

## **Hull Electric Railway**

### **Files seen:**

RG 12 vol. 2497 file 3466-46  
RG 43 Department of Railways and Canals Vol. 533 file 16813  
RG 12 vol. 2391 file 3554-65b  
RG 43 vol. 533 file 16813  
RG 43 vol. 520 file 16120  
RG 30 Series A-9-d vol. 10096 file 6300-79 Disposal of Equipment of Hull Electric  
RG 46 Series C-II-1 vol. 517 and 518 file 21781.4  
RG 46 Series C-II-1 vol. 518 file 21781.5 Discontinuance of car service between Aylmer and Queens Park.  
RG 46 Series C-II-1 vol. 516 file 4135.22 approval of by laws

### **RG 12 vol. 2497 file 3466-46**

#### **Running Rights over the Interprovincial Bridge**

#### **1 May 1911 Agreement between the CPR, ON&W and HER**

Two agreements have expired:

- HER and PPJ July 1901
- PPJ, ON&W and HER 3 August 1901

1. Rights granted to HER under the two agreements shall continue in force for a period of 19 years:
  - (a) HER has leased to the companies land, premises and structures:
    - (1) The right of way necessary for the operation of a single track railway from a point near Hull station to the western boundary of the Country Club (lot 9C in 3<sup>rd</sup> range, Hull twp)
    - (2) The joint use of station grounds at Aylmer with the buildings, platforms, tracks and appurtenances thereon.
    - (3) The railway siding at William Scott & Co's Grist Mill subject to the terms of the lease dated January 1905 from the Capital Power Co to the Scott Co.
  - (b) HER consents to the tracks of the railway companies being laid on the said land described in (a)(1) and also consents to the crossing at the Rock Cut provided a satisfactory switch is maintained by the companies.
  - (c) HER grants to the railways the right to use the tracks of the HER over and from the said crossing through the Rock Cut and to and into Hull station.
  - (d) HER has leased and hired to the railways sufficient number of electric cars fully equipped with motors, conductors and motormen to perform a service of not less than 10 minutes to, from and over the Interprovincial bridge and approaches from Sappers Bridge to Laurier Avenue, Hull to commence at 6:30 in the morning and to continue to 12 o'clock at night. Provided however that should it be found that the cars and appliances of the HER are not sufficient to furnish the said ten minute service along with the service furnished by the HER on its own system then and in such case no faster service shall be

required of the HER to and from the Interprovincial Bridge and approaches that the said cars are capable of furnishing along with the service furnished by the said cars on the HER railway system.

- (e) All connections by rail, wire and trolley wire and other necessary electrical appliances and repairs thereto between Sappers Bridge and Laurier Avenue shall be made by the HER. All necessary feed wire connections and turnouts for that part of the HER line running along Main Street Hull and the Interprovincial Bridge connections on Laurier Avenue shall also be made by the HER.
- (f) The HER will proceed immediately with erection of terminal facilities at Sappers Bridge upon land to be leased to it by the railway companies and will provide all heating and lighting required.
- (g) HER will maintain in good repair the track between Hull Yard and the Rock Cut and the transfer sidings in Hull Yard and will remove the stock yard from its present location to some point in Aylmer.

Rights granted by the railway companies:

- (a) Railway companies will maintain in good repair the road bed including all tracks, ties and ballast between Sappers Bridge and Laurier Avenue in Hull and will keep said points clear of snow and open for traffic and will maintain the siding at Scott & Co's Mill.
  - (b) Railway companies will turn over to HER all freight destined for Aylmer or other points on the HER lines where business is not competed for by the Railway Companies to be delivered at destination by HER.
2. Rights granted shall be the consideration one for the other.
  3. HER shall pay the wages of the switchman at Sappers Bridge and one fourth of the wages of the Agent at Hull and one half of the wages of the Agent at Aylmer.
  4. Railway companies shall pay wages of the switchman at Rock Cut, half the wages of the agent at Aylmer and three fourths of the wages of the Agent at Hull.
  5. Disputes to be resolved by three arbitrators.

#### **12 October 1926 BRC to Minister**

Encloses order 38236 and requests Order in Council. See data base for details.

#### **29 October 1926 Order in Council PC 1699 is issued.**

#### **20 May 1952 Letter from Transport to Justice**

There are two openings in the northern balustrade of the bridge over the Rideau Canal at the junction of Wellington and Rideau Streets such openings being immediately west of the Chateau Laurier and at one time were used as entrances to the tracks of the Hull Electric.

It is desired that the entrances be removed and the balustrades constructed in a manner similar to the remainder of the balustrade of the bridge.

It would appear that the property was leased to the CP. Wants to know who has the responsibility for the removal of the entrances.

**27 May 1952 Reply from Justice**

Lots of information already covered - Hull Electric has the right to maintain, amongst other facilities, the stairways at Sparks Street.

**RG 43 Department of Railways and Canals Vol. 533 file 16813**

This contains a copy of BRC order 20025 of 11 Aug 1913 which recommended to the GIC for approval of HER By Law no 40 and PC 2317 of 12 Sept which approved the by laws. Also included is Hull Electric Rules and Regulations for government of employees.

**Application by town of Aylmer for an order directing Hull Electric to provide and replace its westbound track on Main Street, Aylmer.**

**Heard at Ottawa November 28, 1944  
Judgements February 5 and 12, 1945  
Order 63730 dismissing application February 14, 1945**

About 1896 the HER, incorporated under the laws of Quebec, and declared to be a work for the general advantage of Canada in 1913, constructed and commenced operation upon the part of its railway system, double tracks on Main Street, Aylmer. HER operated cars on double tracks on Main Street until summer of 1944 when it was found necessary to repair ties, roadbed and paving along the right of way on Main Street. Company decided there was no need for double tracks and that it could give the same service on a single track as it had been giving with two tracks. HER now maintains its service, both east and west upon its southerly track which it replaced in its former position upon the street.

Aylmer maintained that the company violated the Railway Act, section 178 and 179, by doing this without leave of the Board.

Board could find no agreement of obligation which would require the HER to maintain two tracks, neither did it find that there were operations or safety problems that would require the relaying of the track in the centre of the street.

**Application by Hull Electric Company to abandon all operations on and after November 30, 1946.**

**Hearings in Ottawa 19-22, November 1946  
Judgements December 6 and 26 November, 1946  
Order 68260 6 December, 1946  
Order 68301 13 December, 1946**

Hull Electric operated electric street car service between Chateau Laurier, Hull and Aylmer. The lines operated were known as the Belt line, the Wrightville line and the Aylmer line. It also provided switching service between E.B. Eddy and the CPR and operated tank cars over its track on the streets of Hull to serve the oil and gasoline distributing plants of Supertest Petroleum Corp., Shell Oil Company of Canada and the British American Oil Co.

Hull Electric owned its own right of way from Aylmer to a point where its track cross the Aylmer Road near Front Street, Hull.

On March 29, 1946, fire destroyed the north end of the Interprovincial Bridge. Hull Electric has been unable to operate into Ottawa ever since and has turned its cars at the intersection of Laurier Avenue and Youville Street near the north end of the Interprovincial Bridge.

City of Hull entered into a contract on February 18, 1946 with Mr. Louis Bisson representing Hull City Transport. This gave HCT an exclusive franchise to operate passenger autobuses within the City of Hull.

On 6 June 1946 the City of Hull served on the Hull Electric a notice to cease operating on the streets of the City within 6 months of the date of the notice - about 7 December 1946.

Hull Electric has made an average annual profit of \$33,060 between 1941 and 1945. Hull Electric has never paid a dividend. Its rolling stock is old and much of it should have been replaced years ago. It has no appreciable reserves.

Application is strongly opposed by Aylmer - 80% of the use is for commuting to Ottawa.

Gatineau Bus Company has been operated under the same management. In the event the application is approved Gatineau Bus will be prepared to augment its service.

Hull Electric cannot continue to operate without making considerable losses but will make an order which ensures satisfactory alternatives to Aylmer residents.

E.B. Eddy not seriously inconvenienced as they can make arrangements for service from CPR.

Supertest Petroleum and Shell Oil have made arrangements to relocate their oil and gasoline distributing plants. British American planned to move to Ottawa but arrangements had not been completed. The Hull Electric had served notice of termination upon British American and this company, which has had adequate warning, will have to make other arrangements.

**Order 68260**

**Order 68301**

**Judgement of BTC**

In addition to carriage of passengers the applicant has also transported a few freight cars between Hull and Aylmer. It also provides switching services between the plant of the E.B. Eddy Company and CPR and operated tank cars over its track on the streets of Hull to serve the oil and gasoline distribution plants of The Supertest Petroleum Corp, Shell Oil and the British American Oil Co.

HER owns its own right of way from Aylmer to a point where its tracks cross the Aylmer Road in Hull. It also claims its right of way from the said point of crossing in the vicinity of Brewery Creek to Montcalme Street although the City of Hull disputes this.

The E.B. Eddy company would not be seriously inconvenienced. They have made or can make arrangements with the CPR for the switching of their cars from their plant to the CPR.

Supertest and Shell Oil have made arrangements for the relocation of their plants. British American has been negotiating for a site in Ottawa for some time - arrangements not yet concluded. Agreement dated 1 May 1932 between HER and BA Oil to move cars from its siding to the CPR at Beamer station. It seems that arrangements can be made for BA to find something else. Not desirable to move tank cars through the streets of Hull.

**Order 68589**

End of file.

**RG 43 vol. 533 file 16813  
Hull Electric Railway By Laws**

**11 August 1913 Order 20025**

**By Law - Rules and Regulations for the government of the employees of the Hull Electric Company effective 30 July 1913.**

Extracts

135. Ottawa Terminal

Cars approaching platforms must be run slowly and under full control. Passengers must be kept off car steps. Do not allow them to get off until after the car has stopped.

Passengers must not be allowed to board cars from unloading platform, and under no circumstances shall passengers be allowed to ride on cars across C.P.R. tracks and around loop. After passengers have left car at unloading platform the car shall proceed carefully and slowly across C.P.R. tracks around to the loading platform in accordance with the special rules and regulations governing this crossing. Cars shall await leaving time opposite waiting room, and it shall be the duty of the motorman to see that destination sign at this point is properly set.

## Rock Cut Line

### 136. Clearance

45. Conductors of freight trains, or any car or engine about to run over that portion of the line extending from Rock Cut to Hull C.P.R. Yard must ascertain from the agents at Hull and Aylmer that the line is clear.

### 137. Queens Park

Cars approaching platforms must be operated carefully and under full control. Passengers must be kept off car steps. Do not allow them to get off until the car has stopped. Passengers wishing to remain on car may do so, but no passenger shall be allowed to board car from unloading platform. After passengers have left car at unloading platform, car shall proceed slowly around to loading platform and there await leaving time.

**12 September 1913 PC 2317 is passed.**

**End of file**

## **RG 43 vol. 520 file 16120**

**2 January 1913 From Arthur McConnell 163 Main Street Hull to Minister**

Call your attention to the application of the Hull Electric for a Dominion Charter which is about to be urged upon parliament....operates a line of electric railway which runs over the Alexander Bridge from Ottawa and on to Aylmer besides certain sections of hull, the distance from Ottawa to Aylmer is somewhat less than ten miles.

Hitherto this company has been operating under a Quebec Charter and under the Quebec Electric Railway Act the charge which the company is entitled to make is not exceeding five cents for every three miles, but the tariff is supposed to be regulated by an order of the Lieutenant Governor in Council.

This company induced the Ottawa Golf Club, the Country Club, the Rivermead Golf Club and considerable householders along the road to build houses on the pretext and concession it then made several years ago that the fare to the Country Club from the City of Ottawa would be five cents or six tickets for twenty five cents, and for quite a while it issued twenty five tickets for one dollar, in fact the five cent fare was good from Hull up as far as what is called the "Eddy Hill Farm" beyond the Country Club, at the same time the Company issued commutation tickets to Aylmer from Ottawa at about five cents per single fare and four tickets for twenty five cents.

Last summer the men employed on the Road had arbitration and upon recommendation of the Commission to investigate, wages were increased a cent or two per hour, subsequent to this, making this the pretext, between night and next morning in the month of November last, the railway co. cut out all its former tickets and refused tickets previously sold upon which residents had been travelling for six or seven years at the rate of six tickets for twenty five cents and would only take as far as the Country Club and issue and receive as fare four tickets for twenty five cents, and from Ottawa to Aylmer three tickets for twenty five cents, since which time the Community travelling that road has been suffering accordingly.

In the application for the charter to the Federal Government it seems to me as a matter of justice to the travelling public that such roads should not be entitled to charge any more than any other ordinary Electric Road in the country, that is about one cent per mile, in other words a ten cent fare from Ottawa to Aylmer divided at Deschenes Mills into two five cent rates, this should be a fair and reasonable compensation for carrying a passenger and a clause should be put into their Charter prohibiting any higher rate.

The reason the present application by the company is that the Road is for the benefit of Canada, because I presume it connects these two provinces over the Interprovincial or Alexander bridge and wishes to make and be authorized to make a charge for carrying passengers over that bridge. Now when this bridge was built the Dominion Government granted a subsidy of I think \$100,000, the Quebec Government \$50,000, the Ontario Government \$50,000, the City of Ottawa \$50,000 on the understanding that all foot passengers and all passengers in streetcars if I mistake not were carried free over the bridge.

It therefore becomes a question of great moment to the travelling public on the hull Electric as to whether they held up for the extra fare for travelling on that road, whenever the humour of the Directorate seizes the inclination.

I might say that the rates are supposed to be fixed by the Lieutenant Governor, but the Honourable Provincial Secretary write me to the effect that the Company never got any tariff whatever sanctioned, and no alteration could be made therein without an additional order in council.

I trust you will be pleased to see that the rights of the people are protected when the application for a Charter comes before the Railway Committee, and that the proper clauses should be inserted to that effect.

Your obedient servant.

End of file.

**RG 30 Series A-9-d vol. 10096 file 6300-79**

**CNR file on the disposal of Equipment of Hull Electric**

**13 January 1947 from C.E. Ralph, Engineer of Hull Electric to Fairweather, CN VP R&D**

Have been assigned the job of disposing of the physical assets of the Hull Electric Co. I do not suppose the M&SC would have any interest in any of the company's rolling stock but the CN might be interested in the electric locomotives, one of which is a very good unit.

I have already written to most of the traction companies in Canada (60 cycle) and also to a number of Commercial Attaches of South American and other countries.

The company will operate until 1 April this year. After that date, and as a last resort, I will probably be dealing with junk men and steel companies. If you know of any outlet, that I may be overlooking, will you kindly drop me a line on the subject.

I enclose a condensed inventory. The discrepancy between steel and wire distances is due to the fact that steel under pavement will not be lifted.

### Inventory Summary

Rolling stock - 22 trams, 2 electric locomotives, 12 other units.

Road-bed - 2,100 tons steel, 56#, 65#, 80#, 85#

Angle bars, bolts, spikes, ties and other accessories for  
7 ½ miles track (double) and 3 ½ miles sidings

Overhead system - wires and accessories for 24 ½ miles of track, 65,000 lbs - No.2 trolley wire (copper) - 300,000 lbs other wire.

Shop equipment - Machine shop - complete with tools  
- Carpenter shop complete with tools

Electrical equipment - motor generators, rotary converters with accessories in 3 sub stations.

Stations and car barns.

#### **15 February 1947 from Chief of Motive Power & CE to Fairweather**

We have had this equipment examined, also the locomotives, and I am advised that there is none of this equipment that it would be desirable to purchase.

#### **18 July 1947 from C.E. Ralph at Gatieau Power to Fairweather**

Re 56# steel on Hull Electric Co's Aylmer line. There is about 300 short tons of steel along the Aylmer line all of which is in spurs, sidings and yards where it has been for the last 30 years or more. There is none on the main line, and while it is very old, none of it has ever carried heavy traffic as far as I know. I am not prepared to give you an opinion as to its condition or relay possibilities until I look at some of it. I will try and drop you a line next week.

End of file.

### **RG 46 Series C-II-1 vol. 517 and 518 file 21781.4 Abandonment**

#### **Part 1**

#### **21 September 1931 from J.E. Belanger MD to Board.**

Since September 14, 1931 this company creates an unjust discrimination for a number of residents of Hull. Cars formerly known as the "Belt Line South and North" now make a twenty minute round trip between the two Interprovincial Bridges when all other cars go to Ottawa. Residents cannot make a direct trip wither to Ottawa or the center of Hull.

#### **5 April 1945 from City of Hull to Board**

Urban transport system operated in this city by the Hull Electric be replaced without delay since it is considered dangerous and a constant menace to public safety.

#### **11 April 1945 Memo for Counsel**

It is understood the Hull Electric is incorporated under Dominion Act and is said to be subject to the jurisdiction of the Board. There may, however, be limitations. Please advise in what respects the Hull Electric is under the jurisdiction of the Board.

#### **12 April 1945 from Counsel**

Can find no reason why HER does not come under jurisdiction of the Board but the complaint of the city does not indicate why the railway is dangerous or what, if anything, the city wishes the board to do. It is impossible therefore to say whether the board has jurisdiction in regard to the complaint.

**13 April 1945 Board to City of Hull**

Make a formal complaint and set out your reasons and nature of the complaint.

**14 April 1945 from Francois Caron to Board**

I am interested in a company which proposes to offer a new urban transport service for the city of Hull. Naturally it will be necessary to ask the city to give notice to the Hull Electric to cease its operations at a certain date.

Does the Board have the power to intervene - to order a city that an urban transport service be continued or discontinued.

**21 April 1945 from Board to Caron**

I do not know of any reported decision of the board in which the question has been raised of the board's power to order the entire service of a railway system to be continued or discontinued.

**2 November 1945 from Supertest to Board**

We operate a bulk storage plant for petroleum products on Laurier Avenue, Hull taking delivery of tank cars of petroleum products over a siding installed by the Hull Electric a number of years ago.

An action by the City of Hull prohibiting the HER from routing cars over their lines at night will shortly be coming up in the Recorders Court and that freight service to us will cease on the day following condemnation in the event of such condemnation.

We understand an application is being heard for a franchise on behalf of Hull City Transport and with the granting of such franchise it appears to us that the matter of freight deliveries by the HER must be jeopardized.

Cars received by us on the siding referred to are:

1940	78
1941	92
1942	242
1943	179
1944	56
1945	87 to date

**5 November 1945 from British American Oil to Board**

Similar to letter from Supertest.

Matter was brought to a head in Hull in October 1944. City of Hull had been endeavouring to cancel the franchise of the HER. Until October 1944 these were only threats. In October 1944 a prosecution was commenced in the Recorders Court in Hull

based on By law No. 101 of the municipality which prevents the operation of the railway on the streets of the city between 12 midnight and 5:30 am.

HER was forced to provide freight service at night because it was necessary that they back up their trains along the streets of the city to the sidings of the oil companies and this could not be effected in view of their contract to give an eight minute service.

Petition was dismissed in Superior Court June 28 1945.

August 1945 Hull entered into a contract with Hull Transport Company. Exclusive franchise.

### **19 November 1945 from Shell Oil to Hull Electric**

Do not acknowledge your right to terminate the freight service over your company's lines between CPR Hull station and the depot of our client on Laurier Avenue, Hull without reference to and the consent of the Board of Railway Commissioners.

### **21 January 1946 Telegram from Shell Oil to Board**

Have received notice from HER that following their condemnation in recorder's court for violation of by law prohibiting haulage of freight at night they are immediately discontinuing all freight service on the north belt line serving out plant in Hull. We request your immediate intervention on our behalf to have service continued otherwise we shall be unable to supply householders Ottawa and Hull with furnace fuels while our future operations as local supplier of gasoline fuel oils. With consent of Hull City authorities, evening freight service could be arranged in accordance with proposal submitted by HER November 16<sup>th</sup> last.

### **21 January 1946 Telegram from British American Oil to Board**

Hull Electric advise they were fined \$50 today for infraction of Municipal By law and they are suspending freight service immediately. They cannot obtain municipal consent to move freight in daytime. This means stoppage of supplies of fuel oil and aviation gasoline to our Hull storage and imperiling deliveries to Ottawa citizens and Transcanada Airlines.

### **21 January 1946 Notes of meeting**

Hull Electric proposed to City that freight be moved between 9 pm and midnight and that during such period the company would put on buses. No response received.

### **22 January 1946 from Hull Electric to Board**

Under an agreement dated 8 July 1908 construction of the Belt line was commenced and since completion in 1909 freight cars have been switched as required between Hull station and Laurier Avenue siding.

### **History**

In light of the condemnation and intimation that other prosecutions will follow the freight service has been suspended.

### **22 January 1946 from British American Oil to Board**

Had a meeting with the Mayor last night and explained to him the situation. The mayor is co-operative but desires to have either the Board of Transport Commissioners or the Transport Controller, whoever may have jurisdiction, tell him he must permit the Hull Electric company to move our freight at night. Mayor would like to do anything he can for the oil companies but feels he must save face with the citizens by having instructions from some competent authority that the movement of freight must be carried out.

### **26 January 1946 notes of a meeting Board, Oil companies, Mayor of Hull, Raymond Brunet.**

Most urgent to find a way to reinstate freight service. Board suggested that the proposal of the HER be a temporary solution.(replacement bus service).

### **31 January 1946 Ottawa Morning Journal**

HER accepts city terms. Streetcars will be replaced by busses on the belt line between 8.15 and 10.15 pm, during which time the HER will be permitted to operate its freight service. Starting tonight.

### **30 January 1946 from Hull Electric**

The last tramway on the Belt Line North will leave Ottawa at 8:22 pm. passengers from Ottawa will board Aylmer or Wrightville cars and will transfer to buses operating in Hull on the Belt Line North. Buses will operate until 10:45.

### **5 July 1946 from Hull Electric to Board**

On June 3 1946 City of Hull adopted a resolution instructing their solicitors to notify this company to cease operations.

We propose to comply and to cease operations on 30 November 1946.

Requests approval of the Board to abandonment.

### **17 September 1946 Hull Electric**

Formal abandonment proposal.

Tank cars moved for three Oil depots off Laurier Avenue to and from Hull Beemer. Also switching service between E.B. Eddy and CPR.

Material and equipment have come to the end of their useful life. Not in position to make the improvements. Has made a loss 1929 to 1940. After taxes a moderate profit has been earned in the war years.

On June 27 1946 HER was notified by the City to cease transport of freight on the Belt line within 15 days. Company advised oil companies of its intention to discontinue operations on 30 November 1946.

Much concern from Aylmer - petitions etc. Also concern from South Hull, Deschenes Village.

### **9 October 1946 from Shell Oil to Board**

The land and premises comprising our marine terminal at Hull were taken possession of for the use of HM the King - documents file April 2 1946.

**10 October 1946 from Supertest to Board**

Have no interest - advised that our warehouse property had been expropriated. Have run into difficulty in obtaining steel for tanks for new plant as a result of the steel strike. Would be useful if the freight service could be extended during this coming winter.

**11 October 1946 from CPR to Board**

No objection provided that suitable arrangements can be made for the handling of E.B. Eddy traffic at Hull. Matter is now under negotiation.

**10 October 1946 from Hull to Board**

Supports the application.

**RG 46 Series C-II-1 vol. 518 file 21781.5**

**Discontinuance of car service between Aylmer and Queens Park**

**2 September 1925 Hull Electric Co.**

On and after Sept 8, 1925 through service to Queen's Park will be discontinued. Cars will operate on a regular basis between Ottawa and Aylmer and a transfer car will run between Aylmer and Queen's Park until the end of September. Transfer car will meet all regular cars to and including the car leaving Ottawa at 11.15 p.m.

**8 May 1935 from Hull Electric to Board**

Applies to abandon between Notre Dame Street, Aylmer and Queen's Park, 2.03 miles. Had been operated for many years during the summer only.

**13 May 1935 from Inspector Lafontaine**

if the tracks are removed on one will be effected (sic).

**15 June 1935 Order 52024 is issued.**

**21 August 1944 Letter from Board to Town of Aylmer**

The double track to Queen's park was abandoned by order 52024.

With regard to the spur line from Wychwood to Aylmer to about the foot of Main Street Aylmer, it is understood that the use of this particular piece of track was solely for freight purposes, was discontinued many years ago and after gradually falling into disuse the rails were removed and used for replacements elsewhere as they were no longer required at the original point. No order of the Board was issued in this regard.

End of file.

## **25 October 1946 Inspection by Board's Inspectors - Operations and Engineering**

### **Contract between City of Hull and Hull Electric 11 July 1938**

#### **Part 2**

**19 November 1946 hearing at Court Room Ottawa Union Station.**

**6 December 1946 Order 68260 is issued.**

**13 December 1946 order 68301 is issued** gave permission to abandon from the northern approach to Interprovincial bridge to the east end of the spur line located on the Aylmer Road south of Eddy Park and abutting near the OER loop in Hull. (but there was no turning facility at that point)

#### **Judgement on file.**

Traffic analysis

Substitute bus service

#### **Part 3**

##### **List of Exhibits**

Contains a number of useful city plans

#### **RG 46 Series C-II-1 vol. 516 file 4135.22**

##### **Approval of by laws**

**11 June 1913 letter from Beatty Montreal to Department**

Encloses certified extract of minutes of Meeting of the Board of Directors of Hull Electric Company approving by-law no. 40 - rules and regulations for government of employees. Copy of the rule book is attached - similar to that shown under RG 43 vol. 533 file 16813 at least for the local instructions.

**30 July 1913 order 19938 is issued** approves rules.

**11 August 1913 order 20025 is issued** recommends to GIC for sanction and rescinds 19938.

**12 September 1913 OIC 2317 is passed.**

**5 November 1924 accident report on 23 October 1924**

**See accident data base.**

**18 November 1924 from Chief Operating Officer Spencer to A.E. Meech  
Superintendent of Transportation**

Kindly let me have a memo outlining the operation and safeguards placed over the 3 ½ miles of single track which you were operating in account of repairs being made on the westbound track and what rules in your book, which was approved by order 19938, dated July 30<sup>th</sup> 1913 governed the operation. Also advise what steps have been taken, if any are necessary, to prevent a recurrence of this type of accident.

**20 November 1924 from Meech**

Rules 28, 38 and 64 (F) govern. The cars on the Aylmer line are operated from a Time Table which gives the leaving times at the terminals and some intermediate points. The crews taking the cars from the car shed in the morning are notified, except in cases of emergency, by written orders which are handed to them by the Inspector. In this particular case the order read as follows:- "The Westbound track from the Ottawa Golf Club to Deschenes will be cancelled between 8.45 A.M. and 4.15 P.M. and the eastbound track will be used during that period". The relieving crews are notified of special running orders defects on the right-of-way etc. by the crews who are being relieved, when they take charge of the cars at Aylmer, or other distant points.

The accident occurred because the conductor on car #203 left his car before reaching the terminal on account of sudden illness and the relieving crew were not notified of the singled track.

A circular has since been posted requiring all Conductors and Motormen to report to the Conductors and Motormen respectively, of the relieving crew, defects on the right of way instructions, tracks singled or cancelled and special running orders.

#### **24 November 1924 from Spencer**

Will you please clear up the method by which one car is kept clear of another on the piece of single track under discussion. I appreciate that the order referred to advises the crews that the track has been singled. In addition please advise what system you have of taking the signature of each employee for the order issued, and should this system not include a copy of the order going to every man, and his signature obtained therefor whether direct from the Inspector or in transferring the control of the car from one man to another.

#### **26 November 1924 from Meech**

The enclosed single track rules have been drafted and if agreeable to you, these rules will be made effective forthwith.

A written order shall be made out by the Inspector stating portion of track to be singled, the period during which single track shall be operated and the crossing points. Copy of this order shall be handed *whenever possible* to each conductor. The conductor, before proceeding, shall sign the order and also have the order signed by the motorman. Each time a car is turned over to a relieving crew the copy of the order shall be handled to the relieving conductor and the conductor and motorman of the relieving crew shall also sign the order. At the end of the day this copy of the order shall be turned in to the Superintendent by the conductor of the last crew.

When it is not possible to hand a copy of the order to the conductor it shall be read to him on the telephone by the Inspector and after the conductor has repeated the order to the inspector a notation shall be made on the order by the Inspector stating the time and the conductor's name. Before proceeding the conductor shall repeat the phone message to the motorman. If the car is then turned over to a relieving crew the motorman and conductor shall repeat the order to the motorman and conductor of the relieving crew.

#### **28 November 1924 Inspector McCaul**

Inspector is not the person to issue train orders or to single a portion of double track. Train orders should be issued under the authority of the General Manager or Superintendent of Transportation. Should be issued in exactly the same way as most steam railways and other electric railways operating under standard rules. If it is not possible to hand the conductor the order what happens? Not necessary to waste any time on the proposed rules because they do not make for safe operation.

**9 January 1925 from Spencer to Meech**

Suggested revision.

**12 January 1925 from Meech to Spencer**

Made further changes.

Single track rules

A written order will be issued by authority and over the signature of the Superintendent, or his authorized representative, stating that portion of track to be singled, the period which single track shall be operated and the meeting points. A copy of this order shall be handed to each conductor.

In emergency cases, the order to the conductor shall be read to him over the telephone. After the conductor has written the order he shall repeat it, and notation shall be made on the order stating the time and the conductor's name.

The conductor, before proceeding, shall sign the order, and also have the order signed by the motorman. In case car is turned over to a relieving crew the copy of the order must be handed to the relieving conductor and the conductor and motorman of the relieving crew shall also sign the order. At the end of the day this copy of the order shall be turned in to the Superintendent by the conductor of the last crew.

**22 January 1925 from Spencer.**

I like your rule except the first paragraph - the representative of the Superintendent should be stated. Many railways authorize by rule the train dispatcher to sign train orders while others require the signature of the superintendent and the initials of the dispatcher. Either of these plans are more definite than to barely state "or his authorized representative". If the signature of the superintendent is used that is definite as to the authority of the person signing the order.

**26 January from Meech new version.**

A written order will be issued by authority and over the signature of the Superintendent *or the Inspector*, stating portion of the track to be singled, the period which single track shall be operated and the meeting points. A copy of this order shall be handed to each conductor.

In emergency cases, the order to the conductor shall be read to him over the telephone. After the conductor has written the order he shall repeat it, and notation shall be made on the order stating the time and the conductor's name.

The conductor, before proceeding, shall sign the order, and also have the order signed by the motorman. In case car is turned over to a relieving crew the copy of the order must be

handled to the relieving conductor and the conductor and motorman of the relieving crew shall also sign the order. At the end of the day, this copy of the order shall be turned in to the Superintendent by the conductor of the last crew.

**28 January 1925 from Spencer**

I do not like the rule to show that two different operating officers will issue the orders. If you desire the order to be issued by the inspector rather than yourself the instruction should be definite. My advice would be to make it read 'over the signature of the Superintendent of Transportation'. If you desire to have the Inspector handle the orders he could use the superintendent of transportation's signature, or if you wish the inspector to handle it direct with his men make the rule read 'over the signature of the inspector'.

**30 January 1925 from Meech**

Alterations have been made in proposed single track rule to read "superintendent of transportation". Here is a copy of the order which will be posted 31 January 1925.

A written order will be issued by authority and over the signature of the stating portion of track to be singled, the period which single track shall be operated and the meeting points. A copy of this order shall be handed to each conductor.

In emergency cases, the order to the conductor shall be read to him over the telephone.

After the conductor has written the order he shall repeat it, and notation shall be made on the order stating the time and the conductor's name.

The conductor, before proceeding, shall sign the order, and also have the order signed by the motorman. In case car is turned over to a relieving crew the copy of the order must be handled to the relieving conductor and the conductor and motorman of the relieving crew shall also sign the order. At the end of the day, this copy of the order shall be turned in to the Superintendent by the conductor of the last crew.

Close out from Spencer. We have found that their arrangement for the single track was not very reliable and by discussion a definite rule for the guidance of employees and the officers has been designed and put into effect which should prevent a recurrence.