

# Ottawa Items from Railway and Shipping World - 1913

01-Jan-1913 Page 20 Kingston (CP)

The only construction done on this line during the past year was the ballasting of about 10 miles, and the putting of a number of bridges and cement culverts.

01-Jan-1913 Page 20 Little Nation River

Subscribers to the common stock of these projected railway were called upon to pay a further 10% of their subscriptions by Dec. 28, and shareholders who had not met two previous calls of 10% each, have been notified that proceedings will be taken to forfeit their rights to the shares subscribed for.

01-Jan-1913 Page 20 Central of Canada

We are advised that there is officially under construction a 38 mile section from Hawkesbury to South Indian, the contractors being C.J. Wills and Sons, London, Eng., and Montreal and a 15 mile section from Ste. Agathe to Francetown, QC, the contract for which is held by H. Armstrong. A general contract has been let for the entire line from Montreal to Midland but the two sections named cover all the mileage that has yet to be brought to the construction stage. Tenders were received to Dec. 20, 1912 for 1,000,000 ties to be delivered in quantities as directed to Ste. Agathe, Lachute, Montreal, Grenville, Hawkesbury, MacAlpine, Ottawa, South Indian, Carleton Place, Bannockburn, Fenelon Falls, Orillia and Midland.

01-Jan-1913 Page 22 Central of Canada

C.N. Armstrong, of Montreal, Vice President of the C.Ry. of C. who has spent most of his time in England, for several years past, will, it is said, be the next conservative candidate in the Colne Valley division of Yorkshire for the House of Commons.

01-Jan-1913 Page 23 Other

J.M. Shanly, M.Can. Soc. C.E. Consulting Engineer, Montreal, who died there suddenly Nov. 28 was born at Waukegon, Il, in 1857, and after completing his education at Toronto University, moved to Montreal in 1878. He began his professional career under his uncle, Walter Shanly, and after spending several years on survey and construction work, was appointed Chief Engineer of the Beauharnois Jct. Ry. in 1887, and was subsequently Chief Engineer of the Montreal and Ottawa Ry., now the CPR short line between those cities. He was subsequently engaged in the construction of the Central Counties Ry. (now partly the CPR), the Baie des Chaleurs Ry., the Great Northern Ry. of Canada, the International Ry. of New Brunswick, and latterly he was engaged in connection with the Central Ry. of Canada. His connection with the Canadian Society of Civil Engineers, of which he was a councillor, dates from 1887.

N.B. This was James Moore Shanly, son of Coote-Nesbit Shanly.

01-Jan-1913 Page 31 Kingston (CN)

Application is being made to the Ontario Legislature by the town council of Prescott for the confirmation of a bylaw to carry out an agreement with the GTR relative to the construction of divisional terminals there and to raise \$35,000 for the building of a subway in connection with the work.

A plan has been prepared by the city engineer of Kingston to bring the GTR further into the city and to provide for the erection of a union station. The city council and the board of trade are considering the plans with a view of pressing it upon the company's consideration.

01-Jan-1913 Page 33 Smiths Falls

During 1912 track was laid on 45 miles of the line between Ottawa and Toronto. The uncompleted section is between Sydenham and Ottawa, 80 miles. J.P. Mullarkey has the contract for the entire distance with the exception of certain work on a 20 mile section which was let to Ewen Mackenzie. The work on the section is well advanced.

01-Jan-1913 Page 33 Beachburg

On this section 35 miles of track were laid during 1912.

01-Jan-1913 Page 39 Ottawa Electric

We are officially advised that the company is building an addition to its Coburg Street barn, which will add four to the six tracks already there and giving accommodation for 30 more cars.

01-Jan-1913 Page 39 Morrisburg and Ottawa Electric

Ottawa city council had under consideration, Dec.2, the question of the route of this projected electric railway into the city. The railway committee recommended a route along Riverside Avenue and Main Street to the proposed terminal station near the Ottawa East bridge. The report was referred to the board of control for discussion. Ewart, Scott, McLaren and Kelley, Ottawa are representing the company.

01-Jan-1913 Page 39 Hull Electric

Application is being made to the Dominion Parliament for an act declaring the company's line to be a work for the general advantage of Canada, and authorizing it to extend its line into Ottawa, by an independent line or over the line of another company with which an arrangement may be made. The HER is owned by the CPR.

01-Jan-1913 Page 39 Kingston, Portsmouth and Catarqui

H.W. Richardson, President, has informed the Kingston city council that the line is not for sale. The city desired to obtain an option on the property with a view to settling certain matters as to which there is a difference of view between the council and the company.

01-Jan-1913 Page 40 Hull Electric

The HER has started the operation of pay-as-you-enter cars between Aylmer and Ottawa,

01-Feb-1913 Page 71 Kingston (CN)

E.J. Chamberlain, President, GTR, has informed the Kingston city council that it would cost about \$1,000,000 to divert the main line through Kingston. While the change would be desirable, the company cannot, owing to the financial situation, consider making it.

01-Feb-1913 Page 72 Other  
Hon Archibald Campbell, who died at Toronto Jan 5, was until recently President of the Central Ry. of Canada. He was father in law of G.S. Deeks, President, Dominion Construction Co. contractors for the CLO&W.

01-Feb-1913 Page 87 Hull Electric  
Statistics year ended June 30 1912. First main track operated 14.12, net income 55,616. Car mileage 819,313, fare passengers carried 2,028,249.

01-Feb-1913 Page 87 Ottawa Electric  
Statistics year ended June 30 1912. First main track operated 23.56, (21.42 miles of double track, .50 miles of sidings and operates over 2.22 miles of branch lines. net income 340,955. Car mileage 4,366,284, fare passengers carried 20,891,122.

01-Feb-1913 Page 88 Hull Electric  
Canadian Railway and Marine World for December contained the award by a board of conciliation between the Hull Electric Railway and its employes, in which the board made the following recommendation:- "The members of the Board are of the opinion that in view of the proposed increase of wages, and considering the financial condition of the company, as shown by the annual statement, and the evidence given before the board, the company would be justified in increasing its charge for fares."  
The company has since announced the following changes in its tariff. The fare to a section having an average distance of five miles from Ottawa has been increased from 5c. to 6¼c., e.g. 4 tickets for 25 c. The fare to a section having an average distance of eight miles from Ottawa has been increased from 6¼c. to 8 1-3c. e.g. 3 tickets for 25c. The city fares remain unchanged.

01-Feb-1913 Page 90 Ottawa Electric  
We are officially advised that the following extensions are projected:- from Somerset St. to Carling Avenue on Preston St. one mile and from Wilton crescent to Sunnyside Avenue on Bank Street, one mile.

01-Mar-1913 Page 119 Beachburg  
There are two large bridges under construction across the Ottawa River - one at Shaw (sic) Falls, 1,800 ft. long, the other at Portage du Fort, 1,300 ft. long. The Board of Railway Commissioners has approved of location and revised location plans for the following sections of line. In Nepean tp. mileage 5.53 to 14.3.

01-Mar-1913 Page 119 Smiths Falls  
Sir Wm. Mackenzie, President, is reported as stating, Feb. 5, that it is expected to put a regular passenger service in operation between Toronto and Ottawa in June or July.

01-Mar-1913 Page 126 Belleville  
At the end of February there were 3,100 men are work on the line with 23 steam shovels. There are 80 bridge structures of various kinds and 65% of the work on these has been completed. The principal bridge structures are:- a 700 ft. structure 11 miles west of Glen Tay etc. About 70% of the grading has been completed and it is expected to begin track laying in April. This work will be started at Glen Tay, Enterprise, Belleville, Trenton and near Agincourt.

01-Mar-1913 Page 140 Ottawa Electric  
Excerpts from annual report. During the year a new 1,000 h.p. substation was installed on Albert Street and land has been purchased to install two more of the same capacity, one in Lower Town and the other in the southern part of the city. A large addition to the Coburg Street car sheds was completed and the erection of a steam turbo generator of 4,200 h.p. on Middle Street was contracted for and is now under way. With these improvements and the delivery of 20 double truck p.a.y.e cars under construction by Ottawa car Co. our earning capacity and facilities for handling the increasing traffic will be greatly augmented. Instead of erecting a new building for office accommodation, as proposed in last year's report, your directors purchased the building 248, Albert Street, which is now occupied by the headquarters and receiving office staffs. The tracks along Sparks St. and the Plaza have been renewed with a 93 lb. rail and a small portion of the new tracks on Queen Street from Elgin Street to Bank Street, authorized by the city, completed. The remainder of the work will be finished early in the spring. The new bridge over the canal on Bank Street is now approaching completion, when we will be in a position to carry out the extension of our tracks to Ottawa South.  
The past year from a street railway point of view, was one of difficulty in Ottawa, owing to the typhoid epidemic, the cold and wet summer, and the disturbance of traffic due to new construction on Sparks Street, the Plaza etc.

01-Mar-1913 Page 141 Morrisburg and Ottawa Electric  
The shareholders have been called upon to pay four calls of 10% each upon the capital stock subscribed, payable Mar. 3, May 5, July 7 and Sept. 8.

01-Apr-1913 Page 168 Central of Canada  
The Railways Committee of the House of Commons by a vote of 19 to 8 threw out the company's bill for an extension of time for construction and other amendments to its charter.

01-Apr-1913 Page 168 Cornwall  
It is said that surveys have been completed; that M.J. McLennan, D.L.S., Williamstown, has been retained to purchase the right of way and that it is expected that construction will be started this summer.

01-Apr-1913 Page 174 Belleville  
A start will be made on tracklaying early in April.

01-Apr-1913 Page 180 Smiths Falls  
Track is reported to have been laid on the Toronto-Ottawa line between Chaffey's Locks and Lombardy, and that only about 7 miles of tracklaying is required to complete this line.

01-Apr-1913 Page 185 Hull Electric  
Press reports state that plans have been prepared for an extension to Connaught Park and the Jockey Club race track; to build a second track on about half a mile, and to lay out terminal facilities at Connaught Park, Hull.

01-Apr-1913 Page 185 Kingston, Portsmouth and Cataraqui  
 An agreement has been signed between the company and the Kingston city council under which the Princess Street line is to be reconstructed.

01-May-1913 Page 219 Central of Canada  
 An action has been entered by C.J. Wills & Co. general contractors for the building of this railway, asking that the company be ordered to deposit in court \$750,000 to guarantee the cost of building the line from Montreal to Midland. The contractors claim that they have already built 20 miles and done other work for which they claim \$230,000. The company has filed a counter claim for \$100,000 alleging that the contractors have failed to carry out their contract with due diligence.

01-May-1913 Page 221 Other  
 Mrs. O'Brien, wife of M.J. O'Brien railway contractor, mine owner, etc. was seriously injured at Renfrew, April 23, in a runaway accident.

01-May-1913 Page 223 Belleville  
 It is expected that this new line will be completed by Dec. 1. About 70% of the grading and 65% of the bridge work have been done.

01-May-1913 Page 227 Smiths Falls  
 The lift bridge across the Rideau River at Jones Lock has been completed. The lift span is 57 ft. long, weighs 270 tons, and will be operated by an electric motor.

01-May-1913 Page 233 Ottawa Electric  
 OER brake rigging - see photo copy.  
 Nearly all the OER single truck cars have been equipped in its shops with brake rigging shown in skeleton in the accompanying illustration, constructed to the designs of R.A. Baldwin, Master Mechanic, who is responsible for its introduction.  
 The rigging is outside hung with brake beams in position across the front of the wheels, the brake shoes attached thereto. Under the centre of the car are two fulcrumed rods are supported under the car, attach the rods from the brake handle rod in the motorman's vestibule, the one not in use being locked in position. These fulcrumbed (sic) rods are supported under the car, but not fastened in position. Rods from the ends of the brake beams attach to the other end of the fulcrum lever. One of the brake beams has mounted on its back a balance lever fulcrumed on the beam at the centre, and to the outer ends of which the rods from the central fulcrum rod attach, instead of directly to the brake beam as at the other end. By this means, a balance is maintained in the rigging, regardless of position in which the off brake handle is locked. Its use has been most satisfactory.

01-May-1913 Page 235 Ottawa Electric  
 Press reports state that the company proposes to construct a second track on Creighton Street between St. Patrick and Sussex Streets, 1.50 miles to be laid with 75 lb. steel.

01-Jul-1913 Page 245 Ottawa, Rideau Lakes and Kingston  
 Press reports state that financial arrangements for the construction of this projected railway are being made. It will be 125 miles long, from Ottawa to Kingston, passing through Smiths Falls, with a branch to Perth and Lanark. The maximum gradient is 0.7%.

01-Jul-1913 Page 331 Central of Canada  
 The Railway Committee of the House of Commons rejected the company's application for an extension of time, and other powers, recently. Following this the bill was introduced into the Senate and passed, but when it came before the House of Commons for consideration June 2, a resolution was passed directing it to be dropped from the order paper.

01-Jul-1913 Page 331 Little Nation River  
 The Dominion parliament has renewed the subsidy voted in 1910 for the building of a railway from the CPR, between Thurso and Montebello, northerly for 30 miles. No construction has been done.

01-Jul-1913 Page 334 Belleville  
 We are advised that the contract for the erection of all buildings on this railway between Glen Tay and Agincourt has been let to the John S. Metcalfe Co. Montreal. The buildings include seven brick stations; 12 wooden stations; nine 40,000 gal water tanks; a 12 stall locomotive house with turntable, machine shop, coaling plant, ash pit, and sand house; nine freight sheds at Trenton (sic); seven station residences; 25 tool houses and several miscellaneous buildings, making in all 85 structures. It is intended to have all these completed by the end of the year.

01-Jul-1913 Page 344 Morrisburg and Ottawa Electric  
 A contract is reported to have been let to the Reliance Construction Co., Chicago, IL, for the building of an electric railway from Ottawa to Morrisburg.

01-Jul-1913 Page 345 Ottawa and St. Lawrence Electric  
 We are officially advised that plans and profiles have been prepared for the section of this projected railway from Ottawa to Morrisburg and from a point on this line to Russell, 55 miles. This mileage is ready to be put under contract, and it is expected that it will be let at an early date. The company is applying to the municipalities through which the line will pass to grant subsidies in aid of construction.

01-Jul-1913 Page 346 Ottawa Electric  
 The OER has ordered two double truck locomotive type snow sweepers from the Ottawa car Co. for delivery in November.  
 The OER has decided to change the colour of the exterior of its cars from maroon to dark green. The 20 new cars about to be put into use will be green, and the present cars will be repainted the new colour when they go into the shops to be repaired.

01-Jul-1913 Page 346 Hull Electric  
 The Board of Railway Commissioners has approved the Hull Electric Co.'s standard mileage freight tariff for all distances to and including 15 miles.

01-Aug-1913 Page 359 Article  
 Canadian Northern Railway, Mount Royal Tunnel.  
 Electric locomotives - see article Dec. 1913, p. 583.  
 Electrical equipment - see article June 1914, p 276-7.

01-Aug-1913 Page 376 Westport

The Board of Railway Commissioners has ordered the company to replace ties on several bridges, to place new stringers under rails, to renew at least 30,000 ties on the whole line, to ballast the whole line, and to make the highway crossings conform to the Board's Standard regulations, the work to be completed by Nov. 1.

01-Aug-1913 Page 376 Central of Canada

An injunction has been granted by a Quebec court, preventing the company from going on with construction of the line, either on its own account through contractors other than C.J. Wills and Sons. This firm has the general contract for building this line from Montreal to Midland, and has done considerable work. There have been some differences between the contracting firm and the company as to financing, which have been made the subject of action. The company claimed that the contractors were not proceeding with the work at a fast enough rate and proposed to put an end to the contract, and to let the work to another firm. The court held that the contractors were doing all they had agreed to do; that they were entitled to payment for the work already done, and that the company was not justified in attempting to get other contractors.

01-Aug-1913 Page 377 Anticosti Island

The Transportation Interests of Anticosti Island.

A short time ago the Montreal and Quebec Boards of Trade paid a visit to Anticosti Island, in the Gulf of St. Lawrence, which is owned by H. Menier of Paris, France, making the trip on the R. and O.N. Co.'s steamboat Saguenay. The Quebec Chronicle in an article on the trip, made the following references to the transportation interests:-

"The double deck pier, stretching 4,000 feet into the deep water of Ellis Bay, was first examined. This magnificent dock, constructed in the most solid manner, can be classed with any Government work of its kind in Canada and must have cost a vast sum, and yet it was built without Government aid and entirely of timber and materials found on the spot. The railway runs the entire length of the dock, and about midway runs up an incline to an upper level, there the pulpwood and other goods intended for shipment are automatically charged into iron pockets and thence directly into the hatches of the steamers awaiting cargo, thus entirely saving all manual labor and ensuring rapid dispatch.

"On the arrival of the party the ocean steamer, the Thyra Menier, was taking a cargo of rossed pulp wood in this manner, trains of cars running from the mill to the dock to keep the vessel supplied. All the Menier steamers are of British register and consequently fly the British flag.

"A train then carried the visitors to the end of the Anticosti Rly., which has 18 miles of main line and 9 miles of branch - 27 miles in all. The railway is most substantially built, with substantial roadbed, steel rails of 55 and 70lbs to the yard, and well ballasted with the best of ballast taken from gravel pits, where steam shovels were excavating ballast of a quality to make any railroad man happy. M. Menier has wisely made the railway of standard gauge, foreseeing the possibility of connecting it with the railway systems of the continent by means of a car ferry to Gaspé only 50 miles distant. All along the foreway are vast quantities of pulp wood awaiting shipment to the mill, where it is cut into short lengths and rossed or barked. About 35,000 cords of wood were made during the past winter, and a fleet of steamers is now carrying this wood, as fast as it passes through the barking mill, to the United States."

01-Aug-1913 Page 378 Belleville

The Board of Railway Commissioners has recommended the sanction by the Governor-in-Council of a lease of this line, now under construction from Glen Tay to near Agincourt to the CPR.

Track has been laid on the Agincourt to Whitby section and a train was run over it July 4. Construction between Whitby and Oshawa is being pushed forward and it is expected to have it completed at an early date. The remainder of the line to Glen Tay is almost finished and it is expected to have the entire 183 miles in operation in the fall.

01-Aug-1913 Page 379 New York Central

Press reports state that the GTR is negotiations are in progress for obtaining running rights over the Ottawa and New York Ry. from Cornwall to Ottawa. The object aimed at is to secure a shorter route than at present than is available between Toronto and Ottawa. (sic).

01-Aug-1913 Page 380 Smiths Falls

The Dominion Government entered into a contract June 13, with the CNOT for the building of a line from Toronto to Ottawa, 250 miles; under the terms of the act passed last session to aid in the construction of this and other lines. Work on this line is rapidly approaching completion.

01-Aug-1913 Page 381 Beachburg

Sir Donald Mann, in an interview July 4, is reported to have said -- A 15 stall locomotive house is to be erected at Rideau Jct, the point of junction of the Ottawa-Port Arthur line with the Ottawa-Toronto line; these buildings will be erected in the triangle made by the convergence of the two lines. The line is under construction from this point to the junction with the line running northerly from Toronto, but this section will not be completed until next year. Track has been laid for 150 miles westerly from near Sudbury and for 127 miles easterly from Port Arthur, on the remaining section of the line, and gangs are laying steel to connect the two sections.

01-Aug-1913 Page 386 Belleville

Standard No. 5 stations will be built at Glen Tay, Christie Lake, Crow Lake, -- these are wood on concrete foundations, and vary in dimensions from 21½ by 67 ft., to 21½ by 77 ft. The station at Parham will be of a special plan.

Standard No. 1 enclosed water tank(s) will be built at Crow Lake.

01-Aug-1913 Page 395 Ottawa and St. Lawrence Electric

A bylaw granting a 25 year franchise to the company, with a right of way on certain streets in the town, has been approved by the ratepayers of Morrisburg. The lines to be built under franchise are to be completed by Dec. 31, 1914.

01-Aug-1913 Page 395 Morrisburg and Ottawa Electric

Tenders are being asked for the building of 10 miles of line from Ottawa in the direction of Morrisburg. We are officially advised that this section will terminate I South Gloucester the intermediate points being:- Billings Bridge, Gatesville, Ridgemount, Ellwood, Henderson Corners and Lebrun.

The directors and officers are:- President, J.G. Kilt, Ottawa; Vice President, R.J. Biggar, Ottawa East; Secretary-Treasurer, R.A. Bishop, Ottawa; other directors:- Jas. Oliver, W.T. Stroder, R.E. Reardon, A.H. Caplan, J.W.P. Bogar.

01-Aug-1913 Page 396 Ottawa Electric

With reference to a paragraph in our last issue regarding the proposed change in colour of painting of the OER cars, we are officially advised that the cars have always been painted red and green but as it has been found that red is a perishable colour, the 20 cars mentioned will be painted all green, and if this is a success, it is probable that the company's double truck cars will be painted that colour only.

01-Sep-1913 Page 405 Beachburg

Full article CNOR line Montreal-Port Arthur - see photo copy.

The main line follows up the Rideau River and crosses it near mile 122. The Toronto branch leaves at this point, which has been called Rideau Junction.

01-Sep-1913 Page 441 Hull Electric

Two car trains on the Hull Electric - see photo copy for picture.

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.

01-Sep-1913 Page 442 Hull Electric

The Board of Railway Commissioners has approved of the Hull Electric Ry.'s bylaw covering rules and regulations for the governing of its employees.

01-Sep-1913 Page 442 Morrisburg and Ottawa Electric

We are officially advise that a contract has been let to R.J. Tierney & Co., Ottawa for the building of 10 miles of line from Ottawa to South Gloucester. L. Von Sydow, Ottawa, is Engineer in Charge.

01-Sep-1913 Page 478 Smiths Falls

We are officially advised that on Sept. 9, there still remained about four miles of track to lay, and about 60% of the ballasting to be done on the uncompleted portion of the line between Toronto and Ottawa. The erection of station buildings, roundhouses, etc. has been completed. Owing to the uncertainty of the amount of train filling to be done on several sections, we are informed, it is not possible to fix a date for the completion and opening of the line for traffic. Sir Donald Mann, Vice President, made a trip of inspection over the line from the Ottawa end to Chaffey's Locks on the Rideau River, Sept 11. With the exception of about four miles between Chaffey's Locks and Sydenham, on which trouble is being given by some sink holes, the line is completed. Press reports state that the work of filling these is expected to be completed to permit the operation of trains through from Toronto to Ottawa, by Oct. 15, but Sir Donald Mann, in an interview Sept. 18, is reported as saying that "six months' deferment of the opening of the line to passengers will allow the tracks to settle down."

01-Sep-1913 Page 478 Beachburg

We were officially advised Sept. 9. The line between Montreal Island and Hawkesbury is practically finished but for the completion of the bridges at the Montreal end; the section between Hawkesbury and Ottawa is in operation, and the mileage between Ottawa and Rideau Jct., the point where the line to Toronto separates, is also completed but has not yet been opened to traffic. Between Rideau Jct. and Capreol the line is under construction, and we were advised Sept. 17 of the following state of construction on this section: Grading from Ottawa to Pembroke, 56% completed; grading from Pembroke to North Bay, 45% completed; grading from North Bay to Capreol; 86% completed. Track has been laid from Capreol, mileage 313 from Ottawa easterly for 44 miles to mileage 269, from just west of North bay, mileage 231 for 19 miles to mileage 250 and from just east of North Bay at mileage 227to mileage 186, in all 104 miles. Track has also been laid from Rideau Jct. six miles, to mileage 12, and one half of mile of track has been laid to the crossing of the CPR at mileage 33 from Ottawa. The bridge work at Chats Falls, and Riviere des Prairies (sic - Portage du Fort?), is well in hand and it is expected that these will be completed this year. It is not expected to have the Ottawa to North Bay section finished until 1915, but it is expected to have the North Bay-Capreol section completed for operation about Aug. 1914. At Capreol the line joins up with the line originally built from Toronto to Sudbury. Sudbury is now upon a branch, the line having been extended and is now in operation to Ruel, 55.6 from the point of junction at Capreol. It is 545 miles from Ruel to Port Arthur, and it is expected to have the track laid through between these points early in January.

01-Sep-1913 Page 481 Kingston (CP)

CPR engineers arrived in Kingston Sep. 12, to examine into the improvement of terminal facilities in that city. It is said that a line will be built from Tete de Pont barracks to the present station and that a new station will be built on Ontario Street between Brock and Queen Streets.

01-Oct-1913 Page 491 Ottawa Electric

OER new cars - see photo copy for picture and plan.

The Ottawa Electric Ry. has recently added to its equipment 20 double truck steel cars, with the following general dimensions:

Length over bulkheads--- 33¼ ft.

Length of front vestibule --- 4½ ft.

Length of rear vestibule---6½ ft.

Projection of bunters --- 6 ins.

Total length over bunters --- 45¼ ft.

Width of body over rubbing strips --- 8½ ft.

Seating capacity --- 42 persons.

Construction of body:- The side girder plates are 18 by ¼ in. steel in one piece full length of body, each reinforced at bottom edge with 5 by 3 by 3/8 in. angle, and at top edge with a double beaded beam which also serves as a rubbing strip. Belt rails are of 3/8 by 2 in. round bevel steel edge bar with pressed steel shoe on which window sash rest. Side posts are faced with 2½ by 3-16 in. steel plates which are anchored by gusset plates and rivets to top edge of side girder plates. Window head strip or letter board is also of steel 5 by 1/8 in., reinforced at top edge with angle steel 1½ by 1¼ by 3-16 in. and all together is riveted to the top end of steel post facings. Corner posts are formed up from steel plate 3-16 in. thick. The roof is of wood construction sheeted with ½ in. T. and G. lumber and covered with canvas.

The interior finish throughout is of cherry, finished natural colour. Seats are of stationary type upholstered in rattan. Curtains are of pantasote material with tin barrel shade rollers and pinch handle fixtures. The trucks are no. 27-FE-1 standard gauge 4 ft. 10 in. wheel base with 4½ in. hot rolled steel axles and 33 in. chilled iron wheels. Motor equipments are quadruple no. 101-B-2 motors with K-35 controller. Air brakes are Westinghouse schedule no. S.M.E. The cars are equipped with H.B. life guards, Consolidated Car Heating and Lighting Co. buzzer signalling systems and electric heaters and Coleman's Fare Box Co.'s stationary p.a.y.e. fare boxes.

It is said that for appearance, as well as for public accommodation, these cars are second to none in their class. They were built by the Ottawa Car Co. Ltd.

01-Nov-1913 Page 545 Ottawa Electric

The OER has ordered two standard locomotive type, steel double truck snow sweepers from the Ottawa car Co. for delivery about Nov. 15.

01-Dec-1913 Page 584 Smiths Falls

The line from Toronto to Ottawa which has recently been completed is 240 miles long. A freight service has been put in operation but it is not intended to operate a passenger service until next summer. The company is now able to give connection through the CNQR at Hawkesbury with Montreal, Quebec and Lake St. John.

01-Dec-1913 Page 593 Kingston, Portsmouth and Cataraqui

We have been officially advised that it is the company's intention to lay a second track on portions of King and Princess Streets in the early spring, provided the city is in a position to undertake the paving of the same and that on completion of the second track the company will operate a limited ten minute service all the year round.

01-Dec-1913 Page 594 Kingston, Portsmouth and Cataraqui

H.C. Nickle, Superintendent of the Kingston, Portsmouth and Cataraqui Electric Ry. is reported as stating that after Oct. 1, 1914, a ten minute service will be given between 11 a.m. and 7 p.m. all the year round. At present a ten minute service is given between these hours, during the summer.

01-Dec-1913 Page 594 Hull Electric

The HER is in the market for four double truck trailer cars. The design of the car bodies will be the same as that in use for the company's motor cars as illustrated in an article on its two car trains in Canadian Railway and Marine World for September, page 441, and the arrangement for the entrance and exit will be similar to that shown in the trailer car in the same illustration. The general dimensions of the cars will be, length over bumpers, 43 ft; height from bottom of sill to top of roof, 8 3/4 ft.; width over side sheathing 8 1/2 ft.; seating capacity 54 persons.