

BROCKVILLE,
WESTPORT AND
NORTH WESTERN
RAILWAY.

JITNEY
OPERATION.

C. H. RIFF.

The Railway Labor Board summoned the labor leaders for a conference on Oct. 20, but nothing came of it. The Government intimated that it will leave matters in the Labor Board's hands for the time being. The Board summoned the labor leaders and 500 general chairmen of unions, together with a large number of railway executives, for a conference in Chicago on Oct. 26. The public members of the Labor Board are said to have suggested that the matter could be straightened up by the railways transacting the wage reduction of July 1 into lower rates to the public, deferring their application for a further reduction, and by the train service brotherhoods recalling their strike order. In view of the fact that rate reductions of large magnitude have already been made, and that even with the July wage reductions in effect, the railways are not yet able to earn the 6% return to which they are entitled under the Transportation Act, this proposal seems like an invitation to the railways to commit financial suicide, and the relationship of the proposals to a definite settlement of the wage question appears, from this distance, to be very remote, to say the least.

A strike was called on the International & Great Northern, a small road in Texas, which was calculated to be in the nature of a test. Its trainmen walked out on Oct. 22, but on the same day enough applications for work were received to man the road several times over, and it is continuing business without interruption.

In Aug. 1920, the number of employees on U.S. railways was 2,197,824; in June of this year, it was 1,586,143, a reduction of 611,681. At present, the number is a little larger, but it is probable that 600,000 railway employees are still without work in that country.

Gasoline Motor Car Trial on Canadian National Railways.

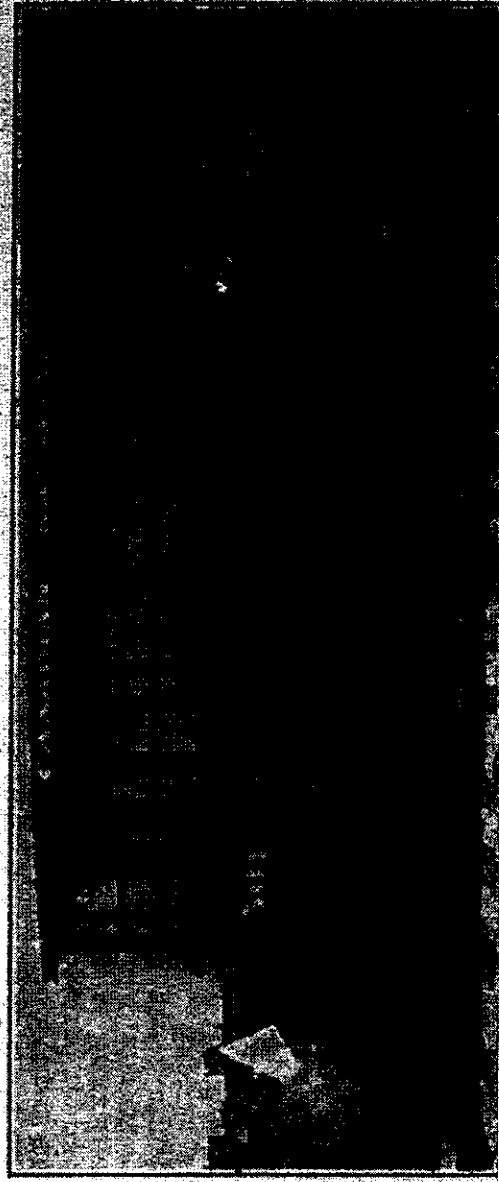
The Canadian National Rys. management is trying a gasoline driven motor car between Westport and Brockville, Brockville Subdivision, Ottawa Division, Ontario District, 44.4 miles, the car being operated in regular passenger service and making four round trips daily. It leaves Westport at 7 a.m., 11 a.m., 3 p.m., and 7 p.m., as trains 78, 80, 82 and 84 respectively, and leaves Brockville at 9 a.m., 1 p.m., 5 p.m. and 9 p.m., as trains 77, 79, 81 and 83 respectively, the run each way occupying 1½ hours. The motor car service was begun Oct. 3, previous to which date service was provided by a mixed train each way daily except Sunday, and this service has been retained. The motor car remains at Westport over night.

The car was constructed by Le-doux, Jennings Ltd., Montreal, and has been handed to the C.N.R. for trial purposes. As shown in the accompanying illustration, a 4-wheel leading truck has

United States Grain Rates Reduced.

The Interstate Commerce Commission has granted the application of U.S. railways extending to Galveston, Texas, and other Gulf ports, to reduce rates on grain from central western territory to Gulf ports by 5¼c. per 100 lb. on five days notice. Eastern trunk line and New England roads have been authorized to reduce, on 10 days notice, domestic rates on grain and grain products between points in Virginia, Delaware, Maryland, New Jersey, Pennsylvania, New York and the New England States. The reduction will be 12¼% on the average. In this reduction, and in reductions in rates to Gulf ports, the lower rates will apply for the remainder of 1921 only.

The state railway commissions of the western states applied to the Interstate Commerce Commission for lower rates on grain and grain products. The reductions were opposed by the western railways; hearings were concluded on Sept. 1 and oral arguments were heard on



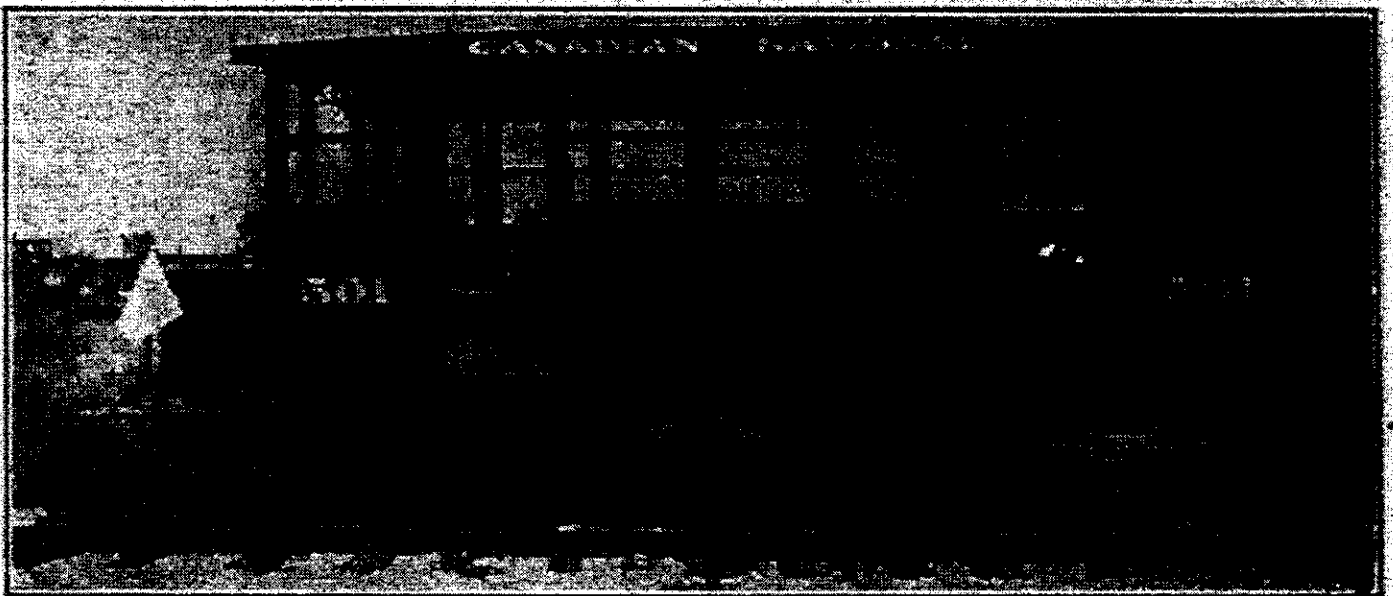
Gasoline Passenger Motor Car, on tri

been used, and the chassis of what would otherwise be a large motorbus has been modified to suit the requirements. The length over all is $21\frac{1}{2}$ ft.; height, rail to roof, 9 ft.; length of body, 18 ft.; width of body $7\frac{1}{2}$ ft. There are two entrance doors, one on each side, near the front. The seating capacity is 20, in addition to the operator, the seats being finished in rattan. There is one transverse seat across the rear, accommodating 6 passengers, 2 one-passenger longitudinal seats, one on each side, and 3 seats arranged transversely on each side of the central aisle, each accommodating two passengers. The car is equipped with 6 dome electric lights, 3 on each side of the central aisle. On each side of the engine hood, which is 36 in. long, baggage carriers are arranged. The engine is of Reo manufacture.

The maximum speed which can be attained by the car is 40 m.p.h., which may be said to be more than sufficient for equipment of such light weight. Twelve miles per gallon of gasoline is being obtained, and the service the car has given to date is said to be satisfactory.

Oct

November 1921



Gasoline Passenger Motor-Car, on trial on Canadian National Railways.

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p 580

Self Propelled Cars on Ca

The gasoline driven railway passenger motor car placed in operation by the Canadian National Rys. between Westport and Brockville, 44.4 miles, on the Brockville Subdivision, Ottawa Division, Ontario District, described in Canadian Railway and Marine World for November is being continued in operation between those points as trains 78, 80, 82 and 84 from Westport to Brockville, and as trains 77, 79, 81 and 83 from Brockville to Westport, the running time in each direction being 1½ hours. The schedule has been maintained consistently by the car, and the service has proved to be popular, as is evidenced by the fact that the car is loaded to capacity on every trip in each direction. The car is also proving most successful financially, the loss entailed by steam train operation being wiped out, and a good profit being shown after allowing for interest and depreciation. During November, adjustments were made to the engine (a Reo 4 cyl., identical with that used in the Reo "speed wagon," and rat-

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December, 1921.

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ed. The C.N.R. will buy the car now in service from the builders, the Ledoux, Jennings Co., Montreal, which furnished it to the railway for a month on trial.

The electric storage battery car, in operation between Campbellton and Bathurst, 62.96 miles, on the Bathurst Subdivision, Campbellton Division, Maritime District, has continued to provide a satisfactory service and is still showing a favorable cost of operation. We are informed that the saving made by this car over the cost of steam train operation is \$2,500 a month. The car was in the Moncton shops from Nov. 14 to 19, undergoing alterations to fit it for winter operation. The interior was fitted with additional lining, and storm sash and double flooring were applied. The battery containers were lined; as although the batteries are kept at a high temperature, by electrical action, when the car is in operation, they rapidly become cool when the car is standing, resulting in lowered efficiency. In addition to lining the battery containers, two

were necessary and it was out of service until about the end of that month, when it was put back on the run, continuing until early in November, when it was withdrawn for the winter, and steam train service was resumed. We are officially advised that the car effected a saving, from the cost of steam train operation, of \$1,819 a month, for May, June and July.

Steel Rail Orders.

In September, Canadian Railway and Marine World was officially advised that the C.P.R. had ordered 26,000 tons of 100 lb. steel rails from Algoma Steel Corporation. Through one of those unfortunate errors that it is impossible to ascertain the cause of, and which no amount of care will always prevent, as long as the human element remains fallible, it was stated in our October issue that the order was for 250,000 tons, an obvious mistake. This error was not noticed until early in November, when a subscriber called attention to it, but it had been inadvertently corrected by another item which appeared in our November issue, and which stated that the C.P.R. had ordered 32,000 tons of 100 lb. rails from Algoma Steel Corporation, the manufacture of which would be gone on with immediately after completion of the 25,000 tons ordered previously. The C.P.R. orders for this season to date are for 57,000 tons.

It was stated in Canadian Railway and Marine World for November that the Dominion Government had passed an order in council, Oct. 6, authorizing the purchase of 75,000 tons of steel rails and their accessories, for the Canadian National Rys. and the Grand Trunk Ry.; that the Canadian National Rys. had ordered 20,000 tons of 85 lb. rails from Algoma Steel Corporation, and was negotiating for 20,000 tons of 88 lb. rails from the



Gasoline Driven Motor Car

December
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Gasoline Driven Motor Passenger Car and Baggage Trailer, on Canadian National Railways, Stanley Subdivision, New Brunswick.

December 1921

Self Propelled Cars on C

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ed at 35 h.p.), which has increased the mileage per gallon of gasoline from 12 to 16. The gear ratio has been changed to give slightly less engine speed, the ratio now being such that an engine speed of 1920 r.p.m. gives a speed of 40 m.p.h.

The car is well equipped with brakes. Those on the rear wheels are operated by two foot levers, and each wheel of the four-wheel leading truck is braked by an arrangement wherein what would ordinarily be the steering wheel is used as a brake mast wheel, the wheel being turned to apply the brakes, through an arrangement of rods and levers. The heating system is unique, the exhaust from the engine being piped through coils arranged under the seats. (50)

We are advised that the C.N.R. intends acquiring another gasoline motor car to be placed in service between Westport and Brockville, in addition to the present one. The mileage being made by the car now in service is over 355 daily, and the fact of no trouble or delay being experienced to date indicates remarkable performance. It is evident that this mileage, made day after day, is excessive for a gasoline propelled car, but with two cars covering the service the mileage demanded will be within a reasonable limit. It is probable that the new car will be somewhat larger than the one now in service, and that it will be equipped with a 6 cylinder engine. A seating capacity of 30 is being consider-

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The car was constructed by Ledoux, Jennings Ltd., Montreal, and has been handed to the C.N.R. for trial purposes. As shown in the accompanying illustration, a 4-wheel leading truck has

WORLD

March, 1922.

ers on Steam Railways.

the increased consumption being due to heavier grades and more frequent stops. Under unfavorable winter weather conditions, the current consumption has been running at 1.25 k.w.h. per car mile, and on one occasion, when snow was badly drifted on the track, and the temperature was 30 degrees below zero, the current consumption for the trip was 1.34 k.w.h. per car mile.

It was stated in Canadian Railway and Marine World for February that the Canadian National Rys. had ordered another gasoline propelled car from the Ledoux, Jennings Co., Montreal, for the Brockville-Westport run on the Ontario District. We have since been informed that this order has not yet been placed, although designs for the car are being worked out.

MARCH

1922

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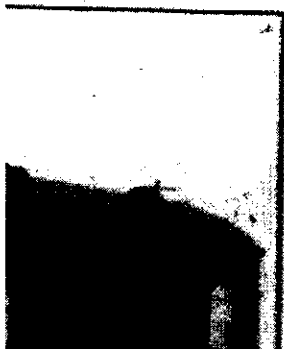
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to whether it is the management's inten-
 tion to re-establish such a service be-
 tween Brockville and Westport. The
 Minister of Railway replied that the
 matter was then under consideration by
 the mangement.

The Board of Railway Commissioners
 has authorized the gasoline motor car
 service to be restored on the Brockville-
 Westport run, and the Canadian Na-
 tional Rys. management has therefore
 ordered another car from Ledoux, Jen-
 nings Ltd., Montreal, similar to the one
 for the Picton-Trenton run described
 above. Pending the delivery of this car,
 the present steam train service between
 Brockville and Westport will be main-
 tained.

The electric storage battery car, de-
 scribed in preceding issues of Canadian
 Railway and Marine World, is still in
 operation between Bathurst and Camp-
 bellton, 62.96 miles, on the Maritime Dis-
 trict, Campbellton Division, Bathurst
 Subdivision. One of the accompanying
 illustrations shows this car equipped
 with a snow plough which will remain
 on the car permanently. This car is con-
 tinuing to give good and dependable ser-
 vice at the favorable c
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 making its trips in schedi
 busy subdivision.

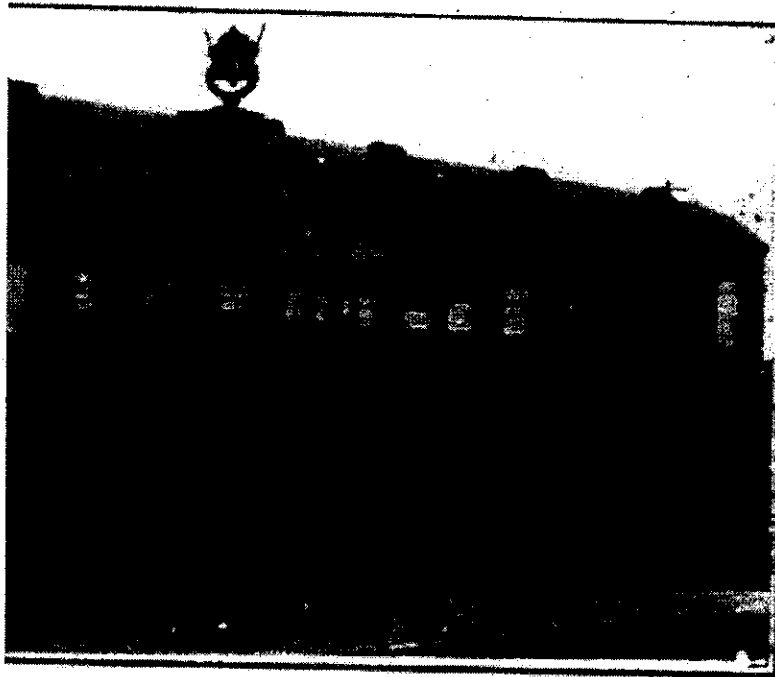
MAY 1922



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Particulars of the gasoline motor passenger car operated by the Canadian



MAY
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National Railways, with Snow Plough Attached.

National Rys. between Brockville and Westport, 44.4 miles, on the Ontario District, Ottawa Division, Brockville Subdivision, were given in Canadian Railway and Marine World for Nov. and Dec. 1921. This car was taken off that run and replaced by steam train service in the latter part of Dec. 1921, and the car was given an overhauling, larger axles and ball bearings being placed in the leading truck, and a larger rear axle, also running on ball bearings, fitted. The car was then run to Ottawa, where members and officials of the Board of Railway Commissioners made a trip on it and inspected it thoroughly, after which it was loaded on a flat car and shipped to the Maritime District, Edmundston Division. It is now in operation between Cross Creek and Stanley, 5.74 miles, on the Nashwaak and Cross Creek Subdivisions. The small motor car which provided service on that run formerly, described in Canadian Railway and Marine World for Dec. 1921, pg. 650, is out of service

Brockville

We are informed that the

Railways.

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p.m., arrive Trenton 9 p.m.; leave Tren-
ton as train 308 at 9.15 p.m., arrive Pic-
ton 10.30 p.m.

Construction has been begun on the
second car, which will, on delivery, be
placed in service on the Ontario District,
Ottawa Division, Brockville Subdivision,
between Brockville and Westport, 44.4
miles.

We are officially advised that when
the first of the two cars now under con-
struction in Montreal, is ready for de-
livery, it will be run from Montreal to
Trenton by its own power.

Grand Trunk R. Co. Montreal

7289 JUNE
1922

tially as made by the Commission.

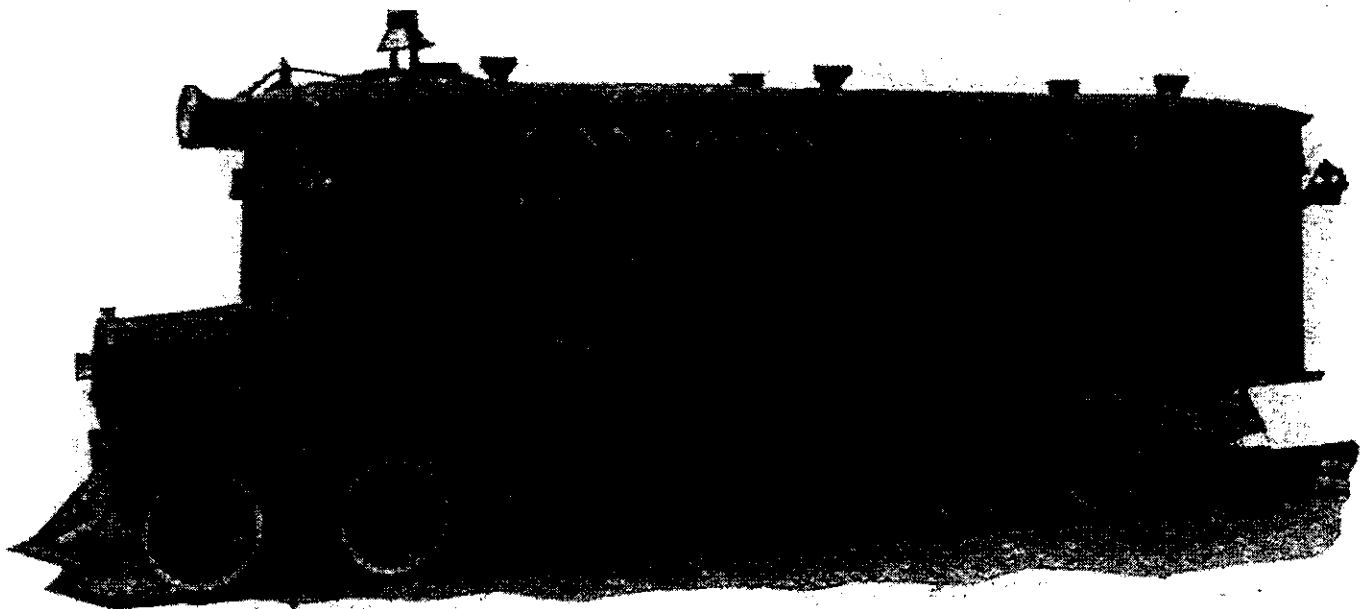
Self-Propelled Cars on Steam Railways.

Canadian Railway and Marine World for June gave on pg. 289, details of two gasoline railway passenger motor cars, which the Canadian National Rys. are having built in Montreal and one of which is to be operated between Picton and Trenton, 30.6 miles, on the Ontario District, Ottawa Division, Picton Subdivision, and between Trenton and Trenton Jct., 1.6 miles, on the Maynooth Subdivision, also between Trenton and Napanee, 34.6 miles, on the Rideau Subdivision. We are advised that the first car has been delivered, and made its first run on June 28. The second car, of the same type will, it is expected, be completed about the third week in July, when it will be placed in service on the Ontario District, Ottawa Division, Brockville Subdivision, between Brockville and Westport, 44.4 miles.

The Canadian National Rys. have also ordered a gasoline railway passenger motor car from the Service Motor Truck Co., Wabash, Ind., for operation on the Maritime District, Campbellton Division, Bathurst Subdivision, between Bathurst and Campbellton, N.B., 62.96 miles, to replace the storage battery car which has been operating there, and it is expected that the storage battery car will be run between Montreal and Ottawa. The gasoline car ordered is similar to one ordered for the Greater Winnipeg Water District Ry. and which was described and illustrated in Canadian Railway and Marine World for May, pg. 231.

The Canadian National Rys. have arranged to put two storage battery cars in operation on the Ontario District. The car bodies will be constructed and the electrical and mechanical equipment assembled in the Niagara, St. Catharines & Toronto Ry. shops at St. Catharines, Ont. While arrangements for this work are not yet complete, rapid progress is being made, and it is the intention to have the cars ready for service as quickly as possible.

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Gasoline Motor Passenger Car, Canadian National Railways.

... of 105 h.p. ... been a great mechanical success, but the

was operated in 1921 between Brockville and Westport, 44.4 miles, on the Ontario District, Ottawa Division, Brockville Subdivision, has been transferred to the Maritime District, Edmundston Division, and is operating between Cross Creek and Stanley, N.B., on the Nashwaak and Stanley Subdivisions, 5.74 miles. This car was described in Canadian Railway and Marine World for Nov. and Dec., 1921.

The gasoline car equipped with a Winton chassis and 6-cylinder engine, described and illustrated in Canadian Rail-

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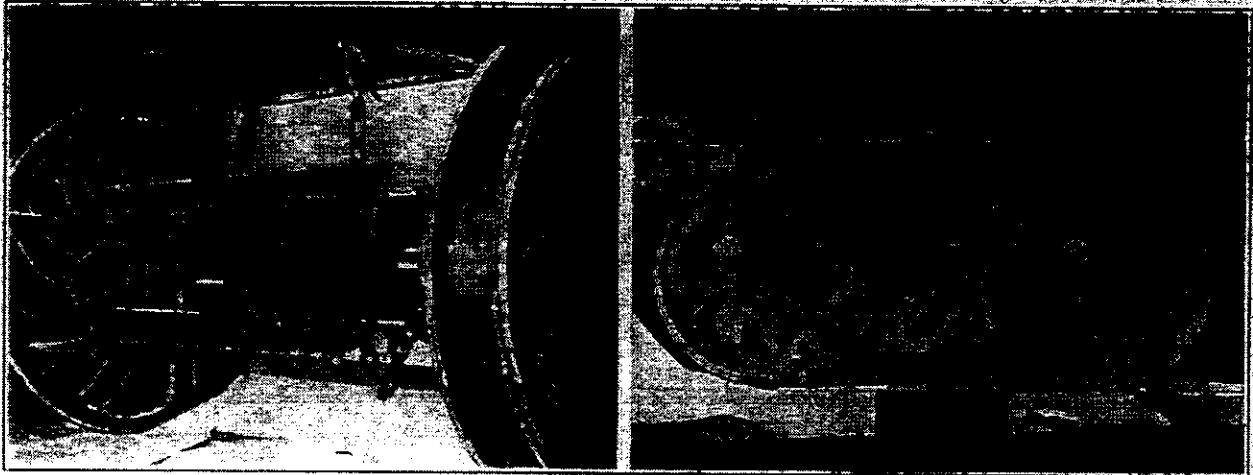
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The gasoline car equipped with a Winton chassis and 6-cylinder engine, described and illustrated in Canadian Rail-

and arrives at Elmira at 11.45 a.m.; leaves Elmira at 12.45 p.m., Harmony Jct. at 1.32 p.m., and arrives at Souris at 1.50 p.m. In addition to the motor car service a mixed train service is given between Souris and Elmira on Wednesday only. From Souris to Harmony Jct., the junction between the Souris and Elmira Subdivisions, is 4.8 miles, and from Harmony Jct. to Elmira is 9.85 miles, making the total distance from Souris to Elmira 14.65 miles. Harmony Jct. is 55.5 miles from Charlottetown. No meets having to be made on steam trains, the motor

Montreal under its own power and made the trip to Ottawa, 114 miles, in 4 hours, including all stops and meets. The builders state that between Montreal and Hurdman, 111.4 miles from the Montreal Tunnel station, 107 miles were run on a gasoline consumption of 9% galls., with 6 passengers in the car. On arrival at Ottawa, the car was inspected by Board of Railway Commissioners' members and officials, after which it was driven to Trenton, making on part of the trip 20 miles in 30 minutes. The trial trip on the regular runs was made June



Gasoline Railway Motor Car, 15,312, Canadian National Railways.

Front of rear truck, with drive shaft arrangement.

Side of rear truck, showing side rock.

way and Marine World for Dec., 1921, and which ran formerly between Cross Creek and Stanley, N.B., has been converted to 3 1/4-ft. gauge at the C.N.R. Moncton shops, and started on July 6 operating between Souris and Elmira, P.E.I., on the Maritime District, Island Division, Souris and Elmira Subdivisions. Trains 23 and 24, which operated between Souris and Elmira daily except Sunday, were cancelled on the date mentioned, and motor car service was installed on the following schedule: Daily

car is being operated by one man. This operation will be in effect for the summer only, the Elmira Subdivision being very difficult to operate in winter, on account of snow. The car hauls a small trailer, used chiefly for the transportation of cream.

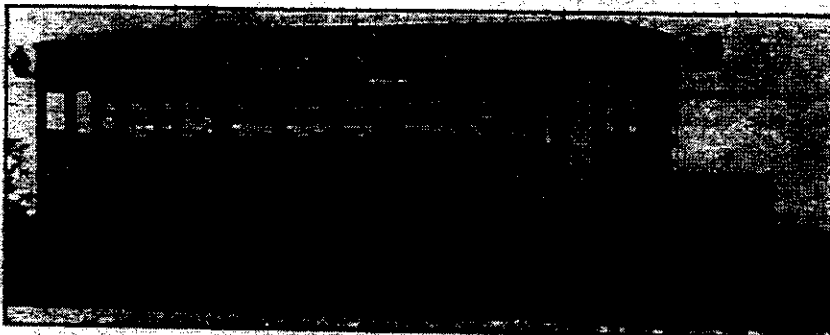
The first of the two gasoline cars ordered recently by the C.N.R. management from Ledoux, Jennings, Ltd., Montreal, was, on June 28, as stated in our July issue, placed on the run between Picton and Trenton, 30.6 miles, on the

28, and with 21 passengers on board 32 miles were run in 55 minutes, including two stops. The builders further state that they have a report that on one day the car made 196 miles on 14 gals. of gasoline, or 14 miles to the gallon. To July 10 the mileage made was 5,000.

As stated in our July issue, the C.N.R. management intends to convert 2 passenger cars into self-propelled cars of the storage battery type at the Niagara, St. Catharines & Toronto Ry. shops at St. Catharines, Ont., for use on Ontario District lines. They will each be fitted with a set of storage batteries and 4 motors, and all other electrical and control equipment will be applied at St. Catharines. The type of battery to be used has not been decided.

The self-propelled cars in C.N.R. service have been renumbered recently. The gasoline electric car which has been operating for some time between Transcona and Winnipeg, Man., is now no. 15,300; the storage battery car operating between Bathurst and Campbellton is now no. 15,301; the 2-storage battery cars to be built at St. Catharines will be nos. 15,302 and 15,303; the gasoline car operating in Prince Edward Island has been numbered 15,310; the first car built by Ledoux, Jennings, Ltd., now operating between Cross Creek and Stanley, N.B., is no. 15,311; the 2-gasoline cars ordered recently from the same builders are nos. 15,312 and 15,313, and the gasoline motor car to be operated between Bathurst and Campbellton is no. 15,314.

Greater Winnipeg Water District Ry. The gasoline motor car bought for this line, which will run from St. Boniface, Man., to Wapiti, Shab Lake, and other lakes of the Wapiti, S.S. area, was delivered in Winnipeg, June 28, and was placed in service July 1. It leaves St. Boniface, 5.3 miles from Winnipeg, on



Gasoline Railway Motor Car, 15,312, Canadian National Railways.

except Sunday the car leaves Elmira at 6.20 a.m., Harmony Jct. at 7.03 a.m., and arrives at Souris at 7.30 a.m.; leaves Souris at 5.30 p.m., Harmony Jct. at 5.58 p.m., and arrives Elmira at 8.30. On Wednesday only the car leaves Souris at 1.15 p.m., arrives Harmony Jct. at 1.32 p.m., leaves Harmony Jct. at 1.45 p.m., and arrives at Elmira at 2.05 p.m. Daily except Sunday and Wednesday the car leaves Souris at 10.45 a.m., Harmony Jct. at 11.05 a.m.,

Ontario District, Ottawa Division, Picton Subdivision, and between Trenton and Trenton Jct., 1.6 miles, on the Maynooth Subdivision, also, and between Trenton and Napanee, 34.6 miles, on the Rideau Subdivision. The car's schedule was given in our June issue on pg. 389. The car is giving very satisfactory service. It was described and a plan and elevation were given in our June issue, and herewith are shown illustrations of it and of its truck.

When this car was delivered, it left

August
1922

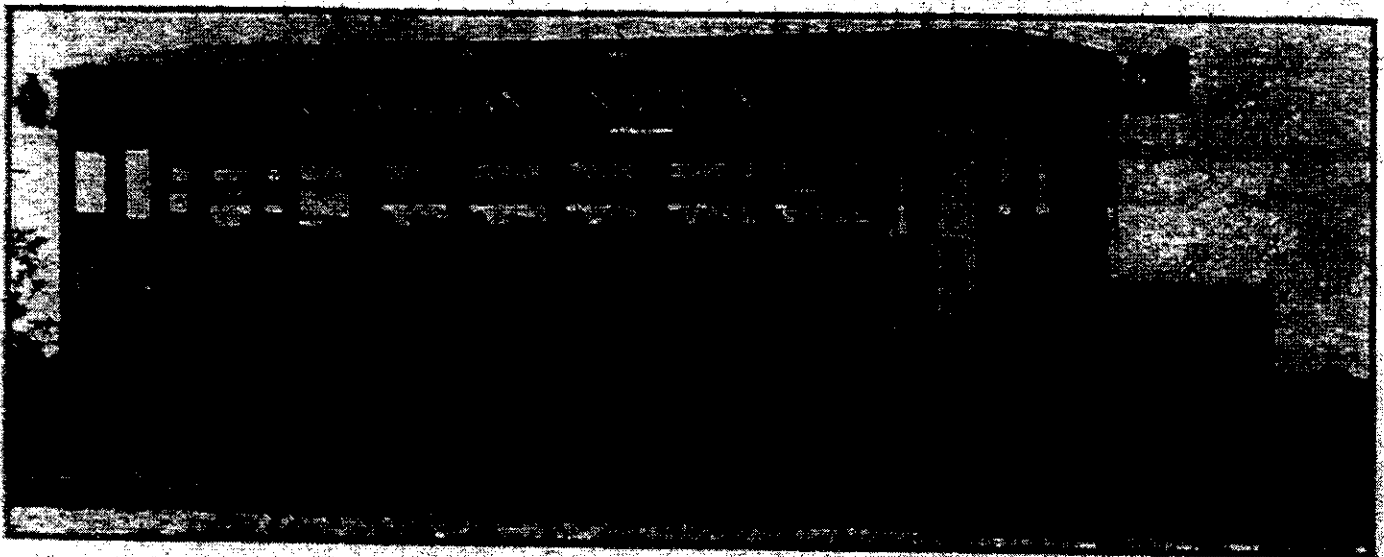
Front of rear truck, with drive shaft arrangement.

Side of

way and Marine World for Dec., 1921, and which ran formerly between Cross Creek and Stanley, N.B., has been converted to 3½-ft. gauge at the C.N.R. Moncton shops, and started on July 6 operating between Souris and Elmira, P.E.I., on the Maritime District, Island Division, Souris and Elmira Subdivisions. Trains 23 and 24, which operated between Souris and Elmira daily except Sunday, were cancelled on the date mentioned, and motor car service was installed on the following schedule: Daily

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Gasoline Railway Motor Car. 15,812, Canadian National Railways.

except Sunday the car leaves Elmira at 6.20 a.m., Harmony Jct. at 7.03 a.m., and arrives at Souris at 7.30 a.m.; leaves Souris at 5.30 p.m. On Wednesday only Souris at 5.30 p.m., Harmony Jct. at 5.50 p.m., and arrives Elmira at 6.30. On Wednesday only the car leaves Souris at 1.15 p.m., arrives Harmony Jct. at 1.32 p.m., leaves Harmony Jct. at 1.45 p.m., and arrives at Souris at 2.05 p.m. Daily except Sunday and Wednesday the car leaves Souris at 10.45 a.m., Harmony Jct. at 11.05 a.m.,

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August 1922 p418

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Gasoline Railway Motor Car, 15,812, Canadian National Railways.

Front of rear truck, with drive shaft arrangement.

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Side of rear truck, showing side rods.

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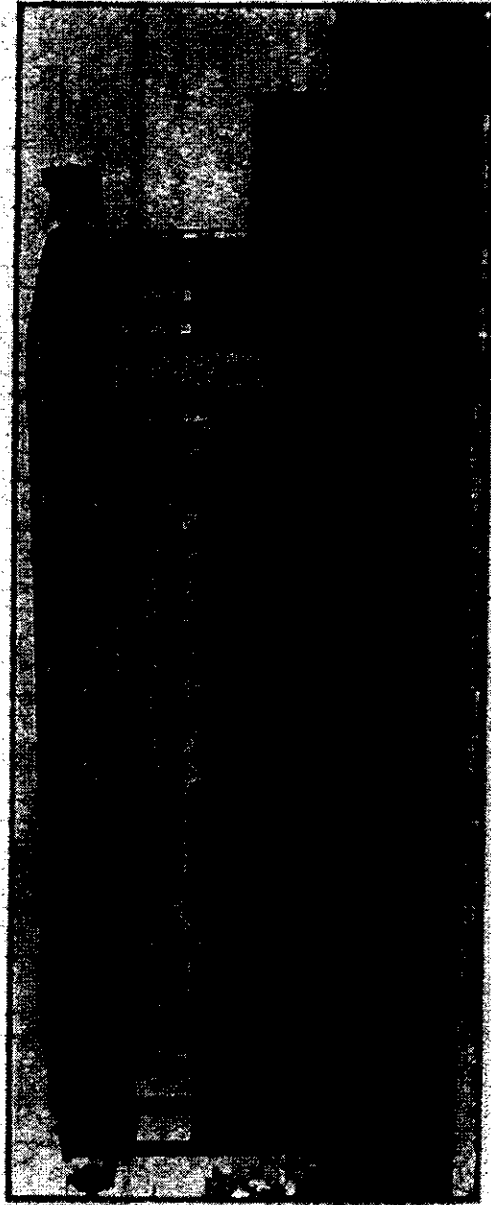
The first of the two gasoline cars ordered recently by the C.N.R. management from Ledoux, Jennings, Ltd., Montreal, was, on June 28, as stated in our July issue, placed on the run between Picton and Trenton, 30.6 miles, on the

28, and with 21 passengers on board 32 miles were run in 55 minutes, including two stops. The builders further state that they have a report that on one day the car made 196 miles on 14 gals. of gasoline, or 14 miles to the gallon. To July 10 the mileage made was 5,000.

As stated in our July issue, the C.N.R. management intends to convert 2 passenger cars into self-propelled cars of the storage battery type at the Niagara, St. Catharines & Toronto Ry. shops at St. Catharines, Ont., for use on Ontario District lines. They will each be fitted with a set of storage batteries and 4 motors, and all other electrical and control equipment will be applied at St. Catharines. The type of battery to be used has not been decided.

The self-propelled cars in C.N.R. service have been renumbered recently. The gasoline electric car which has been operating for some time between Transcona and Winnipeg, Man., is now no. 15,800; the storage battery car operating between Bathurst and Campbellton is now no. 15,801; the 2 storage battery cars to be built at St. Catharines will be nos. 15,802 and 15,803; the gasoline car operating in Prince Edward Island has been numbered 15,810; the first car built by Ledoux, Jennings, Ltd., now operating between Cross Creek and Stanley, N.B., is no. 15,811; the 2 gasoline cars ordered recently from the same builders are nos. 15,812 and 15,813, and the gasoline motor car to be operated between Bathurst and Campbellton is no. 15,814.

Greater Winnipeg Water District Ry. — The gasoline motor car bought for this line, which extends from St. Boniface, Man., to Waukegan, Shovel Lake, adjoining Lake of the Woods, 91.9 miles, was de-



Gasoline Railway Motor Car, 15,812, Canadian National Railways.

except Sunday the car leaves Elmira at 6.30 a.m., Harmony Jct. at 7.03 a.m., and arrives at Souris at 7.30 a.m.; leaves Souris at 5.50 p.m. On Wednesday only Souris at 5.30 p.m., Harmony Jct. at 6.30 p.m., and arrives Elmira at 6.30. On Wednesday only the car leaves Souris at 1.15 p.m., arrives Harmony Jct. at 1.33 p.m., leaves Harmony Jct. at 1.45 p.m., and arrives at Souris at 2.05 p.m. Daily except Sunday and

Ontario District, Ottawa Division, Picton Subdivision, and between Trenton and Trenton Jct., 1.6 miles, on the Maynooth Subdivision, also, and between Trenton and Napanee, 34.6 miles, on the Rideau Subdivision. The car's schedule was given in our June issue on pg. 239. The car is giving very satisfactory service. It was described and a plan and elevation were given in our June issue, and herewith are shown illustrations.

Self Propelled Cars on Steam Railways.

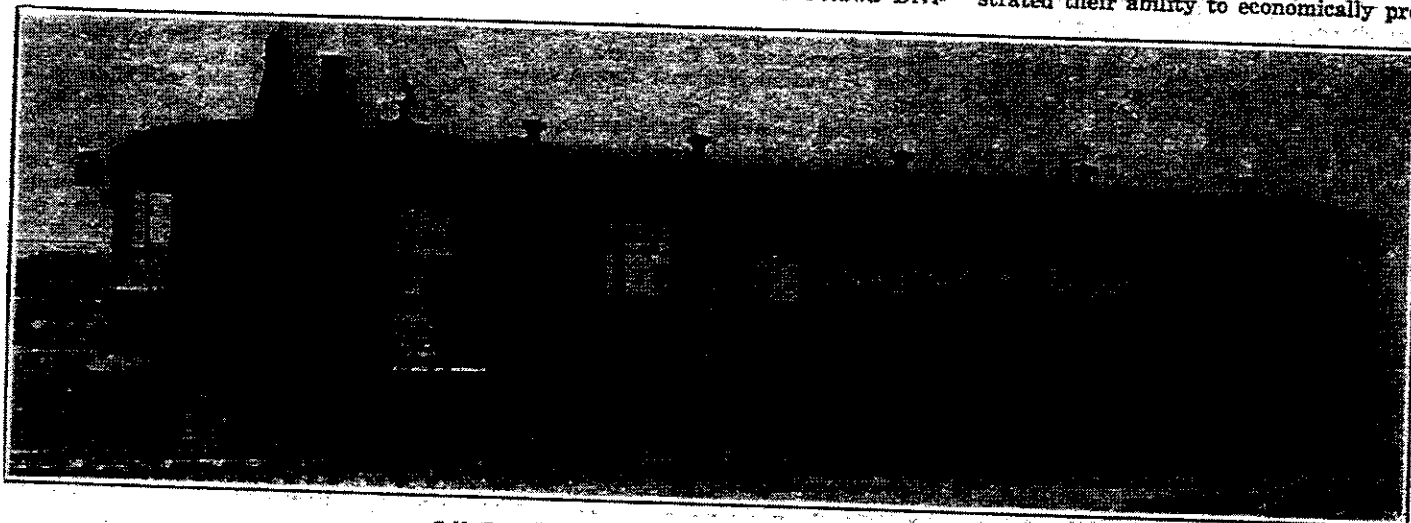
Canadian National Railways' self propelled cars are, or very soon will be, assigned to service as follows: No. 15,800, the gasoline-electric car, which has been operating for some time between Winnipeg and Transcona, Man., will be withdrawn from service and remodelled, probably at the Transcona shop. Thorough overhauling of the motor is necessary. It will be replaced by storage battery car 15,802, one of those received from the Cambria and Indiana Rd. no. 15,801, the storage battery car which has been furnishing satisfactory service between Bathurst and Campbellton, on the Maritime District, is operating between Toronto and Beaverton, Ont., 64.3 miles, on the Muskoka Subdivision, Nipissing Division, Ontario District. The first trip was made Oct. 15. It was originally intended to give the service between Toronto and Washago, 89 miles, but in view of the latter place receiving adequate service without the car, the Toronto-Beaverton run was decided upon. The car handles a large milk traffic, in addition to local passenger traffic, and operates daily except Sunday, leaving Beaverton as train

and illustrated herewith, has been placed on the Bathurst-Campbellton run, on the same schedule as the storage battery car operated there heretofore. Particulars of this schedule have been given in preceding numbers of Canadian Railway and Marine World. No. 15,810, the small gasoline car with the Winton engine, is still in operation between Souris and Elmira, on Prince Edward Island. Particulars of this run were given in Canadian Railway and Marine World for August, pg. 418. No. 15,811, the first gasoline car to be received from Ledoux, Jennings, Ltd., Montreal, is still in service between Cross Creek and Stanley, N.B., 5.74 miles, on the Nashwaak and Stanley Subdivisions, Edmundston Division, Maritime District. Gasoline car 15,812 is in service between Brockville and Westport, Ont., but will be replaced by car 15,803, as stated, after which it will be kept as a spare on the Trenton-Picton-Napanee run. Gasoline car 15,813 has been sent to the Pacific coast, where it will operate between Victoria and Sooke, some 22 miles out of Victoria, on the Victoria-Alberni line. Gasoline car 15,814 is in service on the Ottawa Divi-

vice to be afforded by any car built according to the said plans, and the substitution therefor of other service."

We understand that the Canadian National Rys. are about to order an additional gasoline rail motor car from Ledoux, Jennings, Ltd.

Full details as to the operating costs of the various self-propelled cars are not available. It may be stated, however, that they have been running between 20c and 40c a car mile. In 1921, the average train mile operating expense on the Canadian railways as a whole was \$4.02, but this of course, covered all items of expense. What the average cost per passenger train mile is, is impossible to determine, although from time to time some railway accountant announces that he has devised a method of segregating operating costs as between freight and passenger service. It is evident that such a distribution of expense would at best be but a scientific guess. At all events, while exact costs and savings are not yet available, it may be stated that the self-propelled cars on the Canadian National Rys. have demonstrated their ability to economically pro-



Self Propelled Steam Car, Canadian National Railways.

116 at 8.30 a.m., and arriving at Toronto Union Station at 11.30 a.m., and leaving Toronto as train 315 at 3 p.m., and arriving at Beaverton at 6.05 p.m. Power for charging the batteries is available at both Toronto and Beaverton. Contrary to the original intention, car 15,802 will not be remodelled at the Niagara, St. Catharines & Toronto Ry. shops at St. Catharines, Ont., but at the Transcona shops, near Winnipeg. The baggage compartment will be fitted up as a smoking compartment and a few other small changes will be made. Storage battery car 15,803, also from the Cambria and Indiana Rd., is being rehabilitated at the Niagara, St. Catharines & Toronto shops at St. Catharines. New

sion, Ontario District, between Picton and Trenton, 30.6 miles, on the Picton Subdivision; between Trenton and Trenton Jct., 1.6 miles, on the Maynooth Subdivision, and between Trenton and Napanee, 34.6 miles, on the Rideau Subdivision. Battery cars 15,801 and 15,802 are equipped with Edison storage batteries, which have proved satisfactory in every way. Battery car 15,803 will be equipped with ironclad oxide batteries.

The Board of Railway Commissioners passed order 32,842 on Sept. 9, authorizing the operation of gasoline car 15,813, as follows: "The Board orders that the Canadian National Rys. be authorized to operate the passenger car known as the

vide services that steam trains could not provide except at a large loss.

The two storage battery cars bought by the Canadian National Rys. from the Cambria & Indiana Rd. were in service formerly between Colver Heights and Nant-Y-Glo, Pa., 13.1 miles, making two round trips daily. It was decided by the Cambria & Indiana management to get rid of them, owing to the high cost of power, which was 5c per k.w.h. The cost of operating the cars was as follows: current, \$480; attendant for storage battery charging plant, \$110; and repairs, labor and materials, \$115 monthly, making a total of \$715 monthly. The cars were replaced by

15812
15803

December 1922 p598

316 at 8.30 a.m., and arriving at Toronto Union Station at 11.30 a.m., and leaving Toronto as train 315 at 3 p.m., and arriving at Beaverton at 6.05 p.m. Power for charging the batteries is available at both Toronto and Beaverton. Contrary to the original intention, car 15,802 will not be remodelled at the Niagara, St. Catharines & Toronto Ry. shops at St. Catharines, Ont., but at the Transcona shops, near Winnipeg. The baggage compartment will be fitted up as a smoking compartment and a few other small changes will be made. Storage battery car 15,803, also from the Cambria and Indiana Rd., is being rehabilitated at the Niagara, St. Catharines & Toronto shops at St. Catharines. New batteries are being put in, the car is being rewired, and equipped with locomotive bell, seats in the baggage compartment, standard headlights and marker lights, and a lavatory, and generally is being made to conform with the Board of Railway Commissioners' requirements. When hydro power becomes available, this car will run between Brockville and Westport, 44.4 miles, Brockville Subdivision, Ottawa Division, Ontario District. Steam car 15,806, described in Canadian Railway and Marine World for October,

15803

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Car 15863

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15803

Self Prop

The Canadian National Rys. now have 11 self propelled cars, as follows: no. 15,800, formerly a gasoline electric car, operating between Winnipeg and Transcona, but now at the Niagara, St. Catharines & Toronto shops at St. Catharines, Ont., for conversion into a storage battery car; 15,801, storage battery car now operating between Toronto and Beaverton; 15,802, the larger of the two battery cars bought from Cambria & Indiana Rd., now being overhauled at St. Catharines, preparatory to being run between Bathurst and Campbellton, N.B.; 15,803, the other battery car bought from Cambria & Indiana Rd., now operating between Brockville and Westport, Ont.; 15,805, steam car which was operating between Trenton, Picton and Napanee, Ont., but not operating at the time of writing; 15,810, a small gasoline car, with Winton chassis and 6-cylinder engine, which was operating between Souris and Elmira, Prince Edward Island Ry., but which has been replaced by steam train service during the winter; 15,811, a small Ledoux, Jennings gasoline car, operating on the Stanley Branch, Maritime District; 15,812, Ledoux, Jennings gasoline car, operating between

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Battery car 15,803, now operating between Brockville and Westport, Ont., was overhauled at St. Catharines and turned out with 110 MVX Ironclad Exide batteries, 4 Westinghouse V65-A3 motors and Brill type 69E ball bearing trucks. The car is making 107 miles daily, the current being obtained from the hydro system at Brockville, and the batteries being charged during the night.

The gasoline car ordered by the G.T.R.

April 1923
P 156

Half Dranollad Cars on Steam Railways.

C.N.R. and G.T.R. and improvements in water supply at Hawkesbury. Continuation of work paving team roadways at Cherry St. yard, Toronto. Completion of installation of 75 ft. turntable at Howland. Construction of spur track at Brockville between G.T.R. yard and C.N.R. track. Construction of 60-car capacity storage siding at Washago. Completion of connection between G.T.R. and C.N.R. and track alterations at Napanee, also construction of a new joint station at Napanee. Provision of new baggage room at North Bay. Coordination, Western Lines. Con-

MAY 1923 p209
BWNW.

STORAGE BATTERY CAR 15,802, IS OPERATING BETWEEN
BATHURST AND BATHURST, ONT.; 15,803, the
larger of the 2 storage battery cars
bought from the Cambria & Indiana Rd.,
is operating between Bathurst and Camp-
bellton, N.B.; 15,803, the other storage
battery car bought from the Cambria & Indiana Rd., is operating between Brock-
ville and Westport, Ont.; 15,804, steam
car, has been taken out of service and
returned to the builders; 15,810, a small
gasoline driven car built on a Winton
chassis, operating formerly between
Souris and Elmira, P.E.I., has been taken
out of service and replaced by steam
train service; 15,811, a small gasoline
car built by Ledoux, Jennings, Ltd.,
formerly in operation between Cross
Creek and Stanley, 5.74 miles, on the
Nashwaak and Stanley Subdivisions, Ed-

15803

September 1923

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Self-Propelled Cars on Steam Railways.

Previous issues of Canadian Railway and Marine World have contained descriptions and illustrations of the numerous self propelled cars acquired by the Canadian National Rys. (including a large gasoline car ordered by the G.T.R. before the amalgamation), Greater Winnipeg Water District Ry., Quebec Central Ry. (including the car operated by the C.P.R. on its LaSalle Loop Subdivision), and Quebec, Montreal & Southern Ry., each car having been described as it was acquired. Most of the cars are in operation on the runs specified in previous issues, but some redistribution has been effected on the Canadian National Rys., as follows: No. 15,800, formerly a gasoline-electric car operating between Winnipeg and Transcona, Man., is being converted into a storage battery car at the Niagara, St. Catharines & Toronto Ry. shops at St. Catharines, Ont. At the time of writing (Aug. 15) this work is nearly completed, and on being finished the car will be returned to its former run. No. 15,801, a storage battery car bought from the Storage Battery Car Co., is operating between Toronto and Beaverton, Ont.; 15,802, the larger of the 2 storage battery cars bought from the Cambria & Indiana Rd., is operating between Bathurst and Campbellton, N.B.; 15,803, the other storage battery car bought from the Cambria & Indiana Rd., is operating between Brockville and Westport, Ont.; 15,804, steam car, has been taken out of service and returned to the builders. 15,810, a small

Car 15803

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Self Propelled Cars on Steam Railways.

15803

Canadian National Rys. on April 15, had self propelled cars in operation as follows: No. 15,800, between Transcona and Winnipeg, on Winnipeg Terminals Division, Manitoba District, Western Region, 7.1 miles. No. 15,801, between Toronto and Beaverton, Ont., on Bala Subdivision, Nipissing Division, Northern Ontario District, and Toronto Terminals Division, Southwestern Ontario District, Central Region, 64.3 miles. No. 15,802, between Campbellton and Bathurst, N. B., on Bathurst Subdivision, Campbellton Division, Atlantic Region, 62.96 miles. No. 15,803, between Brockville and Westport, Ont., on Westport Subdivision, Ottawa Division, Northern Ontario District, Central Region, 40.3 miles. No. 15,804, between Toronto and Weston, Ont., on Brampton Subdivision, Stratford Division, Southwestern Ontario District, and Toronto Terminals Division, Southwestern Ontario District, Central Region, 8.41

July, 1925

Self Pi

Canadian National Ry.—Gasoline motor car 15,816, which had been operating between Montreal and Rawdon, Que., making 2 round trips daily except Sunday, and one on Sunday, was withdrawn June 14. The storage battery car operating between Brockville and Westport, Ont., was replaced on June 28 by a gasoline car, and transferred to the run between Fredericton and Centerville, N.B., to resume the service which was discontinued in Dec. 1924 on account of heavy snow, steam trains only being operated between Fredericton and Centerville during the winter. The storage battery car operating between Montreal and St. Eustache, Que., has been replaced by

July 1925

cases dealt with by the Board in the past.

Self Propelled Cars on Steam Railways.

Canadian National Ry.—The 3 Brill model-55 gasoline cars acquired by this road were described and illustrated in Canadian Railway and Marine World for August, pg. 388. We are advised officially that they have been numbered 15,826, 15,827 and 15,828. The first two are in operation on the Central Region, no. 15826 between Picton and Trenton, on the Picton Subdivision, Ottawa Division, Northern Ontario District, 30.6 miles; and no. 15,827 between Brockville and Westport, on the Brockville Subdivision, Ottawa Division, Northern Ontario District, 44.4 miles. No. 15,828 was, up to Aug. 10. in operation between Summer-

15,827 Brockville - Westport

Car 15827 1925

and Ottawa via Mount Royal, 111 miles, 1 round trip a day.

Car 15,825, without trailer, between Ottawa and Pembroke, Ont., 89.6 miles, 1 round trip a day; 15,808, without trailer, between Brockville and Westport, Ont., 44.4 miles, 2 round trips a day; 15,817, hauling mail and express car 7,619 on Tweed-Napanee portion of run, between Kingston and Tweed, Ont., 48.3 miles, 1 round trip a day; 15,794, hauling baggage car 8,456, between Brockville and Belleville, 95 miles, 1 round trip a day; 15,797, hauling trailer 15,753, between Weston Park and Toronto, 9.4 miles, 3 round trips a day; 15,830, hauling trailer 15,745, between Hamilton, Toronto and Guelph, or Stratford, as required, and trailers 15,736 and 15,745 between Hamilton and Toronto, operating between Hamilton and Toronto, 38.7 miles, between Toronto and London, 121 miles, and between London and Hamilton, 79.4 miles, 1 round trip a day; 15,795 and 15,796, between Black Rock and Bridgeburg, 0.8 mile, 10 round trips a day; 15,814, without trailer, between Capreol and South Parry, 139.1 miles, 1 round trip a day; 15,805, without trailer, between Richmond and Jackson, Mich., on Grand Trunk Western lines, 105.6 miles, 1 round trip a day.

Car 15,800, hauling trailers 15,755 and 15,759, between Winnipeg and Transcona, 9 miles, 9 round trips a day; 15,827 and 15,829, hauling trailers 15,740 and 15,741, between Saskatoon, Sask., and Edmonton, Alta., 326 miles, each car making the one-way trip daily; 15,807, without trailer, between Victoria and Youbou, B.C., 83 miles, 1 round trip a day.

The total self-propelled car mileage is 4,714 a day, or 27,197 a week, not including the mileage of multiple unit cars oper-

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Brockville -
Westport

November

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round trip a day, making 1,074 miles a week.—Car 15,808, without trailer, on run 23, operates between Brockville and Westport, Ont., 44.4 miles, as trains 677, 678, 679 and 680, 2 round trips a day, making 1,068 miles a week.—Car 15,817, hauling mail and express car 7,619 between Tweed and Napanee, Ont., on trains 690 and 691, and between Napanee and Tweed on trains 696 and 697, on run 24, operates as trains 690, 691, 692, 695, 696 and 697, between Kingston and Tweed, Ont., 75 miles, making 900 miles a week.—Car 15,794, hauling baggage car 8456, on run 25, operates as trains 671 and 672 between Brockville and Belleville, Ont., 95 miles, one round trip a day, making 1,140 miles a week.—Car 15,797, hauling trailer 15,753, on run 26, operates as trains 605 and 606, and 609 and 610,

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November 1928 p 655
car 15808

Brockville-Westport Train Service.—
Commissioners Lawrence and Norris of
the Board of Railway Commissioners sit-
ting at Brockville, Ont., Aug. 13, granted
the Canadian National Rys.' request to
discontinue self-propelled car service be-
tween there and Westport, 44.31 miles,
on the Gananoque and Westport Sub-
divisions, Belleville Division, Southern
Ontario District, on the ground of lack
of business. The self-propelled car ser-
vice, given by a gasoline car with seats
for 32 in the main room and drop seats
for 9 in the 23 ft. baggage compart-
ment, was discontinued Aug. 24. It
formerly made two round trips daily
except Sunday, as trains 677, 678, 679
and 680, a steam train making a round
trip as trains 325 and 326 on Tuesdays,
Thursdays and Saturdays. Now, trains
325 and 326 make a round trip on Mon-
days, Wednesdays and Fridays, and an
additional steam train service has been
put on in place of the self-propelled car
service, trains 327 and 328 making the
round trip on Tuesdays, Thursdays and
Saturdays. Thus, a round trip steam
train service is given daily except Sun-
days. The loss of business for the self-
propelled car service was ascribed to
motor vehicle competition.

September
1930

p581

during the summer.

A self-propelled car service was started on the Waterloo Subdivision, Stratford Division, Southwestern Ontario District, on Oct. 2, with storage battery car 15,797, which had been operated previously between Montreal and Rawdon. It makes 7 round trip daily, except Sunday, 6 of them between Kitchener and Elmira, 11.73 miles, and on the seventh it runs through from Elmira to Galt, 24.63 miles. This is the service concerning which, as stated in our August issue, there was correspondence between S. J. Hungerford, Vice President, Operation and Construction Departments, and Sir Henry Thornton, President, and W. D. Euler, M.P., Waterloo North, Ont., and as there stated, the car was to be placed in operation with the understanding that should it show an actual loss it would be withdrawn and used elsewhere. On the day the service was started, the car carried deputations from Elmira, Waterloo and Kitchener, including their mayors, and at Elmira a celebration was held, and speeches were made, including one by C. G. Bowker, General Manager, Central Region. We are advised that the battery recharging is being done at Kitchener.

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where.

Cars are now in operation on the Central Region as follows: 15,815, gasoline, between Trenton, Picton and Napanee, Ont.; 15,804, battery, between Weston and Toronto, Ont.; 15,794, battery, between Toronto and Oakville, Ont.; 15,801, battery, between Toronto and Beaverton, Ont.; 15,795, battery, between Montreal and Rawden, Que.; 15,796, battery, between Montreal and St. Eustache, Que.; 15,799, battery, between Montreal and Waterloo, Que.; 15,803, battery, between Brockville and Westport, Ont.; 15,797, battery, between Ottawa and Pembroke, Ont. The mileages of these various runs, and the subdivisions and divisions on which they are, were given in Canadian Railway and Marine World for June and July. Gasoline car 15,814, which up to a short time ago was in service between Trenton, Picton and Napanee, has been shopped at Trenton, after doing 80,000 miles without major repairs.

15,803 Brockville-Westport



second class compartments.

"About 1908, the General Electric Co. developed the gas electric car, consisting of a large 8-cylinder gasoline engine, direct connected to a generator supplying power to standard railway motors. It possessed many merits, and the electric equipment was excellent. Many of these cars are in service, but in general the gasoline engine has not reached a sufficient stage of development to make the whole a really reliable operating unit. The Canadian Northern Ry. bought one of these cars about 1911; and after using it for many years turned it into a storage battery car. (For details of this conversion, see Canadian Railway and Marine World for April, 1923, pg. 156, and Nov. 1923, pg. 531).

"In 1911, I was asked to investigate

December 1924
p. 596

ings will be used.

Car 15,800, which was heretofore of the gas electric type, is undergoing radical change in being converted into a storage battery car. Its dimensions were as follows:—

Length over couplers.....	58 ft. 11 in.
Length over end sills.....	53 ft. 5½ in.
Track centers.....	40 ft. 9 in.
Width over all at eaves.....	10 ft. 2½ in.
Height, rail to top of roof.....	12 ft. 8 in.
Track wheel base.....	8 ft.

As a gasoline electric car, it was equipped with a power plant, consisting of a G.E. gasoline engine, coupled with generator, the engine having 8 cylinders, and developing up to 175 h.p., and the dynamo being rated at 80 k.w. It had only 2 motors, the drive being to the leading track axles. The motors were G.E. type 205B. The gasoline engine, generator and motors, are being taken out, and will be replaced by 250 Edison A-12-H storage batteries and four G.E. type G-351A ball bearing motors of 25 h.p. each. The car will be arranged for double end operation, with standard series parallel controller at each end, and the ends will be altered to form standard vestibules, with a compartment for the passengers, at each end. The car will be equipped with a standard series parallel controller at each end, and the ends will be altered to form standard vestibules, with a compartment for the passengers, at each end.

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tion, two new members in the form of sill extensions will be put in to secure added strength. The car is of all steel construction, with 4 sills of channel section; to secure additional strength and rigidity 5 transverse members of truss construction will be put in between the bolsters.

As a gas-electric car, the weight was about 44 tons, but it is anticipated that when the conversion into a storage battery car is completed, it will be only 35 tons. A large saving in weight will be introduced by replacing the old engine and generator set with batteries, while the 4 new motors will have an aggregate weight much less than the 2 old style motors. The new ball bearing trucks will be lighter than the trucks heretofore under the car. The car body will be arranged to have a seating capacity of nearly 100, and the interior will be in one compartment only. When the conversion is completed, the car will be returned to Winnipeg, to its run between Winnipeg and Transcona, 7.1 miles, on which it had been making 7 round trips daily. It is felt that the conversion into a storage battery car will introduce a large saving, as maintenance expenses were very heavy with the old equipment, and also because there is an abundance of cheap electrical power available.

Battery car 15,802 the overhaul of

April 1923

Self Propelled Cars on Steam Railways.

The Canadian National Ry. now have 11 self propelled cars, as follows: no. 15,800, formerly a gasoline electric car, operating between Winnipeg and Transcona, but now at the Niagara, St. Catharines & Toronto shops at St. Catharines, Ont., for conversion into a storage battery car; 15,801, storage battery car now operating between Toronto and Beaver-ton; 15,802, the larger of the two battery cars bought from Cambria & Indiana

tion, two new members in the form of sill extensions will be put in to secure added strength. The car is of all steel construction, with 4 sills of channel section; to secure additional strength and rigidity 5 transverse members of truss construction will be put in between the bolsters.

As a gas-electric car, the weight was about 44 tons, but it is anticipated that when the conversion into a storage battery car is completed, it will be only 35

feet that under ordinary maximum speed conditions, we can expect, even under unusual rail conditions, to stop within 600 ft., or in approximately 25 seconds."

A. L. Currie, Superintendent, Quebec, Montreal & Southern Ry., which has been operating a Ledoux Jennings gaso-line car, said: "The Q. M. & S. objects to an order requiring air brakes, especially for cars weighing less than 35,000 lbs., and less than 37 ft. long, for the following reasons: 1. Cost of car would be

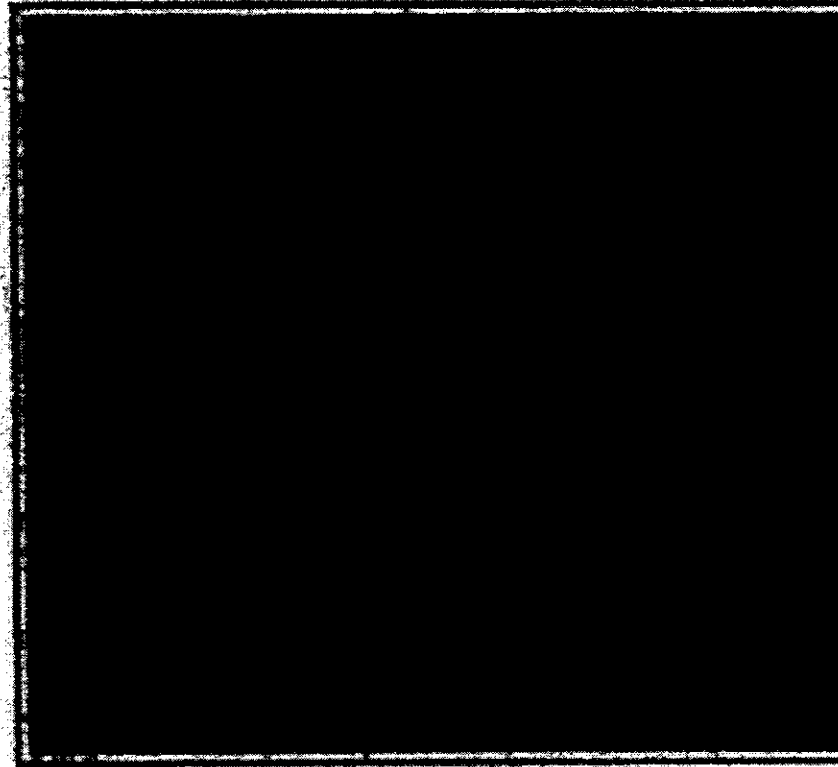
April 1923

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November, 1923

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Canadian National Railways. — The accompanying illustration shows the storage battery car converted from a gas-electric car at the Niagara, St. Catharines & Toronto shops at St. Catharines, Ont., as described in Canadian Railway and Marine World for October. The car, as rebuilt, is 57½ ft. long and seats 96 passengers. It has a smoking compartment, but no lavatory. It is equipped



Storage Battery Car Frame, C

with 250 Edison A-12-H storage batteries, and 4 G.E. type G-261 ball bearing motors of 25 h.p. each. On completion of the conversion, the car was returned to Winnipeg in a freight train, with gears disconnected, and placed in service between Winnipeg and Transcona, where it was operated formerly as a gas-electric car.

As stated in our October issue, the

November
1923

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Self Propelled Cars on Steam Railways.

Canadian National Ry.—Storage battery car 15,793, operated heretofore between Chatham and Newcastle, N.B., on the Loggieville and Harcourt Subdivisions, Campbellton Division, Atlantic Region, has been transferred to run between Brockville and Westport, on the Westport Subdivision, Ottawa Division, Northern Ontario District, replacing battery car 15,803, sent to Leaside shops, Toronto, for overhaul.

As stated in Canadian Railway and

15793 Brockville to Westport

March 1925

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April, 1925

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between Brockville and Westport, Ont., while battery car 15,803 was being overhauled at Leaside shops, Toronto, has been returned. Car 15,803 has been repaired and returned to Brockville, but is being held there as a spare car, the run now being taken by battery car 15,799, taken off the Montreal-Waterloo, Que., run.

Fire broke out in the battery container

April 1925

Brockville-Westport 15803

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and illustrated herewith, has been placed on the Bathurst-Campbellton run, on the same schedule as the storage battery car operated there heretofore. Particulars of this schedule have been given in preceding numbers of Canadian Railway and Marine World. No. 15,810, the small gasoline car with the Winton engine, is still in operation between Souris and Elmira, on Prince Edward Island. Particulars of this run were given in Canadian Railway and Marine World for August, pg. 418. No. 15,811, the first gasoline car to be received from Ledoux, Jennings, Ltd., Montreal, is still in service between Cross Creek and Stanley, N.B., 5.74 miles, on the Nashwaak and Stanley Subdivisions, Edmundston Division, Maritime District. Gasoline car 15,812 is in service between Brockville and Westport, Ont., but will be replaced by car 15,803, as stated, after which it will be kept as a spare on the Trenton-Picton-Napanee run. Gasoline car 15,813 has been sent to the Pacific coast, where it will operate between Victoria and Sooke, some 22 miles out of Victoria, on the Victoria-Alberni line. Gasoline car 15,814 is in service on the Ottawa Divi-

Car 15803

Self Propelled Cars on Steam Railways.

Canadian National Ry.—As noted in Canadian Railway and Marine World for May, pg. 231, the C.N.R. management is having two gasoline railway motor cars built by Ledoux, Jennings, Ltd., Montreal, for branch line operation. The accompanying illustration gives plan and elevation of one of them. The chief dimensions will be:—

Length over end frames	28 ft. 6 in.
Height rail to top of roof	16 ft. 2 in.
Width inside passenger compartment	7 ft. 1 in.
Width over main	7 ft. 8 in.
Width over side frames	7 ft. 6 in.
Wheel base	18 ft.
Wheel base, leading truck	8 ft.
Wheel base, rear truck	4 ft.

The car underframing will be built up of special steel members, the center sills, 2 ft. 8 in. c. to c., being fish belly channels 14 in. deep. The side sills will be 3 x 2½ x 3/16 L sections. The sills will be braced by transverse members, with gussets, etc., the underframing being securely riveted throughout. Side framing will consist of steel posts 1½ x 1½ x 3/16 in. T section, and the door posts will be of steel 2 x 2 x 3/16 in. L sec-

door at the rear of the car.

The interior of the car will be finished in white and mahogany stain. The floor will consist of a lower layer of wood flooring, laid diagonally on 1¼ x 2½ in. nailing strips, and an upper layer of wood flooring laid longitudinally, with a layer of tar paper between the lower and upper flooring. The seating arrangement is shown in the accompanying plan, the total seating capacity being 38. The seats will be finished in ratan. The partition between the passenger compartment and the space for the car operator will be removable, and a double rack will be provided at the front, in the operator's compartment, for hand baggage. The window arrangement provides for adequate natural lighting. Artificial lighting will be by engine driven dynamo, and heating will be from the engine exhaust. The car will be equipped with locomotive type pilot and warning bell.

Delivery of the first of the two cars was at the time of writing, May 10, expected by the end of May, and it will be

p.m., arrive Trenton 9 p.m.; leave Trenton as train 308 at 9.15 p.m., arrive Pictou 10.30 p.m.

Construction has been begun on the second car, which will, on delivery, be placed in service on the Ontario District, Ottawa Division, Brockville Subdivision, between Brockville and Westport, 44.4 miles.

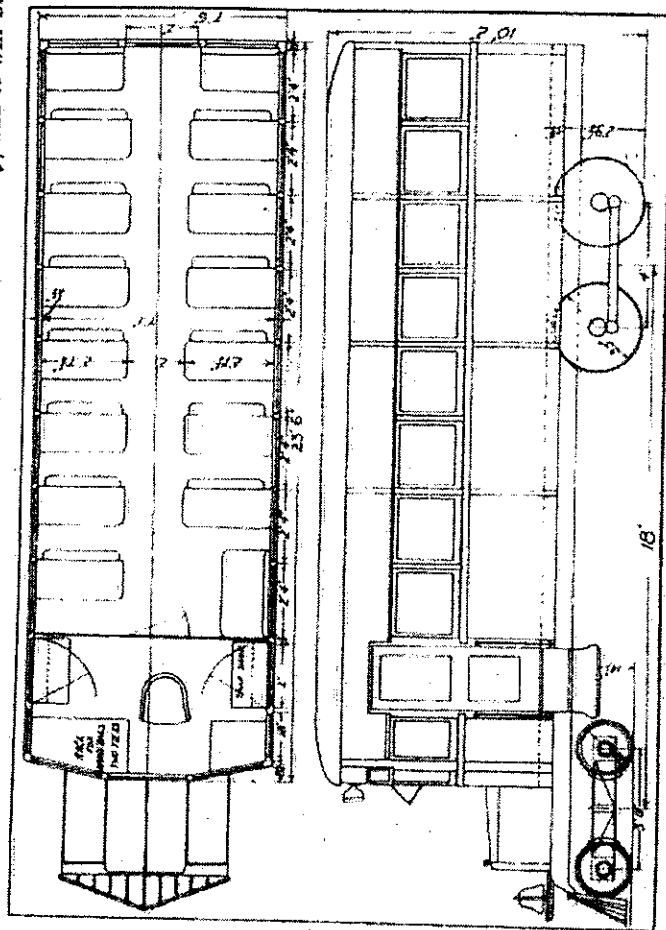
We are officially advised that when the first of the two cars now under construction in Montreal, is ready for delivery, it will be run from Montreal to Trenton by its own power.

Grand Trunk Ry.—We are officially advised that the use of self-propelled cars for branch line service is being given consideration and investigation on one of the company's branch lines west of the Detroit and St. Clair River, but that nothing definite has been decided upon.

Greater Winnipeg Water District Ry.—The Greater Winnipeg Water District commissioners, who operate a railway from St. Boniface, Man., to Shoal Lake, adjoining Lake of the Woods, 92 miles, have ordered a gasoline driven railway passenger car from the Service Motor Truck Co., Wabash, Ind., which was described fully in Canadian Railway and Marine World for May, p. 231. We are officially advised that the car will probably be placed in operation about June 1. Pacific Great Eastern Ry.—A U.S. contemporary stated recently that this railway had bought a gasoline driven passenger motor car from the Northwestern Motor Co. for operation out of North Vancouver. We were officially advised, May 9, that such a car had not been bought, but that the management was investigating a type of gasoline car with a view to purchase.

Pennsylvania and Atlantic Rd., Union Transportation Co., leasees, which extends between Hightstown and Pemberton, N.J., 25 miles, is operating a 48-passenger gasoline driven rail car 150 miles daily between the points named, with a 2-man crew. Operating costs average 20c. a mile; the car will run 6.75 miles on one gallon of gasoline and 75 miles on one quart of oil. A steam train was replaced by the car, the estimated saving being \$15,000 a year.

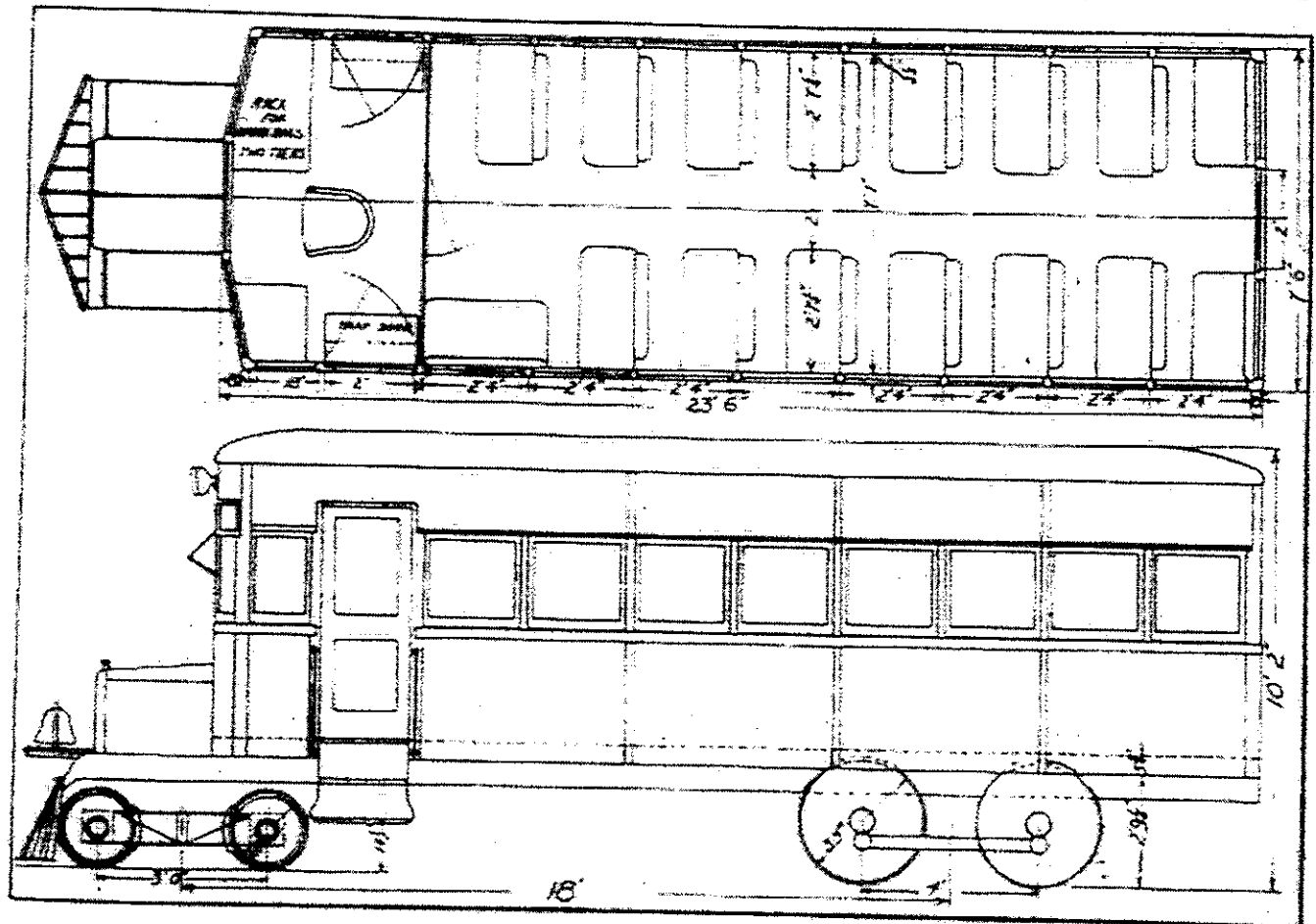
The car was run to Washington for the American Short Line Railroad Association's annual meeting, and was one of the most interesting exhibits.



Canadian National Railways Gasoline Railway Motor Car.

tions. Plate will be 1/16 in. The roof will be of ½ in. t. and g. boards, covered

... 0/10 H. L. Sec- pected by the end of May, and it will be



Canadian National Railways Gasoline Railway Motor Car.

tions. Plate will be 1/16 in. The roof placed in service on the Ontario District.



Canadian National Railways Gasoline Railway Motor Car.

tions. Plate will be 1/16 in. The roof will be of 3/4 in. t. and g. boards, covered with canvas, and painted.

Each car will be driven by a Reo 6-cylinder 50 h.p. engine, equipped with self starter. The water cooling system will include a centrifugal pump. The drive will be through a shaft to the front axle of the rear truck, and side rods will be employed to transmit the drive to the trailing wheels of this truck.

The front truck wheels, of chilled iron, 20 in. diam., will conform to M.C.B. specifications, and the leading truck axles, of heat treated steel, will be 2 1/4 in. diam. The rear truck wheels will be 33 in. diam., and the axles 3 1/4 in. diam. The brakes, hand operated, will be controlled by a brake wheel convenient to the car operator, the brake shoes being applied through an arrangement of rods and levers controlled by the brake wheel and shaft. The car body will be equipped with two side doors at the front, the clear door opening being 2 ft., and the lower step will be 19 1/2 in. from top of rail. There will also be an emergency

placed in service on the Ontario District, Ottawa Division. Service will be given between Picton and Trenton, 30.6 miles, on the Picton Subdivision; between Trenton and Trenton Jct., 1.6 miles, on the Maynooth Subdivision, and between Trenton and Napanee, 34.6 miles, on the Rideau Subdivision. The following is the schedule on which it is intended to operate:—Leave Picton as train 301 at 6.30 a.m., arrive Trenton 7.45 a.m.; leave Trenton as train 310 at 7.46 a.m., arrive Napanee 9.05 a.m.; leave Napanee as train 309 at 9.15 a.m., arrive Trenton 10.35 a.m.; leave Trenton as train 302 at 10.40 a.m., arrive Picton 12 noon; leave Picton as train 303 at 12.45 p.m., arrive Trenton 2.10 p.m.; leave Trenton as train 303 at 2.15 p.m., arrive Trenton Jct. 2.20 p.m.; leave Trenton Jct. as train 304 at 2.40 p.m., arrive Trenton 2.45 p.m.; leave Trenton as train 305 at 5.30 p.m., arrive Trenton Jct. 5.40 p.m.; leave Trenton Jct. as train 306 at 5.55 p.m., arrive Trenton at 6 p.m.; leave Trenton as train 306 at 6.15 p.m., arrive Picton 7.35 p.m.; leave Picton as train 307 at 7.45

Canadian National Ry.—A complete list of self propelled cars operating on each region was given in Canadian Railway and Marine World for August, on pg. 406. Gasoline car 15,815, which had been operating between Trenton, Picton and Napanee, on the Central Region, while gasoline car 15,814 was shopped at Trenton for repairs, has been sent to the Atlantic Region, and the service between Trenton, Picton and Napanee is being given by gasoline cars 15,814 and 15,816. Battery cars 15,804 and 15,794

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Self Propelled Cars on

Canadian National Ry. — The Brill model 55 gasoline car, mentioned in Canadian Railway and Marine World for May, as having been ordered for operation on Ontario lines, has been received and placed in operation between Trenton and Picton. It is numbered 15,826. Two more cars of the same type have been ordered, one for operation on the Central Region and the other on the Atlantic Region.

Battery car 15,796, which operated between Montreal and St. Eustache prior to being transferred to run between Brantford, Paris, St. George and Harrisburg, Ont., has been returned to the former run, and replaced by battery car 15,803, which was operated for a time between Brockville and Westport. We are advised officially that several changes in Central Region self-propelled car runs, the details of which have not been decided, will take place in June.

the press dispatch were not official.

Battery car 15,793, which was transferred from the Atlantic Region to run

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November 1970

of the Railway Act.

Brockville, Westport and North Western Ry.—Application is being made to the Dominion Parliament to authorize the company to enter into agreements with the C.N. Ontario Ry. and the Ontario and Ottawa Ry. for any of the purposes specified in sec. 361 of the Railway Act.

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Self Propelled Cars on Canadian National Railway.

The storage battery car, fully described and illustrated in previous issues of Canadian Railway and Marine World, is still operating between Bathurst and Campbellton, 62.96 miles, on the Bathurst Subdivision, Campbellton Division, Maritime District, having been fitted for winter service at the C.N.R. Moncton shops, as mentioned in our December issue. This car, which was at first furnished by the Railway Storage Battery Car Co., New York, for trial purposes, has now been bought by the C.N.R. The gasoline motor car operated between Brockville and Westport, 44.4 miles, on the Brockville Subdivision, Ottawa Division, Ontario District, which was described in Canadian Railway and Marine World for Nov. and Dec. 1921, which was furnished by Ledoux, Jennings, Ltd., Montreal, for trial purposes, has been bought by the C.N.R. In the latter part of December it was shipped for a general overhaul, on the completion of which it will be returned to service on the same run. It has consistently made an operating profit and its patrons have expressed satisfaction with the service given. To replace this car while being overhauled, the gasoline motor car operated during the summer between Cross Creek and Stanley, 5.74 miles on the Nashwaak and Stanley Subdivisions, Edmundston Division, Maritime District, and which was described in our Dec. 1921 issue, was placed on the run between Brockville and Westport, but owing to its limited capacity steam train service has also been restored temporarily.

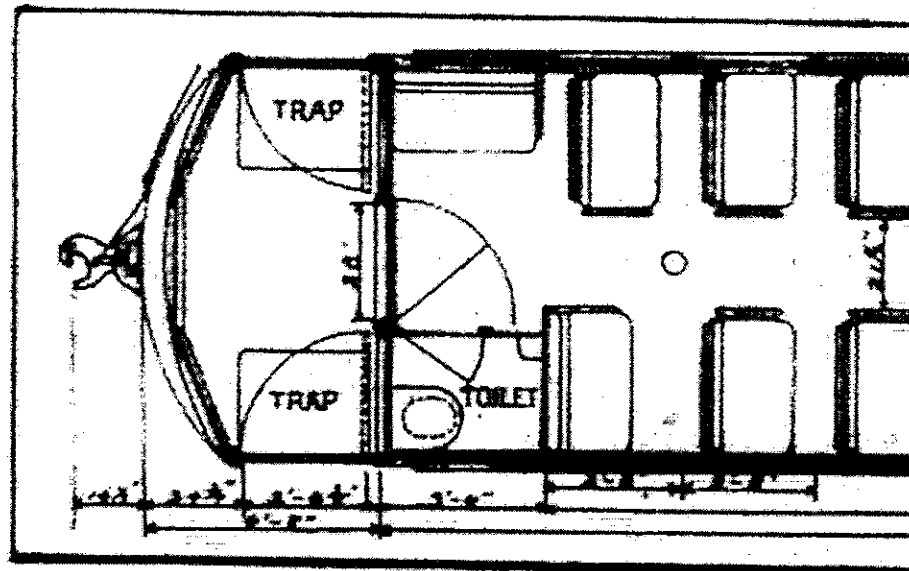
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The C.N.R. management is considering the purchase of a gasoline motor car of improved design, to be placed on the Brockville-Westport run with the Ledoux, Jennings car when the later is returned to service.

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In accordance with the Board

lighting, the current being obtained from a steam driven generator. The interior arrangement is shown in the accompanying plan.

The C.N.R. has self propelled cars in operation as follows:—Gasoline-electric car 15,800 between Winnipeg and Transcona, Man.; storage battery car 15,801 between Bathurst and Campbellton, N.B.; gasoline car 15,810 between Souris and Elmira, P.E.I.; gasoline car 15,811 between Cross Creek and Stanley, N.B.; and gasoline car 15,812 between Picton, Trenton Jct., and Napanee, Ont. It is probable that gasoline car 15,814 will be placed on the latter run also. A self propelled car service is to be established between Victoria and Sooke, B.C., on the Victoria-Alberni lines, 22 miles, and it is likely that gasoline car 15,813 will be sent there. A self propelled car will also be placed in service between Brockville and Westport, Ont., 44.4 miles. A gasoline car was on that run for a short



period some time ago, but was removed. A third additional self propelled car service is to be established between Toronto and Washago, Ont., 89 miles,

Self Propelled Cars on Canadian National Rys.—The storage battery car described in a previous issue of Canadian Railway and Marine World, is being continued in operation during the winter between Bathurst and Campbellton, N.B., and is giving satisfactory service. The gasoline motor car built by Ledoux, Jennings, Ltd., Montreal, and operated between Brockville and Westport, Ont., is undergoing repairs, and steam service is being given instead. The C.N.R. has ordered another gasoline motor car from the same company, for the Brockville-Westport run. The new car will have capacity for 30 passengers, and it is not improbable that side rod drive will be employed.

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