will be held on the 21<sup>st</sup> at 8:30 P.M. and will be featured by the playing of various tape recordings of railroad sounds made by Society members.

First Friday meetings are usually of an informal or "outdoor" type. The December meeting will be held on the 4<sup>th</sup>. The location will be announced at the meeting of November 21<sup>st</sup>.

PAST MEETINGS: October 17<sup>th</sup> - A general meeting in Room 486 which had excellent attendance (about 45 members), and at which a very interesting program of colour slides taken in Australia and Great Britain was presented. A striking contrast was noted between the generally dirty condition of most of the British Railways' locomotives shown and the almost unbelievably immaculate condition of the power on the various "light" and industrial railways, some of the locomotives of which are much older than virtually anything now in service on this continent.

THE OBSERVANCE OF THE LAST RUNS OF CNR  
92, 95, 603 AND 604 - OCTOBER 25, 1958

On Saturday, October 25<sup>th</sup>, - 16 U.C.R.S. members and friends gathered at Toronto Union Station, prepared to bid adieu to two CNR passenger services being removed that day. The first of these was trains 92 and 95 between Toronto and Peterborough and the other was 603 & 604 between Lindsay and Midland (via Blackwater and Lorneville).

The group boarded No. 92, which left behind J-7-c Pacific 5299. At Scarboro Junction the train was switched onto the Uxbridge Subdivision which, between this point and Blackwater, was originally the 3½ ft. gauge Toronto & Nipissing Railway. It was not difficult to observe the 'narrow gaugeness' of the line as the train scurried along the many short, steep grades and the equally numerous curves which abound south of Uxbridge.

Number 96 from Belleville, hauled by another J-7-c, 5302, was crossed at Goodwood, then No. 603 was met at Blackwater. Here, members Kemp and Brown, having come from Montreal via Peterborough, joined the party. After exchanging express with 92, train 603 left with 5292, mail-express car 7732 and coaches 5170 and 5196. A rapid run was made to Lorneville where the train curved from the ex-T.& N. line to the former Midland Railway's Belleville - Midland track.

Locomotive 5292 then backed the train into the station which is located at the diamond formed by the crossing of the two lines, loaded mail and express, and departed. At Orillia a connection was made with northbound train 41, pulled by diesels 6524-6616. As 603 left for Midland it paralleled the CPR's Orillia branch for a short distance and CP - N2a Consolidation 3666 was observed as it shuffled cars around the yard.

At Martyrs' Shrine the train followed the customary practice of wyeing. The tail track here consists of the remains of a former CNR branch from the shrine to the Penetang branch, via Wyebridge. A rather expeditious reverse run was made into Midland. Three GR-12's, running MU, were passed at Tiffin and a dieselized Montreal-built 0-4-0-T belonging to Canada Steamship Lines was observed in a coal-yard on the outskirts of Midland. At the station a sign of past passenger operations was the siding leading down to the steamer dock. The only passenger steamer in evidence was the "City of Dover", (frequently called the "Noazark"), which runs to Honey Harbour in summer

months.

There was little ceremony as 604 prepared to leave. About three autos and six bystanders arrived to observe the occasion, a group of children climbed aboard to take their last ride, the train crew shook hands with some friends and departed. There were few local residents along the line to wave goodbye to 604.

The party disembarked at Orillia, took their last photos of the train, boarded No. 44 and proceeded to Allandale behind locomotives 6519-6619. At the latter place three of the party remained on train 44 in order to arrive in Toronto 'de bonne heure' while the other 15 walked around the station to catch train 662 for Georgetown. There was motor car 15832 and trailer C-1, but the former did not seem to be emitting its characteristic hiccoughs. The source of the noise, hidden behind a boxcar, was GR-12f road-switcher 1244 which was pulling both cars until the engine of 15832 could be repaired. The latter motor had been brought over from Lindsay to replace car D-1, formerly on this run and which, along with trailer C-2, has been moved to Cochrane.

The unexpected upsurge in passenger traffic placed a heavy strain upon the capacity of 15832 and seven people found themselves sitting on various bags and boxes in the express compartment.

As the train left Allandale numerous dead steam locomotives were observed in the yard. They were 1350, 1527, 2577, 3306, 3388, 6035, 6176, 6182, 6251 plus an unidentified 2-8-2 and 4-8-4.

At Georgetown 14 members of the party left 662 to await the Toronto train while Dick Ganger, who had come up from Buffalo for the excursion, continued on to Hamilton to make his connection for home.

Between 6:30 and 7:30 train 175 passed through behind 5257 and train 37 arrived with locomotive 5265. Finally 6014 drifted in with train 36 and the group returned to Toronto and intermediate points.

With the discontinuance of local trains such as those ridden by Society members for the last time on this trip, it is becoming increasingly difficult to make interesting rail circuits on weekend return tickets.

➤ Associate members Raymond Corley and Henry Moxon of Peterborough also observed the last runs of train 92 and 603 on October 25<sup>th</sup>. They boarded 93 at Peterborough and met Forster Kemp and Douglas Brown who had come up on train 17 to Belleville. No. 93 was one hour late, since it had waited for 2<sup>nd</sup> 17 to arrive at Belleville.

A quick run to Lindsay was experienced, whence the four-man party left 93 and inspected the engine house; the impact of dieselization was apparent. On the back-storage track were 1520 (still not gone for scrap), 7509 and 7465 (stored). In the house or yard were steam locomotives 91, 3252, 3458, 3503, 5252 and 7461 and diesels 3002 and 4400.

7461 left for Peterborough to do daily switching (in place of a 1200 H.P. road-switcher this Saturday), as soon as train 93 got in; 5292 was being readied for train 603 to Midland and 3002 for train 389 for Haliburton.

Train 603 backed into the station (after turning on the wye) at 11:00 A.M., D.S.T., and after pictures by the group and one other unidentified fan, pulled out at 11:13 (three minutes late) with one baggage car and two coaches. The train paused beside the engine house for about two minutes while the locomotive foreman and shopmen said the farewells to the train crew. The train then raced to Blackwater Junction, without stops at Mariposa or Manilla.

By the time 603 had turned on the wye, backing down the west leg to Blackwater station, train 92, with engine 5299, two head end cars and one coach, was only a mile away and immediately rolled in a few minutes early. The Toronto contingent unloaded from 92 to join Kemp and Brown on 603, while Corley and Moxon returned on 92.

Some time was taken to unload mail etc., and 92 left about one minute late. Lindsay was reached on time, where engine crews were changed, and then on to Peterborough, with a pause at

Reaboro to unload mail, and a stop at Omeme. Peterborough was reached seven minutes early, but no one was on hand at the station to recognize the occasion.

Later, at 6:30 P.M., train 95 pulled out of Peterborough westbound on its last run, observed by member Corley, with the same crew that brought 92 in. Otherwise only two children were on hand to bid farewell.

### *EDITORIAL*

#### ONTARIO - ST. LAWRENCE DEVELOPMENT COMMISSION RAILWAY MUSEUM PROJECT

As many of our members already know, one of the secondary benefits deriving from the St. Lawrence Seaway project is the establishment near Morrisburg of the new Chrysler's Farm Battle Memorial Park. This park will be over two miles long and a mile and a half wide, fronting on the new shoreline of the St. Lawrence River, and is to contain, among other attractions, "Upper Canada Village", a group of early buildings removed from areas being flooded, a museum, the obelisk commemorating the Battle of Chrysler's Farm, and a memorial cemetery. In addition to the above centres of interest, the Ontario-St. Lawrence Development Commission, which is in charge of planning the park, hopes to include a railway museum, to be located near the main entrance to the park, here a short section of the original Grand Trunk main line has been left in place. The track is occupied by CNR Mogul 88, now again bearing its original GTR number 1008, and CNR wooden coach 3474, while the former Aultsville station, a typical early frame structure, has been moved to this location.

It will be seen from the above outline that the planners have plenty with which to occupy their minds apart from the railway exhibit, and as it does not number any rail historians among its staff, the Commission has approached our Society and the Canadian Railroad Historical Association, of Montreal, with the suggestion that the two railfan organizations jointly assist in the setting up of additional railway historical exhibits, to be housed in the station building.

A comprehensive proposal embodying the societies' ideas has already been prepared and submitted to the Commission. If the suggestions made therein are adopted, the station interior will be transformed into an attractive museum designed to appeal both to railfans and to the general public. While much space will be devoted to the Grand Trunk Railway, it is hoped also to include material on the secondary railways which served the Seaway valley, and which later became parts of the Canadian Pacific and New York Central systems.

The setting up of an exhibit on the scale proposed will require considerable quantities of historical artifacts such as photographs, drawings, maps, plans, models, timetables, tourist folders, posters, advertisements, tickets, newspaper and magazine clippings, and "hardware" of any kind relating to railways in the period 1856 to the present. Our members are asked, therefore, to canvass their collections for suitable items they would be willing to contribute to this worthwhile project. It is expected that displays will be changed at intervals to attract repeat visitors, and it will therefore be possible to arrange for members not wishing to donate material outright to lend it for a stated period, say six months or a year at a time. If you have, or know the whereabouts of, items of the types mentioned above, you are requested to communicate with our Corresponding Secretary, Mr. R. J. Sandusky, R.R. #6, Brampton, Ontario, or phone ATwater 9-1298.

In addition to the provision of display material, the two associations have offered to assist with the preparation of the large amount of graphic work required, and members able and willing to contribute their time and artistic skill to the making of items such as signs, caption cards, explanatory charts, etc., are invited to offer their services.

This is a very worthwhile project, being carried out under the auspices of a responsible public body, and to be located in a place where it will undoubtedly be visited annually by large

numbers of tourists. We railfans are thus offered a unique opportunity of assisting in the establishment of what should become a major tourist attraction, and - more important - a place where the fascinating story of railroading will be brought forcibly to the attention of the general public, whose knowledge of and interest in railway matters can always stand increasing.

J.A.M.

#### ELECTRIC LINES NEWS

The "B" - Bank-St. Patrick car line of the Ottawa Transportation Commission is scheduled for conversion to bus operation on Sunday, November 23<sup>rd</sup>, when 34 new buses will take over service on that route.

- The next step in the conversion program will be the purchase of 30 more buses to replace the "R" - Preston carline in the spring of 1959. Although only two lines will then remain ("A" - Britannia and "S" - Holland-Laurier), the conversion program is reportedly not to be completed until some time between 1965 and 1967.
- New T.T.C. subway cars 5110 and 5115 have been operating since September 17<sup>th</sup> with conventional cars on Run 14, which has them in action during rush hours only.
- The T.T.C. plans to install closed-circuit television cameras under a subway train in the course of studying flange squeal on various curves on the Yonge line.

#### THE NEWFOUNDLAND SCENE - 1958

By John D. Knowles

The CNR Newfoundland Lines are now completely dieselized, the only steam engine left on the property at the end of July being Baldwin-built Pacific 593, which had been retained for possible display in Bowring Park at St. John's. The plan has evidently fallen through, and the engine was stored in St. John's roundhouse.

This four-stall brick building, built in 1944 to replace an older frame structure, is now abandoned, with many window panes broken. Its turntable still sees much use turning passenger train cars, but the diesel locomotives are kept in the engine shop, a poured concrete building constructed in 1931 and located across the street from the station.

Management was evidently desirous of putting steam back on branch line trains and on the Clarenville - Gambo auto ferry during the summer of 1957 to ease the motive power shortage, but this apparently was not permitted by the Board of Transport Commissioners. The stored steam engines were subsequently scrapped at the east end of Bishop's Falls yard, where the writer saw a long line of them with boilers, cabs and tenders cut in a few places and the cut segments sprawling grotesquely in all directions, but the identity of each engine still clearly discernible. Two Mikados and two Pacifics won a reprieve by being sold to the Grand Falls Central to tide that railway over until the arrival of diesels there.

As the CNR has doubled the amount of rolling stock on the lines since taking over in 1949, yard expansion is essential. Little change has been made to St. John's yard as yet, but the roundhouse will undoubtedly be demolished when work gets under way. The railway is bounded by the city on one side, and by the South Side Hills on the other, the only possibility of yard expansion being to fill in some river flats.

At Clarenville, the ¼-way point on the main line, work has commenced on laying additional sidings. Like most other major yards on the Newfoundland Lines, Clarenville is hemmed in by water on one side and by hills on the other. The limited space available for yard facilities at important points is one physical reason why the Newfoundland Lines have not been standard gauged.

The lead track at the west end of Clarenville yard is on a steep grade; it starts a sharp descent immediately upon leaving the main line, running down to the water and out onto a wharf

where freighters in trans-Atlantic service call. Some of the yard sidings actually climb considerably after leaving the lead track to regain the level of the main line. This situation made hard work for the 4-6-2's formerly employed in yard service.

At Windsor (Grand Falls station) some sidings have been laid down on the flats east of the existing yard. There was little difficulty obtaining suitable vacant land at this point.

While the village of Windsor grew up unplanned and unregulated, it was confined to the northerly side of the tracks.

The biggest yard construction project currently in progress is at Corner Brook and Humbermouth, and has already been mentioned in these pages. Corner Brook and Humbermouth were formerly two distinct yards, separated by a considerable distance of twisting single track hugging the shore of the Humber around Seal Head. Corner Brook is Newfoundland's second city, and the home of Bowater's Newfoundland Pulp and Paper Mills Limited, the world's largest paper plant. Humbermouth is an engine terminal, and the <sup>3</sup>/<sub>4</sub> way point on the main line for operating purposes.

The two yards are to be expanded to join each other as one yard. Much work has already been done on blasting and bulldozing the hillside down and dumping the material into the Humber to provide ground on which to build the expanded facilities. Humbermouth's quaint five-stall roundhouse with its roofed-over and walled-in turntable is expected to disappear and be replaced by a modern diesel shop, where snow in the turntable pit will be no problem.

The rather conventional nine-stall frame roundhouse at Bishop's Falls, mid-point of the main line, has not been touched by yard expansion, nor have the three-stall building at Clarendville and Port aux Basques. The latter two facilities, while having the usual radial floor plan, have three-way stub switches instead of turntables, neatly solving the problem of snow in the turntable pit.

At Port aux Basques the greatly enlarged yard and new wharf with its huge shed are complete, and have long been in use for freight. Until three years ago, the yard facilities were so limited that it was necessary to turn westbound trains at Dennis Pond wye, and back the remaining 2¼ miles to the Port, frequently after nightfall. At the time of my visit, it was expected that the old wharf and station would be abandoned when the new 7500 ton ferry "*William Carson*" was finally placed on the North Sydney - Port aux Basques run this fall.

The two vessels on the run during my visit have been handling it for some years past. The details of these ships follow:

	Official <u>Number</u>	Gross <u>Tonnage</u>	No. of <u>Passengers</u>	No. of <u>Crew</u>	Maximum Boiler <u>Pressure</u>
<i>S.S. Cabot Strait</i>	178517	2045	139	39	210 psi
<i>S.S. Burgeo</i>	172670	1421	122	36	210 psi

(pronounced burjo)

Port of registry of both ships is St. John's, Newfoundland. They are licensed for Canadian east coast ports only. *S.S. Cabot Strait*, is not to be operated in ice.

The advent of the diesels has resulted in the operation of even longer passenger trains. One train observed had 20 cars from Corner Brook to St. John's; a steam generator car, an express refrigerator and a baggage-box (these two loaded with sack mail), and R.P.O., an express car, a baggage car, five coaches, two diners and seven sleepers. This was an unusually long train, and several of the cars were dead-heads, but two 900 class diesels handled it. This is a far cry from the Newfoundland Railway's practice of avoiding double heading by running sections 20 minutes apart, an arrangement which had the merit of keeping the length of trains down to the length of station platforms. Now, sleeper patrons are apt to be unceremoniously discharged into the darkness on a section of rough, sloping roadbed far below the level of the car steps and far

beyond the end of the platform lights.

The present dieselized operation is by no means colourless. The most spectacular occurrence witnessed was while riding train No. 1 at about 40 mph near mile 510. It came to an abrupt stop at a point remote from any settlement and numerous heads appeared along the length of the train to see what had happened. The two engines, with steam generator car and baggage-box attached, were standing some distance ahead of the rest of the train, obviously the result of a break-in-two at speed. Fortunately, none of the draft gear was damaged by the rough stop, and it was only necessary to re-couple the train and pump up the air in order to proceed.

The continuously undulating and curving track provides another reason why the lines are not likely to be regauged in any rush. Slack running in and out at the back of a string of light narrow gauge equipment can provide some sharp jolts, and it is certain that heavier standard gauge equipment could not be used over track on the existing alignment. There are of course, even more important economic considerations in the matter of gauge change, and the large amount of new narrow gauge rolling stock and motive power placed on the lines in recent years gives ample indication of the CNR's intentions.

The 547-mile trip on the main line need never be dull, and the fan who has tired of snapping pictures from the back of the observation-sleeper has only to wander into its smoking compartment to find congenial company. Smoker yarns are far from being a thing of the past in Newfoundland, and much general knowledge on local matters can also be picked up there by the visitor.

The CNR's green, black and yellow passenger stock livery and circular crest have finally made an appearance in Newfoundland on four new cars delivered this year and on some overhauled cars. Previous livery was solid green. The new colours have also been applied to the business car No. 2 - Avalon, which has been completely rebuilt in St. John's shops from a slat-sided car with art glass windows to a more modern smooth-sheathed style with an expertly-done interior.

In addition to the steam generator cars (2950 series), several other new groups of cars have made their appearance in the last two years. These include the 3700 series caboose-type flangers, the 1590 series baggage-box cars (converted for passenger train use from 8100 series boxcars of 1954 vintage and painted green), the 6700 series hoppers and a large additional group of refrigerator cars. The 6700's are the first hopper cars in Newfoundland, although there have long been various types of ballast dumps and ore cars there. A large group of refrigerators was seen in transit in Cape Breton. The cars were shipped completely painted and lettered, but with the underbody equipment and brake staffs removed. The bodies were placed directly on standard gauge flat cars, with the trucks loaded separately on the extreme ends of the flats. The hoppers, on the other hand, were loaded onto flatcars complete, resting on their own trucks. Also recently received were two 60-ton capacity 12-wheel depressed centre flat cars, which supplement two 50-ton eight wheelers of 1941 vintage and a Bowater's eight wheeler of much lighter construction. The flangers appear to have partly replaced the ubiquitous wooden wedge ploughs, as well as the flanger equipment mounted on the steam engines, but they have not displaced the Cooke rotary ploughs.

#### THE MILLERTOWN RAILWAY

The Millertown Railway has been abandoned with the penetration of public roads into the Red Indian Lake area and the shifting of much of the Anglo-Newfoundland Development Company's activity from Millertown to Badger (mile 294 on the CNR). A Toronto dealer tore up all track from Lake Ambrose to Buchans Junction save for that across the top of Exploits Dam. This was left in place for the crane which works on the dam. One of the Millertown engines was also left there to haul automotive vehicles across the dam by flatcar, there being no bridge over the Exploits River in the vicinity.

### GRAND FALLS CENTRAL RAILWAY

While the Grand Falls Central Railway was completely dieseled with the purchase of three 70-ton G.E. engines Nos. 101-103 built in December 1957, it is less than two years since the company bought four steam engines from the CNR. Alco Pacifics 598 and 599 were purchased for switching service to replace 4-6-0 No. 9 and 2-6-2-T No. 10, while M.L.W. Mikados 308 and 327 were obtained to replace North British-built Mikados 14 and 15. The four ex-CNR engines were little changed in appearance, other than alteration of the number plates to remove the CN name. They continued to have red pilot beams, the CN numbers, classification and haulage rating on the cabs in CNR colours. The GFC insignia was applied to the tenders. This consists of a pine tree with a circle representing a roll of newsprint superposed; the words Grand Falls Central Railway appear around the perimeter of the circle and the initials AND in the centre of the circle for Anglo-Newfoundland Development Company, the parent organization. The insignia was done in aluminum and green, which clashed oddly with the colour of the numerals on the cabs. Latterly engine 308 had the tender of 15, while 598 had the tender of No. 9. No. 327 was built as recently as 1949, while 308 was completely rebuilt in 1954 following a collision with a diesel which left it stripped of cab and pony trucks. The GFC retained only 4-6-0 No. 6 and 2-6-2-T No. 12 of their own engines, the latter a much more modern machine than No. 10. Nos. 6 and 12 were being dismantled in Botwood in August. The four CN engines were also at Botwood in more or less intact condition except for 598, which had lost its leading truck. Three (excluding 308) had already been sold to Corner Brook foundry for scrap. Engines 1, 4, 9, 10, 14 and 15 had been disposed of.

The GFC is managing to make three diesels do the work which formerly required four to six steam engines in service. One engine is assigned to the Grand Falls switching run, while the other two belong at Botwood. A Botwood engine makes two daily round trips to Grand Falls, arriving there about 2 P.M. and 1 A.M. If the tonnage so requires, two engines are used on the main line running multiple unit. There is no spare engine, so that it will doubtless be necessary to buy another engine before long.

The Grand Falls Central has obtained the best Millertown Railway engine, No. 23, a six-wheel 14-ton Plymouth, and renumbered it 100. It has been repainted in the same colours as the three G.E. engines, red and yellow trimmed with black. The Plymouth is not used on a regular switching run, but is brought out occasionally when a car is to be moved on a portion of the Botwood wharf trackage subject to weight restrictions.

Also being transferred from Millertown to the GFC are the freight car-like combine No. 3, noted for its spartan but spotless white, green and orange interior, and express car No. 4. These two cars were seen tied up at Millertown Junction, where they were awaiting the replacement of some sharp wheels before moving the 35 miles over the CNR. Presumably No. 3 is being transferred to replace GFC combine No. 1, which is out of service at Grand Falls. No. 1 was formerly a grade school car and originally a private car, and is much heavier than the other GFC combine, No. 6.

The only other steam engine seen in Newfoundland was a heavy 0-4-0-T stored on a wharf at Corner Brook along with Bowater's home-made snow plough.

### MOTIVE POWER NOTES

#### ➤ CNR Deliveries:

General Motors Diesel - 1200 H.P. Road-switchers:

1314, 1315	September 12	1009, 1010	September 16
1316, 1317	September 17	1011	September 19
1318	September 19	1012	September 22
1319	September 22		
1320	September 23	1900	September 12

1321, 1322      September 29

➤ CPR Deliveries:

General Motors Diesel - 1200 H.P. Road-switchers:

8100, 8101	June 13	8116, 8117	September 5
8102, 8103	June 23	8118, 8119	September 9
8104 - 8106	June 27	8120, 8121	September 29
8107, 8108	July 5	8122, 8123	October 6
8109	July 9		
8110, 8111	August 21		
8112, 8113	August 25		
8114, 8115	August 28		

**Note:** All of these locomotives are being used on the Western Region.

➤ The Canadian Locomotive Company has begun work on the construction of six 40-ton diesel-hydraulic locomotives for the Calcutta, India, Port Authority.

➤ On the third and fourth last days of operation of CNR Peterborough - Toronto trains 92 and 95, new GMD road-switchers 1319 and 1322, together with the first of the GMD steam generator units, 15450, were used in two test runs. Pacific 5299 took over for the last two days of operation.

➤ The Society's Peterborough observer reports that diesels started taking over about 80% of the freight service on the CNR through that city on September 27<sup>th</sup>. About one 2-8-0 or 2-8-2 per day is still seen, but MLW 1600 H.P. road-switchers 3001-3007, 3018 and 3019 now rule the line.

➤ Another CNR locomotive being preserved is Pacific 5030, which was donated by subsidiary Grand Trunk Western to the City of Jackson, Michigan in May of this year.

➤ CNR MLW-built passenger locomotives 6751-6851 and 6755-6855 (1600 H.P. "A" and "B" unit combinations) have been upgraded to 1800 H.P. per unit and renumbered 6759-6859 and 6758-6858 respectively. Components removed from these locomotives are being used in four new 1400 H.P. road-switchers (Road Nos. 1800-1803) under construction by MLW for the railway. 6759-6859 were released on October 28<sup>th</sup>, while 6758-6858 were still undergoing conversion at time of writing.

➤ 1500 H.P. road-switcher 4824 of the CNR was outshopped by General Motors Diesel Limited on October 27<sup>th</sup> having been constructed from the components of now scrapped EMD built (1948) road freight "A" unit 9005, which was involved in a wreck at South Junction, Ontario on May 17<sup>th</sup> last.

MISCELLANY

➤ The Canadian Pacific Railway operated piggyback in a passenger train for the first time on October 30<sup>th</sup> when two express trailers were carried on flatcars in Train 6 from Winnipeg to Fort William. Ten cars have been equipped for use in this special service (five each way per day) which allows early next-morning delivery of Winnipeg shipments at the Lakehead.

➤ The CANADIAN HOME IMPROVEMENT TRAIN, carrying 11 cars displaying modern household furnishings and equipment will spend six weeks touring Canada early in 1959. 29 Canadian cities will be visited, beginning at Kingston, Ontario on January 15<sup>th</sup> and finishing at Toronto at the end of February.

➤ Further extensions of the now prospering Pacific Great Eastern Railway are already under study by the British Columbia provincial government. One extension receiving consideration is a new line into Hudson Hope, BC. at a point where there are reserves of high-grade bituminous coal; also being studied is a northerly extension from Fort St. John, crossing the Beatton River at the Blueberry, then proceeding due east to the Alberta border, tapping an area which contains iron ore and which is adjacent to the Boundary Lake oil fields. This line could serve as a link

with the Northern Alberta Railways' Pine Point extension if it eventuates that this line is built from Grimshaw rather than Waterways, Alberta.

➤ The CNR has continued the express service formerly handled between Toronto and Peterborough by CNR Trains 92 and 95 by an express only extra train, usually consisting of two express cars and a caboose, and hauled by a GMD 1200 H.P. road-switcher. The train operates on a schedule that is generally similar to that of the defunct 92 and 95. (Editor's Note: Since trains are still being operated, wherein lies the economy of dropping one passenger coach?)

#### EXCHANGE SECTION

➤ Jerome Moses, 43-57 Union Street, Flushing 55, New York, U.S.A. has for sale thousands of transfers, tickets and tokens from the United States and Canada. He invites interested parties to write for his price list.