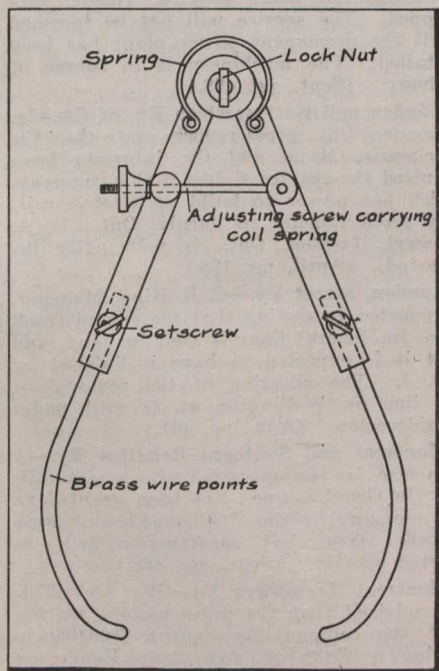


### Non-Magnetic Calipers at the London Street Railway Shops.

Machinists employed on the repair of motor parts are all familiar with the trouble usually experienced from the tools employed becoming magnetized and their sensitiveness thereby greatly decreased, unless extra precautions are taken to counteract any of the bad effects resulting. This is especially true of calipers. When turning down say a motor axle, the calipers may feel as if they are gauging correctly over the sides of the axle, when in reality, the calipers are set larger than the diameter of the shaft just calipered and considered correct. This deception arises from the fact that the axle, being strongly magnetized, draws one or other of the caliper points towards it, with the other point free from the side of the axle entirely. Yet at the same time, the calipers will feel as if they are correctly set over the axle, as when they are drawn across, the touching point drags so heavily, from the fact that it is magnetized, that the operator is deceived into believing they are correctly set, when,



Non-Magnetic Calipers, fitted with Brass Points.

as a matter of fact, they are only approximating the diameter by as much perhaps as  $\frac{1}{8}$  in. Any error above that would no doubt be detected by the eye.

The calipers shown in the accompanying illustration were made by H. Hussey, machinist in the London (Ont.) St. Ry. shops, to overcome the difficulties just outlined. The upper ends are made  $\frac{1}{2}$  in. square, with the upper ends locked  $\frac{1}{4}$  in. lock nut. Looping over the top from leg to leg, there is a spring to keep the legs normally apart. Adjustment is obtained from an adjusting screw, carrying a coil spring between the leg pins. In the lower ends of the legs there are inserted flattened pieces of brass wire, secured by set screws. These brass wires are bent to the shape of caliper ends, with the points rounded. With such an arrangement, no trouble at all is experienced from magnetization, brass being a non-magnetic metal.

The Regina Municipal Ry. on Saturday, Aug. 31, carried 10,800 passengers, the largest number carried on any ordinary day since the line was opened.

### Electric Railway Finance, Meetings, Etc.

**British Columbia Electric Ry.**—Gross earnings for July, \$538,840; operating expenses, \$333,045; net operating earnings, \$205,795; renewal funds, \$51,502; net earnings, \$154,293; approximate income from investments, \$35,000; net income, \$189,293, against \$409,330 gross earnings; \$258,265 operating expenses; \$151,065 net operating earnings; \$38,012 renewal funds; \$113,053 net earnings; \$25,000 approximate income from investments; \$138,053 net income for July, 1911.

**Calgary Municipal Ry.**—Passenger earnings for Aug., \$56,813.90; miscellaneous earnings, \$817.85; total earnings, \$57,631.75; operating expenses, \$33,349.46; balance, \$24,282.29; contingent account and interest and sinking fund, \$8,144.91; net profits, \$16,137.38, against \$35,513.55 passenger earnings; \$425.80 miscellaneous earnings; \$35,939.35 total earnings; \$18,232.29 operating expenses; \$17,707.06 balance; \$7,060.30 contingent account and interest and sinking fund; \$10,646.76 net profit, for Aug., 1911.

**Cape Breton Electric Co.**—Gross earnings for July, \$33,115.85; operating expenses and taxes, \$16,973.96; net earnings, \$16,141.89; interest charges, \$4,495.83; balance, \$11,646.06; sinking and improvement funds,

ended July 31, \$4,725,174; net earnings, \$2,418,921, against \$4,198,956 aggregate gross earnings; \$2,139,145 net earnings, for same period 1911.

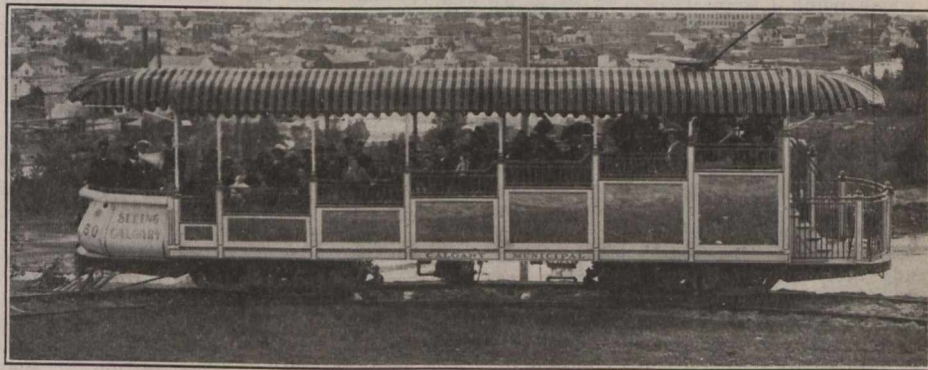
**Winnipeg Electric Ry.**—Gross earnings for July, \$315,362; operating expenses, \$163,930; net earnings, \$151,432, against \$322,751 gross earnings; \$152,108 operating expenses; \$170,643 net earnings, for July, 1911. Aggregate gross earnings for seven months ended July 31, \$2,124,066; net earnings, \$992,562, against \$2,204,357 aggregate gross earnings; \$1,096,193 net earnings for same period 1911.

### Personal Paragraphs.

B. L. JONES, who has been General Manager and Treasurer of the Niagara Gorge Rd., Niagara Falls, N.Y., and the Lewiston and Youngstown Frontier Ry., has been appointed Vice-President and General Manager of both companies.

V. E. HAVENS, heretofore General Superintendent, Oswego Division, Syracuse, Lake Shore and Northern Rd., has been appointed Acting General Manager, Buffalo, Lockport and Rochester Ry., with office at Rochester, N.Y.

E. S. FASSETT has resigned the General Managership of the United Traction Co. of Albany, N.Y., to go into business.



Calgary Municipal Railway Scenic Car.

\$1,206.67; balance for reserves, etc., \$10,439.39, against \$31,215.49 gross earnings; \$16,384.68 operating expenses and taxes; \$14,830.81 net earnings; \$4,512.50 interest charges; \$10,318.31 balance; \$1,140 sinking and improvement funds; \$9,178.31 balance for reserves, etc., for July, 1911. Construction charges for month, \$3,468.29.

**Halifax Electric Tramways Co.**—Press reports from Halifax, N.S., state that the majority stock of this company has been acquired by E. A. Robert, President Montreal Tramways Co., and associates, and that the other shareholders will be offered 160 for their stock. Railway traffic receipts for Aug., \$26,140.26, against \$25,594.16 for Aug., 1911.

**London St. Ry.**—Gross earnings for July, \$28,205.35; expenses, \$18,711.63; net earnings, \$9,493.72; deductions, \$2,450; net income, \$7,043.72; for August, gross earnings, \$27,551.52; expenses, \$18,071.52; net earnings, \$9,480; deductions, \$2,450; net income, \$7,030. Aggregate gross earnings for eight months ended Aug. 31, \$197,565.29; expenses, \$138,285.20; net earnings, \$59,280.09; deductions, \$19,268.50; net income, \$40,011.59.

**Toronto Ry., Toronto and York Radial Ry., and allied companies.**—Gross earnings for July, \$712,456; operating expenses, maintenance, etc., \$329,607; net earnings, \$382,849, against \$630,663 gross earnings; \$296,723 operating expenses, maintenance, etc.; \$333,940 net earnings, for July, 1911. Aggregate gross earnings for seven months

**The Calgary Municipal Ry. Scenic Car,** an illustration of which appears on this page, and which was adopted on the recommendation of T. H. McCauley, Superintendent, has proved more profitable than was anticipated. One hour trips are run over different routes for six or eight hours, on fine days, and the car is accompanied by a conductor who describes the points of interest to the passengers. A charge of 25 cents a passenger is made for the trip. The car, which cost \$7,500, was built by the Preston Car and Coach Co.

The Regina city council is reported to be considering the purchase of an additional eight cars.

The joint board operating the Port Arthur and Fort William Electric Ry. has reported to the Port Arthur city council on the necessity of purchasing six or seven more cars, and a snow plough. The council referred the matter to the Commissioner of Public Utilities.

The Quebec Public Utilities Commission announced Sept. 10, that by November there will be only 454 single truck cars in operation in Montreal, as the Montreal Tramways Co. is complying with the Commission's order not to build any more, and to retire those in service at the rate of 50 a year. The Commission is also enforcing an order that all cars over 30 ft. long, and weighing more than 25,000 lbs., shall be fitted with air brakes, and that all cars operating on severe gradients shall be equipped with an emergency brake.