

Electric Railway Notes.

The Peterborough, Ont., Radial Ry. will, a press report states, put one-man cars on all its lines.

The Quebec Railway Light and Power Co. has received 5 cars from Ottawa Car Manufacturing Co.

The Hydro-Electric Power Commission of Ontario has ordered 3 bodies for 50-ton electric locomotives, from Canadian Car and Foundry Co.

The Windsor, Essex & Lake Shore Rapid Ry. has bought a steam shovel from F. H. Hopkins & Co., Montreal, for its gravel pit.

The Lake Erie and Northern Ry. is adding 3 steel passenger cars, 60 ft. long; 1 trailer passenger car, and 1 electric locomotive, 60 tons capacity, to its rolling stock.

The Grand River Ry. is adding 4 steel passenger cars, 60 ft. long; 2 trailer passenger cars, 1 baggage and express car and 1 electric locomotive, 60 tons capacity, to its rolling stock.

The Cape Breton Electric Co. has, it is reported, sufficient cars on hand to handle its traffic, notwithstanding the fact that two were destroyed in a recent fire at the car barns. The company may be in the market for additional cars later in the year.

The Nova Scotia Tramways & Power Co. has received 14 of its new one man p.a.y.e. cars, and has established a 4 minute service on the belt line in Halifax. It is stated that when additional cars are delivered the service will be approximately a 2½ minute one on this line during the rush hours.

The London, Ont., City Council, is reported to have under consideration the assessment of the London St. Ry. for city taxes. The company's statement for 1918 shows the value of road and equipment to Jan. 1, 1919, to be \$1,493,254. Allowing \$134,208 for depreciation, the value is placed at \$1,359,046. It was assessed for 1919 at \$156,275.

The Montreal Tramways Commission's new schedule of stops worked out for use on the Montreal Tramways Co.'s lines, is expected to be put in operation May 1. The Westmount City Council was asked to approve of the schedule so far as it affected the lines within that city, but was reported, April 14, to have suggested that the present stops within the city be continued.

The Premier of New Brunswick is reported to have informed the legislature, April 15, that the government had not yet made an appointment to the position of Chairman of the Public Utilities Commission in place of G. Otty, K.C., whose term has expired. Mr. Otty was appointed a Commissioner in 1910, and succeeded D. McL. Vince, K.C., as Chairman in 1912.

The New Brunswick Public Utilities Commission has decided that the New Brunswick Power Co. must restore the street railway service as regards bridge line from Union St. to the end of the John. The company applied for permission to discontinue this service, and the St. John City Council asked that the company be compelled to operate its cars on Rodney wharf.

The British Columbia Electric Ry. has arranged for insuring all its male employees over 18 years old, and who have been a year or more in the service, for

\$1,000 each. Provision is made for the payment of the total amount insured by annual instalments should the employee become wholly and permanently disabled through accident or disease. It has also been arranged that any employee leaving the company's service may continue the insurance by paying his own premiums at the existing rates.

The Imperial Privy Council confirmed recently a decision of the Quebec Court of Appeal granting P. McAllister \$2,400 damages against the Montreal Tramways Co. for injuries to his son. The boy got off a west bound car opposite Westmount athletic grounds, and while crossing the tracks was struck by an eastbound car and sustained serious injuries. The jury found that both parties were at fault, the boy for rashness in attempting to cross the track, and the motorman on the eastbound car for not having it under control, and a verdict was given for reduced damages of \$2,400. This was confirmed by the Court of Appeal, and is now finally approved.

The Niagara, St. Catharines and Toronto Ry. is having 12 of its cars remodelled by Ottawa Car Manufacturing Co., to make them into double end one-man or two-man operated cars, to suit the prevailing conditions on the railway. The cars, at present, have omnibus sides, which will be made straight with steel panels, and the bulkhead at each end removed. Vestibules will be rebuilt throughout, extending them 18 in. beyond the present length, making a total length of 6½ ft. over bunter. The doors will be made double, of two leaves each, worked automatically, by National Pneumatic Co.'s automatic door and step control. Keystone signs will be placed at the right hand corner window of vestibules, and a railing of 1¼ iron pipe will be placed there from center of doors, taking a curve to the stanchions dividing bulkhead into entrance and exit, and another railing will enclose the conductor who will stand at the same end as the motorman, at the first corner window to body, when car is operated by two men. Sanitary hand straps will be placed in the cars at the longitudinal seats. The bolster will have ball center bearing and side roller bearings, and a buzzer system will be installed in each car. The cars will be painted the N., St. C. & T. R. standard gray color, and when completed will have the following dimensions:—length of body 28 ft., length of vestibule 6½ ft., length over bunter 41 ft., seating capacity 36.

Cars for Toronto Civic Ry.—The Toronto City Board of Control has under consideration tenders for the supply and delivery of 13 double truck, double end cars, specifications and details of which were given in a previous issue. Three tenders were received, no. 1 being for \$30,437 each, f.o.b., Montreal; no. 2 \$24,142 each, f.o.b., Toronto, subject to exchange, with an alternative proposition at \$12,555 each, plus \$10,973.10 each, f.o.b., Toronto, subject to exchange; No. 3, \$27,420 each, f.o.b., Toronto. It is stated that the Board of Control, owing to questions of exchange, etc., and the apparent lack of competition amongst Canadian car builders on account of heavy booking of orders, may consider the possibility of obtaining tenders from English car building companies.

Edmonton Radial Railway's Condition.

An Edmonton, Alta., paper says of the Edmonton Radial Ry., which is owned by the city: "In regard to the street railway a somewhat curious attitude seems to be growing up at the city hall, it being somewhat to the effect that the street railway has reached a state of senility or to put it in other words, that the street railway is a doubtful utility to handle for the reason that in a very short time it may be out of date altogether. At one time there used to be a considerable amount of talk to the point that as soon as the population came back to the city, and it began to grow again, the street railway would eventually become one of the best paying utilities. Not much of this sort of opinion has been heard of late. It is understood and generally admitted that tracks and rolling stock are in bad condition, and a large expenditure would be necessary to restore any degree of permanence. There seems to be a great reluctance to contemplate expenditure of this kind, or any more than needed to keep the street railway on its feet, or as it might be said, to maintain the cars on the rails."

Grand River and Lake Erie and Northern Railway Betterments, Etc.

We are officially advised that the total amount appropriated for betterments, etc., this year on the Grand River Ry. and the Lake Erie & Northern Ry., both of which are C.P.R. subsidiaries, is \$1,453,700, of which \$1,035,200 is for the Grand River Ry. and \$418,500 for the Lake Erie & Northern Ry. The amounts include renewals of appropriations granted in 1919, as well as for the purchase of generating and equipment, construction of substation to provide uniform 1,500 volt operation, by rebuilding and reinsulating existing overhead system, additional shop equipment, tie and rail renewals, etc.

Some of the work, including buildings, sidings, etc., will be done by the companies' own forces. Contract have been given to A. E. Rigley, St. Catharines, Ont., for the following:—Kitchener-Waterloo line revision, second track work between Preston and Hageys; revision of line in Galt; terminals in Galt; and other smaller works. These contracts have been let on the cost plus basis. Details in regard to some of them have already been given in Canadian Railway and Marine World. With regard to the Kitchener-Waterloo revision, we are advised that owing to the expiration of franchise rights in the City of Kitchener, it is necessary to provide service on a private right of way, on a greatly improved location. The new second track between Preston and Hageys, 0.50 mile, will be laid with 85-lb. rails.

The station and office buildings at Galt will probably be of brick and concrete construction, 40 x 120 ft.; the station on the ground floor and general offices above. The substation at Preston will be 56 x 48 ft. A 60 ft. extension to car barn and repair shop at Preston will be done by the company's own forces.

The equipment to be bought will consist of two 1,000 k.w. motor generator sets; six transformers; short-circuiting switches, lightning arresters, etc. The