

November

1923

548

(July, pg. 353.)

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n- ed and structures built, but no rails laid, the grade has been put into good repair and is ready for track laying, which began on Oct. 25, but it is not likely that overhead construction will be done this year. About 85 men are engaged in rehabilitation work.

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The Toronto Eastern passes through the Town of Whitby on Mary St. At a meeting between Mr. Wass and members of the Whitby Town Council, in the latter part of September, an agreement was entered into between the railway management and the town, by which, if the town wishes to pave the street, the railway will prepare the strip between the rails, and for 18 in. on each side, and the town will do the paving. This agreement is similar to the one entered into between the management and the Town of Oshawa.

The Toronto Suburban Ry. single track

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Windsor Electric Ry.—A car service

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December 1923
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Oshawa Railway and Toronto Eastern Railway.

An Oshawa press report of Sept. 20 and 21 stated that the Oshawa Ry., a Canadian National Rys. subsidiary will be merged into the Toronto Eastern Ry., another C.N.R. subsidiary, as part of the C.N.R. system of electrified lines centering on Toronto as headquarters, that it will be managed by E. W. Oliver, Manager Niagara, St. Catharines and Toronto, Toronto Eastern and Toronto Suburban Ry.; with J. J. Callaghan, now Superintendent Oshawa Ry., in charge locally, and that Oshawa will be divisional headquarters. The Oshawa Ry.'s office on Simcoe St. South will be made the Toronto Eastern's main station in Oshawa. Another Oshawa dispatch stated that the Oshawa Ry.'s express and freight buildings will be moved back to Celina St. and the site used for the Toronto Eastern station, also that a car house and repair shop would be built in Oshawa.

At the time of writing (Sept. 24), official confirmation of the above was unobtainable, but our information from a reliable source is that the part of it relating to the merging of the two roads is probably correct. The Toronto Eastern Ry., completion of which is proceeding, passes through Oshawa and establishes connection with the Oshawa Ry., and it is believed that the Canadian National Rys. management's intention is to make Oshawa the operating headquarters of the Toronto Eastern line extending from Cobourg to Toronto. As to additional car house accommodation and repair shop, our advice is that the management contemplates the provision of additional fac-

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Mainly About Electric Railway People.

H. H. Couzens, General Manager, Toronto Transportation Commission, and President, Canadian Electric Railway Association, who sailed from Montreal on the s.s. Antonia, on Aug. 11, for England, is expected to return early in October.

Budleigh Faraday, heretofore with the Southern Power Co., Montreal, is reported to have been appointed Commercial Manager, New Brunswick Power Co., St. John, N.B.

G. Gordon Gale, Vice President and General Manager, Hull Electric Co., Mrs. Gale, and their children, have returned to Ottawa, after spending the greater part of the summer at their summer house at Aylmer, Que., and visiting Tadoussac, Que., for a short time.

C. M. Shaw, Assistant Superintendent of Transportation, Montreal Tramways Co., is in charge of that department, no appointment having been made to succeed the late A. J. Gadoua, who was acting Superintendent of Transportation.

W. H. Swift, Jr., who has been appointed Radio Engineer, Canadian National Ry., Montreal, was with the Westinghouse Electric and Manufacturing Co. for 14 years, and for the past five years has been in radio work in the United States.

C. S. Way, heretofore secretary to Manager and Treasurer, London and Port Stanley Ry., London, Ont., has been appointed Auditor, vice H. A. Cromwell, whose resignation to enter insurance business was announced in our last issue.

Oshawa Railway and Toronto Eastern Railway.

An Oshawa press report of Sept. 20

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The Oshawa Ry.'s latest official statistics, for the calendar year 1921, are as follows: Mileage, first main track 9; second main track, 4.72; total main track, 13.72; sidings and turnouts, 1; total computed as single track, 14.72. Passenger car mileage, 105,388; freight, mail and express car mileage, 48,550; total car mileage, 153,938; fare passengers carried, 674,740; tons of freight carried, 146,203. Total capital stock, \$40,000, owned by Grand Trunk Railway Co.

Passenger revenue, \$35,025.02; baggage revenue, \$55.20; mail revenue, \$996; express revenue, \$17,185.31; freight revenue, \$144,409.58; switching revenue, \$870.56; gross earnings from operation \$198,541.67; other receipts, \$7,587.36; total gross earnings, \$206,129.03; operating expenses, \$142,704.31; net income, \$64,586.94; surplus for year after reserves, special charges, and dividends, \$25,800.06. The rolling stock consists of 8 combination passenger cars, 3 freight cars, 1 mail, express and baggage car, 1 work car, 1 sweeper, and 5 electric locomotives. It has three parks, Alexandria, Lakeview and Oshawa on the Lake. The company's officials are J. E. Dalrymple, Vice President, Traffic Department, Canadian National Ry., Montreal, President; H. W. Cooper, General Manager, Purchasing and Claims Agent, Gananogue, Ont.; J. H. Valteau, Secretary-Treasurer, Gananogue; J. J. Callaghan, Superintendent, Oshawa.

The American Electric Railway Association will hold its annual meetings at Atlantic City, N.J., Oct. 8 to '12. Among the subjects to be discussed are,

Electric Railway

The New Brunswick Power Commission has paid \$300,000 in salaries in 1922.

Toronto Street Railway have a deposit of about \$100,000 in the Home Bank of Canada, payment recently.

Harry Edelberg, a Montreal Tramways Co. employee, struck the Boulevard, recently, causing Brisebois, recently, caused a monetary loss control was fined \$20 and cost imprisonment.

The London, Ont., Street Railway has made some reduction in the number of cars on the No. 1 line, it being claimed that cars were being operated on stretches. It is also reported that it will be a cutting out of other lines.

London, Ont., St. Ry. Sept. 3, a new system has eliminated a number of the outlying parts of the cars stopped formerly, the position of other cars indicating the stopping painted white.

Brandon Municipal Railway reported to have taken steps to have found steel rails which have been in service the lines were built. It is likely to be required for the city council is reporting instructions for their use.

The Montreal Tramways Co. reported to be placing fittings for the new route numbers. The number is so large so that it can be considerable distance away from the double the distance of the routes can now be placed in the front

7494

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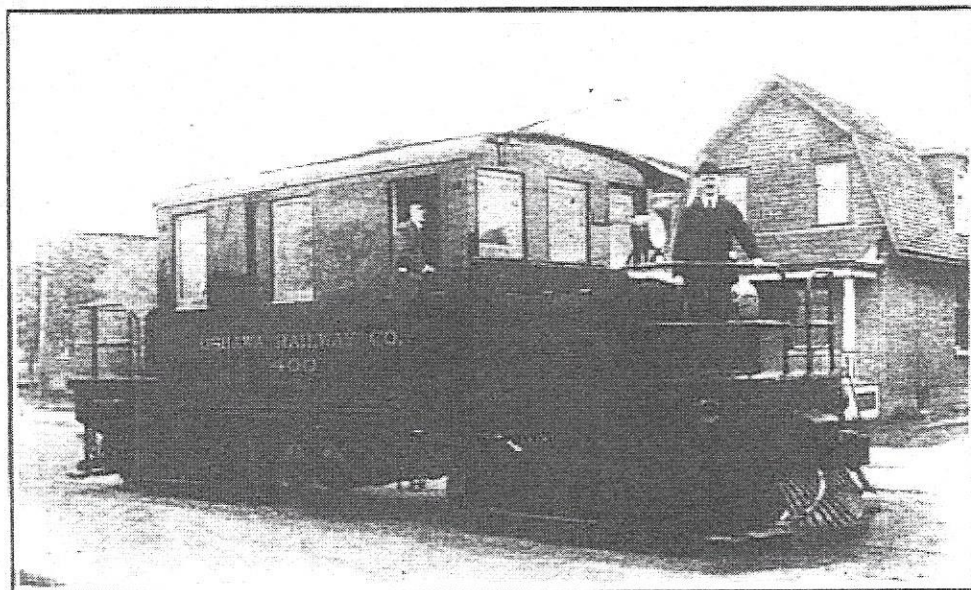
1923
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tion was given
and Marine World for Sept., 1923, pg.
446.

Oshawa Ry.—Work was started early in July on the electrification of a little over half a mile of the Toronto Eastern Ry. in Oshawa, between Oshawa Blvd. and Mary St. The type of overhead work is 600 volt direct suspension, with 4/0 grooved copper wire. The object is, we are advised officially, to enable the Oshawa Ry. to build additional sidings to take care of the General Motors Corporation's production, which is increasing very rapidly. Connection will be made between the Oshawa Ry. and the Toronto Eastern Ry. at Ritson Road and Bond St., and also at Mary St. and Bond St.

Ottawa Electric Ry. — The Ottawa

1925



50 Ton 400 H.P. Electric Locomotive.

June 1920
Oshawa

real City Council has been advised that the Tramways Commission is prepared to order the company to build a line on Kelly St. from Ahunatic, Bordeaux station, to Lamonthe St., as soon as the city opens the street, and the Montreal Administrative Commission has recommended that the money be voted to expropriate the property required.

A press report states a second track

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Iberville line later. (April, pg. 202.)

Oshawa Ry.—We are officially advised that the company has ordered from Canadian Westinghouse Co. an additional 500 k.w. motor generator.

We are officially advised that the company proposes to rebuild the car barn and to replace the rolling stock destroy-

the Shawinigan Power Co

Toronto Eastern Ry.—The grading from Bowmanville, and through Whitby to Pickering, Ont., is reported to have been completed, and track laying is said to be well advanced. It is expected to have the line between these points ready for operation early in the spring. (June, 1913, pg. 287)

Toronto Civic Car Lines.—The new track laid on the city streets during 1913 in connection with the civic lines was as follows: Danforth Ave. line, Greenwood to Luttrell Ave., 4.09 miles; Coxwell Ave. line, Gerrard St. to Danforth Ave., 0.57 mile. The St. Clair Ave. line from Station St. to Yonge St., 6.28 miles, was completed at midsummer. It is proposed to build a track 0.34 mile long to the St. Clair Ave. car barn. The Board of Control has under considera-

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downe Ave. and Royce Ave., and at Dover-
court Road and Van Horne St.

Toronto Eastern Ry.—We are officially
advised that track was laid on 12.8 miles
of line during 1913 as follows:—Whitby to
Oshawa, 4.0 miles; Oshawa to Bowmanville,
8.8 miles; and that construction is advanced
on the line between Whitby and Pickering,
8.4 miles. The contractor is Ewen Macken-
zie, Toronto. Surveys have been completed
for the extension of the line from Pickering
to a point in Scarboro tp., 15 miles. It is
understood that this line will connect with
the Canadian Northern Ontario Ry., and
enter Toronto over that line. E. W. Oliver,
Toronto, is Chief Engineer. (Jan., pg. 33.)

Toronto Ry.—During 1913 there were

February
1914

... started at an early date. (Dec.,
1911, pg. 1171.)

Oshawa Electric Ry.—During 1911 the
company rebuilt 3,800 ft. of track, the
work being necessitated by the laying
of new pavements by the town. The old
steel was relaid, but new switches, new

January
1912

to Unionville and Markham. (Feb., pg. 91.)

Toronto Eastern Ry.—We are officially advised that it has been decided to use the trolley system on this line. The overhead wire will carry 1,200 volts direct current, generated at Niagara Falls. (Jan., pg. 91.)

The Vancouver Island Hydro-Electric

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February
1913

June, pg. 337.)

Oshawa Ry.—The Ontario Legislature has authorized the Oshawa town council to enter into an agreement with the Oshawa Ry. for the paving of the track allowance, and for the spreading of the cost over a period. (Mar., pg. 259.)

July 1911

pg. 494.)

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's Lines

Electric Locomotive for Oshawa

An Alien's Right to Sue as Tutor

Railway.

Questioned in Quebec.

The Oshawa Ry., Oshawa, Ont., has added to its rolling stock a 25 ton switching locomotive, which is illustrated herewith. Its principal dimensions are:—

Length of body	33 ft.
Length over all, about	37 ft.
Truck centres	12 ft.
Wheel base of trucks	4 1/2 ft.
Width over all	9 ft.
Length of cab	7 ft.

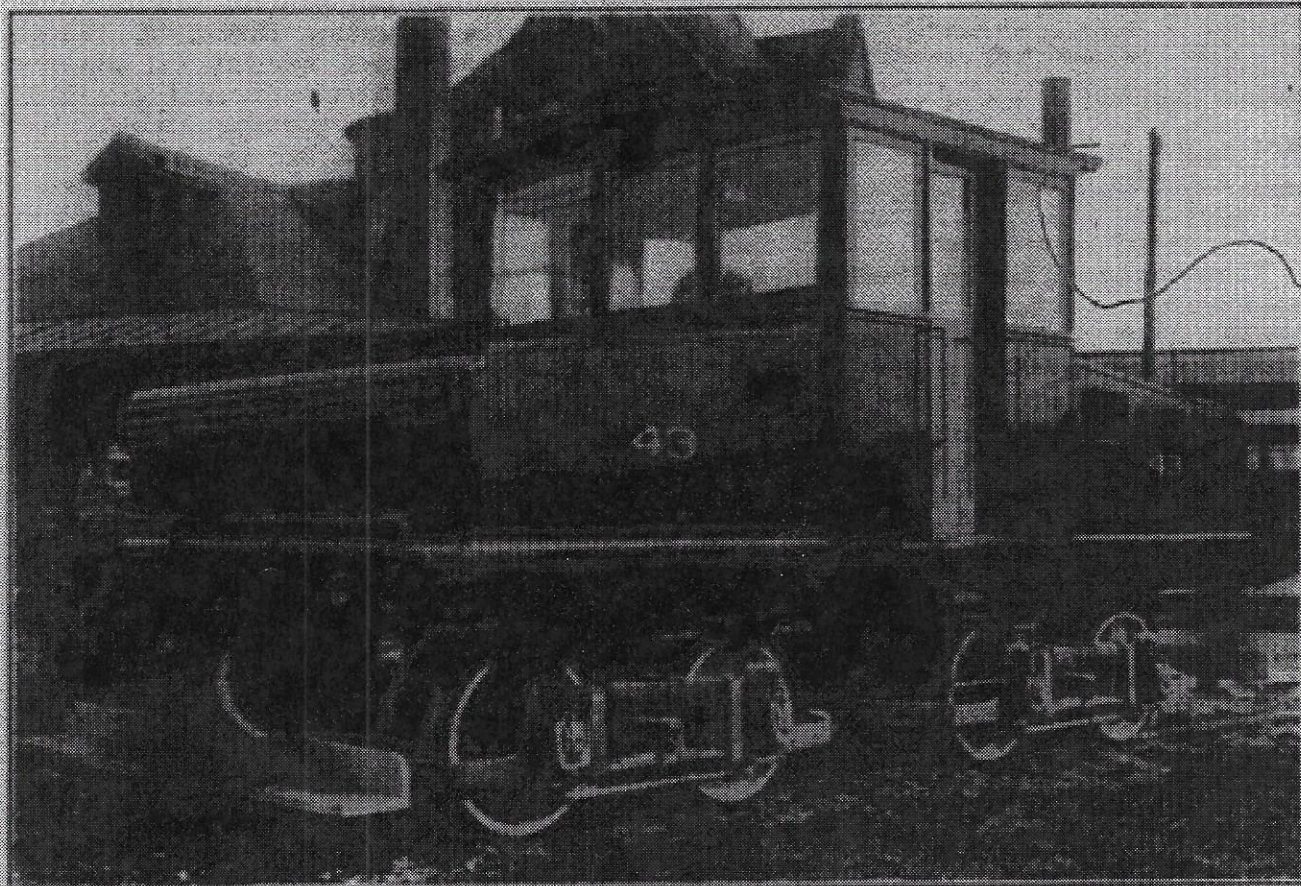
The underframe is built entirely of steel; the sills are 10 in. channels at 20 lb., with heavy angle diagonal braces rivetted to large gusset plates; the underframe is filled with concrete mixed with steel punchings, instead of stone, in which is imbedded old "T" rails, to give additional strength and traction weight. The cab is built of wood, as are also the

ension was



The Court of Appeal, sitting in Montreal in October, heard the Montreal Tramway Co.'s appeal against a verdict in the Superior Court awarding \$2,000 to Peter McAllister as tutor of Francis McAllister, injured in a tramway accident. The latter was a student at Loyola College, and the accident occurred in front of the M.A.A.A. grounds at Westmount. Counsel for the company contended that the victim of the accident was born in Ithaca, N.Y., and still resided there at the time of the accident; that his tutor and father also was a United States subject, residing in Ithaca. The victim was a minor, under the Quebec law, being less than 21 years of age. Under the Quebec law, minors cannot sue before the courts

December
1916



Oshawa Railway's Electric Locomotive.

December 1916