

Ottawa Items from Railway and Shipping World - 1933

01-Jan-33 Page 25 Hull Electric

HER advised Dec. 12, 1932 that I was in the market for a small track grinding machine.

01-Jan-33 Page 27 Ottawa Electric

Major Burpee submitted samples of a new street car ticket, which would have the company's name, and a facsimile of someone's signature, on both sides. In this connection it was stated that the majority of tickets issued in Canada have some slogan on one side, which might be produced by any printer.

01-Jan-33 Page 28 Ottawa Electric

The OER put into effect Dec. 1, 1932, only, between 10.00 a.m. and noon and between 2 and 4 p.m., a 5c fare, as an experiment to encourage Christmas shopping, the merchants generally having a particularly attractive display of goods and offering many bargains.

01-Jan-33 Page 29 Hull Electric

An application by the HER to Quebec Public Service Commission for approval of electric railway and bus schedules involving reductions in service in Hull was mentioned in our Nov. issue, it being stated that the city council had refused to sanction the reductions proposed. The franchise agreement between the company and the city entered into Aug. 7, 1931, for five years from Sept. 1, 1931, provides that the company may make changes in its service, and that if the two parties cannot agree the Public Service Commission is to act as arbiter. The commission authorized Lucien Masse, a chartered accountant, to audit the company's accounts and to report to them. The commission held sittings at Hull, Nov. 24 and 25, 1932. We are advised officially that matters contained in Mr. Masse's report were discussed and that the commission decided that a further hearing would be necessary, and fixed it to be held at Hull Jan. 3. A report dealing with the information prepared by the company for submission to the commission states that the company had a deficit of \$74,148 in operating its electric railway and bus service in Hull, in the 21 months ended June 30, 1932 and that on the Val Tetreau, belt line and Wrightville routes, in Hull, earnings were 26c per vehicle mile during the nine months ended June 30, 1932, with operating cost of 33c per vehicle mile, the operating loss having been \$29,840. The loss in 1931 was \$44,308. The reduced service schedule which the company submitted to the city authorities provides for a reduction in car and/or bus miles of 173.24 miles per day, equal to 11.35%.

01-Feb-33 Page 63 Montreal and Ottawa

Quebec Court of Appeals has awarded CPR \$4,750 for damage caused to its Trans-Canada train when it struck a truck owned by Dominion Tar and Chemical at Plantagenet, ON. The CPR sued for damages to the train and the truck owner sued the CPR for \$3,806. Mr. Justice Cousineau dismissed both suits having held that there was no fault on the part of either railway or the truck driver. Both parties appealed; the CPR appeal was sustained and that of the truck owner dismissed. In its notes of judgement the Appeal Court adopted the Imperial Privy Council judicial ruling in the case of GT Ry. vs. McAlpine, which held the duty incumbent on a person about to cross a railway track at grade is not satisfied by merely looking both ways when approaching the track, it being necessary also that he look just before crossing. The judgement held that the requirement of stopping, looking and listening, as confirmed by the provisions of the highway Traffic Act, are established by a long line of recognized jurisprudence.

01-Feb-33 Page 68 Ottawa Terminal

Steam supply for Chateau Laurier. In a paper presented before the Smoke Prevention Association's meeting in Toronto, recently, dealing with fuel economy and smoke abatement, R.J. Needham, Mechanical and Electrical Engineer, Central Region, CNR, said "The large addition made recently to the CN hotel, the Chateau Laurier, at Ottawa, required a substantial increase in the power plant at the station, which serves the hotel. Due to the difficulty in obtaining a good efficiency from the four vertical water tube type boilers at that time in the plant, it was decided to use a horizontal type. Two 550 h.p. boilers were installed with chain grate stokers and Venturi type steel stack about 30 ft. long. The fans in these stacks are driven by d.c. motors with speed control, so that the draft may be varied to suit the load conditions. Where it was difficult to maintain an evaporation of 7.5 lb. of water in the past we are now able to do about 9 lb. (as fired on the average) and the boilers operate quite satisfactorily at over 200% rating, so we find that the two new boilers not only carry all the old and new load of the hotel, but we are able to shut down an inefficient hand fired boiler plant at the passenger car yard, not far from the main plant, and supply all the steam for heating the cars. We have thus eliminated the smoke from the car yard plant and have considerable fuel economy due to better efficiency in the main plant. There was no question of smoke from the main plant, as the original boilers were stoker fired, and practically no smoke was emitted from the chimney".

01-Feb-33 Page 74 Ottawa Electric

Fares - two items - .

01-Feb-33 Page 75 Ottawa Electric

An Ottawa press report of Jan. 13, dealing with a discussion between the city board of control and the City Works Commissioner, stated that the latter had suggested the possibility of strengthening the bridges on Sussex St. over the Rideau River diversion at an approximate cost of \$25,000 for each, to make them good for another 5 years. He said that the OER, the tracks of which are laid on both bridges, had refused to contribute anything to the cost of the suggested improvements. The Commissioner also suggested replacement of electric railway track allowance on Wellington, Sussex, Bank and Dalhousie Sts. at a total estimated cost of \$106,386, and a new pavement for the approaches to the Elgin St. subway, at a total estimated cost of \$36,245, the OER to be responsible for the track allowance paving, at the subway approaches at a cost of \$13,128.50 leaving \$23,116.50 to be paid by the city. The Commissioner was said to have stated also that the City Solicitor was considering litigation to force the OER to pay for the cost of track allowance paving replacement. Consideration of the Commissioner's proposals was postponed.

In regard to the action taken by the Dominion Government, on behalf of its Agriculture Department, against the OER because of the latter's discontinuance of electric railway service over a route of less than mile in the Dominion Experimental Farm grounds, we were advised early in January that counsel for the OER had arranged to have postponed for month or six weeks. Early in 1932 the government applied to the Board of Railway Commissioners under the Railway Act, sec. 35, for an order to direct the OER to resume service on the route but the application was dismissed, the OER having shown that the route had been operated at a heavy loss for the preceding 21 years. The OER contends that it is giving a better service into the farm grounds than the one discontinued, on another route.

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01-Mar-33 Page 127 Ottawa Electric

Experimental Farm service - .

01-Apr-33 Page 171 Article

Passenger train pooling - .

01-Apr-33 Page 182 Ottawa Electric

Franchise, fares - pp. 182-3.

01-Apr-33 Page 184 Hull Electric

The Hull City Council considered on March 13 the unwelcome prospect of the city losing the street railway service provided by the HER. The council had before it a letter from C. Gordon Gale saying that the company's officers had been authorized to take whatever steps they consider necessary to terminate the monthly deficits being experienced. Mayor Lambert is reported to have told his colleagues that the company would terminate its transportation operations in Hull if losses continue as large as they have been. The council decided to seek a meeting with the company's officers to discuss steps which might have to be taken to enable the service to be retained. The city and the company are awaiting at the time of writing, a decision from Quebec Public Service Commission, on an application by the company for authority to reduce its electric railway and bus service in Hull, the hearings upon which were dealt with on p. 76, Feb. issue.

01-May-33 Page 228 Ottawa Electric

New cars - .

01-May-33 Page 230 Ottawa Electric

01-May-33 Page 232 Ottawa Electric

Legal actions, track allowances - .

01-May-33 Page 234 Ottawa Electric

Franchise, fares - .

01-Jun-33 Page 261 New York Central

C.C. Munro, President, Cornwall Board of Trade is reported as saying recently that the delay in proceeding with the planking of the NYC bridge over the St. Lawrence River between Cornwall and Nyando to make it suitable for vehicular traffic, had been caused by difficulty in raising money due to financial conditions in the USA but that negotiations were proceeding.

01-Jun-33 Page 279 Ottawa Electric

The OER wrote to the city police commissioners recently protesting against the number of taxicabs in operation and the company's solicitor, Redmond Quain, K.C. appeared before the board in support of the company's contention that the number should be reduced. The Commissioners stated that the number of taxicabs in operation had been decreased materially, and that the reduction was continuing.

01-Jun-33 Page 283 Ottawa Electric

fares - .

01-Jul-33 Page 339 Ottawa Electric

New tickets - .

01-Jul-33 Page 341 Ottawa Electric

Fare increase, curve at Dalhousie and St. Patrick - .

01-Aug-33 Page 382 Ottawa Electric

Agreement with the city - .

01-Aug-33 Page 388 Ottawa Electric

Following dismissal by Mr. Justice Wright, of the action taken by the Dominion Government on behalf of the Agriculture department to compel the OER to resume operation of its electric railway line into the Dominion Experimental farm grounds, the Government ordered the company to remove its loop in the grounds by Sept. 1. The City of Ottawa is reported to have appealed to the Minister of Agriculture to allow the company to retain the loop. It is immaterial to the company whether the loop is allowed to remain or not, as it has its own property at Holland and Carling Avenues in the vicinity, on which to build a loop to replace the one on the farm grounds, and has had its land cleared in preparation for construction of a loop if it becomes necessary.

01-Aug-33 Page 388 Hull Electric

Hull council decided late in June, by 7 to 6, to permit the company to operate a reduced transportation service for 30 days to see if it would prove adequate to the public. The company had asked for relief from the cost of snow removal on streets carrying street car tracks and exemption from business tax, but the council did not take any action on these requests.

01-Oct-33 Page 429 Ottawa Electric

Franchise - .

01-Oct-33 Page 430 Ottawa Electric

The order given by the Dominion Government to the OER to remove its electric railway loop in the Dominion Experimental Farm grounds near Ottawa, Sept. 1, followed dismissal of an action which had been taken by the Government on behalf of the Agriculture department, to compel the OER to resume operation of its electric railway line into the farm grounds. On July 31, the acting Prime Minister, Sir George Perley, to whose attention the inconvenience which the order would cause to people going to and from Ottawa city hospital was called by civic and hospital authorities, stated that the effective date of the government order had been deferred until Nov. 1 to allow more consideration of the matter. On Aug. 2 it was reported that the OER was preparing to build an alternative loop at the junction of Holland and Carling Avenues., where cars could be turned about 200 yards from the hospital. The City Solicitor was reported as saying that the company is obligated under its agreement with the city to build and operate a line from Holland Ave. along Ruskin and Fairmont Aves. to Wellington St. near the hospital, but it is said that construction and operation of such a line is contingent upon the city opening Ruskin Ave. and the preparation of Fairmont Ave. by the city for the laying of electric railway tracks, and that the latter would be a costly procedure as it would involve the taking up of three quarters of a mile of asphalt pavement and the construction of a subway at a cost of about \$200,000. The company discontinued its service into the experimental farm grounds in 1929, following many years of loss in operation.

01-Oct-33 Page 431 Ottawa Electric

New cars, suit - .

01-Oct-33 Page 433 Ottawa Electric

Rail renewal - .

01-Oct-33 Page 471 Ottawa Electric

New cars - .

01-Oct-33 Page 473 Ottawa Electric

Franchise - .

01-Oct-33 Page 474 Hull Electric

The HER will replace part of special trackwork at junction of Montcalme St. with Aylmer Road and at the spur from Aylmer Road at Eddy Park, the special trackwork having been ordered from Canadian Steel Foundries. 15 tons of 82 lb. T rails will also be used.

01-Oct-33 Page 475 Ottawa Electric

Track rehabilitation involving reported expenditure by the OER of \$30,000 and by the city of between \$80,000 and \$90,000, was started late in August, when work began upon street repaving and track renewal on Wellington St. There are four sections of track and street to be dealt with, the other three being on Albert, Sussex and Dalhousie Sts. Work on Albert St. consists of repaving from curb to curb, but on the other streets the city's paving work is restricted to the track allowance. The track is being replaced by grooved girder rails; previously the company was empowered by its contract with the city to renew its tracks with T rails, but in the recent negotiations it undertook to use grooved girder rails which means a substantial saving for the city on paving work.

01-Oct-33 Page 476 Ottawa Electric

Since OER discontinued its electric railway service on Laurier Ave. and over Laurier Ave. railway bridge and took up its tracks on Laurier Ave. and transferred its service from Elgin St. and Laurier Ave. to Rideau and Nicholas Sts. there has been discussion by the city council of trying to compel the restoration of the original service, but the City Solicitor told the council recently that if it resorted to litigation to compel the company to restore the service it might have to take the matter as far as the Imperial Privy Council's Judicial Committee. He referred to a judgement having to do with a situation in Kingston, Ont, which has not been reversed, and to a refusal by the Board of Railway Commissioners to issue a mandatory order in the face of the Kingston decision. The Mayor of Ottawa summed up the situation when he said :- "Apparently we cannot compel them to run the cars" (over the former route) "without going to the Privy Council." - On Sept. 5 the city council adopted a recommendation by the board of control, granting the company permission to remove, without prejudice, a switch and mate at the intersection of Elgin St. and Laurier Ave. for use elsewhere, a provision having been inserted that if the switch and mate have to be returned to their previous locations the work will be done without expense to the city.

01-Oct-33 Page 477 Ottawa Electric

Smoking on cars. Burpee. On our one-man cars smoking is undoubtedly indulged in at the rear end but it is difficult to overcome. During the last two years we have made no effort to stop the practice because any passenger, even a smoking one, is welcome. On one or two cars we are installing ventilators at the top of the rear window and at the two angle windows on the sides, with the hope that smoke will be drawn out during the winter.

01-Nov-33 Page 517 Renfrew

Through Algonquin Park - .

01-Nov-33 Page 525 Hull Electric

The HER with the approval of the city authorities, has curtailed its Wrightville route electric railway service, straight 10 minute service now being operated. Formerly the headway varied from 6 to 10 minutes, in accordance with traffic conditions. The car mileage saved by the curtailment is 242 miles a day. The company is confining its belt line service to Hull only, transfers being given to passengers desiring to transfer to Ottawa. The mileage saved is approximately the same as that saved by the Wrightville line curtailment.

01-Dec-33 Page 558 Kingston (CN)

The brick locomotive house in Brockville built by the GTR was razed recently because of its unsafe condition and the inadequacy of its facilities for handling the large locomotives now being operated. It was built in 1872, with brick walls, the roof being supported by steel girders on timber trestles. It contained 10 stalls and had a 60 ft. turntable. Replacement, we are advised officially, is not required as the CNR has another building and turntable in Brockville where locomotives are being handled.