

Ottawa Items from Railway and Shipping World - 1915

01-Jan-1915 Page 10 Cornwall

Tracklaying on this line was completed Nov. 30 and the event was celebrated by a dinner in Williamstown, Dec. 2, at which C.L. Hervey, the principal promoter of the railway was the chief guest.

01-Jan-1915 Page 23 Ottawa Terminal

Railway features in the City Planning Problems at Ottawa

An illustrated address on the city planning problem of Ottawa, with special reference to the railway features, was delivered by C.N. Cauchon, of Ottawa before the Canadian Society of Civil Engineers, Toronto branch, Dec. 7. The scheme proposed is the abandonment of the present Rideau Canal through Ottawa, diverting it through a new route which would enter the Ottawa River below and to the east of the city. At the point where it would enter the river, a large industrial area could be developed, which, in conjunction with a deep water harbour in still water, formed by throwing a dyke across from the shore to Duck Island, would form the principal portion of the scheme. As it is said that the prevailing winds are from the west, it is claimed that the smoke from this area would blow away from the city. It is proposed to utilize the present canal prism as a thoroughfare through the central part of the city. Connecting with this new area, there is proposed a common line for all the railways, leading into an area from the east, to the row of docks, along the front. All the lines from the east would enter over this line, crossing the Rideau River on a high level bridge, eliminating all the level crossings. This would eliminate many of the railway lines that now cut through the city, the idea being to utilize some of these rights of way as arterial highways. From a central station at the site of the present station, the line would proceed through a tunnel to the western exit, to the Broad Street station, the various railways all leaving the city over a common line.

01-Jan-1915 Page 29 Ottawa Electric

The County Court Judge at Ottawa, Dec. 3, gave judgement for \$94 damages against the OER for damages sustained by a motor car belonging to the Major Hill Taxi Co. The motor car, in order to pass a standing car, moved out on to the street car tracks, the driver signalling an approaching electric car what he was going to do. The street car failed to stop, and the motor car was damaged. The jury, which heard the action found the OER's motor man to blame.

01-Feb-1915 Page 70 Ottawa Electric

The franchise for the operation of an electric railway, granted by the village of Hintonburg which now forms part of the city of Ottawa, expires May 11. The lines affected by the franchise are those from the west side of Somerset Bridge, along Holland Avenue, as far as the GTR bridge on the way to the Experimental Farm. From Holland Avenue to the city limits westerly, the company's lines are on their own right of way, so are not affected by the agreement. The city proposes to take up the consideration of the matter at once.

01-Mar-1915 Page 106 Ottawa and St. Lawrence Electric

From time to time the Canadian Railway and Marine World has published statements which have been put forth as to intended construction on this line, but none of which have been fulfilled and it has never been possible to obtain any complete or satisfactory information about the company from the promoters, J.A. Morden & Co., Toronto.

The following letter from W.B. Russell, M.Can.Soc.C.E. Toronto, has been published in Saturday Night: "It has come to my knowledge today for the first time, that my name has been used in connection with and as being on the advisory board of the Ottawa & St. Lawrence Electric Ry., and that in connection with some request from some one to your paper for information some months ago, my name was given as being one of the advisory board. This certainly was without my knowledge or consent, that is, I mean that the railway company had no authority to use my name in this capacity and I am notifying them today to this effect. I would ask you to kindly state that I am in no way connected in any shape or form with this enterprise, and I was not aware that they were using my name as being connected with their enterprise."

01-Mar-1915 Page 108 Hull Electric

The citizens of Gatineau Point and Hull are negotiating with the HER to secure an extension of the company's line to Gatineau Point.

01-Mar-1915 Page 108 Ottawa and St. Lawrence Electric

An unconfirmed press report states that work on the Perth and Smiths Falls section of this projected railway will be started early in the spring. It is stated that the line will run through Rideau Ferry and not as originally planned.

01-Mar-1915 Page 118 Ottawa Electric

Excerpts from Ottawa traction Co. annual report.

Nine large double truck cars were added to the rolling stock during the year. The old steel bridge at New Edinburgh was replaced by a new one costing about \$15,000.00.

Next spring it is intended to renew the Bank Street tracks from Wellington Street to Gladstone Avenue, replacing the present light rails with heavy rails. This will complete the track renewals throughout the system, a work which has been going on for a number of years past.

01-Apr-1915 Page 134 Renfrew

Bronson Avenue Viaduct.

The question of the erection of a viaduct at Bronson Avenue, which has been in abeyance since the order for its erection was obtained in 1912 was before the Ottawa City Council recently. The estimated cost, including land damages, is \$200,000 and the city engineer was directed to prepare detailed estimates.

The Dominion elimination of grade crossings fund will contribute \$5,000 towards the cost and the balance will be divided between the GTR and the city. It is expected that when the viaduct is completed the line running under the Bell Street bridge will be abandoned.

01-Apr-1915 Page 137 New York Central

This line is owned by the NYC&HR. Applying to the Dominion Parliament for authority to lease the line to the NYC&HR. When the bill was before the House of Commons it was decided to limit the period to which the lines could be leased to ten years and to compel application to be made to Parliament for authority to renew the lease. In the Senate, Mar.11, it was decided to make the period 21 years to which the Minister of Railways signified his approval.

01-Apr-1915 Page 147 Ottawa Electric

The city council has appointed a special committee to consider the construction of a bridge on Pretoria Avenue to permit the extension of the electric railway to Ottawa East.

The company has completed the installation of a 2,150 h.p. generator set in its new steam auxiliary power station on Middle Street.

01-May-1915 Page 171 Cornwall

Officials of the CPR, which will operate this railway made a trip of inspection over it recently. The ballasting is being completed, and it is expected to have everything ready for starting operations about June 1.

01-May-1915 Page 184 Hull Electric

Annual statistics. First main track - 15.67; net income - \$12,849; total car mileage - 840.353; passengers - 2,406,171.

01-May-1915 Page 184 Ottawa Electric

Annual statistics. First main track - 26.17; net income - \$390,464; total car mileage - 4,840,795; passengers - 23,987,883.

01-May-1915 Page 188 Ottawa Electric

The first "jitney" made its appearance in Ottawa, April 5, the car being labeled "Jitney Passenger Service, Bank and Rideau Streets, fare 5 cents." C. Levesque who owns the car, is reported to have said that he can make 30 round trips in the day and can carry seven passengers at any one time. Other motors are reported to be running on other routes but up to the time of writing the city police authorities have not been asked to issue any licenses. At the meeting of the Brotherhood of Teamsters, Chauffeurs etc. held in Ottawa, April 10, the General President said that drivers were being organized wherever there was any number of them and associations of jitney drivers had already been formed in Victoria and Winnipeg.

01-Jun-1915 Page 227 Morrisburg and Ottawa Electric

Morrisburg and Ottawa Electric Railway's Finances.

At a meeting of shareholders in Ottawa May 1, a committee was appointed to take steps to appeal against an order of the county judge at Cornwall, calling upon the shareholders to pay up calls on their shares, and to ascertain if the company cannot be wound up. It was stated at the meeting that \$78,000 had been paid up on the stock, that about \$68,000 was due on subscriptions, that of the \$78,000 only \$10,000 had been expended upon construction work in Metcalfe and Winchester townships, and that the balance had been expended in the maintenance of offices and the payment of salaries. The company's charter will expire in the course of a year or so, its application for an extension of time for construction having been refused at the Ontario Legislature's recent session. An opinion was expressed at the meeting that the surveys made and rights acquired under the charter might be taken over by the Hydro Electric Power Commission of Ontario, which was responsible for the legislature's refusal of an extension of time, in connection with the plans for municipally electric owned lines. D. Fraser is Chairman, and Z.C. Ketchum, Secretary of the Committee. J.G. Kilt, President of the company has been invited to give an explanation of its affairs to the committee before any definite action is taken.

In the 11 actions against shareholders at Cornwall, the county judge has given judgement for the amounts claimed. Seven writs were issued at Ottawa against other shareholders, and writs against at least 25 other shareholders are to be issued for the non-payment of instalments due.

01-Jun-1915 Page 229 Ottawa Electric

We were officially advised May 25, that it was expected the city was to commence the renewal of Bank Street pavement between Gladstone Avenue and Sparks Street, about one mile, about the end of the month. as this is one of the busiest streets in Ottawa, the OER has agreed to divert its cars during the progress of the work so that it can be rushed through in the shortest possible time. The rails to be used are of the Lorain girder section 115-462, and will be laid on an 8 in. concrete slab and the surfacing will be of creosoted wood block on the track allowance and asphalt between the tracks and the curbs. The work will be carried out by the Ottawa Construction Co. and it is expected that it will be continued night and day, and completed in about eight weeks.

01-Jun-1915 Page 230 Ottawa Electric

In Ottawa one jitney started to run in the middle of April, it operated for one day and nothing has been heard of it since.

01-Jun-1915 Page 231 Ottawa Electric

The OER at the request of the city council began to stop its cars on the far side of the street, instead of the near side, April 29. This is a return to the old system, which was discontinued at the request of the city council about two years ago.

01-Jul-1915 Page 255 Cornwall

The G&SRy. was opened for traffic May 31. It is leased to the CPR and being operated as part of the Eastern division.

01-Jul-1915 Page 277 Ottawa and St. Lawrence Electric

An order for the winding up of the he Ottawa and St. Lawrence Construction Co. which was formed for the building of the O&StLERY. was made at Osgoode Hall, Toronto, June 2, on the application of J.H. Rogers. G.T. Clarkson, Toronto was appointed interim liquidator.

01-Jul-1915 Page 277 Ottawa Electric

Work started June 6 on the pavement renewal on Bank Street, the Somerset and Britannia cars being temporarily rerouted. Particulars of the track work to be done were given in our last issue.

01-Aug-1915 Page 303 Cornwall

Starting from St. Polycarpe Jct. the stations on the branch are: Bridge End, m. 6.6; North Lancaster, 10.4; Glen Gordon, 14.1; Williamstown, 17.7; Glenbrook, 21.6, Cornwall, 29.00.

01-Aug-1915 Page 318 Morrisburg and Ottawa Electric

An unconfirmed press report states that work will be resumed at an early date upon the construction of this projected railway, three miles south of Billings Bridge, near Ottawa and that it will proceed southerly to Morrisburg.

01-Aug-1915 Page 318 Ottawa Electric

The pavement renewal work on Bank St. was completed June 30 and the Somerset and Britannia cars, which had been run on temporary routes, returned to their regular routes July 1. The work was done by the Ottawa Construction Co.

01-Sep-1915 Page 348 Smiths Falls

Orders have been given for the building of three frame constructed 100-ton capacity standard counter balanced bucket coaling plants at Rideau Jct., Capreol and Fitzbach. They will be similar to the one erected at Trenton and described in June. See photo copy June p. 201-2.

01-Oct-1915 Page 398 Ottawa Electric

The OER has notified the public that all children under ten years of age, excepting only infants in arms, will be charged a 3c. fare. The practice has hitherto been to let children up to 5 years, in company with parents r guardians, travel free, and to charge half fare for those between 5 and 112 years. The abuse of this by parents and those in charge of children has led the company to give notice that it will charge 3c. in cash according to the published tariff for children under 10. This will not affect the school children's rate which is 20 tickets for 50 cents, good only during school hours.

01-Nov-1915 Page 423 Carleton Place

Changes in CPR Ottawa-Toronto service, with map.

The C.P.R., with the introduction of new time tables on Nov. 1, will inaugurate a new Ottawa-Toronto service by the addition of two new trains to run from the Grand Trunk Central Station at the intersection of Sparks and Rideau Streets, Ottawa. The new service, which will be daily except Sunday, will consist of a train, "The York," leaving Ottawa at 1.15 p.m. and reaching Toronto Union Station at 9.30 p.m. The east bound train, "The Rideau," will leave Toronto Union Station at 1.45 p.m. reaching Ottawa at 10 p.m. These trains will run over the Lake Ontario shore line between Agincourt and Glen Tay, over the Toronto-Montreal main line between Glen Tay and Kempton and over the Prescott subdivision between Kempton and Ottawa. The equipment will consist of baggage car, smoking car, first class car and library observation car with a broiler service.

The ordinary morning train for Toronto will leave Ottawa Central Station at 9.35 daily, going over the Interprovincial Bridge and through Hull, leaving Broad St. Station, Ottawa, at 10 a.m. and running via Carleton Place to Smiths Falls, where it will connect with "The Canadian," from Montreal, running via the Lake Ontario shore line from Glen Tay, and reaching Toronto Union Station at 6 p.m. It will also connect at Smiths Falls with train 35 .from Montreal going via Peterboro and reaching Toronto Union Station at 6.25 p.m.

There will be two east bound morning trains for Montreal, one leaving Toronto Union Station at 8.50 a.m. daily except Sunday, via Peterboro, and the other leaving Toronto Union Station at 9.15 a.m. daily over the Lake Ontario shore line. The Ottawa passengers from these two trains will be carried on a train leaving Smiths Falls at 3.45 p.m. running via Carleton Place, reaching Broad St. Station, Ottawa, at 5.15 p.m. and Ottawa, Central Station at 5.40 p.m. At night the Ottawa-Toronto train no. 33, which now leaves Broad St. Station, Ottawa, will leave Ottawa Central Station daily at 11.10 p.m., reaching Kingston at 12.10 a.m. and there being consolidated with the Montreal-Toronto trains reaching Toronto Union Station via Peterboro at 7.20 a.m. and North Toronto at 8 a.m. and via the Lake Ontario shore line reaching Toronto Union Station at 7.35 a.m. The Toronto-Ottawa train no. 34, which now leaves Toronto Union Station at 11.10 p.m., will leave at 11 p.m. daily, running via Peterboro to Smiths Falls, where it will take on Ottawa sleeping cars from train 24 leaving North Toronto at 10 p.m. for Montreal via Peterboro, and will also take on Ottawa sleeping cars from train 22 which will leave Toronto Union Station for Montreal via the Lake Ontario shore line at 11.30 p.m. instead of 11.40 as at present. The consolidated train no. 34 from Smiths Falls will arrive at Ottawa Central Station at 7.40 a.m. via Kempton.

There will also be a greatly improved service between Ottawa and Kingston, two trains daily each-way, leaving Ottawa 9.35 a.m., via Carleton Place, Smiths Falls and Tichborne, reaching Kingston at 2.30 p.m; also leaving Ottawa Central Station at 1.15 p.m. via Kempton, Smiths Falls and Tichborne, reaching Kingston at 8.45 p.m. From Kingston there will be a train leaving at 10.45 a.m. via Carleton. Place, reaching Ottawa at 5.40 p.m. and another leaving . Kingston at 5.40 p.m. via Kempton reaching Ottawa at 10 p.m. The Ottawa-Kingston trains in both directions will use the Ottawa Central Station.

01-Nov-1915 Page 424 Beachburg

The section of line between Rideau Jct., just outside Ottawa, and Port Arthur, has been opened for freight traffic and will be opened for passenger traffic early in November.

01-Nov-1915 Page 428 Chalk River

W.W. Kibbie, formerly town ticket and telegraph agent, CPR, Carleton Place, died there Oct 19, aged 56, from paralysis. He occupied the position for about 30 years, and retired in July on account of ill health.

01-Nov-1915 Page 442 Ottawa Electric

The OER is represented in the Canadian Overseas Expeditionary Forces by one of its directors, T.F. Ahearn, by a clerk and an electrician, 17 conductors and two motormen. The electrician, F.G. Blewden, was killed in action.

CNOR bridges over the Carp, Mississippi and Ottawa Rivers. See photo copy for pictures.

On the Canadian Northern Ry.'s main transcontinental line, about 35 miles west of Ottawa, are four closely located bridges. The first bridge, over the Carp River, consists of two 75 ft. half through girder spans with a 200 ft. truss span between them. The next crossing, the Mississippi River, is of two 75 ft. half through and a 121½ ft. half through girder span, between the two 75 ft. spans. A mile farther down is the Stoney Creek bridge, which had three 85 ft. half through girder spans. The fourth is a long crossing over the Chats Rapids of the Ottawa River, and is made up of 10 deck girder spans, including 5 plate girder spans each 115 ft. long, 2 of 121½ ft., one 200 ft. through rivetted truss and one 280 ft. through rivetted truss spans. The total weight of the bridges is about 2,800 tons.

The masonry foundations were all in at the time the superstructure contractor's men arrived on the job on June 20, 1914. The plant arrived a day later and at the Carp River, driving piles and building falsework started at once. The easterly girder span was first erected, then the bottom chords and floor system of the truss span, were placed in position as fast as the falsework was built. The trusses were erected by a locomotive crane after the floor system was completed. An air hammer was used for driving the piles, air being supplied by a steam compressor, which was also used for driving rivets. This bridge was completed so that the construction trains crossed on July 16, 1914, and track laying was started to the Mississippi bridge and completed so as to allow erection of that bridge to start on Aug. 1, 1914.

A camp was established at this point and maintained until the erection work was started at Chats Rapids, at which point a splendid camp for use through the winter was built, and the men were made as comfortable as they could be at home. The river bed at the Mississippi is rock, so that a temporary timber bent trestle was erected, which permitted running out the girders on the cars, from which they were unloaded into place. The centre girders of the Mississippi River Bridge weighed 52 tons each, and were erected by using a gallow's frame, in connection with the 50 ton locomotive crane.

Piles were driven at Stoney Creek, on which a temporary track was constructed, and the girders carried into place from a side track by the locomotive crane. These girders weighed about 25 tons each. This bridge was completed on Sept. 3, 1914, but a serious delay occurred after this. About the time the track was laid to Chats Rapids, the grader's locomotive upset in a sink hole, and a very difficult job of rescuing it was accomplished by calling in the Terry & Tench Co.'s erecting plant. The compressor was set up, and the pile driver used to build a trestle across the sink hole. Then the big locomotive crane was used to pick up the locomotive and set it on the track. This caused a delay of three weeks, and threw the erection of the Chats Rapids Bridge long into the late autumn and winter.

Work was finally started at Chats Rapids on Sept. 16, 1914, and a 25 ton guy derrick, having an 88 ft. mast and a 75 ft. boom, was erected alongside the track, about 200 yards from the first or easterly span, where a storage and sorting yard was established. The first span, 121 ft. deck girder, was erected after the temporary falsework was built, by using the same method as at Mississippi River. The next span was a 200 ft. through truss over deep water, running very swiftly, the bottom being rock with great boulders, making it very difficult to secure a safe footing for the piles. The piles used were 14 in. x 14 in. 50 to 60 ft. long, sawed British Columbia fir, with cast iron points. They were driven into the rock by the air hammer, sufficiently to get a good bearing. In addition to the deep water and swift current at this crossing, immense quantities of saw logs were constantly being floated down the river to mills at Hull, and other places, and it was necessary to keep watchmen day and night to protect falsework from destruction. On top of the falsework the bottom chords and floor systems of both the 200 and 290 ft. through spans were built, and the permanent track laid as the work advanced. From this track the trusses were erected by the use of the locomotive crane, the material being pushed in on cars by the railway locomotive from the sorting yard. The shopwork on these trusses was such that on the 290 ft. span the end posts, which were erected last, did not even require a wedge to be driven in order to connect them to the top and bottom chords. As all of the girder spans in this bridge were of the deck type, without cover plates on the top chords, the greatest care had to be used in handling them. The work of erecting this bridge, which was 1,589 feet long, was completed on Jan. 16, 1915, the camp abandoned and the plant shipped away. The falsework and a large part of the erection equipment was shipped to Troy, N.Y., to be used in building the Congress St. Bridge, across the Hudson River.

The falsework timber used in the whole of the above work was British Columbia fir of the best quality, cut for the purpose. In addition about 200 piles were purchased locally. Throughout the whole work there was not a single serious accident, and the health of the men was splendid.

The contract for the fabrication and erection of the above work was let by Mackenzie, Mann and Co., to Canadian Allis-Chalmers Ltd., Toronto, who sublet the erection to the Terry & Tench Co. Inc. of New York. W. H. Grant, Manager of Construction, Mackenzie, Mann and Co., had general charge. C. T. Smith was Superintendent of the work for the Terry & Tench Co., and much credit is due him for the successful carrying out of the undertaking; Geo. Fisher was his assistant; Nicholas Dowd had charge of the locomotive crane. About 60 men were employed throughout the job, and were all hired locally. The contractors state that it would be difficult to get a better working force of men together. The weather in the summer was greatly in favor of the work, but storms in the winter caused some delay.

The Board of railway Commissioners has authorized the building of an interchange track with the CPR near Ottawa. The coal handling plant at Rideau Jct. was reported, Nov. 12, to be practically completed.

CPR passengers between Smiths Falls, Carleton Place and points east thereof to Port Arthur and points west thereof, may now travel either via main line through Renfrew and North Bay or via Toronto and Sudbury, but must designate which route they desire at time of purchase and tickets must read

Judge McTavish gave judgement at Ottawa, Nov. 1, on an appeal by the OER against being assessed for the Provincial war tax, amounting to about \$800. The judge held that the agreement exempting the company from taxation referred only to such taxes as the municipal authorities control; the war tax is a provincial tax, and not a municipal one, and as such is not covered by the exemption in the agreement. The company did not object to the amount of the assessment otherwise, but appealed simply on the point of law as to whether it was not exempt under the agreement.