New P. C. C. Cars for Montreal

The Montreal property has now received delivery of the 18 cars which were allotted to it.

DURING March, Canadian Car and Foundry Co., Ltd., completed delivery to Montreal Tramways Co. of the 18 Presidents' Conference Committee cars, which had been on order, and as these are the first cars of this type to be placed in operation in Montreal, the company management undertook a programme whereby operating and maintenance employees were thoroughly trained in their work with the new cars, prior to entry of the cars into regular service. The cars were first placed in service on the Outremont route, and for the time being are to be used on that route only, so as to enable the management to give them a complete tryout on a route on which only a few cars of other types are in operation.

The commencement of the service with the new cars was formally marked by a function at which the operation was inaugurated with addresses by the Mayor of Montreal and by R. N. Watt, President, Montreal Tramways Co. Mr. Watt pointed out in his address that the company, since 1925, has purchased, and placed in operation, exclusive of the 18 new Presidents' Conference Committee cars, 355 electric railway cars, or 373 counting the new P.C.C. cars. That figure, he stated, represents 37.9% of the total rolling stock of the company. There is only one transit property on the continent, he added, with a higher percentage of equipment bought since 1925, than the Montreal Tramways Co.; his reference was to the Washington, D.C., property.

Mr. Watt indicated that the operation of the new cars is to be watched with interest, and pointed to the fact that experience with cars of this type elsewhere will not provide a sure guide as to the results which will be secured by them in Montreal. He said that operation in Montreal is quite different from that in Washington, Baltimore or even in Toronto, and continued:—"We must meet snow and ice conditions, slippery rails, steep grades, and narrow streets, all of which require hardy vehicles. Will it be possible for our operators to operate these cars with their powerful accelerating and decelerating devices, with sufficient smoothness to make our passengers comfortable? Will they stand up under the wear and tear of everyday operation under the conditions I have mentioned? These are all questions which can only be answered after the cars are actually put into use."

Mr. Watt described at some length the formation of the Presidents' Conference Committee and its work of developing a new and greatly improved car.

In concluding, the company President reviewed briefly the types of equipment commonly employed in the provision of public transportation in large cities, and indicated the field of usefulness for each type.

All present at the inauguration proceedings were given memorandum presenting information on the new cars. Under the heading "distinctive features", the following were listed:—Rapid but smooth acceleration. Substantial reduction of noise. Improved braking facilities. Wider aisles. Vertical stanchions for support of standing passengers. Better illumination. Improved heating and ventilation. Improved facilities for access and exit. Modern streamlined appearance. Comfortable riding qualities and passenger appeal. Easy window adjustment. Modern safety appliances.

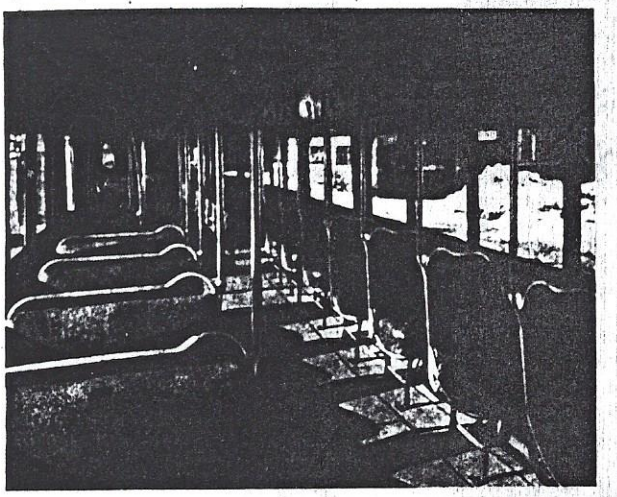
The memorandum also provided some description of the innovations presented by the cars, as in the following:—

Noise Elimination—The quiet operation of these cars has been achieved through a number of special features. For example, the drive between the traction motor and the truck-wheels is through the medium of hypoid gearing. This drive is silent and smooth. The wheel design itself is also a major contributor to quiet operation. Rubber is used as the sound deadening medium in the wheels and also provides controlled resiliency which results in easy riding.

Operating Controls—All controls are foot-operated. The safety devices are controlled by the left foot. If the left foot is released, all brakes are simultaneously applied and power is automatically cut off from the motors. The accelerator pedal and the brake pedal are controlled by the right foot as in an automobile.

Brakes—Special consideration has been given to braking equipment. There are four different type of brakes.

One of the New Presidents' Conference Committee Cars for Montreal Tramways Co.



Interior of Montreal Tramways Co. P.C.C. Car.

Power Plants—Each car is powered by four 55 h.p. motors.

Lighting—Lighting is designed to give ample illumination.

Heating and Ventilation—These cars are heated and ventilated under a system of forced draught. The air is drawn from an opening in the roof under the trolley base shroud and led to a closed chamber under the car body. In this chamber, it is warmed by heat given off by the car rheostats and forced by a motor driven fan through outlets in the car at floor level. The temperature of the car is thermostatically controlled.

Windows—Window opening and closing has been simplified by the use of a non-jamming mechanism. The turning of a simple crank in any direction causes the window to lift from the closed position.

Entrance and Exits—Entrance to these cars will be by double doors at the front end, which will be for loading purposes only. Passengers will leave the car by double exit doors at the center which will be controlled by the weight of passengers on treadle steps. These exit doors are interlocked with the power and brakes so that the car cannot start with the doors open. This arrangement will facilitate a uni-directional movement of passengers.

Seating—The seats are upholstered in green leather to match the two-tone green interior finish. The frames are chrome plated. Ample aisle space has been provided to facilitate passenger movement.

In conclusion, the memorandum stated that the cars were manufactured by Canadian Car and Foundry Co. and that the equipment was supplied by Canadian Westinghouse Co., Ltd., The Clark Equipment Co., National Pneumatic Co., and Carnegie Steel Co.

Montreal Tramways Commission Report

We are in receipt of a copy of the 26th report of the Montreal Tramways Commission to the City of Montreal, dealing with Montreal Tramways Co. operations in 1943. We look forward to publication of a complete summary of this report in an early future issue.

The Association plans to hold a business meeting in June.

Proposed Legislation Affecting T.T.C.

Private bill (No. 20) for introduction in the Ontario Legislature at the current session, to provide for "An Act respecting the City of Toronto", contains some sections affecting the Toronto Transportation Commission.

Ferry Service—Sec. 2 (1) of the bill proposed to amend sec. 10 of an act respecting the City of Toronto, passed in 1920, by adding the words "ferry service and other waterborne transportation within the city". The effect of this would be to make the Commission financially responsible for the financial losses incurred in operating the ferry service between the Toronto waterfront and Toronto Island. The Commission operates these ferries, but only as agent for the city, which owns them, and the city itself stands the losses, which have averaged over $49,000 a year during the past 17 years. Naturally, the T.T.C. is resisting passage of this section, as explained in greater detail in the Marine Department of this issue. Sec. 2 (2) of the bill states that nothing in the agreement between the city and the T.T.C., appearing as a schedule to an act passed in 1929 and validated by another act in 1936, is to prevent the effective operation of the change proposed by sec. 2 (1) as described above.

Street Extension—Sec. 3 of the bill states:—"Notwithstanding the provisions of The Local Improvement Act, where the cost of the work is borne by the Toronto Transportation Commission, the Corporation may, without local assessment of cost, open, widen, extend, alter, grade, alter the grade of, divert, improve a street and open or establish a new street, and may acquire or expropriate the necessary lands therefor; and may construct a pavement, sidewalk, sewer and necessary drainage facilities, and reconstruct, resurface or widen an existing pavement; and the said Commission is hereby authorized to provide money for any of the said works, and the provisions of The Municipal Act and The Municipal Arbitrations Act shall mutatis mutandis apply."

In explanation of the foregoing, it may be said that last year the Commission paid a "dividend to the city" in the way of carrying out certain works, the cost of which would ordinarily be a city obligation, but which

Transit Industry Traffic

January figures show an increase of 2.9% over those of Jan., 1943.

Passenger Traffic by Population Groups

	January 1944 (Thous.)	% Increase over 1943
Cities over 1,000,000	691,729	d0.4
" of 500,000-1,000,000	284,379	1.7
" of 250,000-500,000	314,285	9.7
" of 100,000-250,000	230,046	1.2
" of 50,000-100,000	171,502	6.6
" of less than 50,000	76,210	4.0
Total all cities	1,768,151	3.0
Suburban and unclassified	103,534	1.0
	1,871,685	2.9

d Decrease.

Preliminary February Figures

	1944	1943	Increase (a)
February (preliminary)	1,796,012,000 (29 days)	1,697,624,000 (28 days)	5.8%
January (final)	1,871,685,000	1,819,083,000	2.9%

(a) On a daily average basis the per cent. increase is 2.1%.

Traffic of Individual Canadian Properties

	February, 1944 Rev. Psgrs. (Thous.)	% Increase over 1943	January, 1944 Rev. Psgrs. (Thous.)	% Increase over 1943
British Columbia Electric Ry. Co.	*9,151	17.0	*9,548	14.2
Hamilton Street Ry.	.....	....	3,128	0.8
Lethbridge Municipal Ry.	.....	....	180	15.8
Levis Tramways Co.	.....	....	438	5.4
London Street Ry.	1,706	8.8	1,773	9.2
Montreal and Southern Counties Ry.	361	17.2	383	17.4
Montreal Tramways Co.	28,844	2.6	31,591	6.9
Niagara, St. Catharines and Toronto Ry.	.....	....	1,070	3.0
Nova Scotia Light & Power Co.	.....	....	2,705	5.8
Oshawa Ry.	.....	....	300	20.7
Ottawa Electric Ry.	4,904	11.6	5,011	11.2
Quebec Ry., Light & Power Co.	.....	....	3,517	14.6
Toronto Transportation Commission	.....	....	24,025	2.0
Winnipeg Electric Ry.	7,127	15.2	7,067	7.5

* Covers traffic of Vancouver city lines and interurban lines. See elsewhere in this issue for Victoria and New Westminster traffic and total B.C.E.R. traffic for February.