

Ottawa Items from Railway and Shipping World - 1942

01-Jan-42 Page 31 Ottawa Electric

A practical step of first importance toward relief of transit congestion was taken in Ottawa on Dec. 1, when the Dominion Department of Munitions and Supply changed its working hours from 9 a.m. - 5 p.m. to 8.30 a.m. -5.30 p.m. This means that the department is now operated on a workday basis of 7½ hours, replacing the 6½ hour day worked previously.

Effective Dec. 10, hours were changed for many more employees of the Civil Service, the following table showing the departments and the numbers of employees in each which have altered their hours in such manner as to provide maximum traffic relief:-

Department of Mines and Resources -- 1,000

Department of National Revenue -- 900

Post Office Department -- 500

Department of Public Works -- 250

Department of Trade and Commerce --1,770

Auditor General and Treasury Staffs -- 220

The employees listed in the table above combine with those of the department of Munitions and Supply to make a total of approximately 6,500 government employees whose hours have been altered, thus making an effective contribution to the relief of Ottawa traffic congestion. There are approximately 31,000 civil service employees in Ottawa, and the changes in hours as above detailed followed a study of some six weeks as to the best way to go about altering their working hours. The magnitude of the undertaking may be realized to some extent upon consideration of the fact that there are about 111 civil service departments in the city of Ottawa, and that there is a great deal of interlocking among those departments as concerns the clerical operations. Evidently, to prevent loss of time, it is necessary that certain classes of employees be on duty during the same hours.

01-Jan-42 Page 37 Ottawa Electric

At a conference early in December between members of the Ottawa City Council railway committee and Alan T. Lewis, Vice President and Redmond Quain, K.C. Solicitor, OER the OER officials did not hold out much encouragement for introduction of a 5c fare in Ottawa for members of the armed forces, the subject of a motion in the city council some time before. Mr. Quain advised the railway committee members that the motion, if made effective, would require the company directors to give away a portion of the shareholders' money; he also said that in order to grant their request, the company would have to secure authority from the Board of Transport Commissioners. F.B. Proctor K.C. Ottawa city solicitor, confirmed this latter statement. Mr. Quain pointed out that it would be unreasonable to ask the company to make fare concessions for people on relief, for the old, the infirm, returned soldiers from the 1914-18 war and other classes of society; then, if such concessions were granted, people would wonder why the munitions workers should not benefit from fare reductions. He pointed out that there has been no suggestion that the city should cut down water rates for members of the armed forces, or reduce taxes on property owned by them. Mayor Lewis, of Ottawa, pointed out that the council has no power to make such concessions, to which Mr. Quain replied:- "In other words, you cannot give away taxpayers' money." He added that the Bell Telephone Co. and the suppliers of gas and electricity in the city had not been asked to make concessions to members of the armed forces. The railway committee members left the meeting with realization that there would be no recommendation to the OER directors for the suggested fare reduction.

01-Jan-42 Page 37 Hull Electric

A special committee of the Hull City Council was formed in the latter part of November to study the terms of the electric railway contract between the city and the Hull Electric Co. The franchise in Hull is reported as having expired in September last.

01-Feb-42 Page 98 Ottawa Electric

An Ottawa newspaper commented editorially, at mid-January, upon an announcement by the OER management that it was doing away with some 43 electric railway car and bus stops, with a view to speeding up the transit service. The editorial said in part "It is a sensible step, and one long urged by this paper, and such minor inconvenience as is caused will soon be forgotten. Car stops a short block apart - and there have been many such cases - are a luxury we can do without."

01-Mar-42 Page 147 Prescott

Ottawa Spur Line application -

01-Mar-42 Page 154 Ottawa Electric

In its programme of stop elimination, designed to speed up the transit service and to promote efficiency and economy, the OER management had eliminated 62 electric railway car and bus stops in the period Jan. 1 - Feb. 12.

01-Mar-42 Page 157 Cornwall Street

A bill, No. 5, has been introduced in the Ontario Legislature, to provide for "An Act respecting the Cornwall Street Railway, Light and Power Company, Limited". The preamble noted that it is desirable to have confirmed 1940 bylaw no. 19 of the Town of Cornwall, which was assented to by the electors, and which extends for ten years the franchise rights of the company. The first section of the bill provides for confirmation and validation of the bylaw, and the second noted that the proposed Act may be cited as "The Cornwall Street Railway, Light and Power Company, Limited, Act, 1942". The bylaw is given as a schedule to the bill.

01-Apr-42 Page 223 Hull Electric

It was reported from Hull, March 12, that preliminary discussions had been held between members of the Hull City Council and J.R. Binks and Z. Boucher representing Hull Electric Co. A few weeks previously, a special committee of the council had given study to the making of a new franchise agreement with the company, and had submitted a report to the council on the matter. Following the recent discussions, the council decided to appoint a committee to meet with a committee of the company directors, for further discussion.

01-May-42 Page 279 Ottawa Electric

Ten of these cars have been furnished by the TTC for OER and five for Fort William Street Ry. These cars, formerly of the pay-as-you-leave type, were remodeled and converted to pay-as-you-enter cars in the period between Sept. 1924 and Dec. 1933 and thus modernized, provide a very efficient vehicle for mass transportation.

01-May-42 Page 283 Ottawa Electric
Results for 1941 -

01-May-42 Page 295 Ottawa Electric
New Macks operating in Ottawa

01-Jul-42 Page 414 Ottawa Electric

It was reported from Ottawa, June 19, that at a meeting of the civic street railway committee of the city council it had been decided to seek lower fares from the OER management, and it was said that the city council would be asked, at a special meeting on June 25, to serve notice on the OER that the city will seek fare reduction when the present city-company agreement expires on June 28, 1943. At the meeting of the street railway committee, there was read a letter from the city clerk, stating that the agreement between the city and company expires on the date mentioned, and that a year's notice is required if any change in the franchise terms is contemplated. Mayor Lewis presided at the meeting, and the controllers and aldermen attending placed themselves on record as in favour of reopening the questions of bus service and snow removal costs. Ottawa City Solicitor Proctor attended the meeting, and explained that if fare schedules cannot be agreed upon directly by the company officers and civic authorities, they are determined by the Board of Transport Commissioners. On the suggestion of a controller, the committee decided to seek figures from the OER management, showing traffic and earnings in 1937 and in 1941.

01-Jul-42 Page 421 Ottawa Electric

New Macks operating in Ottawa -

01-Aug-42 Page 477 Ottawa Electric

It was reported from Ottawa at the end of June that city council approved, without discussion, a recommendation of the street railway committee, concurred in by the board of control, to seek a reduction in OER fares.

01-Nov-42 Page 661 Ottawa Electric

It was reported at the end of September that about 100 stops had been eliminated from OER railway and bus routes, thus lengthening considerably the average distance between stops and the OER General manager, David Gill was quoted as saying that many more stops would be eliminated. The report referred to said that plans for further staggering of hours in Ottawa were being formed, and that the management, unable to obtain new equipment and faced with the prospect of heavier traffic than ever before in the coming winter, must depend upon the speeding up of schedules to enable it to handle the traffic.

01-Dec-42 Page 721 Ottawa Electric

An Ottawa press report of Nov. 4 recorded that the OER had begun construction of an electric railway loop, west of the Municipal Building on Wellington Street, the reason for building the loop being to allow some of the electric railway cars to be turned back on Wellington Street, instead of crossing to Hull. This short turning of some cars was expected to result in greatly improved service for passengers from the north-east section of the city.