

Ottawa Items from Railway and Shipping World - 1921

- 01-Jan-1921 Page 1 Article
How van Horne built the Cuba Railroad.
- 01-Jan-1921 Page 14 Montreal and Ottawa
CPR - a press report states that about 300 acres of farm land in the vicinity of Cyrville, near Ottawa, have been bought by the CPR, at an approximate cost of \$30,000, the price varying from \$50 to \$200 an acre. The company, it is said, will build a locomotive house and repair shop there.
- 01-Jan-1921 Page 33 Hull Electric
We are officially advised that the company has filed with the Board of Railway Commissioners a special local passenger tariff, effective from Dec. 6, 1920, increasing the fare between Ottawa and Aylmer from 20c to 25c. Tickets sold formerly at three for 50c., are now 11 for 42; children's tickets sold previously at 4 for 25. and 3 for 25c between Ottawa and Deschenes and Aylmer respectively are now 15 for \$1. Sale of tickets by conductors has been discontinued and they are now sold at the company's offices and at a number of points along the line. Books of tickets are not transferable and are limited to one month from date of issue.
- 01-Jan-1921 Page 37 Ottawa Electric
Proposed purchase - see photo copy.
- 01-Feb-1921 Page 77 L'Original
Consolidation of facilities and staffs at Hawkesbury is under consideration.
- 01-Feb-1921 Page 77 Westport
A section of the CNRys. formerly part of the BW&NW parallels the GTR between Brockville and Lyn, approximately 4 miles. It is the intention to build a joint station at Lyn on GTR property which will permit CNR trains to use the GTR tracks into Brockville.
- 01-Feb-1921 Page 77 Ottawa Terminal
Consolidation of facilities and staffs is practically completed (GTR and CNoR).
- 01-Feb-1921 Page 78 Beachburg
The Pembroke station facilities and staffs have been consolidated. The CNR using the GTR facilities.
- 01-Feb-1921 Page 78 L'Original
Arrangements have been made to consolidate the Rockland facilities and staff in the spring.
- 01-Feb-1921 Page 93 Ottawa Electric
Purchase of OERy. defeated - see photo copy.
- 01-Feb-1921 Page 93 Ottawa Electric
insurance plan etc - see photo copy.
- 01-Feb-1921 Page 93 Ottawa Electric
Major. F.D. Burpee, Manager, broke a small bone in one of his ankles early in January and had to lay up for about a fortnight.
- 01-Mar-1921 Page 128 Prescott
The Ottawa Women's Historical Society has received for its museum from E.W. Beatty, K.C., President CPR, the name plate from the locomotive Bytown which hauled trains on the Prescott and Ottawa Ry. in the fifties.
- 01-Mar-1921 Page 131 Alexandria
A proposal is under consideration at Ottawa for building a bridge over the Rideau canal and the GTR tracks at Somerset St., and the city's board of control is reported to have decided Feb. 11 to ask the GTR to pay part of the cost.
- 01-Mar-1921 Page 143 Central of Canada
The affairs of the unfortunate Central Ry. Co. of Canada figured in the Exchequer Court at Ottawa, Feb. 17, then C.N. Armstrong, of Montreal, appealed against the decision of the referee in the liquidation proceedings disallowing prior consideration for his claim of \$109,941. Armstrong was appointed manager of the railway when the company was being formed at \$10,000 a year for ten years, and his claim includes salary and other things. The referee refused to give prior consideration to the claim, and the Exchequer Court dismissed the appeal with costs, holding that a company would not be justified in paying a manager of a railway which does not operate and therefore has no revenue.
- 01-Mar-1921 Page 159 Ottawa Electric
Thomas Ahearn and Burpee - bio - see photo copy.
- 01-Mar-1921 Page 159 Hull Electric
G. Gordon Gale - bio - see photo copy.

01-Mar-1921 Page 160 Hull Electric
The HERy. is having one of its single truck cars overhauled and remodeled by the Ottawa Car Manufacturing Co. When completed it will be about 31 ft. over all, it will weigh about 22,000 lb. and have two 40 h.p. motors. the single door entrance and exit will be of standard design. The car will be fitted with all the safety appliances and will be ready for service about the middle of March.

01-Mar-1921 Page 160 Ottawa Electric
An Ottawa alderman gave the following notice of motion recently:- "That in order to relieve the pressure during the rush hours, the Board of Control be instructed to call for tenders for the construction of 25 large street cars, which may be handed over to the Ottawa Electric y. for use until the expiry of the franchise, at an annual rental sufficient to cover the interest and sinking fund on the cost of construction and depreciation of same.

01-Apr-1921 Page 212 Ottawa Electric
The Ottawa City solicitor has been instructed by the board of control to inquire whether or not the OERy. has authority to apply to the Board of Railway Commissioners for an increase in fares above the maximum fare of 5c., as provided in the franchise.

01-Apr-1921 Page 213 Ottawa Electric
The Ottawa City Council is reported to have given some consideration recently to a motion by Controller Ellis to the Board of Control requesting the Hydro Electric Power Commission of Ontario to estimate the value of the Ottawa Electric Ry. Co.'s property, to advise the council regarding the cost of improving the service and whether it would be to the city's advantage to acquire the railway pursuant to the franchise terms or to enter into an agreement with the company for service at cost. the council referred the matter back to the Board of Control to find out whether the company would consent to allow such an inquiry into its financial condition.

01-May-1921 Page 270 Ottawa Electric
The Ottawa City Council passed a resolution, April 5, asking the HEPC to make a valuation of the OERy. and to advise as to the city's policy regarding the future operation of the railway; the cost of improving the condition of the line and providing a service that would be satisfactory to the city. A similar resolution was passed by the council on a previous occasion, but the company refused to allow such an investigation, arguing that the agreement between the company and the city calls for the appointment of arbitrators to fix the value of the property. The council is reported to have been advised that the company's concurrence in an investigation by the HEPC is unnecessary although it would facilitate the inquiry.
A series of three addresses by authorities on electric railway matters to the members of the Ottawa Board of Trade was arranged for recently. The first of those was delivered April 6, by D.F. Wilcox of New York, who was appointed by the United States Government during the Wilson administration, to report on the condition of radial railways throughout that country. He spoke on municipal ownership the other addresses are to be by E.I. Lewis, Chairman of the Indiana Public Service Commission, on private ownership, and W.E. Cann, Toledo, on service at cost.
The wages agreements between the company and its car employees expired April 30. The employes union asked for alterations in working conditions which would shorten the hours without reducing the day's wage. The management pointed out that present conditions do not allow of any changes in the hours of labor, although it was admitted that working conditions could be improved. The company's position in its relationship to the city is uncertain and should be considered. The union reported after considering the management's statement to have decided to continue at the present wages for a year unless an arrangement is arrived at between the city and the company on the franchise question. A new agreement on this basis is, a press report states, being settled, some minor detail as to working conditions being in course of arrangement.

01-Jun-1921 Page 320 Hull Electric
Hull Electric car 46 has been remodelled by Ottawa Car. Number changed to 48

01-Jun-1921 Page 322 Ottawa Electric
We are officially advised that the company proposes to renew about two miles of double track during this year, and has ordered 200 tons of steel rails in the United States.

01-Jun-1921 Page 325 Ottawa Electric
Proposed purchase - see photo copy.

01-Jun-1921 Page 325 Ottawa Electric
Address in Ottawa on service at cost - see photo copy.

01-Jul-1921 Page 378 Ottawa Electric
We are officially advised that at the end of march, 30 days prior to the expiry of its agreement with its employes, the company agreed to renew the agreement for another year to May 1, 1922. The agreement provides for the following rates of pay:- first year 49c an hour; second year 51c.; third year 53c.; fourth year and over 55c. Time and a quarter is paid for Sundays and legal holidays, and time and a half for all overtime. The men work a nine hour

01-Jul-1921 Page 382 Cornwall Street
Cornwall ratepayers are to vote on a bylaw to extend the Stormont Electric Light & Power Co.'s franchise for 10 years from 1923, when the present franchise will expire. The company is controlled by the Sun Life Assurance co. which also owns the Cornwall SRL&P., the electric railway tracks of which are reported not to be in good order, but the company has offered to put them in good order, provided the Stormont Co.'s franchise be extended and that the railway franchise be so amended to allow fares being raised from 5c to whatever the fare may be in Toronto, if the Cornwall Town Council is able legally to permit this to be done.

01-Aug-1921 Page 421 Beachburg
We are officially advised that a switch has been installed at Pembroke to give a connection between the CNR and GTR, the work involving only a small expenditure. the construction of the switch will permit GTR locomotives to use the CNR Y at Pembroke for turning purposes. (N.B. what about the GTR roundhouse at Pembroke?)

01-Aug-1921 Page 434 Ottawa Electric
The OER ordered recently 200 tons 82 lb. T rail and two Westinghouse transformers. It is relaying 1 1/2 miles of track with 80 lb. T rail and is building and equipping a transformer room at a sub-station.

01-Aug-1921 Page 434 Cornwall Street

On July 8 Cornwall ratepayers by a vote of 799 to 540, carried a bylaw extending the Stormont Electric Light & power franchise for another 10 years. The extension was strongly opposed by the HEPC.

01-Aug-1921 Page 437 Ottawa Electric

The valuation of the OERY's property which the Ottawa City Council arranged to have made by the HEPC staff, is reported to have been started on July 12. T.U. Fairlie of the Commission's railway staff, is in general charge of the work, and it is reported that Alex. McDougall, another of the Commission's railway engineers, is at the head of the working staff. The report is expected to be ready in about three months.

01-Aug-1921 Page 437 Kingston, Portsmouth and Cataragui

The KP&CRY. has the right to operate cars on Sundays but ceased to do so about 10 years ago, as it did not pay. A car service was put in operation over the lines on Sunday, July 10, to enable people to get to Lake Ontario Park, and will, we are advised, to continued temporarily. A cash fare of 5c. is charged, with t5 tickets for 25c., same as on weekdays, and children's tickets are sold 2 for 5c.; workmen's tickets are not accepted. The cars are being operated on /Sundays from 10 a.m. to 10 p.m. H.C. Nickel, who is General Superintendent of the company is also Mayor of Kingston.

01-Oct-1921 Page 547 Hull Electric

The Hull Electric has ordered 2 one man safety car bodies 32 ft long from Ottawa car.

01-Oct-1921 Page 548 Cornwall Street

We are officially advised that as a result of the recent vote by Cornwall ratepayers \$110,000 is to be expended on the reconstruction of the several properties, power and lighting plants, gas plant and street railway. Of this sum, about \$45,000 is to be expended on renewing the street railway rails, etc. on the main street, or the street running between the GTR and the CPR stations and the centre of town.

01-Oct-1921 Page 548 Hull Electric

Of the fire which swept Aylmer recently doing about \$750,000 damage, the Hull Electric Co.'s property and equipment was damaged to the amount of \$4,000, but the cost of reconstructing the damaged lines is estimated at approximately \$8,000. We are officially advised that the company intends laying half a mile of 85 lb. rails on Main St. Aylmer, replacing the present 65 lb. rail.

01-Oct-1921 Page 548 Ottawa Electric

Street car service was resumed recently over the new St. Patrick St. bridge, the smaller cars only being operated over it, the larger Bank-St. Patrick cars being turned back at the end of St. Patrick St.

We are officially advised that the company contemplates the equipment of a transformer room at Nelson St. substation to step down from 12,000 to 2,200

01-Nov-1921 Page 580 Westport

The Canadian National Rys. management is trying a gasoline driven motor car between Westport and Brockville, Brockville sub., Ottawa Division, Ontario District, 44.4 miles, the car being operated in regular passenger service and making four round trips daily. It leaves Westport at 7 a.m., 11 a.m., 3 p.m., and 7. p.m. as trains 78, 80, 82 and 84 respectively, and leaves Brockville at 9 a.m., 1 p.m., 5 p.m. and 9 p.m. as trains 77, 79, 81 and 83 respectively, the run each way occupying 1¾ hours. The motor car service was begun Oct. 3 previous to which date service was provided by a mixed train each way daily except Sunday, and this service has been retained. The motor car remains at Westport overnight.

The car was constructed by Ledoux, Jennings Ltd., Montreal, and has been handled to the CNR for trial purposes. As shown in the accompanying illustration, a 4-wheel leading truck has been used, and the chassis of what would otherwise be a large motorbus has been modified to suit the requirements. The length over all is 21½ ft.; height, rail to roof, 9 ft.; length of body, 18 ft.; width of body, 7½ ft. There are two entrance doors, one on each side, near the front. The seating capacity is 20, in addition to the operator, the seats being finished in rattan. There is one transverse seat across the rear accommodating 6 passengers, 2 one-passenger longitudinal seats, one on each side, and 3 seats arranged transversely on each side of the central aisle, each accommodating two passengers. The car is equipped with 6 dome electric lights, 3 on each side of the central aisle. On each side of the engine hood, which is 36 in. long, baggage carriers are arranged. The engine is of Reo manufacture.

The maximum speed which can be attained by the car is 40 m.p.h., which may be said to be more than sufficient for equipment of such light weight.

Twelve miles per gallon of gasoline is being obtained, and the service the car has given to date is said to be satisfactory.

There is a side view of the car lettered "Canadian National" and with number 501.

01-Nov-1921 Page 602 Hull Electric

The HER is having two single truck, single end, one man cars built by the Ottawa Car Manufacturing Co, along the lines of the safety one man cars. The general construction will be of wood, the body frame being reinforced with steel cross members and side sills; roof of arch type. The general dimensions will be, - length of body 21 ft., width of body 8 ft. 1 in. over sheeting, length over bumpers 32 ft., length of front and rear vestibules 5 1/2 ft., seating capacity 41, standing capacity approximately 26. The equipment will include Brill 21E trucks, Westinghouse 101B motors, Consolidated Electric Co.'s buzzer system connected to the trolley, Westinghouse air brakes with all safety features and Ackley no staff brakes, Cutler-Hammer electric heaters.

We are officially advised that the wages agreement between the Hull Electric Co. and its employes expired July 1, and the press report referred to in our last issue, as to negotiations following notice of a reduction in wages, was without foundation, as the company has not taken this matter up recently with the employes.

01-Nov-1921 Page 605 Cornwall Street

We are officially advised that the company is making considerable repairs to its rolling stock but no new cars are being bought.

01-Nov-1921 Page 605 Ottawa Electric

The OER franchise expires Aug. 14, 1923 and the company is calling the citizen's attention to the fact, and inviting them to give consideration as to what is to be done about it.

01-Nov-1921 Page 610 Cornwall Street

We are officially advised that the track reconstruction under way in Cornwall covers one mile on main street between the GTR station and the waterfront upon which new ties and 80 lb. relay T rails are being used. The necessary rails have all been delivered. Defective poles throughout the town are being renewed and about 3 miles of trolley wire is being replaced with new wire.

The gasoline driven railway passenger motor car placed in operation by Canadian National Rys. between Westport and Brockville, 44.4 miles on the Brockville subdivision, Ottawa Division, Ontario District, described in Canadian Railway and Marine World for November is being continued in operation between those points as trains 78, 80, 82 and 84 from Westport to Brockville and as trains 77, 79, 81 and 83 from Brockville to Westport, the running time in each direction being 1¾ hours. The schedule has been maintained consistently by the car, and the service has proved to be popular, as is evidenced by the fact that the car is loaded to capacity on every trip in each direction. The car is also proving most successful financially, the loss entailed by steam train operation being wiped out, and a good profit being shown after allowing for interest and depreciation. During November adjustments were made to the engine (a Reo 4 cyl., identical with that used in the Reo "speed wagon" and rated at 35 h.p.) which has increased the mileage per gallon of gasoline from 12 to 16. The gear ratio has been changed to give slightly less engine speed, the ratio now being such that engine speed of 1920 r.p.m. gives a speed of 40 m.p.h.

The car is well equipped with brakes. Those on the rear wheels are operated by two foot levers, and each wheel of the four-wheel leading truck is braked by an arrangement wherein what would normally be the steering wheel is used as a brake mast wheel, the wheel being turned to apply the brakes, through an arrangement of rods and levers. The heating system is unique, the exhaust from the engine being piped through coils arranged under the seats. We are advised that the CNR intends acquiring another gasoline motor car to be placed in service between Westport and Brockville, in addition to the present one. The mileage being made by the car now in service is over 355 daily, and the fact of no trouble or delay being experienced to date indicates remarkable performance. It is evident that this mileage, made day after day, is excessive for a gasoline propelled car, but with two cars covering the service the mileage demanded will be within a reasonable limit. It is probable that the new car will be somewhat larger than the one now in service, and that it will be equipped with a 6 cylinder engine. A seating capacity of 30 is being considered. The CNR will buy the car now in service from the builders, Ledoux-Jennings Co., Montreal, which furnished it to the railway for a month on trial.

OER valuation - see photo copy.

Electric Railway Employees' Wages, Working Conditions, Etc.

Hull Electric Co. - G. Gordon Gale, Vice President and General Manager, issued the following notice to employees Nov. 1: - "The question of wages, which was under consideration last spring, was left in abeyance in the hope that a continuation of the present schedule might be possible. The company's earnings have, however, been seriously affected by the continued industrial depression, and it is no longer possible to carry on. From the beginning of 1918 to the middle of 1920, the cost of living increased 36%, and during the same period your wages increased nearly 100%. During the past year the cost of living has dropped 20%, bringing the figures down to the 1919 level, when senior motormen and conductors were paid 36c. an hour. Other companies have already made substantial reductions in wage schedules, but action has been withheld in your case, until conditions have made this step absolutely necessary. In asking you, therefore, to accept a reduction of 10%, with overtime at 10c. an hour over the regular rate, effective Dec. 1, 1921, I feel that you will find this necessary reduction both moderate and reasonable, for the new schedule will be 7c. higher than that of 1919, although the cost of living is approximately the same as in 1919."

Under the new schedule, conductors and motormen would receive after Dec. 1, for the first six months, 37c. an hour instead of 41c.; for the second six months, 39c. instead of 44c.; for the second year, 41c. instead of 46c., and for the third year and thereafter, 43c. instead of 48c.

It was stated Nov. 15 that the employees had, in a letter to the press, announced that they will refuse to accept any reduction or change in working conditions, and asserting that they will press their demand for an increase of 7c. an hour originally made last July at the expiry of their year's agreement.