

Ottawa Items from Railway and Shipping World - 1937

01-Mar-37 Page 139 Ottawa Electric
De luxe parlour coach added to Ottawa fleet. Reo chassis, Ottawa car body.

01-Apr-37 Page 1870 Ottawa Electric
OER reports progress - .

01-Aug-37 Page 396 Ottawa Electric
On the morning of June 23, two of the three sections of the OER car house in Rockcliffe were destroyed by a spectacular fire, which burned also about 40 old street cars, which had been long retired from active service and stored at the car house. The structure, built about 30 years ago, was valued at about \$100,000. The north section had been burned about five years ago, but had been rebuilt. Major Burpee was quoted as saying that the loss was about \$75,000, all covered by insurance. The cause of the fire is unknown, but it is thought to have been started by a cigarette stub or by a small fire made by transients, as the company had been compelled to chase transients away from the property from time to time. Official advice of July 16 is that the OER had no intention at present of rebuilding the car house; it is probable that the land will be offered for sale, as it would be quite suitable for use as residential

01-Sep-37 Page 449 Ottawa Electric
OER fares - .

01-Oct-37 Page 493 Ottawa Electric
Recent advice from OER management is that the track on approximately 4,000 ft. of line on Holland Ave. between Wellington St. and Carling Ave. is being renewed, the 80 lb. T rail being replaced by 104 lb. grooved girder rail; about 250 tons of the latter is being used. Also, in connection with this work, the management is installing a right-hand, double track branch-off, with diamond, at the junction of Holland Ave. and the Britannia line, using 140 lb. and 104 lb. rail. All joints are being Thermit welded. Work on this job was begun Sept. 20 and is expected to be completed within five weeks from that date.

01-Oct-37 Page 498 Ottawa Electric
The OER has before the Board of Railway Commissioners an application for an order authorizing abandonment of tracks on Bell St. and Powell Ave. and laying of tracks on Bronson, south of Gladstone Ave., with a level crossing of the CNR tracks. An Ottawa dispatch records that the company's desire to lay tracks on Bronson was discussed by Major Burpee with members of the Ottawa City Board of Control. Major Burpee is reported as having told the board of control members that the OER has no plans for reduction of trackage in Ottawa by change to buses or trackless trolley buses. He is said to have advised the board members that the company is considering the introduction at some future date of a new type of street car which will be practically noiseless in operation; the reference was no doubt to the PCC car, as described in these columns on previous occasions. Major Burpee explained, however, the dispatch states, that general use of the new cars would be unlikely in Ottawa for some time, for the reason that the company has some \$3,000,000 invested in the cars which are now operated. He indicated, however, that when new cars are required the company will likely conduct test operation with the new equipment.

On Sept. 20 the Ottawa City Council by 12 votes to 11 decided not to accede to the OER request for abandonment of the tracks on Bell St. and Powell Ave. and the laying of new tracks on Bronson Ave., and to oppose the OER application now before the Board. A motion requiring the company to proceed with the laying of new tracks on Bell St. and Powell Ave., prior to paving of the streets, was adopted. A contract for the paving work has been awarded.