

Ottawa Items from Railway and Shipping World - 1923

- 01-Jan-1923 Page 9 Other
The Quebec development Co. is reported to have started work on the construction of a railway from Hebertville, mile 198 from Quebec on the old Q&LStJ for use in the building of dam at the Grande Descharge of Lake St. John.
- 01-Jan-1923 Page 35 Ottawa Electric
OER franchise - see photo copy.
- 01-Jan-1923 Page 38 Hull Electric
Hull City Council is reported to have passed a motion Dec. 4 requesting the HER not to cease operating one man cars on the Wrightville line.
- 01-Feb-1923 Page 84 Ottawa Electric
OER franchise - see photo copy.
- 01-Mar-1923 Page 116 Lachute
Replacement of 14 bridges on Lachute sub. to permit use of heaviest power. It is stated this will complete the work of bridge reconstruction on this sub.
- 01-Mar-1923 Page 118 Other
The railway portion of the Quebec Development Co.'s water power development plans are being built under the Alma and Jonquiere Ry.'s charter.
- 01-Apr-1923 Page 157 Westport
Battery electric car 15803, now operating between Brockville and Westport, was overhauled at St. Catharines and turned out with 110 MVX Ironclad Exide batteries, 4 Westinghouse motors and Brill type 69E ball bearing trucks. The car is making 107 miles daily the current being obtained from the hydro system at Brockville, and the batteries being charges during the night.
- 01-Apr-1923 Page 183 Kingston, Portsmouth and Cataraqui
A bill was introduced in the Ontario Legislature recently to confirm a city bylaw dated Aug 22, 1922, amending the company's franchise by substituting a new fare schedule.--Policemen in uniform and city detectives wearing badges are to be carried free. The bill passed the private bills committee March
- 01-Apr-1923 Page 185 Kingston, Portsmouth and Cataraqui
The KP&C , we are officially advised, is in the market for 1,300 ft. of 90 lb. rails, A.S.C.E. section.
- 01-May-1923 Page 209 Beachburg
CNR betterment - replacing 222 ft. pile trestle with concrete and steel girder bridge at Indian River, mile 98.3 Pembroke sub.
- 01-May-1923 Page 209 Smiths Falls
CNR betterment - provision of interlocking plant at Harrowsmith.
- 01-May-1923 Page 237 Ottawa Electric
We are officially advised that the employes recently filed a draft agreement recently, asking for a 25% increase in wages, and an 8 hour day. The proposed agreement is practically the same as that presented last year, so far as the 8-hour day and some other matters are concerned. The board of conciliation, which sat last year, pointed out in the majority report that the institution of an 8-hour day would mean an increase in operating expenses of \$120,000 a year, and that any increase in the cost of operating the line was impossible unless it was accompanied by an increase in fares. Major F.D. Burpee, Manager, in reply to the recent letter endorsing the draft agreement, pointed out that the volume of business done during the previous six months had been disappointing and that any increase in operating cost was impossible; in fact it was unlikely that the present scale of wages could be continued after May 1. the employes, at a meeting on April 10, decided to apply to the labor Department for the appointment of a board of conciliation.
- 01-Jun-1923 Page 275 Other
Victor Osterberg, Kingston, has bought a rebuilt 4-wheeled Vulcan saddle tank locomotive and 6 four yard, two way, Western dump cars, all 36" gauge, from Canadian Equipment.
Schroeder Mills and Timber Co., Pakesley, has bought a second hand 40 ton 4 wheeled Pennsylvania switching locomotive from Canadian Equipment. It has separate tender, is of standard gauge, etc.
Imperial Oil has bought a second hand Baldwin 4-wheel saddle tank locomotive, 52 tons from Canadian Equipment. standard gauge.
P.J. Lyall & Sons Construction has bought a standard gauge, saddle tank 0-4-0 locomotive, 37 tons from Canadian Equipment for its contract on the Welland canal.

Lachute Subdivision Bridges. - We are officially advised that the following bridges on the Lachute Subdivision, Quebec District, are being reconstructed:
 Bridge 56.8, Kingly Branch. - Existing 37 ft. deck plate girder span to be replaced by a 30 ft. I beam span.
 Bridge 60.1, Calumet River. - Existing 50 ft. deck truss span to be replaced by a 50 ft. deck plate girder span.
 Bridge 62, La Rouge River. - Existing bridge, consisting of three 150 ft. deck truss spans, to be replaced by three spans of similar type and dimensions, but of heavier structure.
 Bridge 64.3, Riviere au Chene. - Existing 50 ft. deck truss span to be replaced by a 50 ft. half deck plate girder span.
 Bridge 67.2, Salmon Creek. - Existing 50 ft. deck truss span to be replaced by a 50 ft. half deck plate girder span.
 Bridge 72.8, Salmon River. - Existing 100 ft. through truss span to be replaced by a 100 ft. deck plate girder span.
 Bridge 79.17, Papineauville Creek. - Existing 18 ft. deck plate girder span to be replaced by an 18 ft. I beam span.
 Bridge 97.6, Trepanier Creek. - Existing 29 ft. deck plate girder span to be replaced by a 25 ft. Bethlehem I beam span.
 Bridge 80.1, Trepanier Creek. - Existing 30 ft. deck plate girder span to be replaced by a span of similar type and dimensions, but of heavier structure.
 Bridge 84.6, North Nation River. - Existing bridge, consisting of one 150 ft., one 200 ft., and one 100 ft. through truss spans, to be replaced by two 78 ft. and two 53 ft. deck plate girder spans and one 200 ft. deck truss span.
 Bridge 89.2, Blanche Creek. - Existing 50 ft. deck truss span to be replaced by a 50 ft. half deck plate girder span.
 Bridge 92.7, Blanche River. - Existing 100 ft. through truss span to be replaced by a 100 ft. deck plate girder span.
 Bridge 106.1, Blanche Creek. - Existing present 50 ft. deck truss span to be replaced by a 50 ft.-half deck plate girder span.
 Bridge 109.4, Blanche River. - Existing 100 ft. through truss span to be replaced by a 100 ft. deck plate girder span.

We are also advised that contracts have been let as follows:

To McKinnon Steel Co., Sherbrooke, Que., for fabrication of steel for bridges 56.8, 80.1 and 97.6;
 to Dominion Bridge Co., Montreal, fabrication and erection of bridges 62 and 84.6;
 and to Canadian Bridge Co., Walkerville, Ont., for fabrication and erection of the other bridges named above, and for the erection of bridges 56.8, 80.1 and 97.6.

The Ontario Legislature confirmed City of Kingston's bylaw 40.

A board of conciliation has been appointed by the Labor department to investigate a dispute as to wages and working hours between the company and its employes. The board consists of F.J. Costello, Alexandria, chairman; G.D. Kelley, representing the company and H.J. Burns, representing the men. he board was appointed upon the application of the employes, which stated that a draft agreement was presented to the company, March 19, in which were embodied changes in the present working conditions, a reduction in the daily hours of labor, and an increase in wages. The application stated that the proposed agreement had been discussed with the Manager and secretary of the company without result. The men asked that all employes shall belong to the union; that an 8-hour day be established in all the company's departments, and that a 25% increase in wages be given. The management stated that it could not increase wages and that it was unlikely that the present rate could be continued after may 1. the 8-hour day was asked for by the men in 1922, and it was reported against by the majority of a board of conciliation which then made an investigation.

Sir Henry Thornton attended a meeting held in Ottawa recently to consider the question of the cross town tracks, which has been under discussion for some years. He is reported to have stated that they must ultimately be removed, and instructions would be given C.S. Gzowski, chief Engineer, Construction Department, to confer with any competent engineer appointed by the city to discuss the whole situation and to draw up a plan for the work to be done which would represent the commencement of the removal of the tracks. The city council subsequently appointed A.F. McCallum, City Engineer, and N. Cauchon to discuss the matter with Mr. Gzowski.

The Board of Railway Commissioners has authorized the building of a bridge over the north branch of the Indian River. We are officially advised that the bridge is at mile 98.3 Beechburg (sic) sub. and consists of a timber trestle of 14 bays, with a 43 ft. steel girder carried on timber bents in the centre. This is to be replaced by a steel and concrete bridge, consisting of three deck plate girder spans, 52 ft. 4 in., 98 ft. 1½ in. and 43 ft., out to out respectively resting on 2 concrete piers and 2 concrete abutments. The bridge is designed so that all masonry will be built in the dry, no cofferdam being required. The overall length of the bridge will be 198 ft. 4 in., face to face of back walls. The concrete piers and abutments are being put in by the railway's own forces, and tenders for the superstructure were received to June 30.

The Ottawa city board of control is reported to have passed for payment accounts for \$7,294.51 for services rendered and \$2,387.08 for expenses, by the engineers employed by the city in the valuation of the Ottawa Electric Ry., in connection with the purchase proposal plan which was defeated at the municipal election Jan 1.

We are officially advised that the company is replacing the 65 lb. rails on the south end of Laurier Ave. with 85 lb. rails; and replacing the 72 lb. 5 in. rails on Youville St. line with 80 lb. 7 in. rail. The relaid track in the latter street is to be repaved with sandstone blocks. The company is also repaving the north end of the line on Bridge St. with asphalt, on concrete base. It is proposed to replace the present 56 lb. rails from mile 4 to mile 7 on the Aylmer line with 85 lb. rails.

Eastview Board of trade is reported to have passed a resolution June 4, favoring the laying of street car tracks on the Montreal Road, as far as Eastview town limits, and suggesting that, if necessary, the town should build the line and arrange with the company to take it over.

Wages etc. see photo copy.

Hull Electric employes are reported to have asked for a revision of the wage schedule and for the adoption of an 8-hour day. The present schedule, which was agreed to in Aug. 1922, after a conference following the findings of a board of conciliation, and which came into operation as from July 1, 1922, gives motormen and conductors a maximum rate of pay of 44c n hour. The men are reported to being asked for a 10% increase. They now work 9 hours.

01-Aug-1923 Page 381 Kingston (CN)

The CNR is reported to have run a freight train out of Brockville for Montreal, June 12, consisting of 100 cars.

01-Aug-1923 Page 381 Ottawa Terminal

We are officially advised that Sir Henry Thornton has written the Mayor of Ottawa that the railways' proposal with respect to the projected removal of the cross town tracks will be submitted to the city shortly. This matter has been under consideration for some time, and conferences have been held with A.C. MacKenzie, Engineer in Charge of Maintenance of Way, CPR was appointed to investigate it.

A letter from E.W. Beatty, CPR, received by the mayor July 13, referred to having received a report on the matter on his return to Montreal from Europe, and said that the removal of the cross town tracks would be premature until the establishment of a federal District had been settled. The Mayor is reported to have stated that the removal of the cross town tracks would aid the Federal District proposal, and also to have said at a meeting of the council's committee on the matter, on July 18, that the CPR is only slightly interested, as all it has is a right of way from the CNR. The committee authorized Ald. Lowe, its chairman, and the Mayor, to draft a letter to be sent to both railways urging the quickest action possible.

01-Aug-1923 Page 403 Ottawa Electric

Hull city council received a letter from Major Burpee, July 4, stating that the company could not make any improvements in the service between Ottawa and Hull unless it were given permission to build a loop line, which it was ready to do immediately upon approval. A petition by 1500 residents, approving of the loop was presented to the council the same evening. On July 6, Major Burpee attended a meeting of the council by request, when the matter was discussed, and it was decided to have an agreement drawn up which will permit the building of a loop crossing Bridge Street near the Eddy Co.'s office and Eddy park. Major Burpee explained that the company did not desire to have the loop line for the purpose of entering into competition with the Hull Electric Co., but merely to operate larger cars and give a fast service. He said the company would erect a waiting room at the corner of Eddy park.

01-Sep-1923 Page 422 Westport

car 15803, the other storage battery electric car bought from the Cambria and Indiana Rd., is operating between Brockville and Westport.

01-Sep-1923 Page 433 Renfrew

The engineers report in regard to doing away with the cross town tracks in Ottawa, has been prepared, and we are advised that a proposal regarding the matter will be submitted to the city council shortly.

01-Sep-1923 Page 447 Ottawa Electric

For some years the Ottawa Electric Ry. Co. issued a weekly sheet, the Ottawa Electric News, giving information relating to the company's business, safety hints, information as to the company's views on wages, franchise, and other matters concerning its business in which the public might be interested. The sheet, of course, had a somewhat limited circulation, and being distributed from the company's office and through conductors and motormen, on the cars, it was probably not as carefully or widely read as it might otherwise have been. The management therefore decided to stop issuing it, and beginning with Aug. 4 to publish in the two English newspapers and the one French newspaper published daily in the city, a column of news and other matters, every Saturday under the heading of "O.E.R. News." The management expects that in this way this matter will reach at least three times the number of readers its weekly news sheet did..

01-Sep-1923 Page 450 Hull Electric

A press report states that a suggestion has been made for the construction of a loop at MacKenzie Ave. via St. Patrick St. the estimated cost of which is \$150,000. Presume this is Ottawa.

01-Sep-1923 Page 450 Ottawa Electric

See photo copy.

01-Sep-1923 Page 453 Ottawa Electric

The OER adopted some time ago a new type of hand fare boxes. Conductors have complained that the handles chafe their hands and the management is experimenting with a new handle.

01-Oct-1923 Page 497 Ottawa Electric

OER offer to the city - see photo copy.

01-Nov-1923 Page 537 Renfrew

The mayor of Ottawa received from C.S. Gzowski a plan showing what the management is prepared to do in regard to the removal of the crosstown tracks. A press report says the plan shows how 6 of the present tracks may be removed from between Bank and Elgin Streets, 4 tracks from between Bank and Lyon streets, and 3 tracks from between Lyon and Bronson Streets. This reduction in the number of tracks would leave enough trackage accommodation for the present industries, including a through service to the Chaudiere. In replying to the questions by the mayor, Mr. Gzowski wrote: "The President's offer for abandoning through trains over the line from near South March into Ottawa, was to include the removal of the tracks on this line from South March as far as the first industry, which at present, is that of Burton and Honeywell, just east of our Graham Bay station, providing the city of Ottawa would pay the cost of making a track connection of our lines near South March, and that then we would be ready to dispose of this abandoned line to the city at a valuation of the property alone. The cost of removing these tracks and making the connection at South March is estimated to be \$50,000 and it is considered that the right of way is worth about \$5,000."

01-Nov-1923 Page 548 Ottawa Electric

The OER has started work on a building immediately east of its car house, which will consist of a sub-station on Albert St. and a garage on Queen St. The sub-station will contain a Westinghouse 200 k.v.a. rotary converter. Power will be transmitted from the Middle Street power plant at 11,400 volts and stepped down by three 800 k.v.a. self cooled transformers. It is expected that the substation, which is part of a plan for the reorganization of the power distribution, will be in operation by January. The garage will be used also for linemen's quarters, and will house the line trucks and motor cars. The estimated cost of the building is \$40,000.

01-Nov-1923 Page 549 Hull Electric

Employees had asked for a revision of the wage schedule which went into effect July, 1922, and under which conductors and motormen's maximum pay was 44c an hour. They also asked for an 8-hour day. We are officially advised that the management consented to an increase of 1c an hour but not to any change in working conditions.

01-Nov-1923 Page 550 Ottawa Electric

OER franchise - see photo copy.

01-Dec-1923 Page 575 Lachute

Bridges have been given particular attention and their renewal to handle the heaviest power between Calumet and Ottawa has enabled the company to cut 45 minutes off the Place Viger - Ottawa time schedules.

01-Dec-1923 Page 575 Montreal and Ottawa

New 100 lb. rail has been laid between Vaudreuil and Ottawa.--The steel to Ottawa was laid in 27 days.

01-Dec-1923 Page 575 Chalk River

Other work not yet completed -- freight shed with team delivery tracks at Pembroke.

01-Dec-1923 Page 596 Ottawa Electric

One man cars in Ottawa - see photo copy. pp. 596-7.

01-Dec-1923 Page 598 Ottawa Electric

franchise - see photo copy.

01-Dec-1923 Page 600 Ottawa Electric

The new track on Bank St. between Pretoria Ave. and Fifth Ave. has been completed and cars are being operated over it. The temporary tracks have been removed.

01-Dec-1923 Page 600 Kingston, Portsmouth and Cataraqui

A press report states that Kingston City Council has approved of the company's plans to extend its tracks for 125 ft. on King Street.