

CAPE BRETON
ELECTRIC
COMPANY.

...over either bridge, but repair cars may
be run. (June, pg. 431.)

Cape Breton Electric Co.—The Sydney,
N.S., City Council has approved of the con-
struction of a number of extension lines
in the city. It is expected that construc-
tion upon these extensions will be under-
taken at once. (July, 1907, pg. 505.)

Dunnville, Wellandport and Beamsville

pg.

Lo
with
das
com

M
The
trans
disc

MARCH 1908

var- shops and other buildings erected.
ild- (Dec., 1910, pg. 1065.)
in- Cape Breton Electric Co.—The Syd-
the ney, N.S., city council passed a resolu-
Ry., tion Dec. 2, asking the company to ex-

g
ir
tl
ll
✓

41

November 1909

locomotive, B.C. Electric Ry.

tend its line to Waterford, along the shore, about 8.5 miles. (June, 1910, pg. 495.)

Galt, Preston and Hespeler Ry.—The question of an extension of this line

...and these are now being discussed. (Oct., pg. 769.)

Cape Breton Electric Ry.—The Sydney, N. S., city council has asked the company to make several extensions in the city. (Dec., 1908, pg. 891.)

Chatham, Wallaceburg and Lake Erie Electric Ry.—Owing to the action of a

December
1909

pany's property at \$50,000.

A. F. Townsend, Manager Cape Breton Electric Co., Sydney, N.S., is reported to have resigned, and to have been appointed to another position with Stone and Webster, of Boston, Mass., who control the Cape Breton Electric Co.

An action has been entered against the Ottawa Electric Co. which will result in

si
p
o
fa
n
va
ci

1909

above high water mark. (Mar., pg. 221.)

Cape Breton Electric Co.—The question of the extension of the electric lines in Sydney, N.S., was considered by the City Council, Mar. 15, representatives of the company being present. Mr. Pratt, representing the Stone and Webster Management Association, Boston, Mass., the managers of the company, said nothing would be done this year, probably nothing next year, but it might be that some extensions could be arranged for in 1912, provided it could be shown that they would be a source of profit. (Dec., 1909, pg. 222.)

1910

erecting of the boilers from the power house to Victoria Park, and such other necessary work as is required.

The Nova Scotia Legislature has passed an act providing that in all matters regarding extensions of electric railways, whether proposed by the city council, or the company, in case of disagreement, the Board of Public Utilities shall be the court of appeal. The Board shall have power to regulate frequency of service, ventilation of and heating of cars, etc. Hitherto the Board had control only of telephone, lighting and power companies. The Cape Breton Electric Co., and the Pictou County Electric Co., which have electric railways at Sydney, and New Glasgow, respectively, have been exempted from the operations of the act.

An application which had previously

MAY 1911

the necessary material being on hand the work is reported to be progressing rapidly. (Mar., pg. 257.)

Cape Breton Electric Co.—It is proposed to build an extension to the company's power house in Sydney, N.S. A contract has been let for a 500 k.w., tube generator, 2,300 volt alternating current. (Feb., pg. 167.)

Dunnville, Wellandport and Beamsville Electric Ry.—The Ontario Legis-

MAY 1911

at 12th Ave., near 9th St. (Dec. 1911, pg. 1171.)
Cape Breton Electric Co.—A. S. Pratt, representing Stone and Webster, Boston, Mass., who manage this company, recently made an inspection of the company's lines, etc., at Sydney, N.S., and reported to have said that \$125,000 had been expended upon improvements to the various properties during 1911. (May, 1911, pg. 453.)
Chatham, Wallaceburg and Lake Erie Ry.—We are advised that the company

January 1912

company may build its system to
(June, pg. 286.)

The Cape Breton Electric Co.'s management has authorized the expenditure of a considerable sum upon improvements of its lines in and around Sydney and Glace Bay, N.S., the work to be done this year and during 1914. Among the more important are the building of an addition to the Sydney car barn, the construction of a

to
I
to
fro
Qu
bee
J
ins
in

July 1913-1

477

CANADIAN RAILWAY AND MARINE WORLD.

Improvements and Extensions on the Cape Breton Electric Company's System.

Judge

this
lon,
rice
in
by
this
mile
high
ob-
ese

We are officially advised that the following works are being carried out during this season:—Building a two story addition to the present warehouse and freight shed at Sydney; constructing an extension to the car houses at Sydney thereby increasing its capacity 50%—included in this will be a new paint shop and special facilities for more easily handling truck repairs; reconstruction of switch board in power house at Sydney; construction of a 22,000 volt 3 phase transmission line from Sydney power house to Reserve Jct., on the interurban line, with the erection of reinforced concrete substation, in which will be installed at present one 300 k.w. motor generating set for supplying current to the Glace Bay Division—this substation will do away with the operation of the present steam station at Dominion no. 4, and will necessitate the installation on the Sydney end of the line of a bank of 2,250 k.v.a. step up transformers. Oil switches will also be installed in the high tension room of the Sydney power station on this new line, and on the present North Sydney transmission line as well; a telephone despatching system will be installed on the Glace Bay Division; a double track will be built on Townsend St., Sydney, from the car house to Terrace St., with two sidings on the pier line to allow a more frequent schedule to be operated thereon, and two complete supply dry pipe automatic sprinkler systems will be installed in the present Sydney car house and extension. Other minor items include the purchase of shop machinery, railway feeders and overhead ground returns. Much of the work has already been done, and orders

The
Ry. Co
Court
an act
turers
money
supplie
in con
ment
ants, N
Presid
the Vi
tice K
"My
not di
the pe
livery
time
theref
prema
to sul
ant's
plaint
claim
fenda
costs.

August
MB

St. Cape Breton

At
ines,
plant
adjoin
shop
show
which
terior
of a
foot
sand

Water

or the
ar the
e high

Cape Breton Electric Co.—Gross earnings for October, \$30,751.49; operating expenses, taxes, etc., \$18,524.03; net earnings, \$12,227.46; interest charges, \$5,239.41; balance, \$6,988.05; bond sinking and improvement funds, \$1,273.34; balance for reserves depreciation, etc., \$5,714.71, against \$36,793.71 gross earnings, \$18,751.52 operating expenses, taxes, etc., \$18,042.19 net earnings, \$4,891.67 interest charges, \$13,150.52 balance, \$1,190 bond sinking and improvement funds, \$11,950.62 balance for reserves depreciation, etc., for October, 1913. Aggregate gross earnings for 10 months ended Oct. 31, \$291,466.40; net earnings, \$117,806.70; interest charges, bond sinking, and improvement funds, \$64,939.15; net balance, \$54,229.53, against \$308,522.13 aggregate gross earnings, \$133,449.75 net earnings, \$60,897.82 interest charges, bond sinking, and improvement funds, \$72,551.83 net balance for reserves depreciation, etc., for same period 1913.

January 1915

Cape Breton

Cape Breton Electric Co's Report.

The report for 1914 shows gross earnings \$349,892.58; operating expenses and taxes \$211,119.24; net earnings \$138,774.34; interest charges \$62,849.19; balance \$73,925.15; bond sinking and improvement funds \$14,730; net balance \$61,195.15. Dividends were paid on the 6% preferred stock, absorbing \$14,040, and a 6% dividend was paid on the common stock, \$67,500, and for these purposes the surplus was drawn on to the extent of \$20,344.85. In 1913 the gross earnings were \$280,951.86; the net earnings, after deducting operating expenses and taxes, \$170,998.54, and the balance for sinking and improvement funds, reserves, depreciation and dividends \$112,365.65.

The authorized bonds amount to \$1,500,000, of which there are outstanding \$1,027,000; in the treasury, \$8,000; cancelled for improvement fund, \$2,000, and unissued, \$465,000. They are first mortgage 30 year 5% gold, due Jan. 1, 1932. The improvement fund consists of payments of 1% per year of the bonds issued. The authorized stock is \$500,000 preferred 6% non cumulative, of which \$234,000 is outstanding; and \$1,125,000 common stock.

The company does the entire electric lighting and electric railway business in Sydney, N. S., and the entire electric lighting business in North Sydney, the ferry business between Sydney and North Sydney, and operates an interurban electric railway between North Sydney and Sydney Mines. It also owns \$220,000 of the \$398,000 outstanding first mortgage bonds, and the capital stock of the Sydney and Glace Bay Ry. Co., an interurban line of 19 miles between Sydney and Glace Bay, which is operated under lease for 99 years from Jan. 1, 1911, and it guarantees the payment of the latter company's bonds as to principal, interest and sinking fund. The General Managers of the company are the Stone and Webster Management Association, Boston, Mass., and the Manager at Sydney is E. L. Mullen.

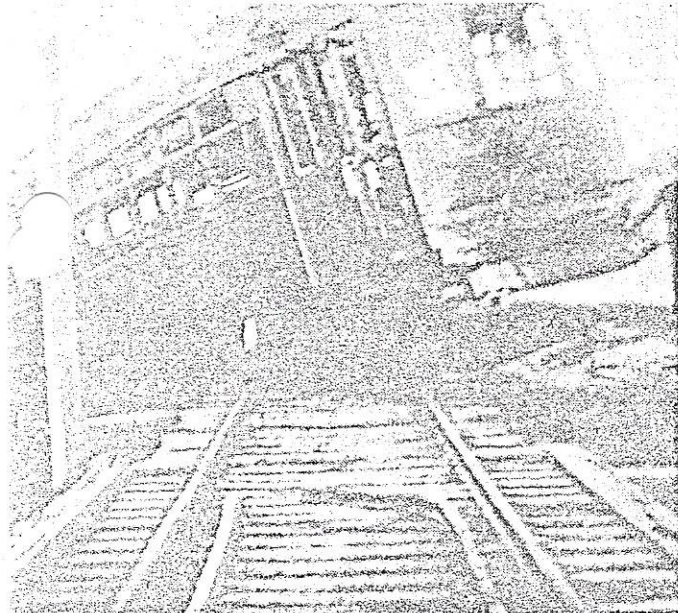
MARCH 1915
Cape Breton

Marpole, at an estimated cost of \$10,000.

Cape Breton Electric Co.—A press report states that the company will not rebuild the car barn destroyed by fire recently, but will repair the old power station so as to provide accommodation for cars requiring to be stored overnight. (Dec., 1919, pg. 670.)

The Hamilton Radial Ry.—Is reported

MAY 1920



ped the track at Cadegan's Brook, Bridgeport, 1931; right, Safety Car 51 show-
 damage done in collision with C.N.R. Express at Lorway Crossing (George Street),
 the evening of December 25, 1920. It was called a safety car because it was
 ged to stop if driver fainted or fell asleep.

er, the condition of the rails, your
 . Of course in the case of an emer-
 you could throw the car in reverse--
 the rail was wet...there were so
 degrees of wetness. Now heavy rain
 cleaned off the rail--well, your rail
 good then, good braking power on the
 then. And when it was dry, naturally
 good. But a little mist or a heavy
 just like as if you oiled it--no
 ing power at all. But they had sanders
 em--if you could get the sander to
 but this takes time. You had to re-
 the car and then get up and operate
 under with your foot, and before it
 grip, you would travel a couple of
 lengths. But dry or after a heavy rain
 you just what we called "plugged her"--
 her a notch or two in reverse--she'd
 in a short distance, probably a car
 1.

us bad. In case of slush or heavy
 the trackmen took care of that. At
 time there were drains all along the
 . There was no curb then. It was up
 the trackmen to keep those drains open
 at all the water off the tracks as
 possible, in case it did freeze. But
 did get caught. One time it took two
 before they got all the ice chopped
 all the way around. They cleared Glace
 Sydney in a few days.

a bit of snow, and the
 drains were
 when the water
 tactically the
 some places
 ouldn't run
 only has
 Any ice

have
 piled
 ou'd have
 back up

an opening shovelled or work the horse up
 over. It was a common thing. Usually
 they'd hear the car coming and get off--
 but wind blowing and cap down over his
 ears, he'd look up and the car was coming
 right in front of him.

There was a bad accident at Bridgeport be-
 fore I came on. From New Aberdeen to
 Bridgeport there's a long stretch of
 straight road--at that time it was clear
 road straight through. So that used to be
 quite a speedway to make up time. And when
 you got to Bridgeport there was a sharp,
 square turn over to Bridgeport Station.
 Those times there were no streetlights,
 perhaps one at every corner or something--
 and there used to be one at this corner.
 There was a store there. The motorman's
 excuse was the light was out this night
 and he didn't realize he was near the
 curve, and he struck the curve wide open.
 And the tram came right off the trucks and
 leaned over into a field--and the trucks
 kept on up the track right on to Bridge-
 port Station. The whole body landed over
 in the field. One fellow was injured by, I
 think, pickets in a fence--he died.

Then they had one at what we called South-
 west Brook, where the golf links are today.
 An empty

handle it--biggest mistake made.

h money are we talking about?) can't give you the actual cost of use we contributed 200 dollars each man--that made over 6000 dollars, that was the down payment. After on I think we contributed the amount again. Well, from there on the was able to support itself. After that, it began to pick up. (So, the reason for you meant that all these work?) Oh yes. All had steady turned out to be remarkable. Everyone pitched in, put their shoulder to the wheel, you can do wonders. That's the way we got out with our outfit. (It seems important in a day when people are all around, asking how to save different industries. Did you have to make sacrifices?) I wouldn't call it sacrifices. We worked long hours and worked a lot of time for nothing and all that--that is, the first couple of years--but after two years things began to pick up a little.

the employees owned the tram company were the actual decisions made?) We had a meeting and formed a company and elected six directors. And they in turn appointed a manager and a master mechanic to look after the maintenance in the barn--and a secretary and a treasurer and we went on from there. And once every three months the directors had a meeting and once a year we had a general meeting. (The question of buying a new set of putting down tracks?) The directors well made those decisions. Of course,

it would probably be brought up at a general meeting and if there was any question or any doubts about it, they had a chance to express their opinion. There were no changes made if it was thought

the best way they can. When we got to Ashby Corner the buzzer started ringing. Somebody wanted to get off. There were about 20 people waiting to get on. I had to stop for those two people to get off--and that whole 20 got on. Well,

right. (So it was run by the employees?) Oh yes. (You say it so softly and sweetly, but it strikes me that it was an important event.) Well, it was. And we were lucky. We had good men.

See, this Cape Breton Electric Company covered a big district. It covered Sydney and Glace Bay and North Sydney. They had a line from North Sydney to Sydney Mines. Then they had what we called the Pier line, a line right into the Pier from town and another one to Whitney Avenue, went around the outskirts of the city. When I started, the Cape Breton Electric Company also had ferry boats running from Sydney to North Sydney. Eastern Light and Power took over the electricity in 1931. And it was only the Glace Bay part of it that the employees took over. (Sydney to Glace Bay and a half hour local tram in Glace Bay.) We took it over with the intention of running it for a few years and then converting to buses, but when the war came on, everything was frozen, you weren't allowed to take off any transportation that was in existence at the time. So we ran all through the war--we ran trams till 1947.

And it was a success story all the way through. We took it over in the depression. But we bought it for junk price because that was all they could get for the rolling equipment, the track and all that stuff. When we first took it over, we put in some new track, because the old company, the last years, they ran it right out as long as they could. So we had to do a lot of work when we took it over. We had to get carloads and carloads of ties to put in, lot of new rails too. It wasn't all renewed, patched up--but we had it in pretty good shape after a few years. And then when the war started and they started to build an airport out halfway between

and I have to throw them off. I don't think the crowd ever helped us. But we were fortunate, we had pretty big men on the Glace Bay line--and the two of us would throw them off, could handle a pretty burly man. I was the smallest--but we

nt indu
ifices?) I woul
orked long hour
time for nothin
first couple of
things bega

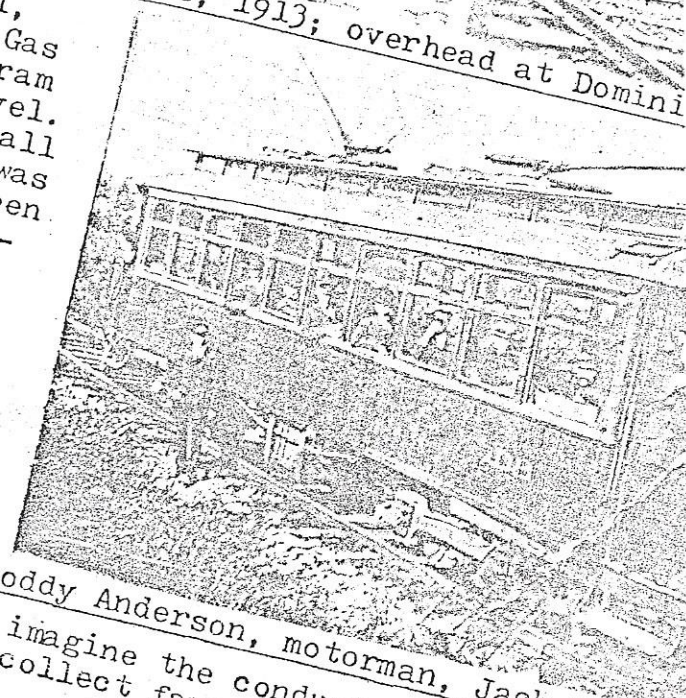
ay the employ
How were the

Three trams meet at the junction in Reserve, 1913; overhead at Domini

ace Bay and Sydney, and we had, well,
l the traffic we could handle then. Gas
s rationed--so people travelled by tram
bus or any other way they finished travel.
en when the airport was finished and all
e airmen came in there and, jeez, it was
l the business you could handle, between
ldier and airmen and all the local peo-
le travelling and everything going full
loom in Sydney and the mines going full
lick and everything.

ome nights you had a job to squeeze on or
et off--the time of the war and even be-
re--especially in the wintertime. That
ime, nobody ran cars during the winter-
ime. Put their cars up on blocks. Then
verybody travelled by tram. Had quite a
n Sydney or a big show, something going
e, be packed to the door. I remember Old
ome Week, the last car going out at night,
eat big car--must have held 120-130 peo-
e. We left the Isle Royale Hotel coming
ut. Well, I thought we couldn't put any-
ody else on, so I told the motorman,
There's no use stopping anymore, we can't
ake anybody else on--they'll have to get
ome the best way they can." When we got
p to Ashby Corner the buzzer started ring-
ng, somebody wanted to get off. There
ere about 20 people waiting to get on. Well,
u had to stop for those two people get-
ng off--and that whole 20 got on. Well,
k, you could hardly breathe. And you

u could run under it until they got out
really fix it.
ot kicked by it one night--and I was
alone too--out where the airport is
y. Overhead came down in front of us.

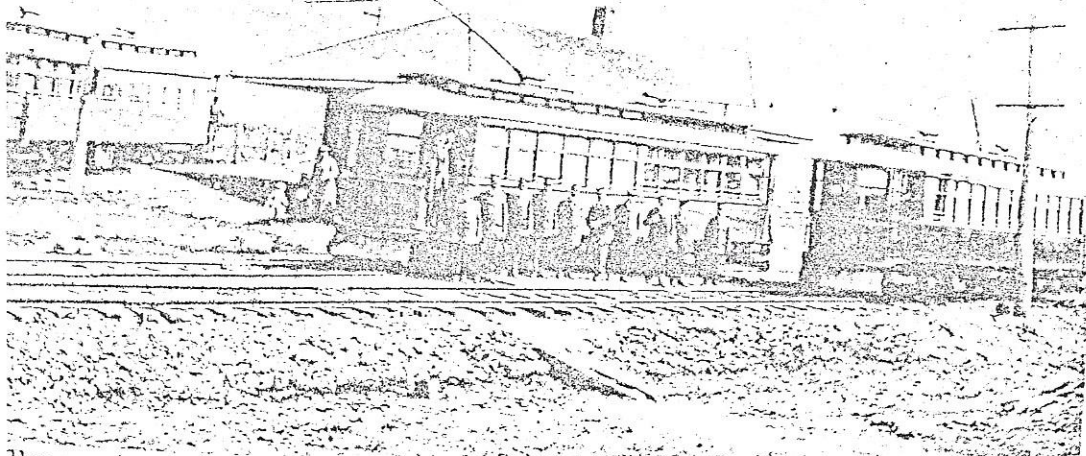


Roddy Anderson, motorman, Jack MacKay,
imagine the conductor in there, tryin
collect fares through that crowd.

(Was there ever trouble?) Oh yes. Satu
night was the big night. It was nothing
for 5 or 6 to be thrown off on Saturday
night. Drunks was the biggest trouble.
Drunks would get on and be saucy and pi
a row and then there'd be a fight start
And I'd have to throw them off. I don't
think the crowd ever helped us. But we
were fortunate, we had pretty big men on
the Glace Bay line--and the two of us
would throw them off, could handle a pro
ty burly man. I was the smallest--but we
had some big men. Big Dan Ferguson was a
paved roads, no sidewalks that time. Sawsh
the tram tracks were as good as any plac
to walk. They hit some cows and horses
roaming along the tram line on the out
skirts of town.

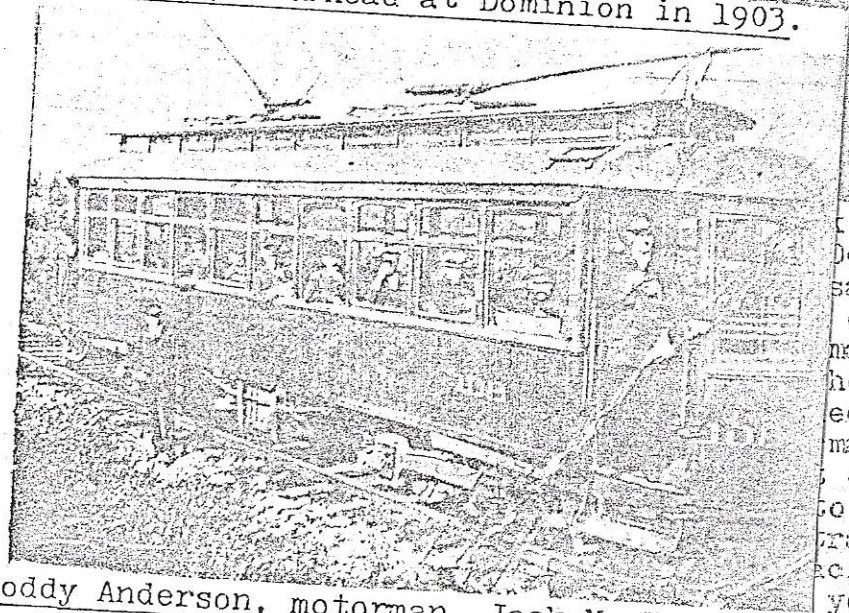
(How fast could you stop?) Depended on





Three trams meet at the junction in Reserve, 1913; overhead at Dominion in 1903.

Bay and Sydney, and we had, well, the traffic we could handle then. Gas rationed--so people travelled by tram or any other way they could travel. When the airport was finished and all the airmen came in there and, jeez, it was the business you could handle, between the airmen and all the local people coming and everything going full in Sydney and the mines going full and everything.



Roddy Anderson, motorman, Jack MacKay, conductor

rights you had a job to squeeze on or off--the time of the war and even before--especially in the wintertime. That nobody ran cars during the winter--put their cars up on blocks. Then everybody travelled by tram. Had quite a lot of hockey night or a skating night or a big show, something going packed to the door. I remember Old Mack, the last car going out at night, big car--must have held 120-130 people. I left the Isle Royale Hotel coming home, I thought we couldn't put anyone on, so I told the motorman, "There's no use stopping anymore, we can't get anybody else on--they'll have to get the best way they can." When we got to Shby Corner the buzzer started ringing and everybody wanted to get off. There were 20 people waiting to get on. I told them to stop for those two people get on--and that whole 20 got on. Well, I could hardly breathe. And you

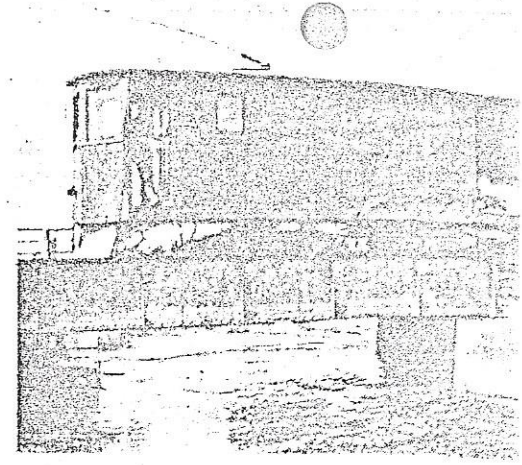
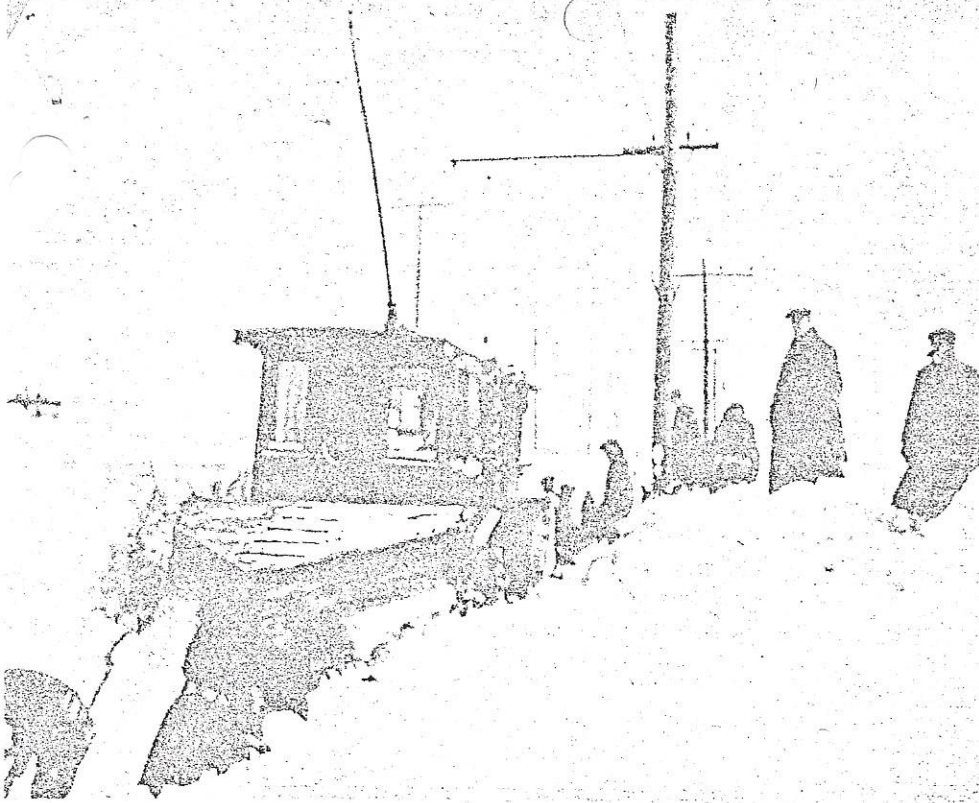
imagine the conductor in there, trying to collect fares through that crowd.

(Was there ever trouble?) Oh yes. Saturday night was the big night. It was nothing for 5 or 6 to be thrown off on Saturday night. Drunks was the biggest trouble. Drunks would get on and be saucy and pick a row and then there'd be a fight start. And I'd have to throw them off. I don't think the crowd ever helped us. But we were fortunate, we had pretty big men on the Glace Bay line--and the two of us would throw them off, could handle a pretty burly man. I was the smallest--but we had some big men. Big Dan Ferguson was a

ould run under it until they got out and fix it.

paved roads, no sidewalks that time. The tram tracks were as good as any place to walk. They hit some cows and horses roaming along.

icked by it one night--and I



Left, the plow in the "Chi Cut," 1922; above: "That old freight car. Carried fish and nothing else between Sitka and Glacier Bay. Carried what the trucks are carrying today--and fish and flour and vegetables. Made two trips a day, carrying all the stores. The fish went by the passenger cars

You talk of fixing. Weren't you dealing with a lot of electricity?) 550 volts. That's a lot.) Is it ever, if it gets a hold of you. Many's the one that got a shock off it, but nobody ever got really hurt. One of the worst things was the overhead wires would break sometimes and when it came down it would touch the rails and you could see arcs and daylight a half mile. But if it grounded solid, the switches in the powerhouse would go out--just like a ground on any electric equipment. Then you had to go out and pick that wire up, get it off the ground. That's where you were playing with fire. Conductor and motorman did it--and when we were on the one-man cars, you did it all alone. If you were lucky enough, you might get somebody on the car that would go with you--but usually you didn't bother, you didn't want anyone else to get burnt. We had what we called "pick-ups"--like pliers, but with wooden handles about three feet long. They were kept in the car under one of the seats that was always dry. You could pick the wire off the ground with those. With two fellows it wasn't too bad, because really there was two ends of wire you had to pick up. Then you had a tackleblock you hooked onto clamps you put on the wires--and you pulled them together. When you pulled the wire up clear, so that you could run under it until they got out to really fix it.

I got kicked by it one night--and I was all alone too--out where the airport is

Of course, you can always tell when it drops--flashes and everything. It was night, in the dark--but there was enough daylight in the sky to see where you are and what you're doing. Took the pick-up and went out and I could see where it was the poles and where it was lying--but there was a lot of tall grass there. I was feeling around, seeing if I could find the wire--and it was night and there was a heavy dew--the grass was wet. The handle of the pick-up got wet. Gee, when I stepped on that wire, it threw me as far as from the car to that window. Flat on my back. But I got up, picked it more carefully. I knew where it was then. Got another pair--a dry pair of pick-ups--put the clamp on each wire. Put the tackleblock on. Pulled that up and tied it to a wire. They put the power on and you could run on.

(Were there other kinds of trouble on the line?) Oh yes. Accidents. People were struck. There were some killed. Walking on the tracks, laying on the tracks. It didn't happen so much in my day, but before my time, in the old cars they had very poor headlights. Had a little car light. And I think most of the cases happened at night. The track was a favorable place to walk in them days. There was no paved roads, no sidewalks that time. So the tram tracks were as good as any place to walk. They hit some cows and horses roaming along the tram line on the outskirts of town.

for a mile. But they met right on this curve. The other fellows was piling it on to make the crossing. And the motorman was caught in what they used to call the vestibule. He made an attempt to open the door, but he didn't get it in time. He was caught between the two cars. They took him to the hospital, but he died just after.

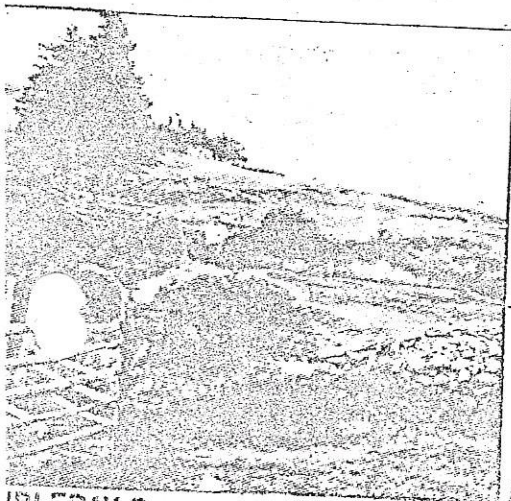
We were coming into Sydney one night to Reserve, along where the airport is today. It was all in the dark. A deer jumped up on the track--stood right on the track--and we banged into him. Went as far as from here across the street. Of course we stopped; went out to have a look at it. Everybody was saying, "Oh gee, it would be a shame to leave that deer there. Why not butcher him?" You know. I said, "Well, go ahead if you want to bleed him, but I'm not going to get all messed up." I had my work to finish. One fellow said, "Take him into Reserve. Dan MacDonald"--he was the operator in the substation there--"he'll look after him." So we picked him up and opened the rear door and put him across in the rear end. And we came into Reserve. We stopped opposite the substation and we carried the deer over; and when we dropped him on the ground, he jumped up and away went. And we were just wondering what would have happened if he had jumped up in the car.

Now when I started, first you started on Dorchester Street and you went down the Esplanade, made a loop and came back on to Townsend Street. After the war they wanted



to pave the Esplanade, so they took track up off of here--we'd run to Dorchester Street and then turn back the same way. To turn the tram, you just shifted ends? (Shifted ends?) You had your motorman at one end and the pole that ran on the track was at the back end. When you turned the tram stood still and the motorman would take the gear from the front end and pick up the levers and take them to the other end. You could operate the tram from either end. There was a pole at each end on top, so according to which way you

If you enjoy our magazine you will love this book



DOWN NORTH

The Book of Cape Breton's Magazine

Edited by Ronald Caplan

We invite you to take a trip back in time. Here is a fascinating lore, oral history and traditional crafts compiled from the pages of *Cape Breton's Magazine*.

In this lavishly illustrated book, residents reminisce about rum-wrecks, and buried treasure; explain how to make snowshoes and swap local songs and ghost stories. A lively irresistible collection. \$12.95 paperback; \$19.95 hardcover; 9" x 10" 410 black-and-white