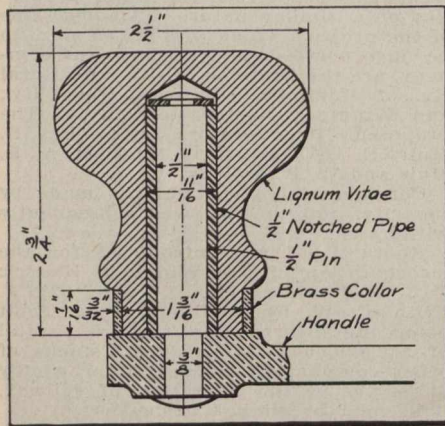


### Controller Handle Grip on Halifax Electric Tramways Co's Cars.

The Halifax Electric Tramway Co.'s cars, as they are delivered by the makers, are furnished with the usual type of controller handle grip. D. B. Logan, foreman machinist, having experienced considerable difficulty in maintaining them in good working order, made up a handle to his own design, as shown in the accompanying illustration, which is distinctively original in construction.

The standard design so commonly seen has several undesirable features of construction as observed by Mr. Logan. Principal among these is the tendency the grip has to bind on the supporting pin after the handle had been in service for some time and has been subjected



New Design of Controller Handle Grip.

to varying climatic conditions. The construction of the standard grip is the reason of its inherent weakness in this particular. The wooden body of the grip has a hole bored from end to end through the centre, into which a sleeve is pressed to receive the carrying pin on which the grip is free to revolve. The upper end of the carrying pin is threaded to receive a nut and washer for holding the parts together as a unit. This nut and washer are contained in a recess in the top end of the grip. As a filler to cover the opened end of the handle and to present a smooth end surface, there is inserted a tapered wooden plug, glued into the end. This construction would seem to be its undoing. The grip, when exposed a number of times to a damp atmosphere, or if for any reason it should be roughly used, has been found by Mr. Logan to let the end pin loosen and allow moisture to enter around the centre pin. This will in time cause the centre pin to rust, and if allowed to proceed sufficiently far, the grip will seize and no longer revolve on its centre pin. This is a cause of annoyance to the motorman, and the results from the efforts made by him to move it frequently result disastrously to the grip. Another factor of annoyance in this construction occurs from the moisture collected inside the grip, splitting it.

These drawbacks would seem to have been overcome in the design of grip produced by Mr. Logan. As before, there is a central pin rivetted into the brass handle of the controller. This pin, 1/2-in. in diam., is 3/4-in. diam. at the lower end, where it passes through the controller handle, and is 1/4-in. diam. at the upper end to receive a thin washer. Previous to rivetting over the end on the washer, a section of 1/2-in. pipe is slipped over the pin. This pipe section is notched with a cape chisel all over its outer surface, the resulting fish-hook projections pointing downwards. The grip is made from lignum vitae, on account of its great durability. It is made to the

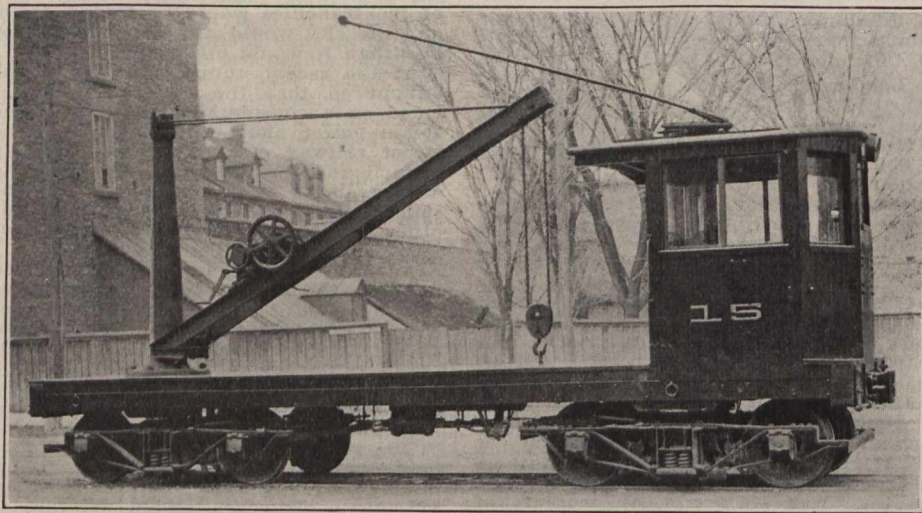
shape indicated, and has a tight fitting brass collar on the lower end to prevent the grip from splitting upward from that point. The bore of the grip is made a snug fit on to the pipe before the latter has its surface notched, and then both parts—that is, the pin and pipe section and the grip—are pressed together in a vise or any other convenient means of compression, forcing the wood down over the fish-hook projections, which, projecting downward, offer little resistance to the downward passage of the wooden grip. The projections prevent the grip from working off when once assembled.

This construction of grip has been found most satisfactory, having a remarkable degree of durability. Many of the drawbacks existing in the other type of handle are not to be found. In the first place, there is no plug to work loose and allow moisture to enter and rust the inner parts nor is there any other means of moisture entering. Likewise, the tough quality of the wood reduces the possibility of its splitting to a negligible quantity. Graphite placed in around the pin when being assembled in the first place, provides ample lubrication at all times.

### Crane Car for Ottawa Electric Railway.

The accompanying illustration shows a handy crane car constructed for the Ottawa Electric Ry., and which was put in service last fall. The body was originally that of an old nose plough, with the superstructure removed and a 2-ton Brown Hoisting Machinery Co.'s crane placed at one end of the car body over the truck.

The car is 33 ft. long, with a short closed-in compartment at one end like a typical work car. The 2-ton crane on the open part of the car is hand operated, and has a clear swing in all directions. It is equipped with four 38B Westinghouse motors, mounted one on



Crane Car for Ottawa Electric Railway.

each axle, and operated from a K12 General Electric controller. It is also equipped with air brakes.

In the winter this car is used on its old service for removing snow on the suburban lines, having a large steel plough attached to the front for that purpose. This plough is raised and lowered by air pressure. The car is thus a double utility outfit, adaptable for service at all seasons. The crane feature in particular has been especially valuable at different points over the system in assisting in the loading and unloading of track materials, equipment, etc., and in general utility work.

### Electric Railway Notes.

The London Street Ry. is in the market for six new cars. The size and style have not been decided on.

The Regina Municipal Ry. has received two single truck city cars from the Preston Car and Coach Co.

The Toronto and York Radial Ry. has received two express cars from the Preston Car and Coach Co.

The London and Lake Erie Ry. and Transportation Co. has received four passenger cars from the U.S.

The Edmonton Radial Ry. has ordered 15 passenger cars, two spare trucks, one work car and one flat car, in the United States.

Cable advices state that the city of Aberdeen, Scotland, has adopted the pay-as-you-enter system for its double deck electric cars.

John Baxter has been appointed acting Superintendent, Edmonton Radial Ry., vice H. Doughty, Superintendent, who resigned Mar. 31.

The Moose Jaw Electric Ry. has ordered one 21 ft. single end, convertible, pay-as-you-enter car body, 31 ft. over all, from the Ottawa Car Co.

E. A. Robert, President, Montreal Tramways Co., was elected a member of the Legislative Assembly for Beauharnois, in the Quebec elections, May 15.

The Lethbridge Municipal Ry. has ordered five double truck city cars, 41 1/2 ft. long, and five single truck city cars, 32 ft. 8 ins. long, from the Preston Car and Coach Co.

The Winnipeg Electric Ry. is negotiating with the city council to sprinkle all the streets on which the cars operate for \$4,000 a year. The agreement, if approved by the council, will run for three years.

A bylaw to bring all the public utilities of Winnipeg under the recently constituted Manitoba Public Utilities Commission was read a second time by the

city council, May 8. Further consideration of the matter was adjourned.

The New Brunswick Public Utilities Commission has directed the Moncton Tramways, Electricity and Gas Co. to issue eight tickets for 25c on its electric line in Moncton, N.B., to be used by all between 6.30 and 7.30 a.m., between noon and 1.00 p.m., and between 6 and 7 p.m.

A delegation from the American Electric Railway Association, which has been making a trip through the United States to the Pacific coast, visited Vancouver, B.C., May 15, when a public reception was held under the auspices of the B.C.