

CAPE BRETON TRAMWAYS.

larger than that of Weston.

Cape Breton Tramways, Limited.

Cape Breton Tramways, Ltd., incorporated under the Nova Scotia Companies Act, with authorized capital of \$25,000, to operate electric street railways and to conduct a passenger and express business, has restarted operation of the lines of the former Cape Breton Electric Co. and subsidiaries between Sydney and Glace Bay, etc. Steps being taken to organize the company were described in Canadian Railway and Marine World for Oct., 1931, pg. 661. We are advised officially that 0.8 mile of track, from the Sydney car house to Ashby Jct., was taken over from Cape Breton Electric Co., and that 19.72

1933

Cape Breton Tramways Operations, Wages, Etc.

A Sydney, N.S., press dispatch of Dec. 2, 1932, which stated that Cape Breton Tramways, Ltd., had announced a 10% increase in salaries and wages, and a subsequent dispatch in which the company's President and General Manager, A. J. McDonald, was reported as saying that the wage and salary change should not properly be considered an increase, having been merely a restoration of rates in effect prior to May 1, 1932, was dealt with in our January issue, pg. 26. Subsequent advices on the matter are summarized as follows. Cape Breton Tramways, Ltd., is not a business proposition, and was never intended to be such, and the project cannot therefore be compared fairly with electric railways which must pay their way. The employe-managers of the railway are controlling a property which cost Cape Breton Electric Co., its former owner, \$600,000. Outside of 11 passenger cars, 2 snow ploughs, a sweeper, a freight

railways which employ-managers of the railway are controlling a property which cost Cape Breton Electric Co., its former owner, \$600,000. Outside of 11 passenger cars, 2 snow ploughs, a sweeper, a freight car and trailer, and the actual rails and ties, Cape Breton Tramways, Ltd., owns no property. It bought the rolling stock at less than \$200 a unit, and its total investment is less than \$5,000. The company leases a standby power plant, substation, high tension lines, pole and trolley lines, machine shop, two car-houses, about 10 miles of private right of way and about 20 miles of road bed. It also has full use of all railway tools and equipment at a purely nominal figure and sufficient only to reimburse Eastern Light and Power Co., successor of Cape Breton Electric Co., for taxes and insurance. Power is charged for at cost, plus 15%. Cape Breton Tramways pays no taxes, except a small tax in Glace Bay, has no paving obligations, and does no snow work other than that performed Eastern Light

trolley lines, machine shop, two houses, about 10 miles of private right of way and about 20 miles of road bed. It also has full use of all railway tools and equipment at a purely nominal figure and sufficient only to reimburse Eastern Light and Power Co., successor of Cape Breton Electric Co., for taxes and insurance. Power is charged for at cost, plus 15%. Cape Breton Tramways pays no taxes, except a small tax in Glace Bay, has no paving obligations, and does no snow work other than that performed by ploughs and sweepers. Eastern Light and Power Co. had \$10,000 worth of railway parts on hand when the lines were turned over to Cape Breton Tramways, and which were sold to the latter at 50% below cost. During last winter, conditions were very favorable to electric railway operation in the district, as a result of which an operating surplus of about \$2,000 was secured. The former Cape Breton Electric Co. and Sydney and Glace Bay Railway Co. employees, constituting Cape Breton Tramways, Ltd., do not expect to operate the property more than a few years, their hope being that they will be able to keep it on its feet until they are able to secure other employment. Their lease of the

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s- The predecessors of Cape Breton
ys Tramways, Ltd., paid trainmen 51c an
ch hour, with time and a half for over-
ig time, trackmen from 36c to 38c, and
of repair mechanics from 46c to 48. Fol-
ay lowing the recent restoration of wages,
is trainmen are being paid 45c, with
of no extra payment for overtime, trackmen
m- receive 34c and repair mechanics 44c.
ge Between May 1 and Dec. 1, 1932, train-
ent men received 41c an hour, trackmen 31c,
est and repair mechanics 41c. In Aug.,
ny Sept. and Oct., 1932, the company failed
ger to pay operation expenses. The restora-
ver tion of wages to the rates in effect prior
ave to May 1, 1932, was caused by the action
for of an aggressive group, and it is stated
that by paying the higher rates the com-
pany's finances will be endangered if
l- operating conditions are unfavorable
during this winter.

one of 4.5c, and two of 3c each.

Cape Breton Tramways, Ltd.—A Sydney, N.S., press dispatch of Dec. 6, 1932, stated that Cape Breton Tramways, Ltd., had announced a 10% increase in salaries and wages. The company was formed by former Cape Breton Electric Co. employees to take over 0.8 mile of track from the Sydney carhouse to Ashby Jct., from Cape Breton Electric Co., and 19.72 miles of track between Ashby Jct. and Reserve Jct., and the loop line through Glace Bay, etc., from Sydney and Glace Bay Ry. Co., a Cape Breton Electric Co. subsidiary. The company's President and General Manager is A. J. McDonald, formerly Superintendent, Sydney and Glace Bay Ry., the other directors being former Cape Breton Electric Co. and Sydney and Glace Bay Co. employees. The press dispatch announcing the increase in remuneration to the

Cape Breton Trenchways
January 1933

19.72 miles of track between Ashby Jct. and Reserve Jct., and the loop line through Glace Bay, etc., from Sydney and Glace Bay Ry. Co., a Cape Breton Electric Co. subsidiary. The company's President and General Manager is A. J. McDonald, formerly Superintendent, Sydney and Glace Bay Ry., the other directors being former Cape Breton Electric Co. and Sydney and Glace Bay Co. employees. The press dispatch announcing the increase in remuneration to the partner-employees stated that in operating the lines all overhead expense was cut to a minimum, that overtime was worked without additional pay, and that excellent results were secured during the first year of operation. Particulars of the trackage operated, the rolling stock taken over from Cape Breton Electric Co. and Sydney and Glace Bay Co., the fares charged, the directorate of the new company, etc., were given in Canadian Railway and Marine World for Jan., 1932, pg. 34.

Sydney dispatch. re-

t trips daily, with the same number be-
; tween Sydney and Glace Bay via Dom-
; inion No. 1.

s The Cape Breton Tramways Co.'s
- President and General Manager is A. J.
- McDonald, formerly Superintendent, Syd-
- ney and Glace Bay Ry., other directors
e, being Henry McChesney and Jas. Sharpe,
); Sydney, and Daniel Cameron and Ben-
); jamin Ferguson, Glace Bay. The Sec-
l, retary-Treasurer is T. N. Payne, who
n was chief clerk and paymaster of the
e, C.B.E. Co. during the last 18 years of
ig its existence. The Sydney and Glace Bay
l; Ry. Co. was a Cape Breton Electric Co.
).- subsidiary.

e, While Glace Bay and the other places
ne outside of Sydney frowned upon the pro-
d- posals for having public transportation
v- provided by buses, the city authorities
6; of Sydney decided in favor of a bus ser-
30, vice, which is being operated by Sydney
9; and Whitney Pier Bus Co., as described
er in our Nov., 1931 issue, pg. 732.

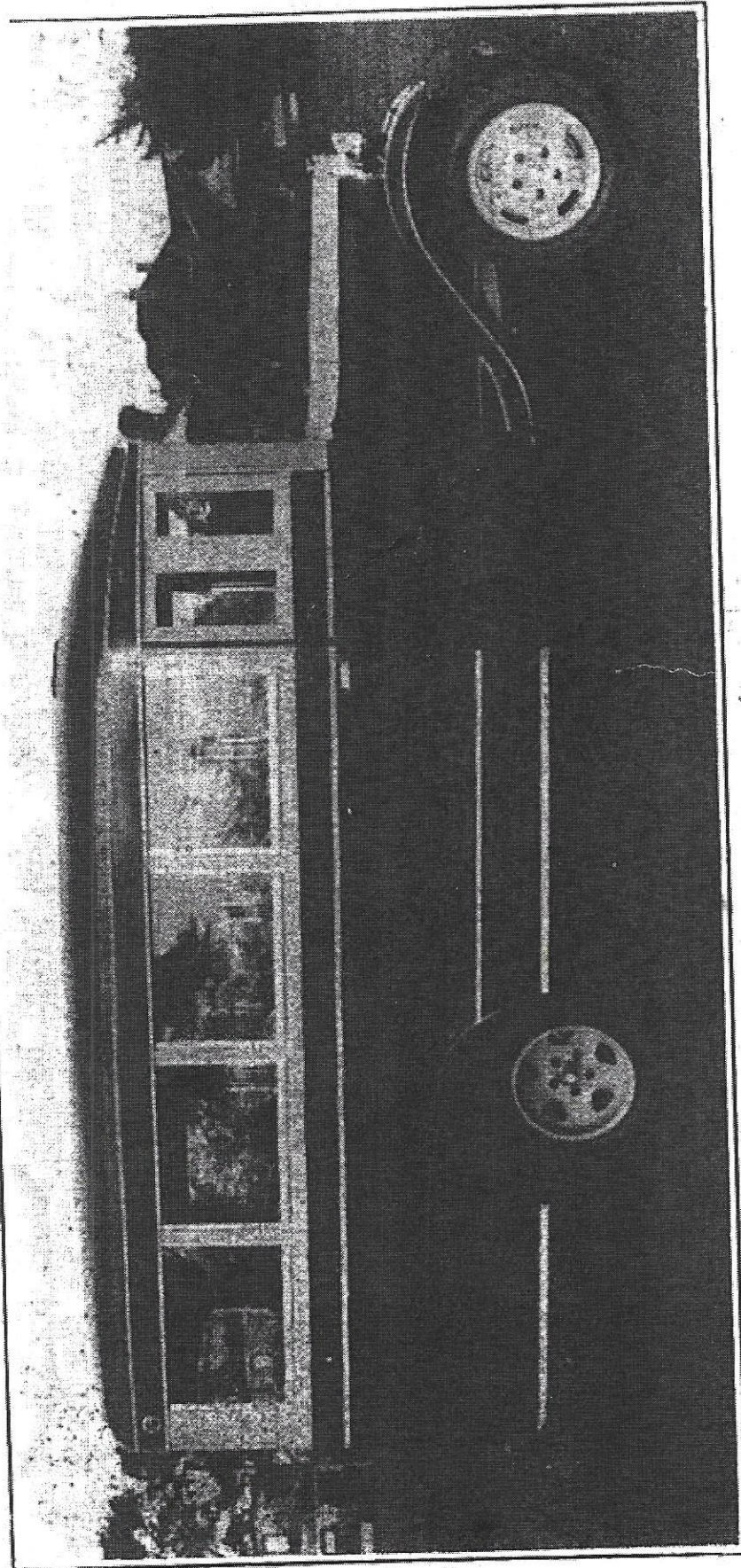
Ottawa Electric Ry. Mileage Tax.—

Nova Scotia Bus and Truck Operations.

Sydney Bus Terminal Co. has received seven motor buses, which it is operating on three routes to replace the electric railway service given formerly by Cape Breton Electric Co. They are mounted on Ford specially equipped chasses with 157 in. wheel base, the bodies having been built by Commercial Motor Body and Carriages, Ltd., Guelph, Ont., to specifications supplied by Ford Motor Co. of Canada. One of them is illustrated herewith. They are of the city service type, 13-passenger capacity. The chasses are equipped with dual rear wheels, the tires being 30 x 5 in., 8-ply, heavy duty type on all wheels. The spare wheel is carried on the left front fender. The radiator shell, headlights, tail lamp, etc., are chromium plated. To provide for extra lighting requirements and power for electrical equipment, special generators and heavy duty batteries of the bus type have been supplied, and specially designed exhaust pipes, extending to the rear of the bus body, have been fitted, to eliminate possibility of exhaust fumes going up

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One of seven buses in operation in Sydney, N.S.