

# HULL ELECTRIC

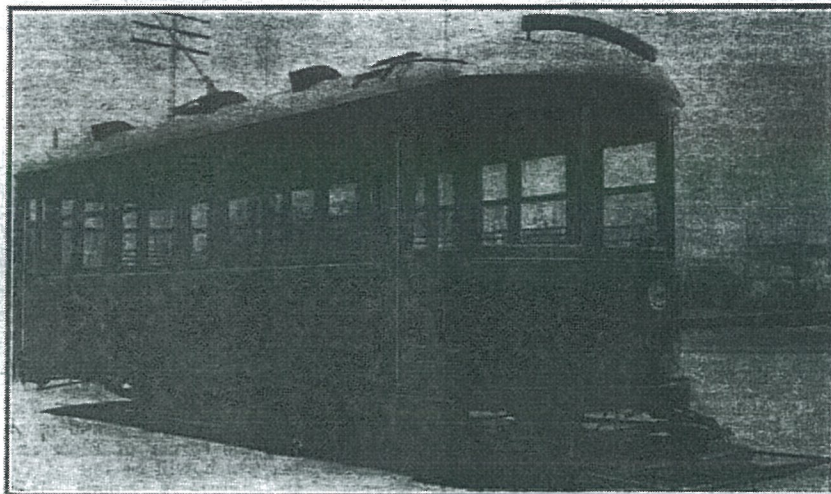
### Hull Electric Company's One-Man Cars.

The Hull Electric Co. has added two one-man safety cars to its equipment. The general dimensions are as follows:—

Length of body .....	21 ft.
Length of front vestibule, about .....	5 ft.
Length of rear vestibule, about .....	5 ft.
Projection of bumper .....	6 ft.
Width of car body over all .....	8 ft. 1 1/4 in.
Length over bumper .....	32 ft.
Seating capacity .....	41 persons
Standing capacity, approximately .....	26 persons

The car bodies are of semi-convertible type, wood construction, built specially for one-man operation, and single end control. The sides are straight, and sheeted vertically with narrow tongued and grooved poplar sheathing. There are 8 double sash windows on each side of the body. The top sash is made stationary and bottom sash made to raise to open. The roof is of arch type with three ventilators on each side, and adjustable grids on the interior. The underframe is of composite construction, having wood side sills reinforced with 18 x 1/2 in. steel plates, which are rivetted to steel cross plates 6 x 1/2 in. to form

cross rail to the same upright fastened to the corner post, forming protection to passengers on longitudinal seats. The body seats are all wood slats with pressed steel pedestals with bronze grab handles. The seats comprise 12 cross and 2 longitudinal at the front end and are hinged to accommodate sweeping. There are curtains on all side windows, on metal rollers and pinch handle fixtures. Sanitary hand straps are provided at longitudinal seats, 3 on each side. The heater equipment is Cutler Hammer, 10 per car in two circuits, controlled by a 2-knife switch. The lighting system is arranged with 15 lights, keyless lamp sockets, 10 in the body and 2 in rear vestibule, and 2 for door lights, which are protected by a metal shade, which keeps the glare off the motorman. There is one headlight of pressed steel. Storm sashes are installed on all side windows and vestibule, with window guard rods which are installed between the post and do not require to be taken off when storm sashes are installed. A



One-man Car, Hull Electric Railway.

a complete steel frame. The cross wood sills are of oak. The flooring is 3/4 in. thick, tongued and grooved hard yellow pine, covered with hardwood floor matting laid lengthwise in the aisle. The interior trimming is red cherry, with no bulkheads at either end. The trimmings are solid bronze and the waist panelling agasote.

The front vestibule is 5 1/2 ft. over bumpers and step, the opening being 30 in. wide. The door opening has folding door and step operated by air engine. The rear vestibule is circular, with an emergency exit door lift up step, controlled by air engine in case of emergency, which can then be opened by hand. There is a circular seat running around the rear vestibule, which accommodates 9 passengers; the seats are of the wood slat type. The buzzer equipment includes push buttons, the current being procured from the trolley. The front vestibule is equipped with iron pipe railing, having a short stanchion to support the fare box, with a horizontal railing at an angle to upright the stanchion at the bulkhead, which is used as a grab handle; also another upright stanchion at the bulkhead on the right coming out and forming a grab handle and a small

buffer casting is installed on front and rear buffers, which acts as a protection to headlight and trolley catcher when cars are being placed in barns at night. A trolley catcher is installed in the rear vestibule. The air brake equipment is the Westinghouse safety car equipment for single end cars, having all safety features embodied, including the bungalow d.h. 16 compressor. The rear door, which acts as an emergency, is operated by an air engine, ensuring closing of door after emergency application. Air brakes are also provided. Air track sanders are installed on all four wheels with the Ohio air sander trap worked from motorman's valve. The draw bars are the Hull Electric Co.'s standard radiating coupler, installed at each end. The painting is pullmatic green, numbered and lettered in gold. The cars are mounted on 21-E trucks with Westinghouse 101-B motors.

The cars were built by the Ottawa Car Manufacturing Company.

A motor bus service is reported to have been put into operation from London to Parkhill, Ont., and it is stated that if traffic offers it will be extended to Grand Bend, on Lake Huron.



and Engineer. (April, pg. 185.)

**Lake Huron and Northern Ontario Ry.**  
—Lt. Col. L. T. Martin, a member of the Timiskaming and Northern Ontario Ry. Commission, is reported to have stated recently that the Ontario Government had had numerous requests from settlers, and business interests asking for an inspection of this railway, and its extension beyond Rock Lake. The T. & N. O. Ry. Commission had made certain investigations, had gone over the line and had made some representations to the Government.

A summary of the history of the railway and of the company's plans for its extension and development was given in Canadian Railway and Marine World for May, pg. 236, and in the June issue on pg. 286, reference was made to the Ontario Government having opposed the extension of the charter applied for by the company, and to the T. & N. O. Ry. Commission having been asked to report on the property, and the possibilities of the country through which the extension was projected. The Premier's statement as to this investigation was that if the Commission's report was favorable, the existing line would be taken over, and operated according to the district's needs, and that its extension would be considered.

The existing railway runs from the shore of Lake Huron, and Bruce Mines, to Rock Lake, 17 miles, crossing the C. P.R. Sudbury-Sault Ste. Marie line at Bruce. The results of operation for the calendar year, 1920, were as follows:—gross earnings, \$10,874; operating expenses, \$10,580; net operating earnings, \$294. It carried 6,583 tons of freight, of which 5,740 originated on the line. No passengers were carried. The company owns one locomotive and 8 flat cars. The fixed charges were \$24,750. (June pg. 256).







Great Northern Ry.—The company's new cut off along Brunette Creek, near Vancouver, B.C., has been completed, and a train service has been operated over it since Mar. 1. The work included the strengthening of the tracks along the creek, and the building of a steel and concrete bridge to carry the north road at Coquitlam. The cut off eliminates a level crossing and saves half a mile between Vancouver and New Westminster (Feb. pg. 57.)

International Bridge & Terminal Co.

Apr 1  
1918



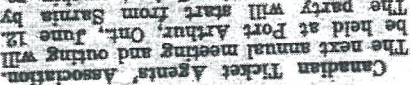
**Principal particulars:—**

Length over rolling plates	34 ft. 6 ins.
Width over side sill channels	8 ft. 10 ins.
Length of tank over bands	31 ft. 2 ins.
Height top of rail to centre of tank	17 ft. 10 3/16 ins.
Track centres	22 ft. 10 ins.
Track wheel base	8 ft. 6 ins.
Track wheel diameter	33 ins.
5 1/2 x 10 in. MCB galls	192 lbs. each
Capacity	10,900 U.S. gallons

The centre construction consists of two 15 in. 65 lb. rolled steel channels, spaced 12 1/2 in. apart, running continuous from end sill to end sill and reinforced on top by two cover plates 20 1/2 in. x 3/4 in. turning from bolster saddle to anchor. The rolled steel channels, with flanges facing inward, connecting at the corner through 3/4 in. gusset plate, forming a tie for the 3 x 3 x 3/4 in. rolled steel diagonal brace.

changed and dished and single rivetted dome sheet. The 5 in. double safety valve is rivetted directly to the dome sheet, and the tank outlet nozzle is fitted with valve and operating rod, valve being operated from domes with a malleable iron cone. The tanks are tested before erection at 60 lbs. pressure per square inch, all seams being caulked.

Before the Board can give effect to the application, the unreasonableness of the present rate must be established. If unreasonable ex Grima, they cannot very well be reasonable ex Hamilton. The simple fact that the Imperial Oil Co. has a specially large shipment to make and on which large returns could be earned cannot be other considerations. It is true that under the act the tolls for larger quantities may be proportionately less than the tolls for smaller quantities (s. 816, s. 817). Effect has been given to this section in the lower car lot rates as against less than cardon movements. Further than this the Board has not, and in my opinion ought not to go. There is no real dealer under this system. Practically all commodities that move in cardons have enough business to provide for a cardon movement, which in turn represents a greater transportation facility and lessens railway expenses. On the other hand, there are rates for movement of 5,000 tons, for example, less than for 2,500 tons. It would be simply handicapping the smaller dealers and bonussing the larger. If the system were applied to the movement of any commodities moving in large volume, such as coal, the only effect in the long run would be to work the extinction of the smaller dealers and place the business of the country in the hands of large distributors. The application must be dismissed.





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The report was discussed at a meeting of the London Board of Trade, Nov. 11, when a committee of citizens was appointed to enquire into the whole matter and obtain further information.

Following up the above action representatives of the Canadian Northern Ry., or MacKenzie, Mann and Co., appeared on the scene and asked for a conference with the L. & P.S. Ry. board, which is composed of representatives of the city of London. On Nov. 25 it was stated that such a conference would be held a few days thereafter, and that propositions to buy the line or to lease it would be submitted.

### Hull Electric Railway Employees' Wages, Etc.

The conductors and motormen of the Hull Electric Co., which operates between Ottawa, Ont., and Aylmer, applied to the Minister of Labor a short time ago for a board of conciliation under the Industrial Disputes Investigation Act. The board appointed consisted of Peter McDonald, chairman; G. D. Kelly, representing the company, and G. C. Wright representing the men. The wages heretofore paid conductors and motormen were as follows: 1st year, 19c. an hour, 3rd year, 20c. an hour; 5th year, 21c. an hour.

The men asked that they be paid the same as the Ottawa Electric Ry. employees and submitted the following rates, viz.:—25 cents an hour for week days; 27 cents an hour for Sundays; time exceeding 10 hours, time and a half. The board of conciliation unanimously recommended that the following scale take effect Nov. 1:—First year men, 20 cents an hour; second year men, 21 cents an hour; third year men 22 cents an hour; men employed over three years 23 cents an hour. That motormen and conductors requiring an overcoat shall be supplied with one by the company every two years, the cost to be borne half by the company and half by the employee, this not to interfere with the present arrangement of supplying uniforms. That the company furnish each conductor with \$25 worth of tickets and cash to make change each day, each conductor to give a bond therefor. The award to be in force for 2½ years. The board considers that in view of the different conditions of employment and the difference in cost of living the new scale is practically equal to that paid by the Ottawa Electric Ry.

The following important recommendation was also made: "The members of the Board are of the opinion that in view of the proposed increase of wages, and considering the financial condition of the company, as shown by its annual statement, and the evidence given before the board, the company would be justified in increasing its charge for fares."

### Proposal for Municipal Electric Railways in Ontario.

December  
1912