

# Ottawa Items from Railway and Shipping World - 1917

01-Feb-1917 Page 70 Hull Electric

A.D. MacTier, General Manager Eastern Lines CPR, has been elected President, Hull Electric Co. succeeding W.R. Baker, who resigned from the directorate on retiring from the CPR service, in which he was Secretary of the latter company and Assistant to the President.

G. Gordon Gale, M.Can.Soc.C.E., heretofore General Manager and Chief Engineer, has been appointed Vice-President succeeding E.W. Beatty K.C., Vice President and General Counsel, CPR., who, however, remains a director. Mr. Gale will continue to attend to the engineering work. He was, prior to 1907, Assistant Engineer, Canadian Rubber Co.'s electrical plant; from 1907 to Nov. 1908, Superintendent of ?; 1909, Acting General Superintendent, Power, Hull Electric Co.; Nov. 1908 to ?? same company; 1909 to June 1914, General Superintendent, same company. He is a graduate of McGill University, an associate member of the Institute of Electrical Engineers and a member of the Canadian Society of Civil Engineers.

01-Feb-1917 Page 73 Hull Electric

We are officially advised that the only work contemplated for 1917 is the laying of 8,660 ft. of second track and the building of a 4,800 ft. loop line. A press report credited the company recently with having decided on building two miles of new line.

01-Mar-1917 Page 104 Beachburg

The residents of Norway Bay have asked the Board of Railway Commissioners to settle the question of the location of a station there. Three sites have been suggested, each of which is strongly advocated by special interests.

01-Mar-1917 Page 113 Ottawa Electric

The Ottawa Electric Ry. has ordered 3 double truck semi steel cars, 33 ft. body, 45 ft. over all, equipped with Westinghouse 101 B-2 motors, 27-F-E-1 trucks, S.M.E. air brakes, etc. from Ottawa car Manufacturing Co. They will be duplicates of the company's class 600 cars.

01-Apr-1917 Page 142 Belleville

Appropriations for the year provide for: - automatic signals at Glen Tay and Agincourt ---.

01-Apr-1917 Page 153 Ottawa Electric

A jitney bus service is being operated between the Post Office at Ottawa and Hull.

01-Apr-1917 Page 154 Ottawa Electric

The Montreal Stock Exchange has listed the Ottawa Car Manufacturing Co.'s stock, consisting of 11,779 shares of \$100 each, and the Ottawa Traction Co.'s stock, consisting of 56,307 shares of \$100 each, for trading on the exchange.

01-Apr-1917 Page 155 Ottawa Electric

The Ottawa Board of Control has received a letter from the company refusing to operate its cars over the Pretoria Ave. bridge and to extend its service to Ottawa East. The company stated that the location of the bridge and its type was decided upon without consultation with it, but apart from that the company says it is not prepared, owing to the short time which its franchise has to run to make extensions of its lines. The city council has appointed a committee to interview the company's officers with regard to this and a number of other matters in connection with the operation of the railway.

01-Jun-1917 Page 232 Brockville

A press report states that the company is about to build a bridge of three 27 ft. spans over Buell's Creek, Brockville.

01-Jun-1917 Page 238 Ottawa Electric

Statistics for year ended 30 June 1916 : 28.11 miles; net income \$346,079; car miles 4,756,501; passengers 25,392,750.

01-Jun-1917 Page 238 Hull Electric

Statistics for year ended 30 June 1916 : 15.67 miles; net income \$829; car miles 789,716; passengers 2,513,257.

01-Jun-1917 Page 239 Cornwall Street

C.U. Peeling, who has been Manager of the electric light and gas properties at Oshawa, which are operated by the Hydro Electric Power Commission of Ontario, has been appointed Manager of the Cornwall St. Ry., Light & Power Co. and the Stormont Electric Light & Power Co. at Cornwall, succeeding Wm. Hodge who has resigned after occupying these positions for 12 years. Mr. Hodge will remain in Cornwall, and will be prepared to give his assistance and advice regarding the properties.

A few disconnected ideas in Street Railway Operation - F.D. Burpee.

I will endeavor in this paper to describe a few ideas we are using in Ottawa. The paper will be short and if the matter it contains is not new to the reader, he will not have lost much time.

**Car Service Regulation.** - Some years ago, when the service on the different lines of our system was supervised by inspectors, who were for the greater part of the time around the centre of the system, it was found that the motormen made an effort to be on time passing through the centre, but loafed at the termini. They tried to make the lay at the terminus as long as possible, by arriving ahead of time and leaving behind time, making gaps in the service and causing many complaints. To correct this condition, we have established a starting office for each line, situated at or near a terminus. The starters were chosen from the list of conductors and motormen, old hands thoroughly familiar with car service work, and men who showed they were intelligent and tactful. These offices, beside controlling the service on each line, sell tickets, issue transfers, and keep on hand a stock of sand, salt and supplies for minor repairs, which often makes it possible to keep cars in service that would otherwise have to go to the repair shop. The cars leave the barns in the morning with instructions to get to certain points for their first trip. After that the service is entirely in charge of the car starter, who gives the motormen so many minutes for the round trip. He extends or reduces this time as the traffic fluctuates, and works the rush hour extras into the service when they come out. Each starter makes a daily report showing the exact time each car passes his office and gives an explanation of any gaps that may appear. When rush hour extras go into the barns he arranges his regulars so that the gaps are quickly absorbed.

At the centre of the system we maintain a checking office in charge of the Traffic Inspector, whose clerk records on a large sheet the time each car passes east and west. As nearly all lines pass this office the sheet shows at a glance the whole service. It is the duty of the Traffic Inspector to consult the car service sheet, investigate gaps, and keep his eye on the service generally. He keeps in close touch with each starter by telephone and is their immediate chief. He makes a daily report to the Superintendent, explaining each gap shown by the car service sheet and any other items or recommendations concerning his department. We have established four starting offices, two of them being placed at a point where two lines intersect and have control over both lines. They cost us about \$2,500 each per year, but we consider the money is saved many times over in the splendid service obtained. They have proved a splendid means of maintaining the time interval between cars and when blockades occur the service can be reorganized in a very short time. Each car carries a card giving the time it should pass various time points. The card is held by a clip in the front vestibule where the motorman can easily consult it. Hooks for motormen's watches are just beneath the time card.

I consider the success of our starting offices largely due to the men who were chosen for starters. They should be men who will not antagonize the conductors and motormen, but firm enough to have their orders promptly carried out. Briefly, they must be intelligent and tactful, with a thorough knowledge of the car service work. It provides an excellent position for the conductor or motorman who is above the average, and worthy of promotion.

**Operation of Sweepers.** -Each autumn we book our sweeper crews for the winter, taking them from the old hands. We choose men who can be relied upon and who agree to show up whenever called. They are men who are booked on regular day and relief runs, working the same cars. When sweepers are needed these crews are relieved by spare men and go to the barns for their sweeper, or in an emergency run their cars in. Each crew has its own sweeper and route and are held responsible for both. They stay with their sweeper until it is sent in or relieved by their regular relief crew. The relief crews stay out until after midnight if necessary, and come when called between that hour and 6 a.m.

**Maintenance of Equipment.** -While I think every operating man is convinced that the policy of giving each motorman his own car is a good one, he does not know until he tries it what an effect it has on maintenance cost and regularity of service. Owing to the fact that we have not open terminal barns, it has been considered impossible to inaugurate it here. It was attempted on one occasion, but the shunting necessary to place the cars caused so many complaints from residents in the neighborhood of the barns that it was discontinued. We found recently, however, that by arranging the runs so that the first cars out in the morning are the last in at night, each man could be given his own car and the shunting practically eliminated. We have put this arrangement in force on all our lines. The men are taking a keen interest in their cars, even to the extent of asking for brass polish and cloths to keep everything polished up and looking well. If a day man finds that his car has been abused the night before, he comes down with both feet on the night man, and vice versa. If the man at fault is a spare, he gets a lecture on car operation that he remembers. In the old days a man seldom reported defects, because his chance of getting the same car the next day was remote. Now he reports everything that is not in first class shape on his car and keeps at it until he gets it fixed. The conductors seem to be as keenly interested as the motormen.

**Elimination of Skid Flat Wheels.** -We have always had the skid flat wheel trouble with us, due to the extreme variations in temperature and the frequency at such times of what the motormen call a "bad rail." Some equipment men will tell you that if a wheel is flattened, scrap it. I have heard this statement from the superintendent of a large system, but during a visit to his city counted over a dozen cars with flat wheels in half an hour. Of course we all know that if the flat spot is small it will, in the course of time, pound out. During the pounding process, however, the passengers have a few things to say about the road. We have installed a wheel grinder and have done well enough with it to justify its purchase, but have had more success by getting at the root of the trouble and preventing the flattening by the motormen. We have established a rule that each motorman who flattens a wheel must make an accident report of it and give explanation of the damage he has done. There are times when a man is to be commended for flattening wheels. It may be that he has averted a serious accident. In the majority of cases, though, the damage might be avoided, and is often due to carelessness. The starting office on the line is provided with a pad on which to record verbal reports of motormen who receive cars with flat wheels. If a motorman takes a car in that condition from the barn or from the crew he is relieving, reports the car number at his start office at the first opportunity. The starter records the man, and car, and time report is made. The last man to handle this car who has not so reported it, is held responsible for the damage, and, if he has already done so, is called upon to make out a report. Due allowance is made for weather conditions. We have days when it is impossible to keep cars from sliding. Under such conditions flat spots are liable to appear with the best motormen. Whatever the reason, we have succeeded in reducing our flat wheel trouble remarkably. It is partly due, I think, to the fact that each man has own car, and also to the moral effect making each man at fault make an accident report and place himself on record as being responsible for the damage.

**Car Changers.** - When a car becomes disabled it used to be our practice to ship it in and give the crew another car. This made a gap in the service. For several years back we have kept a crew at repair shop who are known as changers. They are ex motormen of long service and have an intimate knowledge of the various runs. Fortunately for these men have taken a keen interest their work and keep themselves informed of any changes in the service, so that they have a pretty good idea, when a car is reported, just where they can meet. When some trouble develops on a car which is beyond the ability of the motorman to repair, he reports it at his starting office. The starter telephones repair shop. When the car comes back to the centre of the city the crew find a car waiting at some convenient point, transfers the passengers and go ahead. The car changers take the disabled car back to the repair shop. There is little delay and no gap.

**Bulletins.** - It was our practice until a short time ago to post bulletins in a board and have each man sign opposite his number, but we found that there were always a large number of men who neglected to sign and also a large number who signed without reading the bulletin. We have substituted bulletin boards and loose books at each barn, and in the conductors' and motormen's lounging room. We place on the bulletin board a copy of the bulletin issued and in the books copies of those we wish to preserve, so that a man who has been off duty can read all bulletins that have been issued during his absence. We have also started the publication of a small monthly sheet called "Ottawa Electric Railway Bulletin," which is given to the men with their pay envelopes on the 20th of each month. While this is primarily intended to contain copies of bulletins issued the month previous, it also contains other matters on efficiency, courtesy, safety, etc., set forth in a more or less interesting way. We hope in the course of time to extend the scope of this publication to taking in all the departments and make it appeal to the employes of every department. In its present form of four pages the bulletin costs us about \$15 a month for 1,000 copies.

**Seniority.** - Operating men should realize, and probably do, the importance that a conductor or motorman's place on the seniority list has for him. He goes through the hard times of being a spare man and the long spell of night work, and for some years looks forward all the time to something better. These better things depend entirely on his advancement in order of seniority. It does not seem fair that, except in the case of sickness, men should get leave of absence for several months and when they return take exactly the same place on the seniority list as when they left. We have cases where men have been away one year out of five, but have been credited with five full years, whereas they have only worked four. They have held their places on the seniority list

ahead of men who have worked nearly five years. This had led to some discontent among the men. Seniority should mean length of actual service rendered. We have established a rule that a man who obtains leave of absence for any period more than one month, will be reduced on the seniority list the length of time he is away from duty.

EDITOR'S NOTE - The foregoing paper was written before Mr. Burpee obtained leave of absence for military service. He is now a major in the 207th

01-Jul-1917 Page 279 Maniwaki

The CPR trains on its Gatineau Valley branch will continue to be operated in and out of Broad Street station, Ottawa, this year as usual, the reported proposal for running powers to enable them to run to and from Central Station not having been acceded to by the GTR.

01-Jul-1917 Page 280 Central of Canada

The Exchequer Court of England has dismissed the application for the appointment of a receiver, giving the company until July 1 for the completion of its plan for the reorganization. To carry out this plan it is necessary to obtain consent of 75% of the bondholders, and at the time of writing it was stated that 72% had consented.

01-Jul-1917 Page 287 Morrisburg and Ottawa Electric

J.G. Kilt, President of the projected Morrisburg and Ottawa Ry. died suddenly in Ottawa recently, aged 54.

01-Aug-1917 Page 313 Ottawa Terminal

CPR stations in Ottawa and Hull. The Board of Railway Commissioners has granted the company permission to handle its Hull passengers at Beemer station instead of the city station used heretofore. The commissioners heard the objections against the closing of Broad Street station Ottawa. E.P. Flint off the company's solicitor, stated that while the company had not petitioned or asked to close the Broad Street station, it had been under the impression for several years that such a change would be welcomed by the greater majority of those in Ottawa who were frequent travellers. An order in the matter will be issued in due course. It is said that all passenger trains will be operated into the central station, Ottawa, and that freight trains will be operated into Broad Street. Considerable work will be necessary at the GTR central station before the CPR's Ottawa passenger business can be centralized there, and it is not yet known how soon it can be done. The closing of the present Hull station will then be necessary. Beemer station is also in Hull, being on the main line and within a short distance of Hull station, and when the change takes place all Hull business will be handled there. Its location, both as to the city of Hull and the electric railway lines is much more convenient for the travelling public than the present Hull station.

01-Aug-1917 Page 324 Ottawa Electric

We are officially advised that the company is about to relay track on Sussex St., from Rideau St. to St. Patrick St., 1,600 ft. with 80 lb. T rail. The city will renew the paving at the same time. Work is expected to start at once.

01-Aug-1917 Page 327 Hull Electric

A. Baudoin, Ottawa station agent, Hull Electric Co. was on July 7 sent for trial before a jury on a charge of converting to his own use \$255.45 belonging to the company.

01-Aug-1917 Page 327 Ottawa Electric

The Ottawa Electric Railway has received one semi steel car with 33 ft. body from the Ottawa Car Manufacturing Co.

01-Sep-1917 Page 352 Ottawa Electric

Major F.D. Burpee, formerly Superintendent, Ottawa Electric Ry., who went overseas as a major in the 207th Battalion, C.E.F., recruited in Ottawa, has been gazetted as a temporary lieutenant in the Canadian Railway Troops.

01-Sep-1917 Page 363 Ottawa Electric

The OER's new cars. - see photo copy for picture.

The Ottawa Electric Ry. Co. has added to its equipment recently 3 semi-convertible, double truck, single end, p.a.y.e. cars "of semi-steel construction, similar to its last previous order. The principal dimensions are as follows: Length of body, 33 ft.; length of front vestibule, 4½ ft.; length of rear vestibule, 6½ ft.; length over all, about 45¼ ft.; width of body, 8½ ft.

The underframes are of steel; the side sills are composed of a 5 x 3 x ¾ in. L, riveted to an 18 x ¼ in. plate, forming a plate girder, whose top flange is made of a heavy double beaded bar on the outside and a 4 x 3/16 in. flat bar on the inside, and stiffened over the bolsters with 4 ft. x ¾ in. flat bar about 10 ft. long. The posts are of 2¼ x 3/16 in. steel, fitted with best white ash, and riveted to the side sills with large gusset plates, also riveted to the belt rails and wall plates. The belt rails are of 2 x ½ in. round edge steel; the window stools are pressed out of no. 16 gauge steel, pressed to shape and riveted to the belt rails. The letter boards are of 6 x ¼ in. steel plates, reinforced with plates and angles and riveted to the side posts. The side panels, between the side sills and the belt rails are of no. 16 steel, and made so that they can be removed easily by taking out a few screws.

The roof is of monitor type, and built of wood, reinforced with steel carlines, and covered with no. 10 duck and painted. The exterior of the car is finished naturally in red cherry, also the sash and doors. All metal trimming in the interior of the car, such as sash locks, lifts, curtain brackets, etc., are of red bronze, highly polished and lacquered; the p.a.y.e rails, also the window guards, are of solid bronze tubing, with a special heavy wall. The cars are equipped with stationary rattan seats, with lift up cushions, to allow easy cleaning of the car floor. They are also equipped with curtains; buzzer system, with push button on each post; signal bells, alarm gongs, pneumatic Sanders, conductors folding seat, also a seat for the motorman. The lighting is the railway company's standard, 3 circuits of 7 lights in series in each circuit, using special lamps, also using a method of automatically lighting front exit as designed by T. Ahearn, President of the railway company, some years ago, and which, owing to its adaptability, has been made a standard. The cars are also equipped with sanitary hand straps, H-B life guards, Coleman stationary fare boxes, and 3 heavy brass stanchions in the centre of the body of the car, extending from floor to roof, between the longitudinal seats.

Each car is mounted on no. 27 F-E-1 trucks and equipped with 4 Westinghouse I-I-B-2, motors and 1-K 35 controller, also Westinghouse S-M-E air brake equipment.

The cars were built by Ottawa Car Manufacturing Co

01-Sep-1917 Page 368 Ottawa Electric

G.D. Lang, acting Superintendent, Ottawa Electric Ry. has returned to duty after being absent for several weeks on account of ill health.

01-Oct-1917 Page 405 Ottawa Electric

Full details of Supreme Court decision in J.P. Hayes v Ottawa Electric Ry. Notes not taken.

01-Oct-1917 Page 407 Ottawa Electric

Paving work was started on Sussex St. between George and Rideau Sts., Sept. 30 and pending completion the Rockcliffe and the Preston car services have been rerouted.

01-Nov-1917 Page 433 Kingston (CN)

W.D. Robb, Vice President in charge of rolling stock, etc., was in Brockville Oct 4 and is reported to have said that nothing would be done in regard to the proposal to remove the company's shops from Brockville to Prescott until next spring, at least, and that it was not all likely that anything would be done until after the war.

01-Nov-1917 Page 436 Central of Canada

In the Quebec High Court, Practice Division, Montreal, Oct. 18, Justice Bruneau gave judgement dismissing with costs the action of the central Ry. of Canada against C.J. Wills and others. This was an action for damages arising out of an alleged breach of contract in connection with the building of a railway from Montreal to Georgian Bay. The parties have been engaged in legal proceedings over the contract ever since construction ceased in 1912. The big suit was carried to the Imperial Privy Council in 1914, and since then the suits for damages have been up before Quebec courts from time to time. It is said that the whole have now been disposed of.

01-Nov-1917 Page 446 Kingston, Portsmouth and Catarqui

The KP&CRy is employing some women conductors.

01-Nov-1917 Page 446 Cornwall Street

The Cornwall St. Ry., Light & Power Co. is said to be in the market for some cars.

01-Nov-1917 Page 446 Ottawa Electric

The Ottawa Electric Ry. is reported to have carried 750,000 persons during the six days of the Central Canada Exhibition, 25,000 more than in 1916.

01-Dec-1917 Page 485 Ottawa Electric

The Ottawa Electric Ry. put the winter car schedule in operation on the Britannia line Nov. 12. A four minute schedule is given from the corner of Elgin and Sparks Sts. to the McKellar townsite loop, with a two minute service during the rush hours; while a 10 minute service is given from the McKellar townsite to Britannia.

01-Dec-1917 Page 485 Ottawa Electric

Report of conciliation board re. Ottawa Electric Railway.

A board of conciliation and investigation was appointed by the Minister of Labour recently in connection with differences between the Ottawa Electric Ry. Co. and its employes. Following are extracts from the report:

The matters in dispute were in relation to certain alleged violations by the company of provisions of the agreement entered into with the men on July 10. We found that there was no real difference between the company and the men. Misunderstandings had arisen, as a result of a failure to come together for complete discussion such as we were able to bring about, and as a result the misunderstandings have disappeared and mutual assurances have been given which are practically certain to result in harmonious operation in the future.

The principal was asserted that the men have the right to nominate the members of their grievance committee as they think proper, and this principle is to be recognized by the company. Certain minor difficulties were due to a failure in the past to recognize this principle, but we are satisfied the probability of a recurrence of similar difficulties is slight.

One objection of the men was based on the fact that an employe had been dismissed without an opportunity being given to the grievance committee to consider his case. This again appeared to have been the result of a misunderstanding and the acting Superintendent has promised to reinstate this employe in the hope that the difficulty will not occur again.

Another minor difficulty has arisen owing to the company's failure to supply seats for conductors in certain cars. This also appeared to have been an oversight and the company as promised to remedy it within a time satisfactory to the men.

A third minor difficulty was the failure of the company to supply boards in the pits in the sheds as provided by the agreement. It appears that this was because of an objection raised by the insurance underwriters, and the men have recognized the justness of the company's position in this regard and do not intend to press for compliance with the term of the agreement.

Certain instances were mentioned of changes in the shop rules without previous consultation with the grievance committee. These matters were explained to the men's satisfaction and on the board's recommendation care will be taken in the future not to give rise to similar complaints.