

OSHAWA
RAILWAY
ELECTRIC
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Electric Locomotive for Oshawa Railway.

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

Length of body	23 ft.
Length over all, about	27 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 riveted 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

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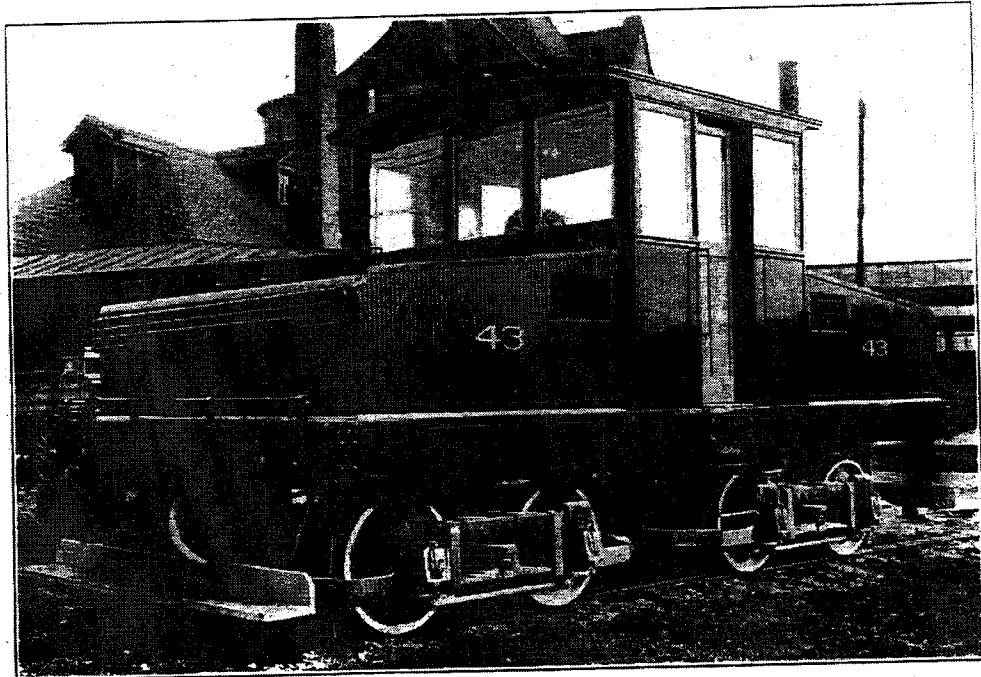
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Questioned in Quebec.

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



Oshawa Railway's Electric Locomotive.

sloping housings at the ends, which house the air compressor reservoirs at one end, and the rheostats at the other end.

The locomotive is equipped with a Westinghouse 101-B-2 quadruple motor equipment, with one L-4 controller arranged in either direction without the motorman changing his position. The air brake equipment consists of a Westinghouse No. 6-E-T double end equipment, with one independent and one automatic brake valve, placed near the controller, and all the small parts, such as governor, distributing valve, feed valve, reducing valve and equalizing reservoir placed in the cab, with all piping open and easy to get at. The two gauges are mounted on an iron bracket, which is bolted to the iron brake valve stand, which brings the gauges over the brake valves. The locomotive is mounted on 76-E trucks with 33 in. cast iron wheels; it is also equipped with Ohio Brass air sanders, poling sockets, also a special M-C-B coupler at each end, and one rotary gong mounted on one end of the cab. It was built by Ottawa Car Manufacturing Co., Ottawa, Ont.

The Three Rivers Traction Co. has re-

to recover damages resulting from personal injuries, and their proceedings must be entered in the name of a tutor appointed to them for that purpose. An alien, as in the present case, a United States subject, cannot be appointed a tutor under the Quebec laws, as this is considered a public function to which only British subjects can be appointed. The father of Francis McAllister having been appointed a tutor by a Quebec court, his appointment was totally illegal and could not be considered as having given him any status before the Quebec courts.

The respondent, through counsel, answered this by stating that the personal legal status of the victim of the accident was ruled by New York State laws, and even if the father of the victim had been illegally appointed tutor by a Quebec court, he had been appointed guardian and guardian ad litem by a New York court, and the Quebec Civil Code, acknowledged, at least, the latter status by article 6. Judgment was reserved.

The Montreal Board of Control, on Nov. 16, decided to consult with the city engineers upon the desirability of granting

January
1917