

Electric Railway Notes.

The Quebec Public Utilities Commission is investigating two recent accidents on the Montreal Tramways Co.'s lines.

On account of the extension of the St. John Ry. service across the river bridge at St. John, N.B., the issue of transfers by way of the ferry steamboat has been discontinued.

The Board of Railway Commissioners has approved Montreal and Southern Counties Ry. freight mileage tariff C.R.C. 5 cancelling C.R.C. 1, effective Jan. 1, 1916, and rescinding order 21566, April 1, 1914.

The North Shore Power Co. is applying to the Quebec Legislature for authority to extend its operations beyond the limits of the district of Three Rivers, and more especially in the counties of Portneuf and Lotbiniere.

The Twin City Rapid Transit Co. is conducting a campaign for a new street railway franchise in Minneapolis, Minn. The company secured its charter in 1875 for 50 years. Its franchise for St. Paul is perpetual, and has been so decided by the court and accepted by the city.

The British Columbia Electric Ry. has maintained since 1913 a technical school in Vancouver for the benefit of its employees. At the annual gathering of the pupils, Dec. 30, addresses were delivered by G. Kidd, General Manager; R. M. Freer, President of the School, and J. G. Lister, technical instructor.

A Board of Railway Commissioners' traffic inspector visited New Westminster, Jan. 10, investigating the service given by the British Columbia Electric Ry., as a result of complaints made by residents along the Burnaby Lake line. The inspector heard statements from all parties concerned and will report to the Board.

The Lethbridge Municipal Ry. has on hand \$8,500 of tickets in books of 30, and under the resolution of Dec. 20, 1910, it sells 8 tickets for 25c. In order to use up the old tickets, the Commissioners passed a resolution, Dec. 30, 1915, to sell these tickets at 30 for \$1. The new rate is 3 1-3 cents, against the old one of 3 1/4 cents a ride, an increase of 5-24 of a cent.

The Brantford, Ont., Tp. Council passed a resolution, Jan. 11, to the effect that while the council is willing to encourage the municipal ownership of public utilities its solicitor be instructed to oppose the application of the Brantford City Council as to the Grand Valley Ry., unless the charter imposes upon the railway the same obligation to pay taxes as if it were privately owned.

In connection with a recent threatened strike of electrical workers in Vancouver, B.C., the British Columbia Electric Ry., it is alleged, declared a lockout. The electrical workers instituted criminal proceedings against the company for causing an illegal lockout, but owing to some technicality Judge McInnes dismissed the case, Jan. 7.

Following the reception, by the Ontario Railway and Municipal Board, of a deputation of citizens respecting additional car service, R. J. Fleming, General Manager, Toronto Ry., stated to the Board, on Jan. 5, that the company would be prepared, provided the city would build the necessary loop line, at Keele and Dundas Sts., to operate its cars over it at a price per car mile to be fixed by the Board, and to operate over the Toronto Civic Ry. line west of Dundas St., on Bloor St., at 20c. per car mile.

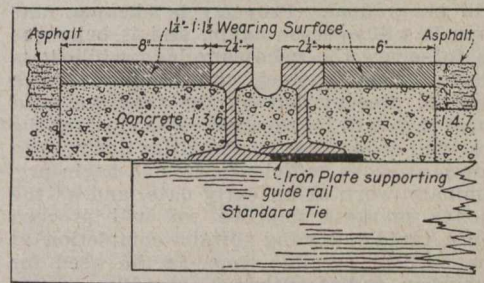
Sir Adam Beck, Chairman, Hydro Electric Power Commission of Ontario, stated that

the passing of the hydro radial railway by-law in Toronto, has opened the way for the purchase of the Toronto and York Radial Ry.'s Metropolitan Division, and that negotiations will be commenced forthwith. The City of Toronto has made a request that the Commission undertake the negotiations on its behalf.

Cost of Concrete Header Along Rails.

By H. R. Ferris, Victoria, B.C.

The accompanying sketch shows concrete header laid along the rails of a car line in asphalt pavement in a fairly light traffic residential street. The track is all on curve as it follows the inside of a circular "place" where four streets come together. The headers have been down nearly two years and are still in good condition, although several lateral cracks have occurred between expansion joints. This is possibly due to the jarring of cars passing around the Circle, as, where similar headers have been laid on straight tracks, no difficulty has arisen. It has been suggested by the engineers of the street railway company that this defect could be avoided by the use of re-inforced concrete laid longitudinally with the rails. The



Cross Section of Concrete Header Along Street Car Tracks.

concrete was machine mixed; it would probably have been cheaper to lay by hand. The cost of constructing 2,200 lin. ft. of header was as follows:

Labor:	Cost per 100 lin. ft.
Foreman, 33 hrs. at 55 cts.	\$0.825
Mixer eng., 9 hrs. at 45 cts.	0.184
Mixer helper, 14 hrs. at 35 cts.	0.222
Cement man, 4 hrs. at 30 cts.	0.055
Common labor, 170 hrs. at 30 cts.	2.318
Form setter, 11 hrs. at 50 cts.	0.250
Form setter and helper, 30 hrs. at 40 cts.	0.545
Form setter and helper, 10 hrs. at 35 cts.	0.159
Finisher, 40 hrs. at 60 cts.	1.091
Finisher helper, 30 hrs. at 40 cts.	0.545
Finisher helper, 2 hrs. at 30 cts.	0.027
Labor mixing surface, 40 hrs. at 30 cts.	0.545
Total labor	\$3.766

Cartage on tools, etc. (\$2)	0.091
Materials delivered:	
Cement, 51.25 bbls. at \$2.60	\$6.057
Sand, 13.6 cu. yds. at \$1.70	1.050
Gravel, 28 cu. yds. at \$1.60	2.036
Lumber for forms	0.273
Total materials	\$9.416
Grand total	\$13.273

The Toronto Ry. and the Outside Running Board on Summer Cars.—The Ontario Railway and Municipal Board has ordered the Toronto Ry. to have 25 cars in service by March 1, with longitudinal seats and the windows so arranged that sufficient ventilation shall be obtained during the summer months. A considerable time has been taken up in experimenting with various types of car with the view of eliminating the outside running board. Cars have been equipped with a longitudinal seat on the one side and cross seats on the other, and also with the cross seats half on one side and half on the other, but neither design has been acceptable. The present order merely permits of the ordinary cars being used, with open windows.

Electric Railway Track Laid in 1915.

Revised figures of new track laid by electric railways in Canada during 1915, show that 86.35 miles were laid by 14 lines. Of these, the London and Port Stanley Ry. was converted from a steam railway, the line being entirely reconstructed.

The Lake Erie and Northern Ry. track laid in 1914 was included in the table for steam railways for that year, as it had not been definitely announced that it would be operated by electricity. The total length of this line from Brantford to Port Dover, Ont., is 503 miles. Track was laid in 1914, from Brantford to Galt, 21.1 miles, and from Waterford to Simcoe, 6.8 miles, a total of 27.9 miles. The final reports sent in by the company for 1914, and published in our revised table in Feb., 1915, show 30 miles of track as having been laid, viz.: Brantford to Galt, 22.00 miles; Waterford towards Simcoe, 8.00 miles, or 2.1 miles more than the actual mileage between the four points named.

The Sudbury and Copper Cliff Suburban Electric Ry. began track-laying in 1914, laying 0.43 of a mile within the limits of the town of Sudbury, Ont.; it completed the line to Copper Cliff in 1915, making a line having a total present length of 6.09 miles.

Brandon Municipal Ry.:	
Three extensions	1.27
Brantford Municipal Ry.:	
Extensions in city	1.25
Lake Erie and Northern Ry.:	
Brantford to Waterford	15.70
Simcoe to Port Dover	6.70
	22.40
London and Port Stanley Ry.:	
London to Port Stanley	23.60
Montreal and Southern Counties Ry.:	
St. Cesaire to Granby, Que.	15.67
Montreal Tramways Co.:	
Four extensions	1.18
Peterborough Radial Ry.:	
Park St. to Monaghan Road	0.38
Sandwich, Windsor and Amherstburg Ry.:	
Windsor city limits to Sandwich	0.50
Sudbury & Copper Cliff Suburban E. Ry.:	
Limits of Sudbury to Copper Cliff ..	4.35
Ramsay Lake line	1.12
Frood Mine section	0.19
	5.66
Three Rivers Traction Co.:	
Extension to Wayagamac Pulp and Paper Co.'s plant	1.0
City belt line	2.9
	3.90
Toronto Ry.:	
Ossington Ave. (feet) ..	4,161.52
Hallam St.	5,149.27
Dufferin St.	178.05
Lappin Ave.	3,907.84
Curved track in connection with these lines	998.43
	Feet 14,385.11— 2.72
Toronto Civic Ry.:	
On Bloor St.	0.75
Toronto Suburban Ry.:	
From Lambton, mileage 1.82, to Mimico Creek, mileage 3.61	1.79
From the Speed River, mileage 45.11, to Guelph, mileage 48.29 ..	3.18
	4.97
Winnipeg Electric Ry.:	
Extensions in city	2.10
Total	86.35

Saskatoon Municipal Ry. Results, Etc.—E. S. Martin, Commissioner, in estimating the financial requirements of the City of Saskatoon, Sask., for 1916, in his report, dated Dec. 30, said: "During December the street railway, for the first time since its inception, will, it is anticipated, show a profit of approximately \$800." The estimated deficit for 1915 was \$32,500, while that for 1916 is \$20,000. He also referred to the necessity for additional capital expenditure for an extension of the power house, and the installation of additional plant.