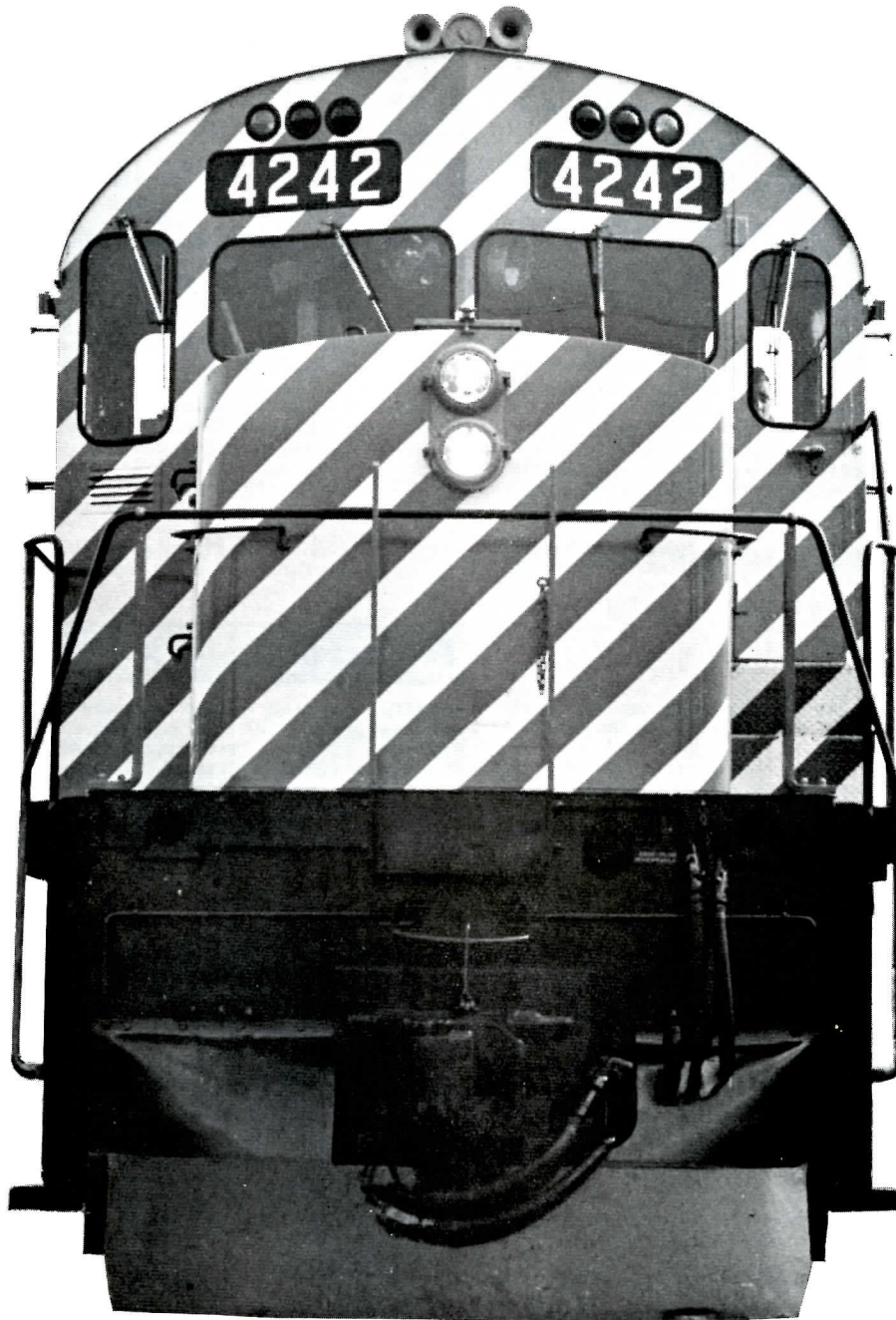


# newsletter

October 1968 • 50c



Upper Canada Railway Society



# newsletter

Number 273

October, 1968

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James A. Brown, Editor



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\* \* \*

Please address NEWSLETTER contributions to the Editor at  
3 Bromley Crescent, Bramalea, Ontario. No responsibility is  
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All other Society business, including membership inquiries, should  
be addressed to UCRS, Box 122, Terminal A, Toronto, Ontario.

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## The Cover

Here's looking at you! CP Rail unveiled its new colours  
on October 3rd, and the unorthodox approach is sure to  
win instant champions or critics. Turn to page 114 and  
see how you stand.

-- James A. Brown

## Coming Events



Regular meetings of the Society are held on the third Friday of  
each month (except July and August) at 589 Mt. Pleasant Road,  
Toronto, Ontario. 8.00 p.m.

Nov 15: Regular meeting, at which Doug Sheldrick will  
(Fri) present an illustrated account of visits to  
western narrow gauge railroads.

Nov 16: The ninth annual banquet, at the Executive  
(Sat) Motor Hotel, King Street West in Toronto,  
7.00 p.m. Tickets, from the Entertainment  
Committee, are available in advance only, at  
\$5.00 each. Mr. J.C. McCuaig, Manager of the  
Lake Erie & Northern/Grand River Railways will  
be the guest speaker.

Dec 20: Regular meeting. Charles McLeod will give an  
(Fri) illustrated talk on the railways of Czechoslo-  
vakia.

Jan 17: Annual meeting of the UCRS; presentation of  
(Fri) officers' reports for 1968 and election of 1969  
directorate.

## Readers' Exchange

WANTED: Any size colour and b&w negs, 2x2 colour slides  
and b&w prints of CN passenger cars Riverdale (2125),  
Riverlea (2126), Riverside (2127), Riverfield (2128),  
Riverview (2129), City of Cleveland (619), City of Chic-  
ago (620), and NKP passenger cars 204, 205, 208, 209,  
212, 619 and 620. Can anyone advise if CN or CP ever  
leased any locomotives from NKP? T.G.J. Gascoigne  
P.O. Box 565, Oshawa, Ont.



Once again, we're witness-  
ing the gradual elimina-  
tion of a once-familiar  
locomotive class. This  
time it's CN's CLC passen-  
ger units that are in dan-  
ger of extinction. Down-  
graded to freight service  
some months ago, the class  
has dwindled rapidly from  
12 units a year ago to four  
at present, and it's un-  
likely that these will sur-  
vive for many more months.

A-unit 6703 posed for this  
portrait at Toronto Yard  
a month ago.

# RAILWAY NEWS AND COMMENT

## MIDDLE RAIL ROUTE PROPOSED TO ROBERTS BANK

A middle way to Roberts Bank was proposed October 16th by the man ordered to take a second look at rail routes to the British Columbia superport.

The proposed new line steers clear of Matsqui, keeps away from the foreshore at Boundary Bay and at the same time leaves untouched the boat and other facilities near Ladner. The new plan was presented to Premier W.A.C. Bennett by J.S. Broadbent, general manager of the Pacific Great Eastern Railway.

The route runs from Mission, through Fort Langley, to within a half mile of Cloverdale, then parallels the Ladner truck road. Much of the route will be on existing tracks or abandoned rights-of-way. It appears to overcome most of the objections to the two earlier proposals, one of which ran alongside the Fraser River and the other alongside Boundary Bay. (July NL, page 76)

## RAIL WAGE TALKS: HERE WE GO AGAIN

Canada's railways will face a wage-increase demand of about \$1 an hour this fall when 16 unions begin bargaining for new contracts to replace the three-year agreements expiring at the end of this year. The unions, representing about 90,000 non-operating employees and 15,000 conductors and brakemen, are scheduled to serve their contract demands on the railway companies at the end of October.

Local and regional units are now in the process of writing their demands on wages, working conditions and fringe benefits. These later will be compiled into a national package. The Canadian Brotherhood of Railway, Transport and General Workers, one of the major non-operating groups, has already received proposals from its five regional conferences. The wage demands range between 90 cents and \$1.50 an hour, with an average of \$1.15.

## NEW SIX-CENT STAMP FEATURES TURBOTRAIN

The prospect of an increase in postal rates is never too palatable -- particularly if you happen to be a publication -- but for the rail enthusiast at least there is some compensation. First class mail rates increase on November 1st to six cents for the first ounce; a new six-cent stamp has been issued, uniform in design with previous regular-issue denominations. The design emphasizes the importance of transportation and communications in unifying Canada's five economic regions. Prominent in the design is a Turbotrain in the CN paint scheme, lacking only the CN logo to make the picture complete. The stamp is printed in rich orange.



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## THE ALBERTA RESOURCES RAILWAY -- MAYBE NEXT YEAR?

The official opening of the Alberta Resources Railway, originally scheduled for October 23rd, has been delayed until the end of May 1969. Delays in construction of the Smoky River bridge and fears of the early advent of winter forced the postponement.

Major construction work has been completed and track-laying crews have reached mile 190, 30 miles from Grande Prairie; a second track gang, working from Grande Prairie, has advanced to within ten miles of the first crew. The Smoky River bridge is expected to be completed by late November, while all other structures -- including the 200-foot-high Wapiti River bridge at Grande Prairie -- have been completed.

## CP RAIL COMPLETES NORTH SHORE CTC

CP Rail has 'cut in' the last portion of its 511-mile CTC installation, between Cartier and Current River (Port Arthur), along the north shore of Lake Superior. Signalling on 1,964 route miles of CP Rail lines is now under Centralized Traffic Control.

The new installation, CP Rail's largest, is controlled from a 27-foot-long console at Schreiber, Ont; it can be operated by one or two dispatchers. A local panel at each siding end allows train crews to cut out the dispatcher -- with his permission -- while switching or maintenance is in progress. An automatic clearing system is built into the new equipment which permits trains to proceed under protective signals ABS-fashion if the CTC code lines fail.

Other CTC consoles on CP Rail are located at Toronto (the busiest), Sherbrooke, Montreal, Sudbury, Brandon, Moose Jaw, Calgary, Coquitlam and Vancouver. The road's first CTC was installed between Medicine Hat and Dunmore, Alta., in 1928.

## TURBO NOW LIKELY BY CHRISTMAS

A final decision on introduction of CN's on-again off-again Turbotrain service is "imminently expected", reports the Financial Post. A year's testing has been completed, as have a series of modifications to all train sets. Employee training is progressing, and it now appears entirely possible the train will be running in the Montreal-Toronto service in time to meet the pre-Christmas rush. (However, press reports of a mid-November T-day were denied by CN officials.)

The coach traveller in Turbo's 'Turboluxe' accommodation will pay \$2.00 more for the privilege than he would under the conventional Red, White & Blue tariff that applies on Rapido and its running-mates. 'Turboclub' accommodation costs \$1.00 more than the Blue Turboluxe fare (no weekday reductions), and requires the usual additional \$7.00 club car charge as well. Even at that, Turbo's steepest fare is still \$2.50 less than the Toronto-Montreal economy air fare, and there's no ground transportation to worry about!

## CN CONTAINERS CARRY NEWFOUNDLAND MAIL

The post office department announced that a container service for other than first class mail went into operation between North Sydney, N.S., and Port aux Basques, Nfld., on October 1st. The service, handled by Canadian National, is the largest such operation in the history of the post office. Mail will be carried in six 8'x8'x20' aluminum containers and on arrival in Newfoundland will be carried by truck to Corner Brook, Deer Lake, Grand Falls/Gander, Clarendville and St. John's.

CN's narrow-gauge R.P.O. cars transported their last mail on September 30th, ending seventy years of rail mail transport on the island. An uncertain future awaits the six mail cars (Nos. 1800-1805) which are now in storage at Whitbourne, Nfld.

## RAIL UNIONS PLAN MERGER

Merger talks among four international operating rail unions have resulted in general agreement and a start on a ratification vote by 285,000 members in Canada and the United States. The merger concerns the Brotherhood of Railroad Trainmen, Brotherhood of Locomotive Firemen and Enginemen, Order of Railway Conductors and Brakemen and the Switchmen's Union of North America. The unions have about 25,000 Canadian members.

Final tabulation of ballots is expected to be completed well before the January 1st date set for the birth of the new United Transportation Union.



## CP RAIL SHOWS ITS NEW COLOURS

The new corporate symbol of CP Rail was unveiled in Montreal on October 3rd for the first time in dazzling colour on railway equipment.

The newly-painted 'symbol train' -- two diesel locomotives (4239 and 4242) and nine different freight cars -- remained on public view at Windsor Station until the evening of October 4th before heading west on a 10-day cross-Canada tour.

'Boxcar red' vanishes with the new symbol. A rainbow range of body colours will be used to code various items of CP Rail freight equipment -- yellow for cabooses and insulated cars, green for newsprint cars, action red for standard boxcars, gondola cars and flat cars, silver for refrigerated equipment and black for hopper cars.

Locomotive treatment is striking: An action red body is set off at the front by a series of diagonal white stripes. The black triangle of the multimark at the rear of the unit carries around the rear end which, like the front, is accented with diagonal stripes. The lettering is white, the underbody black.

Prior to its Montreal unveiling, the symbol train spent a day on the St. Agathe Subdivision for official picture-taking. On its westward swing, the train called at Toronto, Sudbury, Fort William, Winnipeg, Regina, Moose Jaw, Swift Current, Medicine Hat and Calgary on its way to Vancouver. Following this tour, the equipment was released for normal duties.



-- James A. Brown



-- James A. Brown



-- Canadian Pacific



-- Canadian Pacific

#### CALGARY AND VANCOUVER EYE RAPID TRANSIT

Now that plans for Edmonton's Rapid Transit system seem to be well under way (September NL, page 99), two other western cities are expressing interest in similar projects.

Mayor Jack Leslie of Calgary said September 27th that a rapid transit system using CP Rail right-of-way could be in operation by 1970. The city should be ready within a month to discuss the economic feasibility of such a scheme, he told a news conference. N.R. Crump, chairman of Canadian Pacific, had earlier pledged his company's cooperation in any future development of rapid transit systems on CP Rail right-of-way.

In Vancouver, a proposed rapid transit link between the city's downtown core and the international airport and Richmond -- and eventually with the other suburbs to the east and south -- met with federal approval recently from politicians and planners. The plan, in early conceptual stage, calls for use of CP Rail right-of-way in Kerrisdale for a fast commuter train service in a depressed cutting, covered in part by parking and high-rise development. The system would be similar in operation and structure to Toronto's GO Transit.

#### PASSENGER LOSS SUBSIDIES WON'T COME EASILY

Railways are going to find it hard to get tax subsidies for money-losing passenger services, says J.W. Pickersgill, chairman of the Canadian Transport Commission.

"Unless other compelling national considerations apply, the Canadian Transport Commission is going to be very hesitant to recommend payments from the national treasury to maintain an unprofitable rail passenger service where an adequate and remunerative alternative service is available," he said.

The railways now receive transitional grants which grow

smaller each year and will end in 1975. They may also receive federal money for 'unremunerative' services which they must perform 'in the national interest.' By next year or 1970, he said, railways will likely prefer such payments to the traditional subsidies for passenger services. After applying to abandon the losing service the railway would, when its application has been rejected, be eligible for a subsidy of 80 per cent of its loss. The Commission's railway committee will soon be dealing with a backlog of train-off proposals.

The Dominion Bureau of Statistics reported that inter-city buses have continued to compete strongly with trains. "In 1966, buses performed 3,501,000,000 passenger miles on inter-city travel, compared to 2,587,000,000 railway passenger miles. Buses generally carried 2½ times as many passengers as railways.

#### CP SHIPS TO BEGIN CONTAINERSHIP OPERATION

CP Ships will begin operating containerships on the North Atlantic next April as the first step towards full containerization of its package freight fleet by the end of 1970. The company will charter two ships to begin operations next year, but will have three vessels of its own design in service by late 1970. A \$20-million order for construction of the three ships has been placed with Cammell Laird and Co. Ltd., of Birkenhead, England. The service will be year-round between London, Rotterdam and Quebec City.

To complete the Canadian portion of the service, CP Rail and CP Express will spend approximately \$5-million to purchase rail container cars and install terminal handling facilities and trackage at Quebec City.

The announcement came on the heels of CN's appointment as the transportation agent for Manchester Liners' container operations (September NL, page 99). The CN/Manchester container service goes into effect this fall.

## WORTH NOTING...

- \* Officials from the Department of Transport and Canadian National are investigating the possibility of employing Hovercraft on the P.E.I.-N.B. service. Meanwhile, the 'John Hamilton Gray', newest addition to the P.E.I. ferry fleet, was inaugurated in Charlottetown on October 15th; it will operate between Borden, P.E.I. and Cape Tormentine, N.B., carrying up to 990 passengers and 190 automobiles.
- \* CP Rail is installing 1,440-foot lengths of welded rail on its London Division main lines this fall. Canadian National has a similar project under way in northern British Columbia.
- \* The San Francisco Bay Area Rapid Transit System (BART) has failed for the second year running to persuade the California legislature to raise another \$150-million to complete its \$1.2-billion, 75-mile system. BART originally planned to have its first train running this year, but now the earliest feasible date is 1972.
- \* GTW's six daily commuter trains between Detroit and Pontiac, Mich., show an increase of 39.5 per cent for the first nine months of 1968 over a similar period last year, as a result of aggressive passenger promotion by the CN-owned line.
- \* The Pacific Great Eastern Railway has called tenders for the first 75 miles of a projected 225-mile extension linking Fort St. John to Fort Nelson, on the Alaska highway.
- \* A project to completely fence rail lines in the Ottawa district should be completed by 1971.
- \* GO Transit's new Exhibition Station, halfway between Strachan Avenue and Dufferin Street, and just 200 yards north of the CNE grandstand, will be open for business early in November. The new station will enable GO to serve conveniently the many attractions at the 'Ex' that are held at other than the summer CNE period; during the CNE, the new stop will provide access at the mid-point of the grounds.
- \* Toronto city council has voted to lease (for \$50 a year) the site of CN's former Sunnyside Station as a park. CN can have the land back on 30 days' notice if it is needed before expiry of the five-year lease.
- \* CN 6213 at Exhibition Park in Toronto isn't the only display locomotive that throws open its gates to visitors. A total of 2,741 persons visited CN 1531 in Barrie this summer as two local citizens acted as hosts on Sundays and holidays. Only 20 per cent of the visitors were from Barrie.



## EQUIPMENT NOTES...

### CANADIAN NATIONAL MOTIVE POWER NOTES

\* Twenty-two further locomotives have been removed from the CN roster, as follows:

852	-- Jul 15/68	Sold to Columbia Cellulose, Williams Lake, B.C.
3000	-- Jun 5/68	Retirement program
3015	-- Jul 15/68	Retirement program
3061	-- Jul 24/68	Retirement program
3090	-- Apr 22/68	Retirement program
3238	-- Jun 6/68	Wreck; Pefferlaw, Ont., Mar 16/68
3808	-- Jun 5/68	Retirement program
3813	-- May 27/68	Retirement program
3869	-- Jul 15/68	Wreck; Pefferlaw, Ont., Mar 16/68
4113	-- Jul 16/68	Wreck; Birdtail R. Bridge, Man. Apr 23/68
4286	-- Jun 5/68	Rockslide; unit lost in Fraser River; Feb 27/68
4804	-- Jul 16/68	Wreck; Birdtail R. Bridge, Man. Apr 23/68
4819	-- Jul 16/68	Apr 23/68
6700	-- Jun 10/68	Retirement program
6701	-- May 27/68	Retirement program
6705	-- May 27/68	Retirement program
6801	-- May 27/68	Retirement program
6804	-- May 27/68	Retirement program
9062	-- Apr 18/68	Wreck; Yale Sub., Dec 15/67
9108	-- Jul 16/68	Wreck; Birdtail R. Bridge, Man. Apr 23/68
9122	-- Apr 18/68	Wreck; Yale Sub., Dec 15/67
9416	-- May 27/68	Retirement program

### \* Deliveries:

...from General Motors Diesel Ltd., 3,000 h.p. SD-40's class GR-30d;

5059	-- Aug 26/68	5065	-- Oct 8/68
5060	-- Aug 26/68	5066	-- Oct 8/68
5061	-- Sep 9/68	5067	-- Oct 24/68
5062	-- Sep 9/68	5068	-- Oct 24/68
5063	-- Sep 24/68	5069	-- Oct 31/68
5064	-- Sep 24/68		

\* With the October change of time, the Toronto-assigned GRG-12 class 1900's were removed from regular passenger assignments. Several of these units have been regeared to 65 m.p.h. for transfer duties, and more are to follow. Nos. 1906, 1907 and 1910 were transferred from Spadina to Toronto Yard in October.

\* The increased use of 1900's in Toronto transfer service is releasing some of the MR-10 1700's for reassignment elsewhere. Nos. 1706, 1709 and 1723 were transferred to Moncton from Toronto Yard in October.

\* The eight GP9's, leased by the QNS&L for summer ore hauling (June NL, page 64), have been returned to Canadian National.



After almost twelve years, TH & B's locomotive fleet is receiving a new paint job, witness a gleaming 55 switching Dominion Glass in Hamilton.

-Reg Button



## CP RAIL MOTIVE POWER NOTES

\* The final Century 630 of the current order, No. 4507, was turned over to CP Rail by MLW-Worthington Ltd., on October 1st, 1968.

\* SD-40 No. 5558 was released from Angus on October 21st after being fitted with RMU remote control equipment (September NL, page 101). Its initial testing took place on the Adirondack Subdivision with Dynamometer Car 62, Robot 2 (the newly-converted C-4472, resplendent in CP Rail's new look, blue with an orange multmark) and an 88-car train. The mid-train controlled locomotive was RS-18 8729.

\* The lay-up of locomotives on CP Rail's Pacific Region, noted on page 101 of our last issue, was temporary and all but those shown as unserviceable have been returned to service.

## BRIEFLY...

\* Information has come to light regarding the GN RS-3 pictured on page 101 of our September issue. The unit, formerly GN 229, was evidently traded to GE on an order for U-30's or U-33's, then sold to the St. Johnsbury & Lamoille County; it will be painted 'Pinsly Red' and numbered StJ&LC 203. This is the fourth used road switcher to be purchased by the road; the others were a Reading RS-3 and two ex-NYC GP-9's (October '67 NL, page 152). Thanks to Norm Herbert and George Matheson for the data.

\* Ex-CN 0-6-0 7470 was handled dead over CN lines from Sarnia to Portland, Me., recently. The switcher had spent its last operating days in the employ of Canada & Dominion Sugar Ltd., and was acquired on its retirement by the Ontario government with a view to ultimate display; it was subsequently sold and resold, and the current move was a result of still another resale, this time to an individual in Portland, for historical purposes.

\* CP Rail coaches 2243 and 2275 are reportedly on the Ontario Northland, and may possibly be purchased by the provincial line. ONR's coaches 820 and 821 were formerly CP.



## CP RAIL DONATES CARS TO NATIONAL MUSEUM

\* Two railway cars with a cumulative record of 135 years in the service of Canadian Pacific were turned over to the Museum of Science and Technology in Ottawa on October 29th. In making the presentation, Canadian Pacific Vice-President S.M. Gossage referred to the donation as "a contribution from an industry and a private company who are proud to have been able to play a significant part in the evolution of Canada from colony to nationhood."

Accepting, Dr. David M. Baird, Director of the Museum, indicated that the cars, as well as a collection of early telegraph instruments and equipment which were handed to the Museum at the same time, would join an already-extensive collection of artifacts representative of the transportation sciences now on display at the Museum, which opened in 1967.

One of the cars presented is Official Car No. 23, which was built at Cobourg, Ont., in 1896 for the Quebec Central Railway. During its career this car has carried the names 'Megantic' and 'Beauce', but for the past 29 years it has been known simply as Car 23. While its exterior has been altered over the years to conform to railway practice, the interior of the car is essentially as it was built more than 70 years ago, finished in varnished natural wood and bearing the unmistakable stamp of Victorian decor.

The other car is caboose No. 435269, which was built about 1905.

The collection of telecommunications equipment includes examples of various refinements of telegraph keys and sounders -- the transmitting and receiving instruments of the familiar telegraph system -- as well as sections of cable used in telecommunications lines.

Canadian Pacific has already donated a number of other familiar railway items, including a steam locomotive bell and whistle, railway station clock, station benches and other artifacts.



# CAPITAL TRACTION

AN OUTLINE HISTORY OF THE STREET RAILWAY SYSTEM OF OTTAWA

-- By R.D. Tennant --

The author wishes to acknowledge his indebtedness to Mr. J.H. Sanderson of the Ottawa Transportation Commission for supplying source material.

For the beginnings of public transportation in Canada's capital city, we must go back over one hundred years. It was in the year 1866 that Ottawa, then a town of 15,000 souls, began to assume importance among North American communities; eight years previously it had been selected as the new capital, despite the claims of Toronto, Kingston, Montreal and Quebec. With Confederation only a year away, Ottawa was becoming increasingly busy and congested. Its five weekly newspapers urged the citizenry to prepare itself for the festivities of the first Parliament. From Quebec City came a thousand civil servants and their families. Their arrival made some form of public transport essential.

In response to demands for a car service, some of the town's leading businessmen disclosed their intention to form the Ottawa City Passenger Railway Company. An act of the Parliament of the Province of Canada on August 15, 1866 incorporated the new company and granted it perpetual running rights over the streets. The company held the original charter until 1891 when it was exchanged for a city-granted charter of thirty-years tenure.

As the founding directors of the new company saw it, its task was simply this: To convey passengers and freight in the city of Ottawa from New Edinburgh to the Suspension Bridge by means of horse-drawn streetcars.

From 1866 to 1868, the company managed to select the route and attempted to raise the authorized capital of \$100,000. However, by 1868 only \$41,000 of this amount had been subscribed and paid in.

The single-track system, with passing sidings, was to be built along the following streets: from New Edinburgh along Ottawa Street (now the eastern end of Sussex Drive), over the Rideau Falls Bridge, along Sussex and Rideau Streets, across Sappers' Bridge, and then along Sparks and Duke Streets to the Suspension Bridge.

In 1868, Thomas Reynolds, managing director of the St. Lawrence & Ottawa Railway, entered the horse car company and secured the controlling interest in its stock. Shortly afterwards, he had the street railway's charter amended in order to give the StL&O the right to run railway trains over OCPR lines. However, such operation never materialized since the latter's curves were too sharp.

On March 29, 1870 the City of Hull, across the Ottawa River, granted the company permission to extend its tracks over the Suspension Bridge to a loop within its city limits.

By mid-July 1870, the OCPR had completed its single-track system. At five o'clock on the morning of July 21st, one of the cars made a special test trip over the entire route for the purpose of detecting any faults in the track. Later that same day the company began its regular service with six horse-drawn streetcars, operating on twelve-minute headways.

Ottawa at last had its public transportation, but for how long? The company began its operations in the summer and had had no wintertime experience in the running of streetcars. Thus with the approach of cold weather the public and the company alike became increasingly apprehensive about the kind and quality of public transportation. Several attempts to run cars on slippery rails ended in failure. In its quest for a solution to the problem, the OCPR tried lifting car bodies from

their trucks and placing them on bob-sleighs. But this approach was effective, as the company soon discovered, only when there was plenty of snow for the sleigh runners. During the spring and fall there were times when the lack of copious snow ruled out the use of sleighs, while at the same time what snow there was prevented normal running of the cars on rails. Again the company improvised. It now placed the car bodies on chassis with high flangeless wheels. That there was no pleasure in riding a veritable sea of pot holes in one of these vehicles can be gathered from the words of one Mrs Roper:

"No one who has seen them will forget these cars making their way along Sparks Street, with the snow three to six feet deep -- now climbing up one pitch-hole, now going downhill into the next one, then at an angle of forty-five degrees on one set of wheels, then at the same angle on the other set. I never knew who were bold enough to use cars in the spring, but it always seemed to me that a passenger from Chaudiere to New Edinburgh ran more chances of sea-sickness than one making an ordinary voyage across the Atlantic." <sup>1</sup>

The springtime riding quality of these early cars, however, was not the only discomfort the passengers had to face. Frequently the interior of the cars seemed to be colder than the outside since they tended to trap dampness. For this reason, a thick layer of straw covered the floor, ostensibly to keep the passengers' feet warm. It seldom did, and it was not unusual for a passer-by to hear, from some distance, the dull "thump, thump, thump" of a rider's feet pounding the floor in a vain effort to keep warm.

In those days, the drivers also suffered, since the early cars lacked vestibules. Drivers had to stand out all day and face the damp, cold, dreary weather that characterizes Ottawa winters. And this they did for a single dollar per day!

The seventy-minute round trip required that the drivers run their horses at a quick pace in order to keep to the tight schedule. At both ends of the line and again at the stable at the corner of Sussex and Alexander Streets the drivers changed horses. A 'helper' horse was kept at the corner of Sussex and Rideau Streets for assisting the regular horse on the run up the hill onto Sappers' Bridge!

During its first year of operation, the Ottawa City Passenger Railway carried some 273,000 passengers on its three miles of track. In the summer months, the company offered its patrons a 12-minute service; during the winter, the cars managed a 15-minute headway in good weather.

The OCPR managed fairly well until 1874 when the hard times which accompanied the Mackenzie regime began seriously to affect the company. Car riding became a luxury and traffic volumes fell to alarming depths: The gross for 1879 was half of what it had been in the years prior to 1874 when receipts ran from \$10,000 to \$20,000 per annum. Now the company was declaring no dividend; indeed, no dividend would be declared for 12 years after 1879, except in paid-up stock. After that

1. Quoted from "Origin of the Ottawa Electric Railway", by Dr. L. Brault (OTC).



date, however, there were increasing and eventually large profits.

By 1882, the line possessed nine cars and 55 horses, while twelve years earlier the roster boasted just six cars, five sleighs and 37 horses.

In 1887, the OCPR learned that it might have a competitor -- in the name of the Metropolitan Street Railway Company. What little concern there was was short-lived, for the MSR failed to take action and lost its franchise the following year.

With the coming of Messrs. T. Ahearn and W.Y. Soper in 1891, the Ottawa City Passenger Railway began to see more prosperous times. It was in August of that year that the two men had purchased T.C. Keefer's interest (about \$50,000) in the company. Mr. Keefer, who had obtained his interest a decade earlier from the retiring Mr. Reynolds, was largely responsible for the success of the tramways company; on his departure in 1891, Keefer left an enterprise which operated four miles of route with ten horse-cars, 12 wagons, ten snowplows and 15 sets of bob-sleighs; fifty-five horses provided the motive power, and 15 employees filled out the payroll.

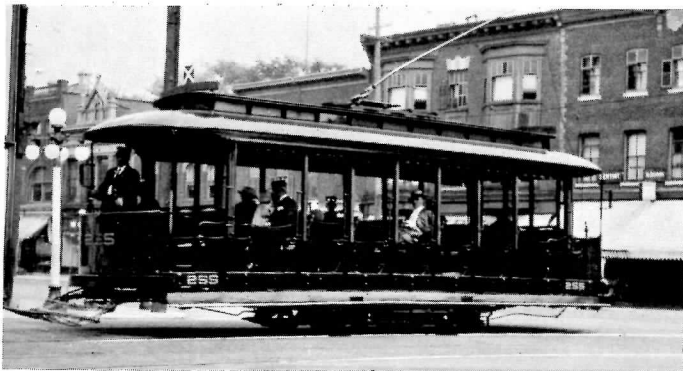
For several years prior to 1890, there had been some agitation for electric cars in Ottawa. When Toronto capitalists backed out of an offer, local interests -- represented by Ahearn and Soper -- entered the field by announcing the intention to form an electric street railway company. On November 5, 1890 the Ottawa city council granted permission to the representatives of the proposed company to operate an electric line on certain streets in the city. With this encouragement, Ahearn and Soper and several other businessmen formed the Ottawa Electric Street Railway Company. On February 13th of the following year, the OESR was incorporated under the joint stock Companies' Act of Ontario.

Both the owners of the street railway and the members of city council must be credited as men of vision who foresaw electric propulsion replacing the horse. No doubt they were aware of various experimental attempts to use electricity in propelling streetcars; inventors in Germany and the United States had been at work on the problem for some time. Moreover, it is worthy of note that Canada figured in some of the earliest applications of electricity to street railways.

In 1884, Charles J. Van Depoele, a Belgian inventor and sculptor who lived in Chicago, had displayed an electric car running from an underground conduit at the Toronto Exhibition. The following year he went to South Bend, Indiana, at the invitation of the South Bend Railway for yet another experiment; in this case, a copper cable was erected over a street and a car was appropriately equipped with a weighted under-contact trolley pole. This test was a success. Back in Toronto, experimenters had been equally successful in similar tests.

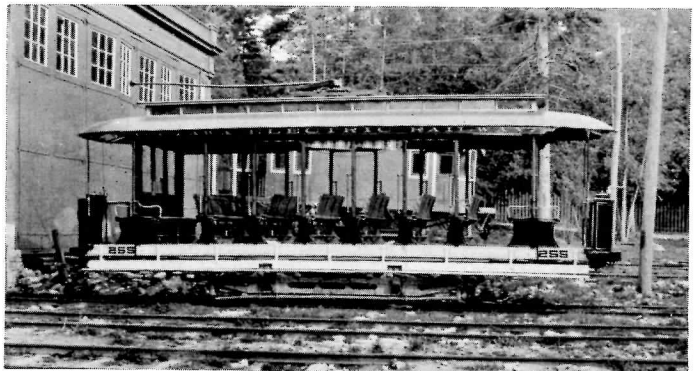
Canadian cities were quick to follow the new practice. On May 28, 1886 the country's first commercial electric railway began operating in Windsor. The St. Catharines city system opened the following year. On February 23, 1890, Victoria became the third Canadian city to boast an electric railway.

The Ottawa Electric Street Railway had approached the city council with an offer to organize, build and operate an electric street railway, provided it received the protection of a municipal franchise guaranteeing that no similar enterprise would also be allowed to operate. The city agreed; but when the company attempted to go ahead with its plans for incorporation, a dispute arose over the ownership of the rails. After months of negotiations it was decided that the company should own and lay its own track; it was at this stage that the



OESR 255; May, 1912

-- R.F. Corley Collection

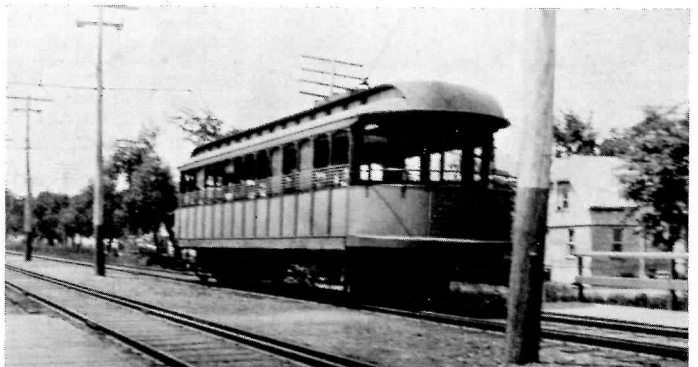


OESR 255

-- R.F. Corley Collection

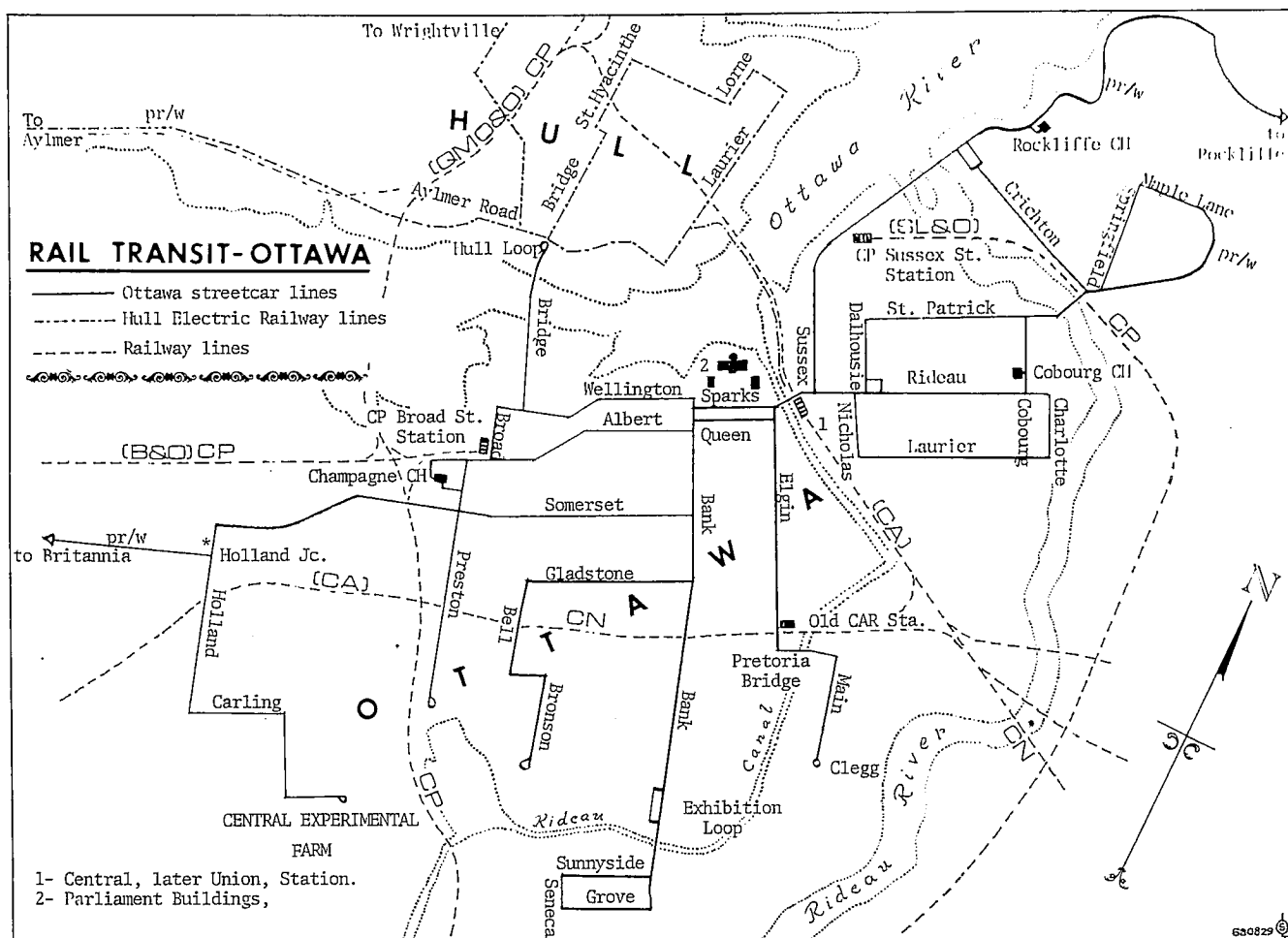


OESR Rockcliffe Car Shop, 1912 -- R.F. Corley Collection



OESR 314

-- R.F. Corley Collection



Mayor of Ottawa and Ahearn and Soper had signed the agreement mentioned above. Incorporation was then delayed for yet another three months because some aesthetically-minded councillors requested the company to investigate storage battery cars, reasoning that this approach would keep the streets free of unsightly poles and wires. However, because battery propulsion was relatively untried, it is not surprising that this investigation was of little consequence.

Finally, on May 1, 1891, about two months after incorporation, the ground was broken for the construction of the new car lines. Track laying on Bank Street began on June 1st, and when completed it linked the car barn on Albert Street with the Lansdowne Park gates on Bank Street; on the 24th, an electric car made a brief sortie on Albert Street. At six o'clock the following morning four crowded streetcars turned out of the Albert car-barn and, amid understandable excitement, made their way along Albert and Bank Streets and back.

The formal opening was set for June 29th at 2.00 p.m. As the appointed hour drew near, hundreds of people gathered at the car barns, and thousands more lined the route to the Exhibition Grounds. Government, civic and company dignitaries who comprised the official party boarded the single-track open cars -- numbers 10, 11, 12 and 13 -- which then left the Albert Street barn, turned south into Bank Street and made their way at a leisurely 15 m.p.h. pace toward the Grounds. At Lansdowne Park, the guests were served a great luncheon amid decorations of flowers and bunting. In this spirit electric streetcars came to Ottawa.

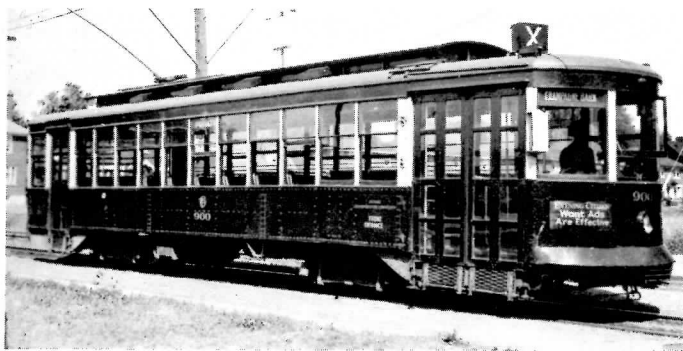
The primary lines of the OESR comprised a single-track system from Broad Street Station to the corner of Sparks and Metcalfe Streets via Albert and Metcalfe; to the Exhibition Grounds via Bank Street; to the corner of Charlotte and Rideau via Wellington and Rideau Streets; and to the old Canada Atlantic Station at the end of Elgin Street.

Summertime operation of the electric cars posed no technological problem, and management was determined that winter operation would be just as trouble-free. To this end the OESR purchased from Lewis & Fowler of New York an electric sweeper to clear snow and ice from the track. The builders claimed that their sweeper had performed satisfactorily in 1889 in Bangor, Me., Utica, N.Y., and Minneapolis, all of which had climates similar to Ottawa's. The sweeper concept was apparently successful for in subsequent years the company purchased more of them; many of the new units were designed and built by the Ottawa Car Manufacturing Company, another Ahearn and Soper enterprise.

The whole undertaking was a great success, and the populace showed its enthusiasm by riding the streetcars in unexpectedly large numbers. During its first twelve months, for example, the electric line carried 1,520,000 passengers, while only 575,000 rode the horse-car line.

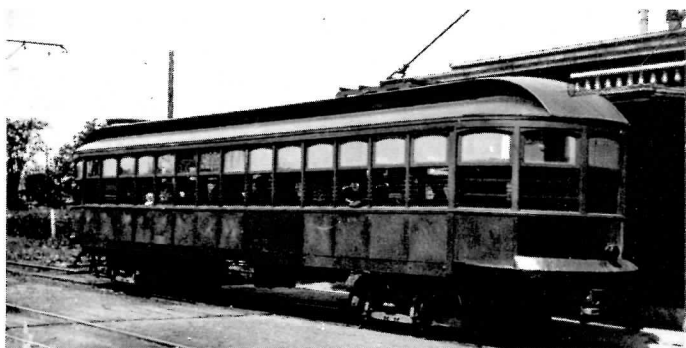
To the Ottawa City Passenger Railway the future was now clear enough: Horse cars could not compete with electric streetcars. In October 1891, OCPR president Warren Soper attempted to obtain council permission to change from horse power to electric traction. The request, of course, had to be denied, and consequently the OCPR was faced with three alternatives: to go out of business, to sell out to the OESR, or to buy the OESR. The decision was taken to buy and amalgamate with the Ottawa Electric Street Railway<sup>2</sup>, and on June 28, 1893, an agreement to that effect was signed between the two companies and the city of Ottawa. The

2. Records disagree as to which firm, OCPR or OESR, bought out the other. Here I have followed the lineage given by Robert Dorman in "A Statutory History of the Steam and Electric Railways of Canada". For the reverse see Dr. L. Brault's "The Ottawa Electric Railway" and OTC's "History of Transit in Ottawa".



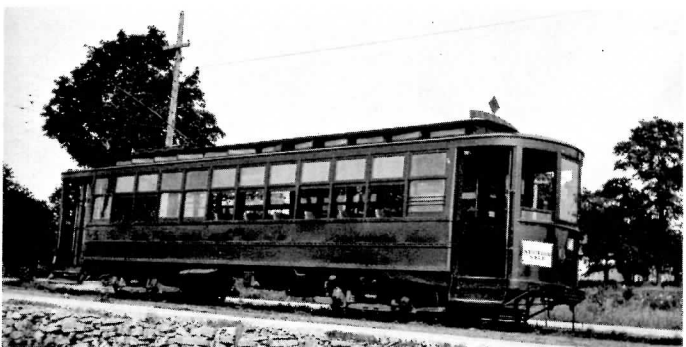
OER 900, Holland Jct.

-- J.W. Hood



OER 313

-- R.F. Corley Collection



OER 625

-- R.F. Corley Collection



OER 51

-- R.F. Corley Collection

merger, under the name 'Ottawa City Passenger Railway', became effective on March 26, 1894; a subsequent act of Parliament changed the name of the new company to the Ottawa Electric Railway Company.

Ottawa Electric had entered into an agreement with the city to the effect that it would construct, maintain and operate an electric street railway for a term of 30 years commencing on August 13, 1893. The agreement was to be renewable at five-year intervals, with the city having the option to buy the assets at the end of each period.

So great was public confidence in the electrified system that the Free Press suggested the cars carry mail boxes; the car lines now ran into various suburbs and the paper suggested it would be a great convenience for residents to be able to post letters in passing streetcars rather than having to trek downtown to the post office. However, no one seems to have considered that the company would make more money by carrying people to and from that post office!

Although the idea was not adopted, it did start management thinking about mail contracts. In 1894 the Post Office department granted a contract to Ottawa Electric for the carriage of mails between the three railway stations<sup>3</sup> and the central post office at Sappers' Bridge. The company converted three horse cars into single-truck electric cars -- Nos. 1, 2 and 3 -- to provide this service, believed to be the only one of its kind ever operated in Canada.

In 1906, the OER scrapped the original cars and replaced them with three specially designed cars (Nos. 423-425) from its associate company, Ottawa Car. Apparently these cars remained in service at least until the close of World War I.

With the coming of the electric streetcar, people who previously could not afford taxis were no longer confined to their homes or limited to short walking distances. For a few cents they could board a modern streetcar -- electrically propelled and heated -- and travel quickly and comfortably to any of a host of centres of interest in the capital.

But the days of Sunday picnics for families without a horse and carriage did not come until 1900, when the first Sunday service was implemented. To mark that milestone, the company introduced a special fare of seven tickets for 25 cents.

Yet for a time there was a minority of churchgoers who objected to the running of streetcars on the Lord's Day. Even in the most inclement weather they would boycott the service until, realizing the foolishness of their objection, they joined with their fellow citizens in appreciation of the service that was now available to them.

In 1900, Ottawa Electric purchased for an amusement area Britannia Park, 58.5 acres of land some three miles west of the city. On May 25th, the company began construction west on private right-of-way from its existing Holland Avenue line. The new 3.85-mile route was double tracked and had two reversing loops, one just after the crossing of Richmond Road and the other at Britannia Park itself.

The Park enjoyed early popularity and thousands thronged there during good weather on weekends and holidays; from ten to twenty additional cars were frequently required to augment the regular service. On summer evenings, crowded streetcars carried citizens to the Britannia Park auditorium to take in a variety of shows, often headlined with entertainers from vaudeville.

3. Canadian Pacific had two stations in Ottawa: one, Ottawa's original station of 1854 on Sussex Street near the Rideau Falls; the other, Union Station, on Broad Street at the Chaudiere Falls. The Canada Atlantic had now moved to Central Station, alongside the Rideau Canal at Sappers' Bridge.



n article in a 1910 issue of the Canadian Engineer had his to say about the capital's street railway:

"In no city in the temperate zone is street railway travel so comfortable. On the coldest day in winter the cars are as comfortable as on the balmy day of summer, every car being heated by electricity, and being kept at uniform temperature."

Such words were indeed a glowing tribute to the efforts of Ahearn and Soper who pioneered the venture in Canada at a time when the whole idea of winter operation was still a convenience to be marvelled at.

Under the 1893 franchise, the city had the right to purchase the line in 1923. Ottawa declined its option, and on May 27, 1924 the OER franchise was extended for a further five-year term. In accordance with this agreement, the OER was to pay the city \$1,000 annually per mile of street on which it had track; in return, the city agreed to maintain the streets and crossings. Fares were set at five cents for adults and three cents for children.

The year 1924 saw Ottawa Electric's first experiments with buses -- which lasted only one year. Not until 1939 did buses come to the capital to stay, first on the Elgin-Ottawa East route (then Ottawa South). By 1941 the company possessed 61 motor buses.

Turning loops at terminals, the introduction of electric switches at busy intersections, and the elimination of switchmen speeded up traffic and paved the way for one-man operation, which began in 1927. This service was inaugurated with the delivery from Ottawa Car of 20 Pay-As-You-Enter (PAYE), treadle-step, double-truck streetcars. With the gradual conversion of all double-truck cars to PAYE configuration, 100 per cent one-man operation was attained.

Traffic volumes grew steadily from the figure of 1.5-million in the company's first year to 36-million in 1927. During the Depression, passenger volume dropped to the 20-million mark, but by 1943 it had climbed to 32-million over the 1929 figure, and gross revenue had reached \$3.28-million. In the OER's peak year, 1946, passenger carryings reached 62-million.

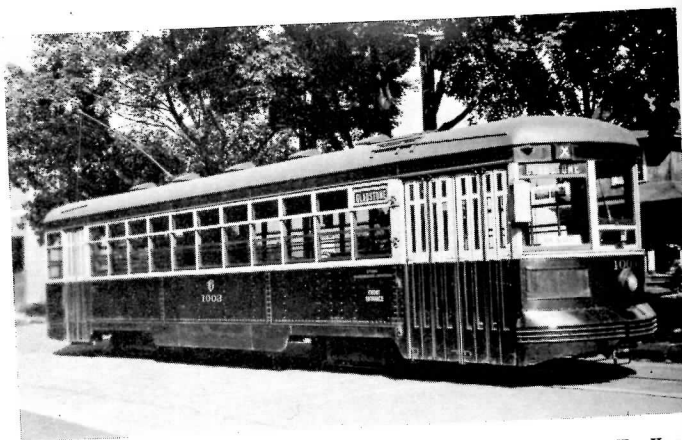
Despite these optimistic results, operating expenses were soaring as well; in 1947, Ottawa Electric applied for permission to increase fares. Ultimately, the not-inconsiderable opposition to a fare increase, however small, by some members of council ended in the proposal that the city purchase the company. Since the OER management had expressed a willingness to sell, council quickly appointed a fact-finding committee to investigate the matter and report to Board of Control.

Through negotiation with this committee it was agreed that each party would submit an independent valuation of Ottawa Electric's assets. The two findings came up with nearly identical figures, and final settlement was based on a sum of six million dollars plus \$300,685.15 for four streetcars (Nos. 1000-1003) then under construction at the Ottawa Car plant.

As might be expected, these developments moved various lobbies, pro and con, to bring their grievances to city council. Because of the controversy which developed, council decided to place the matter before the citizens, who cast their ballots for or against on February 16, 1948. The result was 8,068 in favour of the purchase, 1,907 against; Ottawans had approved the city takeover of Ottawa Electric four-to-one.

On August 14, 1948 the Ottawa Transportation Commission took over the reins from the OER, with a fleet of 130 streetcars and 61 buses.

In 1950, Ottawa annexed large areas about its perimeter, and to the OTC fell the responsibility of providing transportation to an urban area which had been increased fivefold. OTC bought out the local bus lines in Nepean, Cyrville and Uplands. In the same year it acquired the Eastview Bus Service in the city of Eastview, thereby gaining control of all public transit in the greater Ottawa area.



OTC 1003, Champagne Carhouse

-- J.W. Hood

With its purchase of the local bus companies, the OTC more than doubled its bus fleet to 158 vehicles. Ten trolley coaches were introduced on the Bronson line in 1951.

Postwar passenger traffic peaked at 54.1-million in 1950. The increases in population and urban area combined with a dispersal of housing (because of the "greenbelt" feature of the National Capital Region master plan) began playing havoc with the Commission's finances. During the decade 1941-1951, the city's population increased from 155,000 to 202,000; by 1955, 223,600 lived in an area of more than 30,000 acres, compared with the city's 6,100 acres in 1944.

Between 1952 and 1955, passenger carryings decreased by 7.5-million, revenue declined by \$475,000 and the operating and maintenance expenses rose \$200,000. In February 1955, the ten-cent fare rose to 12.5 cents (eight tickets for a dollar).

In 1957, council turned to a firm of management consultants for a solution to OTC's problems. Its recommendations were to convert to total motor bus operation and to completely overhaul the Commission's financial structure. At the time, the OTC fleet included 96 streetcars (from 10 to 43 years old), 84 gasoline buses, 74 diesel buses and ten trolley coaches. The average speed of the older trams was 7.9 m.p.h., compared with 10.0 m.p.h. for Toronto cars; the capacity of the older buses was only 60% of that of the more modern units. The report doomed Ottawa's electric operations, and in 1959 OTC disposed of its streetcars and trolley coaches in favour of 107 diesel buses.

Ottawa's streetcar operations ceased forever on May 1st, 1959 when Britannia car 831 turned into the Cobourg Barn at 3.25 a.m. With that event a memorable era -- that of the street railways of Ottawa -- came to an end.



## TRACTION TOPICS

Edited by John F. Bromley

...WILL RETURN NEXT MONTH