

## One-Man, Safety Cars, on Peterborough Radial Railway.

The Peterborough Radial Ry., which is owned by the Ontario Government, and is operated by the Hydro Electric Power Commission of Ontario, placed in service recently two one-man, safety cars, which have the following general dimensions, etc.:

Length over all.....	27 ft. 9½ in.
Width over all.....	7 ft. 8 in.
Height overall.....	9 ft. 9½ in.
Height of rail to floor.....	2 ft. 3 15-16 in.
Wheel base.....	9 ft. 0 in.
Wheel size.....	24 in.
Seating capacity.....	34

The one-man safety car is, as its name implies, operated by one man, which has led people to believe that this form of operation is dangerous to the public safety. This impression, needless to say,

service application, a stop which is nevertheless free from jar when properly applied. The car body is of the very latest design and is extremely light and easy riding, with no strength sacrificed in its almost entire construction of steel.

The controller is fitted with an improvement of the old form of dead man release. It is absolutely necessary for the operator at all times to keep his hand on the controller handle, and be wide awake to his job, unless the brakes are fully applied. When the brakes are fully applied, then, and then only, can he remove his hand from the controller handle. If he should happen to take his hand off the handle at any position of the controller, a plunger operated by air

removed his hand from the controller handle.

The simplicity of the automatic features of this equipment is very important. All operations of the sand service brakes, emergency brakes, door opening and door closing mechanism are on different positions of the handle on the compact brake valve. The acceleration rate and the breaking rate are much faster than in the average car, enabling the operator to make better schedules.

The equipment is for double end operation, with two trolley bases and poles, and is also supplied with trolley catchers. A bungalow type motor driven compressor assures an ample supply of air at all times. H. B. life guards are provided. The car body is of steel side plate construction, and semi-steel body structure throughout, making a very light strong car. The electrical equipment consists of two G.E. 258C motors and K63B controllers.

The cars were built by the National Supply Car & Equipment Co., St. Louis, Mo.

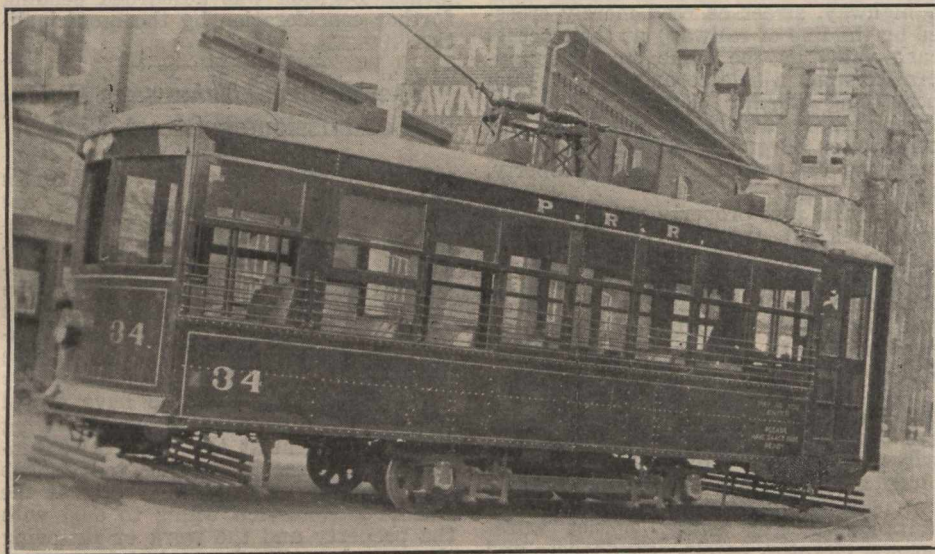
### "Ottawa Electric Railway News."

The Ottawa Electric Railway has commenced the publication of the "O.E.R. News," a four page, 7 x 4½ in. folder, to be distributed in the cars. An article in the first issue, addressed "To our Patrons," says:

"The purpose of this little publication, which we propose to issue each week, is to foster the spirit of co-operation that is so essential in the development of an industry which, as in the case of a street railway, takes on the proportions of a public institution. Any industry that has for its patrons thousands of people in every walk of life, whom it must serve every day from January to December, must depend upon the co-operation of these people to successfully carry out much that is planned for the betterment of the service.

"It is our purpose to keep in close touch with our patrons in all matters that have to do with street railway operation. We want to establish a community interest in local street railway transportation for it is one of the most important industries in any city and the development and progress of a municipality may generally be measured in proportion to the character and extent of its street railway service. We shall keep you posted on any news concerning the service and shall tell you of our plans for its improvement and extension as the occasion arises. We invite correspondence on subjects pertaining to the service, and we want you to feel that this is your publication as well as ours. Get a copy of the O.E.R. News every week-end and keep in touch with the progress of events in street railway affairs."

**Niagara, St. Catharines and Toronto Railway Strike**—All the company's employes, conductors, motormen, power house men and trackmen, went on strike on Aug. 21 at 4 a.m., owing to the dismissal of certain conductors who were charged with dishonesty. The employees organization demanded that the evidence against the men be submitted to them. The management refused to comply, on the ground that in the case of a breach of criminal law, the evidence is crown property. When the employes realized this, they voted to return to work on Aug. 25 at 4 a.m.



One-man, Safety Car, Peterborough Radial Railway.

is entirely erroneous, and it is claimed that these cars are safer in operation than the average city car operated by both motorman and conductor. It is called the one-man safety car for this reason. The operator has complete control over the car, and does not depend for his starting and stopping signals on a conductor. The passengers entering, leaving, and awaiting to enter, or to leave, are in his full view at all times. He operates the opening and closing of the one and only door from which entrance and exit is obtained. It is impossible for him to start the car while the door is still open, since on the particular position of the brake valve which operates the air cylinder controlling the opening of the door, the brakes are also fully applied. Similarly, it is impossible for him to open the door until the car has come to a complete stop, as when he throws his handle to the door opening position of the valve, the brakes are automatically fully applied. This feature eliminates any possibility of any person getting either on, or off, the car while it is in motion. Even if the operator was willing to let them, he could not do it. The step, of course, folds up when the door is closed, and there are no outside grab handles to permit anyone to ride outside who might insist on trying to get on while the car is in motion.

The air brakes are of extra capacity, permitting a very quick stop with full

automatically throws out the circuit brake. The brakes are automatically applied in full service position, the doors unlatched (not opened) and the car automatically comes to a complete stop. This feature does not allow any accident to occur, due to the operator taking a fainting spell, or becoming suddenly incapacitated. It also is important in this respect. Suppose that the operator is unnerved, through something unexpected happening, such as a child suddenly running out in front of the car, or an automobile crossing suddenly at a bad traffic intersection. He does not know what to do to stop the car, in other words he loses his nerve, all he has to do is to let go of everything and watch what happens. The breaker goes out, throwing off the power, the brakes go on, and is applied to the rail, the car stops itself.

Again, supposing several people have boarded the car, and some person in the lead requires change. The operator wishes to start the car, and after he has the car in motion, wishes to have both hands free in order to properly make change. There is a foot valve, which he places his foot on, and which performs the same function as the dead man release in the controllers. When he places his foot on this valve he can take his hand off the controller without throwing the breaker and applying the brakes. But should he remove his foot from this valve, the same thing happens as if he