

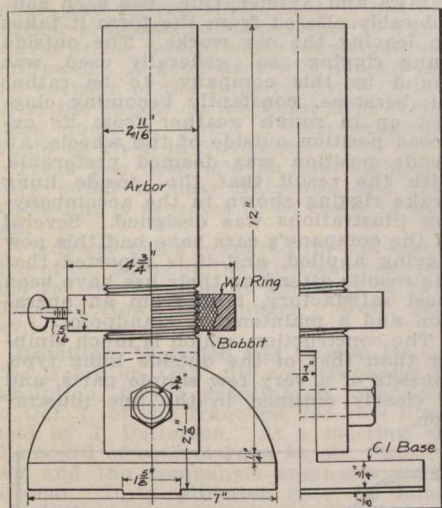
Sale of Dominion Power and Transmission Co. Not Carried Out.

The proposed sale of the Dominion Power and Transmission Co.'s properties, in and around Hamilton, Ont., including the Hamilton St. Ry. and four radial electric railways to Sir Wm. Mackenzie and his associates, which was referred to in Canadian Railway and Marine World for July, has not been carried out, and parties on both sides of the transaction say that the negotiations are off.

Commutator Slotting Jig at Halifax Electric Tramway Company's Shops.

At the Halifax Electric Tramway Co.'s shops, D. B. Logan, Foreman Machinist, a method of slotting the armature coil wire lead slot in the commutator segments, has been devised. A lathe is employed for the purpose in conjunction with the jig shown in the accompanying illustration.

The jig is bolted on the tool post of the lathe carriage. Over the vertical arbor, the dismantled commutator is slipped, the diameter of the arbor corresponding to that of the commutator bore. A milling cutter saw, on a mill-



Jig for Carrying Commutator while Slotting in the Lathe.

ing arbor held in the lathe spindle, is made to revolve at a high velocity, cutting the slots in the commutator, which is fed up to the cutter by the tool carriage.

The construction of the carrying jig is interesting. To the vertical flange of the cast iron base, which is made to fit the tool post stand, there is attached an arbor, the lower end of which is slotted to fit over this flange, a $\frac{3}{4}$ in. bolt holding the two together. This construction allows for the arbor being inclined from the perpendicular when in service, as will be explained further on. On this arbor there is a wrought iron ring or collar, adjustable within limits along the arbor, on which the mounted commutator rests. The method of attaching the ring to the arbor, in order that it might be adjustable, is rather unique. Were the ring itself threaded, the arbor would of necessity have to be threaded from its lower end up to the section now required; that is, the carrying bolt section would be threaded. To obviate such a design, the unusual construction followed became necessary. The ring, set true with the arbor, was blocked up from its lower surface, and the annular recess thus formed between the ring and the arbor thread poured with molten babbitt. This formed a perfect internal thread in the supporting ring, allowing the necessary lengthwise adjustment on

the arbor without threading the arbor from the bottom up to that point.

The jig in operation is mounted on the tool post stand, with its swing adjustment in a plane at right angles to the lathe centre line. The arbor, swung over at an angle towards the centre line, carries the commutator dismounted from its carrying shaft. It is set in such an angle and position that when it is moved across against the cutter by the carriage cross screw, the cutter strikes the corner that is to be slotted for the entry of the coil connecting wires. The commutator is set by hand in the positions for slotting each sector independently, and there held during slotting, being then swung over to the next sector.

Electric Railway Notes.

The first pay-as-you-enter cars to be operated in Great Britain, have been put into service at Gateshead, Eng.

G. E. Wadland, heretofore Treasurer, Sarnia St. Ry., has also been appointed Manager and Secretary vice H. W. Mills, deceased.

The Guelph Radial Ry. is reported to be in the market for a snow sweeper, for delivery in time for use during the coming winter.

The Regina Street Ry. has received four single truck, pay-as-you-enter cars, from the Preston Car and Coach Co., Preston, Ont.

The Sarnia St. Ry., Sarnia, Ont., is building a car barn and machine shop of concrete blocks, with gravel roof. The cost is reported as about \$12,000.

Superintendent Mickle of the Kingston, Portsmouth and Cataragui Ry., Kingston, Ont., recently announced that cars would be run on Sundays only in very warm weather.

The Dominion Power and Transmission Co. has received three suburban cars, for its radial lines out of Hamilton, Ont., from the Preston Car and Coach Co., Preston, Ont.

The Moose Jaw Electric Ry. has put a Sunday car service in operation on its lines in Moose Jaw, Sask., following the recent vote of the citizens granting the right to do so.

One fatal, and one non-fatal accident were reported during May, in connection with the operation of electric railways in Canada. The death was due to a car motor falling on a man.

F. D. Powers, heretofore freight traffic expert for the Vancouver board of trade, has been appointed Freight Traffic Agent, British Columbia Electric Ry., with office at New Westminster.

The Quebec Court of Appeal has dismissed the appeal of the Montreal Street Ry. against the decision of the Recorder's Court fining the company \$25 for carrying freight on its lines in the city.

The Calgary Municipal Ry. has received one double truck sprinkler, one scenic car, and one single truck car, completing an order of 12, from the Preston Car and Coach Co., Preston, Ont.

Members of the street railway committee of the St. Thomas, Ont., city council, visited various cities in the U.S. recently, for the purpose of inspecting types of street cars, and their method of operation, with a view to a betterment of the municipal street railway system. It is stated that the pay-as-you-enter cars are favored, and quotations are being received.

J. B. Ingersoll, who has been engaged for some time past as electrical engineer on the British Columbia Electric Ry. Vancouver, B.C., is reported to have left that company's service to become manager of the Kootenai Power and Construction Co., which is building a 40,000 h.p. hydro-electric plant at Kootenai

Falls, Montana, with a transmission line of 170 miles.

It has been decided to appeal against the decision in the action of Kerley, against the London and Lake Erie Ry. and Transportation Co. to recover penalties for the operation of cars on Sundays between London and Port Stanley, the full text of which was given in our last issue, pg. 365. Pending the hearing of the appeal, Sunday traffic on the line has been suspended.

As a result of a conference between the Winnipeg board of control and the directors of the Winnipeg Electric Ry., July 5, following a number of previous conferences, it is said that an arrangement has been made relative to all points in dispute between the city and the company, and that an official announcement of the settlement will be made when all the details have been worked out.

The question whether the decision in the action of Kerley against the London and Lake Erie Ry. and Transportation Co., as to the operation of cars on Sunday, affects the Brantford and Hamilton Ry. is being considered by the latter's management. The city clerk of Hamilton has advised the city council that the decision only affects companies whose lines have been built and brought into operation since 1897.

J. D. Burpee, Accountant, Ottawa Electric Ry., has been appointed Superintendent and Purchasing Agent, vice Jas. E. Hutchinson, resigned to enter Montreal Tramways Co.'s service. He was born at Ottawa, Apr. 25, 1876, and commenced railway work in 1891 under H. B. Spencer, Superintendent, District 4, Eastern Division, C.P.R., Ottawa. He entered Ottawa Electric Ry. service in 1893, since when he was, to 1896, stenographer; 1896 to 1898, cashier and paymaster; 1908 to 1912, Accountant, during which time he also acted as assistant to the Superintendent and Secretary.

S. D. Egan, whose appointment as Superintendent, Regina Municipal Ry., Regina, Sask., was mentioned in our last issue, was born at Auckland, New Zealand, Sept. 23, 1866, and received training at the Government School of Engineering, Chatham, Eng., where he qualified class first, as mechanical engineer, land and sea, and gold medallist for general knowledge construction and operation of steam and electric railways. He has had a varied railway experience in Europe, Australia, Egypt, the Soudan, Jamaica and Africa, having served on the Cape to Cairo and Rhodesian railways, both in construction and operation. He has been in Canada about six years, and has served, at various times, on the C.P.R., Mackenzie, Mann and Co., Ontario Government, city of Toronto, and as expert for the Board of Railway Commissioners.

Advantages of Electric Locomotives.

A recent paper on electric locomotives for the handling of freight in railway yards and in mining, brought out clearly certain advantages over steam locomotives apart from the elimination of fire and smoke and the difference in fuel efficiency of the central station boiler and engine and the (smaller) locomotive boiler and engine. The electric locomotive can be relied upon, as long as the line voltage is maintained, to develop its full power at any time, being independent of the state of a boiler, the skill of a fireman, or the quality of fuel. The track adhesion is better—sometimes as much as 20% better—because the torque of the driving wheels is uniform throughout each revolution, and there is not the same tendency to slip when starting under load as in the steam locomotive. The traction can be increased indefinitely by sanding the rails, since the electric locomotive can draw power indefinitely from the line. No time is lost on the road for coaling, watering, boiler tending, or waiting for steam pressure to rise.