

the shops on its own trucks.

For wearing strips, chilled cast iron liners are rivetted to the jaws, and these have shown wearing qualities superior to anything else that has been tried. Neither liner nor box has shown any appreciable wear, and the indications are that both will run indefinitely. At the bottom, the jaws are tied together by a short pedestal tie bar, held in place by a pin, fitted with cotters and without bolts or nuts. To remove a pair of wheels, all that is required is to take out two cotters for each pair of wheels, pull

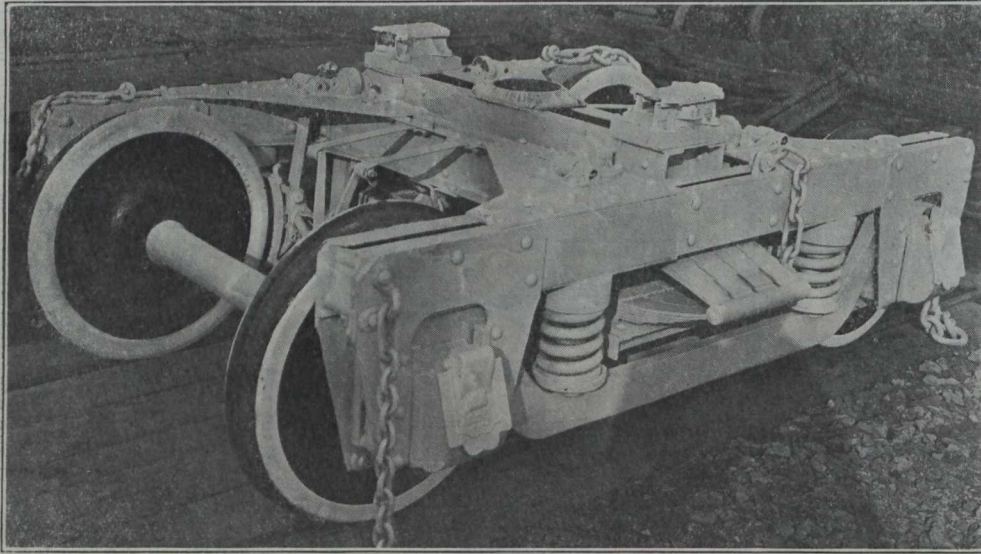
The Proposed Change of the Toronto, Hamilton and Buffalo Railway's Route in Hamilton.

Brief mention was made in Canadian Railway and Marine World for January of the Board of Railway Commissioners' decision that it has power to consider an application for the issuing of an order to compel the T.H. & B. Ry. to abandon its present entrance into Hamilton, Ont., and adopt another route. As the question is one of great

was pressed for under secs. 26, 167, 237 and 238 of the Act. Mr. Cowan, who appeared for the municipality, also amended the application at the hearing by substituting the word "divert" for "abandon." Mr. Hellmuth, who appeared for the T. H. & B. R., made a preliminary objection by challenging the Board's jurisdiction to issue an order as applied for.

It appears that the railway as constructed in Hamilton, along Hunter St., was built under the terms of a by-law, passed by the City Council on Oct. 25, 1894, and numbered 755. It is a bonus by-law, which was passed after after an affirmative vote of the ratepayers had been taken. Under its provisions, the railway company received a bonus of \$225,000, on terms which appear to have been carried out. These terms call for the construction of the line, and require that the company build and always maintain a first-class passenger station in a central part of the city, at which all passenger trains must be stopped; and, after making certain other stipulations, provide for the route on which the line was to be constructed and the manner of construction, some of the railway through the city being constructed on the level and one part through a tunnel. The whole question of the construction of the railway seems to have been carefully considered and the civic requirements of that day provided for. This bylaw was confirmed and "declared to be legal, valid, and binding, to all intents and purposes" by Ontario Statute 58 Vic. (1895) ch. 68. In the same year, the Dominion Parliament, by chap. 66, ratified the bylaw, and declared it to be valid and binding upon the parties thereto, so far as such confirmation was within the powers of Parliament.

Mr. Hellmuth takes three objections to the Board's jurisdiction to make any alteration: 1st, that the bylaw, ratified and confirmed



C.P.R. All Steel Four Wheel Truck for Passenger Cars.

out the pins and lift the frame.

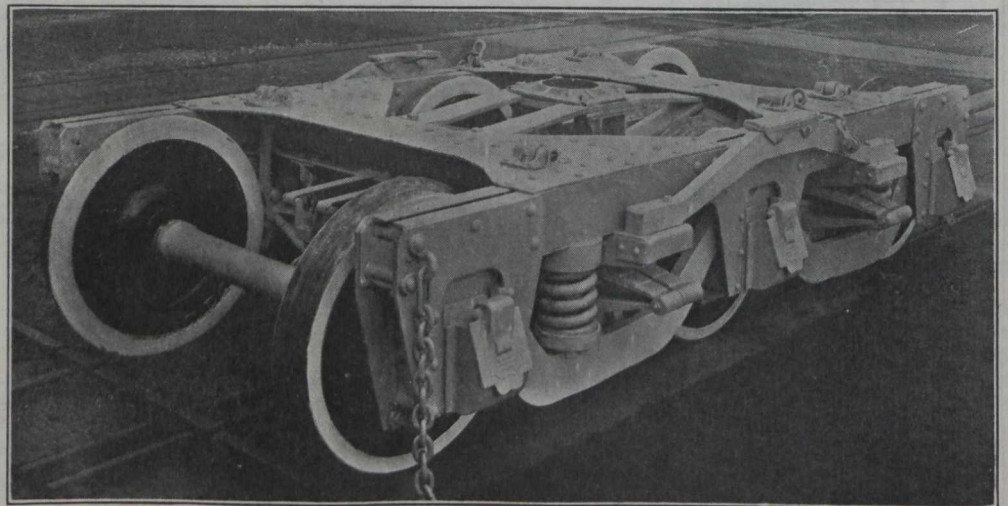
The absence of the end pieces necessitated the use of inside hung brake beams, and these are installed without any retracting springs, but with a special brake beam adjuster. This is very clearly shown in the half tone illustrations. It consists of a hanger carried by arms rivetted to the transom. Into the bottom of this hanger is screwed the carrier that supports the truss of the brake beam. No check nut or cotter is required to hold it in place, as it cannot turn, and the adjustment is effected by removing the pin from the brake beam, screwing the carrier to the proper position, and replacing it in the beam.

Bolts and nuts are avoided, and one of the arrangements for doing this is to be found in the bracket for the spring plank hangers. It will be seen that these are on top of the gusset plates. They are simple castings, with a seat for the lower pin. The pin is held in place by a wall over the hole at one end and a cotter pin put across the hole at the other end. To remove the pin, a hole is left in the wall, through which a drift can be pushed or driven.

In spite of the substantial appearance and actual strength of these trucks they are lighter than the composite trucks which they replace.—Railway Age Gazette.

importance to railway companies generally the decision given by the Chief Commissioner, H. L. Drayton, K.C., is now given in full as follows:

This is an application made by the City of Hamilton, Ont., for an order to compel the Toronto, Hamilton & Buffalo Ry. to abandon its entrance into the city via Hunter St., and adopt, in conjunction with the



C.P.R. All Steel Six Wheel Truck for Passenger Cars.

Tree Snow Fences on Intercolonial Ry.—Canadian Railway and Marine World for Sept., 1913, contained an article on tree snow fences on the Western Lines C.P.R., in connection with which a Moncton, N.B., correspondent writes us that evergreen hedges have been in use on the Intercolonial Ry. for many years, especially between Newcastle and Campbellton, N.B., where some of them were set out over 20 years ago, since which others have been added on other portions of the line. Some of these hedges have grown to a height of over 20 ft., and have proved very useful, as a protection from snow and they are also ornamental.

G. T. R. and the Canadian Northern Ontario Ry., a common location in the north end of the city; and that the portion of the T. H. & B. R. in the city, colored yellow on a plan submitted, be permanently diverted to the said common entrance and location, and to directing the company to construct its tracks on the new route shown on the plan as such common entrance for all railways entering the city. The original application asked that the order be issued under sec. 237 of the Railway Act, but the application was subsequently amended and the order

as it is by Parliament, constitutes a special act, and therefore overrides the provisions of the general statute; 2nd, that the Board cannot authorize a relocation of an existing line, except upon the application of the railway company; and, 3rd, that the railway company could not, in law, have built its line on any other route, and that the Board cannot order the company to do that which, in law, it has no authority to do.

In so far as the first objection is concerned, in my view the question is covered by the decision of the Privy Council in C. P. R.