

pneumatic sanders are provided per car. The trucks are of following dimensions: Wheelbase, 6½ ft.; diameter of wheels, 34 ins. (rolled steel); axles, journals, 4¼ x 8 in., M.C.B. The cars are being built by Preston Car & Coach Co.

The Ontario Railway and Municipal Board and Toronto Railway Cars.

On Nov. 9, 1914, the Ontario Railway and Municipal Board, in announcing its conclusions on a special report obtained as to the service furnished by the Toronto Ry. Co., and the requirements of the City of Toronto, required, among other things, that the company provide by June 30, 1915, 50 double truck motor cars of a design to be approved by the Board.

The chief objects which it was the aim of the parties to achieve, included the elimination of overcrowding on the cars, and of the outside running board on the summer cars. In the early part of 1915, the company equipped one of its cars with cross seats and a centre aisle, and six of its cars with half of the seats on each side, across the car and the other half arranged longitudinally, with a cross aisle. Owing to the narrow devil strip between the tracks on the Toronto streets, the cars used are of necessity about a foot narrower than those on most of the large electric railways in Canada and the U. S. This causes considerable difficulty in planning a seat layout to introduce cross seats and to provide a sufficient width of aisle. On Apr. 30, the Board held a meeting to consider plans of cars, when it was stated that the company was proceeding to build cars according to the plans without having received the Board's sanction. It was stated that two were then built, and 18 were in course of construction. The Chairman of the Board announced that if the company built the cars without the Board's approval, it did so at its own risk, and the hearing was adjourned. On May 17, the matter again came before the Board, and plans were submitted by the city showing a composite type of car, and for the reconstruction of the existing type. The Toronto Ry. desired further time for the consideration of these plans, and the Board reserved judgment, deciding to leave it to its engineer, the City Engineer and an official of the company.

After some consultation, these officials arranged an existing type of car with cross seats on one side and a longitudinal seat on the other, the car body being set on the trucks, somewhat off centre, to obtain a little extra width without endangering passing cars. Although a car of this type, if adopted, would do away with the outside running board and the passenger capacity would be less than the existing type, the Board decided, Oct. 1, that the company must have 25 of these cars in operation by Dec. 1, subject to some slight alterations to the satisfaction of the Board's engineer. On Nov. 22, the Board in the meantime having relieved the company from the obligation of having the seats on its open summer cars so arranged that the passengers face forward, with an aisle through the centre of the car of sufficient width to allow the conductor to pass for the collection of fares, issued an interim order abolishing the running board and ordering the city and the company to confer within 30 days, as to the best type of car to be used, and if they failed to agree, the city would be given an additional 15 days to submit its plans. The

city declined to confer with the company on the subject and the Board, after further considering a report of its engineer on tests made with the experimental composite car, ordered on Jan. 25, that its order of Oct. 1, 1915, be rescinded, and that 25 of the double truck cars shall be of a type and character of construction as recommended in the report of its engineer, dated Jan. 11, 1915, and that these 25 cars shall be in operation by Mar. 1. A further order was issued Feb. 7, requiring that the balance of the 50 double truck cars, shall be built with the greatest possible interior width, having regard to the limitations imposed by the tracks and devil strip, and of a design to be approved by the Board on the recommendation of its engineer, and that they be placed in operation by May 15.

The first 25 cars have been built, and it was expected, when this was written, that they would be in operation on Mar. 1, as ordered. The second 25 are being proceeded with, and will be of the same type. The only difference between the two lots will be a few inches of extra interior width in the second lot.

The first 25 cars of the order of 50 will be practically the same as what is known as the palace car type. Numbered from 2,014 up, the only difference will be that the sections of the removable side will be permanently fastened and there will be ventilators placed in the upper parts of the windows. The seats will be longitudinal. The second 25 will be similar with the exception that they will be slightly wider cars, probably 2½ inches.

The Winnipeg Electric Railway and Automobile Collisions.

A communication on street accidents was submitted to the Winnipeg City Council, Feb. 7, on behalf of the Winnipeg Electric Ry. as follows:—

"The report of our accident department for 1915 contains a comparison in respect to street accidents with 1914, which is of such a nature that I feel it my duty to bring it to your attention. It is as follows: Increase in automobile collisions, 38 per cent; decrease in pedestrians struck, 10 per cent.; decrease in all other vehicle collisions (includes bicycles, rigs and animals), 34. Our statistics show that automobile collisions are increasing altogether too rapidly, and our men are powerless to prevent them. This is evident when the great decrease in other classes of accidents is considered. The strictest observance of safety first principles by our men has failed to accomplish a reduction in the number of automobiles colliding with street cars. In 1915, 494 collisions with automobiles were reported by our men, an average of 41 a month; but, in Nov. and Dec. 1915, a total of 108 automobile collisions were reported, an average of 54 a month. On this basis we may expect 648 automobile collisions in 1916, if some exceptional steps are not taken by the council to control the operation of automobiles in the city. We are doing everything in our power to reduce the number of accidents occurring in connection with the street cars, and have almost entirely eliminated accidents to passengers. We feel, however, that collisions with automobiles are beyond our control under present conditions. Street cars operate along fixed rails, and cannot deviate from them. With co-operation on the part of owners and drivers of automobiles, such as we have had from owners and drivers of other vehicles, there is no reason why automo-

bile collisions should not decrease in the same ratio as other accidents. I note in the newspapers there is some agitation for an increase in the speed limit. In view of the foregoing facts, I would suggest that it would be very inadvisable to permit any increase in the speed limit within the city."

London and Port Stanley Railway Summer Traffic Rates.

At a meeting of the London, Ont. Railway Commission, Feb. 4, a decision is reported to have been reached to purchase the incline railway at Port Stanley, and to enlarge it so as to be able to handle the increased traffic anticipated during the coming summer. It was decided that a new schedule of rates will become effective May 24, to continue until after the Western Fair. The present 30 cent return excursion fare from London to Port Stanley on Wednesday and Saturday is to be continued, as the report states, but the rate on other days is to be reduced to 40c. for adults and 20c. for children. The payment of an additional 5c. will give the holder a rate up and down the Port Stanley Incline Ry. graph and cable companies, were resumed London and Lake Erie Ry. and Transportation Co., was present at the meeting and asked the commissioners not to reduce the rates. He pointed out that his line could not compete with the L. and P. S. Ry. The proposed rate would mean that his line would have to carry the through passengers at ½c. a mile. The present cost of operating a car is 16½c. a mile, or \$9.60 for the round trip, and the carrying capacity of the cars permits the earning of \$16 on the round trip, provided that every seat is occupied. The company's franchise provides that any rate given out of London should also apply for the benefit of travellers from Port Stanley to London.

Ottawa Traction Company's Annual Meeting.

The Ottawa Traction Co's annual meeting was held in Ottawa Feb. 7. The report, which included the Ottawa Electric Ry. Co's operations, and which is given in full further on in this issue, showed a falling off of about 1,000,000 passengers compared with 1914, owing principally to war conditions. Commencing with August, earnings began to show an increase over the previous year, which has continued each succeeding month. The percentage of operating expenses to receipts was 61 1/5 per cent. in 1915, against 60 3/5 per cent. in 1914.

The directors for the current year are: Thos. Ahearn, President; W. Y. Soper, Vice President; Jas. D. Fraser, Secretary-Treasurer; T. Workman, E. N. Soper, T. F. Ahearn, Redmond Quain, J. F. Smellie, G. P. Murphy. The only change in the Board was the election of G. P. Murphy to fill the vacancy caused by the death of Travers Lewis, K.C.

The Saskatoon Municipal Railway officials under the recent organization are: G. D. Archibald, Superintendent; J. P. McKenzie, Assistant Superintendent, and L. V. Clare, Secretary.

The deferred cable messages, which, owing to congestion of business, were discontinued a few weeks ago, by the telegraph and cable companies, were partially resumed at the end of January.