

Ottawa Items from Railway and Shipping World - 1922

01-Jan-1922 Page 27 Westport

The gasoline motor car operated between Brockville and Westport, which was furnished by Ledoux, Jennings of Montreal, has been bought by the CNR. In the latter part of December it was shopped for general overhaul, on the completion of which it will be returned for service on the same run. It has consistently made an operating profit and its patrons have expressed satisfaction with the service given. To replace this car while being overhauled, the gasoline motor car operated during the summer between Cross Creek and Stanley, 5.74 miles on the Nashwaak and Stanley subs. Edmundston Division, and which was described in our Dec. 1921 issue, was placed in service on the run between Brockville and Westport, but, owing to its limited capacity steam train service has been restored temporarily.

The CNR management is considering the purchase of a gasoline motor car of improved design, to be placed on the Brockville - Westport run with the Ledoux, Jennings car when the latter is returned to service.

01-Jan-1922 Page 43 Ottawa Electric

Proposals regarding Purchase of Ottawa Electric Railway - see photo copy.

01-Feb-1922 Page 59 Article

Double Gauge Track on Prince Edward Island. Interesting pictures and diagrams.

01-Feb-1922 Page 94 Ottawa Electric

Ottawa voters vote for extension of street railway franchise - see photo copy.

01-Mar-1922 Page 124 Central of Canada

The Central Ry. Co. of Canada's liquidation came before the Exchequer Court of Canada, at Ottawa, recently, when the preferred creditors applied for an order authorizing the payment of the balance of their claims. The City Safe Deposit & Agency Co., London, Eng., trustee for the bondholders, also asked to have the balance of the funds remaining after payment of claims ranking ahead of the bondholders, for their benefit. An order was made authorizing the payment of the preferred creditors' claims forthwith, and the motion for an interim payment to the trustee for the bondholders, was enlarged pending the passing of the receiver's accounts. This order was made possible owing to the Supreme Court of Canada's judgement dismissing the appeal of C.N. Armstrong, who claimed \$100,000 for services as managing director. The Court's registrar decided that not only was Mr. Armstrong not entitled to the amount claimed, but that he ought to repay to the company the sum he received. This decision was upheld by the Exchequer Court and affirmed by the Supreme Court for want of prosecution by the appellant. The Exchequer Court still holds \$22,000 of assets realized from the sale of the steamboat Empress at the Queen's Wharf property at Ottawa.

01-Mar-1922 Page 131 Chalk River

We are officially advised that the new station at Carleton Place is a one storey structure 122 ft. long, 32 ft. wide and 16 ft. high with a basement 7 ft. high, and having a superficial area of 900 sq. ft., in which the heating plant and coal bins are placed. The hipped roof is of wooden truss construction with slate covering. The doors and frames are of oak, and the cornices of pine. The floor plan provides for a waiting room 28 x 72 ft., with men's and women's lavatories, each 10½ x 13 ft.; and a ticket office 14 x 21 ft. The waiting room has a terrazzo floor with red quarry tile. The walls are wainscoted 11 ft. high with semi-glazed brick, with plaster above and on ceiling and white oak seats are built in against the outside walls. The lavatory floors are terrazzo with sanitary cove base, and the ticket office has a brick floor. Adjoining is a baggage room 23 x 28 ft., with concrete floor, brick walls and plaster ceiling, and CPR standard sliding doors 7 ft. wide. This room has access to the basement and is heated. The express room is also 23 x 28 ft., and is fitted with three 7 ft. standard doors, but is without access to the basement. The platform on the track side is 18 x 192 ft., the station roof projecting over it for 8 ft.; and a 10 ft. platform extends around the ends and at the rear of the building with the roof projecting 6 ft. over them. Work was started on the structure Sept. 20, 1921 and it was expected to have it completed ready for occupation Feb. 15. M. Sullivan and Sons were the contractors.

01-Mar-1922 Page 147 Hull Electric

Electric Railway Employees' Wages, Working Conditions, Etc.

Hull Electric Co. - Following up the majority and minority reports of the members of the recent board of conciliation, the recommendations of which were given in Canadian Railway and Marine World for February, some negotiations have taken place between the company and the men being carried on by correspondence between G. Gordon Gale, Vice President and General Manager of the company, and J. A. Noel, representing the men. The latter wrote Mr. Gale on Feb. 6 that the employees were anxious to make an amicable settlement of the wage question, and Mr. Gale replied as follows:- "You have suggested a rate of 48c. an hour for Dec. 1921, and 46c. an hour for 18 months, to July 1, 1923. This represents an increase over the rate which became effective on Dec. 1, 1921, and while we also believe very strongly in settling these matters amicably, as indicated by our attitude during the past 10 years, we regret that it is impossible to agree to this suggestion. With the exception of in the City of Montreal you have been paid higher rates than by any other street railway in the Province of Quebec. Practically all of these companies have made reductions or have given notice of cuts in wages. It is quite possible that on July 1, 1922, a further reduction in wages may be found necessary. In order to avoid a reconsideration of this matter within a few months, and with a view of adjusting the whole matter satisfactorily, I am prepared to recommend to our directors the continuation of the rate of 43c. an hour until July 1, 1923. You, of course, know that the company has undertaken to provide a pension fund for its employees, under certain conditions with which you are familiar. To those who have been in the service for a number of years, this provision is of real and considerable value, and I, therefore, strongly urge you to give this matter still further and more serious consideration, in order that our uninterrupted relations may continue."

Mr. Noel replied on Feb. 7 that the rate suggested at the men's mass meeting on Feb. 4 was their final decision and that if the company would not accept it the conciliation board's majority award was the only alternative that would be satisfactory. Mr. Gale then wrote Mr. Noel on Feb. 9 as "follows:- "I regret to note that you have not given the employees generally an opportunity to consider the suggestion contained in my letter of Feb. 6. I have had several personal conversations during the past few days with representative employees, and I have been given to understand that the proposal to continue the present rates until July 1923 is not unreasonable. A higher schedule would naturally be more satisfactory, but they appreciate the changed conditions and the necessity for this reduction, and I believe this represents the considered view of quite a number of the men."

Mr. Noel wrote on Feb. 10 that the company's offer of 45c. an hour to July 1, 1922, and 41c. an hour to July 1, 1923, was considered at the mass meeting Feb. 4. The attitude of 96% of the men was in favor of the action taken, and the fact that in face of the majority award the men were favorable to reducing their wages 2c. an hour for 18 months was evidence that they were doing what was fair, and what the company might expect the men to do in return for what the company did for the men in 1919.

01-Mar-1922 Page 148 Ottawa Electric

Major Burpee's election as OTCO. director. see photo copy.

01-Mar-1922 Page 150 Kingston, Portsmouth and Catarauqui

We are officially advised that the Company contemplates the reconstruction of 3,800 ft. of track on paved streets in Kingston, to be relaid with 90 lb. A.S.C.E. rails.

01-Apr-1922 Page 187 Winchester

A press report states that a fire in the Smiths Falls freight sheds on March 2, did considerable damage, the total damage to the CPR and others being about \$75,000.

01-Apr-1922 Page 189 Kingston (CP)

The Kingston magistrate fined a Frontenac County school teacher \$10 and costs recently for trespass on CPR tracks. The teacher had 10 miles to go by highway to get to his school but he could make it in 5 miles by using the railway track, and he had a bicycle fitted with a third wheel, so that he could operate it on the rails on his daily trips. The railway officials warned him against the practice in several occasions before taking proceedings.

01-Apr-1922 Page 190 Locksley

A press report states that new rails are to be laid from Pembroke to Golden Lake, 21.9 miles, during this year.

01-Apr-1922 Page 204 Ottawa Electric

Major F.D. Burpee issued the following bulletin Feb. 21 to all employees:-

"In April 1920, a board of conciliation appointed by the labour Department, recommended that this company's employees wages should be increased from 20% to 22%, because of the very high cost of living prevailing at that time. The company accepted the board's recommendation with the full knowledge that its income could not afford such rates of wages to be permanently established, and in the hope that the high cost of living was only a temporary condition. In April 1921, although the Labor Gazette showed a considerable reduction in the cost of living, the company agreed to continue the rates of wages established in 1920 for another year. Since April 1920 the cost of living, as shown by the Labor Department's family budget, has fallen nearly 20%, and the general tendency is downward. All employees are hereby notified that on May 1 next the rates of wages paid by this company will be reduced in proportion to the drop in the cost of living. The details of the reduction will be announced in April."

The matter was taken up at the meeting of the union employees on Feb. 1928, but nothing in the way of negotiations had been reported up to March 15.

The special committee appointed to negotiate with the Ottawa Electric Railway in regard to a new franchise agreement met Feb. 22 to discuss the whole matter. The company has advised the mayor that it is willing to submit to the committee its profit and loss statements for 1920 and 1921; to give access to the plant and equipment mentioned in the inventory, and to help forward the negotiations as far as possible.

01-Apr-1922 Page 206 Ottawa Electric

A press report states that the company is planning the construction of an extension of its line on Bronson Ave. from Gladstone Ave. to the Driveway Ottawa.

Residents of Gloucester tp. are asking for an extension of about a mile and a half of double track so that cars may run out on the Metcalfe Road, from where they now turn at Sunnyside Ave., to about a mile from Billings Bridge. The township council on March 2 decided to appear before the management as a

01-May-1922 Page 246 Ottawa Terminal

GTR's Ottawa Station Assessment.

The Supreme Court of Ontario, Appellate Division, heard arguments 29 and 30, on the City of Ottawa's appeal against the Ontario Railway and Municipal Board's decision with respect to the assessment of the G.T.R.'s central station in Ottawa by the city. The Canada Atlantic Ry. Co., control of which was acquired by the G.T.R. Co. in 1904, had leased from the Crown the lands upon which the present central station stands, and undertook to make sufficient provision to allow other railways to use the station for passenger purposes. Under this provision the C.P.R. Co., and the Ottawa and New York Ry. Co. obtained access to the station about 1898. In 1907 the Canada Atlantic Ry. Co. made an agreement with the Dominion Government in regard to the erection of a new station, and in the same year made an agreement with the city, under which the city was to give the railway a fixed assessment for 20 years of \$150,000 on a central union passenger station and the lands used in connection therewith. The agreement provided that any part of the station "not used for railway purposes," should be assessed in the ordinary way and that any of the lands "used for other purposes than passenger train terminals or passenger business, or purposes incidental thereto," should cease to enjoy the benefit of the fixed assessment and be assessed at their actual value. Matters went along for a number of years, and upon the notice of assessment for 1922 being served in 1921, the G.T.R. Co. appealed, objecting to the assessment of four portions of the station, viz., those occupied by the Canadian National Express Co. and the Dominion Express Co. adjoining the train shed, and the portions occupied by the restaurant and the Canadian Express Co., the main building. These assessments amounted altogether to \$98,000, in addition to the fixed assessment of \$150,000. The city's court of revision affirmed the assessment, and this was confirmed on appeal to the county judge. The company appealed to the Ontario Railway and Municipal Board, which ordered the items named to be struck out of the assessment. The city's main contention was that the agreement which had been made went beyond the powers given in the Ontario statutes allowing the city to fix an assessment, and also that the building adjoining the train shed, occupied by the Dominion Express Co., had not been shown in the original plans of the station approved of by the city, and therefore could not be included in the fixed assessment, even if used for purposes within the meaning of the agreement. The G.T.R. Co. contended that accommodation for express and restaurant purposes is an ordinary and proper accessory of a passenger station and comes within the description of a central union passenger station, and the words "passenger purposes," used in the statute. Judgment was reserved.

01-May-1922 Page 258 Ottawa Electric

Wages etc - see photo copy.

01-May-1922 Page 258 Ottawa Electric

We are officially advised with respect to press reports as to possible track extensions that the city's street railway committee has not yet consulted with the company as to what extensions or new lines would be required under a new franchise. A line on Bronson Ave. as an alternative to the extension of Gladstone line has been spoke of and the people in Gloucester Tp. have asked for an extension there, but it is not at all likely that anything definite will be settled for some time.

01-May-1922 Page 259 Hull Electric

The Hull Electric Co. recently proceeded against Patrick Ripple and Joseph Mullein, alleging that they had stolen a fare box. The case was heard at the Hull Assizes, March 22-24, and resulted in a verdict of acquittal, the evidence of identity not being considered sufficient.

01-Jun-1922 Page 289 Westport
Article on self propelled cars on CNR. --- Construction has begun on the second car which will, on delivery be placed in service on the Brockville sub.

01-Jun-1922 Page 312 Hull Electric
G. Gordon Gale, Vice President and General Manager, recently wrote the Hull City Council asking permission to stop the sale of workmen's tickets. No action was taken.

01-Jun-1922 Page 315 Hull Electric
Refers to derails at the crossing of Montreal street by CPR and Hull Electric.

01-Jul-1922 Page 363 Westport
The second Ledoux, Jennings car will, it is expected, be completed about the third week in July, when it will be placed in service on the Brockville sub.

01-Jul-1922 Page 374 Ottawa Electric
Wages etc - see photo copy

01-Jul-1922 Page 375 Ottawa Electric
A letter from major F.D. Burpee, Manager, OER, was received by the Hull City Council, June 5, intimating that the company would expect to receive a new franchise from the city during the year. The company proposes to lay a loop at the terminus in Hull, which would enable larger cars to be used and a better service to be given. In this connection the council was asked to join with the company in applying to the Board of Railway Commissioners for permission to cross the Hull Electric Co.'s tracks at Bridge St.
In connection with the negotiations in progress between the OER and the Ottawa City Council for an extension of the company's franchise, the company was reported, on June 20, to have submitted a proposition to the City Council's special committee's suggestion. The report states that the company desires to have a 30 year franchise, the elimination of all limited fares , and the right to charge a straight 5c fare so long as it will give a reasonable return and permit of a satisfactory service. This increase of fare would, it is said, permit the company to make some extensions of its line, and to maintain a good service. The report also states that considerable progress has been made, but that the members of the committee will not discuss the matter outside the committee room.

01-Jul-1922 Page 375 Hull Electric
We are advised that the protection directed to be provided by the Board of Railway Commissioners, referred to in our last issue (HER/CPR crossing) was installed last autumn. It consists of derail switches in the electric railway tracks, operated by lever controlled by the switchman, who also operates the gates at the crossing. The switches were made by Canadian Steel Foundries, and installed by the company's track department.

01-Jul-1922 Page 376 Ottawa Electric
The Ottawa Electric Ry. Co., beginning July 1, will relieve conductors and motormen at the different starting places located at Sussex, Bank and Elgin Sts. and Holland Ave. For years past crews have been relieved at Bank and Sparks Streets and Albert and Bank Streets. The change, it is stated, being made in the interests of economy.

01-Aug-1922 Page 405 Beachburg
Contract has been let to Sherwood Construction.
Mile 87.1 Pembroke sub. crossing of the Muskrat river, The existing structure consists of 2 deck plate girder and one through plate girder spans, 40, 110 and 75 ft. long, respectively, with trestle approaches at each end, built in 1913. It is proposed to substitute for the trestle approach at the west end four 76 ft. deck plate girder spans resting on three new concrete piers and one new concrete abutment. the piers will be from 27 to 42 ft. high and the abutment about 27 ft. The most westerly span will cross a highway. The east trestle approach will be left in place until the timber has had its life.
Mile 106.6 from Hurdman, crossing the Indian River, south branch. The existing structure is a timber trestle 60 ft. high and 405 ft. long with a 30 ft. steel span over the river built in 1912, which it is proposed to replace by a steel viaduct consisting of three 40 ft., one 55 ft., and three 60 ft. deck plate girder spans resting on 2 abutments and 3 towers, the towers resting on 12 concrete pedestals. The abutments will be 26 ft. and 36 ft. high, respectively, and the pedestals will be from 12 to 20 ft. high.

01-Aug-1922 Page 407 Lachute
We are officially advised that a contract has been let to the Dominion Bridge Co., for four 200 ft. steel through truss spans to replace spans of similar dimensions of the Phoenix truss type, at bridge 115.9 Lachute sub. The spans are to be placed on the existing foundations and the work is expected to be completed this year.

01-Aug-1922 Page 407 Kingston (CP)
Kingston Freight shed - see photo copy
Feldspar Mining - see photo copy
Kingston Diamond - see photo copy

HER's one man cars. - see photo copy for picture

The Hull Electric Co. has added two one-man safety cars to its equipment. The general dimensions are as follows:-

- Length of body 21 ft.
- Length of front vestibule, about..... 5 ft.
- Length of rear vestibule, about..... 5 ft.
- Projection of bumper..... 6 ft.
- Width of car body over all8 ft. 1¼ in.
- Length over bumper..... 32 ft.
- Seating capacity 41 parsons
- Standing capacity, approximately..... 26 persons

The car bodies are of semi-convertible type, wood construction, built specially for one-man operation, and single end control. The sides are straight, and sheeted vertically with narrow tongued and grooved poplar sheeting. There are 8 double sash windows on each side of the body. The top sash is made stationary and bottom sash made to raise to open. The roof is of arch type with three ventilators on each side, and adjustable grids on the interior. The underframe is of composite construction, having wood side sills reinforced with 18 x 3/8 in. steel plates, which are riveted to steel cross plates 6 x ½ in. to form a complete steel frame. The cross wood sills are of oak. The flooring: is 7/8 in. thick, tongued and grooved hard yellow pine, covered with hardwood floor matting laid lengthwise in the aisle. The interior trimming is red cherry, with no bulkheads at either end. The trimmings are solid bronze and the waist panelling agasote.

The front vestibule is 5½ ft. over bumpers and step, the opening being 30 in. wide. The door opening has folding door and step operated by air engine. The rear vestibule is circular, with an emergency exit door lift up step, controlled by air engine in case of emergency, which can then be opened by hand. There is a circular seat running around the rear vestibule, which accommodates 9 passengers; the seats are of the wood slat type. The buzzer equipment includes push buttons, the current being procured from the trolley. The front vestibule is equipped with iron pipe railing, having a short stanchion to support the fare box, with a horizontal railing at an angle to upright the stanchion at the bulkhead, which is used as a grab handle; also another upright stanchion at the bulkhead on the right coming out and forming a grab handle and a small cross rail to the same upright fastened to the corner post, forming protection to passengers on longitudinal seats. The body seats are all wood slats with pressed steel pedestals with bronze grab handles. The seats comprise 12 cross and 2 longitudinal at the front end and are hinged to accommodate sweeping. There are curtains on all side windows, on metal rollers and pinch handle fixtures. Sanitary hand straps are provided at longitudinal seats, 3 on each side. The heater equipment is Cutler Hammer, 10 per car in two circuits, controlled by a 2-knife switch. The lighting system is arranged with 15 lights, keyless lamp sockets, 10 in the body and 2 in rear vestibule, and 2 for door lights, which are protected by a metal shade, which keeps the glare off the motorman. There is one headlight of pressed steel. Storm sashes are installed on all side windows and vestibule, with window guard rods which are installed between the post and do not require to be taken off when storm sashes are installed. A buffer casting is installed on front and rear buffers, which acts as a protection to headlight and trolley catcher when cars are being placed in barns at night. A trolley catcher is installed in the rear vestibule. The air brake equipment is the Westinghouse safety car equipment for single end cars, having all safety features embodied, including the bungalow d.h. 16 compressor. The rear door, which acts as an emergency, is operated by an air engine, ensuring closing of door after emergency application. Air brakes are also provided. Air track sanders are installed on all four wheels with the Ohio air sander trap worked from motorman's valve. The draw bars are the Hull Electric Go's, standard radiating coupler, installed at each end. The painting is pullmatic green, numbered and lettered in gold. The cars are mounted on 21-E. trucks with Westinghouse 101-B motors. The cars were built by the Ottawa Car Manufacturing Company

We are officially advised that the company is laying 360 ft. of new rails, and paving on Youville St. and paving a portion of its track on Bridge St.

The Hull City Council is reported to have refused to agree to the company's application to build a loop at its terminus in Hull, on the ground that an exclusive franchise was granted to the Hull Electric Co. in 1894, for the operation of an electric railway. The company made the application so that it might replace the present small cars, used on its line into Hull, with larger ones.

Passenger fares - see photo copy

Franchise and assessment - see photo copy.

We are advised that the Dennis Canadian Co. is offering for sale the rails and equipment of its logging railway, and the light rails and equipment of the tracks around its mill at Whitney. The rail consists of about 1,000 tons of 52 lb. and 56 lb. relaying rails, approximately 100 tons of 16 lb. relaying rails and 20 tons of 20 lb. relaying rails. and the equipment comprises: One 50 ton Lima geared standard gauge locomotive; 24 Russell log cars, 4 flat cars, 1 log loader and a large number of narrow gauge piling cars. The company's operations at Whitney are about completed and the mill will be dismantled and disposed of this year. The rails etc. are being offered for sale by J.J. Gartshore, Toronto.

Ottawa press despatch, Aug. 22: "Following prolonged negotiations, the Hull Electric Co. has acquired large property holdings in Low tp. along the shores of the Gatineau River, including the riparian rights to the Paugan Falls, about 35 miles from Ottawa, and will, in the course of the next year, establish a hydro plant, with an ultimate capacity of 150,000 h.p. The cost of construction, it is said will approximate \$10,000,000.

Kingston City Council at a special meeting recently, authorized the amending of the section as to fares in the company's charter. We are officially advised that the fares hitherto have been: cash 5c; tickets 4 for 25c; children's and workmen's tickets 8 for 25c, workmen's tickets being good between 6.30 and 7.59 a.m. and between 5 and 6 p.m. The increased fares authorized are: cash fare 7c; four tickets for 25c; workmen's tickets good during the same hours as heretofore, 6 for 25c; children's cash fare 5c or 8 tickets for 25c, for children between 5 and 12 years. The new fares are expected to be put into effect early in September. Application will be made to the Ontario Legislature for confirmation of the agreement under the Railway Act.

A press report states that in connection with the increase of fares granted, the company proposes to relay certain portions of its track in connection with the paving of streets by the city council.

01-Sep-1922 Page 479 Ottawa Electric
The Hull City Council has under consideration the question of authorizing the OER to lay a loop line, to permit it to use double truck cars on its line entering the city. The company has endeavored to get permission for this work on several occasions but has hitherto been refused on the ground that it would be an infringement of the HER franchise. The present suggestion is that the OER assume all liabilities and defend all actions that might result. The company's plans include the extension off the line so as to form a loop, the relaying of the present line and the erection of a waiting room at Eddy Park.

01-Sep-1922 Page 481 Hull Electric
The agreement mad between the company and its employes following the finding of a board of conciliation which sat early in the year, expired July 1. The wages payable under that agreement were 2c an hour less than the scale in operation prior to Dec. 1, 1921, when the company proposed a cut of 10% and were for motormen and conductors as follows: First 6 months 39c; second 6 months, 42c; second year, 44c; third year and thereafter 46c. Under the new agreement, which was signed recently after negotiations, motormen and conductors in the company's employ t July 1, will be paid 2c an hour less than the above rates, according to their standing, while men coming into the company's service after July 1 will receive as follows: first year, 37c; second year 39c; third year 42c; fourth year and thereafter 44c. The rates for linemen are 50c for class one men; 42c for class 2 men; and 44c for class 3 men. Overtime after 10 hours will be paid at the rate of time and a quarter.

01-Oct-1922 Page 520 New York Central
This dispute was referred to a board of which Senator G.D. Robertson was chairman, and on which M. Goodrich represented the railway and J.T. Foster the employes. The boards report, signed by all three members, recommended that the railway apply, and the men accept, the wages paid shopmen on the larger Canadian roads. The award was accepted by all concerned.

01-Oct-1922 Page 532 Hull Electric
See photo copy - 2 items.

01-Oct-1922 Page 532 Ottawa Electric
see photo copy - 2 items.

01-Oct-1922 Page 534 Kingston, Portsmouth and Cataraqui
The KP&CRy expects, we are officially advised, to rebuild about 1,500 ft. of track next spring. It will be relaid with 90 lb. T rails. The work is rendered necessary owing to the Kingston City Council desiring to de certain paving work.

01-Nov-1922 Page 580 Ottawa Electric
OER franchise negotiations - see photo copy

01-Nov-1922 Page 581 Hull Electric
Hull Electric is regrading its tracks on Bridge street between ? and St. Laurent.

01-Nov-1922 Page 581 Hull Electric
We are officially advised that the company is regrading its tracks on Bridge St. between Gaveneau and St. Laurent Streets and is paving its Bridge St. line between Gavendeau and Frontenac Streets.

01-Dec-1922 Page 629 Ottawa Electric
OER franchise negotiations - see photo copy.

01-Dec-1922 Page 634 Ottawa Electric
The Ottawa Electric Ry. supplied a talk recently on safety first, b the editor of the Ottawa Electric Railway News, which was broadcaster by radio throughout the Ottawa district.