

LAKE ERIE
AND
NORTHERN

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patronage.

Canadian Pacific Transport Co. commenced operations Sept. 14, 1925, and provides a suburban and interurban bus service in the Preston district with the following equipment.

Number	Capacity	Type	Make
1	23	Twin Coach	Twin Coach Co.
1	31	"	"
1	29	Safety Coach	Faired Co.

None of the foregoing equipment was purchased after the beginning of 1940.

The company operates on a route mileage totalling 6.2, and bus miles operated in 1940 totalled 73,770. Revenue passengers carried in that year were 265,817, or 3.6 per bus mile. Revenue per bus mile was 23.86c and expenses per bus mile, after depreciation and fixed charges, were 23c. The management reports a tendency towards increase in bus patronage.

room top deck in conjunction with the usual style of lower deck.

Window curtains are of pantasote, pattern silk 4-2, color 77, mounted on 1 in. diameter all-metal rollers and fitted at the bottom with spring-pinch fixtures. Sash locks are of polished bronze. All of the cars, both passenger and trailer, are provided with 27 low back walkover seats and eight stationary seats at bulkhead and end finish, all are upholstered in pantasote and each of the walkover seats is fitted with the usual corner hand grab.

The cars are wired for lights, trolley heaters, headlights and air brake equipment, same being executed in steel conduit, with the usual outlets and junction boxes. The lighting fixtures are as follows:—3 Safety Car Heating & Lighting Co.'s no. 9600, 3 lamps per fixture, main room; 1 Safety Car Heating & Lighting Co.'s no. 9600, 3 lamps per fixture, smoking room. Supplementing the above, a number of Crouse-Hinds type J.R.R.H. hoods, with Crouse-Hinds pendants no. 8294, and shade mounted type J.R.R. conduit body are located along the deck sill. Each vestibule is provided with one Crouse-Hinds 3 light vestibule lamp equipment, consisting of type K.R.Y.A. reflector holder, S.H. 25 reflector and norbitt receptacle C-227. Furthermore, there are four bracket lamps on each side of main room, two each side of smoking room and one in the lavatory. Lighting control in vestibules is carried out by the use of a two-way switch so that the fixtures can be thrown on and off alternately. The line voltage is nominally 1,500 volts d.c., and as shown above there are 12 body centre lamps, 4 fixtures 3 lamps each, in conjunction with 3 vestibule lamps, or a total of 15 lamps per circuit, which allows 100 volts per lamp on a series basis. Consolidated Car Heating Co.'s electric heaters are used as follows:—26 no. 392 T for body, and 2 no. B. 4722 E. control switch no. 313 (three position).

Each vestibule is furnished with a polished bronze conductor's signal bell, having operating cord attached. Each seat is fitted with an annunciator push button, wiring for same being provided with a cut-out switch. Eight basket racks are installed in main room, and two in smoking room.

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The painting throughout was provided for in the following manner:—Steel work, one coat of red lead; bottom framing and underside of flooring, one coat of red oxide; top of flooring, two coats of paint and oil; exterior of body, builders' standard formula Pullman new body color; lettering and numbering, gold leaf; interior, finished natural (no shellac used), rubbed down to a dull finish; ceilings, gloss finish.

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The cars have been built by the Preston Car & Coach Co., Ltd., Preston, Ont.

The Canadian Westinghouse Co. has supplied six 1,500-volt quadruple car equipments, equipment for two trailer cars, and new universal air brakes for both motor and trailer cars. Each of the six 1,500-volt motor car equipments will consist of four 85 h.p. ventilated type motors and AB unit switch type of control. Ordinary wheel trolleys will be used at first at least, but the cars are so arranged that pantograph trolleys can be installed in place of the wheel trolleys, or as auxiliaries. The trailers will be equipped with control apparatus, so that a train may be operated from any platform without switching the cars.

17.22c. compared with 26.04c. with electric locomotives, although the capacity of cars handled today is much greater than that of the cars of 1907 and 1908. The electric locomotives are available for service about 90% of the time. The total yearly locomotive mileage for the six units averaged 208,810, or 34,800 per unit.

The commutators make from 60,000 to 99,480 miles between turnings and the brush mileage is from 40,000 to 60,000. The pinion mileage is from 64,000 to 118,000, and none of the gears have worn out in 254,000 miles of service.

Formerly the greatest mechanical expense was due to flange wear, the average mileage between tire turnings being 25,000. Since the installation of electro-pneumatic flange oilers, the invention of Mr. Hall, some tires have already made 184,000 miles since last turning, and are still in service. Tires which formerly made 12,000 miles now reach 83,000 between turnings.

The few train delays which have occurred were due mostly to insulator failures or flashovers caused by the steam locomotive exhaust. At first some short circuits were caused by birds which alighted on the arcing tips of lightning arresters, but this cause of trouble was removed by installing porcelain perches over the arcing tips. Such strain and special insulator failures as occurred were apparently due to expansion under the effect of temperature changes. Strain insulator trouble has been overcome by the use of fibre "shrouds" which protect from rain and steam locomotive gases. The tunnel insulator design was also improved by increasing the amount of insulation between wire and ground and making broken insulators more readily replaceable. A steel contact wire was also placed below the copper wire to reduce the rate of wear.

The wood section breakers gave some trouble due to warping. These have been removed and an overlapping arrangement of the contact wires has been substituted.

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Sandwich Ry's Franchise is being a limit to the company for light within the and the that the granted 31, 1922, tion of operation

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the automatic device used to adjust the rate of fuel consumption to the load. The latter consists of a diaphragm valve in the fan engine line, which controls both the fan speed and the engine speed through variation in boiler pressure. There are times when trains follow each other in such quick succession that it is not advisable to wait for the steam pressure to drop in order to bring in the auxiliaries. A coil was therefore placed around the cable feeding the contact wire and the induced current was utilized for ringing a bell and lighting lamps when a train requiring 800 kw. or more moves out of the yard toward the tunnel. This indicates to the fireman that he should prepare to handle a heavy train up the 2% grade in 3 or 4 minutes. He can then cause the fan and stokers to speed up and be ready in ample time to care for a heavy load.—Electric Railway Journal.

Sandwich, Windsor and Amherstburg Ry.'s Franchise.—The Ontario Legislature is being asked by the Windsor City Council to limit the duration of the franchise of the company as to supplying electric energy for lighting, heating and motive purposes within the city under the bylaw of 1892, and the further bylaw of 1896, by providing that the franchise and all the powers granted thereunder shall cease after Dec. 31, 1922, that being the date of the expiration of the company's franchise for the operation of its electric railway in the city.

The Shawinigan Water and Power Co. is asking the Quebec Legislature to authorize it to acquire and deal with the shares and securities of other companies, to carry on all kinds of manufacturing business, to guarantee the performance of contracts, etc. The company owns, among other things, the Three Rivers Traction Co., and the Shawinigan Terminal Ry.

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The trucks weigh 12,800 lbs. each, or a total of 25,600 lbs. per car. The air brake equipment weighs 2,800 lbs., including the compressor. The electrical equipment in-

cluding control and wiring, weighs 17,000 lbs., and the bodies complete weigh 34,725 lbs., which gives a total car weight without passengers of 80,125 lbs.

St. Clair Tunnel Electrification Operating Data.

The Grand Trunk Ry. tunnel under the St. Clair River between Sarnia, Ont., and Port Huron, Mich., was electrified in 1908. The electrification was fully described in Canadian Railway and Marine World, Dec., 1908.

The system is single phase, 3,300 volts, six 66 ton Westinghouse locomotives being used. Two coupled together haul 1,000 ton trains up the 2% grades encountered in the tunnel at 10 m.p.h. Electric operation has made it possible to handle fully one third more trains than was possible with steam operation, and has eliminated danger from gas.

Through Walter D. Hall, Superintendent of the tunnel, information regarding the results of six years of electrical operation of the tunnel has been made available. He states that the steam locomotive men who, after a few weeks of training, were put in charge of the locomotives are still operating them and, with two exceptions the same firemen, now called assistants, are with them. Not a passenger or member of the yard crew has been injured by electric shock and but two casualties have occurred to workmen in the electric bay of the shops.

The average cost per year for maintenance of the six electric locomotives has been \$11,131 as compared with \$21,173 for the four steam locomotives which they replaced. The average cost per car handled through the tunnel, a distance of about 5 miles, was 17.22c. compared with 26.64c. with steam locomotives, although the capacity of cars handled today is much greater than that of the cars of 1907 and 1908. The electric locomotives are available for service about 90% of the time. The total yearly locomotive mileage for the six units averaged 208,810, or 34,800 per unit.

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The wire hangers of 1/4 in. pipe proved satisfactory except where subjected to steam locomotive gases in the yard. In such places 1/2 in. x 1 in. galvanized or sherardized steel band has been used when hangers needed replacing. A special hanger or universal trolley wire clamp was devised by Mr. Hall for use in supporting the iron contact wire. This consists of two grooved plates, held together by one carriage bolt with provision for attaching a band iron hanger by means of which the clamp with attached wires can be supported from messenger wire or insulator.

The average cost of maintenance per mile per year of the 12 miles of overhead construction and rail bonding was \$127 for labor and \$72 for materials and tools. The saving in the cost of track maintenance in the tunnel is estimated at \$1,500 a year.

The cost of fuel for the steam locomotives was \$42,729 a year, while that for the electric locomotives was \$17,186, with the electric locomotives handling a greater tonnage. While slack coal is used in the power plant in place of the hard coal formerly used on the locomotives, fewer tons of the former are consumed. The energy cost given also includes energy supplied for operating pumps, for tunnel, terminal, yard and engine house lighting and for crane and other motors. The average watt-hours per ton mile at the generator busbars were 37.6.

An interesting indicating device has been installed in the boiler room to supplement the automatic device used to adjust the rate of fuel consumption to the load. The latter consists of a diaphragm valve in the fan engine line, which controls both the fan speed and the engine speed through variation in boiler pressure. There are times when trains follow each other in such quick succession that it is not advisable to wait for the steam pressure to drop in order to bring

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6.15 p.m.—Supper.
7.45 p.m.—Song service.
8 p.m.—Address by representative of
general Epworth league board of the
Methodist church.
9 p.m.—Address, Japan, Rev. C. P.
Holmes, B.A., of Japan.

WATERFORD

Waterford, July 8.—Mrs. Cecil Forse
and her sister, Miss Alma Tidey, of
Hannon, are guests of W. and Mrs.
Forse.

Miss Helen Duguld, of Toronto, is
spending a few days with friends in
Waterford and vicinity.

Miss Jennie Devlin, of Dunnville, is
the guest of her many Waterford
friends.

The Misses McMichael, of Buffalo,
N.Y., Miss Francis, of Niagara Falls,
N.Y., and Miss Jardine, of Rexton, N.
B., are guests of O. and Mrs. McMich-
ael and S. T. and Mrs. Squire.

Dr. and Mrs. Troy and their young-
est daughter arrived from New York
on Saturday. The doctor gave two im-
pressive addresses in the Baptist
church on Sunday, and at the close of
the morning service administered the
sacrament of the Lord's supper. About
a hundred were present.

Miss Effie Bechtel, of British Col-
umbia, is home for her vacation. Miss
Lillie Bechtel, of Winnipeg, is also
visiting her mother, Mrs. J. G. Bech-
tel.

A C.P.R. engine has been running
carloads of ties and steel rails south-
ward on the L. E. and N. railroad. The
steel is laid south for over a mile.
The steam shovel is working on the
north side of the bridge excavating,
and a dummy engine is hauling the
earth northward in dump cars on a
temporary track.

Mrs. Elmer Chapin, of Toronto, is in
town visiting friends and relatives.

Rev. G. R. Fitch is attending the
ninth annual missionary conference in
the Ontario Young Ladies' college,
Whitby.

Mrs. T. B. Tobin, of Chicago, is vis-
iting her mother, Mrs. Beam.

Miss Brown, of Dunnville, is home
for her vacation.

P. George Pearce was unfortunate
enough to have his engine break down
on Thursday last, just as he had com-
pleted the printing of only the town
list. He had to take the rest of the
work for completion to Simcoe. The
engine was later taken to Simcoe for
repairs and was returned on Monday
afternoon.

Mrs. Alfred Henry and son Mack, of
Bridgeburg, are guests of F. G. and
Mrs. Wilcox.

George Murray, together with Mrs.
Murray and his brother Wallace, of
Port Huron, are guests of Charles
Murray.

Miss Laverne, of the Western hospi-
tal, Toronto, is spending her holidays
at her home here.

meeting of the town council ten tend-
ers were opened for the \$9,500 of de-
bentures issued to complete the pay-
ment for the sewage system. The of-
fer of R. C. Matthews, of Toronto, of
\$9238 and accrued interest, was unani-
mously accepted.

Six tenders for street sprinkling and
other teaming work on the streets,
ranging in price from \$22 to \$24 per
week, were also opened and it was
agreed to engage Wm. Hamilton's
team at \$22 per week.

Mr. Orme's resolution requesting the
Minister of Railways and Canals to
approve of the location of the line of
the Erie and Ontario railway com-
pany between Smithville and Dunn-
ville, was passed unanimously.

The protest against the delay in
completing the transfer of the Im-
perial Mill to the Monarch Knitting
company and obtaining payment for
the same in order that money may be
available for the construction of side-
walks, was renewed by Mr. Orme.
Mayor Penny again promised prompt
action.

Soo Chew, who is about to open a
Chinese restaurant in the store re-
cently occupied by John P. Brown,
applied for relief from the transient
traders' license fee of \$250. It was
agreed to give him the same terms as
had been given in a similar case.

On motion of Mr. LeRoy it was de-
cided to order Rolston and Bennett to
bury their gas main on Alder street in
accordance with the by-law to that
effect.

The board of education held its
regular meeting on Monday evening.
The resignations of Misses Lam-
Johnson and White were accepted, and
the following appointments made: H.
C. Branion, of Brownsville, principal;
Mrs. H. C. Branion, primary teacher;
Misses Helen Moote, Winnie Dohn and
Marie Jewhurst. The property com-
mittee was instructed to prepare the
east room of the first floor of the old
high school building to use as a class-
room. The salary of R. H. Archibald,
of the high school staff, was increased
to \$1500, to take effect on January 1st
next. Motion was passed in favor of
the appointment of an efficient tru-
ancy officer.

J. D. Humphrey and Garnet Black-
man spent the week-end at Selkirk.

Miss Eva McCrae left last week for
JudHaven, Muskoka, to spend the
summer.

Mrs. W. T. Brown, of Toronto, who
has been visiting her parents, Mr. and
Mrs. McCrae, has returned to the city.

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PORT DOVER

From Our Own Correspondent.

Port Dover, June 6.—While the cement floor for the new bridge was being laid Saturday last boats were much in demand for the conveniences of those who found it necessary to reach Prospect Hill. Several of the sterner sex essayed the crossing by walking on the framework of the bridge and, incidentally, managed to annex their share of the nice black coating which had been spread over the iron work.

L. E. AND N. LINE

The following copies of letters, coming as they do from an authoritative source, will, no doubt, set the minds of the villagers at rest on several mooted questions.

Dear Sir—In connection with the Lake Erie and Northern railway at Port Dover, I would say that I went there on the 12th inst. I was accompanied by Mr. Kellett, chief engineer of the L. E. and N. railway, and met the reeve of the village of Port Dover.

I am of the opinion that the location approved with the consent of the council of the village of Port Dover, on St. Patrick street, is not in the interests of the village, as that is a residential street. The reeve mentioned that it was approved on the understanding that this line was to be operated electrically, and at that time I think Mr. Kellett thought it was to be so operated. The operation is now to be by steam and I do not think that the line should run on St. Patrick street. We have practically agreed on the location paralleling the Grand Trunk railway, and the village is in favor of that, also new plans are to be made and submitted by Mr. Kellett of the Lake Erie and Northern railway. Yours truly,

(Sgt.) GEO. A. MOUNTAIN,
Chief Engineer.

Secretary's office, May 24, 1914.

ANOTHER LETTER

Dear Sir—Referring to the above application of the Lake Erie and Northern railway company I send you herewith for your consideration copy of report of the board's chief engineer dated the 16th inst., and to say that the board concurs therein, and that the railway company

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has been asked to file new plans in accordance therewith. Yours truly,

(Sgd.) A. D. CARTWRIGHT,
Secretary, B. R. C.

NOTES OF NEWS

John Reynolds has purchased an Overland runabout from Hawes and Seaton.

At its meeting on Monday night of this week the board of education decided to retain the high school part of the present buildings in order to meet the demand for increased accommodation which is already beginning to loom up owing to the not inconsiderable influx of new residents.

Owing to the fact that the Port's school is a union one the rural scholars will have a chance to compete in the Woodhouse township rural school fair which will probably be held here in October.

The Lutherans of the United States are preparing to take notice of the 400th anniversary of the Reformation. The ultimate proposal will be the crea-

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June 6
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FATAL ACCIDENT

Unknown Man Killed Near Brantford This Morning

From Our Own Correspondent.

Brantford, Ont., May 22.—A fatal accident occurred on the line of the Lake Erie and Northern railway opposite the farm of Judge Hardy, just outside of Brantford, this morning, the victim being an unknown Italian. The man was employed by Johnston Bros., railway contractors, and in an attempt to board the engine of a hal-lasting train missed his footing and fell. He was completely decapitated, and one of his feet was also cut off. An inquest will be held. Although he had worked for the contractors for some time the foreigner was known only by a number.

LONG TRIP

February 2, 1914

the alliance. The particulars of the latter meeting will be announced

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WORK RESUMED

Construction Operations Have Been Recommended on L. E. & N. Railway

From Our Own Correspondent.

Brantford, Feb. 2.—As promised last week, work along the line of the L. E. & N. railway, which had been at a standstill for a couple of months, owing to difficulties experienced in financing the road, was resumed this morning. Johnston Bros., contractors, started a large force of men to work laying tracks between Paris and Brantford, and promised that within a month's time all the rails would be laid from Galt to Brantford, and that the road would be in operation during the early spring. An engineer from the Dominion railway commission came to the city Saturday in response to the city's complaint that the railway company was by its work along the Grand river increasing the danger from floods.

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JUNE 6, 1914

PECULIAR ACCIDENT

Windows in Two Trains Smashed and Several Passengers Injured

An accident of a most peculiar nature occurred Saturday afternoon near Bronte station. A Grand Trunk local passenger train, running from Hamilton to Toronto, and a C.P.R. passenger train, Toronto to Hamilton, while passing each other at Bronte, had several coach windows broken, and a number of passengers were slightly injured by pieces of flying glass. It was at first supposed by the conductors of each train that a projection from the other train had caused the trouble, but when it was ascertained that windows in both trains were broken, investigation was made, when it was learned that the trouble had been caused by a piece of loose coal which had fallen from the tender of one or the other of the trains, and was knocked back and forth from train to train as they passed each other at high speed. Three passengers on the Grand Trunk train and two on the C.P.R. train received slight injuries from the flying glass and at least a dozen windows were broken.

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ROAST FRENCH CHICKEN