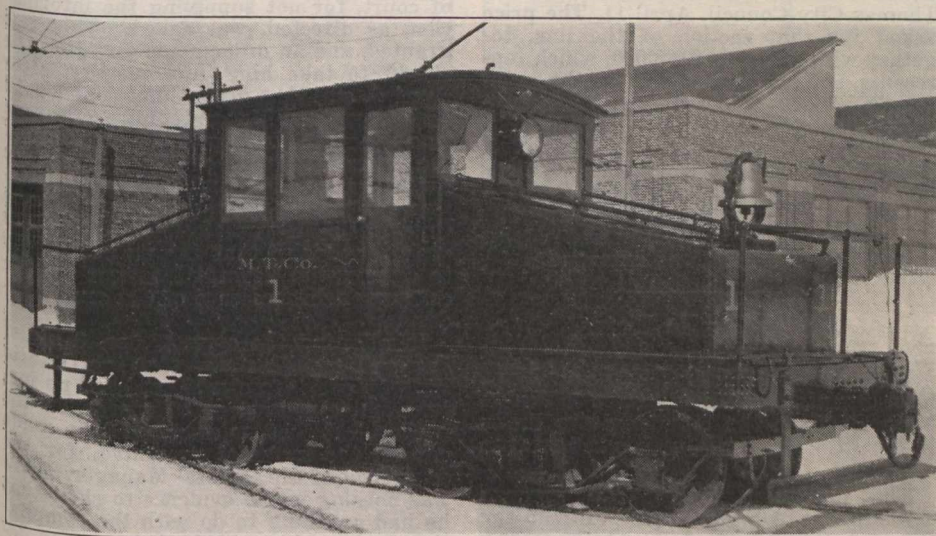


## Electric Locomotives, Montreal Tramways Co.

The Montreal Tramways Co. is adding to its equipment two electric locomotives, one of which, built at its Youville shops, has been placed in service and the other is being built in the same shops. The main constructional features are as follows:

The underframe, side and end sills are of heavy 12 in. channel, with built up plate bolsters, and a through centre sill of 2½ ft. x 6 in. I-beams. The I beams project through the end sill, and are boxed in to provide a pocket for the coupler head. The framing members are tied to-



Electric Locomotive, Montreal Tramways Company

gether, and the whole space between the sills is filled with reinforced concrete, which thus forms a floor to which the body is bolted. Openings are left in the concrete for pipes and wiring to pass through.

The cab is of reinforced wood construction, with a floor raised 2 in. off the concrete, leaving space for wiring and piping. The two sheet steel hoods cover details of electrical and air brake equipment. Hinged covers are provided on these hoods for inspection of equipment and ventilation of the rheostats. Small covers are also provided for filling the sand boxes, which are placed directly over the bolsters and are provided with air sand valves, for distribution to the wheels. Provision is made for the sand outlet to follow the wheels around curves.

The trucks are the company's standard freight car type, with 6½ ft. wheel base. The electrical equipment consists of 4 Westinghouse 112-B motors, with 2 K-14 controllers, fitted with a line switch. A commutating switch is arranged so that two running speeds can be obtained. This makes the operation of the locomotive very flexible, as it secures the advantage of large draw bar pull, with low power consumption, at low speed, for shunting, and a fairly high speed for main line operation. The air brakes are standard Westinghouse type A.M.M., designed for train operation.

One of these locomotives has been placed on the lines in the east end of Montreal, where quite a large traffic from the harbor and the Canadian Northern Ry. to various manufacturing plants is being handled. The other will be placed on the north end lines, to handle cars from the C.P.R. to suburban points.

## Headlights for Ontario Electric Railway Cars.

A bill introduced at the Ontario Legislature's recent session by G. H. Gooderham, M.L.A. for South Toronto, was slightly amended and passed as follows:

1. The Ontario Railway Act is amended by adding the following as section 107a:

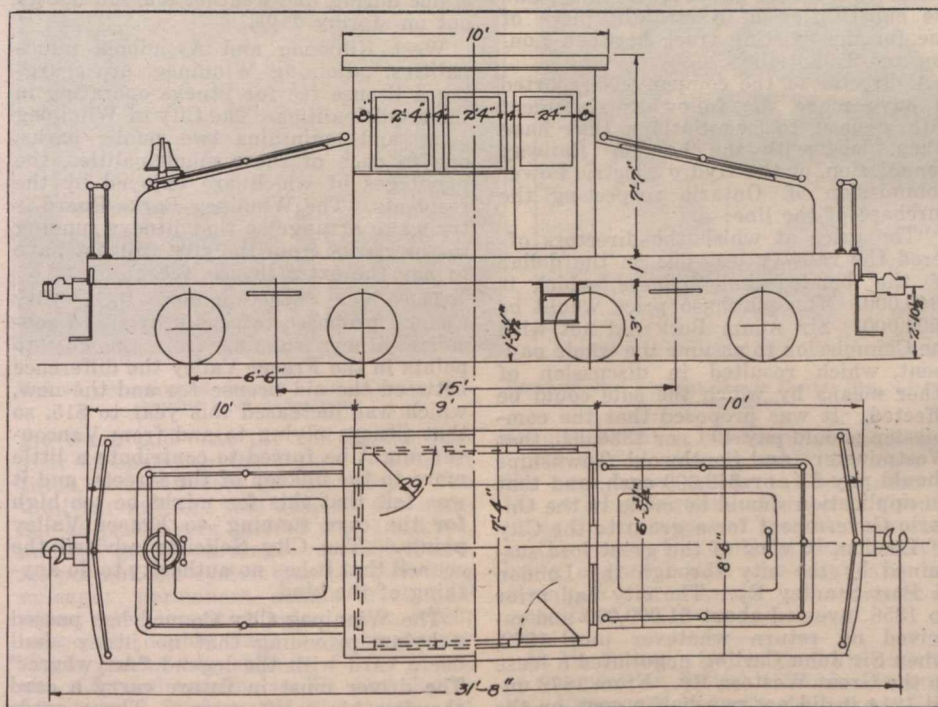
107a.—(1) It shall be unlawful to use on a car of a street railway or of a railway operated by electricity on the highway any lighted device of over 4 candle power equipped with a reflector unless the same shall be so designed, deflected or arranged that no portion of the beam

(3) Subsections 1 and 2 shall not come into force until a day to be named by the Lieutenant Governor by his proclamation.

## Interurban Motors Limited.

Canadian Railway and Marine World for April gave some information about the formation of a company with the above title, to carry passengers and freight in connection with the London & Lake Erie Ry. & Transportation Co.'s electric railway, which runs from London to St. Thomas, in fact, to provide feeders for that line. Interurban Motors, Ltd., has its headquarters at St. Thomas, Ont., and an authorized capital of \$100,000, the officers being: President, W. H. Moody, St. Thomas; Vice President, W. H. Finch, Aylmer; Secretary-Treasurer, W. H. Jolly, St. Thomas; Mechanical Director, J. T. Webster, St. Thomas; and Managing Director, W. N. Warburton, London, the latter being also General Manager, Secretary-Treasurer and Purchasing Agent of the London & Lake Erie Ry. & Transportation Co. Reo motor cars, made at Lansing, Mich., each with capacity for 26 passengers besides the motorman and conductor, have been bought. The first service, which will be started about May 1, will be between St. Thomas and Aylmer, and will be carried on by 2 passenger cars and 2 freight cars, the latter each of 3 tons capacity. Later on services will be established between Union and Sparta, and between Lambeth and Delaware.

The special commission appointed by the Quebec Legislature to draw up a new franchise for the Montreal Tramways Co. has met from time to time during the past month. Delegations have attended the several meetings presenting the views of various public bodies, and giving suggestions as to what they thought necessary to relieve congestion in the way of



Electric Locomotive, Showing Dimensions, Montreal Tramways Company.

(2) For every contravention of subsection 1 the person offending shall incur a penalty of not less than \$10 or more than \$100 recoverable under The Ontario Summary Convictions Act.

new lines, etc. The commissioners left Montreal Mar. 27, on a trip to Detroit, Cleveland and other cities in the United States to study the electric railway situation there, returning to Montreal April 5.