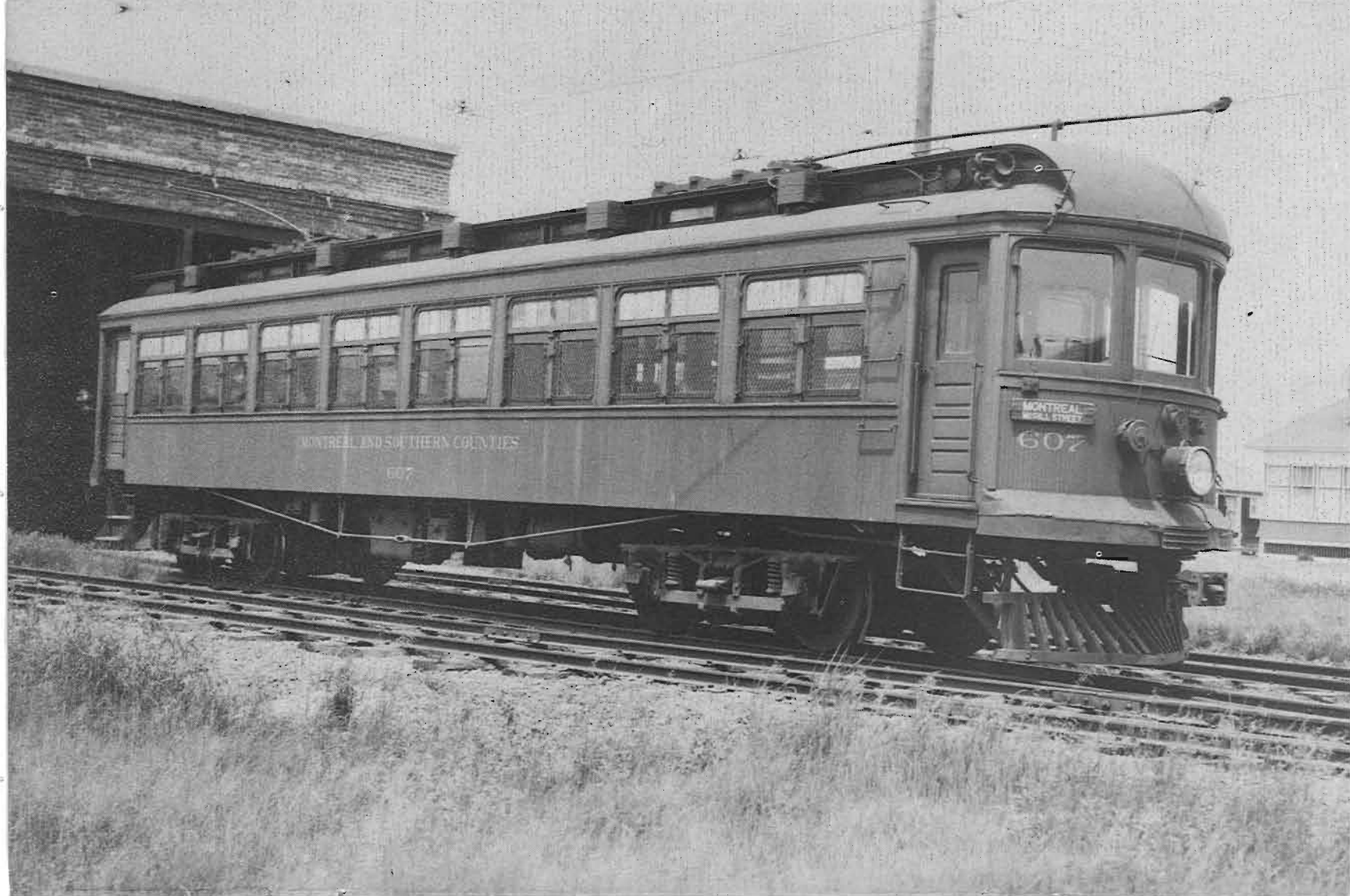


Canadian Rail



NO. 224
SEPTEMBER 1970







SERIES "SIX HUNDREDS"

M. Peter Murphy.

PRIOR TO THE COMPLETION OF THE MONTREAL AND SOUTHERN Counties Railway to Granby, Québec, in 1916, the Company had already received the first lot of its famous six-hundred series interurban cars. This is an account of these famous Canadian trolleys.

By their nature, the operations of the Montréal and Southern Counties were divided into two parts - the suburban and the interurban. The former consisted of the Montréal-Longueuil and the Montréal-Mackayville runs, while the latter included the Montréal-St-Angele and Montréal-Granby operations. To handle the traffic on the interurban division, the M. & S.C. had a fleet of eleven 600-series passenger cars, matching 200-series trailers and comparable 500-series baggage motor and express cars.

To the serious observer, the visual differences between these cars were easily detectable. Fortunately, their interesting history is easily obtained. The first order for the 600-series cars was awarded to the National Steel Car Company of Hamilton, Ontario, in 1913. The order included six motor-passenger cars, two trailer-passenger cars and two baggage-express motor cars. Delivery of these units is reported as complete in the November, 1914 issue of the CANADIAN RAILWAY AND MARINE WORLD.

Traffic was apparently heavier than had been anticipated and as a consequence, two orders were placed with the Ottawa Car Company for some five additional units. The first order was completed in March, 1918, when two motor units were delivered and in December, 1922, three motor cars and two trailer cars were delivered, completing order number two.

~~~~~  
↖ "Six Hundred Series" M. & S.C. Ry. no. 608 heads a two-car train at Ste-Angele, Qué., on May 15, 1956. Photo courtesy Stephen D. Maguire.

↖ At Granby West (Granby, Qué.), the eastern end of the M. & S.C. Ry., no. 607 stands in the summer sunshine on June 12, 1949. Photo courtesy R.F. Corley.

# IMPORTANT CONSIDERATIONS

We have the Plant and Organization to Build  
STREET RAILWAY, SUBURBAN AND INTERURBAN CARS,  
and Can Make Prompt Deliveries.



Portion of Passenger Car Erecting Department, Showing Interurban Cars in Course of Construction.

Mr. General Manager:—

When you start to figure on new Rolling Stock there are three things that present themselves:

- 1st—The Quality.
- 2nd—The Deliveries.
- 3rd—The Price.

The character of our organization makes the first as safe as a Government Bond.

Our Plant and Equipment insures the second.

The efficiency of our Equipment and Methods make it possible to make a very attractive feature of the third.

Finally—An inquiry will place all the proofs in your hands.

## National Steel Car Company, Limited

Montreal Office  
Shaughnessy Building

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Western Union Code

Works and Operating Offices  
Hamilton, Ontario

This proved to be the last major order for new equipment made by the M. & S.C. The only other major addition to its roster were the cars of the Windsor, Essex & Lake Shore, which were purchased second-hand in 1939. (CANADIAN RAIL, No. 185, February, 1967.)

The 600-series cars were the largest to run on the M. & S.C., and were to spend the next thirty four years or so, shuttling back and forth on the interurban division and, in the latter years on the suburban division because of service cut-backs. During these 34 years, each car is believed to have run more miles than Apollo XII on its return trip to the moon!

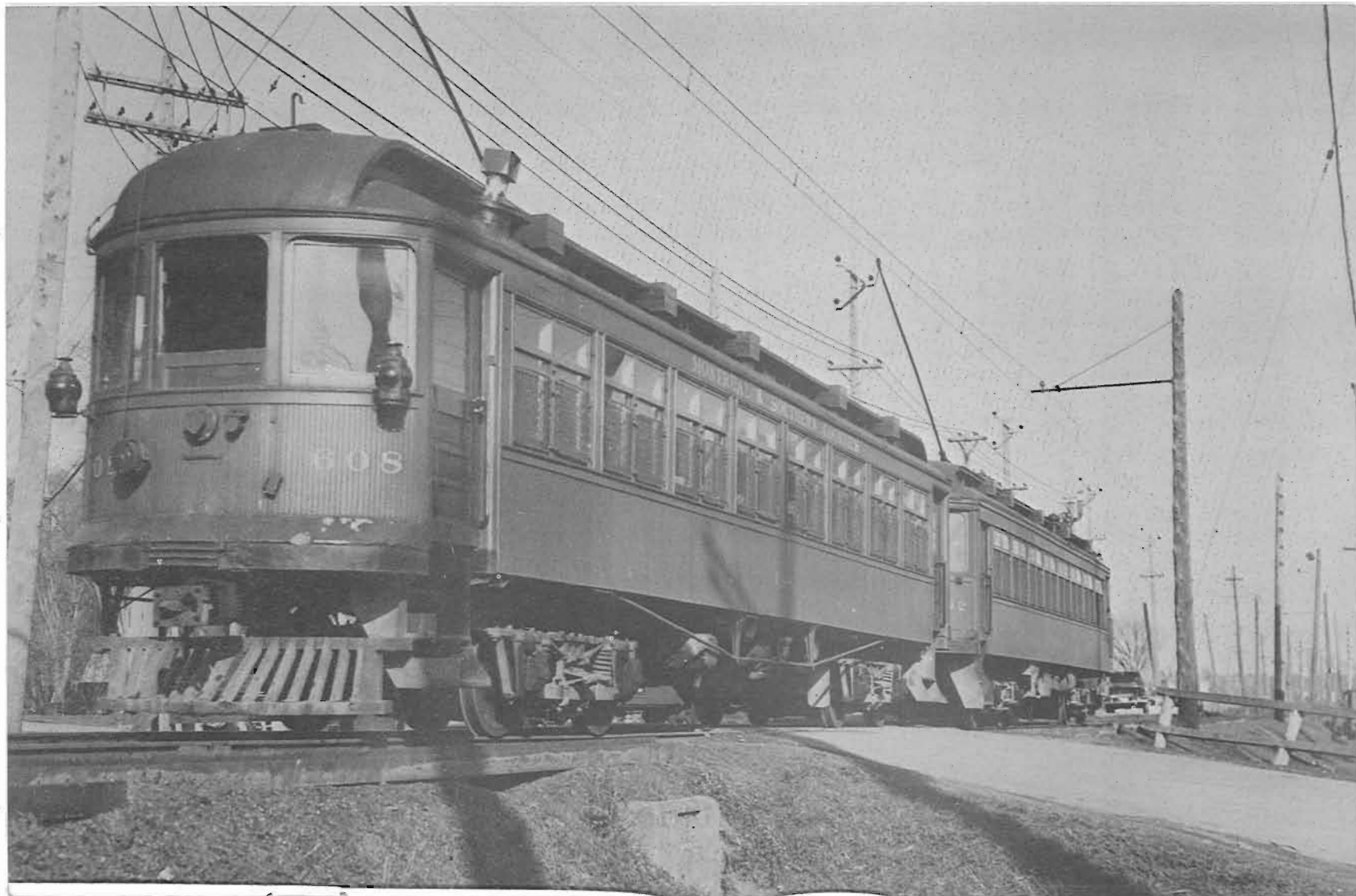
The 600-series cars had straight sides, sheathed vertically with poplar sheathing. The roof was of the monitor type, with the deck sash glazed with opalescent glass, as were the upper side-sash windows. On the windows that opened, wire screens of 12 ga. wire were provided. The car underframes were of the lightweight, through-steel type and sprung anticlimbers at each end took care of minor bumps and collisions. The floors were of Georgia pine, laid in two layers, with felt insulation between.

The interior of the cars were finished in Mexican mahogany, with Ottawa Car's standard metal fittings (1918 & 1922). Seats were standard M. & S.C., finished in PEGAMOID. Sash locks and PANASOTE curtains were provided on the windows. The cars were heated by a coal-fired, forced hot-air system, located in the front of the car. A lavatory room with a toilet and a water faucet were also provided. The interior lights were in six circuits, arranged in clusters along the upper deck, also along each deck rail. Motors were 50 hp. each, with Westinghouse controls and air-brakes. Train-line receptacles were provided at each end of these cars for train operation. OHIO BRASS trolley bases and retrievers were fitted. Luminous headlights and locomotive-type pilots were supplied, along with snow-scrapers. TOM-LINSON couplers and fittings completed the accessories. On delivery the paint scheme was green with gold lettering.

In the latter years, the cars were painted traction orange, no doubt as an experiment in providing greater visibility, as the auto car became more popular and level crossing accidents increased. By 1942, however, the cars had been repainted to the M. & S.C. standard of Canadian National Railways green, with gold lettering.

Despite the fact that two trolley poles had been provided, the cars were single-end and the second pole was used only for reverse movements with single units and reverse running in train operation. As a rule, the cars were operated back-to-back, providing control facilities at both ends of the train for stub-line operation.

All of these cars lasted until the end of the M. & S.C. in 1956, when, like the rest of the equipment, exhausted and run-down, they were disposed of. Only two examples of these classic cars remain. No. 611 (ex-no. 606) is presently preserved at the Canadian Railway Museum at Delson/St-Constant, Qué., and No. 610 at the Seashore Trolley Museum, Kennebunkport, Maine.



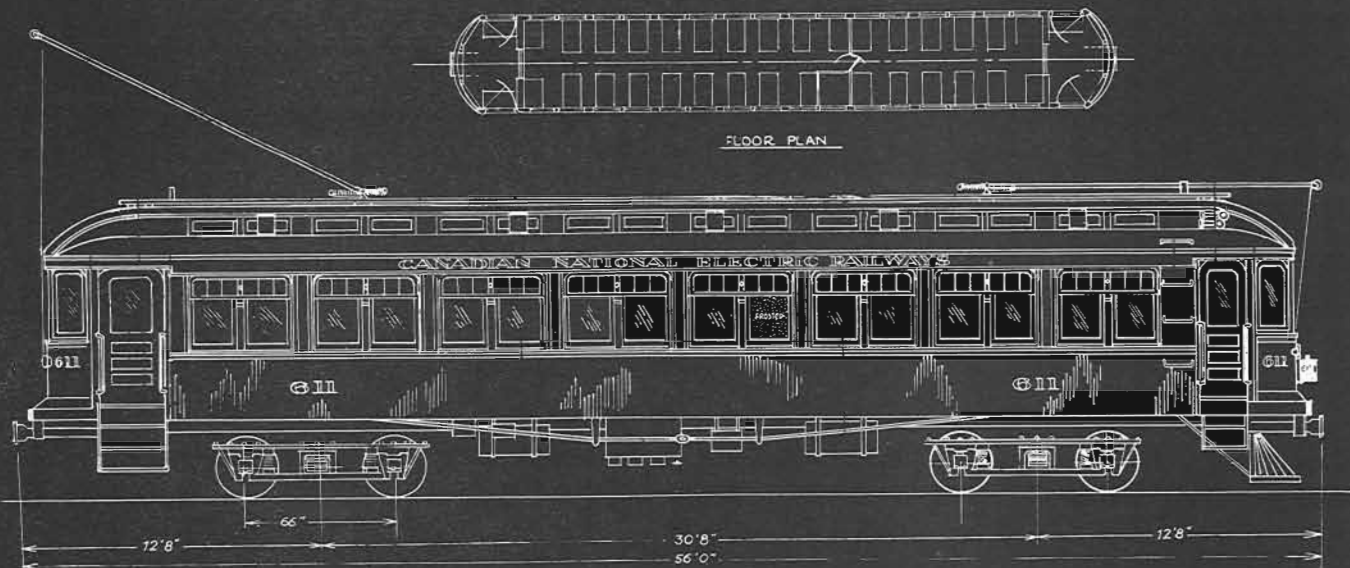


504

MONTREAL AND SOUTHERN COUNTIES

504

603



CANADIAN RAILROAD HISTORICAL ASS'N  
ROLLING STOCK DEPT.

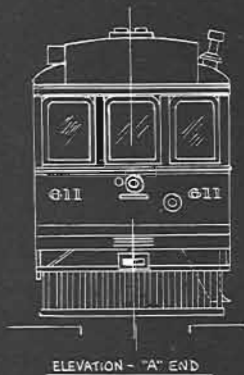
UNIT: CANADIAN NATIONAL ELECTRIC RYS. NO 611 - ELECTRIC INTERURBAN CAR  
EX MONTREAL & SOUTHERN COUNTIES RY NO 606 - RE NO 611-1927

BUILT: OTTAWA CAR MFG. CO.  
YEAR: 1917  
ACQUIRED: November 1956  
GAUGE: 4'8½" 1.46 M.  
LENGTH: 56'0"  
WIDTH: 8'3½"  
HEIGHT: 13'1½"  
D.W.B.: 36'2"  
TOTAL W.B.: 36'2"  
WEIGHT: 60000 #  
INVENTORY NO: R.S-4

CONSTRUCTION - Wood - Steel U'frame  
TRUCKS - Taylor  
JOURNALS - 4'x8"  
WHEELS - 34" dia.  
COUPLERS - Tomlinson  
HAND BRAKE - Ottawa Car Co.  
AIR BRAKE - Westinghouse Auto. N-15 B. Valve  
" COMPRESSOR - " D.H. 16  
MOTORS - " 306-60 hp. (4)  
PAINTING - Yellow-Orange, Dark Blue  
lettering, Black Roof,  
Steps, Underbody - &c.

CONTROL - Westinghouse Type HL  
Single End  
CONTROLLER - 189-D  
CIRCUIT BREAKER - RELAY  
HEAD LIGHT - Can. G.E. 250-watt  
OPERATION - Two-man - Multiple-Unit  
GEAR RATIO - 64/20  
COMMUNICATING SIGNAL - Bell & Electro-Pneu.

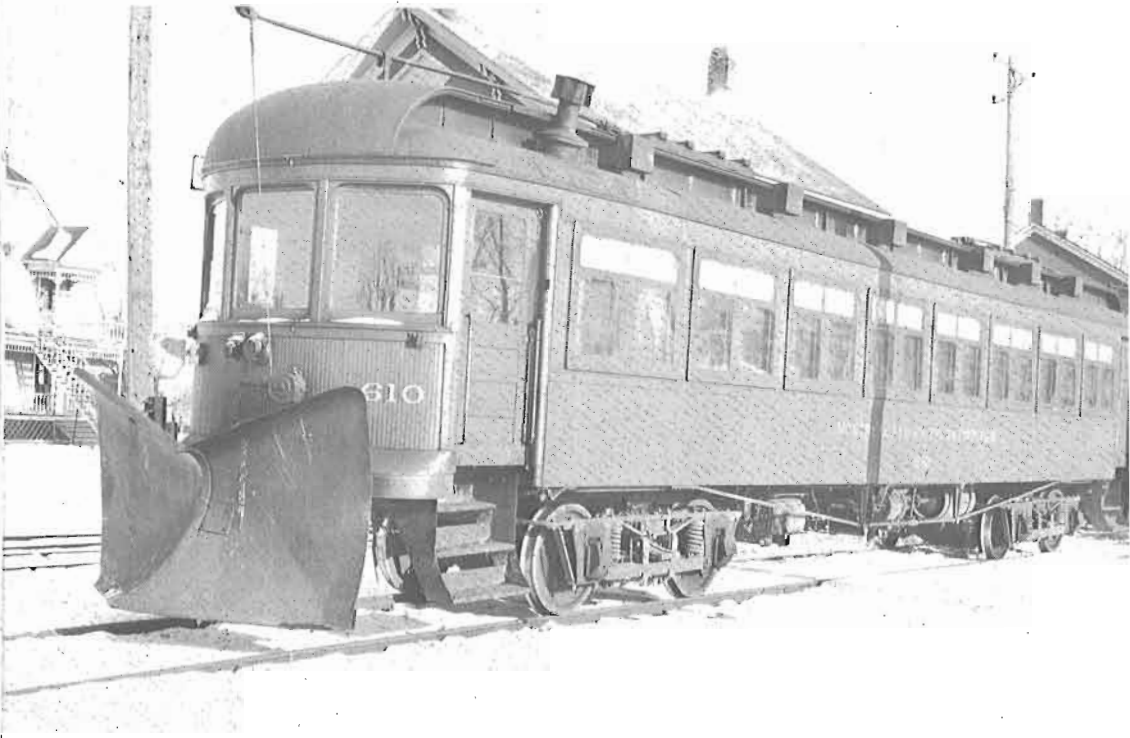
DRAWN:  DATE: Nov. 24. 1956  
DRAWING NO



ELEVATION - "A" END

¼" = 1 foot





Waiting in a winter wonderland, no. 610 (double windows and all) and snowplow stand in the station at Marievalle, Qué., waiting for orders to start the westbound trip back to McGill Street, Montréal. The date is January 15 1949 and the weather is fine. Photo courtesy R.F. Corley.



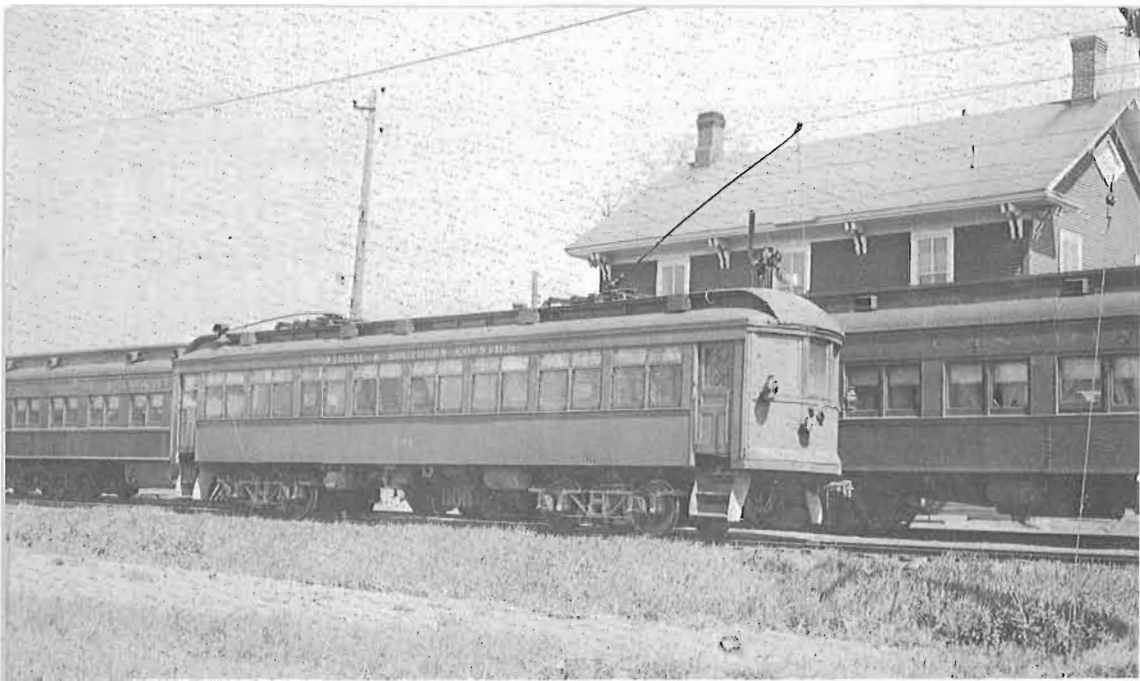
Cover complement! The same M. & S.C. train that appears on the cover, on its way to Ste-Angele, Qué. No. 608 is on the rear end going east. Photo courtesy Stephen D. Maguire.



In the old paint scheme of "traction orange", M. & S.C. no. 603 makes up a train with no. 504 at Montréal, on May 30, 1941. Photo courtesy S.D. Maguire.

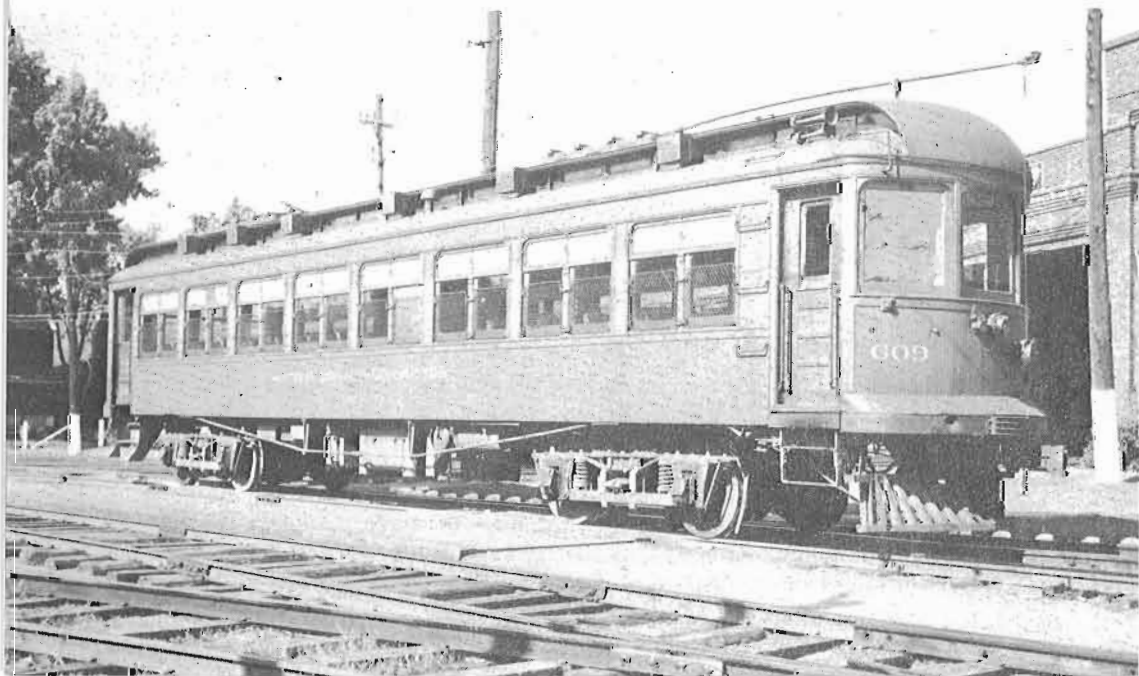


It is curious that present-day radio traffic reports often express the opinion that we would be better off if these cars were still operating over Victoria Bridge, - and this some 14 years after the last 600-series clattered across that noble span! Maybe they weren't the fastest mode of transportation but they did move "slow and steady", which is more than can be said for the vehicles with the belching exhaust pipes on the same structure today! Ah, progress.....!

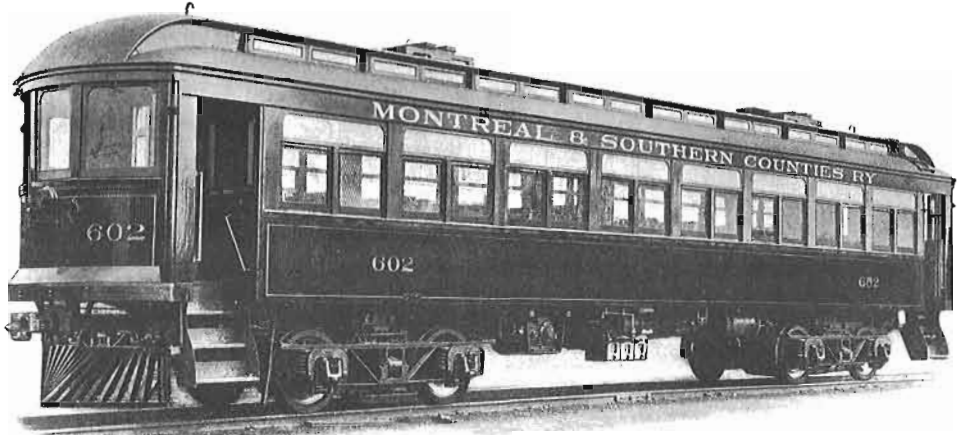


↑ Marieville, Qué., was a favourite place to photograph the 600 Series. Here, M. & S.C. no. 602 stands on the siding while Canadian National's diesel-powered Montréal-Granby passenger train holds the main line. This great event took place on May 15, 1956. Photo courtesy S.D. Maguire.

↓ Home base for M. & S.C. no. 609. Here, it is pictured in front of the Car Barns at St. Lambert, Qué., on June 9, 1949. Photo courtesy of R.F. Corley.



AN INTERURBAN CAR OF  
**DEPENDABLE CONSTRUCTION**  
IS WHAT YOU WANT ON YOUR ROAD



Side and End View of High Speed Interurban Cars built for the Montreal and Southern Counties Railway Company.

## WE BUILD THEM

There are features in the construction of these cars which will commend themselves to your operating executives. We have solved the problem of

### Maximum Strength with Minimum Weight

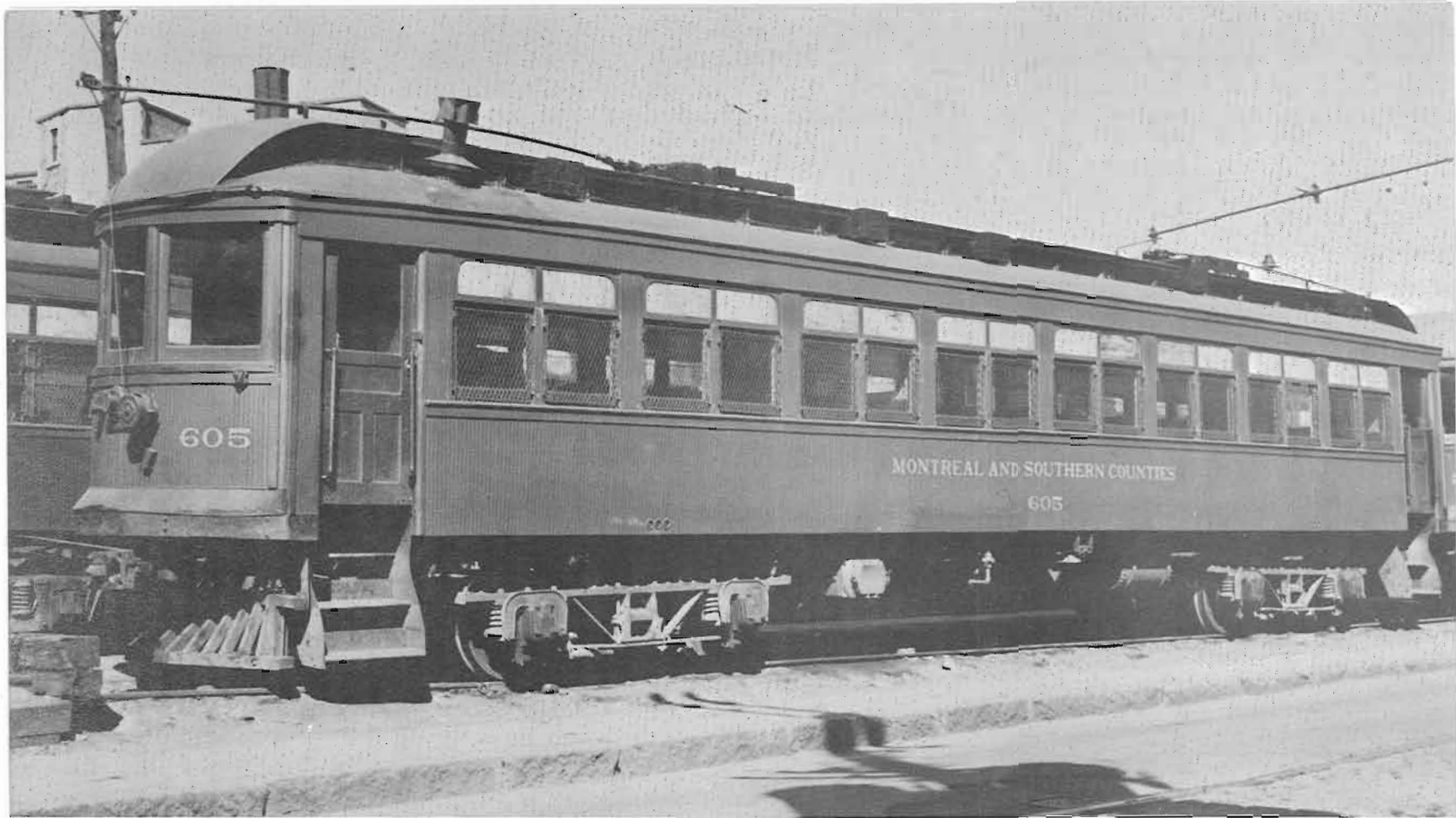
Just give us an idea that you would like to be shown. Our experts will be pleased to prove our contentions to your satisfaction. The Summer rush of traffic will soon be here. Deliveries can be made attractive NOW.

# National Steel Car Company, Limited

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Works and Operating Offices  
Hamilton, Ontario





600-SERIES TECHNICAL SPECIFICATIONS.

| Year built            | 1914                  | 1918                  | 1922                  |
|-----------------------|-----------------------|-----------------------|-----------------------|
| Length overall        | 54' 2"                | 56'                   | 56'                   |
| Length over Vestibule | 53' 2"                | 53' 8"                | 53' 8"                |
| Body bolster-centres  | 29' 2"                | 30' 8"                | 30' 8"                |
| Width overall         | 3' 6 $\frac{1}{4}$ "  | 8' 6"                 | 8' 6"                 |
| Height: rail to roof  | 12' 8 $\frac{1}{2}$ " | 12' 8 $\frac{1}{2}$ " | 12' 8 $\frac{1}{2}$ " |
| Total weight          | 56,250 lb.            | 61,000 lb.            | 61,000 lb.            |
| Seating capacity      | 60                    | 60                    | 60                    |
| Motors                | W-306CV <sup>+</sup>  | W-306CV               | W-306CV               |
| Brakes                | W-A.M.M. <sup>+</sup> | W-A.M.M.              | W-A.M.M.              |
| Control               | W-H.L. <sup>+</sup>   | W-H.L.                | W-H.L.                |

+ Westinghouse Manufacturing Company.

1914 group    6 units    Road nos. 600,601,602,603,604,605.  
 Built by National Steel Car Company,Hamilton,Ont.

1918 group    2 units    Road nos. 606,607.  
 Built by Ottawa Car Company,Ottawa,Ont.

1922 group    3 units    Road nos. 608,609,610.  
 Built by Ottawa Car Company,Ottawa,Ont.

Notes:            No. 606 was renumbered to no. 611 in 1927.  
                       No. 602 was burned in 1928 and replaced by second 602,  
                               formerly no. 203,with motors and control equipment  
                               added.

Preserved Cars of the Montréal & Southern Counties Ry.

|       |            |                                               |
|-------|------------|-----------------------------------------------|
| No. 9 | built 1911 | Branford Museum,East Haven,Conn.,USA.         |
| 104   | " 1912     | Canadian Railway Museum,Delson,Qué.,Canada.   |
| 107   | (combine)  | O.E.R.H.A.,Rockwood,Ont.,Canada.              |
| 504   | (express)  | Seashore Trolley Museum,Kennebunkport,Me.USA. |
| 610   | built 1922 | Seashore Trolley Museum,Kennebunkport,Me.USA. |
| 611   | " 1918     | Canadian Railway Museum,Delson,Qué.,Canada.   |
| 621   | " 1930     | Seashore Trolley Museum,Kennebunkport,Me.USA. |

# FLØIBANEN

## THE FUNICULAR

### WITH

## A DIFFERENCE

R.F.LEGGET

**L**IKE MANY ANOTHER SCANDANAVIAN city, the thousand-year old city of Bergen, on the west coast of Norway, is built on a narrow land-shelf at the water's edge of a beautiful fjord.

Unlike other Norwegian cities, it is surrounded by seven hills, which provide an incomparably scenic setting, even by the most exacting Norwegian standards! Over the years, the confines of Bergenfjord have been unable to restrain the outward - and hence the upward growth - of the city and a part of it has grown up on the slope of one of the hills - or mountains, as they should more properly be called. The "hill" is Mount Fløien.

As a means of communication and as a diversion for the citizens and visitors of Bergen, a funicular railway has been built up Mount Fløien's side, for a distance of 844 meters and it is called, as it quite properly should be, the Fløibanen. When the line was chartered on February 20, 1914, it was named the Fløybanen, but the Company persists in calling itself the "Fløibanen" for reasons best known to itself!

The Fløibanen, then, is a single-track funicular, but it shares with some other funiculars the peculiarity of having a two-tracked passing section, exactly mid-way on the line. There are only two cars on the line and, as one might expect, they are at opposite ends of it when they reach the termini. Opened for traffic on January 15, 1918, the funicular was reconstructed and modernized in 1954, being re-opened for business on April 13th. of that year.

Starting from the lower station, carved out of the solid rock, some 10 meters above the fjord, the line rises on a 49% gradient, the 80-seat cars being assisted by means of a long steel cable that passes over a winding drum in the winch-house, although when the weight of the descending car and passengers approximates that of the ascending loaded car, very little power is necessary to move the two vehicles. The operation, in the best tradition of Norwegian railway practice, is electrical.



➔ Rumbling down the hill, the down-bound car approaches the lower terminus of the FLØIBANEN, which is located in the rock and reached via a tunnel. On the left, beneath the bridge, one of the suburban stations can be seen.

Photograph courtesy of the Author.







Not only does the Fløibanen carry citizens and visitors up the precipitous side of Mount Fløien to enjoy the magnificent view from the top, but it also serves as a sort of "commuter" line for those residents of Bergen who have built houses on the steep mountain slope. The funicular has three suburban stations: Pranisgt Street, where the gradient is 26%, Fjellveien Street and, just on the upper side of a short tunnel, Skansenyren Street, both stations being on the 49% grade. The platforms of two of these stations can be seen in the accompanying photographs. The meter-gauge line is on private right-of-way throughout its 844 meters, which, for the most part, is a narrow ledge carved through or along the rocky mountain side.

To reach the upper terminal, the funicular passes through two tunnels and rises 302 meters. The normal speed of the cars is 3.3 meters per second and the time for the trip is usually about 4.5 minutes, depending on the length of the stops at intermediate stations.

For the railway modeler, the high point of interest on the Fløibanen can be found on the roof of the upper station, - Fløien. Here is located a remarkable model railway. The model may be said to be conventional in an unconventional manner. It is an exact scale representation of the Fløibanen Funicular, complete with single-track, the passing loop midway and two small passenger cars, mirroring the larger operation.

What is unconventional and unique about the model is that it is operated electrically and so controlled that the actual location of the cars on the Fløibanen Funicular is shown at all times by the position of the little cars on the model, so that the observer can tell just where the real cars are, on their journeys up or down the steep incline.

The photographs illustrating this article were taken by the writer during a visit to Bergen a few years ago and show the "real" Fløibanen and the upper station's model of the larger operation. Curiously enough, the management of this funicular has apparently decided that it is more important for the passengers at the upper station to know, by means of the model, where the cars are. The intending passengers at the Town Station either do not need to know or are informed by other and less ingenious means!

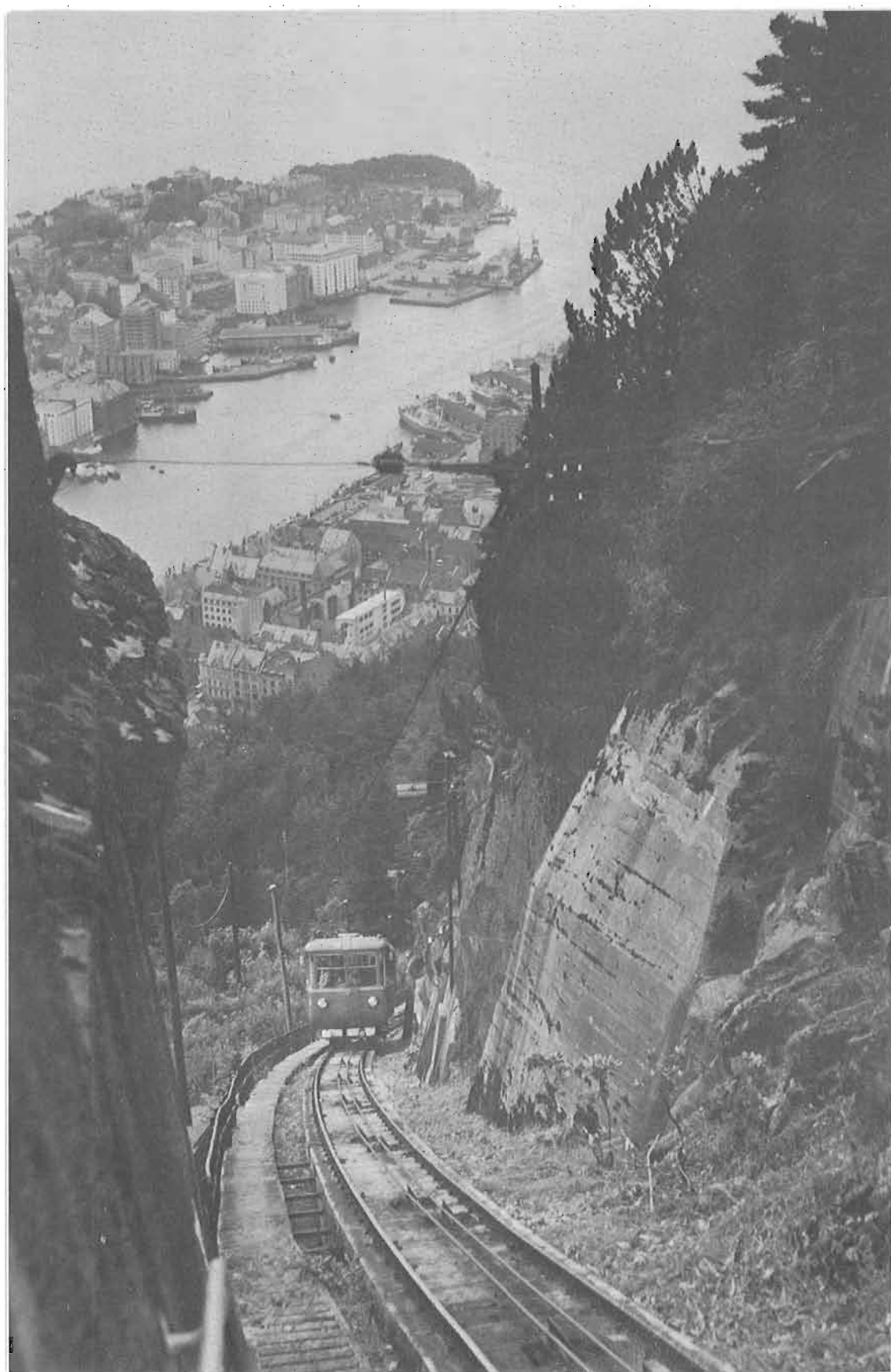


The station at the top of the FLØIBANEN (at the top of the page, natch) sports the model of the funicular railway with its model of one of the cars at the upper (model) terminus. A closer look at the model, a few minutes later shows the two miniature cars at the passing loop midway along the line, shown for real on page 275. The lower or main terminal of the incline railway is located in a tunnel, carved out of the solid rock of the cliff face. All photographs courtesy of the Author.



One of the cars of the FLØIBANEN approaching the upper station through a heavy rock cut necessary on this part of the line. The old harbour of Bergen is in the background. Photograph courtesy of Author.

The upbound car is slowing to enter the upper terminus. Passengers in the rear get a spectacular view of the old harbour of Bergen. Photo by Author.







BY F. A. KEMP

### THE PASSENGER PICTURE

#### DEBITS -

August 1, 1970 was the cut-off date for 4 daily and 1 Saturday-only passenger train services of CP RAIL. Affected were Trains 131-134 (daily) and 137-138 (Saturday), Montréal-Ottawa, via Montebello (North Shore line); 233-234 (the "Rideau"), 232-235 (the "Alouette"), Montréal-Ottawa, via Vankleek Hill; 201-206, Montréal-Megantic (on the Short Line).

These trains made their last runs on July 31. One daily service will remain to cover each of these routes. Trains 41 & 42 (the "Atlantic Limited") now make several stops at some of the stations formerly served by 201-206.

CP RAIL has thus taken advantage of the provisions of Canada's Transportation Act, which permits discontinuance of passenger trains on lines where more than one daily service exists, by giving notice to the public of the discontinuance. This has already been done on the Toronto-Windsor, Toronto-Peterborough and Calgary-Edmonton lines. Only the Montréal-Québec City line now has more than one daily service, with the exception of CP RAIL lines in the Montréal suburban area.

#### CREDITS +

News on the passenger train front! TURBO has returned! On May 25, 1970, Canadian National Trains 62 & 63 left Montréal and Toronto at 0745 hrs., marking the re-introduction of a single service of the trouble-plagued TURBO. The 4-hour 5-minute schedule provided a before-noon arrival in both cities, with a stop at Montréal's suburban Dorval westbound and Toronto's Guildwood eastbound.

On June 22, with scarcely a murmur, an afternoon TURBO service was added, with Trains 68 & 69 leaving Montréal and Toronto at 1610 hrs., with arrival at 2015 hrs., stopping at Dorval eastbound and at Guildwood westbound.

Once again there are seven (7) daily round-trip passenger services between Montréal and Toronto: 2 TURBOs, 2 RAPIDOs, the "Lakeshore", the "Bonaventure" and the "Cavalier". The day trains are bunched together in the morning and afternoon, while the overnight "Cavalier" leaves at 2355 hrs., when things are relatively quiet!

TURBO's fares are now slightly higher than previously, as the surcharge has been boosted by \$ 1, while RED and WHITE day fares increased during the year. TURBOLUX (coach) fares are RED, \$ 12.90 ,

WHITE \$ 14.40 and BLUE \$ 15.90, while TURBOCLUB (parlour car) fare is \$ 22.90 every day, but includes a complimentary meal.

While loading was light when the service was re-introduced, it has increased steadily. However, there have been delays and late arrivals and the sides of some of the power cars are streaked with black, as though oil were leaking from the gear-boxes. There are also muffled rumblings from CN's Motive Power Department and apparently not without reason, for on Sunday, August 16, westbound afternoon TURBO konked out at the bottom of the hill west of Guildwood, when two of the four power turbines quit. Some pundits are trying to make something out of the fact that they were in the end pointed at Toronto.

#### STANDOFFS + -

The Canadian Transport Commission, on June 18, ground out its decision on CP RAIL's application to terminate operation of THE CANADIAN - Trains 1 & 2, Montréal-Vancouver and Trains 11 & 12, Toronto-Sudbury, Ont.

The Commission agreed with CP RAIL's contention that the service as presently operated is uneconomic and would remain so, but in view of the fact that "significantly large numbers of people use these passenger train services", they should be continued in operation, giving the Company until July 20 to determine ways of operating sleeping car and meal services at break-even levels and to assess "all possible economies in the operation of the service". CP RAIL set to work at once to meet this deadline. (See below.)

The Commission estimated the 1968 loss as \$ 15,171,024 of which \$ 7,800,000 resulted from Sleeping car and \$ 1,700,000 from meal car operation. The total is about \$ 4 million less than the figure submitted by CP RAIL, but this difference results from the manner of determining operating revenues and losses, - a matter hotly disputed between the Commission and the Company. The validity of the method has now been referred to the Supreme Court of Canada for ratification.

Passenger loads on THE CANADIAN during 1968 varied from 40 to 400 or from 29 to 89 percent capacity, the average being 61 percent. Under the Railway Act, a company which has applied to abandon a service and is ordered by the Commission to continue it, is entitled to a federal government subsidy to make up the loss. The subsidy to be paid in 1971 if the train were ordered to run, would be based on losses incurred during 1970. Presumably by the time the Supreme Court has decided the disagreement regarding the costing formula, 1971 will be well under way!

Almost simultaneously CP RAIL gave notice (early August) to the Commission of its intention to reduce Montréal-Québec City service from three trains daily to one, effective September 8. But the Commission denied its approval and, in a rare move, ordered CP RAIL to keep the three trains running.

Nothing daunted, CP RAIL announced increases in one-way passenger fares between Montréal and points along the "Lakeshore" suburban district line, effective August 10. An application was also made for a hike in fares for multiple-ride tickets. The Canadian Transport Commission said it would rule on the applicability of

these increases in the fall.

In the matter of THE CANADIAN, CP RAIL beat the July 20th. deadline by three days and produced the required assessment on July 17. The proposal apparently provides for a "try-weakly" operation of the train between mid-October and mid-May, perhaps to coincide with the change of time and timetables.

Meanwhile, the Commission is to hold public hearings in Winnipeg, Calgary, Regina and Vancouver, during the last two weeks of August.

#### THE LAST RUN OF THE "INTERNATIONAL" -

The passenger train that emerged from the grimy trainshed of Chicago's Dearborn Station at 2100 hrs. on June 11, 1970, was the remnant of Grand Trunk Railroad's Train 156, known to the public as the "International". Once the premier train of the Grand Trunk Railway System, the "International" had a long history of successful operation spanning 70 years.

Originally a Montréal-Chicago "name" train, it carried a through sleeper until 1939, when impending wartime exigencies required separation of the Montréal-Toronto and Toronto-Chicago portions, although both parts carried the same numbers, - 14 & 15. From 1933 to 1965, the Montréal-Toronto train was "pooled" and jointly operated with Canadian Pacific and included in the consist a CP sleeper until 1939 and a CP parlour car thereafter.

Train 15 departed from CP's Windsor Station in Montréal during this period and also carried CPR Ottawa-Toronto through cars between Brockville and Toronto.

In 1965, the "pooling" arrangement was terminated and CN's RAPIDO began Montréal-Toronto service and shortly after, all CN trains were renumbered and renamed, only the Toronto-Chicago overnight trains retaining the name "International" and taking the numbers 155 & 156.

This was only the second change in number for this famous train. It was assigned numbers 1 & 2 from its introduction until 1912, when the "Continental Limited" began operation on the Grand Trunk and Grand Trunk Pacific between Montréal and Prince Rupert, B.C. as 1 & 2 and the "International" was given the numbers 14 & 15.

The "International" has always provided the fastest service between Montréal and Chicago but following the Montréal - Toronto accelerations of 1931, the westbound service was as much as 4½ hours faster than the eastbound. This was the result of local service requirements between Toronto and Montréal for 14, while 15 westbound was an express. The layover time in Toronto westbound was also much less. This anomaly was only resolved by the introduction of the morning RAPIDO, Train 60, but Chicago-Montréal service has never been as convenient as that in the western direction.

Westbound, the "International" had the advantage of convenient connections with U.S. trains for the south, southwest and west coast cities, most of which left and arrived in the afternoon. Nowadays, travellers using the one remaining service from Toronto to



↑ The "International Limited", CN Train 15, at Sortin, just west of Montreal West, Qué., headed by engine 6241 class U-2-h, on October 16, 1949. Photo from E.A. Toohy Collection, C.R.H.A.

Chicago will have to stay overnight in the "Windy City" to make most of these connections.

Perhaps the extreme case of this connection dilemma is that of the A.T. & S.F. Ry. (Santa Fé) Train 17 "Super Chief" and "El Capitan", which leaves Dearborn Station at the same time (6.30 p.m.) that GTW Train 158 "Maple Leaf" is arriving from Toronto, with a connection from Montréal. The C.M. St. P. & P.R.R. (Milwaukee Road) Train 103, which combines the "Cities" of Denver, Portland, San Francisco and Los Angeles with the "Challenger" and is thus facetiously known as the "City of Everywhere", leaves only half an hour earlier at 6.00 p.m. Passengers intending to connect with these two principal trains to the west coast must therefore wait  $23\frac{1}{2}$  or 24 hours.

Canadian National replaced Trains 155 & 156 by "Railiners" between Toronto and London, Ont., numbered 653 & 654, running at approximately the same times. Grand Trunk Western is obliged to maintain its Chicago-Port Huron, Mich. services, pending an examination by the Interstate Commerce Commission. As GTW Train 155 presently leaves Port Huron before Train 156 arrives, three sets of equipment are needed to operate the two disconnected services, whereas only two trainsets could operate the through service. The Mayor of Sarnia, Ont. has already complained to the government that his city has been deprived of an essential train service.

↷ SIMPLEX one-way dump car, built for the British Columbia Electric Railway at the Dominion Plant of Canadian Car & Foundry Company, Montréal in December, 1911. The trucks of the car in the photograph are not quite complete, as they do not show the door buffers, which were applied after the car had been loaded for shipment.



CANADIAN RAIL  
published by the

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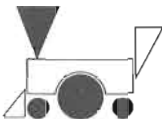
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