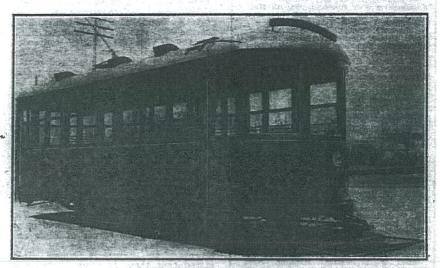
HULL ELECTRIC

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.
Length of or vestibule, about 5 ft.
Length of rear vestibule, about 5 ft.
Length of car body over all 8 ft. 1¼ in.
Length over bumper 22 ft.
Seating sapacity 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 sheeting. 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 % in. steel plates, which are rivetted to steel cross plates 6 x % 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 hronze 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 % 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

The front vestibule is 5½ 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 amergency 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 fron 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 hundle; 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 hars are the Hull Electric Co's, standard radiating coupler, installed at each and. The painting is pullmatic green, numbered and lettered in gold. The cars are mounted on 21-E trucks with Westinghouse 101-B motors.

house 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 Pariciell, Ont., and it is stated that if traffic offers it will be extended to Grand Bend, on Lake Muron. 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

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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, \$10,560; net operating earnings, \$318. 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).

rressoen, Aperanara and Vanders-Departments, Montreal; W. A. Kings-land, General Manager, Western Region, Wirmipeg; J. R. Cameron, Assistant Gent, Projected Lines, St.

Development,

Surveys, Construction

Abitibi Railway and Navigation Co.

A press report statisti recently addy that tids company had added applyon Morther miles to its logging being his bring the total contain the company being being by the total contain the company had been the total contains of ficially that the report was independent on the company has not added nothing to its mileage during the year but that the apput tracks which were used that the part tracks which were used that the part tracks which were used that the part of the company had related that the part tracks which were used to the the company had related that the part tracks which were used to the company to t

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provider total plan shows a line actualing of from mile 40. in Sec. 3. IP. 3. Range 13, we wast 2nd meridian, practiculty paralleling to the mile 42. in Sec. 3. IP. 5. Range 13, we wast 2nd meridian, practiculty paralleling to the provider beautiful ing the Integration Lindhardy, where a land ing the Integration of Contamplated to construction will be gone on with, and the construction will be gone of the branch.—The Board of Raill way Commissioners passed order 86,777, and the construction of this branch in Saskatchewan the form mile of the Board of Raill way Commissioners passed order 86,777, which way in Saskatchewan. We are advised to officially on the art of the saskatchewan way in Saskatchewan. We are advised to officially on Sept. 1, a proving the way in Saskatchewan. We are advised to officially on Sept. 1, a third to the way in Saskatchewan. We are advised officially on Sept. 4, that a not decision has been ruched with rogard to construction on the two unversal ways in Saskatchewan will be constructed to the way in the construction of the Western Lines, representing the CPR, which is also the way in the construction of the way in the construction of the way in the construction of the section as a series of the British Dominion Land way in the construction of the section as a series of the part of the section as a series of the part of the section as a series of the part of the section as a series of the part of the section as a series of the part of the section as a series of the part of the section of the section of the section of the section as a series of the part of the section as a series of the section of the section of the section of the sect

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Till, or 75%, were in had order, compared with 1646, or 78%, on Sept. 15, on Sept. 15, on Sept. 16, on Till, on the 18, on the 18, on Till, on

cast of Creation B.C.

Lake O'Hara Chalet.—We are advised officially that an appropriation of \$12,000 has been made for building a Swiss log chaiet at Lake O'Hara, B.C. The Lake O'Hara, B.C. The Lake O'Hara, B.C. The Lake O'Hara, B.C. The C.P.R. already has a log cabin camp there.

Vancouver Blevator Track.—A track connection is reported to have been completed at Vancouver, B.C., by the-C.P.R. and the board of Harbor Commissioners of the C.P.R. access to elevator no. of give the C.P.R. access to elevator no. of the connection of

Railway Freight Traffic in July.

The Dominim Bureau of Statistics Transportation Board, reports the total credity outder on Board, reports the total credity outder on Board, reports the total credity outder on Board, reports the total 1926, as follows, in long to 1927, as follows, in long to 1928, as follows,	2000	-	
nn of St reports ti lan railwent tons: July 1212 1812 1812 1812 1812 1812 1812 1812	1,786,909	2.068,558	and miscellaneous
The Dominion Bureau of Statistics, transportation Branch, reports the total recipit louded no donardian rathways, and the recipit louded no donardian rathways, in total rathways, in total rathways, in the recipit louded not be recipitally and r	1,068,245	1,187,300	Forest
The Dominion Bureau of Statistics Transportution Bureau of Statistics Transportution Bureau of Statistics Transportution Bureau of Statistics and Statistics	2,425,532	111,005,3	Time
The Dominion Bureau of Statistics, transportation Branch, reports the total regist louded no donardian rathways, and the recitived from connections, in July 1955 and 1952, as follows, in the connections, in the control of the connections, in the connections, in the control of the connections, in the connections of t	100	294.899	A STIGHT CONTRACTOR
The Dominion Bureau of Statistics, transportation Branch, reports the total reight louded on Canadian rathways, and convexed from connections, in July 1925 and 1924, as follows, in tous 1925 July 1925 in 1925 July 19	1 227 556		
The Dominion Bureau of Statistics Transportation Borreau of Statistics Transportation Borreau or Statistics Transportation Borreau or Dominion Policy and 1924, as follows, in tons: 1101 1025, as follows, in tons: 1101 1025	in tons:		
The Dominion Bureau of Statistics, transportation Branch, reports the total reight louded on Canadian rallways, and creeked from connections, in July 1925 and 1924, as follows, in tous 1925 the Balance Balance Land 1925 the Balance Land 1925	6,909,998	7,171,577	Total
The Dominion Bureau of Statistics, Transportation Branch, reports the total recipit louded on Ganadian rallways, and the converse of from commercians, in July 1955 and 1952, as follows, in International July 1955 and 1952, as follows, in International July 1955 July 1952 July 1953 July	847,841	160,484	Columbia
The Dominion Bureau of Statistics Transportunion Branch, reports the total credible and the state of the stat	463.977	274,235	DEWAN
The Dominion Bureau of Statistics, Transportation Branch, reports the total recipit louded no donardian railways, and the vectived from connections, in July 1955 and 1952, as followers, in Ludy 1955 and 1952, as followers, in Ludy 1955 and 1952, as followers, in Ludy 1952 and 1952	292,144	393,525	
The Dominion Bureau of Statistics, Fransportiation Branch, reports the total reight loaded on Canadian railways, and creaved from connections, in July 1925 and 1924, as follows, in tons: July 1925 and 1924, as follows, in the process Sahner Linds 1927 and 1928 and	3 222 533	3,760,548	
The Dominion Bureau of Statistics Transportution Branch sports the total Training of the Branch sports the total Training of Canadian railways, and received from connections, in July 1925 and 1924, as follows, in tona: 1016 1925 Auryland 1924 1925 19	1,355,849	1 516 228	
The Dominion Bureau of Statistics, transportation Branch, reports the total reight louded on Canadian rallways, and creeived from connections, in July 1925 and 1924, as follows, in tons. July 1925 these Edward Likala. 101, 1925 1849 1849 1850 1850 1850 1850 1850 1850 1850 1850	180.974	187.191	
The Dominion Bureau of Statistics, Fransportation Branch, reports the total reaght baded on Canadian railways, and received from connections, in July 1925 and 1924, as follows, in tons: July 1925 and 1924, July 1925	546.088	163.740	
The Dominion Bureau of Statistics, transportation Branch, reports the total reight loaded on Canadia or railways, and weetved from connections, in July 1925 and 1924, as follows, in tons:	July 1924	July 1925	
The Dominion Bureau of Statistics, Transportution Branch, reports the total reight loaded on Canadian railways, and received from connections, in July 1925		tons:	ind 1924, as follows, in
The Dominion Bureau of Statistics, transportation Branch, reports the total reight loaded on Canadian railways, and	ily 1925	ns, in Ju	eceived from connectio
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Anniana and a series and a seri	atistics,	u of St	The Dominion Burea
			designation of the contract of

MET CONTAINE TOMACE CHAMAN THE

Great Morthern 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 crete bridge to carry the north road at yancurer and saves half a mile between crossing and saves half a mile between yancurer and New Westminster (Feb., pg. 57.)

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Tank Cars for Canadian Northern Railway.

Commission requirements The draft gean Commission to the draft gean is of friction type, the air brakes, New Sories of the the control of the The tank proper is made up of 5 circumferential sheets of % in plate. Longitudinal bottom sheet of % in plate. Longitudinal seams are double rivetted and circumferial seams amgle rivetted. The dome is fitted with malleable from cover, and outlet nozzle and cap. Sill steps formed outlet nozzle and cap. Sill steps formed from 2 x % in, steel are provided and from 2 x % in, steel are provided and beated according to Interstate Commerce Commission requirements. The draft gear Commission requirements. The draft gear

The C.M.R. has received recently, from the United States, 4 tank cars, 17161 to 7164, of which the following are the principal particulars:

Langth over adds all channels 3 ft. 10 ins. Width over adds all channels 3 ft. 10 ins. Width over adds all channels 3 ft. 10 ins. Height top of rail to centre of tank 2 ins. Track wheel heats 2 ins. Track wheel bess 5 ins. diameter of tank 2 ins. Track wheel bess 5 ins. diameter of tank 6 ins. Track wheel bess 5 ins. diameter of tank 6 ins. Track wheel bess 5 ins. diameter of tank 6 ins. Track wheel bess 6 ins. 35 ins. diameter 725 ins. saidons. Track wheels 10 ins. 35 ins. diameter 725 ins. saidons. Track wheels 10 ins. 35 ins. diameter 725 ins. saidons. The first 72 ins. 35 ins. diameter 725 ins. saidons. The 72 ins. 35 ins

12% in apart, running continuous spaced 12% in apart, running continuous from 12% in apart, running continuous top by two cover plates 20% in. 13,75 lb. run-cond sills are formed from 8 in. 13,75 lb. rolled steel channels, with flanges facing rolled steel channels, with flanges facing. % in. guaset plate, forming a tie for the % in. guaset plate, forming a tie for the 3 x 8 x 8 x 10 lb. 15 in. 55 lb. rolled steel channels, spaced The centre construction consists of two

character moves and is moving freely. The same 86c rate applies from Hamilton and Montreal, and also tram yallecryllle, where there is also a bridges plant. The large viaducts and bridges in the west, meany of them rabricated in the east, need only be instanced. At present, it is true, that a large portion of this business, perhaps indeed most of this mow fabricated in the west for the Wainfow and fabricated in the seath of the Mantbob Bridge Co, and the Dominion Bridge Co, in Winnipeg, may be taken as evidence of Winnipeg, may be taken as evidence of

Canadian Northern Enliway Tanik Car.

the reversed directly to one dome sneed, and
the tank outlet notice is fitted with valve
and operating rod, valve being operated
from dome with a malleable iron can.
The tanks are tested before erection to
60 lbs, pressure per square inch, all seams
being caulked. to be a single of the base of

The next annual meeting and outing will be held at Port Arthur, Out, June 18. The same same by Canadian Ticket Agents' Association

and side sill, the latter being of the same

of 10 x 10 in ranges facing upward and have ded with fanges facing upward and have ling yellow pine filler to suit contour of tank. The four bottom anchors for tank, extending between the outside and centre crossites, are formed from 3 x 3 x 1,5 in, crossites, are formed from 5 x 3 x 1,5 in, in, in a stank of the conseites. The bolater construction consists of two pressed steel disphragms formed from % in, plate and tied, at the top by a plate 10 x % in. The two tank saddles consist of 10 x 15 lb. rolled steel channels, located with flances facing unward and haved with flances facing unward and haved section as the end sill.

handicap on the smaller manufacturer or dealer under this system. Fractically all engaged in the bandling of the different commodities that move in carloads have amounties to provide for a carload movement, which in turn represents a greater transportation facility and leasure rather for movement of 5,000 tons, it for example, less than for 5,500 tons, it would be simply handing the larger. It can be a fimply and less than to a fine movement of system were applied to the move-the system of any commodities moving in large under the act the toils for larger quantities and be proportionately less than the toils for smaller quantities (a.315, a.3.). Effect has been given to this section in the lower car lot rates—in the lower rate basis given the carload as against less than carload movements. Further than this the Board has not, and in my opinion ought not to go. There is no real for notice on the smaller manufacturer or dealer under this system. Fractically all Before the Board can give effect to the application, the unreasonableness of the present rate must be established. If unreasonable ex Sarnia, they cannot very well be reasonable ex Hamilton, with its shorter mileage. The simple fact that the Imperial Oil Co. has a specially large shipment to make and on which large simple returns could be earned cannot be considered by the Board as overruing other considerations. It is true that under the considerations. It is true that other considerations. It is true that that is a considerations. It is true that the set the solution of the considerations. It is true that the considerations in the considerations. market. usined by the tominion bringge to. in Winnipeg, may be taken as evidence of this lact. While this is true, no new tarneture can be justified, the effect of which would be to favor the eastern districtor of iron and steel as against his western competitor in the western market.

and, while there may our may not have and, while there may or may not larnis been any traffic to move out of Sarnis and none moving traffic of this character moves and is moving freely. The same 86c, rate applies from Ham-

tate is only a paper rate, and that no trate in our said that and traffic moves under it. The tion a certain relationship one to the other. The commodity moves, apealong generally, under the bith and bith class in carloads; and, while there may or may not have and, while there may or may not have

the system were applied to the move-ment of any commodifices moving in large volume, such as coal, the only effect in the long run would be to work the ex-tinction of the smaller dealers and place of large distributors. The application of large distributors. The application must be dismissed.

Storm sashes are installed on all side windows and vestibule, with window guard rods which are installed between There is one headlight of pressed steel which keeps the glare off the motorman. which are protected by a metal shade, 2 in rear vestibule, and 2 for door lights, ing system is arranged with 15 lights, keyless lamp sockets, 10 in the body and Hammer, 16 per car in two circuits, con-trolled by a 2-knife switch. The lightvided at longitudinal seats, 3 on each side. The heater equipment is Cutler on metal rollers and pinch handle fix-tures. Sanitary hand straps are pro-There are curtains on all side windows, are hinged to accommodate sweeping. bns bne inori edt ta lanibutignol S bna ed steel pedestals with bronze grab bandles. The sests comprise 12 cross handles. body seats are all wood slats with pressto passengers on longitudinal seats. The to the corner post, forming protection cross rail to the same upright fastened

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Length of body

Length of tront vestibule, about

Frejection of bumper

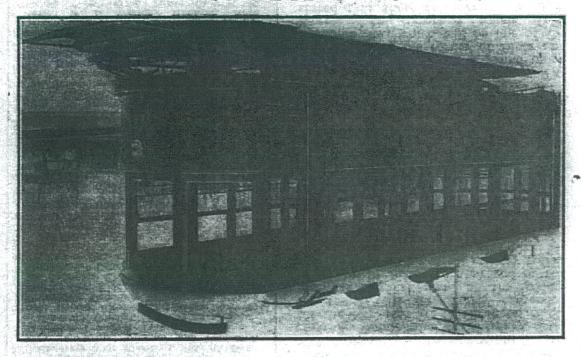
Vidth of car body over all

Length over bumper

Seating capacity, approximately

Standing capacity

to steel cross plates 6 x 1/2 in. to form 18 x % in. steel plates, which are rivetted having wood side sills reinforced with derframe is of composite construction, justable grids on the interior. The unthree ventilators on each side, and adopen. The root is of arch type with the body. The top sash is made station-ary and bottom sash made to raise to -notists ebam at dass qui edT. 8 double sash windows on each side of and grooved poplar sheeting. There are sheeted vertically with narrow tongued control. The sides are straight, and for one-man operation, and single end type, wood construction, built specially The car bodies are of semi-convertible



One-man Car, Hall Flectric Rallway,

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a complete steel frame. The cross wood sills are of oak. The flooring is % in, thick, tongued and grooved hard yellow pine, covered with hardwood floor mating laid lengthwise in the sisle. The interior trimming is red cherry, with no builtheads at either end. The trimmings are solid bronze and the waist panelling agrecte.

The front vestibule is 5% it, over bumpers and step, the opening being 80 in, wide. The door opening has folding door and step operated by air engine.

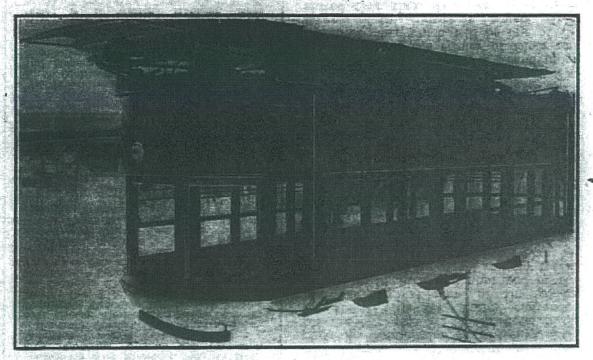
Hull Electric Company's One-Man Cars.

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One-man Cax, Hull Electric Enilway,

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

The report was discussed at a meeting of the London Board of Trade, Nov. 11.

129.545 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 Employes 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. employes 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 employe, 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 21/2 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.

December 1912

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.

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