

WINDSOR
ESSEX
AND
LAKE
SHORE

1925 - 1939

Canadian Bus Transportation World.

Growth of Bus Operation by Electric Railways.

Statistics compiled by the American Electric Railway Association show that in September, 249 electric railway companies in Canada and the United States were operating 4,437 motor buses over 11,668 miles of route, there being included in this number 13 companies which have abandoned electric railway service and are operating 59 buses over 122 miles of route. In Jan. 1921, there were only 12 electric railways, operating 73 buses over 35 miles of route. The increase in 1925 over 1924 was greater than in 1924 over 1923. From 1923 to 1924 there was an increase of 40% in the number of electric railway companies operating buses, of 126% in the miles of route served, and of 146% in the number of buses, while from 1924 to 1925 these percentages of increase were 80, 396 and 135 respectively. The Association sent questionnaires recently to electric railway companies asking if any of their bus lines parallel their railway lines; out of 149 companies, operating a total of 7,764 miles of bus service, replying, 67 reported 1,587 miles of bus route paralleling electric railway lines. 2 reported some parallel mileage, and 80 companies reported no parallel operation. Canadian electric railways operating bus services are reported as follows:—

British Columbia Electric Ry., Vancouver, controlling British Columbia Rapid Transit Co. First service started March 19, 1923; city and suburban route; 2.6 miles; feeder service on one route; buses do not parallel railway lines; 2

Reo, seating capacity 21, four White (on order) seating capacity 25, and 4 Six Wheel (on order), seating capacity 29; fares, Lachine route, 5c, 6 tickets 25c, night fare 10c, free transfer. LaSalle Blvd. route, 3 zones, 5c a zone, no transfers. Sherbrooke St. route, 10c, 3 tickets 25c, no transfers.

Quebec Ry. Light and Power Co., Quebec, Que.—Service started in summer of 1924; 12 miles of city and suburban, 42 miles of interurban, or 54 miles total route; sightseeing service on 2 routes; 31 miles of bus route parallel electric railway line; 9 buses; one U.S. Cincinnati, seating capacity 24, two U.S. Cincinnati, seating capacity 20, one Federal, seating capacity 20, one Reo, seating capacity 16, three Reo, seating capacity 20, one International, seating capacity 20; fare, city round trip \$1, suburban round trip \$3, no transfers.

Nova Scotia Tramways and Power Co., Halifax, N.S., controlling Richmond Bus Co., Ltd., service started Oct. 20, 1923; city and suburban route, 0.5 mile; extension of street car line, one route; does not parallel street car line; 2 buses; type, Reo, seating capacity 15; fare, 10c cash, 5c to permit holder, 3 tickets 25c, children 5c cash, free transfer.

Ottawa Electric Ry., Ottawa, Ont., service started June 25, 1924; city and suburban route 1.5 miles; feeder service, 1 route; 7 buses; type, Reo, 5 with seating capacity of 16, and 2 of 19; fare 5c, 10 tickets 25c, no transfer.

Toronto Transportation Commission,

on one route; electric railway line not paralleled; 4 buses; type, St. Louis; seating capacity 30; fare, 20 tickets \$1, free transfer.

Toronto Transportation Commission, service started June 1922; city and suburban route, 2.5 miles; 3 buses; type, Packard chassis, Westinghouse Electric and Manufacturing Co. equipment; seating capacity 29; fares, 7c, 4 tickets 25c, free transfer. As stated in Canadian Railway and Marine World for October, the Commission took these buses out of service on the starting of street railway track laying on Mount Pleasant Road, where they were operated, and they are offered for sale.

Bus Mounted on Trucks.—One of the latest developments in the bus transportation field is the construction, by Ver-sare Corporation, Albany, N.Y., of a gas-electric bus mounted on two 4-wheel trucks. It has seating capacity for 44 passengers, and additional standing room for 52. It weighs 16,500 lb., is 38 ft. long over all, 29 ft. center to center of trucks, and the truck wheelbase is 54 in. The steering circle of the outside wheels is only 43 ft. diam., and the working circle for total body clearance is only 47½ ft. The engine is 110 h.p., with 6 cylinders of 4½ in. bore and 5¼ in. stroke, and is connected to a Westinghouse generator, engine and generator being mounted as a unit on channels lengthwise of the car over the front truck. The drive is through one motor on each truck. No series field winding

2.6 miles; feeder service on one route; buses do not parallel railway lines; 2 buses; type, White; seating capacity 29; fare, 6c, 6 tickets 35c, transfers free. Second service started May 1, 1924; interurban route, 12 miles; co-ordinate service on one route; route within $\frac{1}{2}$ mile of interurban line; 9 buses, 5 Fageol with baggage compartment, seating capacity 22-25, two Fageol with baggage compartment, seating capacity, 28-33, one White 50A, seating capacity, 22-26, and one White 50A, seating capacity, 28-32; fare 25c each way, with no transfer privilege. Third service started Sept. 14, 1925; city and suburban route, 2.1 miles; feeder service on one route; buses do not parallel railway lines; 6 buses; type, Leyland C7, seating capacity 29, Paige, seating capacity 16, and Ruggles, seating capacity, 16; fare 5c, with free transfer.

Grand River Ry., Galt, Ont., service started Sept. 14, 1925; city route 3.06 miles, suburban route, 1.44 miles, total, 4.5 miles; co-ordinate and feeder service; one route; number of miles company buses parallel its railways lines, 3.6; three buses; type Fageol; seating capacity 29; fare 10c between Galt and Preston, 4.5 miles, with 5c local fare within each of the municipalities. The railway tickets are good for transportation on buses also.

London Street Ry., London, Ont. — Service started Feb. 1, 1924; city and suburban route, 0.875 mile; feeder service on one route; 1 bus; type, Ruggles, seating capacity 16; fare 5c, with free transfer.

Montreal Tramways Co., Montreal. — Service started Aug. 6, 1925; 4.4 miles, city and suburban, 8.8 miles interurban, or total of 13.2 miles route; auxiliary and feeder service on 3 routes; 1.15 miles of route parallel railway lines; 20 buses; type, 4 Yellow Coach, seating capacity, 29, six White, seating capacity 25, two

10 tickets 25c, no transfer.

Toronto Transportation Commission, Toronto, service started Sept. 20, 1921; city and suburban route, 4.2 miles, not counting sightseeing coaches; feeder and sightseeing service on 4 routes; no paralleling of electric railway lines; 53 buses, four Fifth Ave., double deck, capacity 51, one Veteran double deck, capacity 51, one Tillings-Stevens double deck, capacity 48, one A.E.C., capacity 28, six Fifth Ave., capacity 29, one Pierce Arrow, capacity 25, six White, capacity 29, 21 Yellow Coach chassis, T.T.C. body, capacity 29, 10 open sight seeing vehicles, capacity 30, 2 open sight seeing vehicles, capacity 25; fares, transfer service, 7c, 4 tickets 25c, 50 tickets \$3, free transfer; de luxe service, 10c cash, no transfer; sightseeing, 1-hour tour \$1, 2-hour \$2, no transfer.

Windsor, Essex and Lake Shore Rapid Ry., Windsor, Ont., controlling Highway Motor Coach Line, service started 1925; interurban route, 37 miles; 1 route; electric railway line not paralleled; 2 buses; other details not given.

Winnipeg Electric Co., Winnipeg, Man., service started May 16, 1918; city and suburban route, 9.46 miles; feeder service on 8 routes; electric railway not paralleled; 19 buses; type, one Studebaker, capacity 16, seven G.C.M., capacity 20, two Ruggles, capacity 16, two Ruggles, capacity 20, four Reo, capacity 21, three Dodge-Graham, capacity 16; fares, 7c week days, Sundays 5c, white tickets 4 for 25c, red tickets 6-8 a.m. and 5-6.30 p.m., 9 for 50c, children 5c, 8 tickets 25c, free transfer.

Canadian electric railway companies operating trackless trolley buses are reported as the Ontario Hydro Electric Railways, and the Toronto Transportation Commission, as follows:

Ontario Hydro Electric Ry., Essex District, service started 1922; city and suburban route, 3.5 miles; feeder service

truck. The drive is through one motor on each truck. No series field winding is provided on the generator, but a resistance is inserted in the generator field, to permit varying of the field strength. The speed of the engine is practically independent of that of the bus. In addition to air brakes, electrical braking by traction motors is employed. The steering system is claimed to permit each wheel to run on a true circle, the wheels of the rear truck following almost in line with those of the leading truck. A freight carrying vehicle is being developed along the same lines.

Bus with Removable Upper Deck. — A new departure in bus construction is a Fageol 31-passenger coach, with a specially braced and strengthened roof, to which is attached a one-piece woven wicker unit bolted to the eaves of the roof with special eye bolts. The chairs for the upper deck are hooked on steel lops attached to the roof, and a plate glass windshield protects passengers from head winds. A canvas is stretched all round the interior of the wicker enclosure. It is claimed that the enclosure and chairs can be removed in an hour by 2 men. The seating capacity on the upper deck is 22, the chairs being of wicker, leather upholstered.

Montreal Tramways Company has built with its own forces a single story bus garage on the St. Henry car house property, at the west end of the city, where the present bus development is centered. It is 250 ft. long, 95 ft. wide and 18 ft. high, of brick construction, with a slow-burning flat roof, and concrete floor, master builders' finish. It has room for storing about 40 buses, and includes a service bay and repair department. Further development of bus service towards the north and east ends of the city will require a separate garage in that direction.

NOVEMBER 1925

seating capacity, 29, fare 10c, transfer.

Grand River Ry., Galt, Ont., service started Sept. 14, 1925; city route 3.06 miles, suburban route, 1.44 miles, total, 4.5 miles; co-ordinate and feeder service; one route; number of miles company buses parallel its railways lines, 3.6; three buses; type Fageol; seating capacity 29; fare 10c between Galt and Preston, 4.5 miles, with 5c local fare within each of the municipalities. The railway tickets are good for transportation on buses also.

London Street Ry London Ont. —

November 1925

Oct. 10.

Ontario Hydro Electric Rys., Essex District, are operating 2 cars equipped with treadle operated exit doors, and we are advised officially the intention is to instal treadle door equipment on several more cars in the near future.

Windsor, Essex and Lake Shore Rapid Ry. has converted one of its largest passenger cars into a combination passenger and express car, and has installed an express service in connection with Canadian National Ry. Express Department.

Toronto Transportation Commission's

November 1925

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- described in detail in preceding issues of
1 Canadian Railway and Marine World.

- **Ontario Hydro Electric Sys., Essex**
r District.—As stated in Canadian Railway
l and Marine World for November, pg. 599,
l where a description of the track work done
e on these lines during 1926 was given, the
- only job remaining unfinished at the middle
n of October was the building of 3,900 ft. of
e double track on Wyandotte St., between
e Ouellette Ave. and Wellington St., Windsor,
e using steel ties, 100 lb. A.R.A. rails, paved
wearing surface and Thermit welded joints.
n The substructure work was done by Cad-
c well Construction Co., Windsor, and track-
a laying and overhead work was done by
h railway forces. This job has been finished,
d completing the season's programme.

- **City of Windsor Light and Power Co.—**

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December
1926

January, 1926

CANADIAN RAILWAY AND MARINE WORKS

Electric Railway Projects, Construction, Betterments, Etc.

British Columbia Electric Ry.—Vancouver Board of Works has approved of the company's plans for the extension of its work of installing underground ducts for its high and low tension systems. The work to be done is on Georgia St. and will extend to the lane east of Granville St., the duct system being already installed on Georgia St., from Beatty St. to Cambie St.

work, the acquisition of new cars and buses, and the completion of power distribution improvements detailed in preceding issues. We are advised that the proposals, particularly as concerns the track work to be undertaken, are only in the tentative stage, but with constant growth in population and area requiring transportation, enlargement and extension of service are imperative.

January 1926

Electric Railway Projects, Construction, Betterments, Etc.

British Columbia Electric Ry.—W. G. Murrin, Vice President, attended a meeting of the Point Grey Council, Jan. 5, and discussed the company's local construction programme. It is proposed to lay a second track on 10th Ave. from Sasamat St. and Alma Road; on Dunbar St. from 16th to 41st Ave; on the short branch from 10th Ave and Alma Road

way management and representatives of the towns and cities served are proceeding.

A 500 k.w. converter station, completed recently, in Ford City, was placed in operation, Jan. 21. The facilities are such that capacity could be doubled with small additional expense.

Vercheres. Chambly and Laprairie

can Electric Railway Association's Statistical Department reports that in Nov. 1925, of the 303 electric railways operating in 288 cities in the United States of over 25,000 population, 83 charged a 10c cash fare, 3 a 9c cash fare, 31 an 8c cash fare, 67 a 7c cash fare, and 47 a 6c cash fare. Sixteen operated on the central area zone system with outlying zones, 12 had a 5c cash fare with a charge for transfers, 17 had uniform rate zone systems, 11

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adian Railway and Marine World for
June 1925, pg. 297.

Ontario Hydro Electric Rys., Essex
District.—The track extensions and re-
habilitated sections in Windsor, Walker-
ville and Ford City, Ont., details of
which were given in Canadian Railway
and Marine World for Dec. 1925, pg.
623, were placed in operation on Jan. 8.

Plans for the track work to be done
during this year outlined tentatively in
our January issue, pg. 35, are, we are
advised officially, still in the formative
stage, and discussions between the rail-

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issue.

The Ontario Hydro Electric Rys. Essex District management is negotiating the acquisition of 10 all steel double truck cars now located near New York City and in the possession of a U.S. Government agency. They were built in 1919 to provide transportation to and from a shipbuilding plant, have been used very little, and are in practically new condition. They are of fully modern construction, and have double doors at each corner, one door at each end being equipped with a treadle operated device. The electrical equipment includes 4 Westinghouse 514 40 h.p. motors per car, and K 35 control. The management expects delivery shortly of the one inter-urban type, and 3 double end, double truck safety type, 400 class cars ordered from Ottawa Car Mfg. Co., described in Canadian Railway and Marine World for January, pg. 34. Traffic on the Essex District is, we are advised, increasing from 70,000 to 80,000 passengers a week compared with a year ago, making more rolling stock an urgent necessity.

British Columbia Electric Ry. has ordered four 2-car trains and 8 single end prepayment cars, for Vancouver city and suburban service, from Canadian Car and Foundry Co. The 2-car trains will be identical with those acquired a year ago, described and illustrated in Canadian Railway and Marine World for Aug. 1925, pg. 419. Both units of these trains are 36 $\frac{1}{4}$ ft. long, the motor car seats 48 passengers and the trailer 55, and the control is of the camshaft type, with automatic acceleration. Both motors and trailers are equipped with English made, type DK-83-B 60 h.p. 600 volt

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MARCH 1926

• Windsor, Essex and Lake Shore Rapid
Ry. will, we are advised officially, build a
spur line into the cold storage plant under
erection in Leamington, Ont., by the
Dominion Government. The company
contemplates building an addition to its
express shed at Frasers, and a loading
platform at Fosters for handling fruit and
vegetable express business.

April 1926

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1 is putting in new special work at Canada
2 and Gottingen Streets, Halifax, at an
3 estimated cost of \$15,000.

4 **Ontario Hydro Electric Rys., Essex**
5 **District.**—At the time of writing, Oct. 12,
6 the following progress has been made in
7 the construction programme given in
8 Canadian Railway and Marine World for
9 July, pg. 376. The loop at Chatham St.,
10 Victoria Ave. and Park St., Windsor, has
11 been completed. The double tracking of
12 the line on Ouellette Ave., Windsor,
13 between Pine St. and Tecumseh Road,
14 4,500 ft., has been completed; this was
15 paved surface work, with steel ties and 100
16 lb. A.R.A. rails, and with joints welded by
17 Thermit process. Installation of a double
18 track 3-way intersection at Ouellette Ave.
19 and Wyandotte St., Windsor, has been
20 completed. The building of 3,900 ft. of
21 double track line on Wyandotte St.
22 between Ouellette Ave. and Wellington
23 St., to the same standards as the line on
24 Ouellette Ave., is progressing rapidly, it
25 being expected at the time of writing that
26 the job will be completed at the end of
27 October or shortly after. The excavation
28 and substructure work on the Ouellette
29 Ave. job was done by Merlo, Merlo and
30 Ray, Walkerville, and that on the Wyandotte
31 St. job and the loop by Cadwell
32 Construction Co., Windsor. Railway
33 forces did the tracklaying and overhead
34 work erection.

35 The management plans to build, next
36 spring, 1½ miles of single track, with
37 turnouts, on Field Ave., in Windsor and
38 Sandwich. It will be of open track
39 construction, with paved roadway on each
40 side, and 85 lb. C.P.R. section rails, wood
41 ties with tie plates, and rock ballast will
42 be used.

43 **Winnipeg Electric Co.—Winnipeg City**

November
1926
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subsidiary.

Ontario Hydro Electric Ry., Essex District.— The McDougall Ave. substation, Windsor, Ont., details of which were given in preceding issues, has been equipped with a 1,000 k.w. rotary converter, the first of three to be installed. The other two were being installed at the time of writing, Dec. 10, 1926. The first machine was tested on Nov. 27, and went into operation on Dec. 1. Power for the operation of these lines, all a.c., is obtained from the Hydro Electric Power Commission of Ontario at different points and at varying voltages, and is transformed and stepped down to 600 v.d.c. at the trolleys.

Ottawa Electric Ry. issued a statement

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January 1927
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up for offices.

Ontario Hydro Electric Rys., Essex District.—Following completion of the bridge carrying the street over the Canadian Pacific Ry. tracks in Windsor, the double track line on the Wyandotte St. extension, between Ouellette Ave. and Wellington St., 2,000 ft., was completed, and placed in operation on Oct. 20. The rails used were 100-lb. T type, in 60-ft. lengths; twin steel ties were used, and concrete wearing surface was provided. On the College (formerly Field) Ave. and Felix Ave. extension, where $1\frac{3}{4}$ miles of single track was proposed to be laid with 85-lb. Canadian Pacific Ry. section rails and wood ties, the track to be of open construction, it has been decided to postpone the tracklaying until next spring, and to double track the portion of it between Wellington St. and Windsor city limit, about 1,000 ft. The balance of the line, single track, will be built with the track off the street center, so as to provide for double tracking if growth of traffic demands it.

Ottawa Electric Ry.—We are advised that the car house destroyed by

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constituted another drawback. Solid tires were another undesirable feature. In operation and maintenance, they were a little more economical than the straight gasoline bus, but this feature was more than offset in other directions.

The experience of electric railways in the United States has been similar to that of the Canadian roads mentioned. In 1922 the electric roads in the two countries bought 6 trackless trolleys; in 1923, they bought 15, and in 1924, 7. Since then none have been bought. The chief installations in the United States were in Cohoes, N.Y.; Petersburg, Va.; Staten Island, N.Y.; Baltimore, Md.; Philadelphia, Pa., and Rochester, N.Y. Four vehicles were placed in operation in Cohoes in 1924 and continue to operate. Five were placed in operation at Petersburg, but were withdrawn at the beginning of 1927. On Staten Island, N.Y., operation of trackless trolleys was gone into on quite a large scale, 15 miles of route being served; at present, however, there are only a few of the original vehicles in service. The cost of operation of these is said to be about 12c per passenger carried, while the fare is only 5c, the deficit being borne by the City of New York. Trackless trolley operation began in Baltimore in 1922, with 3 vehicles operated on a 6½-mile route divided into two 7c fare zones. The residents of the district served agreed to underwrite an expected deficit of \$32,000 for the first 5 years' operation, but despite this the operation has not been profitable. In Philadelphia, trackless trolley operation was started on a 5-mile route in 1923, when the fare was 7c cash or 4 tokens for 25c. Now the fare is 8c cash or 2 tokens for 15c, and operation is just about breaking even. In Rochester, 7 trackless trolleys were placed in operation in 1923 on a 3-mile cross-town line, intersecting 5 electric railway lines. The fare is 8c cash, 2 tickets for 15c. While it is reported that operating expenses are not earned, the management is said to be satisfied with results and planning to retain the trackless trolleys in operation.

It is said that in Europe, particularly Great Britain, some electric railway managements regard the trackless trolley as a vehicle intermediate between the bus for light traffic routes and the street car for those where the traffic is heavy. Experience on this continent shows that the field indicated is so narrow that the trackless trolley can well be dispensed with.

London Street Ry. Franchise.—London

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Windsor, Essex and Lake Shore Rapid Railway Proposed Purchase.

Canadian Railway and Marine World for March, pg. 156; July, pg. 420, and August, pg. 486, gave details of the proposal for purchase of the Windsor, Essex and Lake Shore Rapid Ry., a radial electric line between Windsor and Leamington, in Essex County, by the municipalities through which it runs, and the handing over of it to the Hydro Electric Power Commission of Ontario Railways Department for operation. The price named was \$296,000 for the property as it stands, with all equipment, and without assumption, by the purchasers, of any outstanding capital obligations, this figure being satisfactory to the owners. The road has 36.21 miles of single track, 1.14 miles of double track, 1.85 miles of sidings and turnouts, its total track mileage being 39.2. While the road has not paid, a report submitted to the municipalities by W. R. Robertson, General Superintendent, Railways Department, and T. U. Fairlie, then Railways Engineer, H.E.P.C. of Ontario, claimed that with expenditure of \$696,946 for rehabilitation, it could be made to pay. The amounts to which the various municipalities concerned would be made financially responsible for the road's acquisition and rehabilitation, by issue of debentures to be deposited with the H.E.P.C. of Ontario as security for the bonds to be issued by that body and sold to the public, were dealt with in the article in our July issue. As stated in our August issue, all the municipalities concerned, except Windsor, will have to have a vote of the rate-payers on the proposed purchase and operation agreements, in the form of bylaws.

A deputation of representatives from Windsor and other interested municipalities conferred with Premier Ferguson of Ontario, on Nov. 16, in Toronto, in regard to the Government's attitude toward the deal. On the question of the Government guaranteeing bonds to be issued to provide capital for buying and rehabilitating the road, the Premier explained that the Government is unable to do this, legislation terminating the Government's authority to guarantee radial railway bonds having been passed at the Ontario Legislature's last session. (This was by amendment to the Hydro-electric Railway Act, 1914, as explained in our April issue, pg. 220). He said, however, that the Government is prepared to endorse operation of the line by the H.E.P.C. of Ontario Rail-

Department and indicated that

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- more cars in the near future.

- Windsor, Essex and Lake Shore Rapid
n Ry. has converted one of its largest
n passenger cars into a combination pas-
d senger and express car, and has installed
a an express service in connection with
r Canadian National Ry. Express Depart-
l, ment.
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(See also YORK TWP. RYS.)

Windsor, Essex and Lake Shore Rapid Ry.—The Dominion Government is planning to build a cold storage plant at Leamington, Ont., contiguous to the company's track, and if it is built it will be connected with the track by a siding.

The company is repairing the pavement along its tracks in Windsor and Essex, at considerable expense, and is installing several thousand new cross ties.

York Township Rys.—Good progress

November 1925

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no transfer.

Windsor, Essex and Lake Shore Rapid Ry., Windsor, Ont., controlling Highway Motor Coach Line, service started 1925; interurban route, 37 miles; 1 route; electric railway line not paralleled; 2 buses; other details not given.

Winnipeg Electric Co. Winnipeg

November 1926

international President, Street Railway Employees' Association of America, the one-man car represents evolution in invention, just like the automobile, the typewriter, the radio, etc. This invention threatens to take general hold, especially since the courts have shown themselves impressed by companies which operate one-man cars. I think the employees have only to congratulate themselves on this new system, for the new cars will never adversely affect employment, and will preserve for them the health and energy that are theirs."

Ontario Hydro Electric Railways, Essex District, Results.

The Ontario Hydro Electric Rys., Essex District, serving Windsor, Sandwich, Ford City and Walkerville and contiguous territory, operated by the Hydro Electric Power Commission of Ontario Railways Department, of which W. R. Robertson is General Superintendent, had, in the year ended Oct. 31, 1926, traffic and earnings which showed the good business conditions in the Western Ontario peninsula. Passenger earnings were \$969,338.72 compared with \$799,036.67 in the preceding year, freight and express earnings \$51,585.61, compared with \$46,424.94, and total gross earnings \$1,031,443.20 compared with \$860,303.09. Net operating revenue, after deduction of taxes, was \$272,182.97, compared with \$257,417.79 before deduction of taxes in the year ended Oct. 31, 1925; fixed charges were \$211,713.45, compared with \$189,931.83, and surplus \$60,469.52, compared with \$67,485.96 before deduction of taxes, or \$64,434.94 after deduction of taxes in the year ended Oct. 31, 1925.

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1927

that are theirs.

Ontario Hydro Electric Railways, Essex District, Results.

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Passengers carried in the year ended Oct. 31, 1926, totalled 18,410,520, an increase of 3,600,482 over the preceding year. Car miles operated were:—single truck hand brake cars, 142,558; double truck hand brake cars, 490,110; interurban cars, 184,999; single truck safety cars, 716,091; double truck safety cars, 708,457; express cars, 27,856. Route mileage was:—city electric railway, 20.56 miles; city bus routes, 12.18; Amherstburg interurban, 13.54; Tecumseh interurban, 5.76; total, 52.04. Total passenger, freight and express car miles operated were 2,712,602; total car hours operated 327,875; passenger cars in service, 83; passengers carried per route mile, 353,762; passengers carried per car mile, 6.86; passengers carried per car hour, 57.39; passengers carried per car operated, 216,204; total freight tonnage carried, 22,899 and percentage of transfer, 100.

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in the Western Ontario peninsula. Passenger earnings were \$969,338.72 compared with \$799,036.67 in the preceding year, freight and express earnings \$51,585.61, compared with \$46,424.94, and total gross earnings \$1,031,443.20 compared with \$860,303.09. Net operating revenue, after deduction of taxes, was \$272,182.97, compared with \$257,417.79 before deduction of taxes in the year ended Oct. 31, 1925; fixed charges were \$211,713.45, compared with \$189,931.83, and surplus \$60,469.52, compared with \$67,485.96 before deduction of taxes, or \$64,434.94 after deduction of taxes, in the year ended Oct. 31, 1925. Taxes were considered as an operating charge in the year ended Oct. 31, 1926, having theretofore been deducted from the balance after fixed charges.

Passengers carried in the year ended Oct. 31, 1926, totalled 18,410,520, an increase of 3,600,482 over the preceding year. Car miles operated were:—single truck hand brake cars, 142,558; double truck hand brake cars, 490,110; interurban cars, 184,999; single truck safety cars, 716,091; double truck safety cars, 708,457; express cars, 27,856. Route mileage was:—city electric railway, 20.56 miles; city bus routes, 12.18; Amherstburg interurban, 13.54; Tecumseh interurban, 5.76; total, 52.04. Total passenger, freight and express car miles operated were 2,712,602; total car hours operated 327,875; passenger cars in service, 83; passengers carried per route mile, 353,762; passengers carried per car mile, 6.86; passengers carried per car hour, 57.39; passengers carried per car operated, 216,204; total freight tonnage carried, 26,822, and percentage of transfer passengers to total passengers carried, 11.97.

Accidents per 100,000 car miles operated were 26.86 in the year ended Oct. 31, 1926, compared with 19.43 in the preceding year, this seemingly large increase being explained by the fact that there was considerable construction and rehabilitation work in progress during the year, all accidents, mostly of a minor nature, taking place in connection with it being counted in the total. The cost of accidents per car mile operated was 1.24c, compared with 1.25c in the year ended Oct. 31, 1925. There were 494 accidents in the year ended Oct. 31, 1926, 140 of which were caused by automobiles running into street cars.

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pg. 290.)

Ontario Hydro Electric Rys., Essex District.—Work is proceeding on a track extension of about $1\frac{3}{4}$ miles on Field and Felix Aves., Windsor. The extension is single track, and of open track construction, 85-lb. C.P.R. section rails and wood ties being used. It is an extension of the Wyandotte St. line, and crosses 2 bridges, one over Canadian Pacific Ry. tracks, and the other over Michigan Central Rd. tracks, near the entrance to the tunnel. The Board of Railway Commissioners passed order 38,959, April 27, authorizing the electric railway track to be laid on the bridge over the C.P.R. tracks, when completed. The extension will extend along Felix Ave. to Tecumseh Road.

The management contemplates the reconstruction of about 2,000 ft. of double track on Wyandotte St. East, between Ouellette Ave. and Howard Ave. This work, which will probably be undertaken in the near future, would complete track rehabilitation on Wyandotte St. The track will be of paved surface construction, and laid with 100-lb. T rail in 60-ft. lengths, and steel ties.

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Ry. station with those on Barrington St.
Ontario Hydro Electric Rys., Essex
District.—Particulars were given in Canadian Railway and Marine World for June, pg. 353, of the 1¾ mile single track extension being built on Field and Felix Aves., Windsor, using open track construction, with Canadian Pacific Ry. section 85-lb. rails and wood ties. The line will cross the Michigan Central tracks, near the Canadian end of the Michigan Central Rd. tunnel, on a reinforced concrete bridge to carry the highway and electric railway line. A contract for the bridge has been given to Ernest Clark, and work has started.

It was also stated in our June issue that the management contemplated proceeding with the reconstruction of 2,000 ft. of double track on Wyandotte St. East, between Ouellette and Howard Aves. A contract for it has been given Merlo, Merlo and Ray, Walkerville. The track will be of paved surface construction, and laid with 100-lb. T rail in 60-ft. lengths, with twin steel ties. All material will be supplied by the railway, and railway forces will erect the overhead system.

The Field Ave. line, which is an extension of the Wyandotte St. line, crosses the Canadian Pacific Ry. as well as the Michigan Central Rd. and the Canadian Pacific is building a steel highway bridge on which the electric railway and highway will be carried across its tracks. A contract for the work has been given Considine and Reed, and construction is proceeding.

Quebec Ry. Light and Power Co.—The

Electric Railway Projects, Construction, Betterments, Etc.

British Columbia Electric Ry.—The laying of the new permanent double track line on Hastings St. East, Vancouver, is reported to be about completed, and temporary tracks have been laid on Broadway West, preparatory to laying permanent tracks there. Both these works are necessary owing to paving decided upon by the city council. (June, pg. 353.)

Cornwall Street Ry., Light & Power Co.—We are advised officially that the extension to the company's car house at Cornwall, Ont., completed recently, is of solid brick, 73 x 110 ft., on concrete foundations, with metal sashes, fireproof doors, and steel columns and girders to support wooden roof of mill-type construction with tar and gravel roof. The extension was built by R. T. Smith Construction Co., Montreal, at a cost of approximately \$18,000.

Dominion Power and Transmission Co.—We are advised officially that the company is having plans prepared for the construction of shops and bus garage at the corner of King and Wentworth Sts., Hamilton, Ont.

Edmonton Radial Ry.—Edmonton, Alta., City Council has under consideration plans for the construction of an extension of the railway along either 86th or 87th Avenues west of 109th Street, to give a direct service to the University skating rink. (June, pg. 353.)

London St. Ry.—Residents of Byron, Ont., are reported to have renewed their efforts to induce the company to extend its railway now terminating at Springbank Park to Byron. It was stated June 7 that the matter was to be brought before Westminster Township Council.

London St. Ry.—We are advised officially that no new work is being done this year. It is, however, possible that the reconstruction of the London West track, which is under consideration, may be taken in

Nova Scotia Tramways and Power Co.—Repair and improvement work has been made recently on the following lines in Halifax, N.S.: on Goringen St. from Kaye St. southwards; on Barrington and Granville Sts. on the George St. extension. Work will be started at an early date on an extension on Gas Lane to connect the tracks running south to the Canadian National Ry. station with those on Barrington St. **Ontario Hydro Electric Rys., Essex District.**—Particulars were given in Canadian Railway and Marine World for June, pg. 353, of the 1¾ mile single track extension being built on Field and Felix Aves., Windsor, using open track construction, with Canadian Pacific Ry. section 85-lb. rails and wood ties. The line will cross the Michigan Central tracks, near the Canadian end of the Michigan Central Rd. tunnel, on a reinforced concrete bridge to carry the highway and electric railway line. A contract for the bridge has been given to Ernest Clark, and work has started.

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Ontario Ry. Light and Power Co.—The

tion of subways to carry Bay and York Sts. under the steam railway tracks, and the construction of additional electric railway track on Bay and York Sts., the operation will be south on Bay St., west on Queen's Quay and north on York St. The laying of tracks across Spadina Ave. bridge, described and illustrated in Canadian Railway and Marine World for June, was completed in the latter part of May, and the Spadina route cars were at once routed across the bridge.

Windsor, Essex and Lake Shore Rapid Ry. is, we are advised officially, building a 30 x 16 ft. extension to its fruit shed at Leamington, Ont.

Winnipeg Electric Co.—A press report states that a sub-committee of the city council's committee on public improvements has decided not to recommend the widening of Osborne St. The work was estimated to cost \$45,000, towards which the company offered to contribute \$5,000, and the Manitoba Government \$10,000. While the boulevard on the east side of the street will be widened, the street car tracks, on which the company proposes to lay heavier rails, will remain in their present position.

The question of taking up the tracks on Bannerman Ave., between Main and McGregor Sts., was considered by the city council's committee on public safety recently, and the question of providing transportation on the street in the event of the car tracks being taken up was referred to the transportation committee.

Track repair work is reported to have been in progress recently on the lines on several streets, and it is reported similar work will be done during the summer on the following streets: Portage Ave., between Main and Donald Sts.; Main St., from north of car house to city limits; Sargent Ave., between Sherbrooke and Arlington Sts.; Osborne St., between bridge and Corydon Ave.; Corydon Ave.;

Windsor, Essex and Lake Shore Rapid Railway's Future.

Canadian Railway and Marine World for February stated on pg. 94 that the municipal councils of places served by the Windsor, Essex and Lake Shore Rapid Ry. had officially expressed the opinion that the road should be taken over by the municipalities, on terms to be agreed upon, and operated on their behalf by the Hydro Electric Power Commission of Ontario. The Railways Department, which is now operating the Ontario Hydro Electric Ry., Essex District, lines, formerly Sandwich, Windsor and Amherstburg Ry., which serve Windsor, Walkerville, Sandwich, Ford, etc. The W.E. and L.S.R. Ry. extends from Leamington to Windsor, Ont., in Essex County, its operating headquarters being at Kingsville, Ont. It has 36.21 miles of single track, 1.14 miles of double track, 1.85 miles of sidings and turnouts, and total track mileage of 39.2. In 1924, the latest year for which complete statistics are available, passenger car mileage was 343,662; freight, mail and express car mileage, 186,845; total car mileage, 530,507; fare passengers carried, 578,527; transfer passengers carried, 5,023; total passengers carried, 583,550; tons of freight carried, 81,095. Total revenue was \$269,393.90, revenue from operations other than transportation bringing this up to \$275,043.75; and total operating expenses were \$262,585.06. Net earnings were \$12,458.69, and deficit after fixed charges, \$46,461.92. Power costs were \$64,409.23. The road is in bad shape financially. It operates at 6,000 volts, generating its own power in a coal-burning plant at Kingsville. Due in part to this high voltage, equipment maintenance costs are high; the rolling stock is exceptionally heavy and is getting old, and car mile operating costs are reported as in excess of 60c. As a result of these conditions the road has not been able to look after local traffic properly in the Windsor suburban area and it has been lost in large degree to bus lines.

ate purchase of the property by the municipalities at a figure to be agreed upon, the municipalities to issue debentures to finance the purchase, and to turn the property over to the H.E.P.C. of O. for operation.

After considerable discussion, a motion was adopted, asking the H.E.P.C. of O. Ry. Dept. to make a survey of the property, without cost or obligation on the municipalities' part, to determine its value as a going concern. This work was started on Feb. 2, and it is anticipated that it will be completed early in March. The majority of the municipalities' representatives at the meeting were in favor of a straight purchase of the property. Ex-Mayor E. B. Winter of Windsor, a member of the city council there this year, spoke strongly against the first proposition, saying that the most logical procedure would be for the present owners to place a price on the property, after which the municipalities, with the information secured by the survey now in progress, could determine whether they would pay it. Mr. Wickett undertook to state, in the near future, what price would be acceptable. W. R. Robertson stated that the H.E.P.C. of O. Railways Department could operate the line so as to make it pay, or at least carry itself. He said that car mile operating costs on the O.H.E. Ry., Essex District, are only about half what they are on the W.E. & L.S.R. Ry., that with the road under the same management as the O.H.E. Ry.'s lines, cheap power would be available, and, with operation at 550 volts and the property put in good shape, operating costs would be decreased greatly. T. U. Fairlie corroborated Mr. Robertson's statements. The meeting concluded with the understanding that the matter would be discussed fully by the various municipal councils. Another meeting will be held as soon as the survey being conducted by the H.E.P.C. of O. has been completed, and it is expected that by that time the matter will be decided.

Progress of Street Railway Transportation in Montreal.

The following is reproduced from the Montreal Gazette:—"It is just a little more than 25 years since horse cars represented the height of passenger transportation in Montreal, in common with other cities in America. Then the snow was left on the roads all winter and the old Montreal St. Ry. brought out its bobtail sleighs, with straw in the bottoms, for winter service. In the period in the spring between the disappearance of the snow and the clearing of the streets, high-wheeled buses were employed. When electric cars were first mooted here, it was asserted by experts that they could never be employed in Montreal because of the heavy annual snowfall. Local transportation men were not discouraged, however, and the trolley cars were introduced and were immediately a success. They ran summer and winter, in fair weather and foul. The first cars were of the one-truck type, heated with coal stoves in winter. Gradually improvements were made in the cars and the big ones of the Scotch type, with middle entrances, were tried. Then there were open cars for summer and closed cars for winter. Eventually the p.a.y.e. cars were adopted and they are in use today. Progress is the motto of the Montreal Tramways Co., and each year sees new cars put on the routes. The cars are cleaned daily and kept in perfect order. The latest devices are applied as their worth is proved. For 1927 the company has ordered 50 new street cars at a cost of \$17,000 each, and new and larger buses, the total cost to be about \$1,000,000. With the trolley cars and the additional buses, the service should be sufficient to accommodate the increased population. For Montreal is always growing, and is spreading out in all directions. The main routes at present are marked with processions of cars at the peak hours and it is a difficult task to handle the crowds at these periods. The company does as well as possible in the circumstances. The time is

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Windsor, Essex and Lake Shore Rapid Railway's Future.

P

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A meeting at Kingsville on Feb. 1, was attended by W. R. Robertson, General Superintendent, Railways Department, and T. U. Fairlie, Railways Engineer, Hydro Electric Power Commission of Ontario; G. D. Wickett, President, W.E. & L.S.R. Ry.; A. F. McGill, Local Superintendent, O.H.E. Rys., Essex District, and the mayors, or reeves, and other representatives of Windsor, Kingsville, Leamington, Cottam, Ruthven and Sandwich East, Gosfield North, Gosfield South and Mersea Townships, about 200 being present. Mr. Wickett stated that the W.E. & L.S.R. Ry. management had de-

ate purchase of the property by the municipalities at a figure to be agreed upon, the municipalities to issue debentures to finance the purchase, and to turn the property over to the H.E.P.C. of O. for operation.

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Hydro Electric Railway Bonds.—As explained in Canadian Railway and Marine World at the time when the late Sir Adam Beck's scheme for building a radial electric railway between Toronto and Niagara Falls was abandoned following action taken by the Ontario Drury Government, the Hydro Electric Power Commission of Ontario was left in possession of bonds deposited by the various cities, towns and

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now in progress, could determine whether they would pay it. Mr. Wickett undertook to state, in the near future, what price would be acceptable. W. R. Robertson stated that the H.E.P.C. of O. Railways Department could operate the line so as to make it pay, or at least carry itself. He said that car mile operating costs on the O.H.E. Rys., Essex District, are only about half what they are on the W.E. & L.S.R. Ry., that with the road under the same management as the O.H.E. Rys.' lines, cheap power would be available, and, with operation at 550 volts and the property put in good shape, operating costs would be decreased greatly. T. U. Fairlie corroborated Mr. Robertson's statements. The meeting concluded with the understanding that the matter would be discussed fully by the various municipal councils. Another meeting will be held as soon as the survey being conducted by the H.E.P.C. of O. has been completed, and it is expected that by that time the price at which the W.E. & L.S.R. Ry. management will be willing to sell the property outright will have been made known.

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during the year, accounting for an increase in track maintenance expenses. There was \$4,342 written off valuation expenses, and about \$13,000 was set aside for pension and insurance fund. The number of passengers carried during the year was \$3,600,482 more than in the preceding year. The number of accidents per 100,000 car miles was 26.86, compared with 19.43 in 1925. Despite this increase, the cost of accidents per car mile decreased, being 1.24c in 1926, compared with 1.25c in 1925. Out of the total number of accidents, 494 were due to automobiles, and 140 were caused by automobiles running into street cars.

The mileage operated by various types of cars during the year was as follows: single truck, hand brake (2-man), 142,558 car miles; double truck, air brake (2-man), 490,110; interurban, 184,999; single truck safety cars, 716,091; double truck safety cars, 708,457; express cars, 27,856. Following are details of operation:

Route miles:	
City trolley.....	20.56
City bus.....	12.18
Amherstburg interurban.....	13.54
Tecumseh interurban.....	5.76
Total.....	52.04
Car miles operated.....	2,712,602
Car hours operated.....	327,875
Passengers carried.....	18,410,520
Percentage of transfer to revenue psgrs....	11.97
Passenger cars operated.....	83
Passengers carried per route mile.....	353,762
“ “ car mile.....	6.86
“ “ car hour.....	57.39
Average mileage per car operated.....	32,319
“ passengers per car operated.....	216,204
Freight tonnage carried.....	26,822

The assets of the Essex District railways as at Oct. 31, 1926, are given as follows: road and equipment, \$4,851,955.38; materials and supplies, \$109,729.40; accounts receivable, \$54,318.87; cash in Commission's hands, \$95,442.99; cash in branch banks, \$6,525.25; insurance, taxes and expenses prepaid, \$3,104.99; valuation and other expenses re purchase of railway and re issue of bonds, less 70% written off, \$6,111.19; total, \$5,127,188.07. Liabilities to the same amount consist of Sandwich, Windsor and Amherstburg Ry. bonds issued by the Commission and guaranteed by the province, plus accrued interest, \$4,863,453.63; accounts payable, provision for unredeemed tickets, etc., \$75,446.89; premium on sales of debentures less portion written off, \$57,859.39, and reserve for renewal of road and equipment, \$130,428.16.

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would be compelled to retire from service on account of age.

Ontario Hydro Electric Railways, Essex District, Results.

The Hydro Electric Power Commission of Ontario's report for the year ended Oct. 31, 1926, contains considerable information concerning the Essex District electric railways, operated by the Commission's Railways Department, of which W. R. Robertson is General Superintendent, and which serves Windsor, Walkerville and adjoining places in Ontario's southwestern peninsula. The revenue of the lines in the year ended Oct. 31, 1926, was \$1,031,443, compared with \$860,303 in the preceding year; net operating revenue was \$272,183, compared with \$257,418. There was a surplus after all charges of \$60,470, which was set aside as depreciation. The revenue was made up as follows: passenger, \$969,339; freight and express, \$51,585; miscellaneous, \$10,519. More than the normal amount of track work was done during the year, accounting for an increase in track maintenance expenses. There was \$4,342 written off valuation expenses, and about \$13,000 was set aside for pension and insurance fund. The number of passengers carried during the year was \$3,600,482 more than in the preceding year. The number of accidents per 100,000 car miles was 26.86, compared with 19.43 in 1925. Despite this increase, the cost of accidents per car mile decreased, being 1.24c in 1926, compared with 1.25c in 1925. Out of the total number of accidents, 494 were due to automobiles, and 140 were caused by automobiles running into street cars.

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The assets of the Essex District railways

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Windsor, Essex and Lake Shore Rapid Railway's Future.

Canadian Railway and Marine World for June gave on pg. 352, and preceding issues, particulars of the proposal by which the municipalities served by the Windsor, Essex and Lake Shore Rapid Ry., an electric line running from Windsor, Ont., southeasterly through the richest part of Essex County, to Lake Erie, would buy the line and turn it over to the Hydro Electric Power Commission of Ontario for operation. At a meeting at Essex on June 10, attended by representatives of the municipalities concerned, presided over by Mayor Jackson of Windsor, and addressed by W. R. Robertson, General Superintendent, Railways Department, and T. U. Fairlie, then Railways Engineer, Hydro Electric Power Commission of Ontario, the municipal representatives, after hearing the report prepared by Messrs. Robertson and Fairlie on the advisability of acquiring the railway, expressed themselves as favorable to the proposition. It was decided that copies of the report be furnished the councils of all the municipalities concerned, and that another meeting be held in a few weeks to take definite action and prepare bylaws to be submitted to provide for the acquisition of the property.

The report presented by Messrs. Robertson and Fairlie, prepared during the past three months, dealt with the present condition of the railway, physical and financial, purchase and rehabilitation cost, and prospective revenues and expenses, and is summarized as follows:—The railway is a single track, standard gauge, 6,600 volt a.c. electric line, connecting Windsor with Leamington and operating through Sandwich East, Sandwich South and Maidstone Townships, Essex Town, Gosfield North Tp., Cottam Village, Gosfield South Tp., Kingsville Town, and Ruthven Village. Its total length is 36.12 miles, of which slightly over 2 miles are in paved construction in Windsor, $\frac{3}{4}$ mile in Essex, 1 mile in Kingsville, and $\frac{3}{4}$ mile in Leamington. The balance is open track construction with wood ties. The line is built on the main streets of the towns through which it passes, and in the intervening districts is built largely on private right of

rugated iron freight shed are in good condition. All other shelters and station buildings are in poor condition and of little value.

The equipment consists of 7 motor passenger cars, 4 trailer cars, 4 Gotfredson interurban buses, 3 express cars, 1 snow plough, 2 box cars, 4 gondola freight cars, and 5 flat cars. The passenger cars are of excessive weight and in poor condition. The express cars are in fair condition. Buses nos. 1 and 2, Gotfredson model 40, 16-passenger sedans, bought in April 1925, and equipped with 40 h.p. engines, and nos. 3 and 4, Gotfredson model 50, 25-passenger interurban type, bought in April 1926 and equipped with 90 h.p. engines, are in fair condition considering the mileage operated. The box and gondola cars are in fair condition; the flat cars and snow plough are of scrap value only.

The power house for the system, on Park St., Kingsville, is a solid brick building, 60 x 120 ft., with concrete boiler house, 50 x 70 ft., attached. Steam is generated in four 360 h.p. Canada Foundry water tube boilers operating at 110 lb. pressure. Electrical power is generated by 2 Goldie and McCullough cross-compound horizontal slow speed engines, each direct connected to a 500 kw. Westinghouse single phase 6,600 v. generator. The normal load is about 600 kw. and momentary load 900 kw. The plant has been poorly maintained and the equipment is obsolete. The cost of power averages between 4 and 5c per kw. hr.

Valuation.—Messrs. Robertson and Fairlie placed the following value upon the property: way and structures, \$252,350; equipment, \$41,150; power equipment, \$2,500; total, \$296,000. The power plant has been included at scrap value only. The valuation has been agreed to by the present owners.

Recommended Rehabilitation.—In the event of the road being acquired, the following expenditures should be made to place it in condition for efficient operation:

Reconstructing roadbed, including drainage, ballasting, re-tieing, re-planting joints, 201,400
New sidings, 20,000
New valves, 17,000

car miles (eliminating buses) that a satisfactory service can be provided, and that with improved roadbed conditions, 'new light-weight equipment, power stations and improved connections, that considerable economy can be effected in operation. It is estimated that cost of car mileage will not exceed 35c a car mile. This, together with carrying charges on new capitalization, would require \$251,500 a year. It is estimated that with the above changes in effect, the revenue will be materially increased above cost of operation and all carrying charges. To illustrate this, the case of the Amherstburg Division, Essex District Rys., is cited. In 1920, with a population of 4,866, the passengers carried were 363,428, or 74.68 rides per capita, while in 1926, with a population of 5,181, there were 467,359 passengers carried, or 90.206 rides per capita. On the W.E. & L.S. Ry., with a tributary population of 22,488, the passengers carried were 920,000, or 40.9 rides per capita, and in 1926, with population 25,402, there were 466,840, or 18.3 rides per capita. The local buses operating on Howard Ave., Windsor, secure approximately \$40,000 revenue a year, which should accrue to the W.E. & L.S. if satisfactory service be given. This would produce net revenue over all operating expense of \$10,000 a year, or an operating ratio of 75%. The estimated operating results for the first year of operation after complete rehabilitation are as follows:

Capital.....	\$1,000,000		
Interest, 5%.....		\$50,000	
Depreciation, 2% on.....	\$2,000,000	40,000	
Amortization, 1%.....		10,000	
Annual fixed charge.....		100,000	
Operating Expense.....			Per car
Maintenance of way and structures.....		Amount	mile
" " equipment.....		\$36,000	7 3c
Power.....		20,090	4 1
Transportation.....		34,300	7 0
General.....		58,310	11 9
		24,500	5 0
Total.....		173,200	35 3
Fixed charges.....		100,000	
Total expense.....		273,200	
Revenues.....			
1926.....		\$245,448	31
Estimated increase, local revenue at Windsor by replacement of bus lines.....		40,000	60

JULY
1927

the railway, expressed themselves as favorable to the proposition. It was decided that copies of the report be furnished the councils of all the municipalities concerned, and that another meeting be held in a few weeks to take definite action and prepare bylaws to be submitted to provide for the acquisition of the property.

The report presented by Messrs. Robertson and Fairlie, prepared during the past three months, dealt with the present condition of the railway, physical and financial, purchase and rehabilitation cost, and prospective revenues and expenses, and is summarized as follows:—The railway is a single track, standard gauge, 6,600 volt a.c. electric line, connecting Windsor with Leamington and operating through Sandwich East, Sandwich South and Maidstone Townships, Essex Town, Gosfield North Tp., Cottam Village, Gosfield South Tp., Kingsville Town, and Ruthven Village. Its total length is 36.12 miles, of which slightly over 2 miles are in paved construction in Windsor, $\frac{3}{4}$ mile in Essex, 1 mile in Kingsville, and $\frac{3}{4}$ mile in Leamington. The balance is open track construction with wood ties. The line is built on the main streets of the towns through which it passes, and in the intervening districts is built largely on private right of way adjoining the main highway. Both freight and passenger services are operated, and considerable interchange in car-load business is done with the Canadian Pacific, Essex Terminal, and Pere Marquette Rys. and Michigan Central Rd. The passenger service is at approximately 2 or 3 hour intervals throughout the day. The country is level and thickly populated. Curvature and grades are exceptionally light. The general condition of the property is poor, and the entire system is in such a state of repair that it will require complete rehabilitation. The capitalization is: stock, \$750,000; first mortgage bonds, \$750,000; second mortgage bonds, \$250,000; total, \$1,750,000. The franchises under which the road operates will expire as follows: Windsor, 1952; Sandwich West Tp., 2004; Sandwich East Tp., 1927; Sandwich South Tp., 2005; Essex Town, expired 1926; Maidstone Tp., 2004; Gosfield North Tp., 2000; Gosfield South Tp., franchise unlimited; Kingsville Town, 1955; Mersea Tp., 1957; Leamington Town, 1957.

A combined car house and freight shed of solid brick, 60 x 120 ft., on Arthur St., Windsor, is in poor condition and requires a complete new roof. Another smaller car house, in Kingsville, brick, 50 x 120 ft., is used largely as a repair shop and is also in poor repair. A galvanized iron garage, 36 x 45 ft., in Kingsville, used in connection with bus storage, is in good condition. At Essex, a combined brick station and cor-

The power house for the system, on Park St., Kingsville, is a solid brick building, 60 x 120 ft., with concrete boiler house, 50 x 70 ft., attached. Steam is generated in four 360 h.p. Canada Foundry water tube boilers operating at 110 lb. pressure. Electrical power is generated by 2 Goldie and McCullough cross-compound horizontal slow speed engines, each direct connected to a 500 kw. Westinghouse single phase 6,600 v. generator. The normal load is about 600 kw. and momentary load 900 kw. The plant has been poorly maintained and the equipment is obsolete. The cost of power averages between 4 and 5c per kw. hr.

Valuation.—Messrs. Robertson and Fairlie placed the following value upon the property: way and structures, \$252,350; equipment, \$41,150; power equipment, \$2,500; total, \$296,000. The power plant has been included at scrap value only. The valuation has been agreed to by the present owners.

Recommended Rehabilitation.—In the event of the road being acquired, the following expenditures should be made to place it in condition for efficient operation:

Reconstructing roadbed, including drainage, ballasting, re-tieing, re-plating joints.	\$201,400	
4 new sidings.	20,000	
New poles.	17,000	
New trolley wire.	26,640	
Rebuilding overhead.	15,000	
Phone system.	3,000	
Rehabilitation in Windsor.	15,000	
New track, Leamington.	20,000	
Block signals.	18,000	
	<hr/>	336,040
5 new cars.	\$132,000	
2 locomotives.	18,000	
	<hr/>	150,000
3 automatic substations.		120,000
	<hr/>	606,040
Contingencies and engineering 15%.		90,906
		<hr/>
		\$696,946

Anticipated Results.—The line would be tied in with the Essex District lines and operated at 600 volts. In 1926, there were 237,481 passenger car miles and 133,569 bus miles travelled; revenue per passenger car mile was 58.03c and per bus mile 31.83c. Combined operating cost was 57.26c per mile. This is excessive, and is due to poor road bed, lack of maintenance, high voltage necessitating heavy equipment, and its attendant excessive cost of replacement. The present service is inadequate. With the contemplated changes placed in effect, combined purchase and rehabilitation cost would approximate \$1,000,000, with resultant carrying charges of \$100,000 a year. The capitalization of lines would then approximate \$25,000 a mile. Total revenue in 1926 was \$245,448.31, and operating expense \$235,366.55, leaving net earnings \$10,081.76. It is estimated that with 430,000 passenger car miles and approximately 60,000 freight

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July, 1927

Rapid Railway's Future.

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car miles (eliminating buses) that a satis-
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improved connections, that considerable
economy can be effected in operation. It is
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exceed 35c a car mile. This, together with
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would require \$251,500 a year. It is
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increased above cost of operation and all
carrying charges. To illustrate this, the
case of the Amherstburg Division, Essex
District Rys., is cited. In 1920, with a
population of 4,866, the passengers carried
were 363,428, or 74.68 rides per capita,
while in 1926, with a population of 5,181,
there were 467,359 passengers carried, or
90.206 rides per capita. On the W.E. &
L.S. Ry., with a tributary population of
22,488, the passengers carried were 920,000,
or 40.9 rides per capita, and in 1926, with
population 25,402, there were 466,340, or
18.3 rides per capita. The local buses
operating on Howard Ave., Windsor,
secure approximately \$40,000 revenue a
year, which should accrue to the W.E. &
L.S. if satisfactory service be given. This
would produce net revenue over all operat-
ing expense of \$10,000 a year, or an operat-
ing ratio of 75%. The estimated operating
results for the first year of operation after
complete rehabilitation are as follows:

Capital.....	\$1,000,000	
Interest, 5%.....		\$50,000
Depreciation, 2% on.....	\$2,000,000	40,000
Amortization, 1%.....		10,000

Annual fixed charge..... 100,000

Operating Expense		Per car mile
	Amount	
Maintenance of way and structures.....	\$36,000	7 3c
“ equipment.....	20,090	4 1
Power.....	34,300	7 0
Transportation.....	58,310	11 9
General.....	24,500	5 0
Total.....	173,200	35 3
Fixed charges.....	100,000	

Total expense..... 273,200

Revenues	
1926.....	\$245,448 31
Estimated increase, local revenue at Windsor by replacement of bus lines.....	40,000 00
	\$285,448 31

The report proposes division of debentures to provide for capital cost among the municipalities as follows, this being subject

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The report proposes division of debentures to provide for capital cost among the municipalities as follows, this being subject to agreement by them: Windsor, \$204,610; Sandwich West, \$60,000; Sandwich East, \$45,990; Sandwich South, \$102,870; Maidstone, \$48,380; Essex Town, \$65,730; Colchester North, \$20,660; Gosfield North, \$84,460; Gosfield South, \$111,740; Kingsville, \$85,210; Mersea, \$41,590; Leamington, \$128,760.

At the Essex meeting, Mr. Robertson stated that he considered the municipalities would be making a good deal in buying the line and having it rehabilitated, and all the municipal representatives expressed themselves in favor of the scheme.

Montreal Tramways Co.'s Passenger

JULY 1927

JULY
1927

concerned, and what amount received, held in a few weeks to take definite action and prepare bylaws to be submitted to provide for the acquisition of the property.

The report presented by Messrs. Robertson and Fairlie, prepared during the past three months, dealt with the present condition of the railway, physical and financial, purchase and rehabilitation cost, and prospective revenues and expenses, and is summarized as follows:—The railway is a single track, standard gauge, 6,600 volt a.c. electric line, connecting Windsor with Leamington and operating through Sandwich East, Sandwich South and Maidstone Townships, Essex Town, Gosfield North Tp., Cokiam Village, Gosfield South Tp., Kingsville Town, and Ruthven Village. Its total length is 36.12 miles, of which slightly over 2 miles are in paved construction in Windsor, ¼ mile in Essex, 1 mile in Kingsville, and ¼ mile in Leamington. The balance is open track construction with wood ties. The line is built on the main streets of the towns through which it passes, and in the intervening districts is built largely on private right of way adjoining the main highway. Both freight and passenger services are operated, and considerable interchange in carload business is done with the Canadian Pacific, Essex Terminal, and Pere Marquette Rys. and Michigan Central Rd. The passenger service is at approximately 2 or 3 hour intervals throughout the day. The country is level and thickly populated. Curvature and grades are exceptionally light. The general condition of the property is poor, and the entire system is in such a state of repair that it will require complete rehabilitation. The capitalization is: stock, \$750,000; first mortgage bonds, \$750,000; second mortgage bonds, \$250,000; total, \$1,750,000. The franchises under which the road operates will expire as follows: Windsor, 1952; Sandwich West Tp., 2004; Sandwich East Tp., 1927; Sandwich South Tp., 2005; Essex Town, expired 1926; Maidstone Tp., 2004; Gosfield North Tp., 2000; Gosfield South Tp., franchise unlimited; Kingsville Town, 1955; Mersea Tp., 1957; Leamington Town, 1957.

A combined car house and freight shed of solid brick, 60 x 120 ft., on Arthur St., Windsor, is in poor condition and requires a complete new roof. Another smaller car house, in Kingsville, brick, 50 x 120 ft., is used largely as a repair shop and is also in poor repair. A galvanized iron garage, 36 x 45 ft., in Kingsville, used in connection with bus storage, is in good condition. At Essex, a combined brick station and cor-

tube boilers operating at 110 lb. pressure. Electrical power is generated by 2 Goldie and McCullough cross-compound horizontal slow speed engines, each direct connected to a 500 kw. Westinghouse single phase 6,600 v. generator. The normal load is about 600 kw. and momentary load 900 kw. The plant has been poorly maintained and the equipment is obsolete. The cost of power averages between 4 and 5¢ per kw. hr.

Valuation.—Messrs. Robertson and Fairlie placed the following value upon the property: way and structures, \$252,350; equipment, \$41,150; power equipment, \$2,500; total, \$296,000. The power plant has been included at scrap value only. The valuation has been agreed to by the present owners.

Recommended Rehabilitation.—In the event of the road being acquired, the following expenditures should be made to place it in condition for efficient operation:

Reconstructing roadbed, including drainage, ballasting, re-tieing, re-plating joints	\$201,400
4 new sidings	20,000
New poles	17,000
New trolley wire	25,640
Rebuilding overhead	15,000
Phone system	3,000
Rehabilitation in Windsor	15,000
New track, Leamington	20,000
Block signals	18,000
6 new cars	\$132,000
2 locomotives	18,000
3 automatic substations	150,000
	120,000
Contingencies and engineering 15%	606,040
	90,906
	\$696,946

Anticipated Results.—The line would be tied in with the Essex District lines and operated at 600 volts. In 1926, there were 237,481 passenger car miles and 133,569 bus miles travelled; revenue per passenger car mile was 58.03¢ and per bus mile 31.83¢. Combined operating cost was 57.26¢ per mile. This is excessive, and is due to poor road bed, lack of maintenance, high voltage necessitating heavy equipment, and its attendant excessive cost of replacement. The present service is inadequate. With the contemplated changes placed in effect, combined purchase and rehabilitation cost would approximate \$1,000,000, with resultant carrying charges of \$100,000 a year. The capitalization of lines would, then approximate \$25,000 a mile. Total revenue in 1926 was \$245,448.31, and operating expense \$236,366.55, leaving net earnings \$10,081.76. It is estimated that with 430,000 passenger car miles and approximately 60,000 freight

operating on Howard Ave., Windsor, secure approximately \$40,000 revenue a year, which should accrue to the W.E. & L.S. if satisfactory service be given. This would produce net revenue over all operating expense of \$10,000 a year, or an operating ratio of 75%. The estimated operating results for the first year of operation after complete rehabilitation are as follows:

Capital	\$1,000,000
Interest, 5%	50,000
Depreciation, 2% on	20,000
Amortization, 1%	10,000
Annual fixed charge	100,000

Operating Expense	Amount	Per car mile
Maintenance of way and structures	\$36,000	7 3c
" " equipment	20,090	4 1
Power	34,300	7 0
Transportation	58,310	11 9
General	24,500	5 0
Total	173,200	35 3
Fixed charges	100,000	
Total expense	273,200	

Revenues	Amount	Per car mile
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Estimated increase, local revenue at Windsor by replacement of bus lines	40,000 00	

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At the Essex meeting, Mr. Robertson stated that he considered the municipalities would be making a good deal in buying the line and having it rehabilitated, and all the municipal representatives expressed themselves in favor of the scheme.

Montreal Tramways Co.'s Passenger Terminal.—When this station, at 89 Craig St. West, Montreal, was described and illustrated in Canadian Railway and Marine World for April 1926, on pg. 194, only the ground floor had been laid out and occupied. The first floor has now been laid out as offices in which are located C. M. Shaw, Superintendent of Transportation, and his staff, and A. E. Peaple, General Freight Agent, who have moved over from the Street Railway Chambers at 78 Craig St. West. The company's Medical Officer, and the training school have also been removed to the new premises from the Cote St. car house.

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wish, and that he would introduce legislation to confirm and ratify the purchase agreement at the Legislature's next session. Mr. Robertson's view was that it was not material as to whether the Government guarantees the bonds or not. It was decided that the H.E.P.C. of O. will draw up bylaws to be submitted to the rate-payers of the municipalities concerned, all of which, except those in Windsor, where under existing legislation the city council may act in the matter, must vote on the proposed purchase before their councils can act. These bylaws are being prepared, and it is expected that voting will have taken place in all municipalities before Oct. 1.

Toronto Transportation Commis-

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tion.

Windsor, Essex and Lake Shore Rapid Railway Proposed Sale.

Canadian Railway and Marine World gave in June, on pg. 352, and in preceding issues, details of the proposals for the Windsor, Essex and Lake Shore Rapid Ry., an electric line running from Windsor, Ont., southeasterly to Lake Erie, being bought by the municipalities served by it and turned over to the Hydro Electric Power Commission of Ontario Railways Department for operation, and our July issue gave, on pg. 420, a report prepared by W. R. Robertson, General Superintendent, Railways Department, and T. U. Fairlie, then Railways Engineer, H.E.P.C. of O., on the road, and its probable future earning possibilities. The purchase price mentioned, \$296,000, for the property as it stands, with all equipment, and without the assumption of any outstanding capital obligations, is agreeable to the railway's management.

At a meeting in Windsor on July 14, representatives of all the municipalities concerned expressed the views of the respective local councils as in favor of the purchase, but the representatives of Sandwich South and Sandwich West Townships thought that the proportions of the purchase price which they had been assigned, were too large, pointing out that the portions of those townships which the line serves are thinly populated, and that this fact should have been given more consideration in apportioning the cost of the road. After some discussion, a special committee was appointed to go into the cost apportionment, and on the same day a settlement was effected, by which the amounts to be charged Sandwich West and Sandwich South were reduced somewhat. W. R. Robertson, General Superintendent, Railways Department, H.E.P.C. of O., addressed the meeting, and strongly advised the line's purchase at the price named. The question of Ontario Government guarantee of the debentures issued to pay for and rehabilitate the line was brought up, it being pointed out that the Government, at the Legislature's last session, had secured the passage of a bill to terminate government guarantees in connection with radial railway bonds. (See Canadian Railway and Marine World for April, pg. 220.) Mr. Robertson stated that the Commission had interviewed Premier Ferguson, who had stated that he desired to facilitate in every way the taking over of the railway by the people of the municipalities served, if that was their

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from Hollis St. to the railway station.
(April, pg. 218.)

Ontario Hydro Electric Rys., Essex District.—The reconstruction of about 2,000 ft. of double track line on Wyandotte St. East, described in Canadian Railway and Marine World for July, pg. 423, is nearing completion, a start having been made with laying the concrete wearing surface on July 18. This work, between Ouellette and Howard Aves., is being done by contract, by Merlo, Merlo and Ray, Walkerville. The rails being used are of 100-lb. T section, in 60-ft. lengths, and twin steel ties are being used. Work is also progressing well on the construction of the bridges over the Canadian Pacific and Michigan Central Rd. tracks, to carry the Field Ave. extension, the track work on which was described in our July issue. It is expected that these bridges will be completed by the end of August, and the track work will be completed shortly after. This track extension involves building about $1\frac{3}{4}$ miles of single track, of open track construction, with Canadian Pacific Ry. 85-lb. rails and wood ties.

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proposal favorably, provided it came from the city. The City Engineer reported that the petition should be presented to the N.S.T. and P. Co., which could approach the city council with a view to having the line extended. This was approved by the board. (Aug., pg. 483.)

Ontario Hydro Electric Rys., Essex District.—The reconstruction of about 2,000 ft. of double track on Wyandotte St. East, Windsor, described in Canadian Railway and Marine World for July, pg. 423, has been completed, and the line is in operation. The excavation and concrete work was done by Merlo, Merlo and Ray, Walkerville. The track construction includes 100-lb. T rails in 60-ft. lengths, twin steel ties, and concrete wearing surface.—On the Field and Felix Aves. (Wyandotte St. West) extensions, a total of $1\frac{3}{4}$ miles of single track, open construction, using C.P.R. section 85-lb. rails and wood ties, work has been held up pending completion of the bridge to carry the line over the Canadian Pacific Ry. tracks. It is expected at the time of writing that this bridge will be completed about Oct. 1, following which tracklaying will be completed and the line placed in operation without delay. Another bridge, to carry the line over the Michigan Central Rd. tracks, was completed recently.

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full torque requirements, which means extra weight and cost. Further developments are to be expected in this construction.

From the standpoint of traffic congestion, the present-day motor coach probably represents the top limit on overall length. It is possible that future developments may result in a complete relocation of the various chassis units, in an endeavor to obtain more seating capacity within the present overall length. The conventional location of the chassis units as now used has been developed in motor cars over a long period of time, and is the most satisfactory one we

know of today. On the other hand it is possible that some satisfactory new arrangement may be worked out which will utilize practically the entire length of the chassis for passengers. Any departure of this sort, however, will have to prove its worth in actual service as there are many questions of design and accessibility to be answered.

It is difficult to prophesy the future of motor coach design with any degree of accuracy. The rapid increase in motor coach use has brought about a specialized vehicle in such a short period of time that the engineering fraternity has found it

difficult to keep pace with the operating requirements. It is safe to say, however, that the design of the motor coach of the future will be dictated primarily by the demand for safety, comfort, and reliability, and it is certain that with close co-operation between the motor coach operators and manufacturers we can look forward to a constant improvement in design with an attendant reduction in operating costs.

The foregoing paper was read at the American Electric Railway Association's annual meeting in Cleveland, Ohio, recently.

Operation by Electric Railways Continues.

double deck buses, compared with the same number of companies operating 384 a year ago, and 10 companies operating 288 two years ago.

Replies from 239 companies showed that on the buses of 191 of them, standing passengers are allowed, while on the buses of the other 48 they are not carried.

Canadian bus operations are dealt with in the survey as follows, as of Oct. 1, 1927:

British Columbia Electric Ry., Vancouver Division, began operation March 20, 1923, and operates 4.7 miles of city route, in feeder service, with 6 Leyland and 3 White model 51 buses, all of 29-passenger capacity. Standing passengers are carried.

British Columbia Rapid Transit Co. began operation May 1, 1924, operates 110 miles of interurban route, giving a co-ordinate service on 74 miles, and has 14 buses, 5 Fagel 33-passenger, 1 White 32-passenger, 1 White 26-passenger, 5 Fagel 25-passenger, 1 Federal-Knight 25-passenger, and a Studebaker 14-passenger. Standing passengers are not carried.

Grand River Ry., Galt, Ont., controlling Canadian Pacific Transport Co., began operation Sept. 14, 1925, operates 2.5 miles of city route and 3.5 miles of interurban route, giving a feeder service on 1.5 miles of route, an auxiliary service on 1.25 miles and a co-ordinate street car type 30-passenger buses. Standing passengers are carried up to 10% of bus capacity.

Hamilton Street Ry., Hamilton, Ont., began operation Aug. 15, 1926, gives an auxiliary service on 4 miles of city route, and has 17 Yellow buses, 21-passenger capacity. Standing passengers are carried.

London Street Ry. began operation of buses in February 1923, has 6 miles of city route, gives a feeder service over 2.5 miles, an auxiliary service on 0.5 mile, and has a co-ordinate service on 2 miles, and has 9 buses, which include 1 25-passenger Mack (leased), 6 21-passenger Yellow, a 21-

operates 12.18 miles of city route in auxiliary service, and has 12 leased Gotfredson buses, 5 of 29-passenger and 7 of 21-passenger capacity. Standing passengers are carried.

Ottawa Electric Ry., a Gray Line member, began operation in June 1924, and in addition to its sightseeing services has 1 mile of city route on which a feeder service is given. It has 12 Reo 21-passenger buses. Standing passengers are carried.

Peterborough Radial Ry. As stated in preceding issues, the electric railway in Peterborough has been abandoned. Bus service was started Jan. 24, 1926. A service is now being given by Border Transit Ltd., a co-ordinate service being supplied on 1.4 miles of city route, with 5 Gotfredson 21-passenger buses.

Pictou, N.S., County Electric Co. started operation in 1926, and operates 2 buses over 8.4 miles of route.

Quebec Ry., Light and Power Co. started operation in May 1922, and has 11 Reo 19-passenger open type buses in operation, in sightseeing service. Standing passengers are not carried.

Toronto Transportation Commission, a Gray Line member, began operation Sept. 1, 1921, and has 48 miles of city route and 298 miles of interurban route. It gives a feeder service on 12.3 miles of route, an auxiliary service on 329.4 miles, and a co-ordinate service on 4.3 miles. It has 122 buses and coaches, as follows: 30 Yellow, 29 passenger; 10 Mack 29-passenger; 3 White, T.T.C. bodies, 29-passenger; 3 Yellow, 21-passenger; 3 Studebaker, 21-passenger; 2 Yellow, 20-passenger; 9 White 21-29-passenger; 3 Gotfredson 18-25 passenger, and 21 other types, of from 21 to 52-passenger capacity. Standing passengers are carried in some cases.

Windsor, Essex and Lake Shore Rapid Ry. began operation in 1925, over 37 miles of interurban route, with 2 Gotfredson 18-

Growth of Bus

The American Electric Railway Association's latest survey of bus and coach operation by electric railways, the results of which were announced recently, shows that there are now 367 electric railways in Canada and the United States operating 8,352 buses over 16,772 miles of route. This represents an increase of 29 companies, 1,796 buses and 1,873 miles of route since Oct. 1, 1926. When the Association first published details of bus operation by electric railways, in Oct. 1924, there were only 138 companies operating 1,886 buses on 2,355 miles of route. In 3 years, therefore, measuring by the number of buses operated, electric railways have increased their bus operations more than 4½ times. The following table shows the rapidity with which electric railway bus operation has grown since 1921.

Date	Companies	Miles of route	Buses
Jan., 1921	27	35	73
Dec., 1921	27	35	131
July, 1922	38	878	174
Jan., 1923	56	1,043	355
Aug., 1923	90	1,300	768
Jan., 1924	110	2,355	1,100
Aug., 1924	138	4,285	1,886
Jan., 1925	171	12,060	2,660
Sept., 1925	251	12,308	4,452
March, 1926	297	14,899	5,455
Sept., 1926	338	17,777	6,556
March, 1927	367	16,334	7,777
Sept., 1927	367	16,772	8,352

The foregoing table shows that the rate of increase was less in the last year than formerly, this indicating that the point has been reached in the industry where it can be considered to have become well established. The number of companies operating buses did not increase between March and Sept. 1927; there were, in that period, 12 electric railways which formerly operated buses, which discontinued their use, while 12 others which formerly did not operate them started to do so.

Answers to the association's questionnaires showed that electric railways operate more buses in city service than in

November
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passenger
are carried in some cases.

Windsor, Essex and Lake Shore Rapid Ry. began operation in 1925, over 37 miles of interurban route, with 2 Gotfredson 18-passenger buses, afterwards acquiring 2 Gotfredson 25-passenger ones. As stated in Canadian Railway and Marine World for June, pg. 363, it has discontinued practically all its bus service.

Winnipeg Electric Co. began operation on May 1, 1918, and now operates over

November 1927

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CANADIAN RAILWAY AND MARINE WORLD

Windsor, Essex and Lake Shore Railway Purchase Favored.

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Sandwich West, \$45,000; Sandwich East, \$45,990; Sandwich South, \$35,870; Maidstone, \$48,380; Colchester North, \$20,660; Gosfield North, \$84,460; Gosfield South, \$111,740; Mersea, \$41,590; Essex, \$65,730; Kingsville, \$85,210; Leamington, \$128,760; Windsor, \$286,610.

The W., E. & L.S.R. Ry. extends from Windsor, Ont., to Leamington, in Essex County, its operating headquarters being at Kingsville. It has 36.21 miles of single track, 1.14 miles of double track, 1.85 miles of sidings and turnouts, its total track mileage being 39.2. - It operates at 6,000 volts, generating its power in a coal-burning plant at Kingsville. Investment in road and equipment as of Dec. 31, 1926, was \$1,910,633.79, and capitalization \$1,750,000. In 1926, it carried 471,435 passengers and 61,215 tons of freight; gross earnings were \$245,448.81 and operating expenses \$235,366.55, leaving net earnings of \$10,081.76, but after interest on funded debt, etc., there was a deficit of \$54,588.43. It has been in bad shape financially for some years.

Developments in Electric Railway

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In nine out of the 12 municipalities concerned, the question of the purchase was voted upon on Jan. 2, and the vote was favorable in all cases, the majorities being, in most cases, substantial. The votes were as follows: City of Windsor, for, 1,581; against, 947; Sandwich South Tp., for, 158; against, 51; Maidstone Tp., for, 34; against, 27; Gosfield North Tp., for, 337; against, 87; Gosfield South Tp., for, 321; against, 103; Mersea Tp., for, 86; against, 67; Town of Essex, for, 355; against, 56; Town of Kingsville, for, 566; against, 30; Town of Leamington, for 602; against, 184. The three townships in which a vote was not taken were Colchester North, Sandwich East and Sandwich West; the reason being that owing to their reeves and councils having been returned by acclamation, there were no municipal elections, but it is expected that votes will be taken there in the near future.

The explanation of the project to the ratepayers of the various municipalities entailed a great deal of work, most of which was done by a purchase committee formed by those favorable to the line's acquisition, and which has its headquarters at Windsor. Prior to the voting on Jan. 2 it issued a booklet which stated in part: "The present owners must sell the road, or cease operation, because operating expenses are enormous, owing to worn out and inefficient power equipment and rolling stock, because management costs take a considerable slice of earnings, because the bondholders are scattered across Europe, and it is impracticable for them to refinance and rehabilitate the property, and because patronage has been lost owing to the property becoming run down. Under Hydro operation, after a reasonable sum has been spent for rehabilitation, operating costs will be greatly reduced, management will come under the present Hydro staff, at low cost to this unit, financing is arranged for under the forthcoming vote of the municipalities, and patronage will quickly be regained, as has resulted from

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The purchase committee, anticipating a favorable vote in the remaining three municipalities, is applying to the Ontario Government for the introduction of legislation, at the next session of the Legislature, to validate the purchase of the line, its transfer to the H.E.P.C. of O. for operation, and the financing in connection therewith. The intention is to issue H.E.P.C. of O. bonds for \$1,000,000, the bonds to be issued and deposited by the municipalities to be contributed as follows:

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Windsor, Essex and Lake Shore Rapid Railway Purchase.

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curve at Graton and Jacob Streets, in permanent pavement, approximately 375 ft. of single track.

Ontario Hydro Electric Sys., Essex District.—The Hydro Electric Power Commission of Ontario's Railways Department, of which W. R. Robertson is General Superintendent, and which manages these lines, says in its report for the year ended Oct. 31, 1927:—"In addition to the regular maintenance work required on the railway during the year, new works, embracing the construction of a bridge over the Canadian Pacific Ry. on Wyandotte St. West, Windsor, and a physical connection between the Wyandotte St. line and the Michigan Central Rd. line at Wellington and Wyandotte Sts., were carried out. On the completion of the latter, traffic on the

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Way Projects, Construction, Be

Michigan Central Division was transferred from London St. to Wyandotte St. The bridge over the Michigan Central Rd. tunnel's portal on Field Ave., which has since been renamed College Ave., was also completed. Tracklaying on Field Ave. extension was not attempted, on account of the inability of the city to arrange for the expropriation of the property required for the approaches on the Wellington St. side of the bridge in sufficient time to allow for the necessary settlement of the earth fill on the approaches, and also owing to the Town of Sandwich not grading its portion of the thoroughfare. For these reasons it was decided that it would be advisable to defer the work until the next year. This delay will also give time for the settlement of sub-grades. It is expected that this work will be completed in the early part of 1928. The rehabilitation of the track on Wyandotte St. East, between Ouellette and Glengarry Aves., was completed, and steel poles were erected along this portion of Wyandotte St. On the Tecumseh Division, a siding was built at St. Clair Shores, to permit of improvement in the running time of the Tecumseh cars. Arrangements were completed with the Town of Sandwich for the erection of combination steel poles to support both the railway and lighting wires.—At the London St. car barns, additional extra storage track was installed, and the carpenter shop was moved to a more convenient location in the west barn. New wood-working machinery was added, which has substantially improved the working conditions and facilities. Spray painting apparatus was installed in the paint shop, permitting two men to complete a car in less than a week. The capacity of this shop will be further increased by the provision of additional facilities at an early date. The installation of two additional 1,000 kw. rotary converters in the McDougall Ave. substation, was completed, and they were put in service on Jan. 5, 1927. The 500 kw. rotary converter, which was formerly in the temporary station at McDougall Ave., was transferred to the Ford substation at Seminole and George Sts., Ford City, and placed in service on May 19, 1927. The Salt Block station has been abandoned and arrangements have been made for the disposal of the old equipment. It is possible that arrangements may be made to use the old substation as a garage to take care of future bus operation. The re-arrangement of feeders was completed, and the present power situation is very satisfactory."

Ottawa Electric Ry.—In giving evidence

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electric railways in the two cities. The present agreement, which dates from May 1, 1926, fixes the wages for motormen and conductors per hour as follows:—1st six months, 45c; next 18 months (spare), 48c; over 2 years, 50c; operators of one-man cars 7½c an hour extra. This agreement was for two years. It was stated that the men are asking for increases. After discussion the matter was left over for final decision until it has been discussed by Fort William City Council.

Winnipeg Electric Co.—The matter about which there was a difference during March between the company and its

employees, who are associated with the I.W.W., was adjusted at the end of the month, following a visit of two conciliation officers from the Dominion Labor Department. The men demanded the reinstatement of a conductor who had been dismissed some months previously for alleged misconduct, claiming that the evidence against him had been given by spotters, and that it did not justify the charge made. As a result of the conference, the company agreed to re-employ the dismissed conductor in another capacity, and the decision of the men to strike was recalled.

Windsor, Essex and Lake Shore Rapid Railway Proposed Purchase.

The proposal for the acquisition of the Windsor, Essex, and Lake Shore Rapid Ry. by Windsor, Ont., and 11 other municipalities served by the line, was dealt with in Canadian Railway and Marine World for April, on pg. 215, and in preceding issues. As stated in the April issue, a bill was introduced at the Ontario Legislature's recent session, to validate the proposed purchase, and for the ratification of an agreement, to turn the line over to the Hydro Electric Power Commission of Ontario's Railways Department for operation. The bill provided that the municipalities could buy, rehabilitate, and equip the railway, that they could enter into an agreement with the H.E.P.C. of O. for its operation, that they could issue debentures to be deposited with the Commission as security for bonds to be issued by the Commission to secure funds to pay for the railway and its rehabilitation, and that the municipalities would have to reimburse the Commission for any deficits each year. The bill was read a first time, but shortly afterward it developed that the Ontario Government was not favorable to all its terms, its chief objection being to the sections which made the Hydro Electric Power Commission a party to the transaction, and a factor in the legislation. It is stated that the Government, in adopting this attitude, had in mind the outcome of the hydro-radial railway legislation of 1914. At all events, when a delegation of border cities people visited Toronto on March 26 to urge Premier Ferguson to hasten legislation to permit the line to be taken over and rehabilitated, he stated that the bill would have to be redrafted so that the Hydro Electric Power Commission would not be specifically mentioned as the authority to operate the road. As a result of the Government's attitude, the original bill, No. 62, was not proceeded with, but a new bill, No. 163, with the same title as the other, viz., "An act to authorize the purchase and operation of the Windsor, Essex, and Lake Shore Rapid Railway," was introduced and passed its first, second and third readings in one day, on March 30.

Section 8 of the act as passed is as

The first meeting of the Association may be called by the member appointed by the City of Windsor by written notice served on the other members, and at such first meeting the Association shall appoint one of the members as Chairman and another as Vice-Chairman."

The Association is empowered to make by-laws for the carrying on of the railway enterprise, to rehabilitate, extend, maintain and operate the railway, to enter into an agreement with the several municipal corporations for the acquisition of the W. E. and L. S. R. R., (the agreement being given as a schedule to the act), and may authorize the execution of the agreement, which, after execution, will be valid and binding on the municipal corporations, their ratepayers, and on the Association itself. Any by-law passed by any of the municipal corporations, to provide for the issue of debentures for acquirement of the railway, need not be submitted to the ratepayers.

Section 8 provides that the Association may, with the consent of a majority of the corporations, enter into a contract "with any body corporate, commission or railway company operating any railway in the County of Essex, providing for the management, construction, rehabilitation, extension, completion, equipment, maintenance and operation of the railway on behalf of the Association and the corporations."

As a result of the Government's policy in regard to the matter, the Hydro Electric Power Commission was not a party to the legislative proceedings in any form, and the municipalities are left free to arrange with the Commission to operate the line, or to arrange with any other body, as they may see fit. It is expected that the H.E.P.C. of O., Railways Department, of which W. R. Robertson is General Superintendent, will operate the line, in accordance with the original intention.

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Windsor, Essex & Lake Shore Rapid Ry. is building, at Leamington, Ont., a steel and wood express loading platform, for fruit shipments, 70 x 16 ft., with canopied roof. Two smaller platforms for the same purpose are being built at Fraser and Ruthven, Ont.

Winnipeg Electric Co. has in progress,

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about which there was a difference during March between the company and its

capacity, and the decision of the men to strike was recalled.

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Section 3 of the act as passed is as follows:—"There is hereby created and constituted a body corporate and politic, under the name Windsor, Essex and Lake Shore Electric Railway Association, consisting of as many members as there are corporations, one member to be appointed by the council of each corporation and to hold office for three years and until his successor is appointed. In case of any vacancy in the representation of any corporation in the Association, the council of such corporation may by resolution appoint another member to fill the vacancy. Any member of the council of any of the corporations shall be eligible for appointment as a member of the Association. A majority of the members shall form a quorum for the transaction of business.

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curve at Graton and Jacob Streets, in permanent pavement, approximately 375 ft. of single track.

Ontario Hydro Electric Rys., Essex District.—The Hydro Electric Power Commission of Ontario's Railways Department, of which W. R. Robertson is General Superintendent, and which manages these lines, says in its report for the year ended Oct. 31, 1927:—"In addition to the regular maintenance work required on the railway during the year, new works, embracing the construction of a bridge over the Canadian Pacific Ry. on Wyandotte St. West, Windsor, and a physical connection between the Wyandotte St. line and the Michigan Central Rd. line at Wellington and Wyandotte Sts., were carried out. On the completion of the latter, traffic on the

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Way Projects, Construction, Be

Michigan Central Division was transferred from London St. to Wyandotte St. The bridge over the Michigan Central Rd. tunnel's portal on Field Ave., which has since been renamed College Ave., was also completed. Tracklaying on Field Ave. extension was not attempted, on account of the inability of the city to arrange for the expropriation of the property required for the approaches on the Wellington St. side of the bridge in sufficient time to allow for the necessary settlement of the earth fill on the approaches, and also owing to the Town of Sandwich not grading its portion of the thoroughfare. For these reasons it was decided that it would be advisable to defer the work until the next year. This delay will also give time for the settlement of sub-grades. It is expected that this work will be completed in the early part of 1928. The rehabilitation of the track on Wyandotte St. East, between Ouellette and Glengarry Aves., was completed, and steel poles were erected along this portion of Wyandotte St. On the Tecumseh Division, a siding was built at St. Clair Shores, to permit of improvement in the running time of the Tecumseh cars. Arrangements were completed with the Town of Sandwich for the erection of combination steel poles to support both the railway and lighting wires.—At the London St. car barns, additional extra storage track was installed, and the carpenter shop was moved to a more convenient location in the west barn. New wood-working machinery was added, which has substantially improved the working conditions and facilities. Spray painting apparatus was installed in the paint shop, permitting two men to complete a car in less than a week. The capacity of this shop will be further increased by the provision of additional facilities at an early date. The installation of two additional 1,000 kw. rotary converters in the McDougall Ave. substation, was completed, and they were put in service on Jan. 5, 1927. The 500 kw. rotary converter, which was formerly in the temporary station at McDougall Ave., was transferred to the Ford substation at Seminole and George Sts., Ford City, and placed in service on May 19, 1927. The Salt Block station has been abandoned and arrangements have been made for the disposal of the old equipment. It is possible that arrangements may be made to use the old substation as a garage to take care of future bus operation. The re-arrangement of feeders was completed, and the present power situation is very satisfactory."

Ottawa Electric Ry.—In giving evidence

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electric railways in the two cities. The present agreement, which dates from May 1, 1926, fixes the wages for motormen and conductors per hour as follows:—1st six months, 45c; next 18 months (spare), 48c; over 2 years, 50c; operators of one-man cars 7½c an hour extra. This agreement was for two years. It was stated that the men are asking for increases. After discussion the matter was left over for final decision until it has been discussed by Fort William City Council.

Winnipeg Electric Co.—The matter about which there was a difference during March between the company and its

employees, who are associated with the I.W.W., was adjusted at the end of the month, following a visit of two conciliation officers from the Dominion Labor Department. The men demanded the reinstatement of a conductor who had been dismissed some months previously for alleged misconduct, claiming that the evidence against him had been given by spotters, and that it did not justify the charge made. As a result of the conference, the company agreed to re-employ the dismissed conductor in another capacity, and the decision of the men to strike was recalled.

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1928

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Electric Railway Projects, Construction, Betterments, Etc.

British Columbia Electric Ry.—Vancouver city council asked the company recently to remove its tracks on Georgia St., between Campbell and Vernon Streets, to provide for street improvements. The company claimed that this piece of track is useful for diversions during congestion of traffic. The council insisted that the removal of the tracks is necessary for the street improvement plans, and decided to reopen the matter with the company.

Plans are being prepared for the erection of an additional power house at the Jordan River plant on Vancouver Island, to be built within the structure of the dam. It will provide an additional 2,000 h.p.

Calgary Municipal Ry.—A contract is reported to have been given by Calgary, Alta. city council to Alberta Wood Preserving Co., for 5,000 treated ties for replacing work on the railway. The council proposes to purchase 50 tons of new 85-lb. rails for relaying tracks on Eighth Ave., between 3rd and 4th Streets. (April, pg. 218.)

London and Port Stanley Ry.—London, Ont. Railway Commission was reported on April 15, to have given Belton Lumber Co., an order for 4,500 ties at \$1 each for track repair work, and to have decided to invite tenders for laying a concrete floor in the new pavilion at Port Stanley park.

Montreal Tramways Co.—The projected tunnel under the Lachine Canal at Wellington St., in the construction of which the company is interested, was discussed by Montreal City Council, April 6. The structure will be approximately 100 ft. wide, with 4 tubes each 20 ft. wide and 20 ft. high, to be built of concrete. Its total length will be about 1,000 ft., extending from the corner of McCord and Smith Streets, to Bridge St. Two of the tubes will be used for ordinary traffic, and two for electric railway traffic. The estimated cost is approximately \$2,500,000, of which the city will pay one-third. The M. T. Co. will pay another third, and it is expected that the Dominion Government will pay the rest. Plans are awaiting the Dominion Government's approval. It is proposed that the present bridge across the canal at Wellington St. be retained. (April, pg. 218.)

Moose Jaw Electric Ry.—We were advised officially, recently, that the company was building a loop at the corner of Coteau St. and 5th Ave., S.W., Moose Jaw, Sask., to turn the South Holt cars. The object is to make a change in this service and introduce a feeder bus.

Nova Scotia Light and Power Co.—We are advised officially that the company proposes to build a single track extension of its electric railway in Halifax, from Inglis St. to the martello tower in Pleasant Park, with a double track off from Inglis St. and one turnout, approximately 6,000 ft. of single track. It will also rebuild tracks on Jacob St., with a new single curve at Grafton and Jacob Streets, in permanent pavement, approximately 375 ft. of single track.

Ontario Hydro Electric Ry., Essex District.—The Hydro Electric Power Commission of Ontario's Railways Department, of which W. R. Robertson is General Superintendent, and which manages these lines, says in its report for the year ended Oct. 31, 1927:—"In addition to the regular maintenance work required on the railway during the year, new works, embracing the construction of a bridge over the Canadian Pacific Ry. on Wyandotte St. West, Windsor, and a physical connection between the Wyandotte St. line and the Michigan Central Rd. line at Wellington and Wyandotte Sts., were carried out. On the completion of the latter, traffic on the

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Ottawa Electric Ry.—In giving evidence before the Board of Railway Commissioners recently during the hearing of the company's application for an increase in fares, Major F. D. Burpee stated that if an 8c fare were allowed, it would enable the company to carry out the extension programme recommended in the Feustel report of 1921, and pay for track replacements estimated to cost \$618,000 and for new track construction estimated to cost \$575,000. The city wants the company to pay the excess cost of contemplated track paving, and to use heavier rails for laying new tracks. (April, pg. 218.)

Toronto Transportation Commission began the removal, early in April, of 3,000 ft. of track, part single and part double, on Winchester St., in the east part of Toronto. Street car operation on that street was discontinued some years ago, bus service being then given for a time, but the traffic not justifying it, it was discontinued.

The special track work intersection at Bay and Adelaide Sts., a half grand union with two additional curves, was renewed in

April. Special quick hardening Lumnite cement was used to hasten completion of the work.

The demolishing of the former Toronto Ry. Co. power house, stores, building, garage and drive sheds and two large chimneys, on Front St., between Frederick and Sherbourne Sts., for which Teperman and Sons are contractors, is expected to be completed early in May.

Winnipeg Electric Co. proposes to erect a new terminal power station in Winnipeg, to take care of production from the projected Seven Sisters Falls development. The station will have an initial capacity of 50,000 h.p., but will be arranged so that its capacity may be doubled if and when occasion arises. (Press report.)

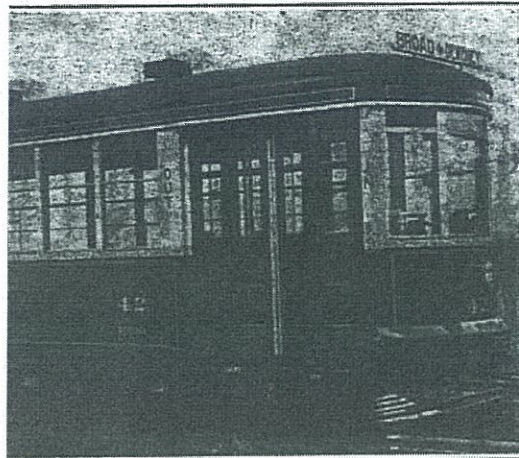
Radial Railway Operations, Toronto Transportation Commission.

Canadian Railway and Marine World for April dealt, on pg. 221, with the agitation in the territory served by the Scarborough Division of the radial railways operated for the City of Toronto by the Toronto Transportation Commission, running east from Toronto, for double tracking of the westerly portion of the line and the placing of it in the centre of the roadway. The Toronto Board of Control asked the T.T.C. for a report on the situation, which was presented by Chairman P. W. Ellis at a meeting in Toronto on April 3, attended by the Mayor and members of the board of control, T.T.C. Commissioners, and H. W. Tate, I. S. Fairty and H. C. Patten, Assistant Manager, General Counsel and Comptroller, T.T.C., respectively. The report presented by P. W. Ellis, Chairman, T.T.C., was as follows:—"In regard to the future policy of the Scarborough Division, there appear to be three alternatives, viz., to abandon the railway; to abandon the railway and give a bus service; or to move the tracks to the centre of the widened highway, from the city limits to Birchmount Ave., 1.4 miles. In regard to the first, it would not appear advisable to abandon the railway, for the city has paid large sums in the past, and in fact for this particular franchise, to control the entrances to the city, and these rights should not be given up. If abandoned, the city would have to meet the fixed charges of \$43,459 for some 15 years, with no hope of recovering or reducing any of this annual loss. It is extremely probable that if the service were abandoned an independent bus owner would immediately attempt to give a bus service and might possibly obtain a license to carry passengers downtown. The city would, therefore, receive no benefit or income from the passengers carried by the bus service, and there would be a reduction in revenue on the city system. The substitution of a bus service by the Commission for the city, in place of the present railway service, and the removal of the tracks, would not relieve the City of the present fixed annual charges of \$43,459. Bus service cannot be given as economically as car service, and the deficit from a bus service to replace the present car service would be considerably greater than the deficit incurred by the proposed reconstruction of the tracks. From our study of the problem it is recommended that the reconstruction of the tracks in the centre of the widened highway from the city limits to Birchmount Ave. be carried out. The Commission is aware that this division is divided into three 5c fare zones. The proposed reconstruction of the tracks lies wholly in the westerly fare zone, and it is recommended that the 5c fare in this zone only be changed to the city rate of fare of

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Windsor, Essex and Lake Shore
Rapid Railway Sold.

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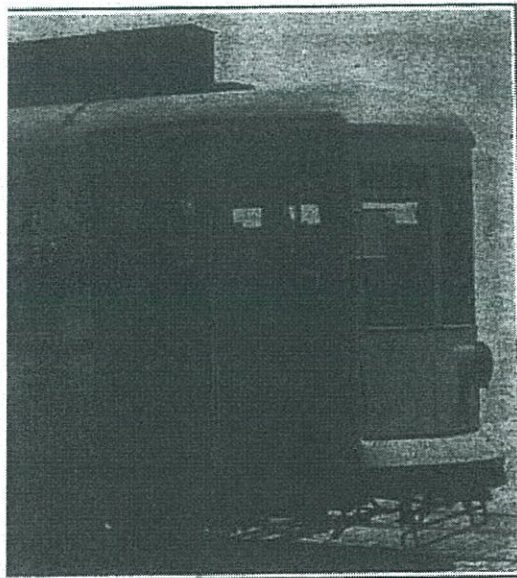


Windsor, Essex and Lake Shore Rapid Railway One-Man Motor Car.

The towns and townships along the line, its rehabilitation, and its operation by the Hydro Electric Power Commission of Ontario Railways Department, were described in Canadian Railway and Marine World for May, pg. 288, and in preceding issues. During the past two months, meetings were held in Windsor to arrange details of the acquisition, and we were

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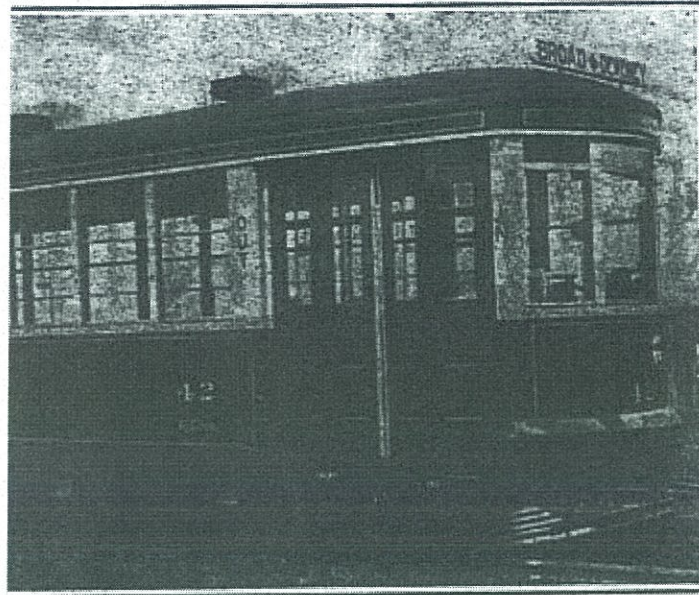
Motor Car.
for June, pg. 355.

advised June 25, that the deal will be gone ahead with, and the line transferred to the interested municipalities in the near future, and rehabilitated. The municipalities interested are the City of Windsor, Essex, Kingsville and Leamington Towns, and Sandwich South, Sandwich East, Sandwich West, Colchester North, Mersea, Gosfield North, Gosfield South and Maldstone Townships, but Colchester North Township has decided not to participate in the transaction. The act providing for the acquisition. Ontario

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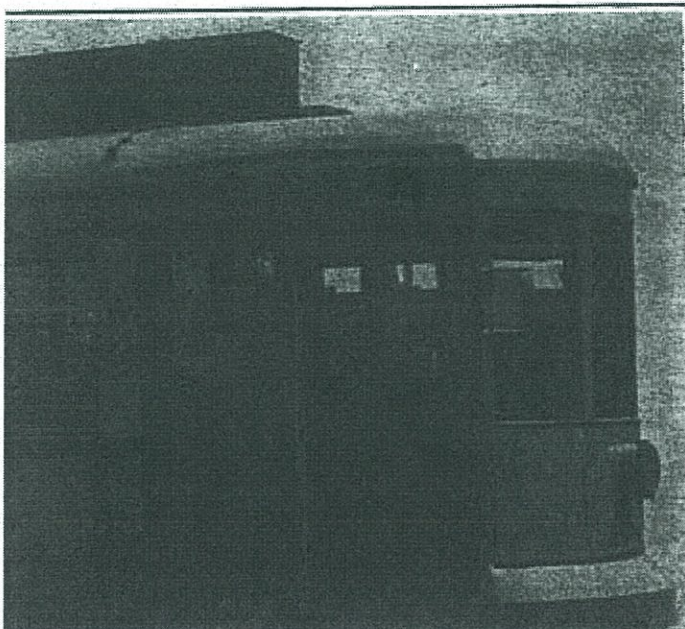
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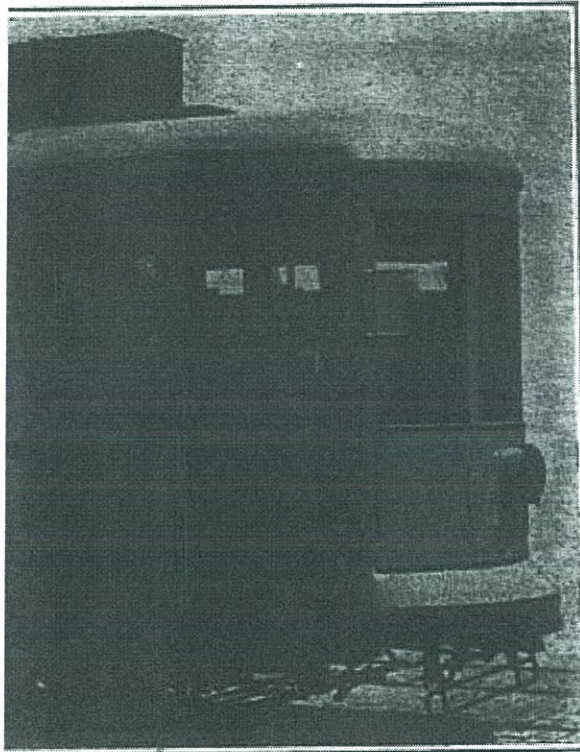
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p 427

by One-Man Motor Car.

towns and townships along the line, its rehabilitation, and its operation by the Hydro Electric Power Commission of Ontario Railways Department, were described in Canadian Railway and Marine World for May, pg. 288, and in preceding issues. During the past two months, meetings were held in Windsor to arrange details of the acquisition, and we were



Car.
pg. 355.

advised June 25, that the deal will be gone ahead with, and the line transferred to the interested municipalities in the near future, and rehabilitated. The municipalities interested are the City of Windsor, Essex, Kingsville and Leamington Towns, and Sandwich South, Sandwich East, Sandwich West, Colchester North, Mersea, Gosfield North, Gosfield South and Maidstone Townships, but Colchester North Township has decided not to participate in the transaction. The act providing for the acquisition, Ontario statutes, 1928, chap. 99, a summary of which was given in our May issue, provides that in the event of any of the

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Windsor, Essex and Lake Shore
Rapid Railway Purchase.

It was reported erroneously in a Windsor, Ont., press dispatch of July 10, that the Windsor, Essex and Lake Shore Rapid Ry. had gone into the possession of the Windsor, Essex and Lake Shore Electric Railway Association on that date, at noon. We are advised officially that at the time of writing, July 17, it is expected that the transfer will not take place until July 30. As stated in preceding articles in these columns, the Association, made up of the municipalities served by the line, was to guarantee bonds for \$1,000,000, \$296,000 to buy the line and \$704,000 for its rehabilitation, and the Association was empowered by the Ontario 1928 statutes, chap. 99, to enter into an agreement with a suitable agency for the line's operation. An agreement was made with the Hydro Electric Power Commission of Ontario, Railways Department, but the Ontario Government made a condition of the agreement that the municipalities would have to guarantee bonds to the extent of 10% over the purchase and rehabilitation cost, i.e., a total of \$1,100,000. The municipalities will therefore issue debentures to that amount, and guarantee them, and they will be deposited with the H.E.P.C. of O., which will issue its bonds. The object of the additional \$100,000 guarantee is to increase the security for the bonds and make them more attractive from the investor's viewpoint. This additional \$100,000 will not, however, be turned over to the H.E.P.C. of O. Railways Department for expenditure on purchase cost and rehabilitation, and only \$1,000,000 of bonds will be sold.

Up to the time of writing, July 17, Colchester North, Maidstone and Mersea Townships have declined to enter into the deal for the acquisition of the line, and the other municipalities involved have assumed their share of the expense. The original division of cost was as follows:— Sandwich West Tp., \$45,000; Sandwich East Tp., \$45,990; Sandwich South Tp., \$35,870; Maidstone Tp., \$48,380; Colchester North Tp., \$20,660; Gosfield North Tp., \$84,460; Gosfield South Tp., \$111,740; Mersea Tp., \$41,590; Essex Town, \$65,730; Kingsville Town, \$85,210; Leamington Town, \$128,760; Windsor City, \$286,810. The municipalities other than Colchester North, Maidstone and Mersea Tps. have arranged to issue debentures to the amounts specified in the foregoing, plus the 10% to meet the Government's requirement, plus the shares of the three non-participating municipalities distributed pro rata. It is thought likely that one or more of the three non-participating townships will reverse their attitude and go into the deal before it is finally concluded.

before it is finally concluded.
Union Trust Co., Toronto, trustee for the holders of \$750,000 of Windsor, Essex and Lake Shore Rapid Ry. 5% 30-year gold bonds, has issued notice that a meeting will be held in London, England, on Aug. 8, to consider, and, if thought fit, to ratify, the agreement of sale of the property to the Windsor, Essex and Lake Shore Electric Railway Association.

The H.E.P.C. of O. Railways Department plans for rehabilitation of the property provide for the placing of between 40,000 and 50,000 cedar ties in the track, all ties to be tie plated; the laying of new rails on certain sections; a large amount of ballasting; a complete revision of the overhead work, involving many new poles and new trolley wire; change of operation from 6,600 volts d.c. to 600 volts d.c., the tying in of the line with a converter station in Windsor, and the provision of additional converter stations at Maidstone, Cottam and Ruthven, which will give converter

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July, 1928

municipalities refusing to participate, if their combined share of the outlay is not in excess of \$165,000, the other municipalities may acquire the line. The share of Colchester North Tp. is much less than the sum specified, and the other municipalities will divide its share among them, and assume the liability for that part of the total purchase and rehabilitation cost in addition to what was assigned to each on the basis of all 12 municipalities participating.

At a meeting in Windsor on June 14, a purchase committee, consisting of Mayor J. Smith, of Essex; Reeve W. B. Clifford, of South Gosfield; Reeve J. A. Hennin,

of South Sandwich, and Traffic Commissioner B. Winter, of Windsor, was organized. It is being assisted in its work by W. R. Robertson, General Superintendent, Railways Department, Hydro Electric Power Commission of Ontario, and has J. H. Rodd, K.C., as legal advisor.

W. R. Robertson is reported to have stated in Windsor that it will take six months to completely rehabilitate the line after the municipalities have acquired it; that new cars are to be bought, the track rehabilitated, the trolley wire replaced, and most of the present equipment scrapped, and that the rehabilitation will be carried out without cessation of service.

Mainly About Electric Railway People.

Hon. Thomas Ahearn, P.C., President, Ottawa Traction Co., Ottawa Electric Ry. Co. and Ottawa Light, Heat & Power Co., has been elected a director of Royal Trust Co. He is also a director of Bank of Montreal, Bell Telephone Co., Canadian

of that district, vice N. S. Cumming, appointed Superintendent, Niagara, St. Catharines & Toronto Ry. Office, Toronto.

W. McG. Gardner, formerly Engineer of Special Track Work, Montreal Tram-

Bus Department, Toronto Transportation Commission, and from 1925 to June 15, 1928, was Superintendent, Garage Department, T.T.C. He married Dorothy T. Rainbow, April 22, 1916, and has three sons.

T. S. Westcott, theretofore Assistant Superintendent, Garage Department, Toronto Transportation Commission, was, on June 15, appointed acting Superintendent, Garage Department, vice A. S. McArthur, appointed General Superintendent, T.T.C.

Hugh E. Weyman, Mem. A.I.E.E., A.M.I. Mech. E., Manager, Levis Tramways Co., and ex-President, Canadian Electric Railway Association, has been elected President of Levis, Que., Chamber of Commerce, consisting of some 300 members from the Town of Levis and surrounding municipalities. Mr. Weyman wielded the bat, while the Mayor of Levis pitched the first ball at the opening baseball season at the new athletic grounds at Levis, recently.

RAILWAY Traffic.—Statistics

July 1928

Nov. 17, the contract for their electrical equipment has not been placed.

Ontario Hydro Electric Sys., Essex District management has had a car fitted at the railway shops in Windsor as a rail grinding car. the general arrangement being similar to that employed in the rail grinding cars operated by Toronto Transportation Commission.

Future of Metropolitan Division.

August 1928
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Ottawa Electric Railway Authorized by Board of Railway Commissioners to Charge Higher Fares, on another page of this issue.

Electric Railway Rolling Stock Orders, Etc.

Ontario Hydro Electric Rys., Essex District, is building at the railway shops in Windsor, a grinding car, for the removal of rail corrugation. It will be equipped with grinding blocks and will operate on the same principle as cars for the same purpose in Toronto and other cities. A line car is being built for overhead repairs, and a flat car is being fitted up to be used for weed killing along all the lines. This car is being fitted with a large tank to hold the saline solution to be used, and with an electrically driven centrifugal pump for filling the tank and for providing the pressure necessary for effective spraying of the weed killing solution.

A. G. Graves, City Commissioner, and R. A. Brown, Superintendent, Calgary Municipal Ry., returned to Calgary, Alta., after visiting Regina and Saskatoon, Sask., to inspect the new electric railway cars bought recently for the municipal electric

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August 1928

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August 1928

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Windsor, between London St. and Sand-
wich St., 1,000 ft. of single track, and a
Y on Sandwich St., are being rehabilitated.
This track is in pavement, and Interna-
tional twin steel ties and 100 lb. T rail,
A.R.A. type A section, are being used. A
contract has been given Cadwell Sand and
Gravel Co. for the sub-grade, and work
has started. The rails will be laid by
railway forces. The cost of the work will
be approximately \$31,000. On London
St., between Windsor city limits and
Huron Line in Sandwich, 3,000 ft. of
double track will be rehabilitated. This
track is in concrete. Steel ties and 100 lb.
T rail, A.R.A. type A section, will be used,
and joints will be welded by the Thermit
process. A contract for the sub-grade will
be awarded, and track will be laid by
railway forces. Work will start in the
near future. The cost of the rehabilita-
tion will be about \$80,000. On Field
Ave., in Windsor and Sandwich, and on
Lena St. in Sandwich (Lena St. running
southerly from Field Ave.) new track is
to be laid. On Field Ave. in Windsor
2,500 ft. of double track will be laid in
pavement, and on Field Ave. and Lena
St. in Sandwich 3,000 ft. of single track,
open construction, will be laid. On the
double track, steel ties and 100 lb. T rail,
A.R.A. type A section, with Thermit weld-
ed joints, will be used; on the single track,
100 lb. rail, cedar ties with tie plates, and
stone ballast, will be used. A contract
has been given Merlo, Merlo and Ray for the
sub-grade. Track will be laid by railway
forces. The job will cost approximately
\$130,000. On Tecumseh Road, Ford City,
easterly to Ford City limits, 3,000 ft. of
single track, open construction, will be
laid. C.P.R. section 85 lb. rails, tie plated
cedar ties, and stone ballast will be used.
The work in entirety will be done by rail-
way forces. The work will cost about
\$31,000. All of the foregoing work is to
be completed during the present construc-
tion season.

August 1928

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to the Robert Simpson Eastern Ltd.
building.

Ontario Hydro Electric Rys., Essex
District.—The track work started at the
beginning of the 1928 construction season
has been completed. The College Ave.
extension in Windsor and Sandwich was
finished early in November, and is to be
placed in operation on Dec. 1. This
work included the building of 2,600 ft. of
double track in pavement, and 7,600 ft.
of single track of open construction. On
the double track work, 100 lb. A.R.A.
rails and steel twin ties were used, the
rail joints being welded by the Thermit
process. On the single track work, 80 lb.
A.S.C.E. rails and untreated wood ties
were used. The grading and concrete
work on the double track portion and the
grading on the single track portion were
done by Merlo, Merlo and Ray, Walker-
ville, by contract, railway forces doing
the tracklaying and overhead work.

In Sandwich, on London St., between
Bridge Ave. and Huron Line, 2,900 ft.
of double track was built, using 100 lb.
A.R.A. rail, steel ties and welded joints.
The grading and concrete work was done
by S. P. West Construction Co., and the
tracklaying and overhead work by railway
forces. The line was completed and
placed in operation on Oct. 27.

In Windsor, on Elm St., between
London and Sandwich Sts., 1,000 ft. of
single track was laid, in concrete, 100 lb.

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December 1928

December, 1928

Betterments, Etc.

ing A.R.A. rail and steel ties being used, and
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ion process. A Y was built at Elm and
igs. Sandwich Sts., paved construction being
ters used. An additional 1,000 ft. of single
to track was built on Sandwich St., at the
put side of the street, and was laid in crushed
and stone with Tarvia surface, 80 lb. A.S.C.F.
ling rails and untreated wood ties being
ely employed. This took the line to the
I.R. bridge over the Canadian Pacific Ry.
line tracks, which is being rebuilt. After
sion the bridge work is completed, which will
I.R. probably be some time in January, the
pro track on Sandwich St. is to be extended
rine another 700 ft., but that work will prob-
sfer ably not be undertaken until next spring.

that Nachod block signals have been in-
the stalled on the interurban line between
and Windsor and Amherstburg, 18.5 miles,
plans and on the one between Windsor and
d to Tecumseh, 10 miles.

nder The management has completed plans
pro for the extension of the street railway
width line on Tecumseh Road, from Windsor
pe city limits, to the intersection of Walker
155 Road. The extension will be single
lding track of open construction, 80 lb. A.S.C.F.
ck in rails and untreated ties to be used. The
ating extension will serve the new Border Cities
y 2 hospital, and the large automobile factory
being erected by the Chrysler Corporation
near the Tecumseh Road-Walker Road
intersection, which will employ 1,700 men
at the beginning of production and is
expected to employ 7,000 ultimately.
All of the work on the extension will be
done by railway forces. Work is to
start in the near future.

Railway forces are installing steel poles
on Richmond St., Amherstburg. By ar-
rangement with the municipal authorities,
the poles will also be used in connection
with street lighting.

a.—A

Electric Ry.—Ottawa City

to the Robert Simpson Eastern Ltd. building.

Ontario Hydro Electric Rys., Essex District.—The track work started at the beginning of the 1928 construction season has been completed. The College Ave. extension in Windsor and Sandwich was finished early in November, and is to be placed in operation on Dec. 1. This work included the building of 2,600 ft. of double track in pavement, and 7,600 ft. of single track of open construction. On the double track work, 100 lb. A.R.A. rails and steel twin ties were used, the rail joints being welded by the Thermit process. On the single track work, 80 lb. A.S.C.E. rails and untreated wood ties were used. The grading and concrete work on the double track portion and the grading on the single track portion were done by Merlo, Merlo and Ray, Walkerville, by contract, railway forces doing the tracklaying and overhead work.

In Sandwich, on London St., between Bridge Ave. and Huron Line, 2,900 ft. of double track was built, using 100 lb. A.R.A. rail, steel ties and welded joints. The grading and concrete work was done by S. P. West Construction Co., and the tracklaying and overhead work by railway forces. The line was completed and placed in operation on Oct. 27.

In Windsor, on Elm St., between London and Sandwich Sts., 1,000 ft. of single track was laid, in concrete, 100 lb.

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December 1928

December, 1928

Betterments, Etc.

A.R.A. rail and steel ties being used, and the joints being welded by the Thermit process. A Y was built at Elm and Sandwich Sts., paved construction being used. An additional 1,000 ft. of single track was built on Sandwich St., at the side of the street, and was laid in crushed stone with Tarvia surface, 80 lb. A.S.C.E. rails and untreated wood ties being employed. This took the line to the bridge over the Canadian Pacific Ry. tracks, which is being rebuilt. After the bridge work is completed, which will probably be some time in January, the track on Sandwich St. is to be extended another 700 ft., but that work will probably not be undertaken until next spring. Nachod block signals have been installed on the interurban line between Windsor and Amherstburg, 18.5 miles, and on the one between Windsor and Tecumseh, 10 miles.

The management has completed plans for the extension of the street railway line on Tecumseh Road, from Windsor city limits, to the intersection of Walker Road. The extension will be single track of open construction, 80 lb. A.S.C.E. rails and untreated ties to be used. The extension will serve the new Border Cities hospital, and the large automobile factory being erected by the Chrysler Corporation near the Tecumseh Road-Walker Road intersection, which will employ 1,700 men at the beginning of production and is expected to employ 7,000 ultimately. All of the work on the extension will be done by railway forces. Work is to start in the near future.

Railway forces are installing steel poles on Richmond St., Amherstburg. By arrangement with the municipal authorities, the poles will also be used in connection with street lighting.

o.—A
Electric Ry.—Ottawa City

expected to be completed in 1929. (See
report.)

Ontario Hydro Electric Bys., Essex
District.—Ford City Council passed a
resolution on Feb. 12, asking the manage-
ment to extend the Seminole Street car
line from George Ave. to Norman Road,
the city's easterly limits, the work to be
proceeded with on the opening of this

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MARCH 1929

CANADIAN RAILWAY AND MARINE WORLD

March, 1929

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year's construction season, and Ford City's share of the cost to be approximately \$8,000.

Toronto Transportation Commission.—

On Feb. 17, two weeks after wrecking of buildings to provide a site had been commenced, T.T.C. forces completed the

quested the directors to make certain alterations in the company's articles of association, which will result in the whole of the company's business and affairs being managed, conducted and controlled from Canada.

Ottawa Electric Ry. Co.'s annual meeting was held in Ottawa, Feb. 4. The

WORLD

April, 1930

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Electric Railway Rolling Stock.

Windsor, Essex & Lake Shore Railway.
—The two electric locomotives being built at the railway shops at Windsor and Kingsville, Ont., are near completion at the time of writing, March 19. The shops at Kingsville will be kept in operation for some 2 months more and then closed. The 4 motor cars being built by Ottawa Car Manufacturing Co. are to be equipped with 4 Westinghouse 100 h.p. motors per car and HL control.

City Council decided

April 1930

stop in front of the station.

Windsor, Essex and Lake Shore Ry.—The Hydro Electric Power Commission of Ontario Railways Department management, in charge of W.E. & L.S. R. operations, advises that during the coming summer rock ballasting will be done over the whole line. Buildings to house the substation equipment at Maidstone, Cottam and Ruthven have been completed, and rotary converters secured previously will be installed in the near future. Early in the construction season, 3,600 ft. of single track will be rehabilitated in the Town of Essex, the present 80 lb. rail to be replaced by 85 lb. rail, with welded joints, on oak ties, tie-plated.—Pole line renewal is nearing completion, the sections between Windsor and Essex, and between Cottam and Kingsville, 24 miles, having been completed. Overhead crews are putting up feeder and cross arms, and changing trolley wire. (March, pg. 164.)

n, **Ottawa Electric Railway Appeal Sus-**
on **tained.**—The Second Divisional Court at

April 1930

April, 1930

nents, Etc.

Road, to be used chiefly as a passing siding to allow local cars to clear through traffic on the Windsor, Essex and Lake Shore Ry.

Quebec Ry., Light and Power Co.—A temporary stub end siding has been laid on Crown St., Quebec, in front of Jacques Cartier Square, to be used by the St. Francois and Stadacona line pending the construction of the belt line on Notre Dame des Anges and other streets. The construction of the belt line is to be started at an early date and has to be completed by July 1, according to the Board of Railway Commissioners' order. (March, pg. 165.)

Regina Municipal Ry.—Regina, Sask., City Council will ask the municipal voters to pass a bylaw to provide for raising \$400,000 for further expenditures on the improvement of Regina Municipal Ry. tracks, the construction of additional trackage and the provision of additional accommodation for street cars.

Saskatoon Municipal Ry.—Saskatoon, Sask., City Council has included in its estimates for this year, \$145,000 for extensions to its municipal railway.

Toronto Transportation Commission.—Plans have been made for the reconstruction, during this year, of the tracks on Front St., between Bay and York Sts., in front of the union station, by placing them in the center of the roadway, which is 69 ft. wide from curb to curb, so that there will be a clearance of 26 ft. 11 in. between rail and curb at both north and south sides. It is possible that safety zones will be provided at the street car stop in front of the station.

Windsor, Essex and Lake Shore Ry.—The Hydro Electric Power Commission of Ontario Railways Department management, in charge of W.E. & L.S. R. operations, advises that during the coming summer rock ballasting will be done over the whole line. Buildings to house the substation equipment at Maidstone, Cottam and Ruthven have been completed, and rotary converters secured previously will be installed in the near future. Early in the construction season, 3,600 ft. of single track will be rehabilitated in the Town of Essex, the present 80 lb. rail to be replaced by 85 lb. rail, with welded joints, on oak ties, tie-plated.—Pole line renewal is nearing completion, the sections between Windsor and Essex, and between Cottam and Kingsville, 24 miles, having been completed. Overhead crews are putting up feeder and cross arms, and changing trolley wire. (March, pg. 164.)

Ottawa Electric Railway Appeal Sustained.—The Second Divisional Court at Toronto allowed, on March 11, the Ottawa Electric Ry. Co.'s appeal from a judgment

ORLD

January, 1930

Electric Railway Notes.

Ontario provincial police, acting on complaint of the Ontario Hydro Electric Rys., Essex District, management, arrested, on Aug. 3, 1929, Arthur Bowles, aged 55, a ticket agent in the railway's employ, on a charge of theft of tickets. Subsequently, Jas. Ouellette, Geo. Houle, and Mrs. M. McAuliffe, Windsor, were charged with conspiracy to defraud in connection with the same thefts. On the appearance of the four in court, it was disclosed that Bowles had been extracting used tickets from fare boxes, and turning them over to Mrs. McAuliffe, who turned them over to Ouellette, who handed them on to Houle for distribution to users at greatly reduced rates. All were given suspended sentence.

Winnipeg Electric Co. gave a dinner on

January 1930

Windsor, Essex and Lake Shore Rapid Railway Rehabilitation.

In connection with the rehabilitation of the Windsor, Essex and Lake Shore Rapid Ry. property, taken over a few months ago from its former owners by several southwestern Ontario municipalities represented by the Windsor, Essex and Lake Shore Electric Railway Association, and turned over to the Hydro Electric Power Commission of Ontario Railways Department for operation, we are advised that the work will involve track and overhead current distribution renewal over a total distance of 36 miles. Particulars of the work undertaken to date have been given in these columns previously; the balance will be gone on with in the spring. The track work involves reballasting, the replacement of 50,000 ties, and renewal of approximately 7,000 pairs of angle bars and 13,000 bonds. Track material acquired recently includes 7,000 pairs of angle bars and 40,000 cedar ties. The overhead current distribution system rehabilitation involves the erection of new poles, most of which work has been done, and the replacement of the 6,600 volt single phase catenary with 600 volt d.c. construction, consisting of 7/16 in. steel messenger supporting 4/0 grooved trolley wire, reinforced with heavy feeder. The change from 6,600 volt a.c. to 600 volt d.c. operation will involve construction of substations at Maidstone, Cottam and Ruthven. Three 500 k.w. 600 volt rotary converters are being obtained for these substations.

At the time of writing, Dec. 18, 1929, installation of transformer equipment for a temporary outdoor substation at Maidstone, for 6,600 volt operation, is proceeding. This will permit the use of hydro power, and the closing down of the steam generating plant at Kingsville, which will take place early in January. The outdoor station will be a temporary facility only, to be used only until the change to 600 volt d.c. operation is effected.

It was stated in our Dec. 1929 issue that an order had been given Ottawa Car Mfg. Co. for 4 motor cars and a trailer, and that the management would have 2 electric locomotives built in its shops at Kingsville and Windsor. We are now advised that the Ottawa Car Mfg. Co. contract is for the 5 car bodies only, to be of steel construction. At the time of

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will be gone on with in the spring. The track work involves reballasting, the replacement of 50,000 ties, and renewal of approximately 7,000 pairs of angle bars and 13,000 bonds. Track material acquired recently includes 7,000 pairs of angle bars and 40,000 cedar ties. The overhead current distribution system rehabilitation involves the erection of new poles, most of which work has been done, and the replacement of the 6,600 volt single phase catenary with 600 volt d.c. construction, consisting of 7/16 in. steel messenger supporting 4/0 grooved trolley wire, reinforced with heavy feeder. The change from 6,600 volt a.c. to 600 volt d.c. operation will involve construction of substations at Maidstone, Cottam and Ruthven. Three 500 k.w. 600 volt rotary converters are being obtained for these substations.

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In regard to the financing of the road's purchase and rehabilitation, bonds were issued by the Association and sold to the Canadian Bank of Commerce, and were secured by debentures issued by the interested municipalities and deposited with a trust company as trustee for the bondholders. The bonds bear 6% interest annually, and on Dec. 18, 1929, were quoted at 101.39, to yield 5.9%. The municipalities represented by the Association, and the amount of debentures deposited by each as security for the Association's bonds, are as follows:—City of Windsor, \$354,488; Town of Essex, \$1,296.87; Town of Kingsville, \$105,390.33; Town of Leamington, \$159,254.30; Gosfield South Township, \$138,203.45; Gosfield North Tp., \$104,462.71; Sandrich West Tp., \$56,657.38; Sandwich East Tp., \$56,881.84; Sandwich South Tp., \$44,365.12; total debentures deposited, \$1,100,000.

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See also under "Toronto Transportation Commission" regarding legality of the company's operations, of the T.T.C. investment in it, etc.

Windsor-Detroit Bus Service.—Canadian Railway and Marine World for Dec. 1929, gave, on pg. 776, particulars of the bus service being provided between Windsor, Ont., and Detroit, Mich., via the new Ambassador Bridge over the Detroit River, jointly by the Hydro Electric Power Commission of Ontario Railways Department and the Detroit Street Railways Department, it being stated that the buses being used temporarily for the service had been provided by the Detroit Street Railways Department, pending the securing of equipment with which to give the service permanently. The present service is being given with 15 vehicles, viz., 8 Yellow coaches of 29-passenger capacity, and 7 A.C.F. gas-electric buses of 31-passenger capacity. The cash fare is 25c, and 5 tickets are sold for \$1. No transfers to and from street cars in either city are provided, although it is expected that transfers may be arranged for in future. Traffic is stated officially as being very satisfactory and as increasing daily. It is probable that 30 new buses will be bought, to be placed in the service permanently.

Oshawa Proposed Bus Operation.—Mention was made in Canadian Railway and Marine World for Dec. 1929 of the agitation for a bus service in parts of Oshawa not served by the Oshawa Ry., and to a dispatch stating that the Oshawa Ry. management had signified its willingness to discuss the possibilities for a bus service, and that in the event of one being started it would probably be operated by the Oshawa Ry. We were advised at the end of Nov. 1929 that a meeting had been arranged between residents of the areas proposed to be served by the buses, and a committee of the City Council, this advice being accompanied by an expression of opinion that no definite conclusions would be arrived at at that time. Subsequently, a meeting was arranged between Oshawa Ry. officials and members of the city council, but we were advised that the meeting had to be postponed. Oshawa Ry. officials are said to be of the opinion that there is not sufficient traffic available to warrant the expenditure necessary for operating a bus service.

Ontario Hydro Electric Rys., Essex District.—At the time of writing, Dec. 18, 1929, the management has 16 buses in operation, 12 of which are rented from interests associated with the former Gotfredson Corporation, the other 4 being Windsor, Essex and Lake Shore Rapid Ry. equipment. They are operated on 5

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to warrant the expenditure necessary for operating a bus service.

Ontario Hydro Electric Ry., Essex District.—At the time of writing, Dec. 18, 1929, the management has 16 buses in operation, 12 of which are rented from interests associated with the former Gotfredson Corporation, the other 4 being Windsor, Essex and Lake Shore Rapid Ry. equipment. They are operated on 5 routes, all within the border cities, and, in addition, are used on contracts for carrying children to and from school. The bus services are co-ordinated with the street car system. The bus fare is 10c cash. A transfer received on a bus is good for a ride on a street car. To provide for transfer from street car to bus, bus tickets are issued at 7 for 15c, and a transfer received on a street car is good for a ride in a bus only when the passenger pays on the bus, in addition, either one of the bus tickets or 4c cash. A street car ticket plus a bus ticket is good for a ride in a bus, as are also a street car ticket plus 4c cash.

Dominion Power and Transmission Co.—A recent Hamilton press report, which

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Windsor, Essex and Lake Shore Railway Operation, Equipment, Etc.

Canadian Railway and Marine World was advised officially recently, that freight traffic on the Windsor, Essex and Lake Shore Ry., which is owned by Windsor, Essex and Lake Shore Electric Railway Association, representing the owning municipalities, and operated by the Hydro Electric Power Commission of Ontario Railways Department, is about 20% greater than last year. A complete list of the various municipalities in Southwestern Ontario, which have an interest in the road, and the amount of the interest held by each, was given in Canadian Railway and Marine World for January, pg. 44, in connection with a description of the bonds issued by the Association, which were sold to municipal debentures, which were sold to obtain funds to pay for the road and its rehabilitation. That article also gave a description of the rehabilitation work which has been done since the property was placed under the present management. The road has been operated on 6,600 volt a.c. current, generated in a steam station at Kingsville, the Ontario Hydro Electric Ry., Essex District, lines, with which the road is more or less tied in as regards operation, uses 600 volt d.c. current. The intention is to convert the W.E. & L.S. operation to 600 volt d.c., and brick transformer buildings are being built at Ruthven, Maidstone and Cottam, to house equipment to transform the 26,000 volt a.c. current from the H.E.P.C. of O. power lines to 600 volt d.c. Four rotary converters were bought recently from a property in the United States which is changing from 25 to 60 cycle current; three of these will be installed in the substations now being provided, the fourth to be held in reserve.

Pending the carrying out of these plans, the railway has been operated on hydro power supplied by the H.E.P.C. of O. since Jan. 20. A temporary outdoor transformer station was provided at Maidstone, to take current at 26,000 volts a.c. and step it down to 6,600 volts a.c. This has permitted closing down the steam generating plant at Kingsville, but that plant will not be scrapped until the 600 volt d.c. operation has begun. The transformer buildings being erected will be comparatively small structures, about 20 ft. square. The rotary converters are in transit at the time of writing.

The management has ordered 5 car bodies from Ottawa Car Mfg. Co., 4 for motor cars and 1 for a trailer. Detail designs for these are nearing completion, and structural material has been received by the builder. The management plans

with a statement of the rehabilitation work done on the line, confirming the information in the foregoing and in articles in these columns for January, pg. 44, and Dec. 1929, pg. 772. It also gave the following information:—"The W.E. and L.S. R. consists of a single track standard gauge electric line connecting Windsor with Leamington, operating through the Townships of Sandwich East, Sandwich South, Maidstone, Gosfield North, Gosfield South and Mersea, and the Towns of Essex, Kingsville and Leamington. The total length of the line is 36.12 miles, of which approximately 2 miles is in paved construction in Windsor, one mile in Essex, one mile in Kingsville, and three quarters of a mile in Leamington. The balance is of open construction, with wood ties and gravel ballast. The line is built on the main streets of the towns through which it passes, and in the intervening districts is built largely on a narrow strip of right of way adjacent to the main highway. The line operates both freight and passenger service, and has connection with the Canadian Pacific Ry., Essex Terminal Ry., Pere Marquette Ry. and Michigan Central Rd. When the line was taken over by the municipalities, the general condition was very poor, maintenance having been neglected for a considerable period, and complete rehabilitation involves reconstruction of most of the paved track in Windsor and Essex, rebalasting of the major portion of the line, replacement of 60,000 ties and 7,600 pairs of angle bars, and installation of 13,600 bonds. New sidings are to be built to provide for the additional service which it is proposed to give. The reconstruction of the overhead system includes pole replacement practically throughout, and the construction of complete new catenary and feeder system, using the existing mast arms. Provision has been made for the reconstruction of telephone line and installation of signal system throughout. Since rehabilitation began about 25,000 ties have been installed, and a considerable portion of the track has been ballasted, the paved track in Windsor has been rehabilitated, and preparations are complete for reconstruction of the overhead system, to commence in the near future.

The statement also gives particulars of the rolling stock ordered for the line, as mentioned above, specifying, in regard to the two electric locomotives, that a steeple type locomotive body with multiple unit control has been secured for mounting on two of the Baldwin trucks, and that a second locomotive will be assembled from

Ottawa Electric Ry. Co.'s Annual Meeting, Etc.

The Ottawa Electric Ry. Co.'s annual meeting was held at Ottawa, Feb. 4. The statement for the year ended Dec. 31, 1929, contained the following figures:—gross revenue, \$1,887,123.71; operating expenses, before deduction of depreciation and Dominion income tax, \$1,281,089.73, leaving \$606,033.98, from which there was deducted for depreciation \$255,847.88, and provision for Dominion income tax for 1929, \$13,405, a total of \$269,252.88, leaving the net revenue \$336,781.10. From this was deducted bond and other interest, \$174,243.40; amortization of and bond discount and expenses, \$6,820; other financial charges, \$2,526.40, a total of \$182,589.80, leaving the balance carried to surplus, \$154,191.30. The President, Hon. Thomas Ahearn, P.C., spoke of the difficulties encountered all over the North American continent by street railways, especially during the past 10 years. He said that the O.E.R. had carried on its dividend paying period longer than almost any other street railway company, and that it appeared likely to return to it sooner. The directors were re-elected as follows:—Hon. Thomas Ahearn, P.C., President; Major F. D. Burpee, Vice President and Manager; T. Franklin Ahearn, G. F. Henderson, K.C., Colonel G. P. Murphy, C.M.G., Elbert N. Soper, G. P. Murphy, C.M.G., Elbert N. Soper, and Thomas Workman. G. N. Snelling is Secretary-Treasurer.

Ottawa Traction Co.'s annual meeting was held on the same day when its financial statement, which is given on another page of this issue, was presented. The directors, who were re-elected, are as follows:—Hon. Thomas Ahearn, P.C., President; Major F. D. Burpee, Vice President; T. Franklin Ahearn, G. F. Henderson, K.C., Col. G. P. Murphy, C.M.G.; J. F. Smellie, Elbert N. Soper, Capt. O. G. Whelan, Thomas Workman. G. L. Snelling is Secretary-Treasurer.

James Anderson died at Windsor, Ont., Feb. 25, aged 78, after having been in ill health for some months. He was born at Ayr, Ont., June 20, 1851, and when 19 years old entered the Great Western Ry. service and after a few years was appointed a conductor, which position he held until 1889. Then he engaged in the grocery business at Windsor, selling out in 1893. In June 1893, in association with John Davis, W. J. Tucker, Dr. Coventry, W. J. Pulling, of Windsor, and Robt. Thomson and Wm. Hendrie, of Hamilton, he bought the Sandwich, Windsor and Amherstburg Ry., which was operated under that ownership for eight years. When it passed into the

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municipal debentures, which were sold to obtain funds to pay for the road and its rehabilitation. That article also gave a description of the rehabilitation work which has been done since the property was placed under the present management. The road has been operated on 6,500 volt a.c. current, generated in a steam station at Kingsville; the Ontario Hydro Electric Ry., Essex District, lines, with which the road is more or less tied in as regards operation, uses 600 volt d.c. current. The intention is to convert the W.E. & L.S. operation to 600 volt d.c., and brick transfer buildings are being built at Ruthven, Maidstone and Cottam, to house equipment to transform the 25,000 volt a.c. current from the H.E.P.C. of O. power lines to 600 volt d.c. Four rotary converters were bought recently from a property in the United States which is changing from 26 to 60 cycle current; three of these will be installed in the substations now being provided, the fourth to be held in reserve.

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The management has ordered 5 car bodies from Ottawa Car Mfg. Co., 4 for motor cars and 1 for a trailer. Detail designs for these are nearing completion, and structural material has been received by the builder. The management plans to build 2 electric locomotives in its own shops. Work on them has not been started at the time of writing, but the Baldwin type trucks for them, each equipped with 2 Westinghouse type 333 125-h.p. motors, have been acquired. Five trucks were bought, one to be retained as a spare. They are equipped with 34 1/2 in. rolled steel wheels.

The Windsor, Essex and Lake Shore Electric Railway Association met at Windsor on Jan. 9, when it received a report from A. F. McGill, Superintendent, Ontario Hydro Electric Ry., Essex District, who is also in charge of W.E. & L.S. R. operation under W. R. Robertson, General Superintendent, H.E.P.C. of O. Railways Department, on rehabilitation and operation from the time the road was acquired to that date, and when it also arranged for the first interest payment on its bonds, due Feb. 1.

The management supplied Canadian Railway and Marine World on Feb. 14

a time in construction, with wood ties and gravel ballast. The line is built on the main streets of the towns through which it passes, and in the intervening districts is built largely on a narrow strip of right of way adjacent to the main highway. The line operates both freight and passenger service, and has connection with the Canadian Pacific Ry., Essex Terminal Ry., Pere Marquette Ry. and Michigan Central Rd. When the line was taken over by the municipalities, the general condition was very poor, maintenance having been neglected for a considerable period, and complete rehabilitation being necessary. The reconstruction involves reconstruction of most of the paved track in Windsor and Essex, rebalasting of the major portion of the line, replacement of 60,000 ties and 7,000 pairs of angle bars, and installation of 13,000 bonds. New sidings are to be built to provide for the additional service which it is proposed to give. The reconstruction of the overhead system includes pole replacement practically throughout, and the construction of complete new catenary and feeder system, using the existing mast arms. Provision has been made for the reconstruction of telephone line and installation of signal system throughout. Since rehabilitation began about 25,000 ties have been installed, and a considerable portion of the track has been ballasted, the paved track in Windsor has been rehabilitated, and preparations are complete for reconstruction of the overhead system, to commence in the near future.

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Electric Railway Rolling Stock Orders, Etc.

London Ry. Commission has decided to buy new cars for the incline railway at Port Stanley, Ont., which it operates in connection with the London and Port Stanley Ry. The present cars are 16 ft. long with capacity for 60 passengers each, and are to be replaced by 20 ft. cars with a capacity of 80 passengers each. Calgary, Alta., city commissioners have recommended to the city council that 4 new cars be ordered. Edmonton Radial Ry. will secure 6 new single end street cars.

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British Columbia Electric Ry. has been given authority by a provincial order in council to operate one-man cars on its Victoria Road line in Vancouver. The company's application was not opposed by the city council or by residents of the district. (Press report.)

Electric Railway Rolling Stock.

Windsor, Essex & Lake Shore Railway.

—The two electric locomotives being built at the railway shops at Windsor and Kingsville, Ont., are near completion at the time of writing, March 19. The shops at Kingsville will be kept in operation for some 2 months more and then closed. The 4 motor cars being built by Ottawa Car Manufacturing Co. are to be equipped with 4 Westinghouse 100 h.p. motors per car and HL control.

Edmonton, Alta., City Council decided at a recent meeting to defer the consideration of appropriating \$177,000 for the purchase of 6 new cars for Edmonton Radial Ry. until W. J. Cunningham, Superintendent, presents his report on proposals for the establishment of a motor transport system for a part of the city.

British Columbia Electric Ry. has obtained a Hayes-Anderson 1½-ton chassis, on which it has mounted an elevator tower for overhead line work for use in Victoria.

Montreal Tramways Co. has received 15 motor cars and 15 trailer cars from Canadian Car & Foundry Co.

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Windsor, Essex and Lake Shore Ry.—
The Hydro Electric Power Commission
of Ontario Railways Department manage-
ment, in charge of W.E. & L.S. R.
operations, advises that during the coming
summer rock ballasting will be done over
the whole line. Buildings to house the
substation equipment at Maidstone, Cot-
tam and Ruthven have been completed,
and rotary converters secured previously
will be installed in the near future. Early
in the construction season, 3,600 ft. of
single track will be rehabilitated in the
Town of Essex, the present 80 lb. rail to
be replaced by 85 lb. rail, with welded
joints, on oak ties, tie-plated.—Pole line
renewal is nearing completion, the sections
between Windsor and Essex, and between
Cottam and Kingsville, 24 miles, having
been completed. Overhead crews are
putting up feeder and cross arms, and
changing trolley wire. (March, pg. 164.)

Ottawa Electric Railway Annual Sum-

April 1930

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Council: Hon. T.
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President and Gen-
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W. Harvey, B.A.Sc.,
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Canadian Railway and
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Road, to be used chiefly as a passing siding to allow local cars to clear through traffic on the Windsor, Essex and Lake Shore Ry.

Quebec Ry., Light and Power Co.—

A temporary stub end siding has been laid on Crown St., Quebec, in front of Jacques Cartier Square, to be used by the St. Francois and Stadacona line pending the construction of the belt line on Notre Dame des Anges and other streets. The construction of the belt line is to be started at an early date and has to be completed by July 1, according to the Board of Railway Commissioners' order. (March, pg. 165.)

Regina Municipal Ry.—Regina, Sask., City Council will ask the municipal voters to pass a bylaw to provide for raising \$400,000 for further expenditures on the improvement of Regina Municipal Ry. tracks, the construction of additional trackage and the provision of additional accommodation for street cars.

Saskatoon Municipal Ry.—Saskatoon, Sask., City Council has included in its estimates for this year, \$145,000 for extensions to its municipal railway.

Toronto Transportation Commission.—Plans have been made for the reconstruction, during this year, of the tracks on Front St., between Bay and York Sts., in front of the union station, by placing them in the center of the roadway, which is 69 ft. wide from curb to curb, so that there will be a clearance of 26 ft. 11 in. between rail and curb at both north and south sides. It is possible that safety zones will be provided at the street car stop in front of the station.

Windsor, Essex and Lake Shore Ry.—The Hydro Electric Power Commission of Ontario Railways Department management, in charge of W.E. & L.S. R. operations, advises that during the coming summer rock ballasting will be done over the whole line. Buildings to house the substation equipment at Maidstone, Cottam and Ruthven have been completed, and rotary converters secured previously will be installed in the near future. Early in the construction season, 3,600 ft. of single track will be rehabilitated in the Town of Essex, the present 80 lb. rail to be replaced by 85 lb. rail, with welded joints, on oak ties, tie-plated.—Pole line renewal is nearing completion, the sections between Windsor and Essex, and between Cottam and Kingsville, 24 miles, having been completed. Overhead crews are putting up feeder and cross arms, and changing trolley wire. (March, pg. 164.)

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1930

New Cars for Windsor, Essex and Lake Shore Railway.

Windsor, Essex and Lake Shore Ry., operated by Hydro Electric Power Commission of Ontario Railways Department as agent for Windsor, Essex and Lake Shore Electric Railway Association, composed of representatives of Windsor, and other southwestern Ontario municipalities, ordered from Ottawa Car Manufacturing Co. four motor cars and a trailer of special design, which are to be delivered about June 15. The bodies for the five will be of the same dimensions, viz., length over anti-climbers, 51 ft. 2 in.; length over body corner posts, 37 ft. 8 in.; width over side sheathing, 5 ft. 3½ in.; width over vestibule corner posts, 7 ft. 7¾ in.; height, rail to top of roof, 11 ft. 2¼ in.; height, rail to top of floor, 8 ft. 5 in. The framing will be of steel. The motor cars will be arranged for double end operation, and will be fitted with a door at each corner, with electro-pneumatic equipment and folding step. They will be divided into a main compartment, with seating accommodation for 40, and a smoking compartment, with seats for 10. The seats in the main compartment will be arranged transversely on each side of a central 18 in. aisle, and will be of the semi-individual bucket type, upholstered in plush. All seats in the main compartment except the end ones will be reversible. In the smoking compartment, there will be a settee, upholstered in leather, with seating accommodation for 5, at each side. The car will be lighted by ceiling dome fixtures arranged along its center line, 5 in the main compartment and 2 in the smoking compartment.

The trailer, with seating capacity for 50, will be of unique design, and will be arranged with a central main compartment with seating capacity for 28, and an observation room, about 15 ft. long including vestibule, at each end. Side window sash will be approximately 42 in. long by 30 in. high, and will have a mesh guard, normally concealed behind the side sheathing. The seats in the main compartment will be of the semi-individual bucket type, of deep double spring construction, upholstered in plush, provided with 24 in. backs, and arranged transversely on each side of the central aisle, and at one end of the car, tables will be arranged between the end seats and those

operation, and to afford the road's patrons something original in the way of passenger equipment. The design provides for a car of pleasing appearance, with the streamline effect much in evidence. The large window, with the window guards so arranged as to drop into pockets in the car sides, add to the cars' appearance, the unsightly appearance of the usual fixed type guard being avoided.

Interurban Motor Cars, Quebec Railway, Light & Power Company.

Quebec Railway, Light & Power Co. has received from Ottawa Car Manufacturing Co. the 6 interurban electric railway motor cars for its Montmorency Division, the ordering of which was announced in Canadian Railway and Marine World for Aug. 1929, pg. 522, when some preliminary information about them was given. Their general dimensions, etc., are as follows:—

Length over buffers	45 ft.
Width over body corner posts	53 ft. 0 7/16 in.
Height over sheathing	12 ft. 7 1/4 in.
Height, rail to roof board	4 ft. 4 1/4 in.
Seat spacing	2 ft. 8 in.
Foot weight, fully equipped	2 ft. 8 in.
Seating capacity	27, 500 lb. approx.

They have straight sides, round ends, arched roof, single sash to raise, and single end master control. The interior is divided into main room and smoking compartment. Underframes are of steel construction, with end, center and cross sills of channel section. The body side framing is of girder construction, with posts of steel pressings, side sheathing of 5/32 in. steel plate and letter board of 1/8 in. steel. The vestibules are of the interurban car type, with a door in the center of the rear one, to permit passage through train. The vestibule posts are of steel, with wood fillers. The bulkheads are of steel and wood panel construction. The roof is of the wood and canvas type.

The interior finish includes panelling and moulding of first quality birch, smoothly finished and highly polished, and headlining and waist panelling of 5/16 in. Aganote, with the doors in the bulkheads and partition of cherry, with glass upper panels. The floor is of ¾ in. t. and g. yellow pine laid double, with building paper between. All wire is installed in galvanized steel conduit. Heating is by 35 Calrod unit heaters, operating 5 in series, arranged with 26 in the main room, 5 in the smoking

vestibule. Draft gear, with standard M.C.B. couplers, is fitted. Two sand boxes are placed under the seats, and are fitted with air operated sanders, Nicholson type B sand trap and N.L. brass valve. Other equipment than that mentioned above includes an air signal system, Keystone type S destination sign, Menier window cleaner on window at motorman's position, treads on vestibule steps, luggage racks, O.B. trolley retriever, and National Lock Washer Co. curtain fixtures. Wheels are 33 in. diam. and journal bearings are of the plain type. The motor equipment consists of 4 Westinghouse 100 h.p. motors per car; control is of the HL type. Air brakes are Westinghouse schedule A.M.M. Trucks are Brill 27 M.C.B. 3X type.

Electric Railway Traffic.

For the first month in some years, Canadian electric railways had a decrease in traffic in March, as measured by number of revenue passengers carried, compared with March, 1929. The decrease, according to figures supplied the American Electric Railway Association by 14 companies operating 1,485 single track miles of electric railway and 786 miles of bus route, was 0.94%. In February, there was an increase of 0.33% in traffic compared with Feb. 1929, and in January one of 2.81% compared with Jan. 1929. In the whole of 1929, traffic on Canadian electric railways was 4.28% greater than in 1928.

Canadian and U.S.A. electric railways grouped together, 212 companies reporting out of 282 operating 26,354 single track miles of electric railway and 11,885 miles of bus route, had a 5% decrease in traffic in March 1930, compared with March 1929. In February, the decrease was 3.76% from Feb. 1929, and in January, 1.06% from Jan. 1929. In the whole of 1929, traffic on all lines grouped together was 0.68% less than in 1928. For the electric railways in various parts of the United States, the traffic decreases in March, compared with March 1929, were as follows:—New England states, 7.49%; states north of the Ohio and east of the Mississippi Rivers, 5.69%; states south of the Ohio and east of the Mississippi Rivers, 9.61%; northwestern states, 9.63%; southwestern states 8.94%; Pacific Coast states, 4.14%.

In dealing with the declines in the March traffic, the A.E.R.A. states that they are the greatest recorded in any month to date.

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New Cars for Windsor, Essex and Lake Shore Railway.

Windsor, Essex and Lake Shore Ry., operated by Hydro Electric Power Commission of Ontario Railways Department as agent for Windsor, Essex and Lake Shore Electric Railway Association, composed of representatives of Windsor, and other southwestern Ontario municipalities, ordered from Ottawa Car Manufacturing Co., four motor cars and a trailer of special design, which are to be delivered about June 15. The bodies for the five will be of the same dimensions, viz., length over anti-climbers, 51 ft. 2 in.; length over body corner posts, 37 ft. 8 in.; width over side sheathing, 8 ft. 3 1/4 in.; width over vestibule corner posts, 7 ft. 7 1/4 in.; height, rail to top of roof, 11 ft. 2 3/4 in.; height, rail to top of floor, 3 ft. 5 in. The framing will be of steel. The motor cars will be arranged for double end operation, and will be fitted with a door at each corner, with electro-pneumatic equipment and folding step. They will be divided into a main compartment, with seating accommodation for 40, and a smoking compartment, with seats for 10. The seats in the main compartment will be arranged transversely on each side of a central 18 in. aisle, and will be of the semi-individual bucket type, upholstered in plush. All seats in the main compartment except the end ones will be reversible. In the smoking compartment, there will be a settee, upholstered in leather, with seating accommodation for 5, at each side. The car will be lighted by ceiling dome fixtures arranged along its center line, 5 in the main compartment and 2 in the smoking compartment.

The trailer, with seating capacity for 50, will be of unique design, and will be arranged with a central main compartment with seating capacity for 28, and an observation room, about 15 ft. long including vestibule, at each end. The side window sash will be approximately 42 in. long by 30 in. high, and will have a mesh guard, normally concealed behind the side sheathing. The seats in the main compartment will be of the semi-individual bucket type, of deep double spring construction, upholstered in plush, provided with 24 in. backs, and arranged transversely on each side of the central aisle, and at one end of the car, tables will be arranged between the end seats and those next to them. The observation room, or solarium, at one end of the car will be fitted with a settee, with seating accommodation for 5 and will be upholstered in plush, at each side; the room at the other end will be furnished with 4 large chairs upholstered in plush, at each side, and a settee upholstered in hand buffed Spanish leather conforming to the semi-circular vestibule end. Electric heaters will be installed under or behind the seats in all the cars. In the motor cars, the operators'

operation, and to afford the road's patrons something original in the way of passenger equipment. The design provides for a car of pleasing appearance, with the streamline effect much in evidence. The large windows, with the window guards so arranged as to drop into pockets in the car sides, add to the cars' appearance, the unsightly appearance of the usual fixed type guard being avoided.

Interurban Motor Cars, Quebec Railway, Light & Power Company.

Quebec Railway, Light & Power Co. has received from Ottawa Car Manufacturing Co. the 6 interurban electric railway motor cars for its Montmorency Division, the ordering of which was announced in Canadian Railway and Marine World for Aug. 1929, pg. 522, when some preliminary information about them was given. Their general dimensions, etc., are as follows:—

Length over buffers	45 ft.
— body corner posts	53 ft. 0 7/16 in.
Width over sheathing	10 ft.
Height, rail to roof board	12 ft. 7 7/8 in.
— floor	4 ft. 4 1/4 in.
Seat spacing	2 ft. 8 in.
Post	2 ft. 8 in.
Weight, fully equipped	87,500 lb. approx.
Seating capacity	111

They have straight sides, round ends, arched roof, single sash to raise, and single end master control. The interior is divided into main room and smoking compartment. Underframes are of steel construction, with end, center and cross sills of channel section. The body side framing is of girder construction, with posts of steel pressings, side sheathing of 5/32 in. steel plate and letter board of 1/8 in. steel. The vestibules are of the interurban car type, with a door in the center of the rear one, to permit passage through train. The vestibule posts are of steel, with wood fillers. The bulkheads are of steel and wood panel construction. The roof is of the wood and canvas type.

The interior finish includes panelling and moulding of first quality birch, smoothly finished and highly polished, and headlining and waist panelling of 5/16 in. Agasote, with the doors in the bulkheads and partition of cherry, with glass upper panels. The floor is of 3/4 in. t. and g. yellow pine laid double, with building paper between. All wire is installed in galvanized steel conduit. Heating is by 35 Calrod unit heaters, operating 5 in series, arranged with 26 in the main room, 5 in the smoking compartment, and 4 in the front vestibule. The seats are of the stationary type, with Pantasote 707 covering, the seat cushions being 3 ft. 10 in. long, and the seats, except those at the bulkheads, accommodating 3 passengers each, the bulkhead ones seating 2 each, to allow for the bulkhead door opening. Ten Nichols-Lintern ventilators, with 8 x 12 in. opening, are mounted on the roof of each car. All sash is of brass, the sash in the body being single and designed to raise, that in the vestibule being single

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cars will be arranged for double end operation, and will be fitted with a door at each corner, with electro-pneumatic equipment and folding step. They will be divided into a main compartment, with seating accommodation for 40, and a smoking compartment, with seats for 10. The seats in the main compartment will be arranged transversely on each side of a central 18 in. aisle, and will be of the semi-individual bucket type, upholstered in plush. All seats in the main compartment except the end ones will be reversible. In the smoking compartment, there will be a settee, upholstered in leather, with seating accommodation for 5, at each side. The car will be lighted by ceiling dome fixtures arranged along its center line, 5 in the main compartment and 2 in the smoking compartment.

The trailer, with seating capacity for 50, will be of unique design, and will be arranged with a central main compartment with seating capacity for 28, and an observation room, about 15 ft. long including vestibule, at each end. The side window sash will be approximately 42 in. long by 30 in. high, and will have a mesh guard, normally concealed behind the side sheathing. The seats in the main compartment will be of the semi-individual bucket type, of deep double spring construction, upholstered in plush, provided with 24 in. backs, and arranged transversely on each side of the central aisle, and at one end of the car, tables will be arranged between the end seats and those next to them. The observation room, or solarium, at one end of the car will be fitted with a settee, with seating accommodation for 5 and will be upholstered in plush, at each side; the room at the other end will be furnished with 4 large chairs upholstered in plush, at each side, and a settee upholstered in hand buffed Spanish leather conforming to the semi-circular vestibule end. Electric heaters will be installed under or behind the seats in all the cars. In the motor cars, the operators' compartments at each end will be partitioned off from the main body of the car, and there will also be a wood and glass partition between main compartment and smoking room, and in the trailer car both observation rooms or solariums will be partitioned off from the main compartment. The cars will have interior finish of birch mahogany, and the exteriors will be finished in blue, with yellow trim. The motor car trucks will be equipped with 33 in. wheels and Westinghouse 100 h.p. motors, and H.L. control will be used, with the controller lowered into the floor at the operator's position, to bring the top at a convenient height. Considerable thought was given to the design of the cars to secure good appearance, comfort for passengers, and economy in

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Windsor, Essex and Lake Shore Railway Legislation.

Windsor, Essex and Lake Shore Ry., which was taken over from its former owners by Windsor, Essex and Lake Shore Electric Railway Association, representing the City of Windsor, the Towns of Kingsville, Leamington and Essex, and Sandwich West, Sandwich East, Sandwich South, Gosfield North and Gosfield South Townships, and turned over by it to the Hydro Electric Power Commission of Ontario Railways Department for operation, was the subject of legislation, additional to that passed in 1928 and 1929, during the Ontario Legislature's recent session. Bill 155, introduced by J. R. Cooke, Hastings North, one of the Hydro Electric Power Commission of Ontario's commissioners, and passed March 27, confirms the bylaws passed by the places named in relation to the taking over of the railway and the formation of the W.E. and L.S. Electric Railway Association, and provides, in sec. 2, that all debentures issued or purporting to be issued under any of the bylaws are legal, valid and binding upon the municipal corporations and their ratepayers. Sec. 3 provides that the mortgage deed of trust of Feb. 1, 1929, between the Association and the Guaranty Trust Co. of Canada as trustee, made to authorize and secure the Association's bonds, is valid and binding upon the Association and the municipal corporations; that the obligations of the municipal corporations to the Association under the 1928 and 1929 legislation, the agreement between the municipal corporations and the Association, and the rights, powers and privileges conferred upon the Association thereunder and vested in the trustee, may be enforced directly against the municipal corporations as fully and effectually as if they were parties to the mortgage deed of trust; and that upon any action by the trustee to enforce any of the obligations, none of the municipal corporations will be entitled to raise as a defence any claim it might have against the Association. Sec. 4 provides that the Association, in respect of the property vested in it, is to be subject to assessment and taxation only to the same extent as if the property were vested in the Hydro Electric Power Commission of Ontario. Sec. 5 amends the 1929 legislation in regard to the expense of organizing the Association, etc. The Ontario Statutes of 1929, chap. 56, specified, in sec. 8, subsec. 1, that expenses incidental to the creation and organization of the Association to such amount as approved by the Hydro Electric Power Commission of Ontario

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Railway Legislation.

Windsor, Essex and Lake Shore Ry., which was taken over from its former owners by Windsor, Essex and Lake Shore Electric Railway Association, representing the City of Windsor, the Towns of Kingsville, Leamington and Essex, and Sandwich West, Sandwich East, Sandwich South, Gosfield North and Gosfield South Townships, and turned over by it to the Hydro Electric Power Commission of Ontario Railways Department for operation, was the subject of legislation, additional to that passed in 1928 and 1929, during the Ontario Legislature's recent session. Bill 155, introduced by J. R. Cooke, Hastings North, one of the Hydro Electric Power Commission of Ontario's commissioners, and passed March 27, confirms the bylaws passed by the places named in relation to the taking over of the railway and the formation of the W.E. and L.S. Electric Railway Association, and provides, in sec. 2, that all debentures issued or purporting to be issued under any of the bylaws are legal, valid and binding upon the municipal corporations and their ratepayers. Sec. 3 provides that the mortgage deed of trust of Feb. 1, 1929, between the Association and the Guaranty Trust Co. of Canada as trustee, made to authorize and secure the Association's bonds, is valid and binding upon the Association and the municipal corporations; that the obligations of the municipal corporations to the Association under the 1928 and 1929 legislation, the agreement between the municipal corporations and the Association, and the rights, powers and privileges conferred upon the Association thereunder and vested in the trustee, may be enforced directly against the municipal corporations as fully and effectually as if they were parties to the mortgage deed of trust; and that upon any action by the trustee to enforce any of the obligations, none of the municipal corporations will be entitled to raise as a defence any claim it might have against the Association. Sec. 4 provides that the Association, in respect of the property vested in it, is to be subject to assessment and taxation only to the same extent as if the property were vested in the Hydro Electric Power Commission of Ontario. Sec. 5 amends the 1929 legislation in regard to the expense of organizing the Association, etc. The Ontario Statutes of 1929, chap. 56, specified, in sec. 8, subsec. 1, that expenses incidental to the creation and organization of the Association to such amount as approved by the Hydro Electric Power Commission of Ontario could be paid by the Commission as part of the capital expenditure for acquisition and rehabilitation of the railway. The amendment provides that fees paid in connection with the Association's organization, and fees and expenses in connection with selling the Association's bonds, may also, to the extent approved by the H.E.P.C. of O., be paid by the H.E.P.C. of O. The new act went into force on April 3, when it was assented to by the Lieutenant-Governor.

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Electric Railway Construction, Betterments, Etc.

British Columbia Electric Ry.—Vancouver City Council is arranging to fill up the ravine on Broadway, near Keith Drive, to replace the present wooden bridge over which the company's electric railway is operated. The material for the fill will be obtained from the boring of the Canadian Pacific Ry. tunnel on Carrall St., and a sub-committee of the city council asked the B.C.E.R. for a contribution toward the cost of the work. W. G. Murrin, President, advised the city, on May 5, that the work proposed to be done is in the nature of building a street in which the company is not involved, and therefore does not feel it should be called upon to contribute toward its cost. The season's work on the installation of the fourth unit at the Jordan River is being proceeded with.

Cornwall Street Ry., Light & Power Co., Cornwall, Ont., is installing a new switch on Pitt St. and a curve 105 ft. long to Canadian Pacific Ry. It is contemplating installing a new turnout, 231 1/4 ft. long, on B.C.E.

Mount Royal Avenues, and completion of Mount Royal lines; general renewal work; reconstruction of St. Dominique car house as a garage and stores for the Line Department. It is contemplating building a substation at Queen Mary Road near Grosvenor Ave.

Montreal Tramways Commission, Montreal Tramways Co.'s officials, and representatives of the various Montreal municipalities met May 5 and discussed a programme of extensions, etc., for the year, and other transportation matters.

New Brunswick Power Co.'s present electric railway line in Fairville terminates at Moores Hill, and it is proposed to extend it about half a mile to Manchester's Corner, at the junction of Spruce Lake and Westfield Roads. In addition to this new work the company will carry out the usual programme of repair work during the summer. In regard to probable extension work in West St. John it is understood that the company will not make any definite plans

at Copper Cliff, Ont., the new track end to be at the Nickel Co.'s railway tracks. A number of improvements will also be made to the present tracks. Charles Bibby, Sudbury, Ont., is Manager.

Windsor, Essex and Lake Shore Ry.—The three substations being built at Maidstone, Cottam and Ruthven, to receive current at 26,000 volts a.c. and turn it out at 600 volts d.c., are about completed. Replacement of the overhead construction along the line is proceeding satisfactorily. The work should be completed by June 1. Good progress is being made with the renewal of ties. Cedar ones are being installed, with tie plates on curves. On tangents, thin poplar shims are being used between rail and tie. This is as an experiment, but excellent results are reported to have been secured with such shims on steam railways in France. Ballasting of the line has been proceeding since March 15, Hart convertible cars being used.

Winnipeg Electric Co. Ltd.

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Windsor, Essex and Lake Shore Ry.—

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Winnipeg Electric Co.—This year's

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CANADIAN RAILWAY AND MARINE WORLD

that the electric railway tracks on Dovercourt Road, in the central western part of the city be extended northerly to St. Clair Ave. via Oakwood Ave. A bus service has been given on Oakwood Ave. for some years. There is a slight jog between Dovercourt Road and Oakwood Ave. on Davenport Road, at the south end of the proposed extension, which can be eliminated by the purchase of a church property, which the T.T.C. stated it was prepared to buy the price being about \$30,000.

The city board of control, on July 11, asked the T.T.C. to investigate and report on the advisability of laying electric railway tracks on Gerrard St. East, in the east end of the city, east of Main St. The Commission, in a report presented a few days later, advised against the proposed extension, pointing out that it had been considered on previous occasions, and that it is not justified.

T.T.C. forces installed, during July, a new intersection at Church and Adelaide Sts.

Winnipeg Electric Co.—As mentioned elsewhere in this issue, the company, in return for being granted an increase in its electric railway fares, undertook to carry out this year a track and equipment betterment programme entailing the expenditure of approximately \$300,000. We are advised officially that the track betterment work contemplated is as follows:—1. Reconstruction on Portage Ave. from Colony to Maryland Sts. involving expenditure of \$18,000 for labor and giving employment to 60 men for 80 days. 2. Reconstruction on Osborne St., between Stradbroke and Corydon Aves., involving expenditure of \$10,000 for labor and giving 40 men work for 65 days. 3. Track reconstruction on Louise Bridge, \$6,000 for labor, giving 30 men work for 50 days. 4.

Electric Railway Rolling

Regina Municipal Ry. is in the market for a double track sweeper plough.

Windsor, Essex and Lake Shore Ry., operated by Ontario Hydro Electric Ry., Essex District, management, has received delivery from Ottawa Car Manufacturing Co. of 4 motor cars and a trailer, preliminary descriptions of which were given in Canadian Railway and Marine World for June, pg. 370. The bodies for all 5 cars are of the same dimensions, viz., 51 ft. 2 in. long over anti-climbers, 37 ft. 8 in. long over body corner posts, 8 ft. 3½ in. wide over side sheathing, and 11 ft. 2¾ in. high from rail to top of roof. The motor cars are arranged for double end operation, and have a door at each corner, with electro-pneumatic equipment and folding step. They are divided into a main compartment, with seats for 40, and a smoking compartment, with seats for 10, the seats in the main compartment being of the semi-individual bucket type, and the smoking compartment being furnished with a leather-upholstered settee for 5 passengers at each side. The electrical equipment includes Westinghouse 100 h.p. motors and HL control. The trailer is of unique design, being arranged with a main compartment, with seats for 28, in the center, and an observation room, about 15 ft. long including vestibule, at each end, the seats in the main compartment being of the semi-individual bucket type; in the observation room at one end, a plush-upholstered settee for 5 passengers is provided at each side; in the room at the other end are 4 large chairs upholstered in plush at each side, and a settee upholstered in hand buffed Spanish leather conforming to the semi-circular vestibule end.

Winnipeg Electric Co.—As a part of

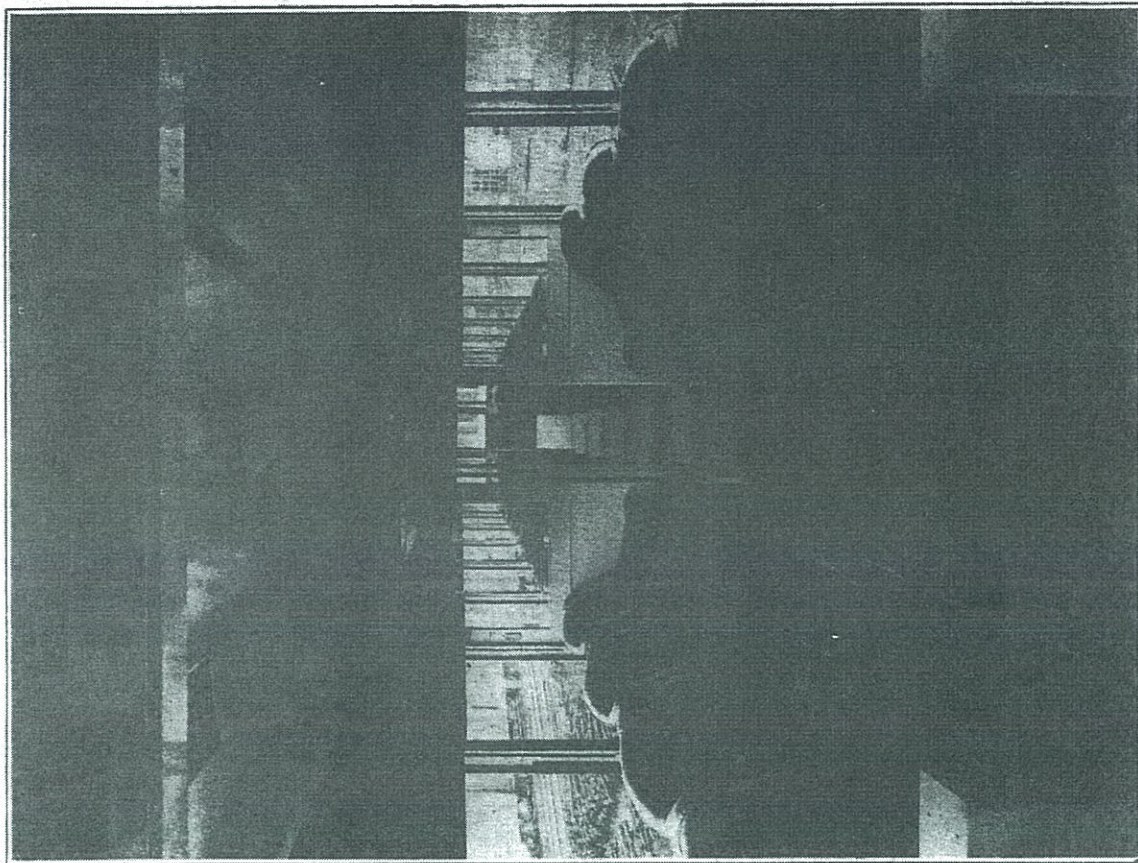
August 1930

Motor Cars and Trailer, Windsor, Essex and Lake Shore Railway.

The accompanying illustrations are of one of the four motor cars and the one trailer obtained recently by Windsor, Essex and Lake Shore Ry., operated by the Hydro Electric Power Commission of Ontario Railways Department, in co-operation with the Ontario Hydro Electric Ry., Essex District lines, from Ottawa Car Mfg. Co. The bodies of all 5 cars are of the same exterior dimensions, viz., length over anti-climbers, 51 ft. 2 in.; length over body corner posts, 37 ft. 8 in.; width over side sheathing, 8 ft. 3 in.; width over vestibule corner posts, 7 ft. 7 in.; height, rail to top of roof, 11 ft. 2 in.; height, rail to top of floor, 3 ft. 5 in. The framing is of steel. The motor cars are arranged for double end operation, and are fitted with a door at each corner, with electro-pneumatic equipment and folding step. They are divided into a main compartment, with seats for 40, and a smoking compartment, with seats for 10. The seats in the main compartment are arranged transversely on each side of the central aisle, and are of the semi-individual bucket type, upholstered in plush, all seats being reversible except the end ones. In the smoking compartment, there is a settee, upholstered in leather, with seating accommodation for 5, at each side. The cars are lighted by ceiling dome fixtures arranged along the center line, 5 in the main room and 2 in the smoking compartment. The operator's compartment, at each end, is partitioned off from the main body of the car, and the partition between main room and smoking compartment is of wood and glass construction. The motor car trucks are equipped with 33 in. wheels and Westinghouse 100 h.p. motors, and H.L. control is employed, the controller being lowered into the floor at the operator's position, to bring the top to a convenient height.

The trailer car, of unique design, with seating capacity for 50, is arranged with a central main compartment with seats for 28 passengers, and with an observation room, about 15 ft. long including vestibule, at each end. The side window sash is approximately 42 in. long by 30 in. high, and is equipped with mesh guard, concealed normally behind the sheathing. The seats in the main room are of the semi-individual bucket type, of deep double spring construction, upholstered

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Interior of trailer car, Windsor, Essex and Lake Shore Railway.

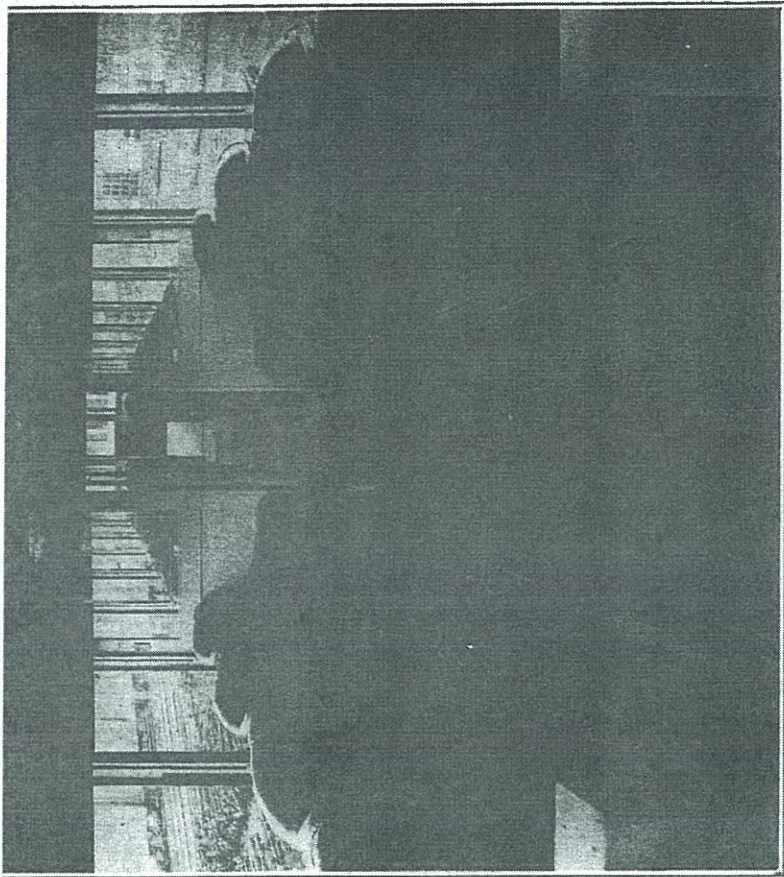
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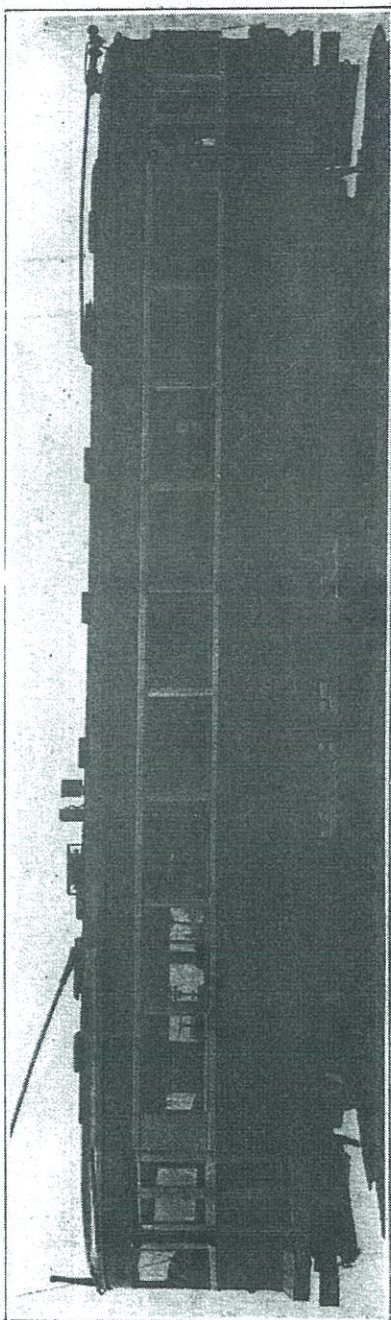
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Interior of trailer car, Windsor, Essex and Lake Shore Railway.



Motor car, Windsor, Essex and Lake Shore Railway.

equipment and running gear. The car is divided into a main compartment, with seats for 40, and a smoking compartment, with seats for 10. The seats in the main compartment are arranged transversely on each side of the central aisle, and are of the semi-individual bucket type, upholstered in plush, all seats being reversible except the end ones. In the smoking compartment, there is a settee, upholstered in leather, with seating accommodation for 5, at each side. The cars are lighted by ceiling dome fixtures arranged along the center line, 5 in the main room and 2 in the smoking compartment. The operator's compartment, at each end, is partitioned off from the main body of the car, and the partition between main room and smoking compartment is of wood and glass construction. The motor car trucks are equipped with 33 in. wheels and Westinghouse 100 h.p. motors, and H.L. control is employed, the controller being lowered into the floor at the operator's position, to bring the top to a convenient height.

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vation room, or solarium, at one end of the car is fitted with a settee, upholstered chairs at each side and a leather-

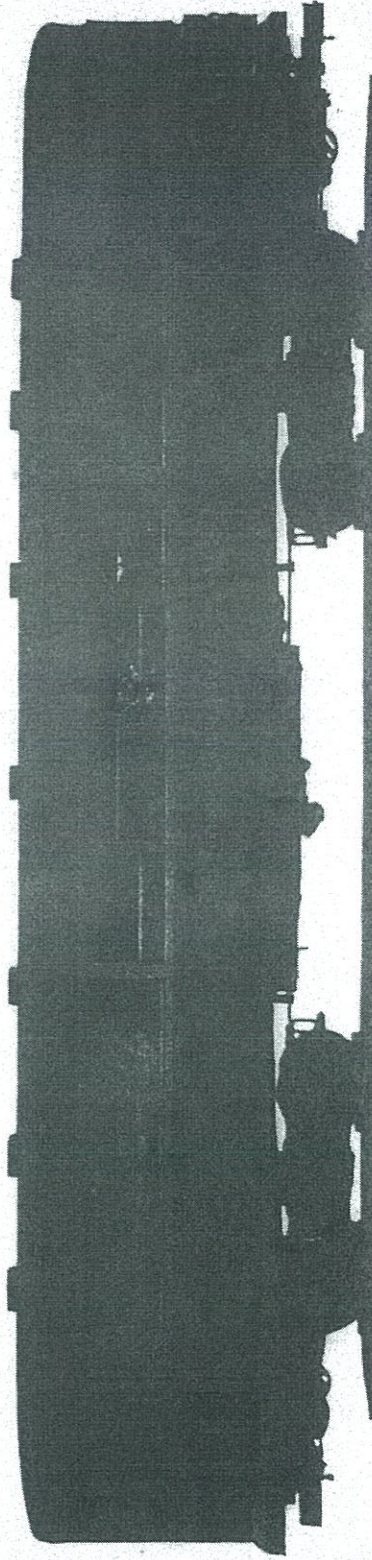
upholstered settee conforming in shape with the semi-circular vestibule end. Electric heaters are installed under or behind the seats in both the motor cars and the trailer. The trailer is lighted by both central dome and side fixtures, and the partitions between the end solariums and the central main compartment are of wood and glass construction. All the cars have interior finish of birch mahogany, the exteriors being finished in blue, with yellow trim. The cars are lettered on the exterior, "The Sunshine County Route", a designation which has been applied to the W.E. and L.S. line, and which is peculiarly applicable on account of the climate prevailing in that part of southwestern Ontario served, with its prevalence of sunshine. Considerable

\$20,000. Jules Prudhomme, K.C., Winnipeg City Solicitor, stated that such an investigation as that proposed to be undertaken by the Board would be necessary, as the city would not be satisfied to rely on the information supplied it by the company, alone, and intimated that the city might conduct an investigation of its own.

Representatives of St. Vital, St. Boniface and other suburban municipalities stated that all are much opposed to the fare increase, and that they would not be satisfied with any investigation made by the city, because the city had approved the increase. Angus McDonald, solicitor for St. Vital, stated that the suburban municipalities would demand an investigation on their behalf, which caus-

Electric Railway Traffic.

Canadian electric railways had, in June, a 1.83% decrease in traffic compared with June 1929, June being the fifth consecutive month this year in which there was a traffic decrease compared with the same month a year ago. While in January there was a 2.81% increase in traffic, as measured by number of revenue passengers carried, compared with Jan., 1929, in the next 5 months there were decreases, as follows:—Feb., 0.12%; March, 0.94%; April, 1.65%; May, 3.15%; June, 1.83%. The whole of 1929 traffic on Canadian electric railways was 4.28% greater than in 1928. These figures are based on reports furnished to American Electric Railway Association by 14 Canadian pro-



Trailer car, Windsor, Essex and Lake Shore Railway.

thought and study was given to the design of the equipment, and it is felt that cars have been secured which combine attractive appearance with comfort for passengers and economy in operation.

Investigation into Winnipeg

ed R. D. Guy, for Winnipeg Electric Co., to state that they would have to pay for it. As explained in our August issue, the suburban municipalities do not consider that they are obtaining a fair deal, as the city collects 5% of the company's gross earnings and also assesses it pay-

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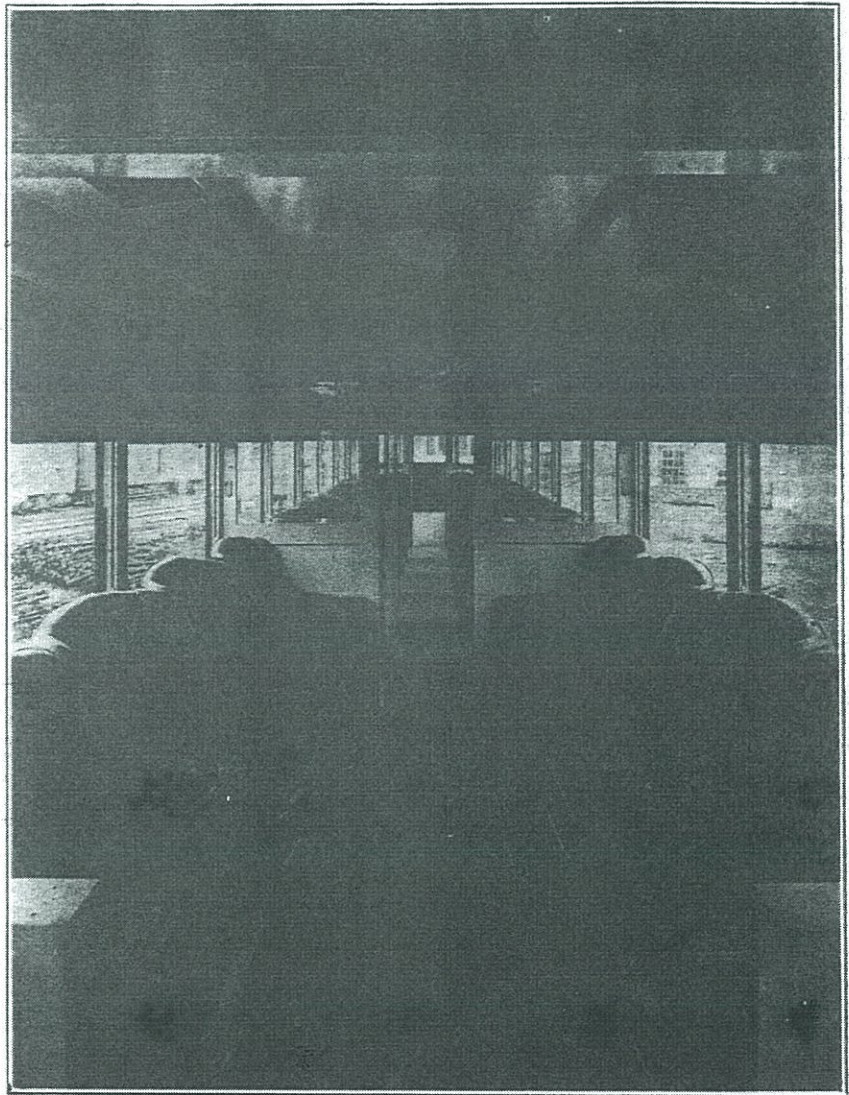
September
1930

Motor Cars and Trailer, Windsor, Essex and Lake Shore Railway.

The accompanying illustrations are of one of the four motor cars and the one trailer obtained recently by Windsor, Essex and Lake Shore Ry., operated by the Hydro Electric Power Commission of Ontario Railways Department, in co-ordination with the Ontario Hydro Electric Rys., Essex District lines, from Ottawa Car Mfg. Co. The bodies of all 5 cars are of the same exterior dimensions, viz., length over anti-climbers, 51 ft. 2 in.; length over body corner posts, 37 ft. 8 in.; width over side sheathing, 8 ft. 3½ in.; width over vestibule corner posts, 7 ft. 7½ in.; height, rail to top of roof, 11 ft. 2¾ in.; height, rail to top of floor, 3 ft. 5 in. The framing is of steel. The motor cars are arranged for double end operation, and are fitted with a door at each corner, with electro-pneumatic equipment and folding step. They are divided into a main compartment, with seats for 40, and a smoking compartment, with seats for 10. The seats in the main compartment are arranged transversely on each side of the central aisle, and are of the semi-individual bucket type, upholstered in plush, all seats being reversible except the end ones. In the smoking compartment, there is a settee, upholstered in leather, with seating accommodation for 5, at each side. The cars are lighted by ceiling dome fixtures arranged along the center line, 5 in the main room and 2 in the smoking compartment. The operator's compartment, at each end, is partitioned off from the main body of the car, and the partition between main room and smoking compartment is of wood and glass construction. The motor car trucks are equipped with 33 in. wheels and Westinghouse 100 h.p. motors, and H.L. control is employed, the controller being lowered into the floor at the operator's position, to bring the top to a convenient height.

The trailer car, of unique design, with seating capacity for 50, is arranged with a central main compartment with seats for 28 passengers, and with an observation room, about 15 ft. long including vestibule, at each end. The side window sash is approximately 42 in. long by 30 in. high, and is equipped with mesh guard, concealed normally behind the sheathing. The seats in the main room are of the semi-individual bucket type, of deep double spring construction, upholstered in plush, provided with 24 in. backs, and arranged transversely on each side of the central aisle, and at one end of the room

tables are arranged between the end seat and those next to them. The observation room, or solarium, at one end of the car is fitted with a settee, upholstered in plush and providing seats for 5, at each side; the room at the other end is

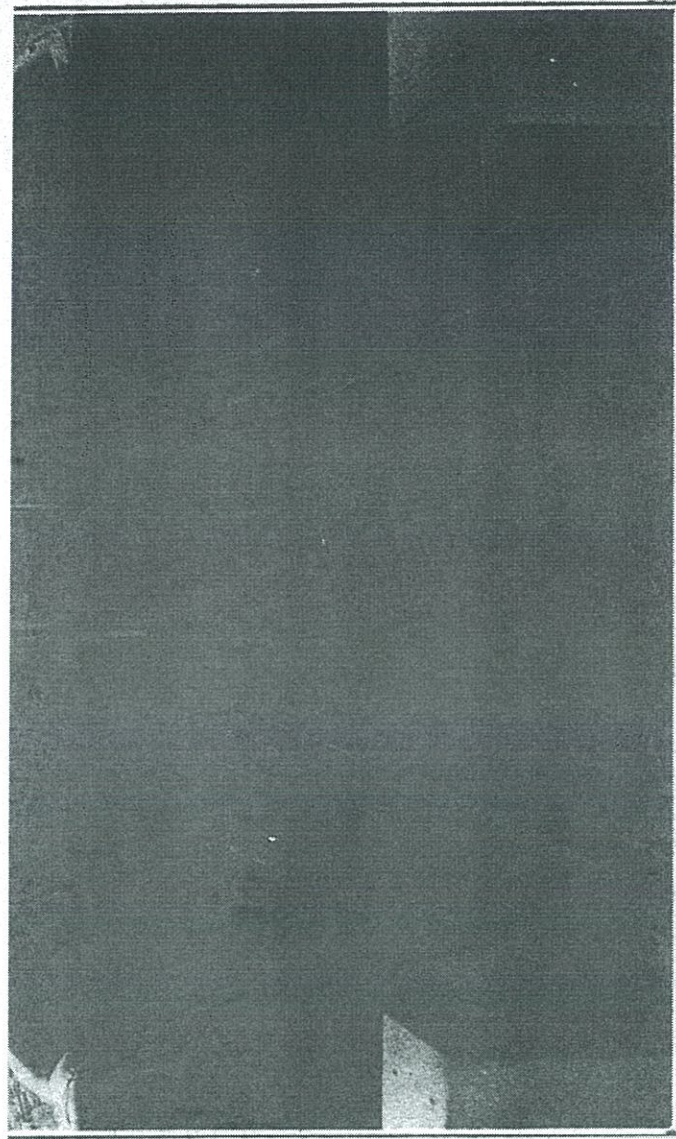


Interior of trailer car, Windsor, Essex and Lake Shore Railway.

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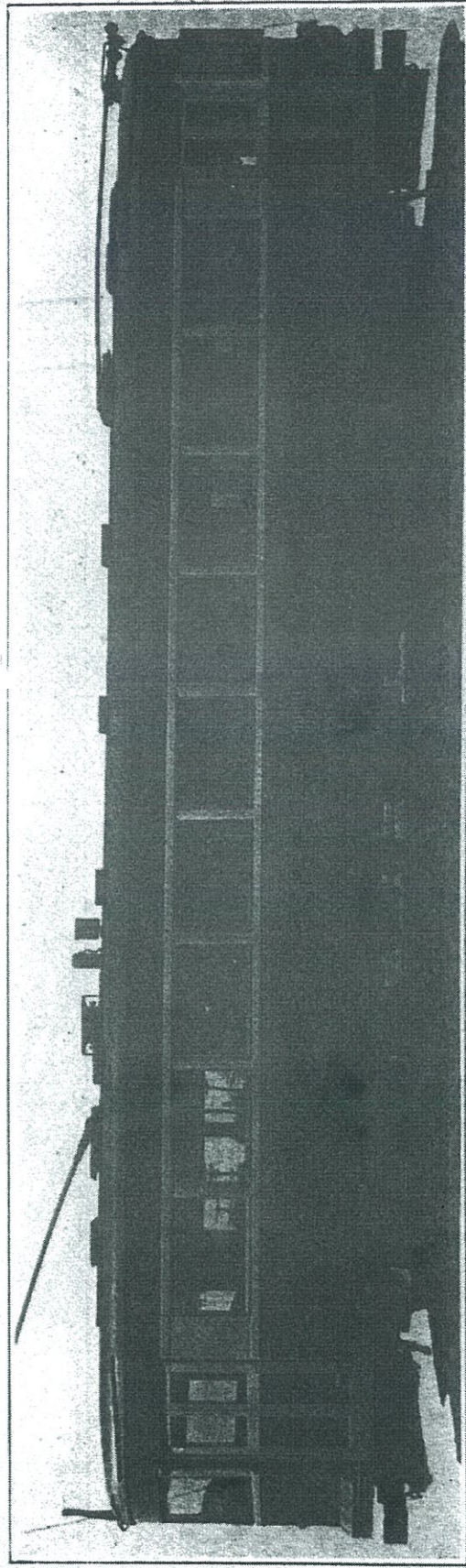
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September 1930

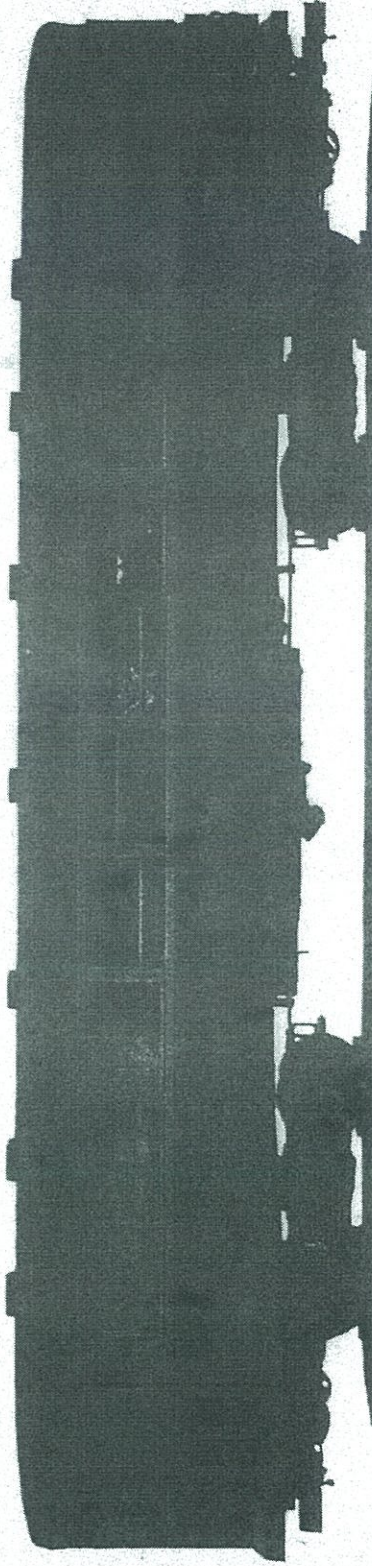
upholstered settee conforming in shape with the semi-circular vestibule end. Electric heaters are installed under or behind the seats in both the motor cars and the trailer. The trailer is lighted by both central dome and side fixtures, and the partitions between the end solariums and the central main compartment are of wood and glass construction. All the cars have interior finish of birch mahogany, the exteriors being finished in blue, with yellow trim. The cars are lettered on the exterior, "The Sunshine County Route", a designation which has been applied to the W.E. and L.S. line, and which is peculiarly applicable on account of the climate prevailing in that part of southwestern Ontario served, with its prevalence of sunshine. Considerable

\$20,000. Jules Prudhomme, K.C., Winnipeg City Solicitor, stated that such an investigation as that proposed to be undertaken by the Board would be necessary, as the city would not be satisfied to rely on the information supplied it by the company, alone, and intimated that the city might conduct an investigation of its own.

Representatives of St. Vital, St. Boniface and other suburban municipalities stated that all are much opposed to the fare increase, and that they would not be satisfied with any investigation made by the city, because the city had approved the increase. Angus McDonald, solicitor for St. Vital, stated that the suburban municipalities would demand an investigation on their behalf, which caus-

Electric Railway Traffic.

Canadian electric railways had, in June, a 1.83% decrease in traffic compared with June 1929, June being the fifth consecutive month this year in which there was a traffic decrease compared with the same month a year ago. While in January there was a 2.81% increase in traffic, as measured by number of revenue passengers carried, compared with Jan., 1929, in the next 5 months there were decreases, as follows:—Feb., 0.12%; March, 0.94%; April, 1.65%; May, 3.15%; June, 1.83%. The whole of 1929 traffic on Canadian electric railways was 4.28% greater than in 1928. These figures are based on reports furnished to American Electric Railway Association by 14 Canadian pro-



Trailer car, Windsor, Essex and Lake Shore Railway.

thought and study was given to the design of the equipment, and it is felt that cars have been secured which combine attractive appearance with comfort for passengers and economy in operation.

Investigation into Winnipeg

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Chelmsford, England, for transformers.

Ontario Hydro Electric Railways, Essex District, Matters.

Representatives of places served by the Ontario Hydro Electric Rys., Essex District, formerly the Sandwich, Windsor and Amherstburg Ry., viz., the cities of Windsor and East Windsor, towns of Walkerville, Sandwich, Ojibway, Amherstburg, Tecumseh, Riverside and La Salle, and townships of Sandwich East and Sandwich West, have held several meetings among themselves and with the railway management, recently, with regard to placing in effect the legislation passed at the Ontario Legislature's last session, Statutes of 1930, chap. 17, particulars of which were given in Canadian Railway and Marine World for June, pg. 377. Briefly, the intent and purpose of the legislation was to provide for the formation of a company, to be known as the Sandwich, Windsor and Amherstburg Railway Co., and to be representative of the municipalities served, to assume ownership of the railway property and to become financially responsible for the undertaking, thus relieving the Ontario Government from further financial responsibility. The railway is managed by the Hydro Electric Power Commission of Ontario Railways Department, and has been financed by the municipalities served depositing bonds with the Commission as collateral security for debentures sold by the Commission and guaranteed by the Government. The total outstanding debenture issue is \$5,816,205, the debentures bearing interest at rates varying from 4½ to 6%, and maturing at various periods from July 1, 1945, to July 1, 1961. The intention is that any further financing shall be done by the railway company, the municipalities to assume full responsibility for any securities issued. The act referred to, and the agreement between the railway company and the H.E.P.C. of O., provides that operation will continue to be carried on by the latter.

At the meetings referred to, representatives of several of the municipalities objected to parts of the agreement contained in the schedule to the act, the

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CANADIAN RAILWAY AND MARINE

Ottawa Electric Ry. is doing the following double track work, the figures mentioned being lineal feet of street in each case:—Bank Street between Gladstone and Arlington, 700; Dalhousie Street, between George Street and St. Patrick Street, 1,380; Rideau Street, between King Edward Ave. and Nelson Street, 550; Somerset Street, between Bay Street and Bronson Ave, 1,200.

Quebec Railway Light & Power Co. is rebuilding the Palace Hill viaduct, between Rampart Street and St. Paul Street, about 200 yards.

Regina Municipal Ry.—It is expected

chief complaint being that while the Commission is empowered to withdraw from operation of the railway property at any time it sees fit, the municipalities are not empowered to dispense with the Commission's services as operator of the property if they might wish to do so. The objecting municipalities state that they will not proceed with the carrying out of the act's terms until the agreement is amended. We are advised officially that finality has not been reached in the matter, and that discussions are continuing.

November 1930

Ontario Hydro Electric Railways, Essex District, Operations.

The Hydro Electric Power Commission of Ontario report for the fiscal year ended Oct. 31, 1929, issued recently, goes into considerable detail with regard to the operations of the Essex District electric railway lines, operated by its Railways Department, the information contained in the report being summarized in the following. The route miles operated during the year were as follows:—city street car lines, 24.29 miles; city bus routes, 18.5; Amherstburg interurban line, 13.64; Tecumseh interurban line, 6.1; total route miles, 62.43. Gross earnings were \$1,241,042, compared with \$1,158,710 in the year ended Oct. 31, 1928, and net operating revenue was \$305,962, compared with \$274,377 in the previous year. Interest charges and taxes were \$266,881, compared with \$260,272 in the previous year.

An improvement in passenger business toward the close of 1928 continued for the first half of 1929, each month showing an increase in revenue passengers carried compared with the same month in 1928, and the increase in passenger earnings was proportionately greater than that in traffic, due to increased fares. In the last 6 months of 1929, the fares were the same as in the same part of 1928, but passenger carryings decreased. From Nov. 1, 1928, to April 30, 1929, revenue passengers carried increased 355,678 over the previous year, but from May 1 to Oct. 31, 1929, the decrease was 586,789, a net decrease for the year of 231,111. The industrial depression in the border cities of southwestern Ontario, resulting from the partial or total closing of automotive factories and plants of allied industries, was responsible for the falling off in passenger earnings. While there were 14,280 automobile production workers in April, 1929, there were only 7,934 in Sept., 1929, some of whom were on part time only.

Freight tonnage handled decreased from 19,183 tons in 1928 to 12,540, on account of curtailment of shipments to the export docks, but this was offset by a substantial increase in car rentals. Passenger revenue increased \$76,262, and freight revenue, \$3,249, over the previous year, total revenue increasing \$82,331. The net result of the year's operation was a surplus of \$44,471 after interest and taxes, but before depreciation, compared with \$14,005 in the previous year.

Maintenance of Way and Structures.—

A single track extension of the Parent Ave. route, on Tecumseh Road, Walkerville, was built and placed in operation, Feb. 14, 1929. This extension, from the westerly limits of Walkerville to Walker Road, is 2,300 ft. long, and is placed off center, in the double track unpaired reservation provided in the center of the street. The construction is of the open type, except at street intersections, where the track is paved with granite blocks on concrete paving base. Tubular steel poles for street lighting and the railway overhead were erected on the extension, and arrangements were made whereby the cost of the pole line is borne equally by the municipality and the railway.

In addition to the normal maintenance work required on the system, reconstruction work of a major character was carried out on London St. and Sandwich St. West in Windsor, and on Sandwich St. in Sandwich. The bridge over Turkey Creek was reconstructed. On London St., Windsor, the reconstruction work was performed in conjunction with the city's street widening scheme. The programme involved the complete reconstruction of the paved double track from Ouellette Ave. to Salter Ave., 2,600 ft., partial reconstruction from Salter to Elm Ave., 900 ft., and complete reconstruction between the Michigan Central Rd. bridge and the west city limits, 2,100 ft.; it also involved the removal of the existing steel pole lines from Bruce Ave. to west city limits, the latter work being done at the municipality's expense. It was, however, found impossible to complete the reconstruction programme during 1929, as the city's plans for widening London St. east of Janette St. were not completed. That portion of the work, between Janette St. and Ouellette Ave., remains to be completed. Where complete reconstruction was necessary, standard paved double track with 100 lb. A.R.A.-A. rail on international twin steel ties, with concrete ballast and pavement, was installed. Partial reconstruction between Salter and Elm Aves. consisted of the replacement of 85 lb. C.P.R. rail and asphalt block pavement by 100 lb. A.R.A.-A. rail on steel tie plates, and granite block pavement, the existing wood ties and concrete base being utilized. Joints were thermit welded throughout. On Sandwich St. West in Windsor, the

ing and railway overhead, were also erected.

An addition to the car yard property was made by the purchase of the Fleming property fronting on Sandwich St., Windsor. The car house property now extends from London St., on the south, to Sandwich St. on the north, with a frontage of 237 ft. on the former street and 120 ft. on the latter, the total length between the two streets being 1,062 ft.

Equipment.—No new equipment was added; that in service was well maintained. **International Bus Service.**—The report mentions the arrangements which were nearing completion at the end of the fiscal year for the operation of a bus service, jointly with the Detroit Street Railways Department, between Windsor, Ont., and Detroit, Mich., via the Ambassador Bridge. This service is now being given, full details of its starting and development having been given in these columns previously.

In connection with the remainder of the reconstruction work on London St. in Windsor, between Janette St. and Ouellette Ave., which it was impossible to complete in the 1929 construction season, as specified in the foregoing, we were advised officially, Aug. 13, that the work had been put under way on that date, and brought to completion. The excavation and concrete work is being done by contract, by Cadwell Sand and Gravel Co., the railway management supplying and installing the steel ties and rails and the overhead current distribution system.

Mainly About Electric Railway People.

W. R. Bawlf, President, N. Bawlf Grain Co., Bawlf Terminal Elevator Co., and Vice President, Winnipeg Electric Co., sustained a compound fracture of his ribs on Oct. 21, while motoring between Winnipeg and Stonewall, Man., his automobile going into a ditch and turning over when he tried to avoid colliding with another car. Miss Ruth Bannon, who was riding with him, died in a Winnipeg hospital shortly after the accident.

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Selected items from the operating statistics for 1929 are as follows:—car miles (passenger and freight), 3,575,422; car hours, 380,394; passengers carried, 19,708,338; percentage of transfer to revenue passengers, 17.24; passenger cars in service, 68; buses in service, 15; passengers carried per route mile, 815,607; passengers per car mile, 5.869; passengers per car hour, 52.57; average mileage per car operated, 38.504; average mileage per bus operated, 33,859; average passengers per car operated, 282,263; average passengers per bus operated, 90,415. The mileage operated by the various types of cars and buses during the year was as follows:—single truck, hand brake, 2-man cars, 5,009 car miles; double truck, air brake 2-man cars, 244,113; interurban cars, 516,849; single truck safety cars, 735,945; double truck safety cars, 1,347,437; express cars, 18,182; buses, 507,887; service cars, 22,269; total, 3,397,691 car and bus miles.

THE WORK OF A MAJOR CHARACTER WAS CARRIED OUT ON London St. and Sandwich St. West in Windsor, and on Sandwich St. in Sandwich. The bridge over Turkey Creek was reconstructed. On London St., Windsor, the reconstruction work was performed in conjunction with the city's street widening scheme. The programme involved the complete reconstruction of the paved double track from Ouellette Ave. to Salter Ave., 2,600 ft., partial reconstruction from Salter to Elm Ave., 900 ft., and complete reconstruction between the Michigan Central Rd. bridge and the west city limits, 2,100 ft.; it also involved the removal of the existing steel pole lines from Bruce Ave. to west city limits, the latter work being done at the municipality's expense. It was, however, found impossible to complete the reconstruction programme during 1929, as the city's plans for widening London St. east of Janette St. were not completed. That portion of the work, between Janette St. and Ouellette Ave., remains to be completed. Where complete reconstruction was necessary, standard paved double track with 100 lb. A.R.A.-A rail on international twin steel ties, with concrete ballast and pavement, was installed. Partial reconstruction between Salter and Elm Aves. consisted of the replacement of 85 lb. C.P.R. rail and asphalt block pavement by 100 lb. A.R.A.-A rail on steel tie plates, and granite block pavement, the existing wood ties and concrete base being utilized. Joints were thermit welded throughout. On Sandwich St. West, in Windsor, the bridge over the Canadian Pacific Ry. was rebuilt by that company, necessitating reconstruction of the street railway paved single track in a slightly different location for 500 ft. As the single track which was replaced was worn out, arrangements were made with the C.P.R. providing for the work being done by the H.E.P.C. of O. forces, the Commission supplying the necessary steel rails and steel ties in place at its own expense, all other costs in connection with the work being borne by the C.P.R.—The new trestle over Turkey Creek consists of eight 4-pile bents with timber deck. Complete reconstruction was made, the former trestle having got in such condition that repairs were no longer economical.—On Sandwich St., in Sandwich, the double track was built in the center of the street between Rosedale Ave. and Detroit St., about a quarter of a mile. Tubular steel poles for the joint use of the railway and the municipality, for light-

AND DELIVER, MARCH, VIA THE CHICAGO BRIDGE. This service is now being given, full details of its starting and development having been given in these columns previously.

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Hon. J. L. Perron, K.C., Quebec Minister of Agriculture, and a director of Montreal Tramways Co. since 1911, previous to which he was the company's solicitor, died at Montreal Nov. 20. He was Quebec Minister of Highways from 1921 to 1928, during which time over 6,000 miles of highways, including the Perron Boulevard, of 550 miles, round the Gaspé Peninsula, were built under his direction.

Norman D. Wilson, of Wilson, Bunnell and Borgstrom, Toronto, left early in November for Mexico City, to conduct an investigation into the Mexican Tramways Co.'s workings. A. E. K. Bunnell, of the same firm, is making a survey and investigation of Winnipeg Electric Co.'s transportation system.

Canadian Electric Railway Association.—At a meeting of the executive committee in Toronto, Nov. 28, it was decided to hold the Association's next annual meeting at Quebec, Que., June 10, 11 and 12, 1931.

December 1930

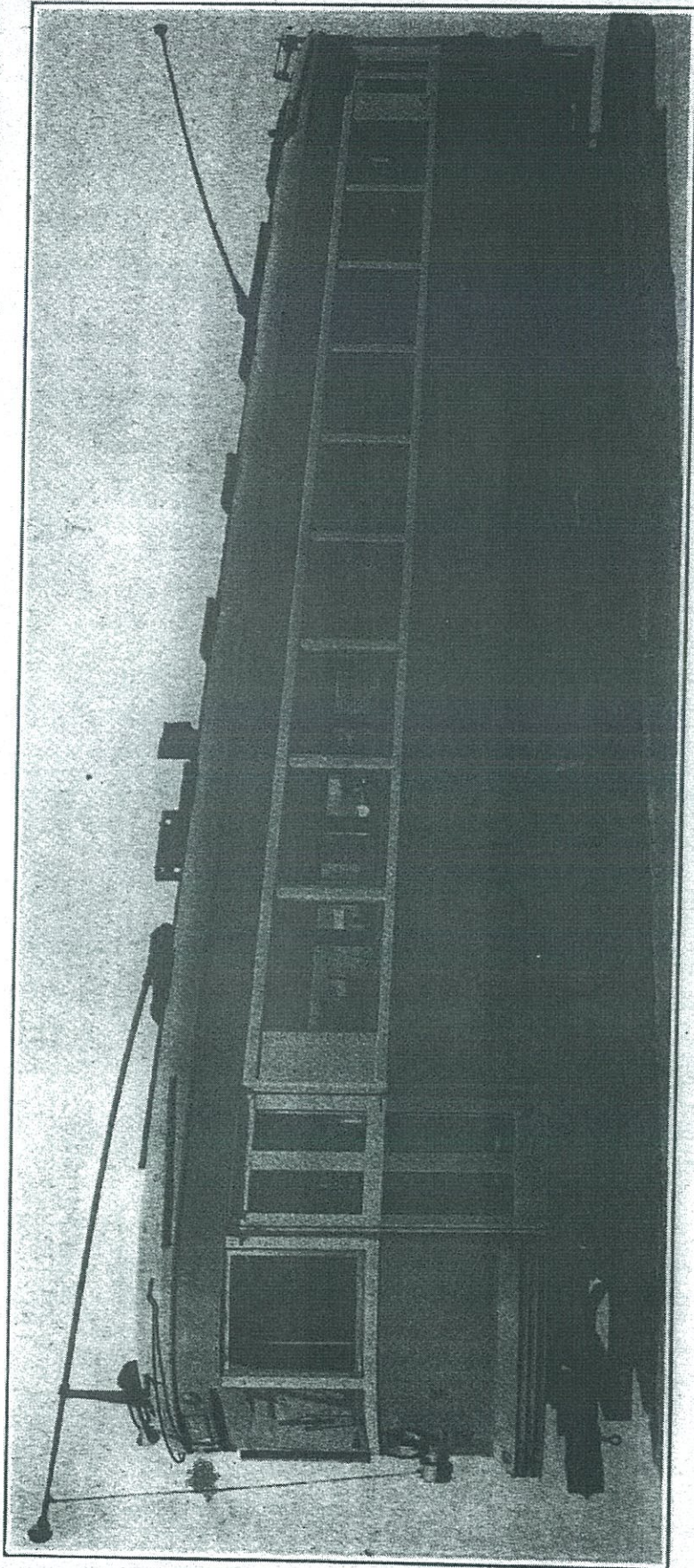
car mile, 18.9c.

Ontario Hydro Electric Sys., Essex District.—Results for the 11 months ended Sept. 30, the first 11 months of the 1929-30 fiscal year, which ended Oct. 31, were:—revenue, \$953,756.17; maintenance of way and structures, \$53,143.-88; maintenance of equipment, \$124,700.-79; power expense, \$117,153.66; transportation, \$311,515.57; bus rentals, \$78,-317.59; general and miscellaneous expense, \$131,262.64; total operating expenses, \$816,094.13; net revenue, \$137,-662.04; taxes, \$5,478.90; interest, \$250,-398.98; deficit, \$118,215.84, compared with a deficit of \$47,568.51 in the same 11 months of the preceding fiscal year, in which period, however, \$88,000 was set aside for renewals.

Regina Municipal Ry.—Results. 10

December 1930

of beating the private automobile on the



Motor car, Windsor, Essex and Lake Shore Railway.

dard type, and the rear unit as a regular one-man car with front entrance and rear treadle door. These units are equipped with V.A. control to ensure smooth and rapid acceleration, and type E relay valves, giving very rapid application and quick release of braking pressure. You are no doubt fully acquainted with the main points of the V.A. control, consisting of an increased number of resistance points to ensure

emergency feature. The latter can however be applied by the conductor through the conductor's valve in case of need.

The charts indicate the advantage of the new type of train in speed over the older type, while the flexibility of the units permits of their being utilized separately to the best advantage. While the necessity for speeding up of electric cars exists, it must be recognised that there are certain very marked limiting

street and keeping it beaten is tremendous. Frequency of service is closely related to the increased speed demanded by the public today. One man operation, either entirely or partially, which, as a result of the operating economies made possible by its adoption, generally allows of increased frequency of service, has characterized a large portion of the new cars built in Canada recently for both large and small properties from

December 1930

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peg Street, from 10th Ave. to 8th Ave.
Sandwich, Windsor and Amherstburg Ry. Co.—Plans have been completed for extension of the double track electric railway line on Wyandotte St., Walkerville, from the present end of track adjacent to the new subway carrying the street under the Pere Marquette Ry. double track line, to Ottawa St., in Ford City. The extension, 3,900 ft. long, with the track in pavement, will cross under the Canadian National Rys. 4-track line at Drouillard Road, in a subway now being completed. The track will be laid with 100 lb. A.R.A.-A section T rail, with steel ties, and with Thermit welded joints. At the time of writing, the trackwork through the subway carrying Wyandotte St. under the P.M.R. tracks has been completed.

It is probable in addition that construction will be begun soon of a second track, to provide a double track line on Ottawa St., Ford City, from Strabane Ave. to the east limits of the City of East Windsor, this to be an extension of the double track line to be built on the Wyandotte St. extension, as described above. There is now a one mile single track line, of open track construction, on Ottawa St., between Strabane Ave. and the East Windsor east limits. The second track will also be of open type, with 80 lb. A.S.C.E. section rail, on wood ties, with tie plates. All of the foregoing track construction work is to be done by railway forces.

October
1931

Electric Railway Department

Automatic Sub-stations, Windsor, Essex and Lake Shore Railway.

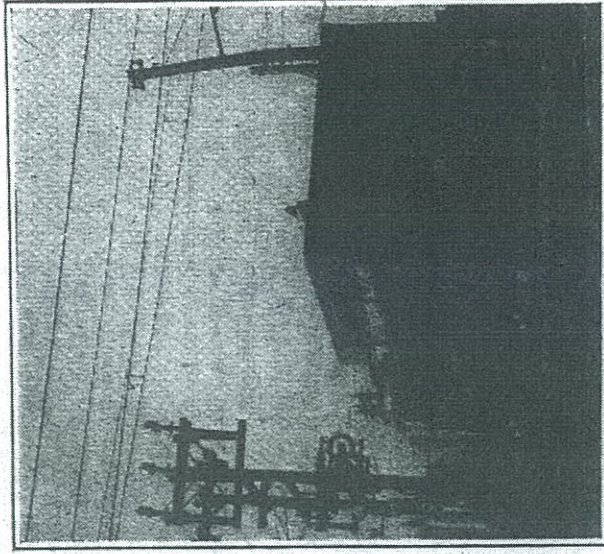
The taking over of the Windsor, Essex and Lake Shore Ry. from its former private owners by the City of Windsor, Ont., and other municipalities served by it, the turning over of the property to the Hydro Electric Power Commission of Ontario Railways Department for operation, rehabilitation of track, overhead and structures, and the purchase of new rolling stock, have been dealt with fully in preceding issues of Canadian Railway and Marine World, the information given having included some preliminary details of automatic power sub-stations planned for three points on the line, viz., Maidstone, Cottam and Ruthven. These are now completed and in operation. H. V. Armstrong, Assistant Engineer, Electrical Engineering Department, H.E.P.C. of Ontario, contributed an article to the Commission's Bulletin recently, describing the sub-stations, from which the following information is extracted.

The railway was built in 1908, and until 1930 it was operated as a 6,600 volt single phase line, with power generated by steam in a power house at Kingsville. When operation was begun by the H.E.P.C. of Ontario Railways Department, on behalf of the municipalities which had bought the railway, the worn-out and inefficient 6,600 volt a.c. power equipment and rolling stock were discarded, a programme of co-ordinating operations with those of the Ontario Hydro-Electric Rys.,

terminus at Leamington. The three sub-stations are designed and built for load responsive automatic operation, the McDougal manually operated station in Windsor being used as the key station. All three are similar in construction, the following description applying to all of them.

At each point there is an outdoor pole structure supporting the 26,400 volt switching equipment, and a brick building housing a rotary converter and switchboards for the automatic switching equipments. All the 26.4 kv. equipment is placed outdoors, and consists of a 2-pole structure on or near which are mounted the oil circuit breaker, air-insulated current transformer, 550 kv.-a. power transformer and necessary connections. A 10 kw. control power transformer for supplying 110-220 volt power to the relays for the automatic operation of the rotary converter is connected on the line side of the oil breaker through disconnecting fuse switches. Each station is protected by 26,400 volt, pellet type, oxide film lightning arresters. The oil circuit breaker is a Canadian Westinghouse type CH-2, 600 amp., 30,000 volt. The power transformer is a Packard Electric Co. 550 kv.-a., 26,400-13,200/550 volt, 6 phase diametral connected, outdoor type. The control power transformer is a 10 kw. 26,400/110-220 volt one, and the disconnecting fuses are

the starting panel and the other the machine and feeder panels. The starting panel is near the wall, next the 550 kv.-a. power transformer, from which the secondary leads are taken directly to it.



Sub-station at Ruthven, Ont., W. E. and L.S. Railway.

On this panel are the starting and running contactors, mechanically interlocked, and also the field flashing motor generator set. At right angles to this panel

the sub-stations, from which the following information is extracted.

The railway was built in 1908, and until 1930 it was operated as a 6,600 volt single phase line, with power generated by steam in a power house at Kingsville. When operation was begun by the H.E. P.C. of Ontario Railways Department, on behalf of the municipalities which had bought the railway, the worn-out and inefficient 6,600 volt a.c. power equipment and rolling stock were discarded, a programme of co-ordinating operations with those of the Ontario Hydro Electric Ry.,

to the relays for the conversion of the line side of the oil breaker through disconnecting fuse switches. Each station is protected by 26,400 volt, pellet type, oxide film lightning arresters. The oil circuit breaker is a Canadian Westinghouse type CH-2, 600 amp., 30,000 volt. The power transformer is a Packard Electric Co. 550 kv.-a., 26,400-13,200/550 volt, 6 phase diametral connected, outdoor type. The control power transformer is a 10 kw. 26,400/110-220 volt one, and the disconnecting fuses are



Route of Windsor, Essex and Lake Shore Railway through Essex County, Ont.

Essex District, lines, was embarked upon, with a view to economy, operation was changed to 600 volt d.c., using hydro power, and the three automatic sub-sta-

type EFL, supplied by Canadian General Electric Co. The disconnecting switches and air insulated current transformers were made by the H.E.P.C. of Ontario.

The one-story brick building, 22½ x 16

Sub-station at Ruthven, Ont., W. E. and L.S. Railway.

On this panel are the starting and running contactors, mechanically interlocked, and also the field flashing motor generator set. At right angles to this panel are the machine and feeder panels, on which are mounted the relays for the automatic operation, as well as the master controller, one d.c. converter panel, on which are the machine carbon circuit breaker and rheostat handle; two d.c. feeder panels, on which are the main feeder contactors together with the relays for automatic operation of same.

The foregoing applies to the Ruthven sub-station, and, except for the two 660 volt d.c. feeders, to the one at Cottam, where the automatic relays for both feeders are mounted on one panel, with the feeder contactors supported from the ceiling. At the Maidstone sub-station, the automatic switching equipment differs somewhat; the master controller and field flashing generator set are combined on a common base and mounted at the rear of the main switchboard. All the accompanying illustrations are of the equipment at the Ruthven sub-station.

Operation.—With normal a.c. voltage on the line, the master starting relay gives indication for starting. Upon load demand, the time delay starting relay is energized, and if the demand for load continues beyond the setting of the starting relay, this device closes its contacts, starting the motor-driven controller, on which are a number of segments which fix the sequence of starting and stopping operations. With all protective device contacts closed and normal 3-phase starting voltage, the starting contactor switch is closed, thus starting the converter. When the machine has come up to synchronism, the field flashing relay closes, connecting machine field to 250 volts d.c. and establishing right polarity. The next operation of the controller opens the flashing relay and closes the main



Route of Windsor, Essex and Lake Shore Railway through Essex County, Ont.

Essex District, lines, was embarked upon, with a view to economy, operation was changed to 600 volt d.c., using hydro power, and the three automatic sub-stations, approximately 10 miles apart, were provided. The Maidstone station is approximately 11 miles from the north terminus of the line at Windsor, and that at Ruthven about 5 miles from the south

type EFI, supplied by Canadian General Electric Co. The disconnecting switches and air insulated current transformers were made by the H.E.P.C. of Ontario.

The one-story brick building, 22½ x 16 ft., with roof and wall ventilators, houses a 500 k.w., type H.C., form K, 500 r.p.m., 600 volt d.c., 833 amp. synchronous converter, and 2 switchboards, one being

contacts closed and normal 3-phase starting voltage, the starting contactor switch is closed, thus starting the converter. When the machine has come up to synchronism, the field flashing relay closes, connecting machine field to 250 volts d.c. and establishing right polarity. The next operation of the controller opens the flashing relay and closes the main field contactor, thus making the converter self-excited. The starting contactor now opens and the running contactor closes, applying full a.c. voltage. The

and Marine World previously.

Detroit and Canada Tunnel Co.—In connection with this company's bus operations, details of which were given in Canadian Railway and Marine World for Nov., 1930, pg. 731, and Dec., 1930, pg. 788, and which involve service through the tunnel under the Detroit River connecting Windsor, Ont., and Detroit, Mich., Judson Bradway, the President, was quoted in a press dispatch of Jan. 19 as stating that 726,620 passengers had been carried in the buses in the first 9 weeks of the tunnel's operation, which began Nov. 3, 1930.

London Street Ry.— See under "London Street Railway Fares, Etc.," in the electric railway department in this issue.

February 1931)

Nova Scotia Light Railways
electric railway in Halifax is operating at a loss, according to statements by B. Hayes, General Manager, in an address on "Public utilities" to Halifax Kiwanis Club recently. He pointed out that while electric railway cars constitute the chief medium of transportation in the city, they are not paying their way, and that while taxation and other charges had mounted in 1930, there was a 10% decrease in revenue in that year. He did not think that buses would be a satisfactory substitute for electric railway cars in Halifax. He did not advocate an increase in electric railway fares, but expressed the opinion that the company's electric light service should carry the electric railway service. This, he pointed out, would not mean any increase in electric light rates, but that the next reduction in lighting rates might have to be postponed. He urged anyone having any complaint in regard to service to place it before the company's officials, and assured his hearers that prompt and courteous attention would be received. (Press report.)

received. (Press report.)

Toronto Traffic Regulation.—The Chief Constable of Toronto, Brig.-Gen. D.C. Draper, states in his annual report that he expects that the traffic bylaw passed by the city council in 1930, but which has not yet been made effective, will, when it goes into operation, be of great benefit in relieving traffic congestion and in expediting the movement of traffic during rush hours. The bylaw is a very lengthy one, specifying vehicle parking regulations on numerous streets, but its chief effect is to prohibit parking of motor vehicles in the downtown area between 7 and 9.30 a.m. and between 4.30 and 6 p.m. except Sundays and legal holidays, and between noon and 2 p.m. on Saturdays, and to continue the present restrictions as to length of parking period in other hours in the downtown area. A complete summary of the bylaw was given in our June, 1930, issue, pg. 369. As mentioned in our March issue, pg. 157, the city council has postponed the coming into effect of the bylaw from time to time, the latest postponement having been to May 1.

depend. The service has been maintained by the company's auxiliary revenues. Latterly these revenues have been insufficient for that purpose, and the winding up of the company is now to be considered."

At the shareholders' meeting on Feb. 25, it was decided to cease electric railway operation, and service was discontinued at midnight, Feb. 25-26. We are advised officially that there does not appear to be any chance of operation resuming. The company operated 9 1/4 miles of track, with 10 passenger cars, serving the City of Sarnia from the Canadian National Rys. tunnel station to the Village of Point Edward, three miles north of the city. During the summer, it also operated to Lake Huron, where it owns an amusement park. Approximately 700,000 passengers were carried during 1930.

A Sarnia press dispatch of Feb. 26 said:—"The company's action has been threatened for several years, and recent competition of a small bus system from London served to cut in on the revenues of the railway sufficiently to call for a definite decision."

Following cessation of railway operation three buses which had been operated by M. Neilson, formerly of London, within the Sarnia city limits, had their routes extended to take in Point Edward and the C.N.R. tunnel station, it having been announced at the time that on and after March 1 the bus fares would be increased to 7c for trips within the city and 10c for trips to Point Edward.

A meeting of the company's bondholders was held on March 11, at which it was decided to dispose of all property at the earliest possible date. Bonds outstanding total \$90,000. We were advised March 13 that several persons were negotiating with Sarnia City Council for a bus service franchise. It was reported that F. W. Martin, promoter of the proposed Sarnia-Port Huron vehicular tunnel, was among those seeking bus operation rights. The latest complete figures in regard

ductions from net income for reserves and special charges, \$7,405.49; deficit for year, \$3,995.33.

**Ontario Hydro Electric Railways,
Essex District, Operations, Etc.**

An act passed by the Ontario Legislature in 1930, as chap. 17 of the statutes of that year, in regard to the Ontario Hydro Electric Ry., Essex District, lines, formerly Sandwich, Windsor and Amherstburg Ry., which was summarized fully in these columns at the time, provided for the formation of the Sandwich, Windsor and Amherstburg Ry. Co., a body corporate and politic to become financially responsible for the administration and operation of the railway lines, and to enter into an agreement with the Hydro Electric Power Commission of Ontario for their operation. The lines have heretofore been vested in the Commission, and operated by its Railways Department, and financing has been done by issue of securities by the Commission, carrying a Province of Ontario guarantee, and secured by bonds deposited by the municipal corporations served by the railway, viz., the cities of Windsor and East Windsor, towns of LaSalle, Riverside, Tecumseh, Amherstburg, Ojibway, Sandwich and Walkerville, and townships of Sandwich East and Sandwich West.

The railway company provided for by the legislation has now been formed, each municipality being represented therein by one member or director, who, subject to his removal by the municipality appointing him, is to hold office for three years and until his successor is appointed. As mentioned in these columns in recent issues, organization meetings have been held to discuss financing, future extensions, etc., and, more particularly, the operating agreement to be entered into between the company and the Commission, the Railways Department of which is to continue to operate the property. The 1930 act referred to contains a schedule in which an operating agreement is given in full, but it has features

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February 1931

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Ontario Hydro Electric Rys., Essex District.—Negotiations have been proceeding between the management and the Windsor and East Windsor city authorities relative to the proposed construction of about 4,000 ft. of double track electric railway line, to connect the present double track line on Wyandotte St., Windsor, with the single track line on Ottawa St., East Windsor, upon the completion of the subway being built to carry Drouillard and Wyandotte Sts. under the Canadian National Rys. tracks. It is proposed to build the tracks of the connecting line in paving, using 100 lb. A.R.A.-A. rail, steel ties and Thermit welded joints. Negotiations are also under way for replacement of the present single track line, nearly all of open track construction, on Ottawa St., East Windsor, by a double track line.

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Sandwich, Windsor and Amherst- burg Ry. and Windsor, Essex and Lake Shore Ry. Affairs.

Due to operating deficits being incurred by Windsor, Essex and Lake Shore Ry., which is owned by Windsor, Essex and Lake Shore Electric Railway Association, representing City of Windsor, Kingsville, Leamington and Essex towns and Sandwich West, Sandwich East, Sandwich South, Gosfield North and Gosfield South townships, and operated

December 1931

under agreement by the Hydro-Electric Power Commission of Ontario Railways Department, certain of the owning municipalities appear to have given up hope of the railway ever being placed on a paying basis, and there has been considerable discussion recently as to the advisability of operation being continued. At a meeting in Windsor, Oct. 26, proposals to cease operation temporarily, to scrap the line, or to try to sell or rent it to some other organization, were discussed at length. The meeting was attended by W. R. Robertson, General Superintendent, Ontario Hydro-Electric Rys., and I. B. Lucas, K.C., Solicitor, Hydro-Electric Power Commission of Ontario. Sandwich East, Sandwich West and Gosfield South Tp. representatives offered on behalf of their municipalities to pay their share of the purchase price and deficits, and to turn their interests in the railway over to the other municipalities, provided the latter would continue to operate, but nothing definite was done in regard to the proposition. It was decided to have the management prepare a special report on the situation, and the management was authorized to start negotiations for the possible sale or rent of the system to any concern willing to continue operation.

A meeting of representatives of municipalities holding ownership interest in Sandwich, Windsor and Amherstburg Ry., formerly Ontario Hydro-Electric Rys., Essex District, lines, was also held in Windsor, Oct. 26, and attended by Messrs. Robertson and Lucas. Due to decline in industrial activity in Windsor and adjoining places, traffic and earnings on the lines have fallen off largely, and the total deficit is now about \$300,000. Proposals were made that the deficit be refunded by the issue of debentures, with no principal payable during the first five years. the debentures to be issued

December
1931

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W. R. Robertson addressed a meeting of Border Cities Chamber of Commerce, Oct. 29, and expressed confidence that with the termination of industrial depression and return of normal conditions the electric railway lines serving the border cities will be able to meet their obligations. He quoted figures to show that expenditures made on extensions and improvements were warranted, and that operating costs have been reduced to meet revenue decreases.

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1931

205c; operating expenses per car mile, 19.462c.

Sandwich, Windsor and Amherstburg Ry. (former Ontario Hydro-Electric Rys., Essex District, lines).—Reports state that the deficit in operation in the 9 months ended July 31 was \$308,366, of which the city of Windsor's share is \$144,003, and that the deficit for the fiscal year ended Oct. 31, 1930, was \$127,491, of which Windsor's share was \$69,100. It is stated that Windsor has not paid its share so that it owes over \$213,000. A Windsor newspaper stated recently that the deficit for the year ended Oct. 31, 1931, will be about \$270,000, representing 3 mills in the tax rate, and that added to this, will be a loss resulting from operation of Windsor, Essex and Lake Shore Ry. A Windsor press dispatch of Oct. 8 stated that General Motors Truck and Coach of Canada had offered to supply the municipalities owning the electric railway system with the services of a transportation expert, without charge, to investigate and report on the situation, and that the representatives of the municipalities, at a meeting on that date, had favored acceptance of the offer.—Alderman Dayus, of Windsor, who was authorized by the city council to investigate electric railway matters, has submitted a report to the council, in which he is said to have recommended more strict regulation of competing taxicabs, and to have claimed that joint municipal ownership of the municipal lines, under Hydro-Electric Power Commission of Ontario management, has not been satisfactory. The council, it is stated, decided to study the recommendations in the report before taking action.

December
1931

canon.

Sandwich, Windsor and Amherstburg Ry. (former Ontario Hydro-Electric Rys., Essex District, lines).—We are advised officially that due to decreased traffic and earnings, caused by restricted operations in automobile plants in the border cities of southwestern Ontario, the Hydro-Electric Power Commission of Ontario Railways Department, which operates the lines for the owning municipalities, has asked the platform employees to accept a 10% reduction in wages on Nov. 1. The rate which has been in effect is 62c an hour. A Windsor press dispatch of Oct. 19 stated that the employees appeared disposed to accept the reduction provided they could obtain some concessions in other directions.

December
1931

ELECTRIC RAILWAY DEPARTMENT.

Windsor, Essex and Lake Shore Railway Affairs.

Discussions have been proceeding for some months as to the possibility of abandoning operation of the Windsor, Essex and Lake Shore Ry., which is owned by Windsor, Essex and Lake Shore Electric Railway Association, representing the City of Windsor, the towns of Kingsville, Leamington and Essex, and the townships of Sandwich West, Sandwich East, Sandwich South, Gosfield North and Gosfield South, and which is operated under agreement with the Association by Hydro-Electric Power Commission of Ontario Railways Department. Operations have been resulting in deficits, and some of the owning municipalities have taken the position that it would be economical to abandon operation, leaving only the payment of fixed charges and retirement of securities to be looked after. At a meeting of the W. E. and L. S. E. R. Association in Windsor, Feb. 12, a committee was appointed to seek legislation to provide for discontinuance of operation and to give the Association power to pay the fixed charges from year to year until the securities are retired. Such legislation is necessary because of a stipulation in the trust deed in connection with securities of the property, which would place the Association in default upon cessation of operation, and would mean that the outstanding bonds would become payable immediately. It is hoped that if operation is abandoned, which apparently is the desire, the Association may secure the bondholders' consent to allow the bonds to be paid off, and interest to be paid from year to year, in the same way as if the line were continued in operation. The net deficit after fixed charges for the fiscal year ended Oct., 31, 1931, is reported as \$109,013. (Dec., 1931.)

Winnipeg Taxicabs.—Following much discussion of the taxicab situation in Winnipeg, a city bylaw was passed governing taxicab operation, but Mr. Justice Dysart, in judgment given in the Court of King's Bench, Feb. 9, in a case in which the bylaw was attacked by the Diamond and Black and White Taxicab companies, held that the most important sections of the bylaw, those establishing two sets of rates and a 60-hour week for taxicab drivers, are invalid. He upheld the sections making compulsory the carrying of insurance for passengers. As explained in our Dec., 1931, issue, pg. 784, the Manitoba Legislature, at the 1931 session, passed an amendment to the Highway Traffic Act, to place the control of taxicab operation in Greater Winnipeg within the Manitoba Municipal and Public Utility Board's jurisdiction,

self, if possible, and for that reason the amending act has not been proclaimed.

Brandon Municipal Ry.—The sale of Brandon electrical and gas utilities by the Manitoba Government to National Light and Power Co., for \$1,398,000, which was proposed last year, will not be carried out, according to a Winnipeg dispatch, in which the Manitoba Minister of Mines and Natural Resources, Mr. McKenzie, is quoted as having so stated. The facilities were acquired by the Manitoba Government from Canada Gas and Electric Co. in 1930, for \$1,200,000, and although the proposed sale to National Light and Power Co. would have given the province a good profit on the transaction, it has been decided not to sell. The proposed franchise agreement between the City of Brandon and National Light and Power Co. provided for operation of Brandon Municipal Ry. by the latter. A restricted operation of the railway has been carried on during the past year, but it is due to terminate on March 31, the ratepayers having voted, about a year ago, in favor of discontinuance of electric railway operation. Proposals to have the railway replaced by a bus service are being considered.

Cape Breton Tramways, Ltd.—Following discontinuance of electric railway operation by Cape Breton Electric Co., and the taking over of its assets by Eastern Light and Power Co., most of the rolling stock was sold to Cape Breton Tramways, Ltd., which was organized by and C.B.E. Co. interurban line employees, and which is operating interurban services between Sydney and Glace Bay and other mining towns, as described in our January issue, pg. 34. Cape Breton Tramways, Ltd., leased the interurban right of way and buildings, and purchased the necessary rolling stock, rails, ties, etc. At the end of January, Eastern Light and Power Co. had for sale 4 Birney cars, a snow sweeper and considerable machinery, tools, belting, boilers and other equipment.

Electric Railway Construction Cost Index.—American Electric Railway Association reports construction cost index as follows:—base, 1913, 100; July 1, 1920 (peak), 256.4; Jan. 1, 1931, 189; Dec. 1, 1931, 163; Jan. 1, 1932, 161. The high for the last 5 years was 206, on Nov. 1, 1928, and the low was 161, on Jan. 1, 1932.

Brantford and Hamilton Ry.—We were advised Feb. 19 that no move had been made toward taking up the track on this railway, which connected Hamilton with Brantford, Ont., and operation of which was discontinued July 1, 1931, by Hydro-Electric Power Commission of Ontario, which acquired it from Dominion Power and Transmission Co.

American Electric Railway Association will not hold its usual annual meeting and display of exhibits this year, but instead will hold such regional meetings

MARCH
1932

June, 1932

CANADA

Windsor, Essex and Lake Shore Railway Proposed Closing.

At a meeting, May 6, of representatives of municipalities forming the Windsor, Essex and Lake Shore Electric Railway Association, owning Windsor, Essex and Lake Shore Ry., representatives of seven of the nine municipalities voted in favor of applying to the Board of Railway Commissioners for authority to cease operation. No vote was given on behalf of the city of Windsor, its representative not being present, and no vote was given on behalf of the Town of Kingsville, as although the Mayor was present he had been instructed by the council not to vote, but he argued strongly against cessation of operation. Mayor Croll of Windsor, although not a member of the Association board, urged postponement of a decision, pending completion of a survey being made. He also tried to secure an opinion on the attitude which the other municipalities might take in the event of Windsor developing a plan to keep the line in operation, but his suggestions received little support, the rural municipality representatives arguing strongly for discontinuance of operation, the Town of Essex representative supporting them. From Nov. 1, 1931, to March 31, 1932, there was an operating deficit of \$16,163, and a total deficit of \$54,333 without allowance for depreciation.

The trust deed securing the issue of bonds in connection with the railway provides that they become payable immediately in the event of operation ceasing. It was decided at the meeting that, in the event of securing permission from the Board of Railway Commissioners to cease operation, an effort would be made to reach an agreement with the bondholders to provide for the retirement of the bonds over a period of years; if that is impossible, the Association can fall back upon the powers conferred upon it by the Ontario Statutes, of 1932, chap. 99, which would place the Association, in case of default, in the same class as a defaulting municipality under the Ontario Municipal Board Act, 1932. At another meeting, May 16, the representative of the seven places mentioned above argued further in favor of abandonment, and advice received, May 20, is that despite the Kingsville opposition and opposition which has developed in Windsor, application to the board of Railway Commissioners for authority to cease operation will be made shortly.

JUNG
1932

June, 1932

CANADIA

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JUNE
1932

Windsor, Essex and Lake Shore Ry.
—A special committee of Windsor, Essex and Lake Shore Electric Railway Association, which is composed of the City of Windsor, towns of Kingsville, Leamington and Essex, and townships of Sandwich West, Sandwich East, Sandwich South, Gosfield North and Gosfield South, Ontario, the municipalities owning the W.E. & L.S.R., recommended to the Association recently, that if operation ceases on September 15, as proposed, it should cease permanently. It had been proposed that operation should be discontinued temporarily, pending the return of more favorable economic conditions. One of the questions referred to the committee was whether it would be more advantageous to the owning municipalities to cease operation permanently in the event of it being stopped at all. Application for authority to discontinue operation has been made to the Board of Railway Commissioners, and a hearing is expected to be held early in September. The committee recommended that, in the event of the line being abandoned, rolling stock and equipment be not sold until more favorable market conditions prevail. (June, pg. 327.)

Forty Years of Electric Railway Oper-

September
1932
p473

Transfer Form, Ottawa Electric Railway.

Ottawa Electric Ry. Co. has been using the tear-off type of transfer for several years. Its transfer was generally similar to the tear-off type adopted recently by Winnipeg Electric Co., as described and illustrated in Canadian Railway and Marine World for

and emergency trips, and for re-issue are provided. Lengthening of the transfer to permit all hours of the day to be shown eliminated the necessity for the p.m. portion at the top. Formerly the O.E.R. had transfers of a different color for each route; now the transfers are the same color for all routes, but there is a different color for each day of the week. The name of the route terminus, and the number of the transfer, are printed at the bottom as well as at the top, and conductors and operators issuing transfers are required to turn in the part torn off when each transfer is issued, along with their collected and unused transfers, at the end of each day.

The O.E.R. transfer, unlike that used by Winnipeg Electric Co., does not bear the notations N., E., S. and W. for north, east, south and west. It has been possible to eliminate these direction indicators by having two transfer forms for each route. One form is used for passengers travelling east and one for those travelling west, or north and south, as the case may be. The name printed at the top and bottom of the transfer does not indicate the route, but indicates ~~one~~ terminus. The employees are instructed not to accept a transfer which permits a passenger to travel toward the terminus stated on his transfer; in other words, he is not permitted to make a round trip on his transfer.

As mentioned in our August issue, two transfers are issued for each of certain routes in Winnipeg, being designated directional transfers. They are issued for five electric railway routes, but on the balance of 22 electric railway and 10 bus routes only one transfer to a route is used.

U.S.A., as follows:—New England states, 13.83%; states north of the Ohio and east of the Mississippi Rivers, 10.95%; states south of the Ohio and east of the Mississippi Rivers, 17.43%; northwestern states, 18.48%; southwestern states, 21.9%; Pacific coast states, 15.24%; other territory, 1.14%.

The Association, in commenting upon these figures, points out that some part of the greater decrease in May, than in April, is accounted for by the vagaries of the calendar, since in May, 1932, Memorial Day, a U.S.A. holiday, fell on a Monday, whereas in 1931 it fell on a Saturday, with the result that in 1931 there was only a one-day holiday, while in 1932 many business houses closed on the Saturday preceding the holiday. It concludes, however, that this difference in the holiday conditions was probably not sufficient in itself to account for the greater decrease in traffic in May, compared with May, 1931, than in April, compared with April, 1931, and that the level of traffic was slightly lower in May than in April.

Windsor, Essex and Lake Shore Ry. —A special committee of Windsor, Essex and Lake Shore Electric Railway Association, which is composed of the City of Windsor, towns of Kingsville, Leamington and Essex, and townships of Sandwich West, Sandwich East, Sandwich South, Gosfield North and Gosfield South, Ontario, the municipalities owning the W.E. & L.S.R., recommended to the Association recently, that if operation ceases on September 15, as proposed, it should cease permanently. It had been proposed that operation should be discontinued temporarily, pending the return of more favorable economic conditions. One of the questions referred to the committee was whether it would be more advantageous to the owning

MOSGROVE

MONDAY

AUG. 8 1932

0057

For Conditions see other side Voir au verso pour Conditions			
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			40
			50
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			30
			40
			50
1 p.m.			0
2 p.m.			10
3 p.m.			20

Windsor, Essex and Lake Shore Railway Proposed Abandonment.

We were advised officially, Aug. 20, that it is the Windsor, Essex and Lake Shore Electric Railway Association's intention to abandon operation of the railway on Sept. 15; that application to the Board of Railway Commissioners for authority to discontinue operation, either permanently or temporarily, had been made by the Association's solicitors, Sale and Sale, Windsor, Ont., and that a hearing would be held by the Board, probably in Ottawa, Sept. 10. As mentioned in these columns previously, abandonment of operation has been discussed by members of the Association for several months. At a meeting on May 6 of representatives of the municipalities owning the railway and composing the Association, the representatives of seven out of nine of them were in favor of applying to the Board of Railway Commissioners for authority to cease operation, no vote having been given on behalf of the City of Windsor, its representative not having been present, and none having been given on behalf of the Town of Kingsville, the Mayor of that place having been present but having been instructed by his council not to vote. The other owning municipalities are the Towns of Leamington and Essex and the Townships of Sandwich West, Sandwich East, Sandwich South, Gosfield North and Gosfield South. At subsequent meetings it was decided that it would be in the best interests of the municipalities to cease operation, but no decision as to whether such cessation should be permanent has been arrived at. Business conditions have been notoriously unfavorable during the past two years, in the district served by the line, which has caused earnings to decrease largely, but the municipalities have not been un-

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Mainly About Electric Railway People.

Wm. C. Cottingham, one of the oldest Manitoba residents, a veteran of the Wolseley expedition which was sent to quell the Riel rebellion in 1870, and father of W. R. Cottingham, K.C., Chairman, Manitoba Municipal and Public Utility Board, died at Vancouver, recently, aged 81. When quite young he moved with his parents from New Haven, Conn., to Montreal, and later enlisted in the Wolseley expedition, afterwards re-

to Ottawa to rest, but his illness produced a heart condition which proved fatal. He was a member of the Anglican Church of the Messiah, Toronto Electric Club, Canadian Club and Dufferin Lodge, A.F. and A.M. He is survived by his widow and four young daughters, and by his father and two brothers in Ottawa.

Ontario and the Industrial Disputes Investigation Act.

Proclamation was made early in August of the act passed by the Ontario Legislature at its last session (Ontario Statutes, 1932, chap. 20, An Act to aid in the prevention and settlement of industrial disputes), the object of which is to make the Dominion Industrial Disputes Investigation Act applicable to all industrial disputes within, or subject to, the exclusive legislative jurisdiction of the Province of Ontario. Section 2 of the Ontario Act provides that the Dominion Act, R.S.C. 1927, chap. 112, will apply to disputes in matters subject to Ontario legislative jurisdiction; sec. 3 provides that the Ontario Lieutenant-Governor in Council may, by proclamation, make applicable in Ontario any amendments which may be made to the Dominion Act; sec. 4 provides that the act will not apply to any commission, the members of which are appointed by the Crown, examples of such commissions being the Hydro-Electric Power Commission of Ontario and the Temiskaming and Northern Ontario Railway Commission; sec. 5 repeals the Trade Disputes Act, R.S.O. 1927, chap. 178; section 6 provides for the act to come into force by proclamation.

The Prime Minister of Ontario, Mr. Henry, in announcing proclamation of the act, said it had been requested several times by labor representatives, and that the immediate cause of the pro-

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The W.E. and L.S.R. extends from Leamington to Windsor, in Essex County, Ont. Since the Association bought the line it has been operated under agreement by Hydro-Electric Power Commission of Ontario Railways Department, which also operates the Sandwich, Windsor and Amherstburg Ry., formerly known as Ontario Hydro-Electric Rys., Essex District, lines, serving the City of Windsor and adjoining municipalities. The W.E. and L.S.R. was bought from its former private owners in 1928 for \$296,000, and the Association, which was formed to represent the purchasing municipalities, under authority of Ontario legislation, disposed of a \$1,000,000 bond issue to pay for the property and provide funds for its rehabilitation, the bonds having been sold at 98. The management has effected a certain amount of co-ordination in co-operation with Sandwich, Windsor

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CANADIAN RAILWAY AND MARINE W

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Carrying out the intention of the Windsor, Essex and Lake Shore Electric Railway Association, composed of the municipalities owing the W.E. and L.S. Ry., as stated in the article in our September issue, pg. 473, operation of the line, which runs from Windsor to Leamington, Ont., was discontinued Sept. 15. It has not been decided whether the discontinuance is to be temporary or permanent. Forty-seven employees were affected by the cessation. Although application had been made to the Board of Railway Commissioners for authority to cease operation, it had not been dealt with, but we were advised Sept. 15 that the Board would hold a hearing in the matter. The municipalities owning the line and forming the Association are City of Windsor, Towns of Kingsville, Leamington and Essex, and Townships of Sandwich West, Sandwich East, Sandwich South, Gosfield North and Gosfield South. The local service in Windsor, on Howard Ave., is being continued, the Sandwich, Windsor and Amherstburg Ry. now providing it.

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tion of bonds of the Association for \$1,000,000, secured by bonds for \$1,100,000, issued by the municipalities, was authorized. It referred to the Ontario Statutes of 1928, chap. 56, authorizing the operating agreement entered into between the Association and the Hydro-Electric Power Commission of Ontario, and also authorizing issue of debentures to provide for commencement of operation, \$300,000 of debentures having been issued as collateral security for loans of \$270,000. The application stated that monthly statements received from the H.F.P.C. of Ontario since the beginning of 1929 showed that there was a deficit every month excepting July and August, 1930. The application was accompanied by figures which showed that the deficit after all charges in the final three months of 1929 were \$7,809, \$5,952 and \$8,270; that in 1930 the net deficit ranged from \$1,384 in May to \$8,816 in December, the surplus in July having been \$246 and in August \$2,297; that in 1931 there was a net deficit for every month ranging from \$984 in August to \$11,171 in November, and that there were def-

many days in Feb., 1931, as in February this year; March, 9.3%; April 7.11%; May, 9.3%; June, 11.26%. In the complete year 1931, traffic on Canadian electric railways was 7.7% less than in 1930. These figures were compiled by American Electric Railway Association from reports furnished by 12 properties, operating 1,311 single track miles of electric railway and 1,027 miles of bus route.

Canadian and U.S.A. railways grouped together, 203 companies reporting out of 225 operating 24,030 single track miles of electric railway and 12,189 miles of bus route, had, in July, a 16.23% decrease in traffic, compared with July, 1931. In preceding months this year, decreases, compared with corresponding months in 1931, were:—Jan., 11.09%; Feb., 7.54%, or 10.73% on a daily average basis; March, 10.97%; April, 11.73%; May, 12.37%; June, 13.95%. In the complete year 1931, traffic for the properties as a whole was 9.7% less than in 1930. There were decreases in traffic in July this year, compared with July, 1931, in all geographical divisions of the U.S.A., as follows:—New England states, 19.86%; states north of the Ohio and east of the Mississippi Rivers, 14.49%; states south of the Ohio and east of the

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The Association had, prior to cessation of operation, secured from the Ontario Highways Department permits covering bus and truck operation between the terminal points. Before operation ceased it entered into an arrangement with Canadian Greyhound Coach Lines, Ltd., to provide a motor service between Windsor and Leamington on a route closely paralleling the railway, the motor coach company undertaking to operate at least six round trips a day and to turn over 9% of its gross revenues on the route to the Association. The motor coach service started Sept. 16.

The W.E. and L.S.R. line crosses Michigan Central Rd., Essex Terminal Ry., Canadian Pacific Ry., and Pere Marquette Ry., but none of those companies have evinced active interest in the continuation of the W.E. and L.S.R. operation. Some Michigan Central officials made an inspection of the W.E. and L.S.R. property late in August, possibly with a view of taking action to ensure continuance of operation, but nothing came of it.

The only officials affected by the cessation of operation are E. S. Hughes, Traffic Manager, with office in Toronto, who will be engaged until about the middle of October in finishing certain work, and A. R. Keele, Trainmaster, at Kingsville; all of the other supervisory work was in charge of S.W. and A.R. officials, there having been a certain degree of co-ordination in the operations of the two properties. The W.E. and L.S.R. employees submitted a proposition

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The application mentioned that the causes of the deficits have included, in addition to the economic conditions which prevailed during the period of operation, bus, truck and automobile competition.

A Windsor press dispatch of Sept. 16 stated that the W.E. and L.S.R. bondholders would meet to decide upon action to be taken. In this connection attention is directed to the legislation respecting the W.E. and L.S.R. passed at the Ontario legislature's last session, viz., Ontario Statutes of 1932, chap. 99, which provides that the W.E. and L.S. Electric Railway Association is a municipality within the meaning of the Ontario Municipal Board Act, 1932. Details of the manner in which this legislation affects the Association were given in

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The Association, in commenting upon these figures, says that electric railway passenger traffic apparently reached its low point in July, or that at least it touched the lowest point it had reached to that date, preliminary reports for August having indicated that that month's traffic was heavier than that of July. The July showing was not so unfavorable as would appear from the figures in the foregoing, as the calendar conditions worked very seriously against July, 1932. There were five Sundays in July this year, compared with four in July, 1931. In the U.S.A., Independence Day, July 4, fell on a Monday this year, and the usual practice of closing on the Saturday before a Monday holiday was followed by many business houses, the result being almost the same as if there had been two holidays in the month in addition to the extra Sunday.

Ottawa Accident Case.—Following an accident suffered by E. P. Hartley, April 14, 1931, when he tripped on a rail in Ottawa Electric Ry. track at a street intersection, severely injuring one leg, he brought suit against the city and the O.E.R. Mr. Justice Garrow gave judgment for Hartley against the city and for the railway against Hartley. We are advised that the city then sought to have Mr. Justice Garrow amend his judgment by giving the city relief over,

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The application to the Board of Railway Commissioners for authority to discontinue operation was made by Sale and Sale, solicitors for the W.E. and L.S.E.R. Association. It stated that the Association was constituted by the Ontario Statutes of 1928, chap. 99, and that as finally assembled it was made up of the representatives of the nine municipal corporations through which the railway passes. It was mentioned that the issue

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Electric Railway Traffic.

Canadian electric railways had a decrease of 16.68% in traffic in July, as measured by number of revenue passengers carried, compared with July, 1931, it having been the seventh consecutive monthly decrease in traffic this year, compared with corresponding months in 1931, those for preceding months having been:—Jan., 11.44%; Feb., 6.10%, which would have been a decrease of 9.34% if there had been as

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Electric Railway Construction cost index is reported by American Electric Railway Association as follows:—base, 1913, 100; Aug. 1, 1931, 167; July 1, 1932, 150; Aug. 1, 1932, 153. The high for the last five years was Nov. 1, 1928, at 206, and the low was June 1, 1932, at 150.

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decision will be given early in the new year. (October, pg. 527.)

Sandwich, Windsor and Amherstburg Railway, Operating Results, Etc.

The Hydro Electric Power Commission of Ontario's report for the year ended Oct. 31, 1931, issued recently, gives the following information:—Effective July 31, 1931, and pursuant to the Sandwich, Windsor and Amherstburg Railway Act, 1930, the Commission conveyed the assets and undertaking of the railway to the Sandwich, Windsor and Amherstburg Railway Co., but continues to operate the railway on behalf of the company by virtue of an operating agreement substantially in the form appearing in the act. The Commission's bonds issued and outstanding in respect of this railway, amounting to \$5,816,205, are protected by a mortgage deed of trust in favor of Guaranty Trust Co. of Canada, at Windsor, to which was transferred the collateral municipal debentures securing the Commission's bonds.

The construction of the new Wyandotte St. extension in Walkerville and East Windsor, commenced during the previous year, was continued, and under authorization of the Board of Railway Commissioners for Canada, the construction of the Pere Marquette subway was commenced on Jan. 22. The extension of the double track street railway along the new street was constructed from Walker Road in Walkerville to the east limits of the town only, the East Windsor portion of the track construction being deferred. The track work involved the removal of the loop at Walker Road and the installation of standard monolithic double-track construction using 100-lb. A.R.A.-A. rail with thermit-welded joints and International twin steel ties. Operation over the new tracks commenced on Oct. 9, the street having been

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company with all the and charged that the had been withheld th its submission to s a surprise to the

He asked for more new statements sub- any. The chairman had been plenty of to prepare fully for cided upon adjourn- Mr. Steele was fur- Oct. 19 and cross- octor.

hearing on Oct. 21. l that in his opinion eciation reserve was d that its projected for the next five large. Other wit- included C. S. Ford, e Commissioner, and Roadway Engineer. ordon was examined Carthy, and Major G. Burr, of McGill, a witness for the ined by Mr. Robert ment by counsel the d and judgment was rman advising the ner and endeavor to ent, failing which a n early in the new 527.)

or and Amherst- Operating s, Etc.

: Power Commission for the year ended ed recently, gives ormation:—Effective and pursuant to lsor and Amherst- 1930, the Commis- ssets and undertak- to the Sandwich, stburg Railway Co., rate the railway on ny by virtue of an substantially in the he act. The Com- ed and oustanding lway, amounting to ted by a mortgage : of Guaranty Trust ndsor, to which was teral municipal de-

officially opened to vehicular traffic on Oct. 3.

In 1929, the passenger revenue was the largest in the railway's history, amounting to \$1,191,768 which was 244% of the 1921 revenue. In 1931 it amounted to \$687,471 or 141% of the 1921 earnings. The 1929 gross earnings were \$1,241,041 or 245% of the 1921 earnings. In 1931 the gross earnings dropped to \$726,044 or 143% of the 1921 figure. The 1929 operating expenses were \$929,689 or 218% of the 1921 expenses; in 1931 the expenses were \$732,184 or 172% of the 1921 expenses. Net earnings in 1929 were \$311,353 or 393% of the 1921 net. In 1931 there was an operating deficit of \$6,140, before credit received for the 13th power bill, which will likely wipe out this deficit. The operation of jitney taxi cabs, at a 15c. fare for four passengers in certain areas, has adversely affected passenger revenue to an extent estimated at from \$60,000 to \$80,000 during the year. It is expected that this condition will be remedied in the near future. Bus operations have been gradually eliminated. The Howard Ave. line was discontinued Dec. 16, Campbell Ave. line on June 20, Lincoln Road on Oct. 31.

The mileage operated by the various types of cars and buses during the year was: double truck, air brakes, two-man cars, 76,824 car-miles; interurban cars, 527,542 car-miles; single truck safety cars, 543,573 car-miles; double track safety cars, 1,495,072 car-miles; express cars, 11,022 car-miles; buses, 146,481 bus-miles; service cars, 30,913 car-miles; total, 2,831,427 car and bus-miles.

Operating Statistics, 1931

Route-miles:	
City trolley	24.29
City bus	3.50
Amherstburg interurban	13.54
Tecumseh interurban	6.10
Total route-miles	47.43
Passenger and freight car-miles operated	2,300,514
Passenger and freight car-hours oper- ated	298,813
Passengers carried	12,093,732
Percentage of transfer passengers to revenue passengers	18.822
Passenger cars operated	67
Passenger buses operated	10
Passengers carried per route-mile	254,980
Passengers carried per car-mile	4.335
Passengers carried per car-hour	40.347
Average mileage per car operated	39,448
Average mileage per bus operated	14,648
Average passengers per car operated	177.050
Average passengers per bus operated	23.137
Freight tonnage carried	1,471
Accidents 339, of which 264 were automobile accidents.	
Accidents per 100,000 car miles:	13.328.

Enviably Accident Record. — Since

March, 1932

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Sandwich, Windsor and Amherstburg Railway Deficits.

Due to restricted industrial activity in Windsor, Ont., and surrounding places, brought about largely by contraction in motor vehicle production, the earnings of Sandwich, Windsor and Amherstburg Ry. Co., formerly Ontario Hydro-Electric Rys., Essex District, have not been favorable. At the end of 1931, a large deficit, reported as \$556,000, had accumulated, and the municipalities constituting the railway company, viz., the Cities of Windsor and East Windsor, the Towns of Walkerville, Sandwich, Ojibway, Amherstburg, Tecumseh, Riverside and La Salle, and the townships of Sandwich East and Sandwich West, were unable to look after the deficit immediately. Last year, Ontario legislation terminated the province guaranteeing security issues in respect of the property; while the guarantee remains of issues which were outstanding when that legislation was passed, the legislation provides that any issues made after its passage would not be guaranteed by the province. Late in January, a delegation, from the municipalities concerned, waited upon the Prime Minister of Ontario, Mr. Henry, and the Chairman of the Hydro-Electric Power Commission of Ontario, Mr. Cooke, seeking some relief from the burden of accumulated deficits. Although the conference was private, it is stated that the delegation made two suggestions, one being that the outstanding indebtedness and the deficits be consolidated, with new bonds to be issued by the H.E.P.C. of Ontario and guaranteed by the province, and the other that the deficit only be funded and retired over a period of years. Delegates representing some municipalities are said to have stated that to enable them to pay the deficit this year, the tax rate for that purpose alone would be from 14 mills up. The situation was considered by the Ontario Government about a week after the delegation had visited Toronto, Mr. Cooke, R. B. Lucas, K.C., Counsel for H.E.P.C. of Ontario, and H. L. Cummings, Ontario Municipal Law Clerk, being present. No statement was issued as to what, if any, action is planned by the government to assist the municipalities concerned in regard to the deficit.

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rectifier was placed in service by B. T.-H. Co. at the London Electric Ry. Hendon substation. At the beginning of this year the B.T.-H. Co. began work on the production of seventeen 1,500 k.w., and five 2,000 k.w. rectifiers for London Electric Ry. and two of 1,200 k.w. each for London, Midland and Scottish Ry.

British Columbia Electric Ry. Co., in a recent advertisement, addressed the public, in part, as follows:—"When your 'street car, interurban car, motor bus 'or coach rolls up, you are being served 'by a big organization of men, trained in 'the highly-specialized business of sup- 'plying transportation. Every man is a 'trained workman in his line, who real- 'izes his part in the task of carrying 'nearly 250,000 persons a day. Your 'patronage of B.C.E.R. transportation 'service helps to keep them employed." It was specified that there are 1,622 men engaged in providing B.C.E.R. transpor- tation, including 136 trackmen, 171 me- chanics, 66 bus and truck operators, 1,052 motormen, conductors and operators, 35 freight trainmen, 36 car cleaners and 126 supervisors and office staff members.

Sandwich, Windsor and Amherstburg Ry. Co. management has engaged Wil- son, Bunnell and Borgstrom, consulting engineers, Toronto, to make a survey of the electric railway lines serving Wind- sor and adjacent places in Southwestern Ontario. These lines, formerly desig- nated as the Ontario Hydro-Electric Rys., Essex District Lines, had large deficits in 1931, and the eleven munici- palities forming the company have been attempting to make arrangements to have the accumulated deficit funded and paid off gradually, as immediate pay- ment would require a prohibitive in- crease in the tax rates. The lines are operated for the company under agree- ment by the Hydro-Electric Power Com- mission of Ontario Railways Depart- ment.

Truck-Rail Freight Service—In con-

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economy, and in that respect we are not singular, we are only doing what everybody else is doing. Nevertheless, we are cognizant of the duty that rests with us of administering the affairs of the company with economy in every direction which we are doing to the best of our ability.

"One other matter that I might refer to, and which was referred to at the meeting last year, is the development of Seven Sisters falls. That development was brought into operation late in 1931. It continued to operate up until March 1 this year, but on account of the closing down of the Pine Falls paper mill we were obliged to partially close down Seven Sisters falls plant, very much to our regret. As a matter of fact, it was not, nor is it yet completely closed down, although practically no power was generated there in March, except such as we required for the operation of the services at the plant. This shutdown is only temporary. My hope is that its period will be very short. It will depend very largely on the re-opening of the paper mill, or upon other new industries starting up which will absorb considerable power. I am not without hope that in the reasonably near future some industries will be established in Winnipeg which will mean the consumption of considerable power. We are exerting ourselves to the utmost to induce industries to locate in Greater Winnipeg. Of course, under present conditions, it is rather difficult to get any new industries or any new undertaking started, but nevertheless, we are having very intensive studies made with the possibility of new industries starting up, particularly in connection with metallurgical developments, to use, in a large way, electrical power. I think that field offers perhaps the biggest opportunity for development in the reasonably near future.

"There is nothing more I have to say at this stage except just one thing. Among other things it will be your pleasure today to appoint a board of directors for the ensuing year. Foster Hannaford, of Chicago, who was one of the directors representing the Insull interests, has resigned, and those interests have suggested that A. J. Thomas, of Montreal, who is connected with their business there, should be appointed in Mr. Hannaford's place. Mr. Thomas is a young man of very considerable capacity, son of the Right Hon. J. H. Thomas, Secretary for the Dominions in the British Government, and a man whom I am quite sure you will be quite safe in having upon the board."

Kenosha, Wis., has completed its trackless trolley coach installation.

Sandwich West Tp.	31,613.92			
City of East Windsor	48,803.95	3,756.36	8,520.73	36,326.37
Town of Walkerville	78,145.02	6,040.23	13,699.56	58,405.23
Town of Sandwich	74,809.24	5,782.40	13,114.76	55,912.08
Town of Ojibway	5,476.36	407.73	1,296.51	3,772.12
Town of Amherstburg	23,268.56	1,798.55	4,079.20	17,390.81
City of Windsor	271,786.07	21,007.16	47,646.66	203,131.65
Town of Tecumseh	9,574.09	740.04	1,678.43	7,155.62
Town of Riverside	19,972.36	1,543.77	3,501.35	14,927.24
Town of LaSalle	10,539.46	814.66	1,847.67	7,877.13
	\$580,079.92	\$44,321.77	\$102,029.78	\$433,227.47

franchise to maintain, use or operate any bus, jitney, taxicab or other vehicle for the transportation of passengers for gain, or hire, which may in any way come into competition with the railway or prejudicially affect its revenues. (2) The company may require the corporations or any of them to pass such bylaws as may be necessary to effectually prevent such competition or prejudicial effect upon revenues of the railway, including the prescribing of minimum rates of fares to be charged for the transportation of passengers in any such bus, jitney, taxicab or other vehicle."—The section provides further that in the event of any of the corporations failing to pass a requested bylaw within 30 days the company may apply to the Ontario Municipal Board for an order to compel the corporation to pass the bylaw, the Board to have all the jurisdiction and power necessary therefor, and the provisions of the Ontario Municipal Board Act to apply. It also provides that the corporations shall have all the powers necessary to pass bylaws of the type mentioned, and that if such powers are now vested in boards of police commissioners they shall, for the purposes of the section, be exercisable by the councils in lieu of the boards of police commissioners. The word corporations as used in the foregoing means the cities, towns and townships owning the railway.

Finance.—Sec. 5 of the act, read together with a schedule to the act, states that outstanding deficits, as represented by sums due and owing Dec. 23, 1931, under the terms of legislation, agreements and mortgage deed of trust relating to the railway, are as shown in the first column of the accompanying table. The corporations are required to include in their estimates for 1932 the sums as shown in the fourth column of the table, and to raise such sums by a special rate on all the rateable property in the various municipalities, and pay them to the trustee (Guaranty Trust Co. of Canada) under the mortgage deed of trust of July 31, 1931, with interest at 6% from Dec. 23, 1931, to the date of payment, to be not later than Dec. 23, 1932. Notwithstanding the provisions of legislation, agreements and the mortgage deed of trust, the corporations shall not be

The act declares that Hydro-Electric Power Commission of Ontario bonds for \$5,816,205, guaranteed as to principal and interest by the Province, issued in connection with the railway lines, and the debentures issued by the corporations in connection with such bonds, are valid and binding, the debentures being binding upon the corporations and their ratepayers. The financing of deficits as provided for in the foregoing was provided for upon representations by the municipalities concerned that it would be practically impossible for them to pay all of the deficits from the proceeds of 1932 taxation.

Mainly About Electric Railway People.

W. E. P. Duncan, Engineer of Structures, Toronto Transportation Commission, has been elected a member of the Electrical Club of Toronto's executive committee.

J. F. Neild, Electrical Engineer, Toronto Transportation Commission, has been elected a Vice President of the Electrical Club of Toronto.

Hamilton and Dundas Electric Ry.—We were advised officially, early in April, that a meeting had been arranged to be held at the Hydro-Electric Power Commission of Ontario office, Toronto, April 27, to consider and authorize an application to the Ontario Provincial Secretary for acceptance of the surrender of the charter of Hamilton and Dundas Electric Ry. Co., a Dominion Power and Transmission Co. subsidiary, which operated an electric railway between Hamilton and Dundas, which was abandoned several years ago. Two years after the line was abandoned, the overhead equipment was removed and the track turned over to Toronto, Hamilton and Buffalo Ry., by which it has since been used as a freight line between the two places. When Dominion Power and Transmission Co. assets were acquired by the Hydro-Electric Power Commission of Ontario, the remaining H. and D.E.R. assets went with them. The object in calling the meeting referred to was to terminate the H. and D.E.R. Co. corporate existence.

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in 1931. I expect we will still get greater economic effect in 1931, except and then only for a short time. On Oct. 1, the directors took a cut in salaries. Subsequently, a plan was put into effect to reduce the salaries of the men and other employees, but most of that was operative on Feb. 1. The big reductions effected in the 1932 operating every direction of reasonable service exercised the strictest economy in every direction to the best of our

power that I might refer to as referred to at the time of the development of the plant. That development operation late in 1931. operate up until March on account of the closing of the Pine Falls paper mill to partially close down the plant, very much to the matter of fact, it was completely closed down, with no power was generated March, except such as the operation of the plant. This shutdown is very short. It will depend on the re-opening of the plant on other new industries which will absorb considerable not without hope that in the near future some new industry will be established in Winnipeg to reduce the consumption of power. We are exerting our utmost to induce investment in Greater Winnipeg. In present conditions, it is to get any new industrial undertaking started.

Sandwich, Windsor and Amherstburg Railway Protective Legislation.

The Ontario Legislature has passed an act, Statutes of 1932, chap. 56, respecting the Sandwich, Windsor and Amherstburg Ry., one of the chief features of which is a section to provide protection against taxicab and jitney competition, as follows: "4. Section 29 of the Sandwich, Windsor and Amherstburg Railway Act, 1930, is repealed, and the following substituted therefor:—29 (1) None of the corporations shall grant, or permit to be granted, or renewed, to any person, any right, privilege, license or

obliged, until such time or times as the Lieutenant-Governor in council may designate, to pay the amounts in the second and third columns of the table, or further amounts, but such unpaid amounts must be raised and levied by the corporations and paid to the trustee from time to time as the Lieutenant-Governor in council may direct. The second column of figures in the table shows deficits as to sinking fund, and the third, deficits as to reserves for renewals, obsolescence and depreciation.

Corporation	Col. 1	Col. 2	Col. 3	Col. 4
Sandwich East Tp.	\$6,285.39	\$485.83	\$1,101.88	\$4,697.68
Sandwich West Tp.	31,618.52	2,443.95	5,543.03	23,631.54
City of East Windsor	48,603.95	3,756.85	8,520.73	36,326.37
Town of Walkerville	78,145.02	6,040.23	13,699.56	58,405.23
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MAY 1932

in the operations in 1931. I expect we shall be able to effect still greater economies in 1932, because the wage reductions were not in effect in 1931, except a portion of them, and then only for a very brief part of the year. On Oct. 1 last, all the executive staff, the directors and other higher officers took a cut of 10% in their salaries. Subsequently, a general reduction was put into effect in so far as the trainmen and other employees were concerned, but most of that reduction only became operative on Feb. 1 this year. So the big reductions in wages will be reflected in the 1932 operations. We have, in every direction consistent with giving reasonable service to the public, exercised the strictest economy, and in that respect we are not singular, we are only doing what everybody else is doing. Nevertheless, we are cognizant of the duty that rests with us of administering the affairs of the company with economy in every direction which we are doing to the best of our ability.

"One other matter that I might refer to, and which was referred to at the meeting last year, is the development of Seven Sisters falls. That development was brought into operation late in 1931. It continued to operate up until March 1 this year, but on account of the closing down of the Pine Falls paper mill we were obliged to partially close down Seven Sisters falls plant, very much to our regret. As a matter of fact, it was not, nor is it yet completely closed down, although practically no power was generated there in March, except such as we required for the operation of the services at the plant. This shutdown is only temporary. My hope is that its

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Board, the hearing was postponed indefinitely. (April, pg. 208.)

Taxicabs in Border Cities.—Acting under authority of the Ontario Statutes of 1932, chap. 56, designed to protect Sandwich, Windsor and Amherstburg Ry., against taxicab competition, its directors have been responsible for the passing of bylaws which require that taxicabs operating in Windsor, Walkerville and Sandwich must have meters, must charge 25c for the first half mile or less for one or two passengers, with an additional 10c for each additional half mile, an additional charge of 10c for each passenger in excess of two, and another 10c charge for each four minutes or fraction thereof in waiting for a passenger. An hourly rate of \$2 for four passengers and \$3 for more than four is specified, and it is provided that at least \$5,000 insurance must be carried upon each taxicab, that taxicabs must be fitted with non-shatterable glass, that there must be no cruising for passengers, and that breaches of the regulations are punishable by a fine not exceeding \$50.

Hamilton, Grimsby and Beamsville Ry.

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Fuel Conservation in Locomotive House Operation.

The possibility of saving fuel in railway operation is not restricted to road and yard locomotive service, there also

recommendations. The municipalities concerned are the Cities of Windsor and East Windsor, Towns of La Salle, Riverside, Tecumseh, Amherstburg, Ojibway, Sandwich and Walkerville, and Townships of Sandwich East and Sandwich West.

Electric Railway Earnings Trend.—

tion of the line, and that communications relative to the matter should be delivered prior to Aug. 15.

Hamilton Radial Ry. Track Removal.—The removing of the track in Hamilton, Ont., of the abandoned Hamilton Ry. and Grimsby and Beamsville Electric Ry. and Brantford and Hamilton Electric Ry., was completed early in July, the work

Report on Sandwich, Windsor and Amherstburg Railway.

Wilson and Bunnell, consulting engineers, Toronto, presented a report recently to Sandwich, Windsor and Amherstburg Ry. Co., upon its railway property, formerly the Ontario Hydro-Electric Ry. Essex District Lines, consisting of electric railways in the southwestern Ontario peninsula which were bought from Detroit United Ry. in 1920, and in which 11 municipalities, the city of Windsor, the towns of Walkerville, Ojibway, and Amherstburg, the city of East Windsor, the towns of Sandwich, LaSalle, Riverside and Tecumseh, and the townships of Sandwich East and Sandwich West, became financially interested. Purchase and rehabilitation were financed by sale of Ontario-guaranteed Hydro-Electric Power Commission of Ontario bonds, the Commission holding, as collateral security, debentures of the interested municipalities, the last seven of which as mentioned in the foregoing list are in default financially and come within the operation of the Ontario Municipal Board Act, 1932.

The Ontario Statutes of 1930, chap. 17, created the Sandwich, Windsor and Amherstburg Ry. Co., with the municipalities as members, the H.E.P.C. of Ontario continuing to operate the railway under an agreement dated March 1, 1931, but a provincial guarantee of any securities to be issued by the company was not provided for. H.E.P.C. of Ontario bonds sold to the public in respect of the lines, and

now outstanding, total \$5,816,205, municipal debentures being deposited to the same amount. Due to change in municipal boundaries, provision was made, April 2, 1928, for a redistribution of the municipal obligations, although the original debentures as actually deposited remain on deposit, no change having been made to the time Wilson and Bunnell reported. The original and adjusted division of the municipal guarantee is shown in the following table:—

	Original guarantee and debenture deposit	Adjusted legal obligation	Adjusted % of total
Amherstburg	\$232,535	\$232,535	3.99
LaSalle	5,000	105,326	1.81
Sandwich	416,306	315,980	5.43
Ojibway	73,907	73,907	1.25
Sandwich (Town)	747,607	747,607	12.51
Windsor	2,705,772	2,716,097	46.69
Walkerville	759,593	780,943	13.42
East Windsor	429,538	485,724	8.35
Riverside	77,177	199,594	3.43
Tecumseh	342,623	62,813	1.08
	26,147	95,679	1.64
	\$5,816,205	\$5,816,205	100.00

The partner municipalities owed to Oct. 31, 1931, in respect of the railway, for interest, sinking fund and reserve for obsolescence, depreciation and replacement, \$580,079.02, of which \$44,821.77 was payable to the trustee for sinking fund purposes, \$102,029.78 to the H.E.P.C. of Ontario to provide reserves, and \$433,227.47 to the trustee for payment of interest on H.E.P.C. of Ontario

bonds and on \$500,000 of debentures issued by the company following its acquirement of the property, the latter being without Province of Ontario guarantee. By the Ontario Statutes of 1932, chap. 56, a moratorium as regards funds for sinking fund and reserves was granted at pleasure of the Lieutenant-Governor in council, but the municipalities were required to enforce taxation sufficient to raise money to pay to the trustee, prior to Dec. 23, 1932, the amounts necessary for bond interest payment.

Impairment of Capital.—The study indicated a book value of the property, at Oct. 31, 1931, of \$5,446,529, and a net physical value at the same date of \$4,252,595, a difference of \$1,193,934. Deducting \$102,030, the amount to be paid by the municipalities under the legislation of 1932, it was thus determined that capital had been impaired to Oct. 31, 1931, to the extent of \$1,091,904. This year (fiscal year ending Oct. 31, 1932), the management has reserved \$102,660 for replacement, but Wilson and Bunnell consider that amount \$72,379 too little, leading them to the conclusion that by Oct. 31, 1932, capital impairment will total \$1,164,283.

Operating Results.—From the commencement of operation, April 1, 1920, to Oct. 31, 1931, the property earned revenue of \$9,998,729; operating expenses and taxes were \$7,898,935, leaving

1932

Sandwich, Windsor and Amherstburg Ry. Co.—A. E. K. Bunnell, of Wilson and Bunnell, consulting engineers, Toronto, who made a survey of the S.W. and A.R. property, presented a report to the company, Aug. 18. The company, a body corporate, created by Ontario legislation, in 1930, consists of 11 members, each one representative of and appointed by the council of one of the 11 municipalities interested financially in the S.W. and A.R. lines serving Windsor and surrounding places, known formerly as Ontario Hydro-Electric Rys., Essex District, Lines, and operated under agreement by the Hydro-Electric Power Commission of Ontario Railways Department. The report deals with the development of the railway and the municipalities served, the investment in the railway and the accompanying obligation of each municipality, railway operation, etc., and makes

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Railways in Australia, to ascertain whether motor tractors converted for use on rails could be employed for light hauling on branch lines. The results, it is stated, have been satisfactory, and a tractor, fitted with a gear box to give speeds up to 25 miles an hour, has made a number of trial trips on the Kerang-Stony Crossing line. If, on further investigation, the system gives complete satisfaction, similar equipment may be introduced on other branch lines. It is stated that the weight of the converted tractor is five tons and that the operating cost is about one-sixth of that of a steam locomotive.—Engineering.

Windsor, Essex and Lake Shore Ry.—Following the discontinuance of operation of the W., E. and L.S. Ry. by W., E. and L.S. Electric Railway Association, representing the owning municipalities, a list of which was given in Canadian Railway and Marine World for October, pg. 530, a meeting of the principal bondholders was held in Windsor, Oct. 14. It was decided to leave matters in the hands of Guaranty Trust Co., trustee for the bondholders, for the time being. The interested municipalities are paying the interest on the line's bonds to the trustee as it becomes due.

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application to Que-

December 1932

Electric Railways

Sandwich, Windsor and Amherstburg Ry. Annual Report

The annual report of the Sandwich, Windsor and Amherstburg Ry. Co., for the fiscal year ended Oct. 31, 1938, submitted by W. H. Furlong, K.C., Chairman of the Board of Directors, to the Ontario Municipal Board, shows that no operating surplus was earned, it having been stated that "we maintain no true surplus can be accumulated until after all proper reserves have been set aside"; it traces the substitution of bus operation for electric railway operation on 12 lines in the Windsor area; it records that there has been written off, by way of amortization of assets, the sum of \$5,321,236.97; it quotes authorities to the effect that a city-wide 5c fare is impracticable, with present costs, and records the intention of the directors to continue substitution of buses for street cars until the whole system is converted to bus operation.

In beginning his report upon the S.W. and A. Ry. affairs in the fiscal year ended Oct. 31 last, Mr. Furlong states, on behalf of the directorate, that the year was a trying and difficult one, because of the necessity of reorganizing the transportation system in an effort to modernize it and place it on a proper financial basis, and also because in May and the three following months in 1938 a very large reduction in patronage was experienced, because of unemployment in Windsor which was more than seasonal. Nevertheless, Mr. Furlong states, "our compensation rests in the satisfaction that results have been obtained".

In dealing with the studies and enquiries which led up to the decision to convert the system from electric railway to bus operation, Mr. Furlong's report said:—"After the writer took office on February 2, 1938, our board proceeded to investigate every phase of the operation of the system. We heard representations of the municipalities interested and of manufacturers and salesmen of transportation equipment and their engineers. We also discussed our problems with outstanding men in the transportation business. Having reached the conclusion that our street car equipment, including tracks and overhead wires, was practically obsolete and beyond repair, and that the cost of rehabilitation was prohibitive, considering possible earnings, and in view of the fact that no reserve for depreciation had ever been set aside to renew obsolete equipment, we decided to immediately set forth on a scheme of re-organization and substitution of bus operation for street car operation.

"We followed the example set by the Detroit Street Railway System, they having spent much more money than we could afford to spend in engineering and investigation, of the more modern, economical methods of transportation, and we were convinced that the trend in transportation is overwhelmingly towards bus operation."

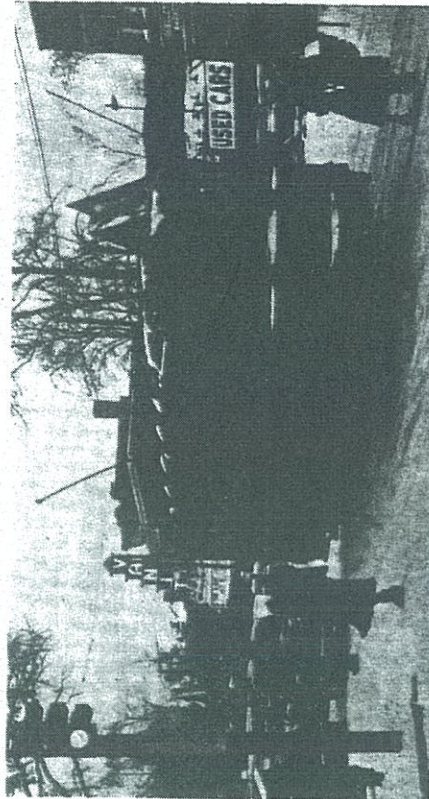
1937
1938

8,954,674
8,503,075

56,830.40
None

not the case, the fact being that the 1938 operations resulted more favorably than those of any preceding year back to 1933. In 1938, the following reserves and exceptional expenses were charged into operating expenses, such expenditures not having been provided for in preceding years:—

It was pointed out in the report that the figures as disclosed above do not take into consideration any debt, sinking fund or depreciation in respect of street car operation. After calling attention



An Electric Railway Car on a S. W. & A. Ry. Route.

Note the manner in which automobile traffic has been brought to a standstill behind the car.

specifically to the fact that no operating surplus was earned in the fiscal year ended Oct. 31 last, Mr. Furlong said:—

"You will note that, according to our auditor's statement, we have no operating surplus, as we maintain no true surplus can be accumulated until after all proper reserves have been set aside. This report does not take into consideration or deal with the debt of the company accumulated prior to my taking office, nor any interest thereon or sinking fund in respect thereof, or any depreciation with respect to street car

Cost of education of bus drivers	\$ 1,365.07
Cost of week's holidays for workers in summer of 1938	4,080.00
Cost of checking traffic	1,417.76
Cost for pensions	1,017.50
Cost of statistical Dept.	1,206.57
Cost of lost wages put into effect on Jan. 1, 1938	3,629.25
Cost of preparing on the premises of the company, drive-way for the operation and storage of buses, re-modeling car barn into garage and installing therein the necessary shop lighting and heating system including the cost of the property of the company to prepare the same for purchase of shop machinery and tools to repair and maintain buses	6,523.83
Reserve for depreciation for the rolls	

November 1938

November 1938

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In dealing with the studies and enquiries which led up to the decision to convert the system from electric railway to bus operation, Mr. Furlong's report said:—"After the writer took office on February 2, 1938, our board proceeded to investigate every phase of the operation of the system. We heard representations of the municipalities interested and of manufacturers and salesmen of transportation equipment and their engineers. We also discussed our problems with outstanding men in the transportation business. Having reached the conclusion that our street car equipment, including tracks and overhead wires, was practically obsolete and beyond repair, and that the cost of rehabilitation was prohibitive, considering possible earnings, and in view of the fact that no reserve for depreciation had ever been set aside to renew obsolete equipment, we decided to immediately set forth on a scheme of re-organization and substitution of bus operation for street car operation.

"We followed the example set by the Detroit Street Railway System, they having spent much more money than we could afford to spend in engineering and investigation, of the more modern, economical methods of transportation, and we were convinced that the trend in transportation is overwhelmingly towards bus operation."

(A complete account of the conversion from electric railway to bus operation in Windsor will appear in an early issue of Canadian Transportation.)

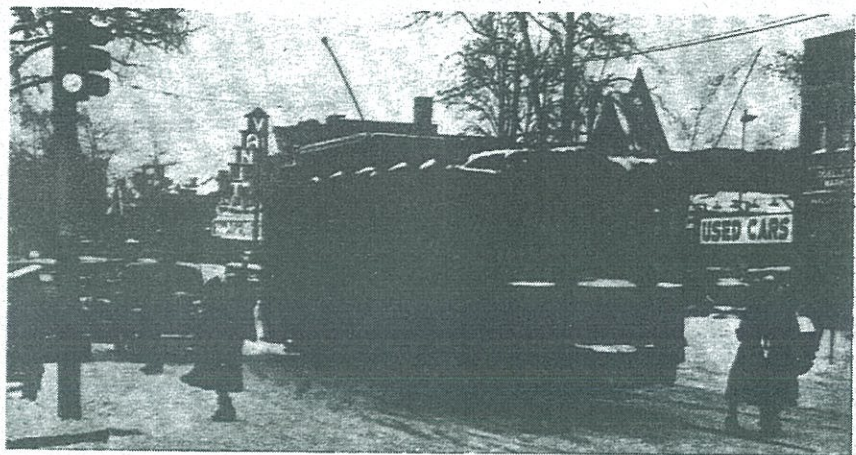
No Operating Surplus—The report submitted figures of revenue passengers carried and operating deficit or surplus, in the fiscal years 1933-38 inclusive, as follows:—

Year	Fare pas'ngers Carried	Operating Surplus
1933	7,041,462	*\$ 8,032.66
1934	7,383,704	22,735.40
1935	8,087,569	41,657.93
1936	8,393,061	49,038.62

1937	8,954,874	56,420.40
1938	8,505,875	None
*Loss.		

It was pointed out in the report that the figures as disclosed above do not take into consideration any debt, sinking fund or depreciation in respect of street car operation. After calling attention

not the case, the fact being that the 1938 operations resulted more favorably than those of any preceding year back to 1933. In 1938, the following reserves and exceptional expenses were charged into operating expenses, such expenditures not having been provided for in preceding years:—



An Electric Railway Car on a S. W. & A. Ry. Route.
Note the manner in which automobile traffic has been brought to a standstill behind the car.

specifically to the fact that no operating surplus was earned in the fiscal year ended Oct. 31 last, Mr. Furlong said:—

"You will note that, according to our auditor's statement, we have no operating surplus, as we maintain no true surplus can be accumulated until after all proper reserves have been set aside.

"This report does not take into consideration or deal with the debt of the company accumulated prior to my taking office, nor any interest thereon or sinking fund in respect thereof, or any depreciation with respect to street car tracks, overhead wiring and other street car equipment, except as we have dealt with in the amortization of assets mentioned in the last paragraph of this report."

The report explained that the reason 1933 was chosen as a basis for comparison was because that was the year during which the property carried the minimum number of revenue passengers. It was pointed out that, from perusal of the figures, it might appear that the 1938 operations resulted less favorably than those of 1937; analysis of the 1938 statement shows, however, that such was

Cost of education of bus drivers	\$ 1,365.07
Cost of week's holidays for workers	
In summer of 1938	4,080.00
Cost of checking traffic	1,417.76
Paid for pensions	1,017.50
Cost of Statistical Dept.	1,296.57
Cost of increase in wages put into effect on Jan. 1, 1938	3,629.26
Cost of preparing on the premises of the company, drive-way for the operation and storage of buses, remodeling car barn into garage and installing therein the necessary shop lighting and heating system including cost of fencing the property of the company to prevent theft and the purchase of shop machinery and tools to repair and maintain buses	6,523.38
Reserve for depreciation for the miles operated during the year by buses	12,241.25
Reserve for the equalization of bus maintenance throughout the life of the buses	6,120.00
Reserve for the purchase of new transportation equipment	26,339.20
Total	\$64,480.49

In dealing with economies effected, the report noted that there had been recovered from the sale of scrap the sum of \$80,648.52, which was in excess of the estimate of revenue from this source. It also said that unnecessary heads of departments have been removed, and that, to save money for the property,

the members of the Board had assumed extra duties. It was noted that many passengers, who previously were carried free, are now paying the regular fare.

Insurance—Mr. Furlong stated:—"A reserve should be set aside as soon as possible in the sum of approximately \$50,000 to enable us to carry our own insurance, as I am confident that as soon as this is done we can effect a saving in cost of insurance of at least \$10,000 per year."

Fares—Prefacing remarks as to fares, it was pointed out that tokens should be used instead of tickets, and that a saving of approximately \$4,000 a year could be effected by the change; it was added, however, that before such a change can be made, a reserve will have to be set aside to buy tokens, and to buy and install the latest type fare-boxes for the use of tokens, to replace the antiquated fare-boxes now employed. It was added:—"However, this cannot be done until such time as our fares have been established at the final possible lowest rate, which rate cannot be determined until the system is completely organized and all new equipment has been paid for, after which time the amount of adequate reserves for first class operation can be determined, the result of which will determine the fare. We are anxious to reduce fares and have advertised to that effect, but a reduction in fares at this time will greatly interfere with the financial ability of the company, retard the progress we have made to date, and interfere with the progress we expect to make in the future."

"So far as five-cent fares are concerned, our investigation shows conclusively that such cannot be done, except at the expense of the taxpayer, in cities having a population of 75,000 or over."

Dealing with the practicability of fare reduction, the report quoted from the report of a committee of the American Transit Association, in which it was said that "a city-wide fare as low as five is generally impracticable, despite its apparent advantages, unless accompanied by community participation."

The report also quoted from a report made by the Federal Electric Railway Commission to U.S.A. President Wilson, in 1920, which referred to the lack of financial ability of the electric railway industry as a whole. That report said in part:—"The electric railway industry as it now exists is without financial credit and is not properly performing its public function. This condition is the result of early financial mismanagement and economic causes accentuated by existing

way is to be sacrificed, public control must be flexible enough to enable them to secure sufficient revenues to pay the entire cost of the service rendered, including the necessary cost of both capital and labor."

Dealing further with the fare situation, Mr. Furlong referred to the oft-repeated statement that a return to the old 5c fare, almost universal before 1918, would bring back departed revenues to street railway companies, and then said that individuals who make this statement forget that the nickel today will go only about half as far for operator and material as it did in pre-war days. Trans-

the process of being refunded. Until all the defaulting municipalities have been refunded, the matter cannot be dealt with intelligently.

"There are some amendments to the legislation affecting this company which should be made to simplify our method of accounting and respecting reports which we are now obligated to send to the trustee for mailing to each municipality at the end of the year. We have under consideration the type of amendment which we propose to ask for and will submit it to you later."

"We call your attention to the fact that we gave to the City of Windsor \$2,500 to apply towards the cost of improving the pavement on Sandwich Street between Brock Street and the Salt plant where that part of the street upon which the street car tracks were laid became in very bad condition and the work done by the city there was, in our opinion, very necessary."

"We also gave to the City of Windsor the ballast under open trackage within the City of Windsor."

"We also gave to the Town of River-side the ballast under open trackage from the west limit of the town to St. Rose Avenue."

"We also donated to the Town of Amherstburg the sum of \$500 to apply towards the cost of improving Sandwich Street where our street car tracks had existed."

"The said moneys so contributed were deducted from the proceeds received from the sale of scrap."

Accumulated Depreciation Written Off

—After stating that it is the intention of the management to continue replacement of electric railway operation by bus operation until the whole system is converted, Mr. Furlong pointed to the fact that the 1938 balance sheet makes evident that there was written off, by way of amortization of assets, the sum of \$5,821,326.97. He gave an explanation as to why this was necessary, pointing out that because of depreciation which had not been taken care of in preceding years, it was necessary to make the large write-off in 1938 to make possible an accurate portrayal of the financial status of the property. He said:—"When a street car or any other asset is purchased and used, it commences to depreciate and become less valuable during each day of use. In other words wear and tear continually takes its toll. Such wear and tear costs money, and good accounting demands that a reserve for depreciation be set up each year to offset the loss incurred by wear and tear, it would have been sold at a loss."

Canadian Transit Association

Honorary President: R. G. Ivey, K.C., President, London Street Ry. Co.

Honorary Vice President: Acton Barrows, Founder and President, Acton Barrows Company, Publishers, Canadian Transportation.

Honorary Advisory Council: E. Anderson, K.C., President and General Manager, Winnipeg Electric Co.; V. Casson, Chairman, Montreal Tramways Commission; G. Gordon Gale, M.Sc., M.E.I.C., President, Hull Electric Co.; Wm. C. McBrien, Chairman, Toronto Transportation Commission; W. G. Murfin, M.I.E.E., President, British Columbia Electric Ry. Co.; J. E. Tanguay, General Manager, Quebec Railway, Light & Power Co.

President: E. W. Arnott, Transportation Manager, British Columbia Electric Ry. Co.

Vice President: E. B. Walker, General Superintendent, Canadian National Ry., Electric Lines.

Treasurer: G. E. Waller, Manager, Hamilton Street Ry. Co. and Guelph Radial Ry.

Executive Committee: The President, the Vice President, the Treasurer, the immediate past President (R. N. Watt, Vice President and Managing Director, Montreal Tramways Co.), and: M. Ahearne, Manager, Ottawa Electric Ry. Co.; D. E. Blair, B.Sc., M.E.I.C., General Manager, Montreal Tramways Company; C. H. Dahl, Vice President, i/c Operation, Winnipeg Electric Co.; W. S. Hart, Vice President, Quebec Ry., Light & Power Co., and President, Provincial Transportation Co.; J. H. Hayes, B.Sc., M.E.I.C., Manager, Nova Scotia Light and Power Co.; W. J. Leitch, Assistant General Manager, Quebec Ry., Light & Power Co.; H. McLeod, Vice President and General Manager, Provincial Transportation Co.; H. C. Patton, General Manager, Toronto Transportation Commission; L. Tait, Manager and Secretary-Transport, London Street Ry. Co.

Auditor: H. J. Curtis, Treasurer, Provincial Transportation Co.

General Manager: George S. Gray, B.Sc., Special Engineer, Toronto Transportation Commission, 38 Yonge Street, Toronto 2.

Official Organ: Canadian Transportation, 79 Bond Street, Toronto 2.

Annual Meeting: August 9 and 10, 1939, at Vancouver.

November 1938

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portation company wages, for instance, he said, are just about twice as high now as they were then. He referred to the fact that several Canadian properties have experimented with the 5c fare during the past few years, and, without exception, experienced a moderate increase in the number of revenue passengers carried, but a decrease in passenger revenue.

Financial Relationships—In dealing with relations with outside municipalities interested in the company and its service, the report stated:—"At this time we refrain from commenting upon or taking into consideration whatsoever the debt of the railway and the obligations in respect thereto of the municipalities interested, namely, Amherstburg, LaSalle, Sandwich West, Ojibway, Windsor, Riverside, Tecumseh and Sandwich East. Windsor has been refunded. We understand that Sandwich East, Riverside, LaSalle and Sandwich West are now in

which the street car tracks were laid became in very bad condition and the work done by the city there was, in our opinion, very necessary.

"We also gave to the City of Windsor the ballast under open trackage within the City of Windsor.

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Baltimore Transit Co. placed its second trolley bus route in operation, recently, in Baltimore, Md. The new route replaces an electric railway shuttle service.

MARCH 1939

Bus Replacement of Electric Railway Cars in Windsor

The conversion of the Sandwich, Windsor and Amherstburg Ry. Co. property from electric railway to bus operation, begun March 21, 1938, proceeded rapidly throughout 1938, with the result that, at Oct. 31 last, the end of the property's 1937-38 fiscal year, all routes except two had been converted to bus operation.

Under the heading "Windsor Nears State of being an 'All Bus' City", an article appeared in Canadian Transportation for November last, in which was described the progress which had been made to about the middle of September in the substitution of bus service for electric railway service on S. W. and A. Ry. Co. routes in Windsor, Ont., and vicinity. The plans for changing from electric railway to bus service on the property, which serves Windsor and a number of adjoining municipalities, were formulated soon after the present direc-

Route	No. of Buses	Approx. Date Installation
1. Amherstburg	3	March 21, 1938
2. Salt Block Sub-Line	1	March 31, 1938
3. Tecumseh	2	May 1, 1938
4. Riverside	5	May 1, 1938
5. Howard	2	June 19, 1938
6. Ouellette	4	July 7, 1938
7. Bruce	1	July 7, 1938
8. M.C.R.	1	July 31, 1938
9. Campbell Ave.	1	July 31, 1938
10. Sanatorium	1	July 31, 1938
11. Parent Ave.	3	Sept. 30, 1938
12. Seminole	2	Sept. 30, 1938
Spares	3	
Total	30	

Only two routes remained with electric

follows:—May, 24,000; June, 41,000; July, 45,000; August, 41,000.

Portions of the report, dealing with the work of replacing the electric railway cars by buses, are given in the precise language of the report in the following.

It was said:—"To accomplish the substitution of buses for street cars, it took careful planning and considerable courage and patience. Bids had to be obtained for the sale of scrap so that contracts for the sale of the same could be entered into for the purpose of obtaining money to use for the purchase of buses. The employment of inspectors to supervise the scrapping was necessary to protect the company's interests. We had to decide on the type of bus to be used. We had to prepare a place to service, maintain and repair buses, and in order to save the expense of building a garage, we converted one of the car barns already on the company's premises into a garage and equipped it properly to repair, service and maintain buses. A gasoline tank and pump were installed. A road was constructed through the property in the rear of the car barns for the storage of buses when not in use. Washing facilities were improved to take care of the buses.

"Street car mechanics had to be educated to service and repair buses. Street car operators had to be taught to drive buses. The property in the rear of the car barns had to be fenced in to prevent theft which had been going on for years. Key men had to be educated to act as teachers.

"Checking System—A checking system was established to check traffic in a manner which would keep us daily in touch with traffic demands so that in case of a reduction in traffic, our service could be reduced, thereby saving us money, and in case of an increase in traffic, the service could be increased as required.

"Waiting Room—The downtown waiting room was moved from the corner of Ferry and Sandwich Streets to the center of the first block on Pitt Street West to save rent and to have it closer to Ouellette Avenue, the central business street in Windsor. This waiting room is essential because it is used as a ticket office and a place where operators can obtain change and tickets for sale on their trips, and for the general convenience of our inspectors, and a place of transfer for our patrons.

"Holidays with Pay—For the first time in the history of the company, we gave our workers a week's holiday last summer with pay.

"Pensions—Some of our men who had



A Bus Embarking and Discharging Passengers on a S. W. & A. Ry. Route.

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The annual report of the company, covering the 1937-38 fiscal year, was submitted to the Ontario Municipal Board, recently, by Mr. Furlong, and much of it deals with the progress made in the re-organization of the system as a bus operating transit enterprise. As stated above, the first move toward the replacement of the electric railway cars by buses was made on March 21 last; the bus operation was gradually increased, until, on Oct. 31 last, buses were in operation on 12 routes, with 30 vehicles employed, three as spares. The

railway cars in operation, viz., the Crosstown and the Erie, these being the routes of heaviest traffic in Windsor.

In the 1937-38 fiscal year, the vehicle miles operated on the property were:—By electric railway cars, 1,882,598; by trucks, 6,658, and by buses, 596,334, making total vehicle mileage of 2,485,590.

On the buses, the fare is 10c cash, with three tickets for 25c, while on the electric railway cars the fare is 10c cash with four tickets for 25c. Reduced rates are in effect for children.

In the summer of 1938, the S.W. and A. Ry. Co. suffered a material reduction in traffic, due to economic conditions which prevailed in Windsor at the time, but it is worthy of note that the greatest traffic reduction was on the Crosstown line, where street cars remained in

article appeared in Canadian Transportation for November last, in which was described the progress which had been made to about the middle of September in the substitution of bus service for electric railway service on S. W. and A. Ry. Co. routes in Windsor, Ont., and vicinity. The plans for changing from electric railway to bus service on the property, which serves Windsor and a number of adjoining municipalities, were formulated soon after the present direc-

ROUTE	VEHICLES	DATE
1. Salt Block Sub Line	1	March 31, 1938
2. Tecumseh	2	May 1, 1938
3. Riverside	5	May 1, 1938
4. Howard	2	June 19, 1938
5. Ouellette	4	July 7, 1938
6. Bruce	1	July 7, 1938
7. M.C.R.	1	July 31, 1938
8. Campbell Ave.	1	July 31, 1938
9. Sanatorium	2	July 31, 1938
10. Parent Ave.	3	Sept. 30, 1938
11. Seminole	2	Sept. 30, 1938
12. Spares	3	
Total	30	

Only two routes remained with electric



A Bus Embarking and Discharging Passengers on a S. W. & A. Ry. Route.

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Portions of the report, dealing with the work of replacing the electric railway cars by buses, are given in the precise language of the report in the following.

It was said:—"To accomplish the substitution of buses for street cars, it took careful planning and considerable courage and patience. Bids had to be obtained for the sale of scrap so that contracts for the sale of the same could be entered into for the purpose of obtaining money to use for the purchase of buses. The employment of inspectors to supervise the scrapping was necessary to protect the company's interests. We had to decide on the type of bus to be used. We had to prepare a place to service, maintain and repair buses, and in order to save the expense of building a garage, we converted one of the car barns already on the company's premises into a garage and equipped it properly to repair, service and maintain buses. A gasoline tank and pump were installed. A road was constructed through the property in the rear of the car barns for the storage of buses when not in use. Washing facilities were improved to take care of the buses.

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"Holidays with Pay—For the first time in the history of the company, we gave our workers a week's holiday last summer with pay.

"Pensions—Some of our men who had served the company for many years and had reached an age where they were unfit to operate buses, and not being in the company's pension fund, were pensioned at the expense of the company.

side linings were drilled with $\frac{1}{2}$ in. holes to permit air circulation and avoid moisture accumulation.

To provide the utmost comfort for passengers, the Brill seats (manufactured by an affiliate of A.C.F. Motors Co., The J. G. Brill Company of Philadelphia, Pa.) include several features. All seats, in-

cluding the driver's, have Dunlopillo cushions. The leather upholstery is unpleated, and the aisle end of cross seats and the open end of longitudinal seats are fitted with soft rubber-filled, leather-covered arm rests. The frames of the seats are tubular, and the top rail is of stainless steel jacketed tubing.

Luminator lighting fixtures provide illumination, using 15-candlepower lamps.

To improve visibility for the public, a side-destination sign is provided, in addition to the usual front destination sign.

Bus Replacement of Electric Railway Cars in Windsor

The conversion of the Sandwich, Windsor and Amherstburg Ry. Co. property from electric railway to bus operation, begun March 21, 1938, proceeded rapidly throughout 1938, with the result that, at Oct. 31 last, the end of the property's 1937-38 fiscal year, all routes except two had been converted to bus operation.

Under the heading "Windsor Nears State of being an 'All Bus' City", an article appeared in Canadian Transportation for November last, in which was described the progress which had been made to about the middle of September in the substitution of bus service for electric railway service on S. W. and A. Ry. Co. routes in Windsor, Ont., and vicinity. The plans for changing from electric railway to bus service on the property, which serves Windsor and a number of adjoining municipalities, were formulated soon after the present direc-

Route	No. of Buses	Approx. Date Installation
1. Amherstburg	3	March 21, 1938
2. Salt Block Sub Line	1	March 31, 1938
3. Tecumseh	2	May 1, 1938
4. Riverside	5	May 1, 1938
5. Howard	2	June 1, 1938
6. Dorchester	4	June 1, 1938
7. R.C.R.	1	July 1, 1938
8. Cambridge Ave.	1	July 1, 1938
9. Sandwich	1	July 1, 1938
10. Sandwich	2	July 31, 1938
11. Sandwich	2	Sept. 1, 1938
12. Sandwich	3	Sept. 1, 1938
Total	30	

Only two routes remained with electric

follows:—May, 24,000; June, 41,000; July, 45,000; August, 41,000.

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It was said:—"To accomplish the substitution of buses for street cars, it took careful planning and considerable courage and patience. Bids had to be obtained for the sale of scrap so that contracts for the sale of the same could be entered into for the purpose of obtaining money to use for the purchase of buses. The employment of inspectors to supervise the scrapping was necessary to protect the company's interests. We had to decide on the type of bus to be used. We had to prepare a place to service, maintain and repair buses, and in order to save the expense of building a garage, we converted one of the car barns already on the company's premises into a garage and equipped it properly

MARCH, 1939

"We inaugurated workers are to be r of 65.

"Inspection—We l system of continu drivers and mechan efficiency of both wh duce the cost of ol the safety of the put dent rate and, we h of insurance.

"Maintenance and serve—We have cre an ample reserve o for depreciation on c for the miles operat and properly charge expense.

"Realizing that c more for maintenance grow older, we ha aside out of 1938 cal equalization of bus reserve will offset at tenance during the of the buses.

"No depreciation aside with regard t much as their reven rant the same, and their life has been c

"Reserve for N have set aside a r earnings for the pu ment.

"Wage Increases— tion to the fact the January, 1938, certai were put into effect the 1938 expenses o

"Extent of Bus October 31, 1938, v 30 buses and 10 order."



Steady Improvement on Windsor, Ont., Property

The Sandwich, Windsor and Amherstburg Ry., with electric railway operation replaced by bus operation, had the largest annual net revenue of a decade in the fiscal year ended Oct. 31, 1940.

RECENTLY, W. H. Furlong, K.C., Chairman of the Board of Directors, and General Manager, S. W. and A. Ry. Co., submitted his annual report, for the 1939-40 fiscal year, to the Ontario Municipal Board. After pointing out that the directors had continued to pursue the policy outlined in the report submitted Sept. 22, 1938, Mr. Furlong stated that in the 1939-40 fiscal year revenue passengers carried were 9,793,324, an increase of 1,633,986 over the number carried in the 1938-39 fiscal year. He said:—"The figures reflect a continuous increase in business throughout the year, due to our new modern equipment, improved service, more frequent headways and the great industrial expansion brought about through the manufacture of war materials, which has greatly increased employment in the district which our company serves."

Considerable progress has been made by the company in the fiscal years ended Oct. 31, 1931 to 1940; in the first three of those years, operating deficits, before depreciation, were experienced, while in the remaining seven there were operating surpluses before depreciation, these surpluses having been greater than before in the 1938-39 fiscal year (in which operation was partly by electric railway car and partly by bus, but mostly by bus), and in the 1939-40 fiscal year (when operation was all-bus). In the 1937-38 fiscal year, there was some bus operation, but most of the service was given by electric railway car. The net result in each fiscal year was as exhibited by the accompanying table.

Mr. Furlong mentioned that he became chairman of the company in February, 1938, when the fiscal year was more



W. H. Furlong, K.C.,
Chairman of the Board, and General Manager,
Sandwich, Windsor and Amherstburg Ry. Co.

than one-quarter gone, and although he and his fellow directors developed plans to cut down losses, they were not able to make them effective soon enough to secure much result in the fiscal year ended Oct. 31, 1938. In fact, it was noted, it was not until May, 1939, that

all electric railway operation was eliminated. The fiscal year ended Oct. 31, 1940, it was emphasized, was the first complete fiscal year in which the property was operated wholly with buses.

Mr. Furlong went on to emphasize that the operating surplus before depreciation merely constitutes a fund to be drawn on for the payment of further expenses, saying:—"Since 1938 the above figures show an increase in surplus after operating expenses, but before reserves of any kind are set aside, except an insurance reserve of \$10,000.00 in the year 1940. I must point out that an operating surplus is not a net profit, but is a fund out of which reserves necessary for sound financial operation must be set aside, the most important of which is a reserve for depreciation. The said surplus of \$158,205.37 is somewhat more than is sufficient for a reserve for depreciation in connection with our operation for the said fiscal year, but like all our surplus earnings since I have taken office, must be used to pay the cost of the new equipment and other essentials which we have had to acquire from time to time, until such time as the same has been fully paid for, after which time all said surpluses will necessarily have to be used to build all proper reserves which should have been set aside in connection with bus operation in the past, and for their maintenance in the future in order to insure sound financial operation."

The chairman pointed to many improvements in the property which were effected in the fiscal year ended Oct. 31, last.

New Terminal—He pointed to the fact that an arrangement was entered into with Greyhound Company, whereby the S. W. and A. R. is provided with a central bus terminal, into and out of which all of the company's lines, with the exception of the Crosstown line, are routed, and the Crosstown line passes within 200 ft. of the terminal. This

S. W. & A. R. Operating Results, 1931-40			
Type of Operation	Year Ended Oct. 31	Operating *Surplus	Operating *Deficit
Electric Railway cars	1931		\$10,190.32
" " "	1932		1,018.93
" " "	1933		832.66
" " "	1934	\$22,735.40	
" " "	1935	41,657.93	
" " "	1936	49,038.62	
" " "	1937	56,820.40	
" " "chiefly	1938	45,724.33	
Buses chiefly	1939	90,254.17	
Buses wholly	1940	158,205.37	

*Before depreciation.

February 1941

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Buses chiefly	1940	154,205.37	
Buses wholly			

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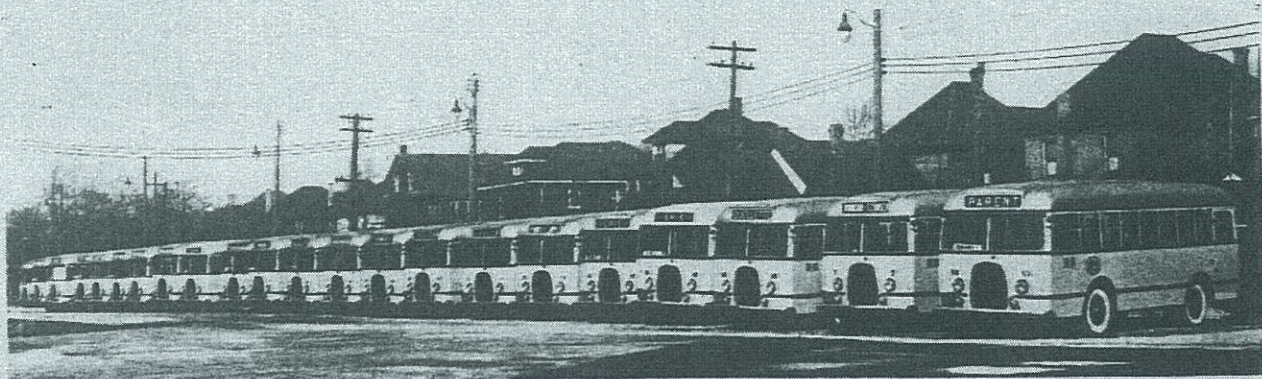
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A Part of the Bus Fleet Serving Windsor, Ont., and Adjacent Municipalities.
The S. W. and A. Ry. Co. is now providing service with 83 of these Ford transit type buses.

February 1941

Property

*operation replaced
fiscal year ended*

ic railway operation was eliminated. The fiscal year ended Oct. 31, 1940, was emphasized, was the first fiscal year in which the property operated wholly with buses.

Furlong went on to emphasize operating surplus before depreciation constitutes a fund to be used for the payment of further expenses, saying:—"Since 1938 the above show an increase in surplus after depreciation expenses, but before reserves of this kind are set aside, except an operating reserve of \$10,000.00 in the fiscal year ended Oct. 31, 1940. I must point out that an operating surplus is not a net profit, but a fund out of which reserves are set aside, the most important of which is a reserve for depreciation. The operating surplus of \$158,205.37 is somewhat more than is sufficient for a reserve for depreciation in connection with our property for the said fiscal year, but our surplus earnings since I have been in office, must be used to pay the cost of new equipment and other essential items which we have had to acquire from time to time, until such time as the same are fully paid for, after which time operating surpluses will necessarily have to be used to build all proper reserves which should have been set aside in connection with bus operation in the past, and their maintenance in the future in order to insure sound financial operation."

The chairman pointed to many improvements in the property which were made during the fiscal year ended Oct. 31, 1940.

Terminal—He pointed to the fact that a new arrangement was entered into with the Greyhound Company, whereby the property and A. R. is provided with a new bus terminal, into and out of which all of the company's lines, with

terminal was fully described, and illustrated, in Canadian Transportation for September last, beginning on pg. 475. Mr. Furlong mentioned in his report that he had been told that this bus terminal is the first of its kind in North America; he added that it is valuable to the company for the service it renders to the public and for the economy which it makes possible in the operation of the company's bus routes.

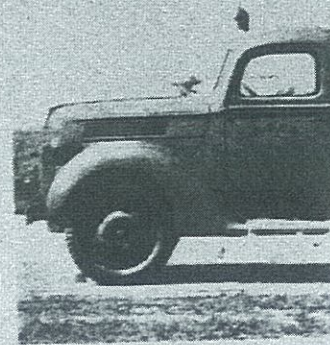
New Office Building—The report stated:—"The construction of a new office building has been commenced. Such a building has been sorely needed for years. The old office building was provided at a time many years ago when the business of the Company was operated by the D. U. R. and was very small. In the rear of the old office building was a freight shed and as time went on and more office space was required, makeshift rooms were made in the freight shed to accommodate the staff. The time arrived long ago when all space, even in the freight shed, was exhausted, and at present the old office building is not large enough to house the employees which we require to carry on our office work. The vault space is inadequate. There is not sufficient room for the proper performance of employees' duties. There are not proper sanitary accommodations, and it is detrimental from a health standpoint. It is a fire trap. We need new fare boxes very badly, but we cannot install them without considerable additional office space which would be required for the operation of a new system of fare collection necessary upon installation of same and we need the land upon which the building is situated very badly for parking space for buses waiting to be serviced. After careful consideration we found that it would be unwise and too expensive to attempt to renovate and enlarge the old building and that it would be more economical to build a modern fire-proof building of a larger capacity and in such a manner as to permit further enlargement in the future as the business of the Company demands, with little expense. The new building will be completed in the early part of 1941. At that time we will be able to bring about further economies by the installation of new fare boxes."

February 1941

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Other improvements to the property, which Mr. Furlong noted, included the installation of a fire alarm system, which has reduced the fire hazard; the installation of a degreaser, which increases the speed and thoroughness and reduces the cost of maintenance work; the installation of a stoker which materially reduces fuel consumption; laying of a new floor in the storeroom and of a new reinforced concrete floor in the east half of the east bus garage; installation of a hot water tank to ensure a supply of warm water for the washing of buses at all times; the installation of permanent bus signs at the majority of the bus stops throughout the city, saving the cost of painting the pavement each year; construction of two large gasoline storage tanks; the acquisition of a new service truck for use in the servicing and maintenance of buses, and acquisition of a 4-wheel drive truck equipped with snow plough, to enable the clearing of routes in the event

A.T.A. of Ontario Gift Ambulance.



of sudden snow storms; the provision of additional parking space adjoining the bus terminal, through purchase of one parcel of property and leasing of another, and paving of both; acquisition of this property enables the company to carry on operation in the terminal area without any parking of buses on the streets; completion of grading of rear ends of yards and painting of all shop buildings and fences; the training of shop employees in regular fire drill; commencement, after considerable study, of changing of former system of transfers to a newer and more modern method.

Insurance Premiums Reduced — Mr. Furlong pointed out that, due to the improvements which have been made and to the cleanliness which is maintained throughout the company's premises, two reductions in fire insurance premiums were secured during the year; also, due to the careful training and efficient driving of the company's bus drivers, and to the continuous supervision exercised over them, a considerable reduction in public liability insurance premium was obtained.

More Buses Bought — The report pointed out that, due to the large increase in the number of passengers carried during the fiscal year ended Oct. 31 last, it was necessary to spend an additional \$100,000 for new buses, without which the traffic could not have been handled; this obligation must be met out of earnings, in accordance with the terms of the purchase agreement. If passenger traffic continues to increase, even more buses will have to be secured.

Future Prospects — Mr. Furlong noted that he and his brother-directors realize that a large proportion of the traffic increase is abnormal in nature, resulting from manufacture of war materials, and sight is not being lost of the fact that sooner or later conditions will return to normal and possibly to subnormal. Then, he said, the directors must be prepared