

TORONTO

AND

YORK

RADIAL

The Metropolitan Division of the Toronto and York Radial Ry., on Yonge St., Bond Lake, Ont., and arrangements have been made for a connection with the C.P.R. at King station, for dealing with freight.

Southwestern Traction Co.—The by-law concerning the agreement between St. Thomas and the company respecting the extension of the city's street railway, was carried by a vote of 453 to 22. Construction between St. Thomas and Port Stanley, Ont., will be pushed. (July, pg. 315).

Toronto and York Radial Ry.—The Metropolitan Division is being extended northward from the present terminus at Newmarket, through Queensville, Sutton and Jackson's Point to Jackson's Point on Lake Simcoe, about 25 miles. Ewen Mackenzie is the contractor, the company supplying materials, such as steel, ties, etc. The rails are T pattern, 60 lbs. to the yard, and purchased in England. It is expected that the track will be laid this season. A station building has been completed at the junction of the line with the Schomberg and Markham Ry., near Bond Lake, and additional equipment is being installed in the power house at Bond Lake. The question of doubling the line for some distance north of the C.P.R. tracks on Yonge St., is being discussed with the municipal authorities. (July, pg. 315).

Toronto Ry.—The City Council is asking

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proposals are under consideration.

Electric Ry.

Toronto and York Radial Ry.—The company has completed an arrangement for the collection and delivery of parcel freight from and to its various lines.

Work on the extension of the Metropolitan Division from Newmarket to Jackson's Point on Lake Simcoe is being proceeded with, and it is expected that it will be opened for traffic early in the summer. The power plant is to be increased from 1,500 to 3,000 h.p., in preparation for the opening of the extension.

Arrangements are being made for a survey to be carried on during the winter for an extension from Jackson's Point to Beaverton.

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Toronto Ry.—Car earnings for Sept., \$308,-
113.75, against \$282,672.32 for Sept., 1905.

Toronto and York Radial Ry.—The Ontario Railway and Municipal Board has approved the plan of the deviation of the line in Newmarket, Ont. The line is being moved from the main street and carried through the town a little to the west. The new line will pass through the middle of the market, and will avoid the 8% gradient on the main street. By the new line the grade will be only 2% at the north of the town. Where the road runs northeast and goes through the manufacturing district, it will be carried over the G.T.R. tracks by an overhead bridge. (July, pg. 413.)

Westminster and Chilliwack Ry.—The Dominion Parliament will be asked next session for an act incorporating a company with this

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boiler and other apparatus has been installed at the power house at Sydney, N.S.

Three Rivers, St. Maurice, Maskinonge and Champlain Electric Ry. — Application will be made at the current session of the Dominion Parliament for the incorporation of a company with this title, to construct a railway from Three Rivers, westerly to Maskinonge, Que., and easterly from Three Rivers to St. Anne de la Perade, to be operated by electricity, with power to develop electrical power and to dispose of the same to municipalities and factories.

Toronto and Hamilton Ry. — Application will be made during the current session of the Dominion Parliament for an act authorizing the company to issue part of its stock as preference stock.

Toronto and York Radial Ry. A station has been opened on the Metropolitan Division north of the C.P.R. track, Yonge St., Toronto. It is intended to provide stations at Richmond Hill, Aurora, and Newmarket. A survey for the extension of the line from its present terminus at Newmarket to Jackson's Point on Lake Simcoe is being made by Jas. McDougall.

Track has been laid on the extension of the Scarborough Division from the Halfway House for about two miles, and track on the remaining three miles of the extension will be laid in the spring. The cars are being operated from the Woodbine, Toronto, to the end of the truck on the extension. Negotiations which had been in progress with Whitby, Ont., for a franchise have been abandoned, the point of difference being the length of the franchise term, the company asking for a perpetual franchise. (Dec., 1904, pg. 431.)

Finance, Meetings, etc.

British Columbia Electric Ry. Railway earnings for Nov.: Vancouver, \$18,517; Victoria, \$10,777; New Westminster, \$10,749; total, \$40,043, against \$33,803 for Nov., 1903. Gross earnings: railway and lighting, \$82,025, against \$72,343 for Nov., 1903. Working expenses, \$13,530; renewal fund, \$6,695; net income, \$31,791, against \$10,167, \$4,088 and \$27,188 respectively for Nov., 1903. Aggregate net earnings for five months ended Nov. 30, \$151,813, against \$121,013 for same period, 1903.

January 1905

September, 1923

Block Signal Installation, Hydro Electric Railways, Toronto & York District, Metropolitan Division.

The portion of the Hydro Electric Railways, Toronto & York District, Metropolitan Division, from the southern terminus at the Toronto city limits to Morgan's siding, mile 4.78, is being equipped with a block signal system. There will be 5 blocks, as shown in the accompanying plan. In addition, signals, with manually operated levers to change the indications of the signals at either end of the block, will be located in 1, 3 and 5.

The signals to be used Nachod type CD, will indicate to the motorman if the block is clear, let him know when he has set the stop signal at the other end of a block to prevent an opposing car from entering it at the other end, and give each motorman an indication that he is protected in entering, in the meanwhile holding stop signals against opposing cars. The system is a permissive one, in which several cars may follow through the same block, as desired, such permissive operation being generally required in modern electric railway practice, except on very short blocks.

On a typical siding-to-ending block, the signal is located along the single track near the switch point, with a setting contactor one or two spans back of the signal. This permits the motorman, before

that point, and will operate as follows: if the block is unoccupied, a southbound car, on passing the contactor at signal 3, will set signals 1 and 2 at stop. If the car leaves the main line at the spur at signal 2, all signals will clear in the same manner as if the car had left the block at the south end. If the car is to re-enter the block from the spur, the manually operated lever, close to signal 2, will put either signal 1 or 3 at stop as desired, and prevent cars from entering the block. If the car is to continue south, signal 1 will be put in stop position, if the car is to return north, signal 3 will be put in stop position. When the car has left the block, the signals assume the neutral position in the same way that they would if the manual indications had not been given. If, while the car occupied the spur, signal 2 went to stop position, it would indicate that the block had been occupied by another car, and the main line could not be again entered until the signal had been cleared. The intermediate signals at Bowden, to provide for switching movements on the spur and tracks connected thereto, and at mileage 3 1/2, to provide for reversing movements of local cars, will operate on the same principle. The signal system is so designed that up to 15 cars may

extracted by bent wire hooks tipped with rubber cement, and were then disposed of through various agencies.

Samuel Thompson and George Wood, conductors, were charged with stealing tickets and were arrested, and James Esson, motorman, was arrested charged with receiving tickets knowing them to have been stolen. The three were taken before R. M. Noble, a city magistrate, on Aug. 10, and pleaded guilty, and on the following day were each sentenced to 10 days imprisonment. The sentences were, in Canadian Railway and Marine World's opinion, entirely inadequate. Whatever other considerations might have weighed with the magistrate in thinking 10 days imprisonment sufficient punishment for a systematical robbery, extending over a lengthened period, the only ones he mentioned were their loss of position and disgrace. While there is a good deal to be said in favor of considering these two factors as being of themselves adequate punishment for infractions of the moral laws, it requires something more than sentimental punishment to impress law breakers with the enormity of their offence, and the sentences of ten days imprisonment were altogether out of proportion to the gravity of the crime.

The company's platform men are reported to have met on Aug. 10 and passed

a resolution endorsing the prosecu-

tion, and generally disclaiming knowl-

edge of the thefts.

