PETEROROUGH RADIAL RAILWAY.

[illegible] Jan., pg. 96.)

Peterborough **Radial Ry.**—Application will be made to the Ontario Legislature for an act extending the time for the completion of the lines already authorized, and granting permission to construct an extension of the line from Clear Lake through Douro, Dummer and Smith tps., or either of them, to Stoney Lake.

January
1909

farm, Ottawa, including cost of fence.

Peterborough Radial Ry.—By an act under consideration by the Ontario Legislature, the company is asking for an extension of five years for the completion of the lines authorized.

Port Arthur and Fort William Electric Ry.

April 1909

its line in Hull. (Mar., pg. 145.)

Peterborough Radial Ry.—We were officially advised April 13 that nothing had been definitely settled about any track extensions in the city, with the exception of lifting a piece of track and replacing it as soon as the city paves the street from the C.P.R. south to Romaine St.

Quebec Ry., Light & Power Co.—We

The Peterboro Radial Ry. has ordered three single truck pay-as-you-enter cars, mounted on 27-E trucks, and one double broom snow sweeper, from the Ottawa Car Co., for delivery by July 15.

J. E. Hutcheson, Superintendent and Purchasing Agent, Ottawa Electric Ry.

MARCH 1911

a mile, and to extend the time for the completion of the road.

The Peterborough Radial Ry. is applying to the Ontario Legislature to increase its power to issue bonds, debentures or other securities, from $20,000 to $35,000 a mile of single track.

February 1914

Peterborough Radial Ry.—We are officially advised that it is proposed to spend about $40,000 on the line during this year. The bulk of this will be expended upon one mile of track in the central portion of the city, which will be entirely renewed, owing to the City Council laying pavements on the streets on which the line runs. The work will consist of laying 80-335 Lorain sections, and 80 lb. A.S.C.E. section rails, with brick pavement between rails and four bricks wide on the outside. A siding will be laid to the C.P.R. station, on which it is proposed to operate a car which will meet inbound C.P.R. trains and afford passengers direct street car service to all parts of the city. It is also proposed to reduce the headway between cars from 15 minutes to 12 minutes, and later on to 10 minutes, by the addition of extra rolling stock on certain lines. The new track and other improvements will necessitate the purchase of about $8,000 worth of Y's, turnouts, steam road crossings and switches. All new work will be arranged to take both M.C.B. and street railway flanges, and new curves are being run to provide for the passage of freight cars around them. The company has in view the carrying on of a freight interswitching and transfer business between the steam railways and the industrial sites which they do not reach. (Feb., pg. 88.)

Regina Municipal Ry.—The commissioners

MAY 1914

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Bonaventure Station to St. Henri is settled.

Peterborough and Chemong Lake Branch.—The City of Peterborough is asking the Ontario Legislature to authorize the making of an arrangement with the G.T.R. for a lease to the Canadian General Electric Co. of a portion of the right of way of the Peterborough and Chemong branch line, as a right of way for a testing track for electric locomotives. This branch line extends from Peterborough to Bridgenorth, and has not been operated for a number of years.

Hamilton Improvements.—It is said that

Thursday 1915
MARCH

Tp. to Otonabee River, and from either of the first named starting points to Rice Lake. The capital stock was fixed at $500,000, and the head office at Peterborough. Further power was granted in 1906, to extend the line from Clear Lake through Douro and Dummer Tps., or Smith Tp., to Stony Lake, and in 1914, the company was empowered to issue bonds or other securities to the extent of $35,000 a mile for each mile of single track, instead of $20,000 as formerly authorized. The track actually built is all within the city limits of Peterborough and consists of 6.04 miles of main line. The last statistics available are for the year ended June 30, 1914, and show that the gross earnings from operation were $47,615, operating expenses $29,566; taxes, funded debt. etc., $6,690; net income $11,034; total car mileage 280,092; fare passengers carried 1,060,499.

Compensation for Injuries in the

April 1915

dissolution of the existing injunction.

Sale of Peterborough Radial Ry. and Allied Power Properties.

It was announced in Toronto, Mar. 10, that an agreement had been completed between the Ontario Government and the Electrical Power Co. Ltd., for the purchase of the latter's entire business and assets for $8,350,000, payable in 4% government bonds. Twenty-two properties are included in the purchase among which is the Peterborough Radial Ry Co., and it is stated that the amount mentioned as the purchase price represents the amount of cash invested in the enterprises. In making the official announcement in the Ontario Legislature, the Minister of Lands and Forests, said that the Government had for a long time proposed to serve central and eastern Ontario with power, but the question had arisen as to the water powers on the Trent River, and to secure control of these negotiations were opened with the Electrical Power Co., to acquire its holdings. The Hydro Electric Power Commission of Ontario intends to make the whole power of the Trent River available to the public on the same basis as obtains in western Ontario with Niagara power supplied through the commission. There are certain undeveloped power projects on the Trent River, for which the Dominion Government has been negotiating, and it expected that these will be obtained from the Dominion by the Province and incorporated under the one system. The companies included in the purchase are, Auburn Power Co.; Central Ontario Power Co.; City Gas Co., Oshawa; Cobourg Utilities Corporation; Cobourg Water and Electric Co.; Cobourg Gas, Light and Water Co.; Eastern Power Co.: Light, Heat and Power Co.,

April 1915

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The Peterborough Radial Ry. Co., was incorporated under the Ontario Companies Act, Mar. 17, 1902, to build and operate by electricity or other motive power except steam, a railway in Peterborough and Ashburnham and from either place through Lakefield and Douro or Smith Tps. to Clear Lake, and from Peterborough through Smith Tps. to Chemong Lake, and through Monaghan

April 1915

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March 1916

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March 1916

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The Peterborough Radial Ry. Co., was

pect to have 1,200 h.p. of 2,000 voltage for sale to power users.

PETERBORO' TO CHEMONG & LAKEFIELD.—It was stated in our last issue that the Cornwall Electric Ry. had submitted to the Town Council of Peterboro' a scheme for the construction of an electric railway from that town to Chemong & Lakefield, & that the Co. proposed to lease the Chemong & Lakefield lines from the G.T.R., convert them into electric roads & take over the freight business, the cost being roughly estimated at $350,000. Enquiry of the Cornwall Co. fails to elicit any information, but General Manager Hays, of the G.T.R., informs us that a proposition has been received from D. A. Starr, who is connected with the Cornwall Electric St. Ry., for leasing the Lakefield Branch to a company which he proposes to form, but that nothing has been determined in regard to the matter.

Intercolonial Ry.

The suburb of Britannia wants the Ottawa Co.'s lines extended to that place.

The Peterboro & Ashburnham St. Ry. & all property thereto belonging, including the franchise, was sold at Sheriff's sale, Sept. 12, at the suit of James White, to Messrs. Hazlitt, Bradburn & Stevenson & the Walsh Estate, for $20,000. These parties are members of the present Co., & hold a judgment against the road for $30,000. The cars are now being operated.

St. Catharines, Merritton and Thorold. A change has taken place

ound trip tickets for both sides of the river.

Peterboro' to Chemong & Lakefield.—In reference to what we said about this project in our May issue, page 80, it may be added that the town of Peterboro' offered a bonus of $20,000 to the project, but hedged it round with so many provisos that the promoter of the scheme could not see his way clear to accept it. The matter at present is in statu quo, & will probably remain so until the money market gets easier. (Official).

St. Thomas Electric Ry.—A correspondent writes: "There is one thing I have been anx-

One-Man, Safety Cars, on Peterborough Radial Railway.

The Peterborough Radial Ry., which is owned by the Ontario Government, and is operated by the Hydro Electric Power Commission of Ontario, placed in service recently two one-man, safety cars, which have the following general dimensions, etc.:

Length over all	27 ft. 9½ in.
Width over all	7 ft. 8 in.
Height overall	9 ft. 9⅝ in.
Height of rail to floor	2 ft. 8 15-16 in.
Wheel base	9 ft. 0 in.
Wheel size	24 in.
Seating capacity	84

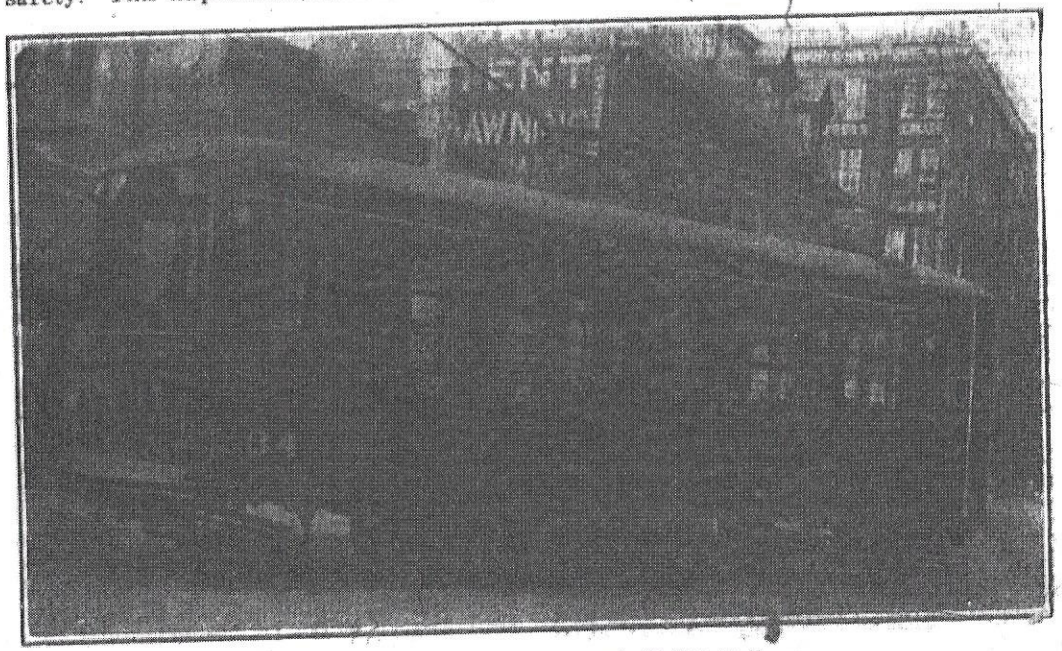
The one-man safety car is, as its name implies, operated by one man, which has led people to believe that this form of operation is dangerous to the public safety. This impression, needless to say, service application, a stop which is nevertheless free from jar when properly applied. The car body is of the very latest design and is extremely light and easy riding, with no strength sacrificed in its almost entire construction of steel.

The controller is fitted with an improvement of the old form of dead man release. It is absolutely necessary for the operator at all times to keep his hand on the controller handle, and be wide awake to his job, unless the brakes are fully applied. When the brakes are fully applied, then, and then only, can he remove his hand from the controller handle. If he should happen to take his hand off the handle at any position of the controller, a plunger operated by air removed his hand from the controller handle.

The simplicity of the automatic features of this equipment is very important. All operations of the sand service brakes, emergency brakes, door opening and door closing mechanism are on different positions of the handle on the compact brake valve. The acceleration rate and the breaking rate are much faster than in the average car, enabling the operator to make better schedules.

The equipment is for double end operation, with two trolley bases and poles, and is also supplied with trolley catchers. A bungalow type motor driven compressor assures an ample supply of air at all times. H. B. life guards are provided. The car body is of steel side plate construction, and semi-steel body structure throughout, making a very light strong car. The electrical equipment consists of two G.E. 258C motors and K63B controllers.

The cars were built by the National Supply Car & Equipment Co., St. Louis, Mo.



One-man, Safety Car, Peterborough Radial Railway.

"Ottawa Electric Railway News."

The Ottawa Electric Railway has commenced the publication of the "O.E.R. News," a four page, 7 x 4½ in. folder, to be distributed in the cars. An article in the first issue, addressed "To our Patrons," says:

"The purpose of this little publication, which we propose to issue each week, is to foster the spirit of co-operation that is so essential in the development of an industry which, as in the case of a street railway, takes on the proportions of a public institution. Any industry that has for its patrons thousands of people in every walk of life, whom it must serve every day from January to December, must depend upon the co-operation of these people to successfully carry out much that is planned for the betterment of the service.

"It is our purpose to keep in close

One-man, Safety Car, Peterborough Radial Railway.

is entirely erroneous, and it is claimed that these cars are safer in operation that the average city car operated by both motorman and conductor. It is called the one-man safety car for this reason. The operator has complete control over the car, and does not depend for his starting and stopping signals on a conductor. The passengers entering, leaving, and awaiting to enter, or to leave, are in his full view at all times. He operates the opening and closing of the one and only door from which entrance and exit is obtained. It is impossible for him to start the car while the door is still open, since on the particular position of the brake valve which operates the air cylinder controlling the opening of the door, the brakes are also fully applied. Similarly, it is impossible for him to open the door until the car has come to a complete stop, as when he throws his handle to the door opening position of the valve, the brakes are automatically fully applied. This feature eliminates any possibility of any person getting either on, or off, the car while it is in motion. Even if the operator was willing to let them, he could not do it. The step, of course, folds up when the door is closed, and there are no outside grab handles to permit anyone to ride outside who might insist on trying to get on while the car is in motion.

The air brakes are of extra capacity, permitting a very quick stop with full automatically throws out the circuit brake. The brakes are automatically applied in full service position, the doors unlatched (not opened) and the car automatically comes to a complete stop. This feature does not allow any accident to occur, due to the operator taking a fainting spell, or becoming suddenly incapacitated. It also is important in this respect. Suppose that the operator is unnerved, through something unexpected happening, such as a child suddenly running out in front of the car, or an automobile crossing suddenly at a bad traffic intersection. He does not know what to do to stop the car, in other words he loses his nerve, all he has to do is to let go of everything and watch what happens. The breaker goes out, throwing off the power, the brakes go on, sand is applied to the rail, the car stops itself.

Again, supposing several people have boarded the car, and some person in the lead requires change. The operator wishes to start the car, and after he has the car in motion, wishes to have both hands free in order to properly make change. There is a foot valve, which he places his foot on, and which performs the same function as the dead man release in the controllers. When he places his foot on this valve he can take his hand off the controller without throwing the breaker and applying the brakes. But should he remove his foot from this valve, the same thing happens as if he

One-Man, Safety Cars, on Peterborough Radial Railway.

The Peterborough Radial Ry., which is owned by the Ontario Government, and is operated by the Hydro Electric Power Commission of Ontario, placed in service recently two one-man, safety cars, which have the following general dimensions, etc.:

Length over all	27 ft. 2½ in.
Width over all	7 ft. 3 in.
Height overall	9 ft. 9⅝ in.
Height of rail to floor	2 ft. 3 15-16 in.
Wheel base	9 ft. 0 in.
Wheel size	24 in.
Seating capacity	34

The one-man safety car is, as its name implies, operated by one man, which has led people to believe that this form of operation is dangerous to the public safety. This impression, needless to say, service application, a stop which is nevertheless free from jar when properly applied. The car body is of the very latest design and is extremely light and easy riding, with no strength sacrificed in its almost entire construction of steel.

The controller is fitted with an improvement of the old form of dead man release. It is absolutely necessary for the operator at all times to keep his hand on the controller handle, and be wide awake to his job, unless the brakes are fully applied. When the brakes are fully applied, then, and then only, can he remove his hand from the controller handle. If he should happen to take his hand off the handle at any position of the controller, a plunger operated by air removed his hand from the controller handle.

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The equipment is for double end operation, with two trolley bases and poles, and is also supplied with trolley catchers. A bungalow type motor driven compressor assures an ample supply of air at all times. H. B. life guards are provided. The car body is of steel side plate construction, and semi-steel body structure throughout, making a very light strong car. The electrical equipment consists of two G.E. 258C motors and K63B controllers.

The cars were built by the National Supply Car & Equipment Co., St. Louis, Mo.

"Ottawa Electric Railway News."

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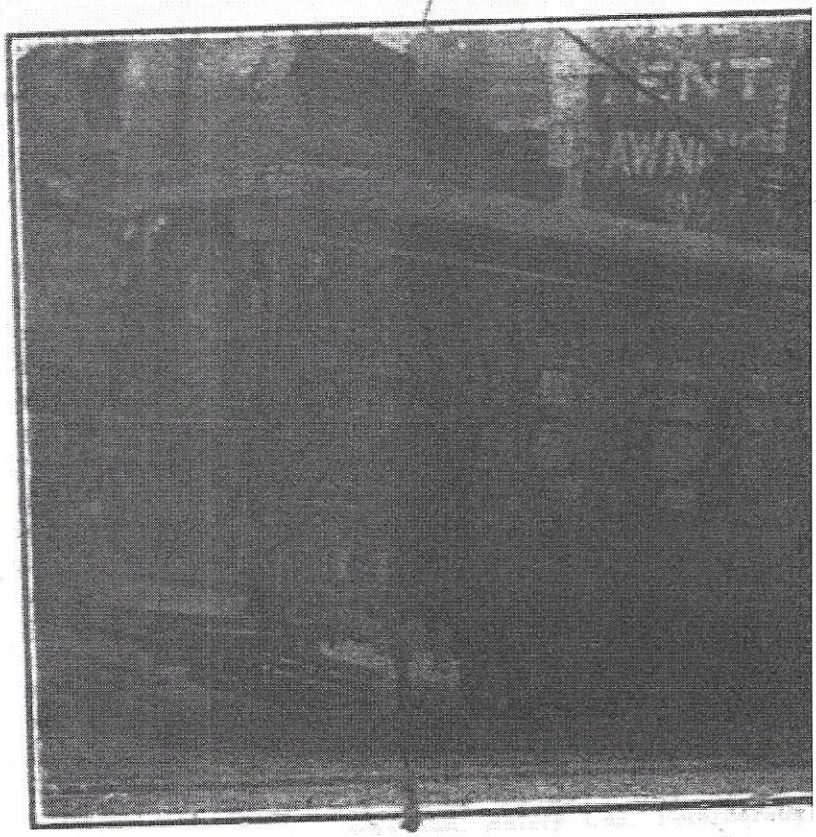

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September 1919-3

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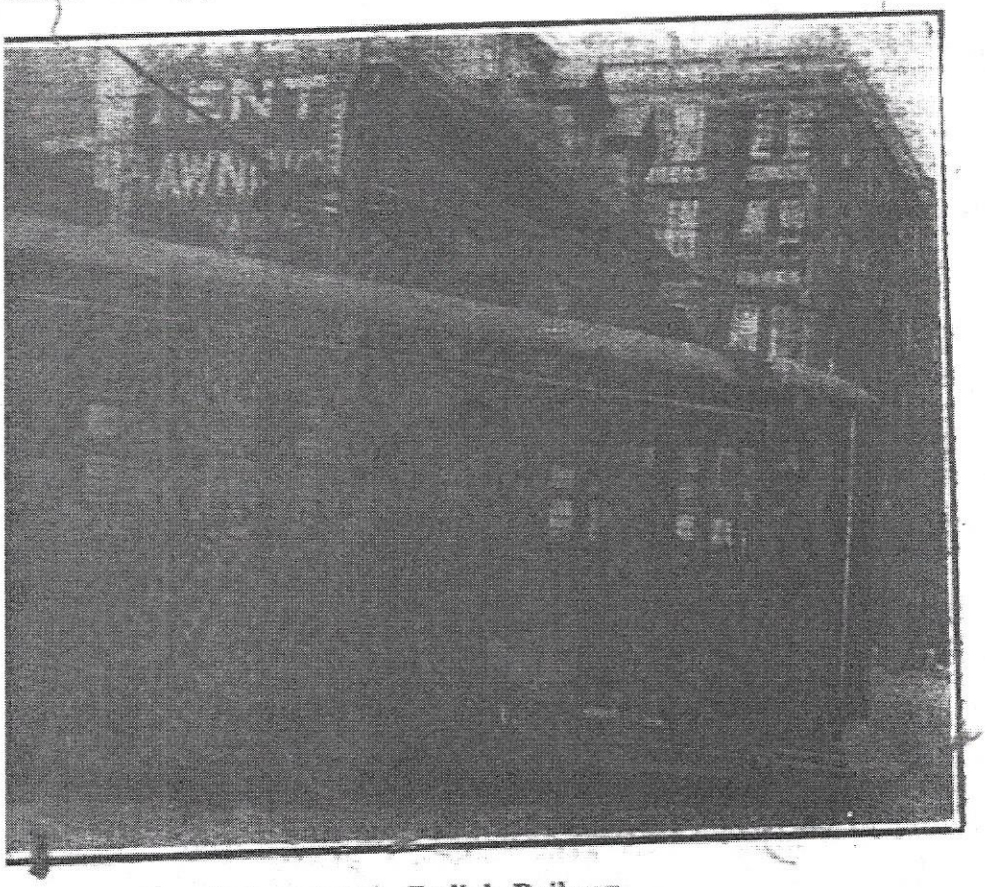
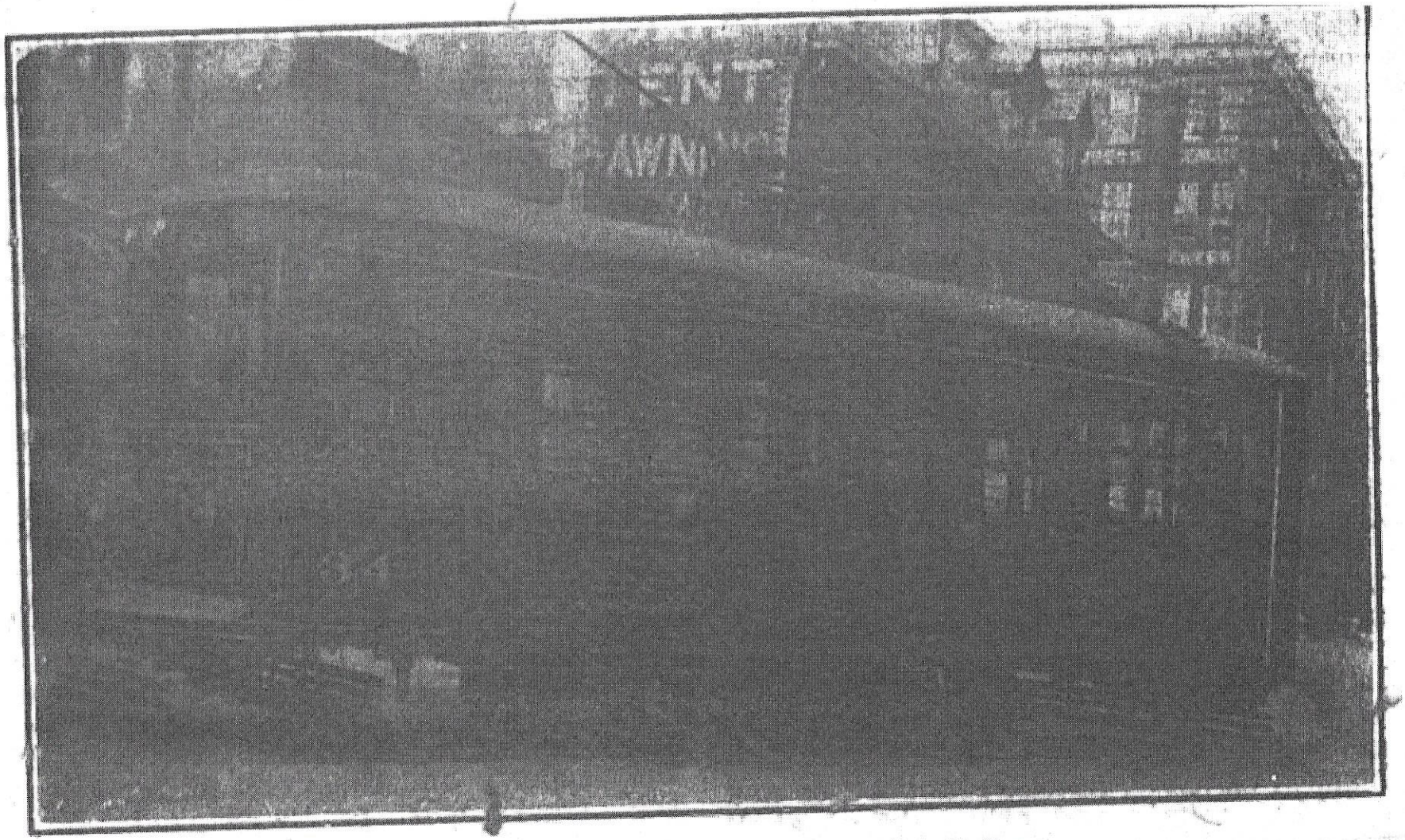


ı, Safety Car, Peterborough Radial Railway.

it is claimed automatically throws out the circuit

September 1919-4



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September 1919-4

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The cars were built by the National Supply Car & Equipment Co., St. Louis, Mo.

"Ottawa Electric Railway News."

September 1920

~~May~~ 1920

of Rideau and Sussex Sts. (May, pg. 257.)

Peterborough Radial Ry.—A press report states that a report on proposed extensions of this railway in Peterborough, Ont., and vicinity, has been completed by the Hydro Electric Power Commission of Ontario's engineering staff. (May, pg. 257.)

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Peterborough Radial Ry.—We were officially advised April 13 that nothing had been definitely settled about any track extensions in the city, with the exception of lifting a piece of track and replacing it as soon as the city paves the street from the C.P.R. south to Romaine St.

Quebec Ry., Light & Power Co.—We

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February 1920

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Electric Rai

The Peterborough, Ont., Radial Ry. will, a press report states, put one-man cars on all its lines.

The Quebec Railway Light and Power

MAY 1920