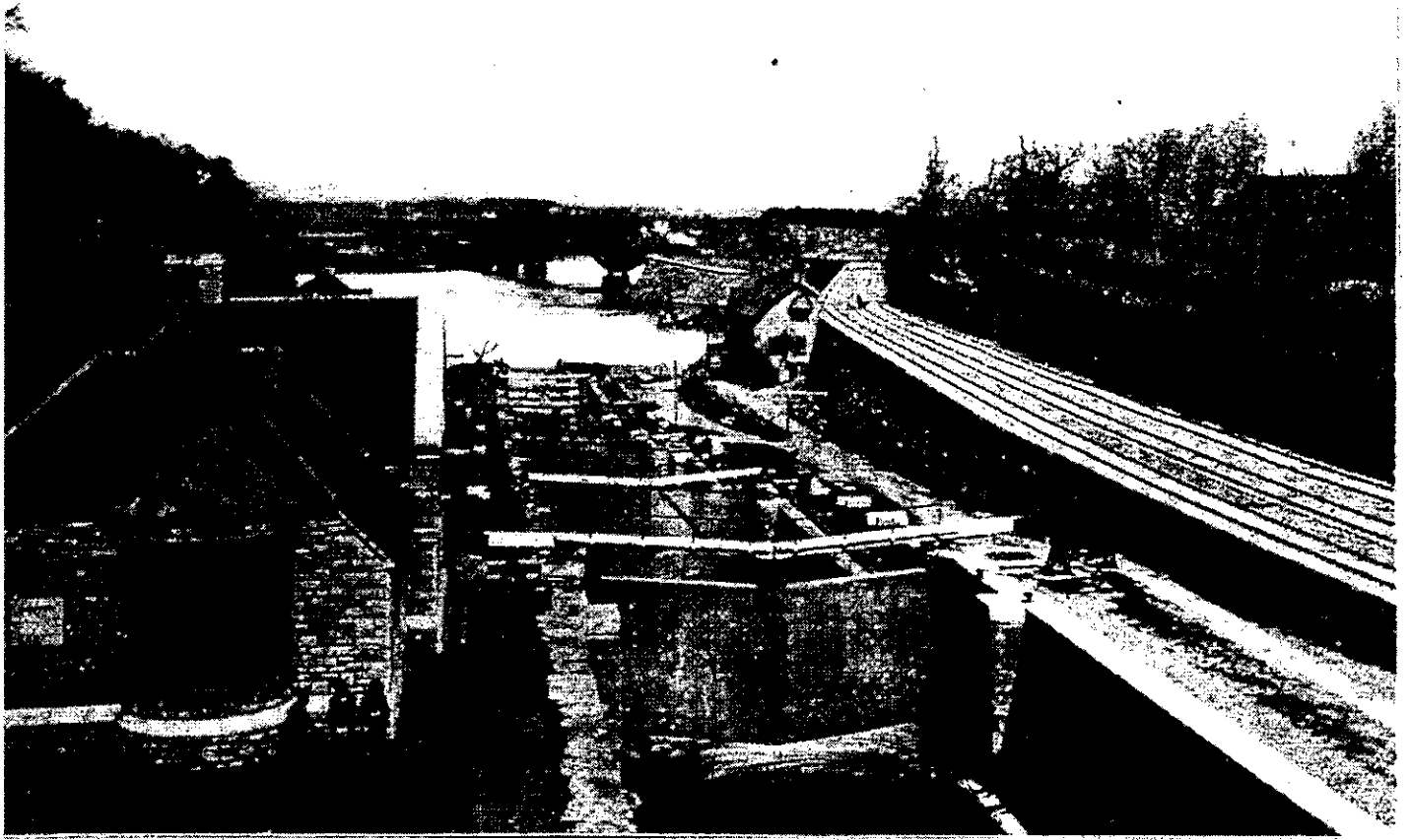


HULL  
ELECTRIC



THE INTERPROVINCIAL BRIDGE BETWEEN OTTAWA, ONT., AND QUEBEC, QUE.

bridge has recently been acquired by the C.P.R. Co. in connection with its purchase of the Ottawa Northern and Western. The bridge is 1,100 ft. long and the platform is 65 ft. 2 in. wide, accommodating a steam railway track, electric railway tracks, carriage ways and sidewalks. A canal, 100 ft. wide, is being dug on an issue of July, 1900. The illustration shows the approach to the bridge from the Central Station, Ottawa, along the edge of Nepean Park. The canal, connecting it with the Ottawa river. At present the bridge is used by the Ottawa Northern and Western, the Portage Electric Railway, and the C.P.R. Beginning June 1, the C.P.R. transcontinental trains will run between Montreal and Ottawa via Vancouver and the shortest route is via the Ottawa river, as at present. From the Central Station, Ottawa, the trains will cross over the Interprovincial bridge to the river, cross the Ottawa river in Ottawa, and thence west, as at present. The eastbound transcontinental trains will also use the bridge.

**Prepayment Trailer Cars for Hull Electric Company.**

Four prepayment trailer cars have been ordered by the Hull Electric Co. for service on its interurban line between Ottawa, Ont., and Hull and Aymer, Que., to be delivered in March, to meet the spring and summer traffic. They will be of the single end type, somewhat similar to the trailer recently ordered by the Montreal Tramways Co. for the heavy service on its St. Catherine St. line. The general dimensions are as follows:

Length over bulkheads	42 ft.
Length over bumpers	43 ft.
Length over body	33 ft.
Width of body over sheeting	8 ft. 6 ins.
Width of body inside	7 ft. 8 ins.
Height of body from bottom of side sills	8 ft. 9 ins.
Side posts, centre to centre	30 1/2 ins.
Length front vestibule	7 ft.
Length rear vestibule	7 ft.
Length of axle	22 ins.
Length of seats	36 ins.
Seating capacity	54

The underframe will be of a composite wood and-steel construction, with the sill running in one piece through the car from bumper to bumper. The cross-sills will be of oak mortised and tenoned into the longitudinal sills, the whole being tied together transversely with 1/2 in. steel tie rods, with a thread and nut on each end. The centre of the frame will be supported by two

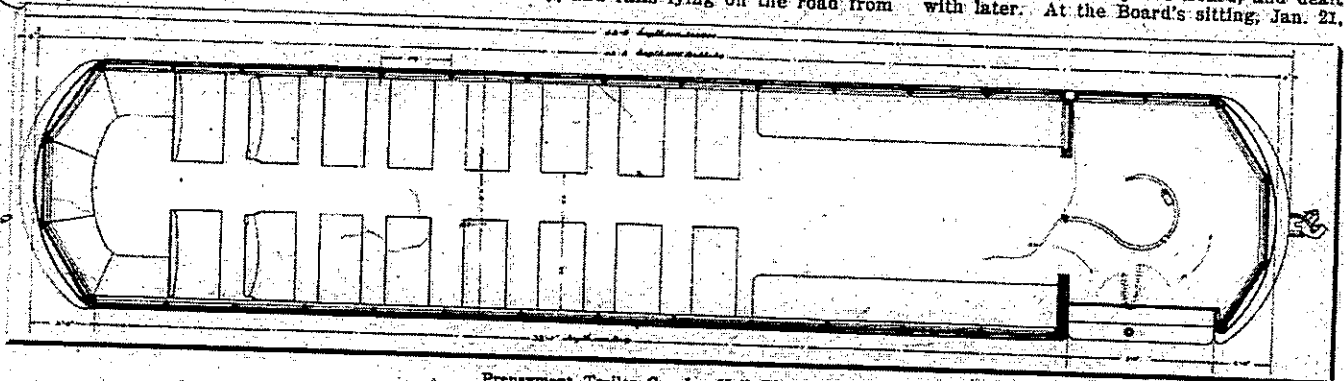
tically the same design and general dimensions as the motor cars by which they will be hauled, so that together they will form a neat working unit.

**The Ontario West Shore Railway Muddle.**

The Ontario Railway and Municipal Board has continued its enquiry into the methods employed in the promotion and construction, and subsequent abandonment of the Ontario West Shore Ry., a portion of which was built between Goderich and Kincardine. Canadian Railway and Marine World has already published details of what has been done in regard to construction, the bond guarantees of certain local municipalities, and the report of the Engineer of the Ontario Railway and Municipal Board on the present state of the road. The municipalities and the amounts of bonds guaranteed, are as follows:—Goderich, \$150,000; Kincardine, \$50,000; Ashfield Tp., \$125,000; Huron Tp., \$75,000. The total amount of bonds issued is \$500,000, the guaranteed portion of the issue realizing \$385,000. This was deposited with a trust company and paid out upon certificates of the engineer in charge of construction. The construction showed 16 miles of rails laid and 6 miles graded, as far as Amberley, and rails lying on the road from

\$385,000 had been spent on the partial construction of the road, and demanded an explanation of the matter. This Mr. Moyes stated he would supply, but that certain books and papers, which he claimed to have handed to the company's Solicitor, were missing.

A development of this point took place a few days later, when a search warrant was applied for on behalf of J. W. Moyes, to search certain premises, when a trunk and a parcel, said to contain the missing papers, were recovered from the house named in the warrant, but no reason as to why they were being held, how they came into the person's possession, or what they were, has been given. The trunk and parcel were subsequently produced before the Board. At the resumed hearing a doctor's certificate was handed in, stating that Mr. Moyes was for the time, mentally and physically unfit to attend, or to prepare the statement of the expenditure, as promised. The Chairman again pointed out the seriousness of the matter, and how necessary it was that Mr. Moyes should clear his position. After some discussion it was decided that the trunk and parcel, above mentioned, would be opened in private, and all papers therein relating to private affairs taken out and handed to Mr. Moyes, and all papers pertaining to the Ontario West Shore Ry. would be retained by the Board, and dealt with later. At the Board's sitting, Jan. 21,



Prepayment Trailer Car for Hull Electric Co.

needle beams, suspended on two 1 1/4 in. steel truss rods. The flooring will be of hard pine, laid in a double thickness, with heavy builders' tarred paper between. The bumpers will be of 8 in. heavy steel channels, rigidly secured to the ends of the main sills with angle plates. The holsters will be of the standard-half diamond type.

The upper body construction will be of the standard interurban car type, with monitor roof and lifting sashes in the sides. The interior finish will be in natural color cherry, excepting the ceilings, which will be of agasote board, painted. The seats will be of a standard type, covered with rattan, and non-reversible. The window curtains will be of pantasote material, with all steel rollers. All interior fittings, such as grab handles, door locks, sash lifts, etc., will be in solid bronze, of a modern design, and polished. The entrance and exit doors will be equipped with automatic folding doors, controlled by the conductor from his position.

The cars will be equipped with trailer trucks, which have been ordered in the United States. Westinghouse schedule s.m.e. air brakes, Westinghouse combination car and air couplers, hand brakes, Consolidated Car Heating Co.'s electric heaters, interior electric light fixtures, standard M.C.B. tail lamps, steps, and brass railings for the prepayment arrangement.

The cars, which are being manufactured by the Ottawa Car Mfg. Co., will be of prac-

Amberley to about 4 miles short of Kincardine. The Board's Engineer, H. W. Middlemist, after careful examination of the work, reported that work to the value of about \$250,000 at the outside had been done, and that the road in its present condition is absolutely useless. The unguaranteed bonds, amounting to \$200,000, are it is stated, held by a bank against an advance of \$80,000 to the promoter.

J. W. Moyes, the promoter of the railway company, and also of the Huron Construction Co., which had the building contract, blamed the Ontario Government hydro electric power scheme for the collapse of the railway project, as it had been the company's intention to develop the water power of the Mattland River for the purpose of running the railway, and for the local supply of light and power. He stated that the Government scheme cut off this possibility, and without the extra revenue thus anticipated, the railway could not pay. He also stated that he ceased to be President of the railway company in June, 1913, and at that time handed all the papers and minute books to the company's Solicitor, S. C. Smoke, (since deceased). At a former sitting of the Board, the engineer in charge of construction had stated that the cheques for \$385,000 for work done, were signed on Mr. Moyes' instructions.

D. M. McIntyre, Chairman of the Board, commented very strongly on Mr. Moyes' failure to furnish information as to

it was announced that \$180,000 of the unguaranteed bonds were deposited with a bank, July 23, 1908, and of these \$165,000 were delivered by the bank to J. W. Moyes, Nov. 10, 1913, the balance remaining in the bank. The balance of the \$200,000 of unguaranteed bonds are held by a trust company as security for an account, and instructions have been given that they are not to be disposed of pending the result of the present enquiry. An accountant is being engaged to examine the books of the railway and construction companies.

**Toronto Civic Car Lines Results.**

Following are the number of passengers carried and the receipts of the Toronto Civic Car Lines in 1913:—

	Passengers.	Receipts.
St. Clair Ave., opened Aug. 25	1,150,426	\$16,572.29
Danforth Ave., opened Oct. 22	377,024	8,841.11
Gerrard St., operating all year	1,097,268	29,023.28
Total	3,364,718	\$57,516.68

Omnibuses in Winnipeg.—A draft bylaw embodying an agreement made between the City Council and the Winnipeg Motor Transit or Bus Co., has been prepared, and is under consideration. It provides for a five year franchise, with a possible extension for another five years, the council to have the right to take over the service at

Construction on this line, which was commenced last autumn, was again taken up last spring. We were officially advised recently that the initial seven miles from the outskirts of Edmonton, to St. Albert, Alta., had been graded and track laying started, that material for 10 miles was on the ground, and that the construction of the three miles intervening between the Edmonton Radial Railway and the Company's line would be completed by the end of August.

We are officially advised that it is not the Company's intention to operate its cars, at present, by electric power. Traffic conditions ruling at present, and for the immediate future point to the development of the system by means of individual power units rather than by the establishment of a central power station, which would involve a tying up of capital that could be more advantageously applied to the construction of mileage. It has therefore been decided to use cars operated by internal combustion motors, and after a very thorough and exhaus-

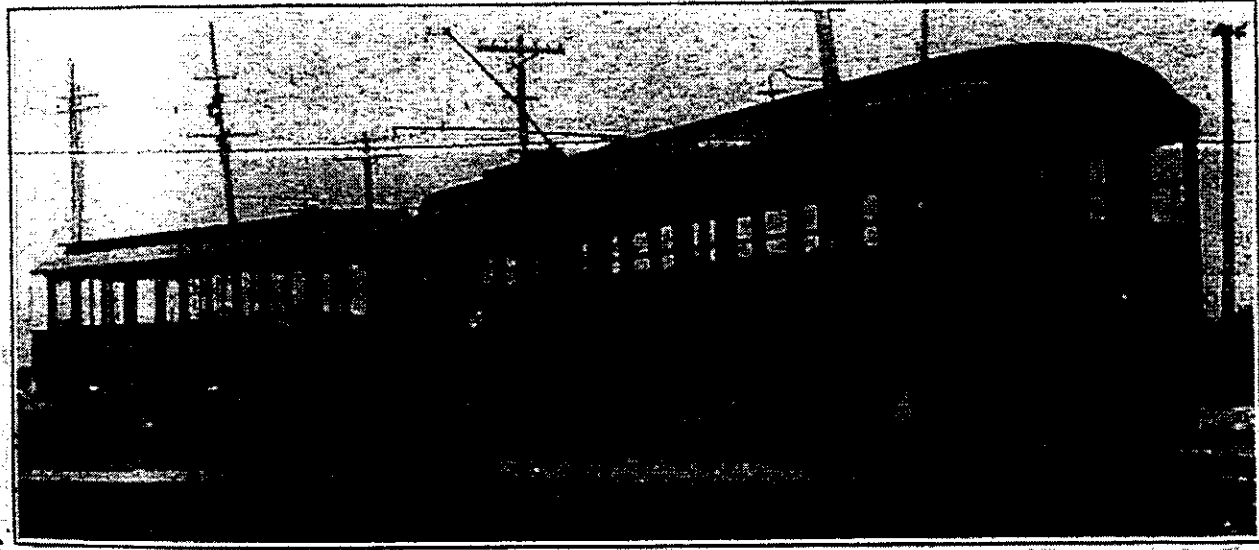
pany cars may run right into the heart of the city.

### Two Car Trains on Hull Electric Company's Railway.

The illustration on this page shows a Hull Electric Co.'s two car train on a curve of 40 ft. radius. These trains are used to handle traffic during rush hours, and during race week they proved very efficient and economical between Ottawa and Connaught Park Jockey Club.

The cars are fitted with Westinghouse S. M. E. air brakes and automatic car and air couplers. The trailer has a combined entrance and exit at the front end and there are no steps on the rear of the trailer. Both cars are operated P. A. Y. E. with one conductor on the rear of the motor car and one conductor in charge of the trailer.

We are indebted to G. Gordon Gale, M.Sc., A.M. Can. Soc. C.E., General Superintendent, for the photograph and information.



Two Car Train, Hull Electric Co.

September 1913

operati  
993.03  
interes  
\$13,880  
funds;  
period  
for Ju  
ended.

Gran  
Aug. 7  
rant a  
\$7,555.  
is not  
Compa  
dale, 7  
by the  
ure of  
ing.  
which  
ed the  
the ac

Moc  
tracts  
ports  
Railw  
pg. 34  
been  
ticket  
adver  
gross  
maint  
plus  
\$12,07

Qu  
—Sir  
porter  
bond  
comp  
earn  
of th  
charg  
in the  
ful n  
will

See  
"Rail  
Th

parties to accidents of this nature, our own men were first instructed, and with the idea of reaching the party of the second part, an individual letter was written to all cartage, express and transfer companies, department stores, breweries, etc., explaining the need of a campaign of this nature, pointing out to them that their interests and ours should be mutual, and asking for their cooperation along these lines. Form letters were then sent to all automobilists and drivers of other vehicles, also with the same end in view. A folder of "don'ts," sugar coated as suggestions for safety first, was got out in vest pocket size and mailed to the home addresses of all drivers and chauffeurs. These suggestions were also got up in poster form on cardboard 18 by 24 ins., which were posted up in stables, garages and other prominent places. A circular was also sent by mail to drivers and chauffeurs explaining the existence of, and the dangers arising from, a greasy rail. This was also put out in poster form in stables and garages. Our aim in this campaign has been to bring about a better state of feeling between motormen on the cars and drivers on the street, and we have tried to present the matter to each from the point of view of the other, asking each to have due regard for the rights of others on the street. The results so far obtained have been far beyond our most sanguine expectations.

#### Trailer Cars for the Hull Electric Company.

The Hull Electric Company placed in service recently four single end semi convertible trailer cars. Following are some of the principal dimensions: Length over all, 43 ft.; length of body, 35½ ft.; length of front vestibule, 6¾ ft.; width over side sheeting, 8½ ft.; width of car inside, 7 ft. 8 ins.; height from bottom of sill to top of roof, 3¾ ft.

The underframe is of wood, reinforced with steel plates and rods, side and intermediate sills are of B. C. fir, end sills and cross timbers are of best oak. Side and centre sills are reinforced with a steel plate running full length of same, sandwiched between inner and outer wood sills and securely bolted to same. The vestibule platform is on the same level as car floor, and is carried by the centre sills and side sill on closed side, and by a knee composed of a 5 in. 1 beam wood filled on step side. The outside of car is sheathed with matched

The seating consists of 16 stationary cross seats, two longitudinal seats at front end and a circular seat extending entirely around the rear end of car. All seats are of standard design and are covered with twill weave rattan. All sashes in body are arranged to raise to open. All windows on devil strip side are provided with window guards. The cars are also equipped with

#### British Columbia Electric Railway Floats in Historical Pageant.

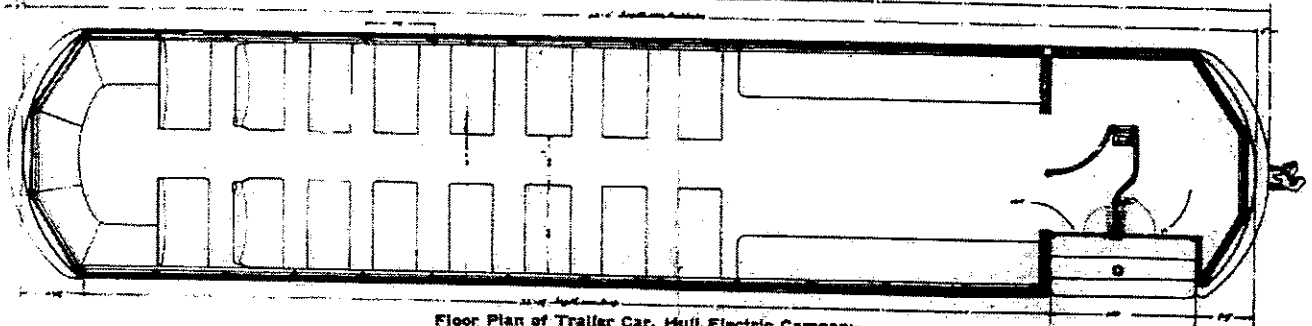
In connection with the Pacific Coast Advertising Men's Clubs' convention, held in Vancouver, B. C., recently, a historical pageant was arranged by the citizens' committee. The chief feature was a street



Trailer Car, Hull Electric Company.

sanitary hand straps, storm sash, folding doors, p.a.y.e. rails, Coleman stationary fare boxes, Westinghouse automatic couplers, Consolidated truss plank heaters, and Consolidated buzzers. The car bodies, completely equipped without trucks, weigh about 1,900 lbs. These cars were built by the Ottawa Car Manufacturing Co., to specifications prepared by G. Gordon Gale,

parade about five miles in length, in which were floats showing the progress of the city from its early days to the present time. The B. C. Electric Ry. Co. furnished a float depicting the early days of the street car service in the city and the comparative growth of the system. The float consisted of the first street car operated in Vancouver, mounted on a truck drawn by horses, the electrical



Floor Plan of Trailer Car, Hull Electric Company.

poplar sheeting and is painted antique brown. The flooring is Georgia pine, laid double, with tar paper between and has wood matting strips laid lengthwise, running full length of car body in the aisle. The roof is of monitor type, with standard deck sash and openers. The interior trimming is best quality red cherry throughout.

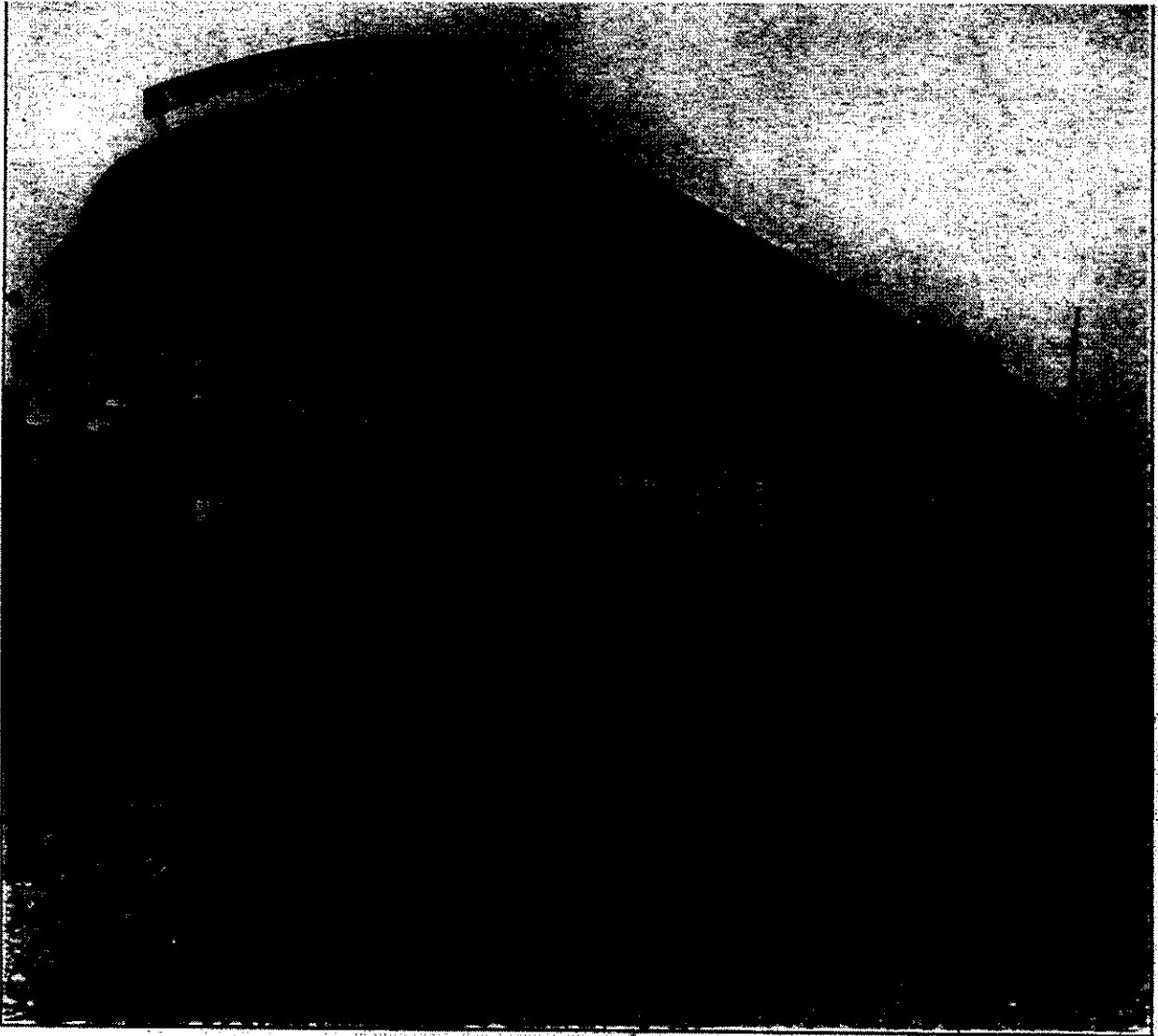
M. Can. Soc. C. E., General Superintendent, Hull Electric Co.

An Edmonton, Alberta, press dispatch of July 20 said the municipal railway employees had decided at a mass meeting to strike, the management having refused promotions according to length of service.

equipment of the car having long since been taken out. The float was decorated with banners noting the exhibit as "Vancouver's First Street Car," as well as banners showing the growth of the city's system from the two cars available in 1889 to the 221 cars now available for city service. On the front platform of the car was Aubrey Elliott, the

August 1914

ber  
ew.  
ug-  
est  
ad-  
ese  
orm  
ted  
ent  
nall  
ex-  
l, a  
ster  
in  
t a  
nen  
and  
ach  
ing  
of  
far  
ost

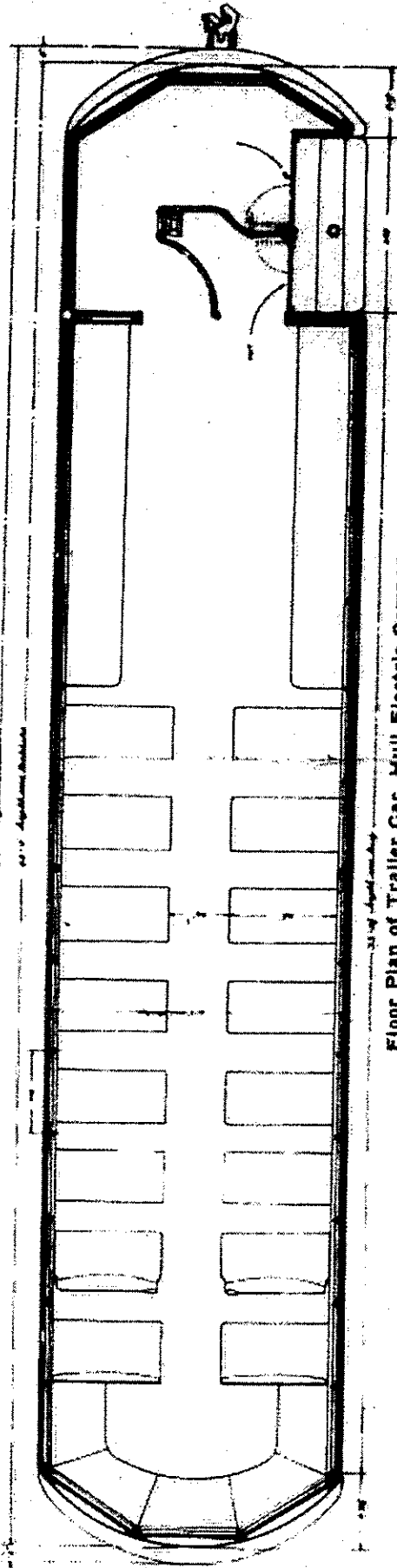


Trailer Car, Hull Electric Company.

ser-  
ton-  
ome  
ver  
gth  
lide  
ft.  
of  
ced  
ter-  
and  
and  
ate

August 1914

DESIGNED BY U. S. PATENT OFFICE, ON A TRUCK DRAWN BY HORSES, THE ELECTRICAL



Floor Plan of Trailer Car, Hull Electric Company.

poplar sheeting and is painted antique M. Can. No. 2 E. General Dimensions

August  
1914