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On the 19th of September, 2015 it will be 60 years since the last streetcar made it's final run through Winnipeg's well known Portage and Main. Even our oldest daughter in her mid fifties never had a chance to see a Winnipeg streetcar operating, and naturally her children and grandchildren haven't either. What an experience they have missed! I operated the streetcars for the final 17 months of existence here, April 1954 to September 1955. I was the third youngest streetcar operator at that time. I turned 86 years old in November 2014 so the remaining half dozen operators will be in their mid nineties now. I have tried to capture the experience that the 73 years of streetcar service provided to Winnipeg and the surrounding towns. From the start of the horse cars in 1882 where the drivers were paid 12 cents an hour, to the beginning of electric streetcars in January 1891, this book describes with the aid of numerous pictures the essence of the transportation experience of those times. The streetcars ran for approximately 35 years before the first four buses came in 1918. In that time the streetcars supported the growth of the city to 150,000 people by 1912 becoming the third largest city in Canada. Writing this book has brought back many fond memories of those days. The last Winnipeg streetcar book was written by the late John Baker 32 years ago. It's about time for another. Vols. 9-10 include proceedings of the 8th-11th annual meeting of the American Football Coaches Association and of the 3d-6th annual meeting of the National Association of the Basketball Coaches of the United States. Scotland is renowned worldwide for its engineering

proWess, which of course included locomotive building. This lavishly illustrated and detailed publication celebrates standard gauge steam locomotive building North of the Border. Focussing not only on the achievements of the major companies, North British Locomotive Co Ltd, Neilson & Co Ltd, Neilson Reid & Co Ltd, William Bearmore Ltd, Sharp Stewart & Co Ltd, and Andrew Barclay, Sons & Co Ltd it also highlights the contribution made by several of the smaller, but nevertheless significant locomotive builders. Details of the output of the several railway company locomotive building works are also included. All of the Scottish built locomotive classes which came into British Railway's ownership are featured, and a large majority of the carefully selected images are published for the first time. Scottish Steam celebrates the significant contribution made by Scottish railway engineering workshops to steam locomotive development. As World War II drew to a close, America's premier fire apparatus builder--the American-LaFrance Foamite Corp. of Elmira, N.Y.--bet the company's future on its radical new cab-ahead-of-engine 700 Series fire engines. In a spectacular gamble to capture the superheated postwar market, all of the company's existing products were discontinued and its customers were essentially told to "take it or leave it." This bold gamble paid off and 700 Series rigs soon filled firehouses across the nation, sweeping aside all competitors and ultimately defining the breakthrough 700 as "America's Fire Engine." This is the first comprehensive history of the game-changing 700. Individual chapters detail not only each of the eight major vehicle types but also the origins, design controversies, manufacturing, and marketing of the 700 and short-lived transitional 800 Series. The book includes a meticulously researched registry of every 700/800 series apparatus delivered, supported by many interpretive tables detailing production, specifications and major fire department fleets. Considers (78) S. Res. 184.

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