

ROYAL CAR ON  
THE BRITISH  
COLUMBIA  
ELECTRIC  
RAILWAY.

July, 1914.

## Electric Railway Projects, Construction, Betterments, Etc.

Thomas St., N.Y.—Lines desired to railway department of MARTIN N. L. Preston and was married to A. on, Alta., at Galt,

Who recently re-  
Edmonton Radial  
who was formerly  
Ry. service. In  
trolysis conditions  
Y.

and Marine World  
of Transportation  
ALAN PURVIS,  
British Columbia  
Vancouver, B.C., was  
instead of June 29,

the appointment as  
Columbia Electric  
duced in our last  
it appears in this  
Ry. service in  
has been, to Mar-  
company, London,  
Y. 6, 1914. Com-  
General-Manager,  
whose appoint-  
ment, Bay-

tracting Dress  
but the reports  
be given to the  
The specifica-  
are very volum-  
many respects  
for any line  
section with  
places under the  
mission of Ont-  
differ from th-  
that it contains  
of an existing  
carried during  
line. (May,  
Canadian Steel  
diamonds to  
four, four  
Foundries, and for a fifth in the U.S. These  
are for use on extensions of lines.)

Hamilton St. Ry.—Relaying the tracks on  
King St., east, between James and Cathar-  
ine streets, is practically completed. (June,  
pg. 231.)

International Suburban Ry.—The applica-  
tion for the incorporation of a company  
with this title to build an electric railway  
near Windsor, Ont., with a ferry or tunnel  
connection with Detroit, Mich., was with-  
drawn from Parliament. June 4. (June,  
pg. 232.)

A contract is reported let to M. J. Cough-  
lin and Sons, for the substructure of a steel  
bridge across False Creek at Kitsilano, on  
the Burnside line, to replace the present wood-  
en trestle. It is reported that material is being as-  
sembled for the extension of the line from  
Burnside Road to Harriet Road, Victoria.

London St. Ry.—Work was started on putting  
in the foundation for relaying the tracks on  
King St., Kingston, Ont., May 25, and the  
entire work is reported to have been com-  
pleted. It is also reported that the laying of  
a second track on Barrie and Alfred Streets  
has been finished. (June, pg. 233.)

The relaying of the tracks on Princess St.  
is completed, and service was started over  
the new tracks, June 17.

Lacombe and Blindman Valley  
Ry.—We are officially advised that the  
general route of the line will be from  
the south in the country

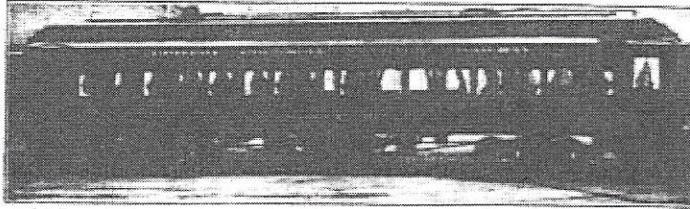
May 1914

Cape Breton Electric

Royal Car on the British Columbia Electric Railway.      Electric Railway Right of Way at Highway Crossings.

In connection with the recent visit of the Duke of Connaught to the Pacific coast the B.C. Electric Ry. was requested to arrange for the transportation of the royal party from Vancouver to New Westmin-

A point of considerable importance to electric railways was decided on Oct. 4, in a suit brought by S. Brundage against the Windsor, Essex & Lake Shore Rapid Ry. to recover \$6,000 as damages for personal



Royal Car on British Columbia Electric Ry.

ster. In order to meet the demands stringently, the company decided to specially equip one of its cars, and this work was handsomely done in its shops. The accompanying illustration shows the exterior and interior of the car which was one of the regular cars built for the company's Fraser river division. The interior fittings were entirely taken out and re-arrangement made in parlor car style throughout. The interior trimmings were of rich green and cream, the company's colors, relieved by light silk curtains at the windows, the carpeting being green and the chairs and lounges richly upholstered in green plush. The car was equipped with fringed lights, and as a portion of the run was in the evening, luminous electric radiators provided heating. The exterior of the car was painted in green and cream, the name, Connaught, and the royal coat of arms appearing on either side.

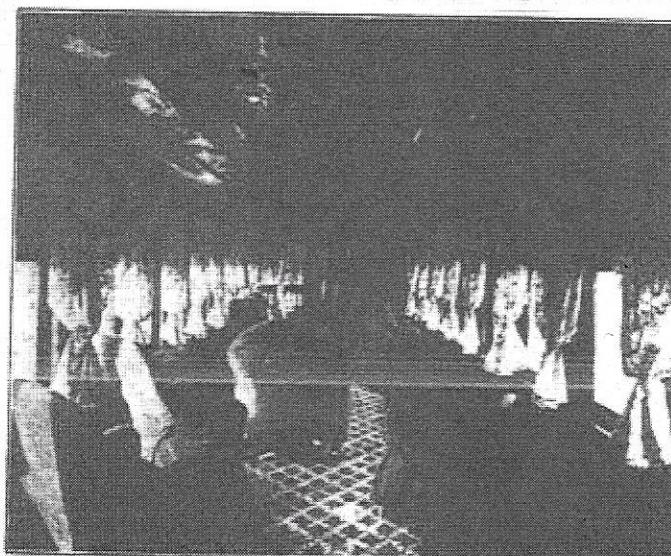
injuries, loss of two horses killed and damages to wagon and harness, which occurred on June 30, 1911, at a highway crossing on that company's line.

The company produced witnesses who testified that the highway-crossing signal whistle had been sounded by the motorman on approaching the crossing, and it was contended that the plaintiff was asleep and in no condition to heed warning signals. The jury of 12 farmers gave a verdict in the company's favor, costs to be paid by plaintiff.

This decision is of great importance to all railway companies, as it apparently establishes the fact that if a car or train is operated in accordance with the regulations enacted by the Board of Railway Commissioners, railway companies are not liable to damages resulting from accidents at highway crossings.

1912  
①

highway crossings. ... and on main  
freight mileage tariff for the Western



Royal Car, British Columbia Electric Ry., interior.

The Cape Breton Electric Co., operating ~~the~~ <sup>on</sup> the Power Co.'s line. The tariff is now ~~the~~ <sup>on</sup> short rate.

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