

Answers to Questions on Electric Railway Topics.

Following are some questions sent to the American Electric Railway Association's question box, with replies thereto, contributed by Canadian electric railway officials.

Snow Plough Operations.—An unusually heavy fall of snow during the past winter along our lines (interurban) has brought out forcibly certain defects in our snow fighting methods and apparatus. We are anxious to discover how other companies meet similar situations. (a) How should the mould boards of ploughs be designed so as to lift the snow high enough to throw it over the banks that form on the sides of the track? (b) Should not the frames of trucks on snow ploughs be above the journals instead of below? (c) What is the proper clearance for motors on snow ploughs and how is it possible to give such clearance as will avoid impeding the progress of the plough? (d) Has any substitute been found for the rattan, commonly used in sweepers? (e) How can the bottom of the scoop, surrounding the fan in a rotary plough, be prevented from riding on packed snow and so almost lifting the trucks from the rails and stalling the plough. (f) Can a rotary plough be used with thawing snow? We found under these conditions that the fan was not able to throw out the damp snow and consequently stalled until the snow was shovelled away. (g) Have any member companies used apparatus equivalent to the flangers used by steam railways? If so please describe and give details.

M. W. KIRKWOOD, Superintendent, Galt, Preston & Hespeler St. Ry.—(a) Our experience has been that the nose of a plough should have a long gradual slope so as to lift the snow well up before attempting to throw it, otherwise the snow is merely pushed out. (b) We believe the frame of the truck should be above journal boxes rather than below. (c) The motor should be at least 3 to 4 ins. above the top of rail and we allow the bit of snow plough to go within 1 in. of top of rail. This height is governed by 1 in. renewable wearing shoe attached to the under side of the plough bit and allowed to slide on the rail except at frogs and switches. (d) Our experience has been with rattan only, and we are not familiar with any substitute. (e) Do not allow snow to pack above top of rails. (f) Have not had experience with rotary snow ploughs. (g) We have used a flanger similar to the Ray snow flanger, manufactured by Railway Appliance Co., Chicago, with very satisfactory results.

(Considerable information previously sent in response to these questions, by W. G. Murrin, General Superintendent, British Columbia Electric Ry., Vancouver, was reproduced in our August issue, pg. 334.—EDITOR.)

Designation of "One Man" Cars.—It seems desirable that some other term than "one man cars" be used to designate this class of rolling stock. Have members any suggestions?

A. GABOURY, Superintendent, Montreal Tramways Co.—Would suggest "front end" car, signifying that entrance, exit, payment and employe are at that end. Another suggestion may be "pay front" for one man car, the regular car being known as near side car.

Classification Lamps.—Have any member companies used electrically lighted classification or marker lamps? If so,

are the lamps lighted from the trolley circuit or a storage battery or a combination of both? When electrically lighted markers are used, is it necessary or desirable to carry an oil lamp in addition?

A. GABOURY, Superintendent, Montreal Tramways Co. Have not used electrically lighted lamps, but would consider oil lamps an essential addition for use in emergency.

Car Mileage Registration.—Have any member companies considered the use of a mechanical device, similar to automobile odometers, for the registration of car mileage? Is such a device desirable?

A. GABOURY, Superintendent, Montreal Tramways Co. Have not used considerable instruction of car men so as to ensure cutting out of the car barn or yard mileage, or pull-in mileage. Clerical labor compiling totals would be as great as in present method, or possibly greater.

Code of Conduct for Platform Men.—Have any member companies prepared anything of this kind to supplement the book of rules, or do they think such a book feasible?

A. GABOURY, Superintendent, Montreal Tramways Co.—We issue a little telling them what the company expects of them as regards discipline, personal appearance and courtesy. This is followed up by personal letters to our men's homes, and periodical talks to them in their stations on the same subjects and on their relations to the public as representatives and salesmen of company.

Electric Railway Notes.

The Guelph Radial Railway, which is owned by the City of Guelph, Ont., has advanced conductors' and motormen's wages 1c an hour, making the minimum wage 23c.

The Sandwich, Windsor and Amherstburg Ry. has recently received 2 single end, single truck city cars, each 21 ft. long, similar to those already in service, from the Preston Car and Coach Co.

The Quebec Ry. Light, Heat & Power Co., during the exceedingly warm weather, gave free rides round the city and out of it towards Sillery, to mothers and children from the congested districts of the city.

The Dominion Power and Transmission Co. has recently received 10 single end, double truck city cars, similar to those already in operation on the company's lines in and about Hamilton, from the Preston Car and Coach Co.

Winnipeg, Man., Electric Ry. employes who have been in the service for 10 years and over, held a "special car" picnic to Selkirk, July 27. There are said to be over 300 of these veteran employes.

The Winnipeg Electric Ry. has agreed with the St. Vital Council that for the future one fare only will be collected from any point in the city to the terminus at St. Vital Road, instead of the double fare heretofore charged.

The Port Arthur Electric Ry. is experimenting with a one-man operated car on its Arthur St. run, with a view to its permanent adoption. The problem is to find out how to get the best service, consequently several different plans for routing the car are being tried.

The London and Port Stanley Ry.'s freight traffic is reported to be steadily increasing. An average of 30 cars a day is being handled from the Marquette and Bessemer car ferry landing at Port

Stanley, Ont., and an increasing traffic is being handled from the Michigan Central, Pere Marquette, and Wabash railroads.

Montreal and Toronto people have acquired the controlling interest in the Algiers Ry. and Lighting Co., a subsidiary of the New Orleans, Southern and Grand Isle Ry., Louisiana, U.S. The company's franchise and property was sold under an order of court, the concern being in the hands of a receiver.

The Sarnia, Ont., St. Ry. is arranging a new contract for hydro electric power with the city. It is said that under the new contract, which will be for an increased quantity, the company will pay a higher rate, but there will be a reduction in the amount to be paid for changing plant. Under the existing contract the company was to provide \$20,000 for changing machinery.

Montreal Tramways Mutual Benefit Association.

Following are extracts from the report for the year ended April 30:

| SUMMARY OF RELIEF WORK. | |
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| Members disabled through sickness or injury | 1,306 |
| Visits made by physicians to disabled members | 639 |
| Consultations given by physicians to disabled members | 8,301 |
| Prescriptions issued | 6,096 |
| Paid for sickness and injury | \$12,548.10 |
| Paid for medicine | 1,973.33 |
| Paid for pensions | 1,350.00 |
| Paid for withdrawals | 668.95 |
| Paid for death and burial insurance | 9,233.35 |

Twenty members died, 1 Mechanical Superintendent, 2 clerks, 1 inspector, 6 conductors, 7 motormen, 1 storage battery attendant, 1 foreman and 1 hillman.

The committee reports the expression of gratitude from the beneficiaries of deceased members for the prompt payment of the death and burial benefits.

During the year 3 members requested to have their benefits commuted, which, was agreed to by the committee.

The committee gratefully acknowledges having received from the Montreal Tramways Co. \$14,255.73, which added to the fees and dues received from the members, viz., \$16,849.50, and the interest received on investments and bank deposits, amounting to \$9,258.37, made a total revenue for the year of \$40,363.60, the expenses being \$35,210.71, leaving a surplus of \$5,152.89.

Montreal Tramways Co's Franchise.

A report upon the recent proposal submitted to the Montreal City Council by E. A. Robert, President Montreal Tramways Co., prepared by city officials was said to be ready for presentation to the Board of Control at the regular meeting, Aug. 21. A bare quorum was present at the meeting, and the report was not brought up. It was decided to ask the company to send representatives to the Board meeting on the following day. On Aug. 22, E. A. Robert, President, and J. L. Perron, Solicitor for the company, were present. When the matter came up it was decided to begin the discussion Aug. 29, and to carry it on every Tuesday and Thursday until completed. \$1,000 was voted for a stenographic report of it. The city's traffic engineer was instructed to produce all plans and reports on the tramway situation made in 1914 and 1915; and all public bodies and private individuals interested in the matter were invited to send in suggestions which might help in reaching a solution.