

# Canadian Rail



No. 265  
February 1974





# The Inter - City Cars of the MP&IR.

Jacques Pharand, Eng.

**B**ack at the beginning of the present century, the need was felt - as it is even today - to bring the towns on the outskirts of Montréal, Canada, closer to the metropolis. The City Fathers concluded that, after all, it should not be considered a foolish man's dream to consider travelling from so-called distant locations, such as Cartierville and Montréal-Nord, to the downtown centre of the city in less than a day's riding in a horse-drawn wagon or carriage.

The Montréal Street Railway, which had gained financial control over the Montréal Park and Island Railway (MP&IR) in 1901, was trying to find the best way of bringing its passengers from these suburban locations to the city. Actually, the Company was looking for some kind of interurban streetcar, large enough to bring as many passengers as possible on each trip, thus minimizing the number of cars required and at a speed sufficient to outpace the infant "horseless carriages" - and, of course, horse-drawn carriages - the competitive forms of transport. In addition, these interurban electric cars had to be sturdy enough to ride the rails of the existing lines without requiring rebuilding of the roadbed and track.

The 1032-class cars of the Park & Island, for so the railway continued to be called, were to provide a satisfactory answer to all of these requirements - and for a good many years to come. As they emerged from the Montréal Street Railway's Hochelaga Shops in 1902, in all probability they were the administrator's dream-come-true. The cars were indeed spacious, being 52 feet 6 inches long, capable of speeds of 50 mph. and unusually sturdy, weighing 51,700 pounds empty. Yet only ten of these cars were built and they were numbered 1032 through 1050, even numbers only.

As far as the technical aspects of these cars were concerned, the MSR had chosen reliable equipment, which had already gained widespread acceptance. Curtiss trucks, Canadian Westinghouse railway motors type 533T, rated 53 hp. at 500 rpm. on each axle and K-35-G controllers - already patented yearly from 1893 to 1898 - were standard equipment on all of the cars. Aside from these accessories, the Company experimented somewhat, as two cars, Numbers 1038 and 1042, had wooden frames, while the remaining eight were steel-bodied.

↪ ON THE COVER, MONTREAL TRAMWAYS COMPANY CAR NUMBER 1042 ON A CANADIAN Railroad Historical Association excursion on 30 October 1949. The car is about to stop at Rockfield on the westbound run to Lachine and Dixie, Québec. Canadian National Railways' main line is on the left: Canadian Pacific Railway's Montréal-Saint John N.B. line crosses overhead on the steel viaduct. Photo CRHA E.A. Toohy Collection.

↪ FROM AN OLD POSTCARD TITLED "CHARRS URBAINS-SAULT AUX RECOLLETS": A RARE view of car Number 1042 at the station at Sault aux Recollets, at the northeastern extremity of the Island of Montréal. Note the "double-wire" overhead, apparently a permanent installation. Photo M.P. Murphy Coll.

Without any specific guidelines on the opinion of the passengers regarding smoking in these cars, "Solomon's judgement" was exercised. Cars 1038, 1044, 1046, 1048 and 1050 were built with a plainly identified smokers' compartment in the rear portion of the car, the entrance being located about two-thirds of the car's length towards the rear, while the other cars were of the conventional rear-entrance type - and "No Smoking, Please".

At the time, these cars could definitely be classed as interurbans, for they travelled on the MP&IR private right-of-way for almost the whole 10-mile journey to and from Cartierville. Standard equipment for this kind of running included a huge arc-head-light, together with a marker-light on the rear right side of the car, a cowcatcher-type fender and a brass air-whistle.

As a preventive measure to counteract unexpected breakdowns en route, a spare trolley pole was firmly fastened either on the roof or underneath the car-body. This same care for dependable operation probably accounted for the extra contact wire alongside the main overhead feeder in remote or hazardous locations along the right-of-way and at some stations.

The last innovation in these cars in respect to safe operation was the paint scheme, in dominant shades of bright "traction orange", which was applied shortly after they became part of the rolling stock of the new Montréal Tramways Company in 1911. The Montréal Park and Island Railway had maintained its separate identity up to that time, as had the other companies which merged together to form the MTC in that period.

After a few years of operation of these cars, the Montréal Tramways Company concluded that additional improvements were necessary in order to keep abreast of current electric traction stylings. The modified railroad roofs of the cars were "passé". The five-narrow-windowed front ends, although economical on glass-pane replacement, restricted the motorman's vision. Sustained speed in operation was actually less necessary than smooth and brisk acceleration from stops.

Moreover, experience gained in operation of cars of the 1325-1424 and 1425-1524 series had shown that the roof type, seating arrangement and door-operation of these cars were excellent. Without further ado, the Company at once began a slow but sure process of rebuilding. Cars 1038 and 1042 were rebuilt in 1921; 1046 and 1048 in 1924; 1032, 1034, 1036, 1040 and 1050 in 1925 and finally, 1044 in 1926. At the same time, it was also decided to include in the modernizing process yet another steel-framed car, which had been built in 1911 by the Ottawa Car and Manufacturing Company of Ottawa, Canada as the initial unit of a three-car class and numbered 1051, 1053 and 1055. This car, 1051, was included in the new hybrid class in 1925.

Accordingly, the vestibules at both ends of the cars were extended and lowered from the main interior floor area, with the entrances at the front and rear widened to three standard and four standard door-panels, respectively. Similarly, the characteristic "Montréal" roof was modified to the "arch-roof" type and an impres-

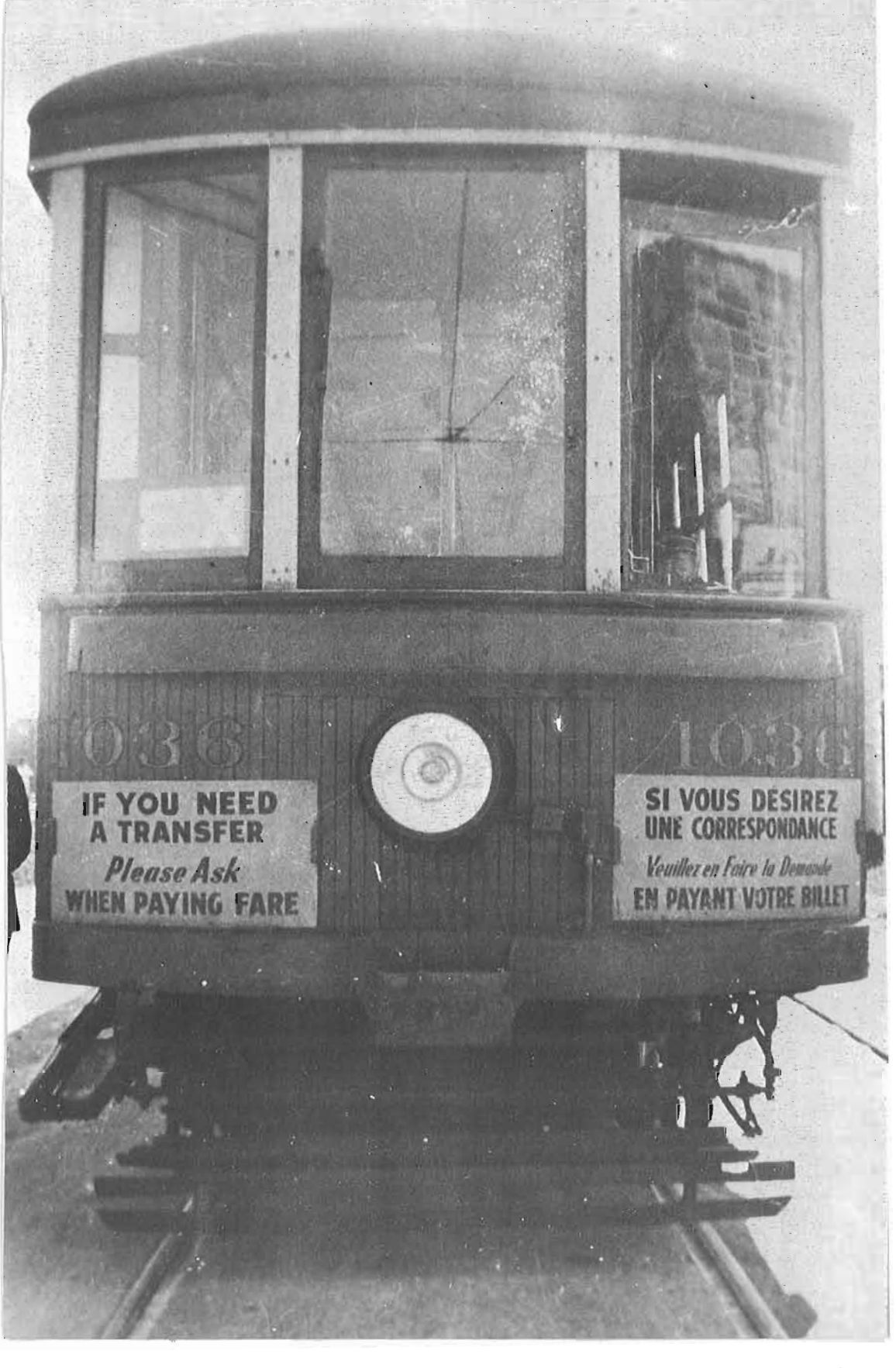
→ CAR NUMBER 1036, MONTREAL TRAMWAYS COMPANY, ON BOIS-FRANC ROAD, VAL ROYAL, MONTRÉAL, IN 1941. Photo courtesy L. Dauphinais.

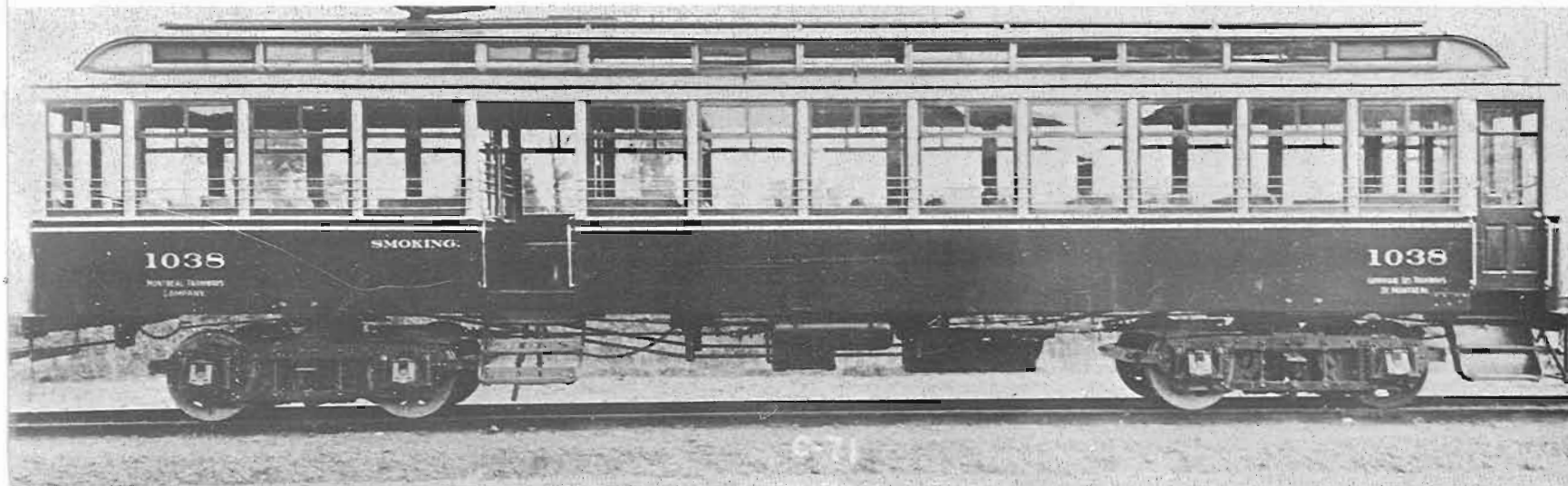
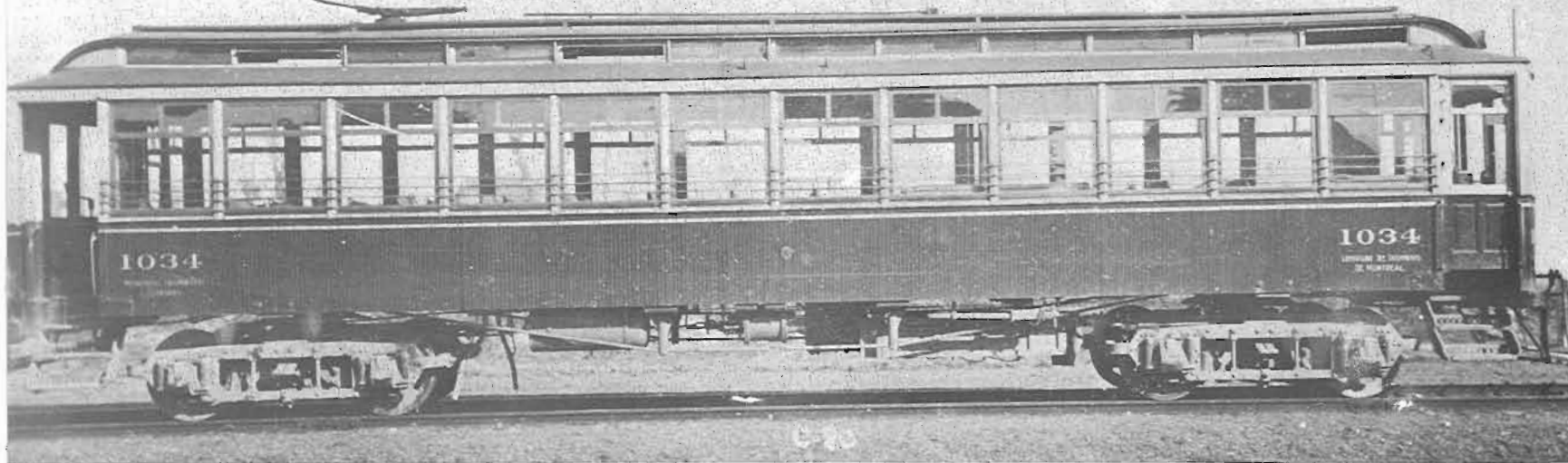
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1036

**IF YOU NEED  
A TRANSFER**  
*Please Ask*  
**WHEN PAYING FARE**

**SI VOUS DESIREZ  
UNE CORRESPONDANCE**  
*Veuillez en Faire la Demande*  
**EN PAYANT VOTRE BILLET**





sive total of sixteen side-windows replaced the original twelve, together with a conventional three-windowed front. As a result of these modifications, the cars could now accommodate 56 passengers seated, with a symmetrical arrangement consisting of a side-bench for two, ten double cross-seats and a longitudinal seat for six, in that order, on each side, from the front of the car.

For some now-unknown reason, Car 1042 was only partially converted, retaining its five-window front, a level front vestibule with a consequently higher step, a narrow two-panel exit and the famous lattice fender, which it was to retain to the very end of its operation.

Experience gained from daily use caused yet another curious improvement at that time. As these cars were the backbone of the service on the Cartierville Line, each rush-hour brought a mob of workers who literally besieged the cars at the Cartierville Terminal. To cope with this crowd of passengers, a practice was instituted whereby the cars were loaded through both the entrance and exit doors. Fare collection therefore became a next-to-impossible task and an ingenious solution was found, as a consequence.

In each car, along the length of the strap-hanger rail, were located the cords of the conventional bell-ringing devices required for conductor-motorman signals. To this assembly was added another wire, connecting the rear-door opening and closing mechanism to the front vestibule. Three grab-handles were attached to this wire by means of an articulated joint at their middle point. Their ends were fastened to the ceiling, thus allowing a back-and-forth movement of the wire by a similar movement of the grab-handle.

One of these grab-handles was located in the front vestibule, within reach of the motorman (note 1). The other two were fixed at the fifth and eleventh windows in the body of the car. Moving one handle activated all three and also actuated the rear door-opening mechanism. When the grab-handle was returned to its original position, the result was that action was reversed and the rear doors closed. It was a wonderful device!

With this arrangement installed in each car, loading at very busy points proceeded through entrance and exit and no fares were collected before the car left the station. As the car started up, the conductor, using a portable fare-box (the one in the rear vestibule being locked) made his way from the front to the rear of the car, collecting fares from passengers as he scrambled through the crowded car. When the car stopped at a boarding point en route, either the conductor or motorman would grasp one of the grab-handles and open the rear doors. Passengers would board the car in the usual

- ← LEFT LOWER: ORIGINAL STATE OF CAR NUMBER 1038; SMOKING COMPARTMENT, off-centre entrance and spare trolley pole on roof are clearly visible. Photo from MUCTC, Montréal.
- ← LEFT UPPER: CAR NUMBER 1034, SHOWING ORIGINAL REAR-ENTRANCE ARRANGEMENT. Date is 13 April 1915. Photo courtesy MUCTC Historical Coll.
- ↷ CAR NUMBER 1044 AT ST-HENRI CARBARN, MONTREAL, ON 3 NOVEMBER 1914. The car is ready for operation on the Lachine Line. Photo MUCTC.
- OFF-SIDE VIEW OF CAR NUMBER 1050 ON BOIS-FRANC ROAD, VAL ROYAL, on 7 June 1948. Photo CRHA E.A. Toohey Collection.



MONTREAL TRAMWAYS Co  
1900  
13 14

MACHINE

MACHINE

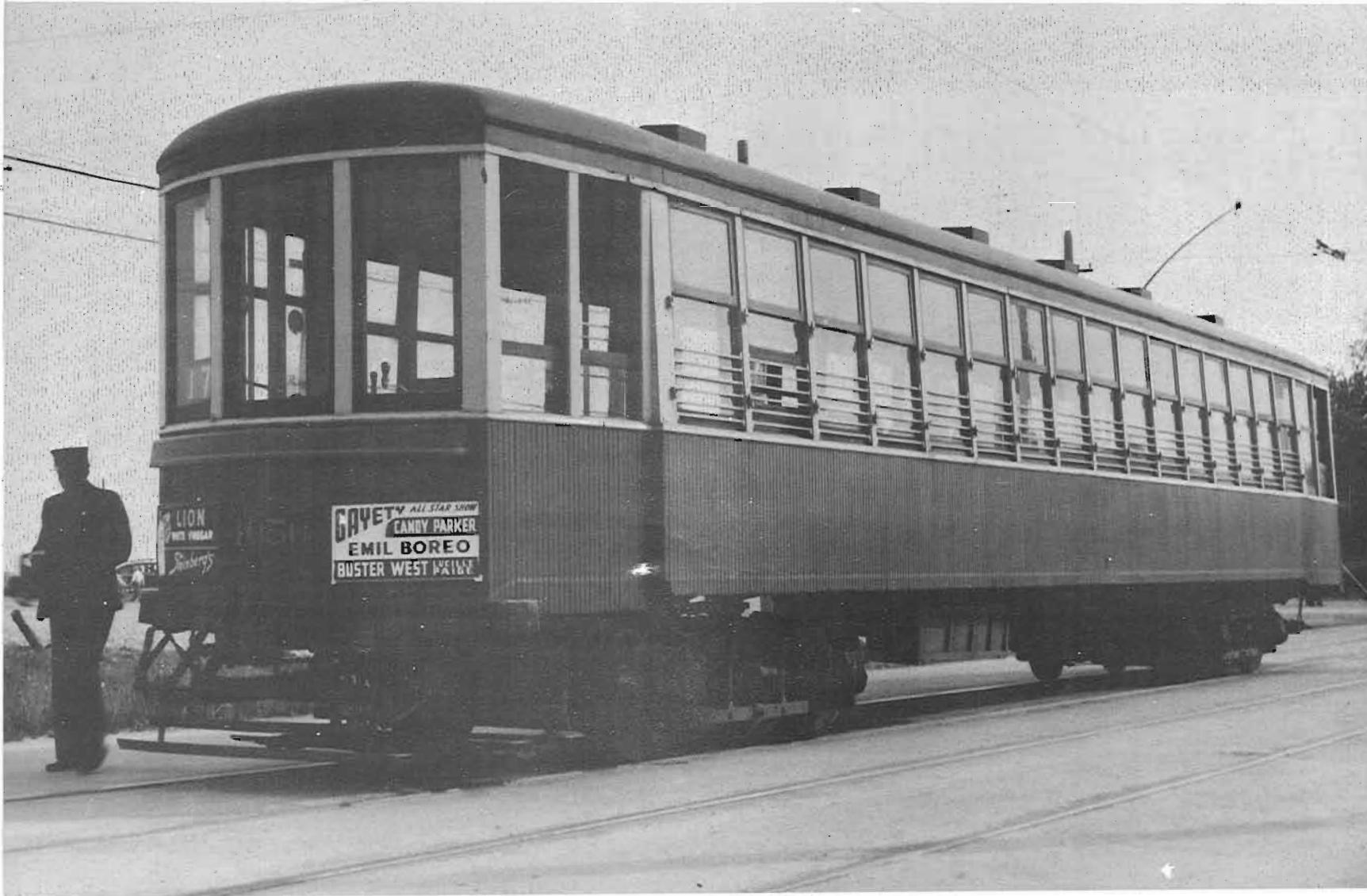
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LES TRAMWAYS  
DE MONTREAL

1044

PRENEZ GARDE

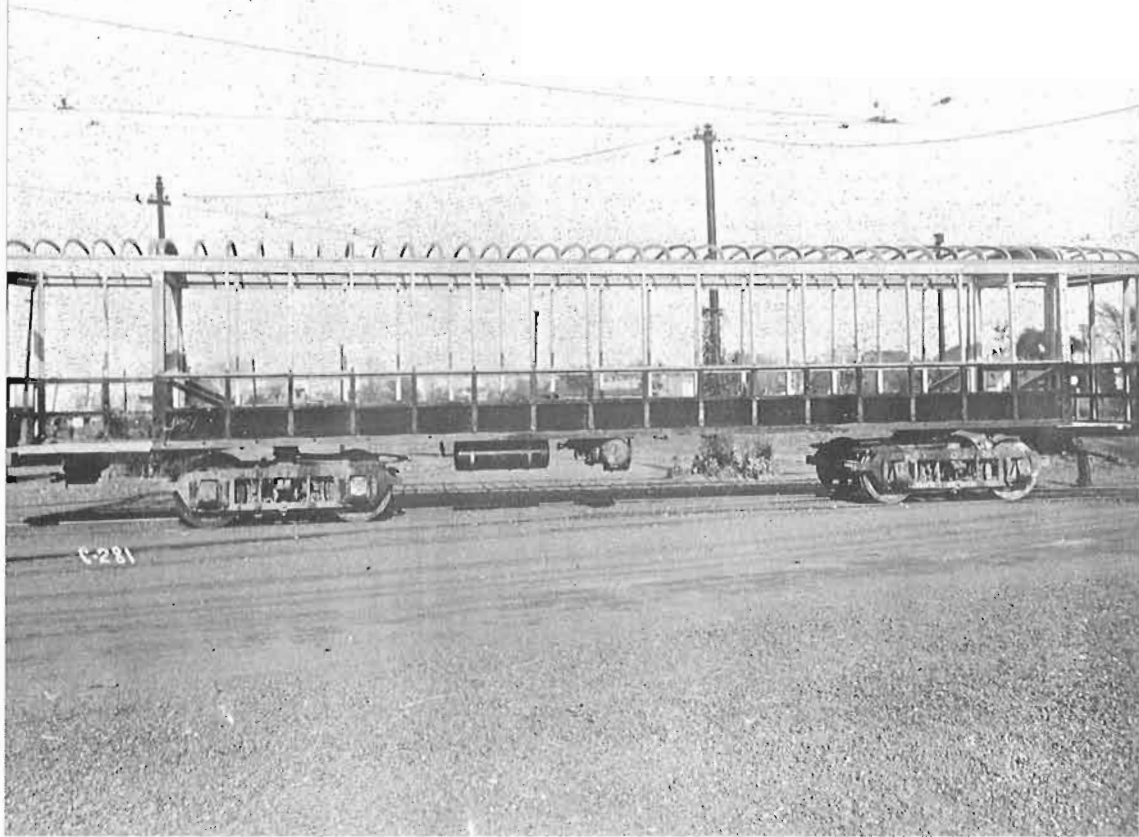




LION  
THE FRODO

Savety

SAVETY ALL STAR SHOW  
LARRY PARKER  
EMIL BOREO  
BUSTER WEST



↑ CAR 1051 OF THE MONTREAL TRAMWAYS COMPANY BEING REBUILT AT THE COMPANY'S Youville Shops on 15 October 1923. A view of the side-framing of the car. Photo courtesy MUCTC, Montréal.

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manner, after which either the conductor or motorman would return the grab-handle to the "normal" position, thereby closing the rear doors. Those passengers who had already paid and wished to detrain did so through the front exit, having passed the conductor and paid their fare in the process. The front doors were operated mechanically by the motorman. As the conductor finally worked his way to his raised stool in the rear vestibule, normal two-man operation of the car was resumed.

While it might be thought that this system would allow "free-loaders" to leave by the rear door when the car stopped, before the conductor could collect their fare, it should be kept in mind that this entire operation took but a few minutes and most patrons, on the other hand, travelled the better part of the length of the line. In addition, this door-opening-and-closing device reduced the time lost at stops and thus allowed the cars to maintain a better overall schedule.

In the years that followed, progress on the MTC was marked by the introduction of one-man car operation and motormen were requested to double up as conductors as early as the 1930s. On June 1, 1934, the 1032-class cars were officially deposed from the Cartierville Line, to be replaced by the 2850-class one-man cars. The future of the big orange cars seemed to be uncertain, as Montréal's suburbs

were gradually merging with the City. Only a few acres of vacant land remained along the Cartierville Line and cows, which used to intrude on the right-of-way, were no longer an operating hazard. Main tramway lines excluded, one-man cars were considered sufficient to provide service outside of rush-hours and the fate of the big intercity cars had to be decided abruptly.

Once again rebuilding of this class was approved and undertaken but, by this time, between the years 1934 and 1936, five of them, Cars 1032, 1034, 1038, 1040 and 1044, were scrapped and the bright orange livery, once seen so frequently and so clearly on the Cartierville Line, was observed for the last time in Montréal on the day of Frère André's funeral, January 6, 1936.

The remaining six cars were repainted in a bottle-green colour to identify them as two-man cars. Indirect dashboard lighting was installed, the extraordinary remote-control device for the rear doors was taken out and the familiar brass air-whistle was removed. But, intriguingly enough, these big cars continued to operate without roll-type destination signs, the only route identification being

↓ CAR NUMBER 1051, AT THE ENTRANCE TO ST-DENIS CARBARN, WAITING COLLECTION of the fare-box at the "Hospital" entrance. Now-demolished St-Justine Hospital is visible in the background. Photo courtesy Lucien Dauphinais.



the route number, which was located in the lower corner of the right front window (note 2).

The saga of these big cars was not yet concluded. As they could be easily fitted with snowplows by merely removing their fenders, they were still very useful - almost essential - on the Cartierville Line, mainly to keep the track free from snowdrifts in the winter. Their length, however, did not exactly suit some tight curves on city routes and "no clearance" signs had to be posted, thereby avoiding mischievous bumps and scrapes with the regular cars. The fact that they could accommodate a large number of passengers at rush-hour periods explains their subsequent intensive use on the routes along Park Avenue, just east of Mount Royal, which street was a very important north-south traffic artery at the time.

However, what was considered as the main primary advantage of the big green cars eventually hastened their downfall. Restrictions and resulting delays at heavily-travelled city intersections reduced their usefulness and made them a real public hazard. Moreover, gradual curtailment of service reduced the scope of their use.

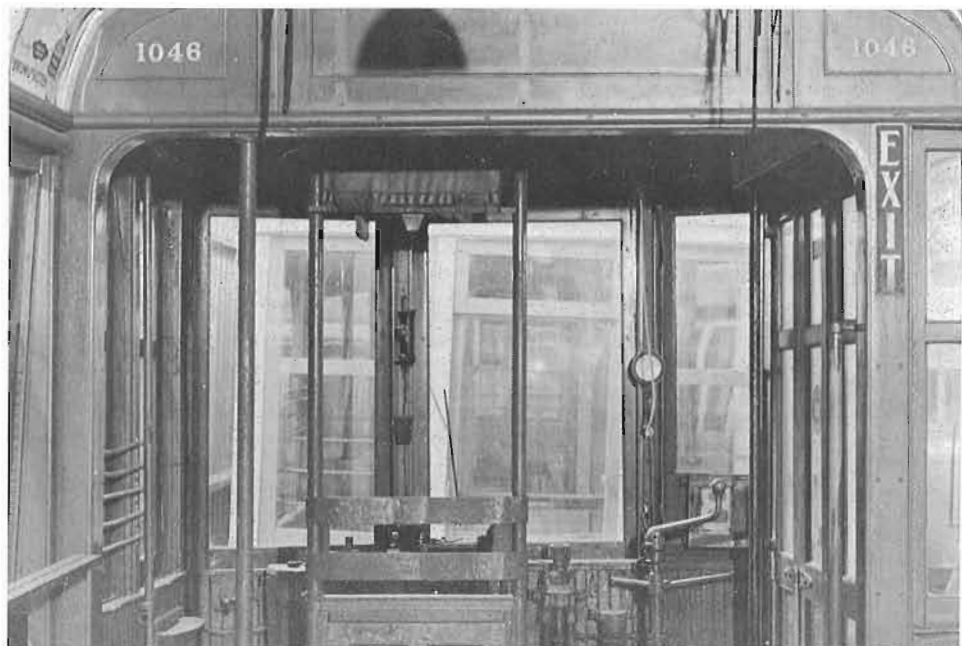


FRONT-END VIEW OF CAR NUMBER 1055 - one of the same class and design as the original version of Number 1051. Photo courtesy MUCTC-Montréal.

CAR NUMBER 1036 AT YOUVILLE SHOPS - Montréal, classed for scrapping after its 1950 accident. Photo taken in 1952 by F.F. Angus.

➔ A RARE VIEW OF THE INTERIOR OF CAR NUMBER 1046, SHOWING THE FRONT THREE-windowed vestibule and the three-panel door. In the top-right corner of the picture, just to the right of the number, is the hole through the centre panel through which the wire of the door-opening device passed.

Photo courtesy J. Pharand.



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Car 1036 was the first to disappear, following a serious accident with a truckload of sand at the Côte de Liesse/Decarie traffic circle in 1950. The damaged car was stored for two years at Youville Shops prior to final scrapping. Four of the remaining five, Cars 1042, 1048, 1050 and 1051, were eventually disposed of in 1955. But, fortunately, Car 1046 was preserved by the Montréal Tramways Company and its successor, the Montréal Transportation Commission. It was well maintained, repainted in its glorious traction orange and participated in several commemorative celebrations, running on the streets of Montréal to the delight and amazement of the general public.

Subsequently, Car 1046 was placed in the Montréal Transportation Commission's historical collection and, in May 1963, it was donated to the Canadian Railroad Historical Association for preservation at the Canadian Railway Museum, Saint Constant, Québec.

And so Car 1046 remains as a memento of a glorious 50-year-plus record of service. Indeed, this is a record unbeaten by any other class of streetcar on Montréal's electric tramway system and it is fitting that this car, above all others, should be kept as a representative of the big orange inter-city cars of the Montréal Park and Island Railway.

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Note 1: In Car 1038, this grab-handle was a "W-C" type chain!

Note 2: In Car 1042, in the second window from the left, facing the front of the car.

# According to Specification!

C.A.Andreae

In the Year of Grace 1914, the City of London, Ontario, Canada, became the rather reluctant owner of a genuine interurban electric railway property, named the London and Port Stanley Railway Company. On July 1 of the following year, the City of London began providing service for passengers and freight to St. Thomas, an important intermediate city, and Port Stanley, on the shores of Lake Erie.

Also in 1915, the passenger rolling-stock of the railway was composed of five steel motor cars, Numbers 2, 4, 6, 8 and 10, built by the Jewett Car Company of Newark, Ohio, U.S.A. and three wooden trailer cars, Numbers 1, 3 and 5, built by the Preston Car and Coach Company of Preston, Ontario, a not-too-distant city.

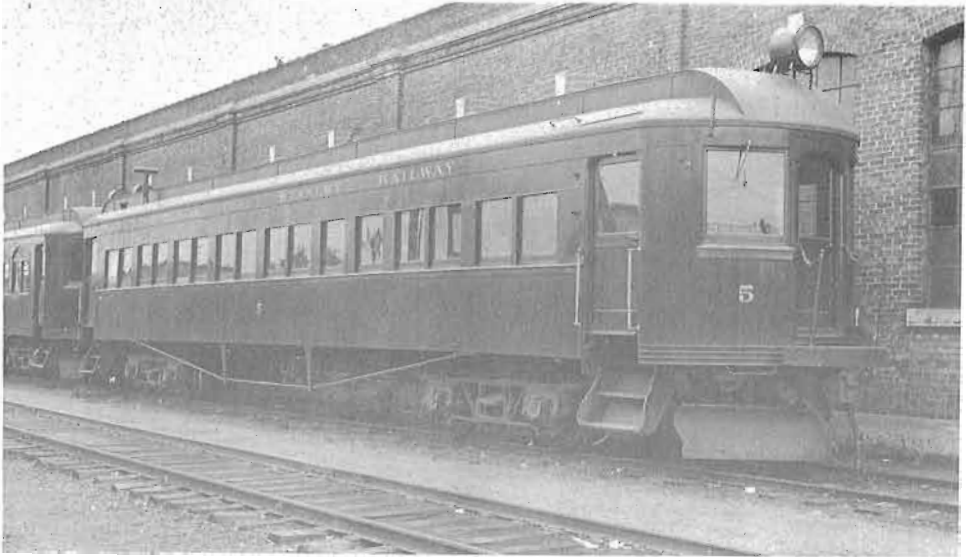
At the end of the first season of operation under the ownership of the City of London, the L&PS management discovered that several annoying problems had developed in the new wooden trailer cars from Preston Car & Coach. The first indication of this discovery appeared in a letter dated January 27, 1916, from Mr. Callahan, operating manager of the L&PS, to Mr. Campbell, general manager of Preston Car and Coach at Preston.

The letter explained that, because the latches on the trailer-car windows were not of the design or manufacture stipulated in the specifications, they did not maintain the windows in the raised or "open" position. Indeed, the windows had a definite tendency to unlatch and fall down, thereby inflicting severe bruises on the crania (heads) of unsuspecting passengers. Such occurrences frequently resulted in expensive damage suits against the L&PS, which were all too frequently sustained by the courts. Could something please be done?

During the same year's operation, the baggage-racks in these trailers had become excessively tarnished and had turned black! Of course, this detracted from the interior elegance of the cars. The "last straw" - as far as the L&PS was concerned - was the condition of car Number 5, whose exterior paint had peeled badly. The car had been damaged by the Canadian Pacific Railway in transit from the factory at Preston to the L&PS at London.

Mr. Callahan of the L&PS felt quite justified in expressing the opinion that, inasmuch as the Preston Car & Coach Company had been able to claim for damages against the Canadian Pacific, the repainting of the damaged car should have been as good as - if not better than - the original job. This did not appear to be the case. Would it be possible, asked Mr. Callahan, to correct these details?

In order to underline the importance of this problem - as well as the others - the London & Port Stanley had withheld \$ 537.76 of the total purchase price of \$ 27,597.66 for the three wooden trailers, an action which had an immediate and somewhat unanticipated effect!



↑ THE SUBJECT OF THE ARTICLE: LONDON & PORT STANLEY RAILWAY TRAILER CAR Number 5, photographed at the London, Ontario shops on 30 September, 1956. The photo is from the collection of M. Peter Murphy.

On February 8, 1916, Mr. Campbell, GM of the PC&C indignantly replied to Mr. Callahan that the equipment had been inspected before it left the Preston plant by the Ontario Hydro Electric Power Commission engineer and had been considered satisfactory. It should be explained that the Hydro Electric Power Commission of Ontario was supervising the construction of the London and Port Stanley Railway, in anticipation of the line forming part of a larger network of electric lines being developed by the HEPC.

In the same letter, Mr. Campbell also noted very firmly that, as the trailer cars had been stored outside, unheated during the winter by the L&PS, the Preston Car and Coach Company could in no way be held responsible for the proper maintenance of the cars, i.e., tarnished baggage-racks and peeling exterior paint. Indeed, a valid argument.

Since no settlement seemed to be forthcoming at this stage, the impasse was referred to Major Spittal, Secretary of the L&PS, to see if he could determine who was responsible for the repairs to the cars. Accordingly, on February 18, Mr. Campbell wrote to Major Spittal outlining the PC&C's position. He insisted that his Company was relieved of all responsibility when the cars were inspected and accepted by the Hydro Electric Power Commission engineer. He noted further that the brass trim had been installed against the advice of his Company. Most railway companies, he remarked, requested polished bronze fittings in their cars, as this finish withstood wear and weathering better. Mr. Campbell - thrifty Scot that he was - concluded by repeating his Company's objection to paying the twelve-month maintenance costs for these trailer cars.

At the end of the month, Mr. Baukat, mechanical engineer for the Hydro Electric Power Commission, who had been supervising the



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↑ AN INTERIOR SHOT OF LONDON & PORT STANLEY RAILWAY'S TRAILER CAR NUMBER 3, looking from the smoking section to the passenger section. The photograph was taken on 7 May 1917 and is from the Author's Collection.



construction of the wooden trailers, unwittingly complicated the negotiations by sending a memo to the L&PS with his recommendations for action on each of the points under discussion:

Point 1 - The Preston Car and Coach Company had been instructed to install window-catches designed and manufactured by the O.M. Edwards Company. Instead, the PC&C had elected to use catches of their own manufacture, made of softer and cheaper metal and of inferior workmanship.

Mr. Bauket recommended that the window-catches be replaced by the Preston Car and Coach Company with those specified, purchased from the O.M. Edwards Company;

Point 2 - The original specifications had required that the baggage-racks be made with a bronze finish. Somehow, racks with a brass finish had been installed instead.

Mr. Bauket was of the opinion that the baggage-racks should also be replaced by the Preston Car & Coach Company with the specified materials, at no charge to the L&PS;

Point 3 - Mr. Bauket pointed out that the paint job on car Number 5 was the same as that applied to metal cars and, since the paint should hold better on a wooden surface, the fact that it was peeling indicated that there was something unusual about the paint job. Perhaps this car had indeed been painted in an inferior manner. He recommended that the PC&C repaint the car.

In order to maintain untarnished his reputation as an inspecting engineer for the Hydro Electric Power Commission, Mr. Bauket recited for Mr. Campbell's benefit a section of the specifications, which stated:

"The inspection herein provided for shall in no way relieve the Contractor of full responsibility for the quality, character and proper performance of the complete work or any part of it."

In his conclusion, Mr. Bauket again compared the product of the Jewett Car Company with that of the Preston Car & Coach Company, stating "..... the Jewett Car Company did furnish the materials exactly as called for.....whereas the car fittings furnished by the Preston Car and Coach Company.... are giving us trouble due to cheaper substitutes furnished by them.....This should be sufficient proof that they are entirely at fault and should waste no time by asking us to relieve them of any responsibility."

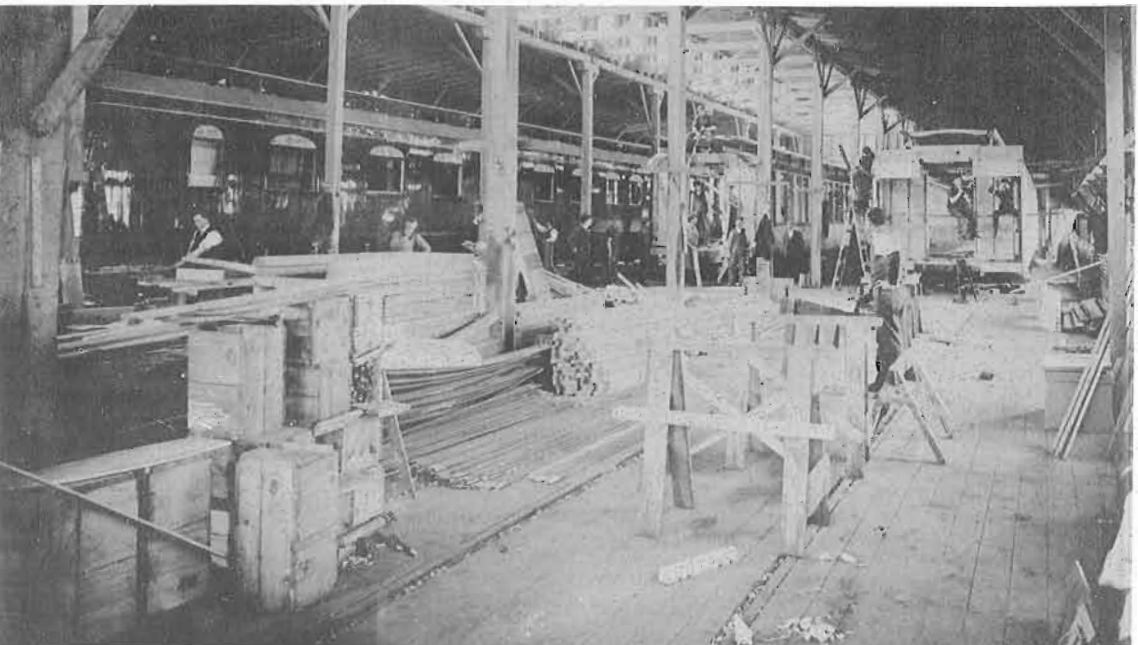
The matter appeared to be settled. Mr. Campbell did not share this conclusion.

The PC&C reluctantly advised the HEPC that they were prepared to make some of the recommended repairs to the cars. Even though the HEPC engineer had approved the substitute window-catches before in-



↑ GENERAL VIEW OF THE PRESTON CAR AND COACH COMPANY'S SHOPS AT PRESTON, Ontario, about 1910. The car-bodies (left-centre) on flat cars are 500-series Hull Electric Railway cars. Photo N. Campbell, ex Wm. Bailey.

↓ INTERIOR OF NUMBER 2 SHOP, PRESTON CAR & COACH. OPEN-END OBSERVATION car is lettered "Ontario Government Railway". Ca. 1910. Photo N. Campbell Collection Wm. Bailey.



stallation, the PC&C magnanimously were prepared to replace them with those from the O.M.Edwards Company, as per specification.

The baggage-racks were another matter. The PC&C, said Mr. Campbell, had requested a sample baggage-rack from the HEPC, because the specifications were vague on this item, and had thereafter warned the HEPC that the finish on the sample would not stand up, if it was left for long periods in unheated cars. Nevertheless, the HEPC inspector had insisted that the racks must be "as per sample" and his dictum was obeyed. Therefore, the PC&C declined to assume responsibility for this damage, but inasmuch as they were anxious that these cars should "show to advantage", they were prepared to re-finish the tarnished racks at cost, provided that the cars were returned to Preston by the London and Port Stanley Railway.

In the matter of the exterior paint, the following: the PC&C was of the opinion that the present condition of the exterior of car Number 5 was not due to inferior materials or workmanship. Subsequent to the damage incurred in transit from Preston to London, the London & Port Stanley had asked that the repairs be rushed as fast as possible, so that the car could be placed in service immediately. Consequently, there was insufficient time available between successive coats of paint to allow each coat to dry properly. For this reason, the paint had peeled and the PC&C was disinclined to assume responsibility. Further, it was obvious that the repainting could be done just as expeditiously by the staff of the L&PS at London.

In September, 1915 - about six months earlier - Mr. Bauket of the HEPC had composed a list of modifications to the cars, which would be required before they would be acceptable to the Commission. Curiously enough, no reference was made to the window-latches, the baggage-racks of the exterior painting. Despite this oversight, the PC&C said that they were willing to make the stipulated modifications, provided that a guarantee was given that the cars would then be acceptable and the balance of the contract price, previously withheld, was paid.

At this juncture - just when everything seemed to be well on its way to settlement - the HEPC committed the colossal blunder of adding insult to injury by incurring with the Preston Car & Coach Company, on 25 March 1916, charges amounting to \$ 222.83 - on behalf of the London & Port Stanley Railway! A month later, when the PC&C asked for their money, they were summarily told by the HEPC that the charges had been transferred to the L&PS for settlement!

Once again the Preston Car & Coach Company began the battle to collect the money which they considered was rightfully theirs. Mr. Campbell wrote to the L&PS on 21 and 27 June and 4 July, asking that both of the accounts be settled promptly. He did not receive the courtesy of a reply! He then wrote to the HEPC to solicit their assistance, but the HEPC - being the good bureaucracy that it was - simply forwarded the letters to the L&PS.

Finally, in desperation, Mr. Campbell wrote to the General Manager of the London and Port Stanley Railway Company on 5 August, 1916:

"Dear Mr. Richards:

I have been expecting to hear from you daily for the past two weeks. No doubt you are very busy and I am glad to hear of it. The London and Port Stanley Railway seems to be doing an excellent business and I have no doubt that it will continue to do so under present management. I do not think the London and Port Stanley Railway Company can accuse me of impatience after waiting for a year for their

good pleasure in paying their accounts. In fact, I think interest should be accruing about now. I know we have to pay interest on overdue accounts whenever we have them, which I am thankful to say is very rarely, but to enable us to meet our liabilities it is almost necessary that our customers meet theirs at least within a reasonable time.

Yours truly,  
(signed) Donald M. Campbell "

If this letter did not provoke an answer, it seemed as though the next step would be for the PC&C to seek redress in the courts to recover their money.

But, at last, on 26 August, Mr. Richards of the L&PS communicated to Mr. Campbell the conditions under which both accounts would be settled. The PC&C would be required to install the Edwards window-catches on the trailer cars in London after 1 October, at the end of the summer season. The PC&C would also allow the L&PS the sum of \$ 25, if the latter were to paint the car themselves. No mention was made of the defective baggage-racks.

And so the affair seemed to be settled - after a fashion.

In retrospect, one wonders why it took seven months of frustrating correspondence to settle such an apparently simple responsibility. The PC&C were responsible for the window-catches. The L&PS earned the peeling exterior paint and the HEPC - and hence the L&PS - was to blame for the tarnished baggage-racks.

After the 1915 summer season, the L&PS decided that it needed more trailer cars and subsequently ordered three from the St. Louis Car Company of St. Louis, Missouri, U.S.A. These new trailers were also of wooden construction and were very similar in design to those built by the PC&C, except that they were three feet shorter. The price was probably the most attractive feature of these new cars. The St. Louis price was \$ 5,780 per partially-completed car-body, while the initial PC&C cars had cost \$ 9,199 each. Yet, one wonders how significant the difficulties between the L&PS and the PC&C were in motivating the L&PS to look to other car-builders for their rolling stock.

By 1920, the streetcar-building business in Canada was on the wane. The Preston Car & Coach Company kept on building electric street and interurban cars until 1923, when the Company suddenly ceased operation. Although its units were expensive, they were among the finest cars built for Canadian urban and Interurban electric railways.

Only one of the famous Preston Car & Coach Company's trailers exists today (1972) and its future is very uncertain. After the cessation of passenger service on the L&PS, trailer car Number 3 was purchased by the owner of a marina in Port Stanley, for the purpose of storing sailboat masts. This particular requirement has now been satisfied by other means and the owner of the marina wants to have the car removed. Destruction of this unique piece of L&PS rolling stock seems to be the only way to accomplish this unworthy purpose.

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ACKNOWLEDGEMENT

The author would like to thank Mr. William Bailey for his assistance in supplying illustrations for this article.

# CAR 400 COMES HOME!

John E. Hoffmeister

**F**ifty-three years ago, the well-equipped Kitsilano Shops of the British Columbia Electric Railway Company in Vancouver, British Columbia, outshopped a number of comparatively small Birney "Safety" cars for the Company's operations in the city of Victoria, on neighbouring Vancouver Island.

For many years after they were placed in service, these small cars faithfully served Victorians, pursuing their usual routes to Beacon Hill, Cloverdale and Outer Wharf. Seldom did they ever venture over the longer city routes, such as the Uplands line, which terminated in a graceful loop in the northern part of the Municipality of Oak Bay, known as "The Uplands".

One of these small Birney cars was Number 400. It may well have been the first BCER city car with the safety feature known as "automatic stopping", a facility of definite advantage during rush-hours in downtown Victoria. At the tender age of twenty-five, Number 400 was retired from active service in 1946. Barely two years later, on July 4 1948, the last runs of Victoria's red and cream coloured streetcars were made. In October of that year, the remaining cars were towed away by the 0-6-0 switcher of the Esquimalt and Nanaimo Railway, from the Chatham Street Car barns to Victoria West, where they were unceremoniously and coldheartedly burned and their metal parts salvaged for scrap.

A few of the car bodies, minus their trucks, became summer cottages, storage sheds and just plain shacks at various locations on Vancouver Island. For nearly 25 years, Car 400 endured this unhappy and unpleasant existence.

Charter Siding is a settlement with an unusual name, long since abandoned, which used to be at Mile 12 of the Lake Cowichan Subdivision of the Esquimalt and Nanaimo Railway, north of Victoria. It was to this remote place that Car 400 was deported, first being used as a bunkhouse for transient lumberjacks. A little later, the car was downgraded to a storage shed and, finally, after its roof caved in, its bare metal skeleton was exposed, with the odd bit of rotting wood hanging here and there.

After the passage of what seemed like centuries to Car 400, about 1970, Mr. Dan Gallacher of the Provincial Museum of British Columbia in Victoria concluded, after considerable thought, that an authentic streetcar which formerly ran in Victoria would be an ideal exhibit for display in the recently-expanded Provincial Museum complex. But an idea is one thing and a reality is quite another.

A quick survey of what relics still existed soon revealed that the remains of Car 400 were the best bet for the difficult task of restoration. One day, what was left of Car 400 was loaded on a low-



↑ IN THE FOREGROUND OF THIS PICTURE, TAKEN AT MIDLAND CIRCLE, OAK BAY Municipality, Victoria, British Columbia, you can see the remains of the British Columbia Electric Railway's Victoria operations. Two pieces of the tangent track emerge through the moss and end about 20 feet further on, in the grass. This was the terminus of Route 9-Uplands.  
Photo courtesy J.E.Hoffmeister

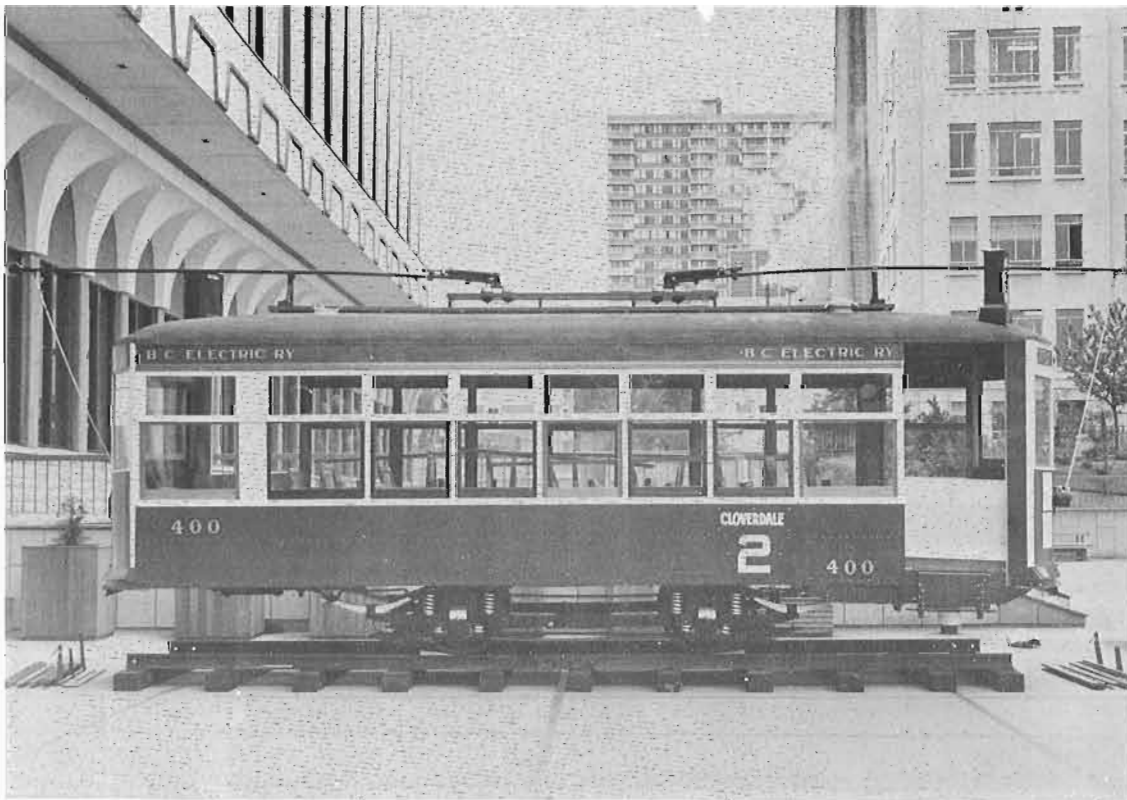
bed trailer for the journey to an aircraft hangar at Victoria's International Airport at Patricia Bay, where the rebuilding would be undertaken. This was the first step in the very complex project of restoring Car 400.

Expert technical assistance for the restoration operation was provided by Mr. Paul Class, General Manager of the Oregon Electric Railway Historical Society, a group of street railway amateurs based at Glenwood in the not-too-distant State of Oregon, U.S.A. Mr. Class had a particular affection for Car 400 and was very enthusiastic about the special task in which he was to be involved. Mr. Gus Dussin, a Vancouver restaurant-owner, was also anxious to help. He, too, was an electric railway enthusiast, having taken the trouble to preserve British Columbia Electric Railway single-truck Car 53 in his restaurant!

The restoration of Car 400 required more than 15 months of patient work and cost \$ 15,000. When the project was completed, Messrs. Gallacher, Class and Dussin agreed that it was quite a bargain for 1973!



TWO VIEWS OF BCERY CAR 400, DISPLAYED AS CLOVERDALE-OUTER WHARF ROUTE "2" outside the main entrance to the B.C. Provincial Museum, Victoria, B.C., awaiting installation of doors and pilot by capable Mr. Paul Class. Both photos courtesy of John E. Hoffmeister.



A very interesting sidelight on the restoration of Car 400 is that the work was carried out at Patricia Bay only yards away from the abandoned grade of Vancouver Island's only interurban electric railway, the Victoria-Deep Cove line of the British Columbia Electric Railway which ran the entire length of the Saanich Peninsula. Service on this line began on June 18, 1913 and terminated October 31, 1924, after which date the rails were taken up. 1200-series BCER cars, built by the St. Louis Car Company of St. Louis, Missouri, U.S.A., were the main type of equipment used on this line.

But to return to Car 400. Technically speaking, it was the very last piece of rolling stock in North Saanich, although it never turned a wheel in service in the municipality. On occasion, in the first years of interurban operation, Victoria's streetcars would make the trip to Saanichton each autumn on Labour Day weekend, when the carrying capacity of the 1200-series cars was taxed to the utmost.

In the spring of 1973, Car 400 had been restored to its former glory. At 11.00 a.m. on Tuesday, May 1 1973, Mr. Robert Williams, Minister of Recreation of the Province of British Columbia, had the important responsibility of presenting Car 400 to the Provincial Museum of British Columbia, on behalf of the BCER's present-day successor, BC Hydro Authority. Everyone, especially Mr. Paul Class, was very gratified by the realization of the project.

After a brief period of display outside the main entrance of the Provincial Museum - an interval which enabled some enterprising photographers to take pictures - Car 400, once the pride of Victoria, was moved into the Museum, where its newly-restored finery will be protected from the ravages of the elements. Perhaps Car 400 will be brought outdoors again for special celebrations. But even if it remains inside, thousands of Victoria's citizens, young and old, can come and see for themselves the kind of transportation their forefathers enjoyed in the time of the trolley in Canada's most westerly provincial capital city.

#### BCER CAR 400 - SPECIFICATIONS

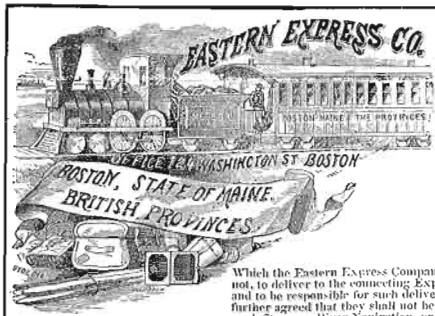
Builder: British Columbia Electric Railway, Kitsilano Shops,  
Vancouver, British Columbia: 1921.  
Length : 28 feet 0 5/8 inches      Width: 7 feet 8 inches  
Height : 9 feet 9 1/2 inches      Gauge: 4 feet 8 1/2 inches  
Weight : 16,600 lbs. empty, in working order  
Motors : 2 x 600 v DC 25 hp.      Normal operating speed: 16 mph.  
Passenger capacity: 32 seated, 20 standing.  
Style : Double-end, one-man car.

#### RESTORATION PROJECT

The following persons and organizations assisted in the realization of the project to restore Car 400 of the BCER:

Miss Dorothy Tupper BC Hydro Authority Information Services  
Mr. Paul Class, General Manager, OERHS, Glenwood, Oregon, USA  
Friends of the Provincial Museum, Victoria, B.C.  
The Mayo Lumber Company, Nanaimo, B.C.  
Viking Aircraft Company, Sidney, B.C.  
Canada Armed Forces, Motor Transit Division, Canadian Forces  
Base, Esquimalt, B.C.





FEBRUARY 1974

# WAYBILLS

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FOR THE EASTERN EXPRESS COMPANY,

*McKenney*

ONE THING IS FOR SURE: MR. A.C.HOAD, WHO LIVES "ABOVE" TORONTO'S north Yonge Street subway would be happier with a rubber-tyred system rather than "the steel wheel on the steel rail". Mr. Hoad is as well disposed as the nexy citizen to the railways and subways, but the new subway, opened since March 31, 1973, generates more noise than necessary, in his opinion. In a letter to the Toronto STAR, Mr. Hoad reflects that, had the new subway been put down in the ground another 100 feet, the noise of its train-every-five-minutes operation would not have harmed property or persons.

As the matter now stands, Mr. Hoad believes that the new line, only 30 feet below ground level and parallelling the contour of Yonge Street, is doing physical damage to people and property and probably nervous and emotional injury, combined with a loss of esthetic effect (quietness) in the environment.

Mr. Hoad is of the opinion that, if the executive of the Toronto Transit Commission - a public body - were to live for even a few weeks in an apartment along the subway extension, as he does, they would appreciate the importance of the problem more fully and would see that something was done about it. And, equally important, they would see that such a situation would n t be allowed to happen again.

From this opinion, one might proceed further to contend that a rubber-tyred subway in a tunnel has a few esthetic and operational advantages (quietness and no snow) which open-cut and steel-wheel-on-steel-rail subways do not. On the other hand, the latter are generally easier and less expensive to construct.

Which is indicative of the axiom that it is usually impossible to have your cake and eat it, too!

Editorial Staff.

SOME NOTES ON THE SUMMER 1973 OPERATION OF THE PRAIRIE DOG CENTRAL in Winnipeg, Manitoba, have been received from Mr. J. T. Bradford, our member in that city. Handicapped at the outset by lack of volunteer help and capital and with coal selling at \$57 per ton, the Vintage Locomotive Society, which operates the Prairie Dog Central, was rescued by a local radio station, which publicized the activity so well that a special pre-season excursion to Carman, Manitoba, about 45 miles southwest of Winnipeg, was a resounding success.

The citizens of Carman and the surrounding area turned out in droves to welcome the PDC's old-time train. There were many period costumes. The crowd sang and danced and the CN station at Carman never saw such a celebration. PDC 4-4-0 Number 3 had been fitted out with a cabbage-stack to make the train a real "period piece".

During the festivities, someone started passing the hat for the Prairie Dog Central and an astonishing sum, rumored to be more than \$ 3,000, was collected to help the PDC and to persuade

Number 3 to return.

Return it did, the following week, with another 125 passengers. Carman arranged to hold its Fair on that day and a large parade and later, horse races, were held in front of the station.

In the afternoon, Number 3 and train made a special trip to Roseisle, 15.4 miles further along the CN's Carman Subdivision, carrying an additional 600 passengers for an estimated revenue of some \$ 450. There would have been yet another trip the same evening, but Number 3 was a little weary and developed a "fever" in one of her bearings, thus being unable to officiate as motive power.

After such an initial success, the Prairie Dog Central's summer operation on weekends seemed assured. The train operated up to September 30, 1973.

WALTER BEDBROOK, PRESIDENT OF THE TORONTO & YORK DIVISION OF THE Association, sends the accompanying pictures of the incline railway at Port Stanley, Ontario, as it appeared in May of 1973. Walter says that, by this time, the railway may be demolished. In the summer of '73, it had been subject to a degree of vandalism. He hopes to write a short article about this incline railway as it is one of three that he knows of in eastern Canada. The other two are at Québec and Niagara Falls, the latter having been closed in the summer of 1973 due, again, to vandalism.



ON NOVEMBER 19, 1973, THE TORONTO TRANSIT COMMISSION AGREED IN PRINCIPLE to replace diesel buses by streetcars on the City's Spadina Avenue, between King and Bloor Streets. When complete, this will be the first new streetcar line in North America since the Massachusetts Bay Transit Authority of Boston, Mass., USA built and opened the Riverside Line in 1959.

Streetcars were last operated on Spadina Avenue in 1948, although the service was maintained between Dundas and Harbord Streets until 1966. Yet to be determined are details regarding the location of the turning loops and whether operation will be middle-of-the-street or private right-of-way.

TTC General Manager James Kearns said that preparations for this revived operation would take about two years. In addition to turning loops, possibly in the Clarence Square Park area, south of King Street and midway between Bloor Street and Lowther Avenue, to link up with the Bloor and Spadina subway lines, the TTC will have to restore the track and allocate 22 streetcars to provide this service.

This new line will provide a direct service on Spadina Avenue between the subway and the west end of mammoth METRO Centre development, soon to displace the railway yards south of Front Street in downtown Toronto.

J.D.Welsh.

DURING THE WEEK OF OCTOBER 1 1973, CP RAIL CONDUCTED ADHESION TESTS on its North Bay Subdivision near Mattawa, Ontario, where there is a grade westbound of approximately 1.4%. For the purposes of the study, CP RAIL borrowed a Canadian National Railways 4-axle, 2000 hp. MR 20 unit, as well as CN Number 4002, a GR 30a 4-axle, 3000 hp. unit, fitted with CN's wheel-slip system, developed by that Company's Technical Research Department.

Editorial Staff.

UNITED RAILWAY SUPPLY LIMITED OF MONTREAL HAS A RATHER LARGE RECORD for a relatively small company. Besides doing rebuilds on FM units for the Chihuahua al Pacifico of Mexico - "restored" H-16-44 units Numbers 517 and 523 left Montréal on 24 November 1973 - URS converted ex-Delaware & Hudson RS 3 units Numbers 4097, 4117, 4120 and 4129 and sold them to (in order) Crown-Zellerbach of Ladysmith, B.C., Roberval & Saguenay Number 28, Québec Iron & Titanium Number 8 and Roberval & Saguenay Number 29.

In between times in 1973, URS combined ex-Québec, North Shore & Labrador Railway's two RS 2 units Numbers 102 & 103 - mostly 103 - into Québec Iron & Titanium Number 7.

As recorded elsewhere, URS purchased five RS 3 units from the Reading Railroad and was reported to be negotiating for an additional two ALCO RS 3 units from the Penn Central Transportation Corporation.

Ex-Norfolk & Western Railroad H-16-44 Number 116, used as a spare-parts source by URS finally went to the scrap-yard when its frame and car-body were cut into three sections, loaded on a truck and shipped, thus writing "The End" to this FM unit.

C. de Jean.

ON A SUNDAY IN SEPTEMBER 1973, CANADIAN NATIONAL RAILWAYS LULU Island Trestle between its Part Mann yard and Lulu Island, British Columbia, lost an 800-foot segment, destroyed by fire. The heavily-creosoted structure was easy prey for the flames.

and there was little firemen could do, since the portion of the trestle on fire was more than half-a-mile from the nearest water point. However, Richmond District firemen had the blaze under control in about 20 minutes after they arrived. The location of the fire was at Mile 4.88 of CN's Lulu Island Bridge, between River Road and Westminster Highway, in Richmond, B.C.

CN negotiated with Burlington Northern and B.C.Hydro for trackage rights to Lulu Island and Richmond until the trestle could be repaired.

R.H.Meyer.

THE TORONTO TRANSIT COMMISSION'S "TOUR TRAM" SERVICE WHICH TOOK TO the (streetcar) tracks in Toronto, Ontario, on 24 June 1973, proved to be so popular that the TTC began looking around for additional "Peter Witt" streetcars - and other modes of transporting sightseers - before the summer of 1973 was out. On 19 November 1973, the TTC announced that an agreement to purchase three used double-decker buses from Omnibus Promotions London Limited, agents for London (England) Transport, had been concluded. These units, to cost \$34,000 each, will be used for sightseeing tours and charter service in Toronto.

Small Witt car Number 2766, the first car to be restored and refurbished by the TTC, was the property of the Commission and was the last Witt-type car to operate in Toronto, the last run being made on 18 July 1965. Small Witt car Number 2894, the second and at first the "back-up" car for the service, was purchased from the TTC by Mr. Charles Matthews of Langstaff, Ontario, in March, 1963. Later, Number 2894 was discovered in a barn near Hawkestone, Ontario and its owners were willing to make the car available to the TTC. Previously, it was said that this car was to go to the Rockwood Museum of the Ontario Electric Railway Historical Association.

With both of the small-Witt cars in service, in November 1973 it was reported that representatives of the "Tour Tram" operation had approached the Canadian Railroad Historical Association of Montréal with regard to the lease of ex-TTC large-Witt car Number 2300, presently displayed at the Canadian Railway Museum, Saint Constant, Québec. This double-truck, single-end car was built by the Canadian Car & Foundry Company in 1921 and was the first car of this type purchased new. Number 2300's trucks, originally of the 4 feet 10 7/8 inch-gauge of the TTC, were regauged to 4 feet 8 1/2 inches when the car was donated to the CRHA in May 1963.

It is assumed that car Number 2300 would be required to "protect" Numbers 2766 and 2894 in the 1974 "Tour Tram" service.

W.J.Bedbrook.

PIERRE PATENAUDE SENDS THE FOLLOWING BUDGET OF INFORMATION ON UNITS delivered by various builders.

The Cartier Railway took delivery of three M 636 model units from MLW Industries, Montréal, on 29 October 1973. They were road numbers 74, 75 & 76, B/Ns M-6072-1 through M-6072-3.

The British Columbia Railway's M 630 units were delivered in November 1973, and worked west via Canadian National Railways on the evening of the day of delivery, in multiple with one or two CN units:

<u>Road number</u>	<u>Builder's number</u>	<u>Delivered</u>
723	M-6074-1	2 November 1973
724	M-6074-2	7 November 1973



725	M-6074-3	8 November 1973
726	M-6074-4	9 November 1973
727	M-6074-5	13 November 1973
728	M-6074-6	15 November 1973
729	M-6074-7	16 November 1973
730	M-6074-8	22 November 1973

Algoma Central Railway SD 40-2 units were delivered from the Diesel Division, General Motors of Canada, London, Ontario on the dates shown. They travelled via CP RAIL to Sault Ste. Marie, Ontario, where they will be based:

183	A-2860	29 September 1973
184	A-2870	3 October 1973
185	A-2871	29 September 1973
186	A-2955	29 September 1973
187	A-2956	10 October 1973
188	A-2957	10 October 1973

CP RAIL has confirmed order number C-364 with the Diesel Division, General Motors of Canada Limited, for twenty SD 40-2 units, to carry road numbers 5816 to 5835 inclusive, serial numbers A-2858 to A-2877 inclusive. These units will be equipped with LOCOTROL controls and will be used as master units for coal unit-trains on the Sparwood-Roberts Bank run in British Columbia.

The numbering of these new units will require renumbering of CP RAIL units Numbers 5659 to 5674 to Numbers 5800 to 5814 and the installation of equipment to make them master control units for coal unit-train service.

Canadian National Railways took delivery of the following units from Diesel Division, General Motors of Canada Limited on the dates shown. These units, class GR-20c, will be based at Symington Yard, Prairie Region:

<u>Road number</u>	<u>Builder's number</u>	<u>Delivered</u>
5560	A-2843	23 June 1973
5561	A-2888	26 October 1973
5562	A-2889	19 October 1973
5563	A-2890	19 October 1973
5564	A-2891	19 October 1973



5565	A-2892	22 October 1973
5566	A-2893	22 October 1973
5567	A-2894	24 October 1973
5568	A-2895	24 October 1973
5569	A-2896	29 October 1973
5570	A-2897	29 October 1973
5571	A-2898	31 October 1973
5572	A-2899	31 October 1973
5573	A-2900	26 October 1973
5574	A-2901	31 October 1973
5575	A-2902	31 October 1973

Unit Number 5560, outshopped on 23 June 1973, went west on a display tour through western Canada to justify modifications in the production of units Numbers 5561 through 5610. Number 5560 was constructed with black cab numbers. Modifications on later numbers included DD GMC's own version of Canadian National's safety cab, 2500 imperial gallon fuel tanks and Blomberg high-adhesion-type trucks.

CP RAIL has taken delivery of sixteen SD 40-2 units from Diesel Division, General Motors of Canada Limited:

5659	A-2872	30 April 1973
5660	A-2873	30 April 1973
5661	A-2874	4 May 1973
5662	A-2875	4 May 1973
5663	A-2876	8 May 1973
5664	A-2877	8 May 1973
5665	A-2878	12 May 1973
5666	A-2879	12 May 1973
5667	A-2880	16 May 1973
5668	A-2881	16 May 1973
5669	A-2882	18 May 1973
5670	A-2883	18 May 1973
5671	A-2884	30 May 1973
5672	A-2885	30 May 1973
5673	A-2886	5 June 1973
5674	A-2887	5 June 1973

THERE ARE SPLENDID RUMORS EMANATING FROM BRITISH COLUMBIA THAT EX-Canadian Pacific Railway hudson-type steam locomotive Num-



ber 2860, stored in CP RAIL's Drake Street Roundhouse for ten years will be repaired to operating condition in 1974 for tourist train service on the British Columbia Railway. It is said that some ten ex-Canadian Pacific 2200-class coaches will be used to haul passengers and the West Coast Railway Association's mountain observation car Number 598 "Arbutus Ridge" will bring up the rear.

Number 2860 was sold to the Vancouver Railway Museum Association in August 1964, but payment could not be completed and ownership reverted to the CPR. The locomotive was subsequently purchased by Mr. Joseph Hussey from CP RAIL in September 1970, for possible operation.

CPR consolidation Number 3716, also stored at Drake Street since April 1966, is said to be designated as motive power for the Museum Train, planned by the Government of British Columbia with the support of BC Premier - and railway enthusiast - David Barrett.

The BC Government is also said to have acquired Macmillan & Bloedel 2-8-2ST Number 1055, stored at Chemainus, B.C. and 2-6-2 Number 1077, stored at Ladysmith, B.C. Both locomotives have been out of service since the M&B operation was terminated on 16 December 1969.

Mr. Peter Cox, our member in Coquitlam, B.C., took the accompanying picture of CPR Number 2860 in Vancouver, B.C., on 26 May 1955 and the picture of Number 3716 at Winnipeg, Man., on 20 August 1957. Our thanks to Mr. Cox for providing these illustrations.

S.S.Worthen.

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**2** MONTREAL TRAMWAYS COMPANY CAR NUMBER 1046 AT THE COTE DE LIESSE TRAF-  
fic circle (Continental Can Company), St-Laurent, site of more than  
one collision between road vehicles and streetcars. 7 June 1948.  
Photo CRHA E.A.Toohy Collection.



"CANADIAN RAIL"  
published by the

CANADIAN RAILROAD HISTORICAL ASSOCIATION P.O. Box 22, Station "B"  
Montreal, Que.

Associate Membership including 12 issues  
"Canadian Rail" \$3.00 annually

EDITOR S.S. Worthen LAYOUT & PRODUCTION P. Murphy

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