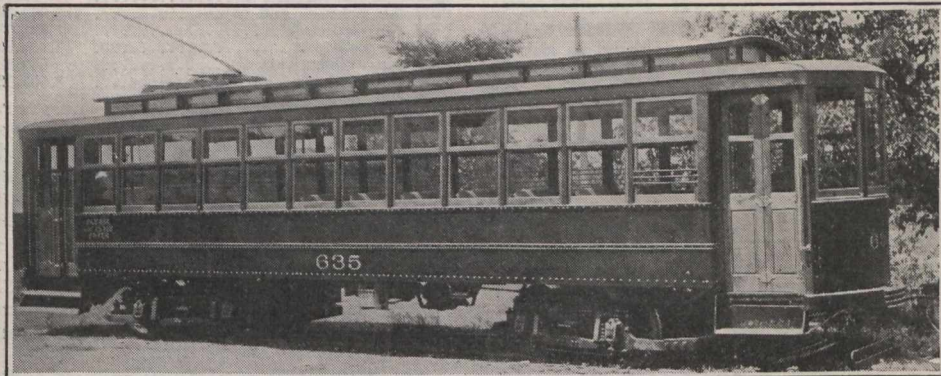


# Electric Railway Department

## The Ottawa Electric Railway's New Cars.

The Ottawa Electric Ry. Co. has added to its equipment recently 3 semi-convertible, double truck, single end, p.a.y.e. cars of semi-steel construction, similar to its last previous order. The principal dimensions are as follows: Length of body, 33 ft.; length of front vestibule, 4½ ft.; length of rear vestibule, 6½ ft.; length over all, about 45¼ ft.; width of body, 8½ ft.



New Car for Ottawa Electric Railway.

The underframes are of steel; the side sills are composed of a 5 x 3 x ¾ in. L, rivetted to an 18 x ¼ in. plate, forming a plate girder, whose top flange is made of a heavy double beaded bar on the outside and a 4 x 3/16 in. flat bar on the inside, and stiffened over the bolsters with 4 ft. x ¾ in. flat bar about 10 ft. long. The posts are of 2¼ x 3/16 in. steel, fitted with best white ash, and rivetted to the side sills with large gusset plates, also rivetted to the belt rails and wall plates. The belt rails are of 2 x ½ in. round edge steel; the window stools are pressed out of no. 16 gauge steel, pressed to shape and rivetted to the belt rails. The letter boards are of 6 x ¼ in. steel plates, reinforced with plates and angles and rivetted to the side posts. The side panels, between the side sills and the belt rails are of no. 16 steel, and made so that they can be removed easily by taking out a few screws.

The roof is of monitor type, and built of wood, reinforced with steel carlines, and covered with no. 10 duck and painted. The exterior of the car is finished naturally in red cherry, also the sash and doors. All metal trimming in the interior of the car, such as sash locks, lifts, curtain brackets, etc., are of red bronze, highly polished and lacquered; the p.a.y.e. rails, also the window guards, are of solid bronze tubing, with a special heavy wall. The cars are equipped with stationary rattan seats, with lift up cushions, to allow easy cleaning of the car floor. They are also equipped with curtains; buzzer system, with push button on each post; signal bells, alarm gongs, pneumatic sanders, conductors folding seat, also a seat for the motorman. The lighting is the railway company's standard, 3 circuits of 7 lights in series in each circuit, using special lamps, also using a method of automatically lighting front exit as designed by T. Ahearn, President of the railway company, some years ago, and which, owing to its adaptability, has been

made a standard. The cars are also equipped with sanitary hand straps, H-B life guards, Coleman stationary fare boxes, and 3 heavy brass stanchions in the centre of the body of the car, extending from floor to roof, between the longitudinal seats.

Each car is mounted on no. 27 F-E-1 trucks and equipped with 4 Westinghouse 1-1-B-2 motors and 1-K 35 controller, also Westinghouse S-M-E air brake equipment.

The cars were built by Ottawa Car Manufacturing Co.

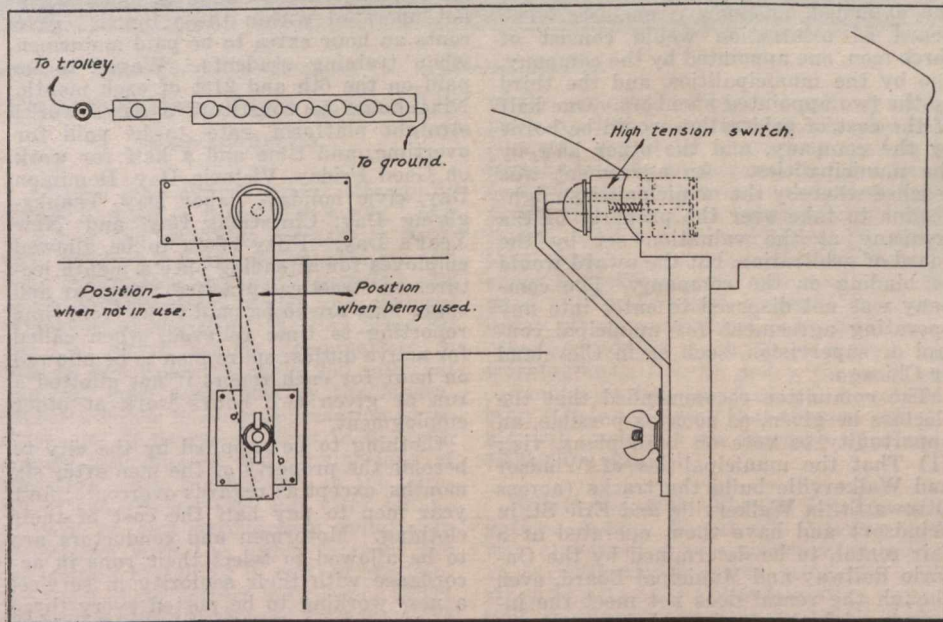
the first 5 days of July, saved \$3,294.64 and if one-man-cars had been operated over all the system an additional \$1,236.-48 would have been saved.

City Commissioner Graves issued a statement Aug. 1, in which he said: "I wish to direct attention to statements to the effect that I am conniving with the Superintendent of the street railway to juggle the financial report of the railway and thereby bolster up a deficit that would influence the members of the city council in favor of the general operation of one-man-cars. The above statement is absolutely false, as I would never knowingly be guilty of such a practice." He then went on to state that the street railway accounts are audited monthly by chartered accountants; that its finances are at present on as sound a basis as is possible under present day conditions; and that he has nothing whatever to do with its finances, nor with the distribution of the accounts. In conclusion he said: "The railway belongs to the public and it is in the interest of all citizens that this department be able to meet its annual expenditures and not become a burden on the taxpayers of the city. Further, it is at least some achievement that the railway can be operated at its present low fares, when numerous other railways in the United States are applying to utility commissions for permission to increase their rates, and are invariably receiving the consent of such boards to this course."

A special committee of the City Council to investigate the cost of operation of one-man-cars, as well as two-man-cars was appointed as a result of the meeting Aug 6 on the Mayor's casting vote, the appointment being made an amendment to a motion to endorse the one-man-

## Operation of One-Man Cars on Calgary Municipal Railway.

The Calgary Municipal Ry. is claimed to be the largest street railway system on the continent with the biggest proportion of one-man cars in operation. Superintendent McCauley is in favor of using one-man-cars entirely on the line, but the



Automatic Lighting Arrangement, Ottawa Electric Ry. Cars.

project is not altogether favorably entertained, and even the use of such cars to a moderate extent does not meet with general approval. The question came up for discussion by the city council Aug. 6, after considerable prior discussion. According to a report made to the Mayor on July 25 by Mr. McCauley, the operation of one-man-cars on the system for

car system. The committee met Aug. 7, appointed Ald. Broatch chairman, and directed that information be tabulated by the City Electrician and the Controller.

Lethbridge Municipal Ry. employees are asking an increase of 22½% in wages, and that men employed on one-man cars be given 5c an hour extra.