

Electric Railway Department

Montreal and Southern Counties Railway Cars.

The Montreal & Southern Counties Ry. has received recently from the Ottawa Car Mfg. Co. two of an order of three trailer cars for interurban service, the main features of which are as follows:

Length over vestibules 53 ft. 8 in.
 Length of car over buffers 55 ft.
 Length over corner posts 43 ft. 4 in.
 Distance between bolsters 30 ft. 8 in.
 Width over all at eaves 8 ft. 6 in.
 Width over side sills 8 ft. 1/4 in.
 Height, top of rail to top of roof 12 ft. 8 1/2 in.
 Normal seating capacity 60 persons.

The car's sides are straight and sheeted with poplar sheathing. The roof is of monitor type, with ventilating deck sash, operated by M. & S.C.R. standard deck sash fixtures, and glazed with opalescent glass. The side sash are of mahogany; top sash glazed with opalescent glass set in lead, cathedral design. All body side windows are equipped with wire screens. The interior is finished in Mexican mahogany, dull finish. All metal parts are

5 gallon water cooler. The curtains have spring plug rollers. The sash locks are of single cam type, with a heavy rack on the stop. The sash are also equipped with anti-rattler and improved drop handle hand brakes.

Edmonton Railway Employes' Wages.

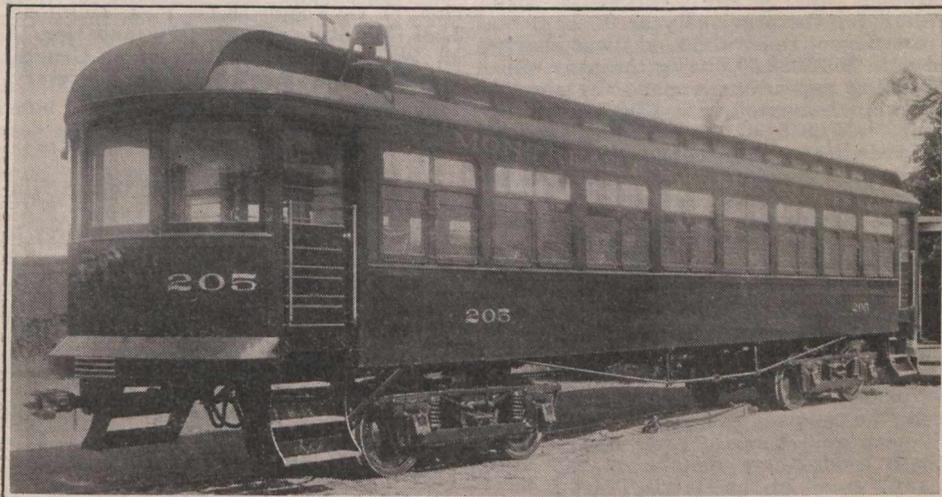
The Edmonton, Alta., Radial Ry. employes applied to the city council, July 30, for an increase of wages, under the terms of the agreement which was due to expire Aug. 31. The men asked for renewal of the agreement for a further 12 months in all its details, with the exception of the following: "All employes under the agreement to be increased 20% over and above the rate received at present, and further, that owing to the extra responsibilities placed upon the operators of one-man cars the operators of same shall receive 55c an hour, with an 8 hour day, and that no shift be longer

The men at a mass meeting, Sept. 1, refused the offer and decided to stand by their resolution of going out. They then went out and the car service was suspended. On Sept. 2 the council offered to pay 30c an hour for new men, with a 2 1/2% increase annually until a maximum of 40c an hour was reached, with a rate of 45c an hour for one-man car operators. The superintendent was empowered to engage motormen and conductors on the above terms, men of experience to be given standing according to superintendent's decision. All late employes to deliver up uniforms and other street railway property by noon, Sept. 4.

The Dominion Fair Wage Officer was in the city, Sept. 3, but failed to get the parties to come together. After several days of fruitless discussion the council, on Sept. 10, as a final offer to the men, promised to restore them to their standing as of Aug. 31, if they returned to work by the following day. On the day the offer was made the city had secured men sufficient to operate cars. There was some little rough conduct in connection with the running of the cars, but no actual violence. Sept. 11, at 10 a.m., the new agreement—on the city's terms—had been signed by 125 men, and others subsequently came in, so that it was possible to put on the full service, Sept. 13.

It is estimated that the strike cost the city \$2,500 in cash, and a loss in wages to the men of between \$400 and \$500.

The employes' representatives served notice on the Mayor, Sept. 14, of an application to the Minister of Labor, under the Industrial Disputes Investigation Act, making the following demands: The renewal of the agreement with the city and as provided for in the said agreement. Increase in wages in all cases, and more particularly as follows: A 20% increase over and above the rate paid on Aug. 31, 1917, pursuant to said agreement. That all men be taken back in seniority, and as they vacated work on Sept. 1. That no man be discriminated against for taking any part in this vacation. That all men, irrespective of their position, be reinstated to their former position prior to vacation on Sept. 1. And generally, all matters relative to those contained in said agreement, and the welfare of the men and their condition, having regard to the economies of the times. A press dispatch of Sept. 19 stated that the application had been granted and that the men had appointed H. A. MacKay, of Edmonton, as their representative on the arbitration board.



Montreal and Southern Counties Railways' Trailer Car.

Ottawa Car Mfg. Co.'s standard car bronze, highly polished and lacquered. The seats are of the railway company's standard reversible type, upholstered in green imitation leather. The car is built on a steel underframe of specially light and strong construction, and is of through platform type. The cars are equipped with heaters, automatic couplers, Westinghouse a.m.m. air brake equipment with synchronizing governor equipment and Westinghouse electro-pneumatic signal equipment, also control train line for h.l. control. The basket racks are of M. & S.C.R. standard design. The lighting consists of clusters on the ceiling, also individual lights along the lower deck rail moulding. The cars are mounted on trucks with 33 in. cast iron wheels. A special feature of the underframe is a specially constructed anti-climbing spring buffer, built to take all ordinary buffing shocks and minor collisions. The car is equipped with marker brackets, also steel trap doors at the side openings. These trap doors are hinged to the vestibule doors with heavy bronze hinges, bolted on in such a way that when the door is open the trap is folded up behind the door. The car is also equipped with a lavatory on one side, with a standard improved dry hopper closet, also a

than 6 hours without relief, and further we desire this change to take effect from Aug. 31, and remain in force until Aug. 31, 1918."

The council referred the application to the utilities committee for consideration, and on Aug. 20 the men's representatives met the committee. The matter was discussed, but no decision was reached, and there was no further meeting with the committee. On the morning of Aug. 31 the men met and passed the following resolution: "Resolved, that our executive committee meet the city officials today and inform them that we want a meeting immediately, that unless our agreement is signed, sealed and delivered with the 20% increase included in the agreement, by 12.30 p.m., Aug. 31, our president be instructed that we take a vacation on Saturday morning."

This ultimatum was delivered to the mayor, and a meeting was held with the council in the afternoon. After discussion the council made the following offer: "That all motormen and conductors under 35c an hour be raised to 35c; second six months, 35c; third six months, 35c; fourth six months, 35c; fifth six months, 38c; sixth six months, 38c; seventh six months, 38c; eighth six months, 38c; ninth six months, 40c."

One-Man Cars on Calgary Municipal Railway.

The committee appointed by the Calgary, Alta., City Council to investigate the cost of operating one-man cars on the Calgary Municipal Ry., in comparison with the two-man system, concluded its work Sept. 13, and reported to the City Council as follows: We are of the opinion that there is very little saving between the operation of 2 and 4 motors in a double truck car at the present low price of power, and therefore approve of the use of 4 motors in all double truck cars. Alderman Arnold opposed the last part of the recommendation.

We approve of the operation of the