

Ottawa Items from Railway and Shipping World - 1925

01-Jan-1925 Page 13 Thurso and Nation Valley

Notice has been given of application to the Quebec legislature to incorporate a company with this name to build a railway from Thurso, mile 91, on the CPR north shore line, northerly into Labelle County. The applicants are Sir Douglas Alexander, Stanford, Conn.; F.A. park, New York; W.A. Davidson, Elizabeth, N.J.; A. McCutcheon, St. John, Que.; R.C. McMichael, K.C. Montreal; T.F. Elmet, and P.D. Bougert, Hull.

01-Jan-1925 Page 34 Ottawa Electric

A press report states that the OER is contemplating laying a double track line on Queen St. between Bank and Lyon Sts., and on Lyon St. from Queen St. to Gladstone Ave., about 1.5 miles; and building an extension on Montreal Road from Charlotte to Main St.

01-Jan-1925 Page 37 Ottawa Electric

The OER has given an order to Ottawa Car Manufacturing Co. to revamp one steel and one wooden car to correspond with its new 800 class cars. OER has received further deliveries of double truck front entrance cars from Ottawa Car Manufacturing Co, making a total of 16 out of 20 ordered.

01-Feb-1925 Page 82 Ottawa Electric

The agreement between the company and the city provided for the following work to be done during 1925:-
a double track line on Queen Street between Bank and Lyon Sts;
double track line on Lyon St. from Queen St. to Gladstone Ave.;
double track extension on Montreal Road from the corner of Charlotte and Rideau Sts. to Notre Dame cemetery,
single track loop from the present tracks on Crichton St. through Lindenlea district.
This, we are advised is a tentative programme which will be discussed with the city council at an early date.

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The OER, in order to meet an objection to the new cars put in operation, has placed an emergency farebox at the front end so that in times of congestion passengers may pay their fares to the motorman and leave by the front door.

01-Mar-1925 Page 118 Thurso and Nation Valley

Repetition of earlier note.

The promoters are the Singer Manufacturing Co. which proposes to establish a woodworking plant, in connection with its enterprise, at Thurso, and desires the railway principally for hauling logs to the plant. and taking in employe supplies, etc. to its camps. The cost of the railway is estimated at \$2,000,000. A deputation from the area which it would serve waited upon the Quebec Premier recently to urge that provision should be made in the bill for the line to carry general freight and passenger business, in order to promote the development of the district.

01-Mar-1925 Page 137 Ottawa Electric

Ottawa City Council's street railway committee has recommended that Queen St. and the Lyon St. extension, forming part of this year's construction programme under the new franchise, be deferred until the company's gross receipts approach the estimates made in the Feustel report, which forms the basis of the agreement.

01-Apr-1925 Page 178 Westport

Battery car 15793, which was transferred from the Atlantic region to run between Brockville and Westport while battery car 15803 was being overhauled t Leaside shops, Toronto has been returned. Car 15803 has been repaired and returned to Brockville but is being held there as a spare car, the run now being taken by battery car 15799 taken off the Montreal-Waterloo run.

01-Apr-1925 Page 189 Ottawa Electric

In connection with the proposal to extend the car line on Elgin St. as part of the Ottawa East extension, the Board of Railway Commissioners' Chief Engineer has reported against it on the ground of possible congestion of traffic in the Elgin St. subway, and has suggested the laying of track along Pretoria Ave. from Bank St. to connect with Ottawa East. The matter came before the board of control on march 5, but was adjourned in order that Eastview residents could have an opportunity to present their views. A joint meeting was held march 10 and was attended by Major F.D. Burpee, the company's vice president and General Manager. The Eastview delegation stated that the township council was prepared to grant a free right of way for the extension within its bounds, in return for a 5c fare through to the city, but Major Burpee stated that a 7 1/2 c. fare through to any point in Ottawa was the lowest the company could offer. It was finally decided to ask the Board of Railway Commissioners to fix a day for hearing the various interests, so as to give an opportunity of presenting their views.

(NB. Two subjects seem to be mixed up here - the Elgin Street subway and extension into Eastview).

01-Apr-1925 Page 189 Hull Electric

We are officially advised that the Hull Electric Company will pave about a quarter of a mile of track allowance and construct a loop and crossover in Ward 1 (?) Hull QC. The rails for the loop, which will be about a quarter of a mile long have been bought from the Canadian Pacific Railway.

01-Apr-1925 Page 191 Ottawa Electric

The OER management has been looking into the operation of treadle cars in Toronto which it thinks to be a considerable improvement on the ordinary one man car, as the passengers are provided with two exits, a very necessary thing when the car is crowded. It is probable that some of the Ottawa lines will be equipped with this type of car a little later on.

01-May-1925 Page 222 Thurso and Nation Valley

The TNVR has been incorporated by the Quebec legislature to build a railway from Thurso northerly for about 35 miles to the centre of Hartwell tp., with branch lines, none of which shall exceed 25 miles. This company is promoted by the Singer Manufacturing Co. to establish a large woodworking plant at Thurso.

01-May-1925 Page 241 Hull Electric

The HER is, we are officially advised officially, installing a loop and loading facilities on the Aylmer line, adjoining Luna Park, where an amusement park is being laid out by the Hull Amusement Park Ltd.

01-May-1925 Page 242 Ottawa Electric

We are advised officially that it is intended to lay a double track line from the junction of Beechwood Ave. and Crichton St., to Springfield Road and to continue it as a single track on Beechwood Ave., Butternut and Maple Sts, and Springfield Road, back to joint the double track on Beechwood Ave. The total distance is approximately 8,000 ft.

With regard to the proposed extension of the Elgin St. line, the Board of Railway Commissioners has refused the company's application to cross the CNR tracks at Bronson Ave. without grade separation. The line has been connected with another street on which the CNR track is crossed by a bridge. The Board of Railway Commissioners has authorized the company to connect its new Ottawa East extension with the Elgin St. line's terminus through the Elgin St. subway.

01-May-1925 Page 243 Ottawa Electric

Ottawa Electric Railway's New Shops.

The Ottawa Electric Ry's Champagne car shops, which have been under construction since April 1924 are, we are advised officially, completed. They are about half a mile from the center of the city and about half a mile west of the company's former main shops at the Albert St. car house. They are 235 x 300 ft., and 20 ft. high, are bounded on the west by Champagne Ave., and on the south by Elm St. The new building contains the electrical shops, air brake department, which was laid out by A. B. Brown, of the Canadian Westinghouse Co., machine shop, carpenters' shop, paint shop, and another car house. The type of construction is structural steel frame, reinforced concrete slab roof and floor slabs. Car rails are carried on 6 in. H columns in pits with reinforced concrete slabs between tracks. The outside walls are built of interlocking tile, plastic finish, and faced with plastic brick, Indiana stone sills and trim, all windows having steel sash. The finished roof is tar and gravel, built up on concrete slabs, having & skylights, 16 x 250 ft., glazed with wired glass. All doors to car openings are specially designed in wood with steel braces and are hinged directly on steel columns. Each track in the repair house has a pair of removable rails and a car hoist operated by an electric motor. Under part of the machine shop is a large storage room for car wheels, etc.; and wheels will be hoisted directly from this storage room to the wheel press above. On the west side convenient to the car house section, is a large rest room for, conductors and motormen; cashiers' and service clerks' office, containing a large vault; salt and sand storage and drying room. The store room, offices, paint shop and rest room are heated by direct low pressure steam; the remainder of the building being heated by an indirect system designed to keep a temperature of 60 degrees. Two separate units of motor driven fans and A.B.C. pipe coils supply hot air to concrete ducts carried under the floor. Two 135 h.p. tubular boilers supply the steam for both systems. The lighting is entirely in steel conduit; lights in general are 150 watt encased in steel enamel reflectors; all circuits are controlled from safety tap panels with push button switches. The inspection pits are lighted with 60 watt lamps, base, plugs being spaced every 12 ft. for attaching lamps. (April, pg. 189.)

01-May-1925 Page 244 Ottawa Electric

The residents of the McKellar section of the area served by the Eastview (sic) line, an extension of which the company is proposing to build, passed a motion on March 30 approving of the company's proposal to give a fare of 10 tickets for 25 cents, good between the city boundary at Granville Ave. and the McKellar loop, and disapproving of the action of residents west of McKellar in demanding that there be only a 5c fare on the line from Eastwood to the city boundary. The company's application for the readjustment of fares has been files with the Board of Railway Commissioners and will, it is said be opposed by Britannia residents.

01-May-1925 Page 246 Ottawa Electric

The OER is reported to have put 11 one-man cars in operation on April 19 on its Preston-Rockcliffe line and 9 one-man cars on the Bronson-Elgin line.

01-Jun-1925 Page 280 Westport

Battery car 15796 which had been operating between Montreal and St. Eustache before being transferred to run between Brantford, Paris, St. George and Harrisburg, has been returned to the former run and replaced by battery car 15803 which was operated for a time between Brockville and Westport

01-Jun-1925 Page 285 Thurso and Nation Valley

A press report states that tenders will be asked shortly for construction of the projected railway from Thurso. etc.

01-Jun-1925 Page 293 Kingston, Portsmouth and Cataraqui

Fares - see photo copy.

01-Jun-1925 Page 293 Ottawa Electric

fares - see photo copy.

01-Jun-1925 Page 294 Ottawa Electric

The OER machine shop and stables at 198 Mill St. caught fire on the night of May 5. Seven horses in the stables were got out but considerable damage was done to the building and the machinery before the fire was got under control

01-Jun-1925 Page 295 Ottawa Electric

A press report states that the extension across the Pretoria Ave. bridge and through Ottawa East by Main and Clegg Sts., is expected to be completed by June 15.

A description of the Ottawa Electric Ry's recently completed shops, at Champagne Ave. and Elm St., about half a mile from the center of Ottawa, was given in Canadian Railway and Marine World for May, pg. 243. A perspective view and a floor plan are given herewith. The main divisions of the shop are shown on the plan; in addition, there is a mezzanine floor at the Champagne Ave. end. At the running shed side, on this floor, are a lavatory, and fan and blast coils for the heating system. Over the boiler room is additional heating equipment, and at the Elm St. side are the armature shop and space for fare box repairs.

A typical bay cross section shows a height of 20 ft. clear from floor to bottom of ceiling beams, with 4 ft. 10 in. depth of pit. Pits are 4 ft. 11 in. wide, space between pits is 10 ft. 4 in., and from outside wall of pit to wall of bay is 5 ft. 2 in., total width of bay being 30½ ft. The pits are formed by car rails, supported by 6 in. H columns. The floor between the rails has 6 in. of concrete treated with cement hardener. All steel beams supporting the floor run at right angles to the tracks, thus allowing maximum head room between the pits. By using a 7 in. Lorain section 82-505 rail, it was found that the supporting columns could be placed 8 1/3 ft. apart. Surmounting the H section uprights are column caps, upon which the rails are bolted with ¾ in. bolts passing through slotted holes. Horizontal anchor bolts, passing through the-rail web, threaded sufficiently to permit a nut being located on each side of the web, made the lining up of the rails a simple operation. The ¾ in. bolts securing rails to column caps were not tightened until the rails were lined up and anchored. The bottom of the concrete slab was dropped 3 in. below the top of the beams to give lateral rigidity to the tracks and floor. The pit column bases are carried down 8 in. below the finished pit floor, to provide an effective anchor.

Pit lighting equipment consists of outlets for attaching portable lights, and lighting sockets alternating under each track at about 15 ft. centers. Each bay has one 300 w. lamp with reflector, except in the repair shop, where it is supplemented by 2 brackets on each column. On account of the high-ceilings and frequent opening of the large doors, installation of special ventilating equipment was reduced to a few globe ventilators in the skylights.

The part of the building containing the store room, paint shop, and conductors' and motormen's rest room, is heated by direct low pressure steam, and the other parts by an indirect system designed to keep the temperature at 60 degrees. The 2 units of motor driven fans and A.B.C. pipe coils supply hot air to concrete ducts carried under the floor. Two 135 h.p. tubular boilers supply the steam for both heating systems.

The storage battery car operating between Brockville and Westport was replaced on June 28 by a gasoline car and transferred to the run between Fredericton and Centreville.

The Board of Railway Commissioners gave judgement on June 13 granting the company's application for a revision of fares on its Britannia line which extends from city limits to Britannia, 4.26 miles. The company's application was to divide the line into 2 zones. McKellar being the dividing point, and to charge 5c on the whole line with 10 tickets for 25c in each zone. The result of the new fare is that residents of the area between city boundary and McKellar, where 70% of the population adjacent to the line lives, will pay a 7 1.2 cent fare from anywhere in the city and the 30% population residing beyond McKellar will pay a 10c fare from any point in the city, which was heretofore common to the whole line.

The Board of Railway Commissioners has approved the company's plan of proposed platform covering, railing and gate arrangements for handling passengers at Luna Park, as the gates on the loading platform are within 6 ft. of the rails and therefore required approval.

The Ottawa East extension is, we are officially advised, under construction. It consists of 4,000 ft. of double track line crossing Pretoria Ave. bridge and under Elgin St. subway, lowering the grade there 2 1/3 ft. The construction of the Lindenlea extension is under consideration. (gives description).

The OER has received f12 semi-convertible double-truck motor cars from Ottawa Car manufacturing Co. similar to those supplied in 1924. The OER is having 28 double truck steel cars and 14 single truck wooden cars, revamped by Ottawa Car manufacturing Co. The steel cars are to be of the front entrance rear exit type, with monitor roof, extending from bulkhead to bulkhead, and 2 folding doors are to be provided in connection with the folding steps at the front and rear ends. They are intended for single end operation for city service and will be arranged for either one man or two man operation. The 14 single truck wooden cars will have front entrance and exit and will be entirely one man operation. The air brake equipment has been ordered from Canadian Westinghouse Co. and the material for automatic door and step control from Railway & Power Engineering Corporation, Toronto. OER has ordered 50 gross tons section 82-505 steel rails from United States Steel products.

A press report states that an inter-switching track between the CNR and CPR is being built at Pembroke.

The Ottawa Board of Control decided on July 3 to ask the company if it intends to start construction on the Lindenlea line this year. This line is one of those included in the 1925 programme under the 1923 agreement.

An agreement is reported to have been reached between the company and the Eastview Town Council for the extension of the electric railway along the Montreal Road to the Notre Dame Cemetery. The agreement is subject to ratification by the ratepayers who will be asked to pass a money bylaw at the same time for paving the road concurrently with the railway construction.

The new tariff is:

The maximum fare between point within the City of Ottawa as they exist on Feb. 23, 1925, including the line to Main St., Hull, also between such points and the Dominion Government Experimental Farm; and between such points and Cloverdale Road in Rockcliffe Park and intermediate points, between 6 a.m. and 12 midnight, 5c; between midnight and 6 a.m. 10c. Between Holland Ave. and Britannia-on-the-Bay Park and intermediate points and between Cloverdale Road and Rockcliffe Rifle Range and intermediate points, between 6 a.m. and midnight, 5c; between midnight and 6 a.m., 10c. (verified)

15827, a new Brill car, is in operation between Brockville and Westport.

The OER has received the last of the 40 cars, double truck, front entrance, ordered from Ottawa Car Manufacturing.

01-Sep-1925 Page 465 Ottawa Electric

We are officially advised that the route of the projected Lindenlea extension has not been definitely fixed. It will consist of approximately 1 1/2 miles of single track and 800 ft. of double track, to be laid in water bound macadam road, oil treated surface for about half the distance. The material for the overhead work will be of the direct suspension type. The 800 ft. of double track from the intersection of Crichton and Beechwood Streets to the intersection of Springfield and Beechwood Streets, has been completed and it is intended to go ahead with the single track work on Springfield Road as far as Maple Lane. Beyond this point the extension is unsettled.

Eastview ratepayers on Aug. 9 rejected by 316 votes to 244 the company's offer to lay tracks and operate a streetcar service in the town. It is stated that the reason for the adverse vote was objection to the conditions rather than to the construction of the line itself.

01-Sep-1925 Page 467 Kingston, Portsmouth and Catarqui

The KP&C has declined to operate its cars on Sunday Aug. 2 during the old home week celebration in Kingston, H.C. Nickel, Superintendent stating that Sunday car operation has never been profitable in the city.

01-Oct-1925 Page 501 L'Orignal

Two car articulated diesel electric set, 15817 built by Ottawa Car Manufacturing. (includes picture). Put in service on Sept 28, between mount Royal Tunnel terminal and Ottawa via St. Eustache sur le Lac and Hawkesbury, operating daily except Sunday as trains 85 and 86, the schedule for the autumn and winter being as follows:-

Leave Montreal 8.20 a.m. arrive Ottawa 12.10 p.m.; leave Ottawa 3.37 p.m. arrive Montreal 7.30.

01-Oct-1925 Page 511 Renfrew

Ottawa city council's committee which has had under consideration the cross-town tracks question, reported on Sept. 5 recommending the acceptance of the offer made by Sir Henry Thornton in a letter dated Aug. 13, 1923, in which he stated that the railway would be ready to remove its Bank St. yard and establish a new yard to the south east of the Rideau River, leaving only sufficient cross town tracks to serve industries along the right of way, provided the city agreed to pay 50% of the cost, which was estimated at \$550,000; and that if the city wanted the abandonment of the through trains on these tracks and the removal of the tracks from west of the Booth Spur to South march, the company was willing provided the city would agree to pay for the cost of the new connection at South March, which would cost about \$50,000, and buy the present right of way valued at \$5,000. The committee also recommended that the city pay the share of the cost of all work as mentioned and that the matter be referred to a vote of the ratepayers at the municipal elections in December, The city council, on Sept. 8 decided unanimously to submit the matter to the ratepayers.

01-Oct-1925 Page 518 Ottawa Electric

We are advised officially Sept. 11, that construction was started on the Springfield Road extension on Aug.1, and that it was expected to put the line in operation on Sept. 21. The extension starts at the junction of Crichton St. and Beechwood Ave. and is double track line to the junction of Beechwood and Springfield Aves. Thence it is single track, the route being on Beechwood Ave. to the junction of Oakville Road and the Keifer estate, through the Keifer estate for 900 ft. and going out at the intersection of Acacia Ave. and Maple Lane, along Maple Lane to Springfield Road and along that road to the junction of Beechwood Ave. The total distance is 1.5 miles. It has been laid with 6 in., 72 lb. T rail, in macadam road with oil treated surface.

The company is remodelling its no. 1 car barn, which prior to the construction of the new shops was used as the main electrical repair shops, and which when remodelled will be used as a garage and will house about 30 trucks and 10 passenger buses. It is expected to be completed by Nov.1.

01-Nov-1925 Page 572 Ottawa Electric

The OER has ordered a single truck sweeper with steel underframe and wood bottom from Ottawa Car Manufacturing. Co.

01-Nov-1925 Page 573 Ottawa Electric

The Ottawa traffic Committee, on Oct. 14, discussed the desirability of having the OER restore the skip stop system and appointed a delegation to take up the matter with the board of control.

01-Nov-1925 Page 575 Ottawa Electric

The OER is remodelling its No. 1 car house as a garage for passenger buses and for its Ford one ton box trucks, which are fitted with a special box and are used for snow removal. The company had for some time been operating a few buses through Eastview to Notre Dame Catholic Cemetery and it is contemplating experimenting with one or two buses to run out for a mile of two from the city limits on main roads leading into the city, in an effort to accommodate the people who live along these roads near to the city.

01-Dec-1925 Page 595 Renfrew

C.S. Gzowski attended a meeting of the Ottawa City Council's cross town tracks committee, Nov. 10, to further discuss the removal of the cross town tracks. he stated that he could not recommend the present expenditure of \$500,000 which would be involved in the work; if the railway had any money to spend on such works it would be spent in Montreal where the situation is much worse than in Ottawa. The committee recommended the council to arrange for the taking of a plebiscite on the matter of the following question:-

"Are you in favour of the corporation applying to the Legislature for authority to raise upon debentures and to pay over to the CNR one half the cost of establishing a new railway make-up yard southeast of the Rideau River and the total amount necessary for track revision west of Graham's Bay, at a total cost to the city not to exceed \$350,000, such money to be paid to the CNR on condition that it will remove its Bank and Elgin Sts. yards to such new location and will abandon through train movements between the canal and westerly city limits?". This was approved of by the council on Nov. 2..

01-Dec-1925 Page 595 Beachburg

BRC passed order 36969. The reconstruction of the bridge was expected to be completed Nov. 15, by the railway forces. The work consisted of filling in a timber trestle, 2,659 ft. long, having an average height of 25 ft. except where it intersects 2 farm crossings, and over a public road. The trestle over the latter has been replaced by concrete abutments and a through plate girder ballasted floor bridge.

01-Dec-1925 Page 597 Prescott

The locomotive house at Ottawa West was extended.

01-Dec-1925 Page 623 Ottawa Electric

Ottawa City Council's street railway committee, on Nov. 13, agreed to forego the right to require the construction of the Queen St. and Lyon St. extensions, which are part of the second year extension programme under the agreement. It was stated that the company is ready to build these extensions as soon as its revenue from the first year extension comes up to the Feustel estimate, which formed the basis of the contract.

One man car operation in Ottawa - see photo copy