

# newsletter

Upper Canada Railway Society



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# newsletter

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Upper Canada Railway Society



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## RAILWAY NEWS AND COMMENT

### CANADIAN NATIONAL EXECUTIVE APPOINTMENTS

Appointment of three executive vice-presidents at the corporate headquarters of Canadian National Railways was announced in Montreal April 11th by N. J. MacMillan, Chairman and President.

They are Dr. R. A. Banded, former vice-president, Great Lakes Region, who becomes executive vice-president, finance and administration; Jean H. Richer, former vice-president, St. Lawrence Region, who is appointed executive vice-president, passenger, express and non-rail services; and Pierre Taschereau, former vice-president, law, who assumes the office of executive vice-president, corporate affairs.

These moves are a continuation of the realignment of CN's management structure which began in April, 1971 with the appointment of J. W. G. MacDougall as executive vice-president. Mr. MacDougall retains his position as the executive vice-president, with responsibilities for marketing, transportation and maintenance and the railway's five operating regions in Canada. He will continue to act for the president in his absence.

As executive vice-president, finance and administration, Dr. Banded will be responsible for the departments of accounting and finance, cybernetic services, purchases and stores, and research and development. He will also continue to serve as president of the Grand Trunk Corporation, CN's wholly-owned subsidiary in the United States.

Mr. Richer's responsibilities will include the railway's passenger and express operations, CN hotels, telecommunications and the company's separately-operated trucking companies.

As executive vice-president, corporate affairs, Mr. Taschereau will have under his jurisdiction the departments of law, public relations, and personnel and labour relations. He will also assume responsibility for corporate liaison with governments and other public bodies.

Dr. Banded, a native of Rodney, Ontario, is a graduate in economics and political science from the University of Western Ontario, and also Duke University, North Carolina, where he obtained his Ph.D. in economics. He joined CN in 1955 as an assistant economist and served in various functions up to his appointment as chief of development planning in 1960. In 1966, he was named director of corporate planning, and in 1968, vice-president of corporate planning and finance. He became vice-president of the Great Lakes Region in 1971 and also president and director of the Grand Trunk Corporation and Grand Trunk Western Railroad.

Prior to his new appointment, Mr. Richer was vice-president for the St. Lawrence Region of CN. He joined the company in 1962 as special assistant to the vice-president of the region, and soon after became assistant manager of the company's Montreal area. He served as manager of the Champlain area from 1963 to 1965 before being named vice-president of passenger sales. Born in Montreal, he is a graduate of Jean De Brebeuf College, and McGill University where he received his degree in mechanical engineering. Following war service with the Royal Navy, he joined the Montreal Transportation Commission. In 1955, he spent several months as executive consultant to the Rio De Janeiro Tramways Co. in Brazil, before returning to the MTC as executive assistant to the president and later as director of transportation services before joining CN.

Mr. Taschereau studied at Garnier College, Quebec City, and at Laval University where he graduated with an LL.B. degree in 1941, following which he joined the law office of the late Hon. Alphonse Fournier, K.C. He served in the Canadian Army in various law capacities during World War II and, upon discharge, joined Canadian National's law department in 1946 as assistant solicitor for the Province of Quebec. In 1961, he was named assistant general solicitor. He resigned in 1963 to enter general law practice as a senior member of the firm of Geoffrion and Prud'homme in Montreal, and in 1967, was named vice-president of the Canadian Transport Commission. He returned to CN as vice-president, law, in 1971.

### OTHER CANADIAN NATIONAL APPOINTMENTS

Additional executive appointments have been announced by Canadian National.

W. D. Pigott becomes vice-president, Great Lakes Region, with headquarters in Toronto. Mr. Pigott succeeds Dr. R. A. Banded.

J. F. Roberts becomes vice-president, St. Lawrence Region, with headquarters in Montreal. Mr. Roberts succeeds J. H. Richer.

The new manager of industrial development for the Great Lakes Region is James G. Marshall. He succeeds R. V. Doty, who has been named manager of the Toronto area.

At Anglo-Canadian Pulp and Paper Mills, Quebec City, R. W. Billingsley becomes executive vice-president.



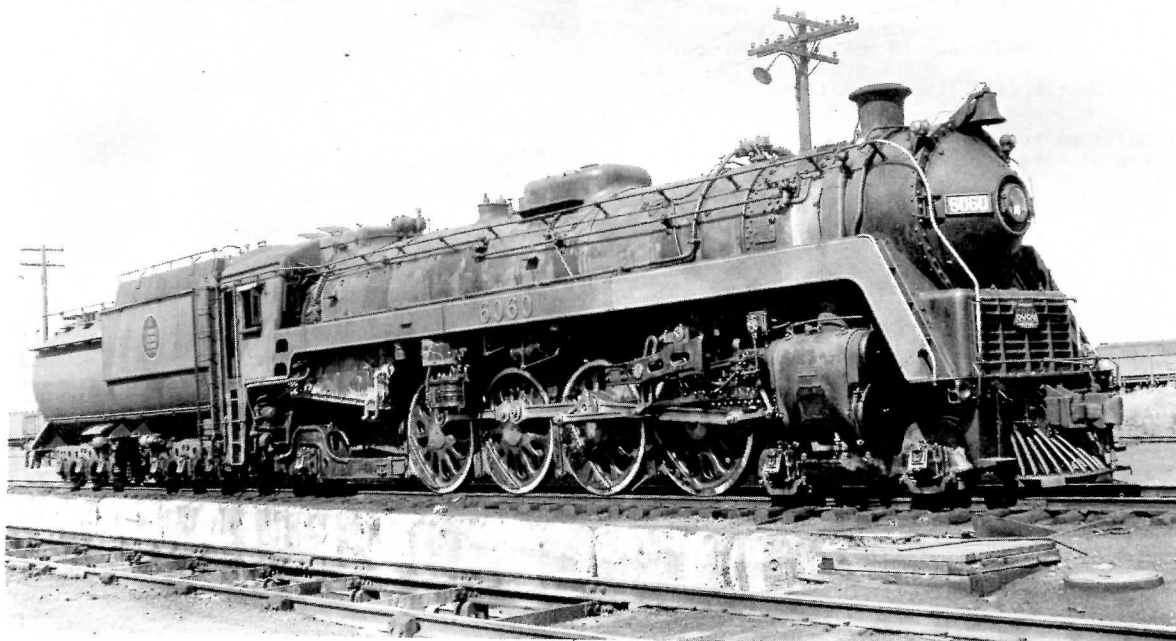
## CANADIAN NATIONAL TO RESTORE STEAM LOCOMOTIVE FOR EXCURSION SERVICE

Steam locomotive excursions will be returning to Canadian National's lines sometime in 1973 or early 1974, K. E. Hunt, CN vice-president of transportation and maintenance announced on April 11, 1972 in Montreal. Mr. Hunt said steam engine number 6218, retired last summer, would be replaced by CN Mountain type class U-1-f steam locomotive number 6060 which will be reactivated for use in excursion service.

Number 6060 has been on display since 1962 at the station in Jasper, Alberta. Built by the Montreal Locomotive Works in 1944 (b/n 72757), she is painted in the then passenger colours of black, relieved by green running boards, skirts, cab, and tender.

6060 will be replaced in Jasper by an earlier Mountain class engine, number 6015 (class U-1-a), built by Canadian Locomotive Company in 1923 (b/n 1711), and which has been on exhibition since 1960 at the Canadian Railroad Historical Association's Canadian Railway Museum at Delson, Quebec.

The engine to be restored and placed in special service is oil-fired, and is the sixth to be placed in this type of service since 1960. Operating schedules will be announced closer to the start of the new service. During the past twelve years, over 105,000 railway enthusiasts have travelled behind five other steam locomotives, on CN's main lines--two Pacific class and three Northern class engines.



Here is the steam locomotive that Canadian National will restore to excursion service--U-1-f 4-8-2 6060. She is shown standing at the engine terminal at Saskatoon, Saskatchewan, July 8, 1956, when she was still in steam. 6060 has been preserved by the station at Jasper, Alberta; her place will be taken by another Mountain-type engine--U-1-a 6015. (W. R. Linley Collection)

### WATER TREATMENT PROJECT AT CP RAIL OGDEN SHOPS

Work has begun on a \$200,000 waste water treatment system at CP Rail's Ogden Shops in Calgary, Alberta. The contract for the system has been awarded to Poole Construction Ltd., with completion scheduled for the end of June. The project involves construction of a treatment plant to remove oil wastes and solvents from wash water originating in the locomotive and wheel shops and the tank car cleaning plant.

As associated project--involving separation of locomotive and wheel shop roof drainage at an estimated additional cost of \$150,000--is planned to be carried out in the summer. The new system will carry roof water direct to city storm sewers and divert it from the existing under-floor drains carrying oil and solvent-bearing wash water for the two shops.

Prior to implementation of stronger air pollution regulations in 1967, the railway had been permitted to periodically burn off accumulated oil wastes gathered in specially-prepared detention ponds on the property. E. H. Shute, CP Rail's manager for Alberta, said that a simpler treatment system was developed initially for Ogden in late 1970 and early 1971. "However, in view of possible higher future standards, the original design was reviewed and the decision was made to build a more sophisticated plant providing a higher degree of treatment than now required," he said. The facility will be similar to one completed in late 1971, at St. Luc Yard in Montreal.

In the initial processing stage, the treatment plant will handle tank car and shops wastes in separate sections. Wastes from the locomotive and wheel shops will be held in equalization tanks on a 24-hour cycle to even out flow and strength variations prior to be treated with chemicals. Tank car cleaning wastes, which could be contaminated with toxic compounds, will be held in detention tanks for 20 days. Prior to discharge, the waste characteristics will be analysed and discharge made only after toxicity tests have determined the allowable discharge rate to the chemical treatment section.

Some of the oil waste will be removed as sludge and scum in the equalization and detention tanks. Effluent from both tanks will then be mixed and further processed through chemical treatment and flotation, after which the water will be acceptable to the city sanitary system. The "floc" removed after chemical flotation, together with the scum and sludge removed in the initial stages, will be held in a special underground tank and the contents trucked for disposal in sanitary landfill sites.

### The Cover

Canadian National Railways freight motor 16, formerly Cornwall Street Railway Light & Power Company motor 16, positions tank cars at the Cornwall Chemicals Plant during the closing days of electric railway operation in Cornwall, Ontario. (W. R. Linley)

# EQUIPMENT NOTES...

## CANADIAN NATIONAL MOTIVE POWER NOTES

### \* Retirements:

4562 -- GR-17m -- Jan. 17/72 Wreck, Welland Jct.,  
Nov. 23/71  
8092 -- MS-10a -- Jan. 25/72 Retirement program  
9096 -- GFA-15d -- Feb. 3/72 Retirement program  
9059 -- GFB-15c -- Feb. 3/72 Retirement program  
4821 -- GR-15a -- Feb. 3/72 Retirement program  
4816 -- GR-15a -- Feb. 3/72 Retirement program  
4801 -- GR-15a -- Feb. 3/72 Retirement program  
4570 -- GR-17m -- Mar. 13/72 Wreck, Dunnville Sub.,  
Aug. 5/71

### \* Transfers:

4421, 4422 Great Lakes (Spadina) to Mountain (Vancouver)  
Jan. 12/72  
4431, 4436, 4438, 4440 GTW (Battle Creek) to Great Lakes  
(Spadina) Feb. 16/72  
4910, 4918, 4921, 4922 GTW (Battle Creek) to Great Lakes  
(Spadina) Feb. 19/72  
4423-4426 Great Lakes (Spadina) to Mountain (Vancouver)  
Feb. 29/72  
4427, 4909 GTW (Battle Creek) to Great Lakes (Spadina)  
Mar. 5/72

### \* CN diesel units on lease:

--- to Northern Alberta Railway:

4328 -- on lease Jan. 4/72; returned Mar. 13/72  
4337 -- on lease Jan. 4/72; returned Mar. 11/72

--- to Pacific Great Eastern:

5164 -- on lease Mar. 22/72; returned Mar. 25/72  
5087 -- on lease Mar. 22/72; returned Mar. 25/72  
5104 -- on lease Mar. 22/72; returned Mar. 25/72

--- to Roberval & Saguenay:

3692 -- on lease Mar. 23/72



EMD-built GTW GP9 4436 assists CN MLW M636 2322 with a manifest freight out of Fort Erie, March 10, 1972.  
(J. Bryce Lee)

## CANADIAN NATIONAL EQUIPMENT NOTES

\* Bethlehem Steel has an order for 43 89'4" frame flat cars from CN. Delivery is to be completed by the end of May.

\* CN Point St. Charles Shops will build 75 35' cabooses for mainline service. The cars will be equipped with electric lights. Deliveries will begin this June and be completed in October.

\* CN has ordered two 40-ton diesel-hydraulic locomotive cranes, model 7040 DH, from American Hoist & Derrick Co. Road numbers and assignments of these cranes are as follows: 3356--Atlantic Region, Newfoundland Area; 3357--Dock Area, St. John's, Newfoundland.

\* A \$4-million dollar order has been received by National Steel Car Corp. for 125 low-deck flatcars from CN. Each of the cars will have a 70-ton carrying capacity and will be equipped with tri-level racks for transportation of automobiles. Delivery is to start in June and be completed by September 1973.



Leased C&O GP9 6196 sits outside the CN diesel shop at Toronto Yard in company with CN MLW DL640A 3201.  
(Ron Lipsett)

## CP RAIL MOTIVE POWER NOTES

\* Leased diesel units returned to their owners:

-- six SD9 units 822, 823, 825, 826, 827, 828 to the Bessemer & Lake Erie (April 12th);  
-- three SD9's to Duluth, Missabe & Iron Range, 120, 162, and 172.

\* More Bellequip units have been relettered to PNC. These include the following: 100, 108, 114, 121, 123, 135, 150, 162.

## BRIEFLY...

\* More information on those Yugoslav diesels on order with Diesel Division, General Motors of Canada. Road numbers of the 52 G26 units are 661-401 through 661-415, and 661-242 through 661-278. Road numbers of the 58 G16 units are 664-001 through 664-058.

\* Those former LS&I units purchased by PGE (now BCR) have been renumbered as follows: 1605 to 501, 1606 to 502.

\* BCR has purchased two combine cars from Canadian National and refitted them for work train service. CN 5172 is now BCR 990601 and 5248 is now 990602. Freezers were installed in the former baggage compartments.



Two CN SD40's (5029-5019) in charge of freight train 313 await orders at Brockville, Ontario, March 18, 1972.  
(Pierre Patenaude)



#### RAILWAY COOPERATION TO STUDY DERAILMENT PROBLEM

Spectacular derailments continue to plague the Canadian railway industry. A year-long inquiry by the Canadian Transport Commission's railway transport committee into rail accidents ended in Ottawa last autumn. Before making a final report, it is looking at some priority items, possibly suggestions on revised rail regulations.

One idea this committee is looking at is having the railways place buffer cars between tank cars containing volatile substances such as propane, thus eliminating chain reaction fires and explosions which often result from a derailment.

CN and CP Rail are cooperating on the derailment problem. The joint research has entered several avenues, one being track testing in the Lake St. John area last September and October in which a device, sitting on the ties between the track, measured the "lateral forces." The measurement of the lateral forces could answer the question of track spread and track wear.

Another test facility is planned for the Montreal area. Computer simulation techniques will be used in which track strength, engine power and train load will be reproduced in the computer without actually having to move a locomotive. One item which has led to new procedures is the change in wheel-bearing lubricants and the wheel

bearings themselves. Because of better lubricants--cutting out the old oiled-waste pack system on journals--a method had to be found to replace the warning given by smoking waste packs. The answer was the hot box detector system which indicates which journals are liable to cause trouble because of lubrication failure. The electronic device measures the heat given off by the troubled journal.

CP Rail Assistant Chief Engineer C. R. Pike says simply: "We don't think they're good enough." Ten years ago, when larger rail cars were being developed, CP Rail ran straight into the derailment problem. CP Rail was running a 40-ton railroad with 70 to 80-ton loads, and some very mysterious derailments resulted. Closer track maintenance, the use of welded rail and added equipment to the car to absorb any such shocks cured the problem, but it took time.

Speaking on primary causes of accidents, he said 31% could be laid to employee factors, 27% to defective equipment and 11% to defective track. The remaining 31% were blamed on uncontrollable factors such as vandalism, washouts and crossing collisions. Mr. Pike credited the strong line organization with keeping accidents at a low level, although he admitted that CP Rail was not as strong in research.

Each year, Sperry Rail Service detector cars travel thousands of miles of tracks on Canadian railways, discovering hidden flaws in the rails. These cars do much in the cause of railroad safety.

(RIGHT) SRS 125 was photographed at Buffalo, New York, by Robert Lampkin.



#### ANNIVERSARY OF TELEGRAPH INVENTOR'S DEATH MARKED

On April 2nd, in sixty cities across Canada and the United States, members of the Morse Telegraph Club Inc. gathered to observe the centenary of the passing of Samuel F. B. Morse, whose invention of the telegraph marked one of history's greatest advances in the field of communication.

Most of the club members are former railway men, and the railway industry itself has very special reasons for joining them in the observance. The telegraph industry and railways virtually grew up together, nurturing each other in their pioneering days and working hand-in-hand to tie far-flung places together.

Morse became interested in the mysterious "black magic", called electricity, while a student at Yale and experimented with it as a hobby. He promptly forgot about it on graduation but became interested again 19 years later--in 1829--through a series of lectures which he attended at Columbia University.

During the winter of 1835-36, Morse built his first telegraph instruments and began his actual experiments.

The railways were quick to see the potential value of the telegraph in their operations, and it was this recognition that led B&O President Louis McLane to permit Morse to build his experimental line on the company's right-of-way.

Subsequently, railways provided the right-of-way for lines of the telegraph companies in most instances and trained their dispatchers and agents to use the telegraph. Thus, practically every railway station became a telegraph office serving the general public.

The telegraph was first used to dispatch trains by the Erie Railroad in 1851. Up to that time, operations had been conducted without the benefit of any form of dependable long distance communications. Meeting points of trains were fixed by timetables, and trains passed only at designated points, even if one train was several hours late.

It was such a delay that provided the incentive for Charles Minot, the general superintendent of the Erie, to inaugurate the use of telegraphic train orders--on the spot. The incident occurred on September 22, 1851, at what is now Harriman, New York. A westbound train, on which Minot was travelling, was due to meet an eastbound train at this point. The latter train was late. Minot, an expert telegrapher, telegraphed ahead to Goshen, New York, thirteen miles away, and learned that the eastbound train had not yet reached that point. He issued instructions for the eastbound train to be held at Goshen and ordered his own train to proceed.

Minot's idea was quickly adopted by others, and telegraphic train orders became standard procedure in the railway industry. Certainly, Morse's invention, and the railroad telegraphers, contributed immeasurably to the efficiency, safety and speed of railway operations. Today, the telegraph has largely been replaced in railroading by more sophisticated space age technology.

## NATIONAL RESEARCH COUNCIL DESIGNS TWO NEW SWITCHES

The National Research Council has developed two highly experimental mechanical switches that eliminate the freezing problem without heating. Models of both procedures are now under test at NRC's cold temperature labs.

Council officials are reluctant to discuss them in detail because patents covering their designs have yet to be settled. Both are thought to eliminate the freezing snow and ice problem by avoiding the mechanical movements that cause "freezing by compression." When the flat surface of the conventional switch rail length moves into contact with the main or siding rail, snow, which has fallen between them, compacts and freezes.

The new designs are thought to avoid bringing the two flat surfaces together and thus no compression and freezing occurs. One model is believed to be a rotating table-top-like mechanism. It apparently involves two large flat blocks of steel, one on top of the other. The top block has sets of rail fastened to it. To switch, the top block slides sideways so that rail sections line up with the ends of siding rails rather than press against them as conventional devices do. This approach creates a major problem of its own. The thrust of a moving train changing direction as goes into a siding is tremendous. In conventional switches the rail against which the switch rail lies is securely bolted and buttressed. Giving the table-top mechanism the capacity to withstand the tremendous thrust, without making it so rigid that the powerful vibrations of a moving train break it down, appears to be the major engineering problem with this procedure.

The unit cost of manufacturing these switches may be prohibitive. The estimated cost now is \$25,000, about a dozen times the cost of a conventional switch and four times the cost of the experimental pulse jet heating device (see adjacent article).

NRC's second experimental switch involves moving switch rail lengths up and down rather than sideways. Almost no details are available.

Officials in Ottawa say the switches could be ready for general use in five years.

## BUZZ BOMB THAWS RAILWAY SWITCHES

The engine of Hitler's hideous "buzz bomb" has been converted into a railway switch heater and has undergone testing at two CP Rail sites in Ontario. Developed by engineers at the National Research Council in Ottawa, the buzz bomb heater has had "remarkable success" in preliminary field trials. Two prototypes are being tested at Elliot siding near Belleville and two others at Stralak siding near Cartier.

CP Rail's engineering department in Montreal and field crews in both test areas have cooperated with NRC engineers in developing and monitoring the test equipment. Company officials say if the converted buzz bomb heater can be made reliable, safe and inexpensive, it could revolutionize switch heating and all but end the costly delays that result from frozen switches in remote areas. Heating switches in remote areas is a particularly difficult thing to do, because there is normally no adequate readily-available power supply. It is here that the buzz bomb heater may have its greatest advantage.

NRC project engineer Jack Lane says the unit requires less power to start than is drawn by half a household toaster. Once started the device draws almost no power at all. The buzz bomb engine is a pulse jet. It operates on a highly explosive propane fuel mixture which is exploded up to 50 times a second. Buzz bomb engines exploded less frequently than that and each explosion could be distinguished. Exploding in series the engine was said to buzz. Accelerated, as it is in the switch heater the buzz has become a hideous scream. Lane likens the noise to something close to a cross between a jet engine and a diesel. "We call it the popcorn machine because of the noise it makes." Muffling the engine's roar is one of the major problems to be overcome before it can be seriously considered for general use.

Beyond the noise and the power supply problem the buzz bomb engine has a third major weakness. When Hitler's engineers designed it they were only counting on a 20 minute burn time--just long enough to zip it from Calais to London. The materials they used did not have to particularly sturdy. A switch heater on the other hand must burn for up to 800 hours a season under the most adverse weather conditions in winter. The materials out of which its components are made must be strong enough to withstand the powerful vibrations set up by a speeding freight train.

## WORTH NOTING...

\* The 26th car of a 145-car Toronto, Hamilton & Buffalo freight train exploded while crossing the Whirlpool Rapids bridge at Niagara Falls, Ontario April 13th. The train was on Penn Central at the time and PC officials said damage would total around \$15,000. The car was loaded with aluminum silicate, used in the manufacture of pottery. The train was coming to a halt and the freight car was on a bridge over a city street when the blast occurred. There were no injuries, and the bridge was not damaged by the unexplained explosion.

\* A heavy track maintenance program will be started shortly by Canadian National on some of its lines in its Prairie Region. Some 92 miles of continuous welded rail will be laid on the Sprague and Fort Frances subdivisions. Tie replacement and ballasting will be carried out on more than 190 miles of CN right-of-way this year, with the major portion of the work being done between Rainy River, Ontario, and Marchand, Manitoba and between Sherridon and Lynn Lake in northern Manitoba. A 250-mile bank widening program will include 80 miles of line between Sherridon and Lynn Lake; 50 miles between Sturgis and Bertwell and 42 miles between Humboldt and Quill Lake in Saskatchewan. In addition, short sections of bank widening will be completed on lines near Carberry and Pleasant Point.

\* Tenders recently called by Canadian National:

- the construction of the Winooski Gorge bridge (of reinforced concrete and structural steel) at mile 4.12 Winooski Subdivision, Burlington, Vermont;
- the construction of a reinforced concrete coach wheel drop pit at Edmonton City Yard, Edmonton, Alberta;
- the construction of a reinforced concrete highway bridge at mile 20.74 Tete Jaune Subdivision, Rearguard, British Columbia;
- the reconstruction of the tunnel floor (reinforced concrete) in the St. Clair Tunnel mile 1.10 to mile 2.23, St. Clair Tunnel Subdivision, Sarnia, Ontario and Port Huron, Michigan.

\* British Columbia Railway is preparing plans for the construction of a new railway tunnel to replace two miles of railway trackage in North Vancouver, British Columbia. The tunnel would run 200 feet above sea level and 200 feet below the top of the hill on its routing. Tenders for an arch culvert over Nelson Creek and the tunnelling contract will be called in the near future.

\* CP Ships announced April 5th that it will withdraw from the transatlantic freight conference and set its own rates as of July 1st.

\* Trustees of Penn Central Transportation Co. have filed a plan calling for merging of the company's subsidiaries into a simplified structure with central financing in place of the present complex debt structure. Capitalization would include \$50-million in trustee's certificates, \$436-million in equipment obligations, \$800-million in new systems mortgage bonds and \$1.4-billion in new common shares--a total of \$2,686,000,000. The value of the shares would be based on an estimated profit of \$176-million in 1976. The \$2.2-billion in new systems mortgage bonds and new common shares would be issued to creditors and security holders of Penn Central and merged subsidiaries in exchange for present securities and claims. Claims from Canadian creditors amount to \$1.6-billion. The timetable of operating changes includes: July, 1972, release of unnecessary train service employees; Oct. 1, 1972, decision on the specific lines that will make up the reorganized rail system; and Jan. 1, 1973, full compensation for all intercity and commuter passenger train service or termination of these.



# Canada's Last Common Carrier Electric Railway

By WILLIAM R. LINLEY.

Saturday, October 9, 1971, marked not only the cessation of a seventy-five year history of electric railway operation in Cornwall, Ontario, but also the closing of Canada's last common-carrier electric railway, the Cornwall Street Railway, Light & Power Company.

The origins of electric railway operation in Cornwall may be traced to 1884, the same year in which Charles V. Van Depoele successfully demonstrated Canada's first electric railway in Toronto. In that year, Thomas A. Edison conducted many experiments in electric illumination in the Canada Mills weaving sheds of Canadian Coloured Cottons, Limited. The success of Edison's experiments in Cornwall aroused the interest of numerous local residents, among them Mayor James Leitch, and Wilbur R. Hitchcock who was to play an important role in the introduction of the streetcar in Cornwall.

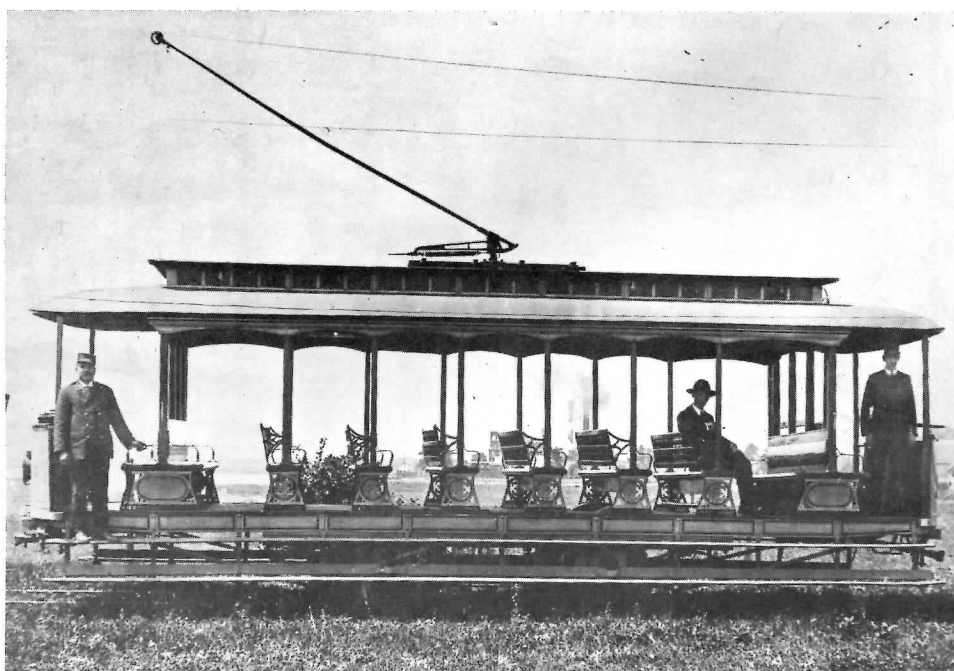
The initial attempt to operate streetcars occurred in 1885 when on December 14th, the Town Council passed a special by-law granting the newly-formed Cornwall Railway permission to commence operations in the Town of Cornwall. Letters of incorporation were granted to Messrs. Flack and Haines et al of Cornwall and the Railroad Construction Company of Brooklyn, New York, with capitalization set at \$30,000. An attempt to construct and operate a street railway within the nineteen months specified in the agreement proved futile and the endeavour was abandoned.

Circumstances were then timely for the entry of Wilbur Hitchcock, who was instrumental in the creation of the Stormont Electric Light and Power Company in April 1887, following his successful demonstration of incandescent lighting on Cornwall streets. Power for this demonstration was generated at the former Hodge Woollen Mills alongside the Cornwall Ship Canal. Following early troubles with water-generated power, two 100 hp. boilers and two 60 hp. engine-generators were installed in December 1887, bringing year-round dependability to the fledgling company.

In 1896, the Cornwall Electric Street Railway Company was formed in an attempt by Mr. Hitchcock to further utilize electric power. The planned streetcar operation was successful when on July 7, 1896, the first electric cars travelled the streets of Cornwall.

The new company began operation with a roster of four single-truck cars, two open bench cars numbered 5 and 7, and two closed cars, 6 and 8, all newly constructed by Canadian General Electric in Peterborough, Ontario. The initial route, PITT STREET, ran south on Pitt from the Grand Trunk Railway Depot to Water Street, turning east on Water Street to a William Street terminus in Brennan's Corners, a distance of 1.5 miles. The SECOND STREET route, approximately three miles in length, ran from St. Lawrence Park at the eastern extremity of Cornwall, along Montreal Road to Marlborough Street, north on Marlborough to Second Street and then west on Second to the Toronto Paper Company mill at the town's western boundary.

Cornwall Electric Street Railway Company open car #5 poses for an official portrait in St. Lawrence Park soon after its delivery from Canadian General Electric of Peterborough, Ontario.  
(Cornwall Street Railway Light & Power Co.)





At the outset and for many years thereafter, service was provided using a published timetable with departures scheduled at fifteen minute intervals from the Post Office at the intersection of Pitt and Second Streets. This service operated from 6:00 a.m. to 10:00 p.m. From 11:00 p.m. to 1:00 a.m. Pitt Street cars would operate to all parts of the system at the convenience of passengers, a service rivalling the convenience of today's dial-a-bus. In addition, cars were operated to connect with scheduled Grand Trunk Railway passenger trains.

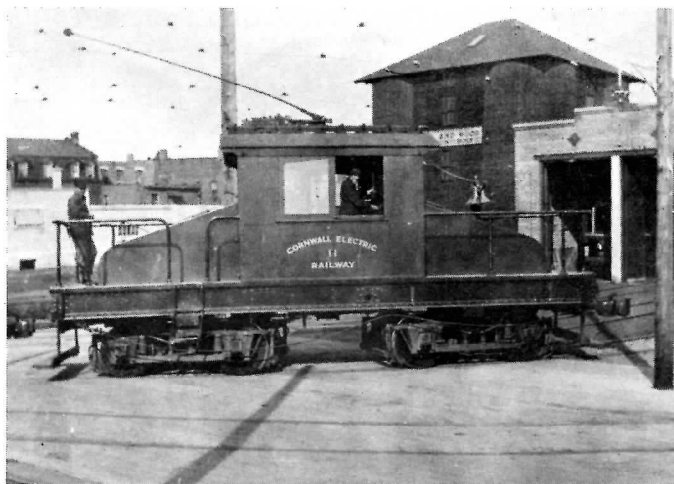
Passenger traffic grew rapidly and it was almost immediately necessary to enlarge the small roster of cars. This was done in 1897 with the purchase of number 9, an open car, and closed car number 10 manufactured by CGE of Peterborough to the specifications of the original four cars. Again in 1898 additional cars were necessary; on this occasion, the company purchased its first second-hand equipment, two single-truck closed cars from the Ottawa Electric Railway.

Severe winter operating conditions led to the purchase of Cornwall's first snow sweeper in 1899. Number 1, a single-truck wooden sweeper built in 1892 by the Toronto Railway Company, was acquired from the Montreal Street Railway. A second sweeper, built by A. C. Lariviere in 1897 for the Montreal Park & Island Railway as their number 33, became Cornwall number 2 in 1905.

In 1899, sensing a requirement for additional more diversified traffic, the Company began freight operations from the yards of the Grand Trunk, and the Ottawa and New York Railway companies. Number 12, a steepcab purchased new from Baldwin-Westinghouse, introduced the freight service. In 1900, number 26, a year-old Baldwin-Westinghouse box motor, joined the 12 in serving such plants as the Toronto Paper Company and Canadian Coloured Cottons Limited.

Despite the initial rapid growth in traffic, the electric railway operation proved premature for the small town of Cornwall. In 1902 the company was placed in foreclosure when it was unable to meet interest payments on monies advanced by the Sun Life Assurance Company of Canada. The Sun Life management assumed the operation of the Cornwall company when it was reorganized to create the Cornwall Street Railway Light and Power Company. The new charter of 1902 gave the new company not only the power to operate passenger and freight switching facilities but also to distribute light, heat and power.

High operating costs persisted in the operation of the new company until 1906 when the Sun Life Assurance Company purchased the competitive and more prosperous Stormont Electric Light and Power Company, Ltd., Wilbur Hitchcock's original illuminating company of 1887. The sharing of office and personnel costs, and power generating and distribution fixtures provided a marked improvement in the financial health of both corporations.



Motor 11 poses for a photograph prior to entering the new constructed carhouse in the late 1920's.

(Cornwall Street Railway Light & Power Co.)

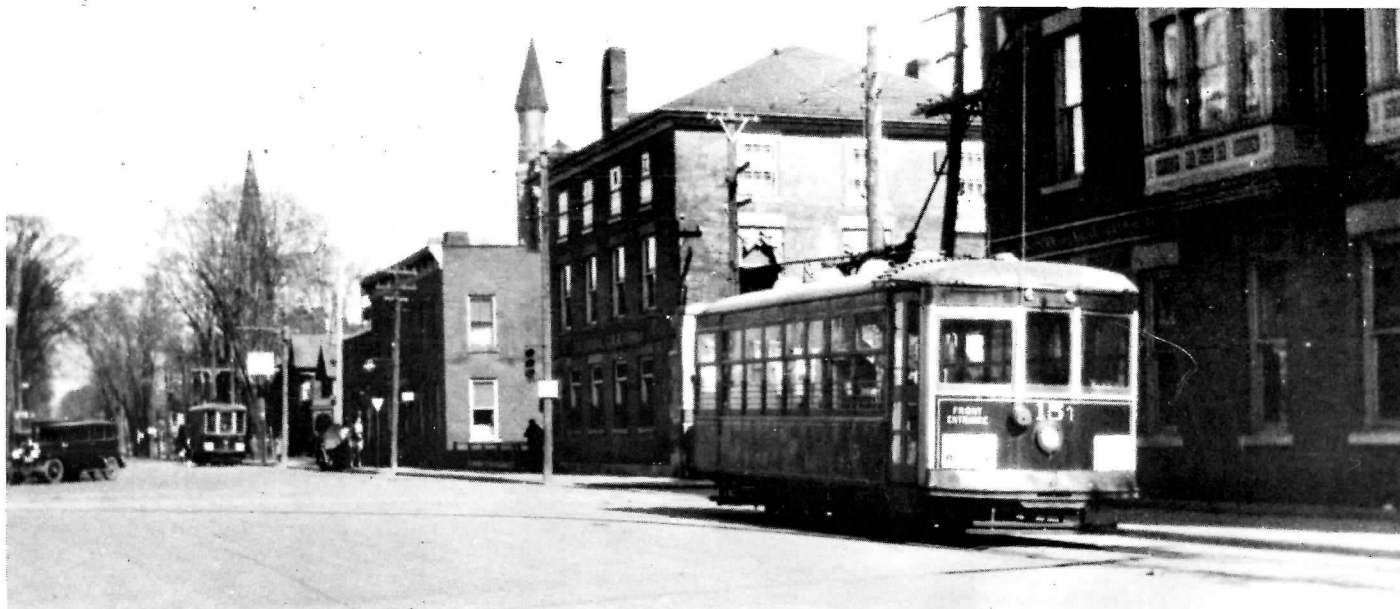
By 1916, the pressure of increased wartime traffic led to the rebuilding of cars 5, 7, and 9 (out of service since 1915 as a result of the Ontario Railway Board ruling outlawing the operation of electric open cars with side running boards) to closed cars 42, 43, and 44. In the same year the remaining closed cars, with the exception of the former Ottawa cars, were similarly rebuilt and renumbered. The ex-Ottawa cars were retired and scrapped in 1920.

In 1926, the first double-truck passenger cars were introduced in Cornwall with the purchase from the St. Thomas (Ontario) Municipal Railway of two large wooden cars built by the Kuhlman Car Company. The two cars, numbers 36 and 38, rode on the only examples of maximum-traction trucks in Cornwall.

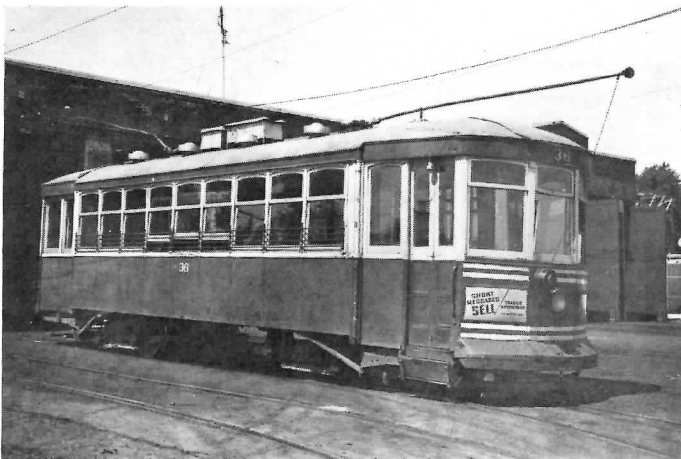
During the 1920's the Birney Safety Car in both single and double-truck versions was widely and successfully marketed by the J. G. Brill Company (and other American car builders). The single-truck design was introduced to Cornwall in 1927 with the purchase of Toronto Transportation Commission cars 2216, 2230, and 2248 (Cornwall 16, 18, and 20). This purchase was followed by that of a single car from New York City in 1928 and four more from Baltimore, Maryland, and Uniontown, Pennsylvania in 1929. One-man operation, a particularly attractive feature of the Birney cars, became the rule in 1930 when two Birneys arrived from Green Bay, Wisconsin, to retire number 45, the last of the original rolling stock.

(BELOW) Former New York City Birney car 15 eastbound on Second Street at Pitt is about to meet one of the two ex-St. Thomas cars.

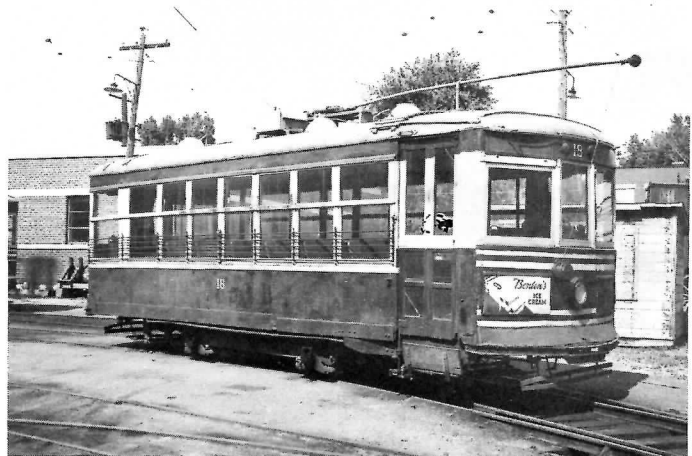
(Cornwall Street Railway Light & Power Co.)







CSRL&P 36 suns herself in front of the Water St. barn back in June 1948. 36 came from the St. Thomas Municipal Railway in 1926, and sports the only examples of Brill 39E maximum-traction trucks (along with sister 38) on the Cornwall system. (J. William Hood)



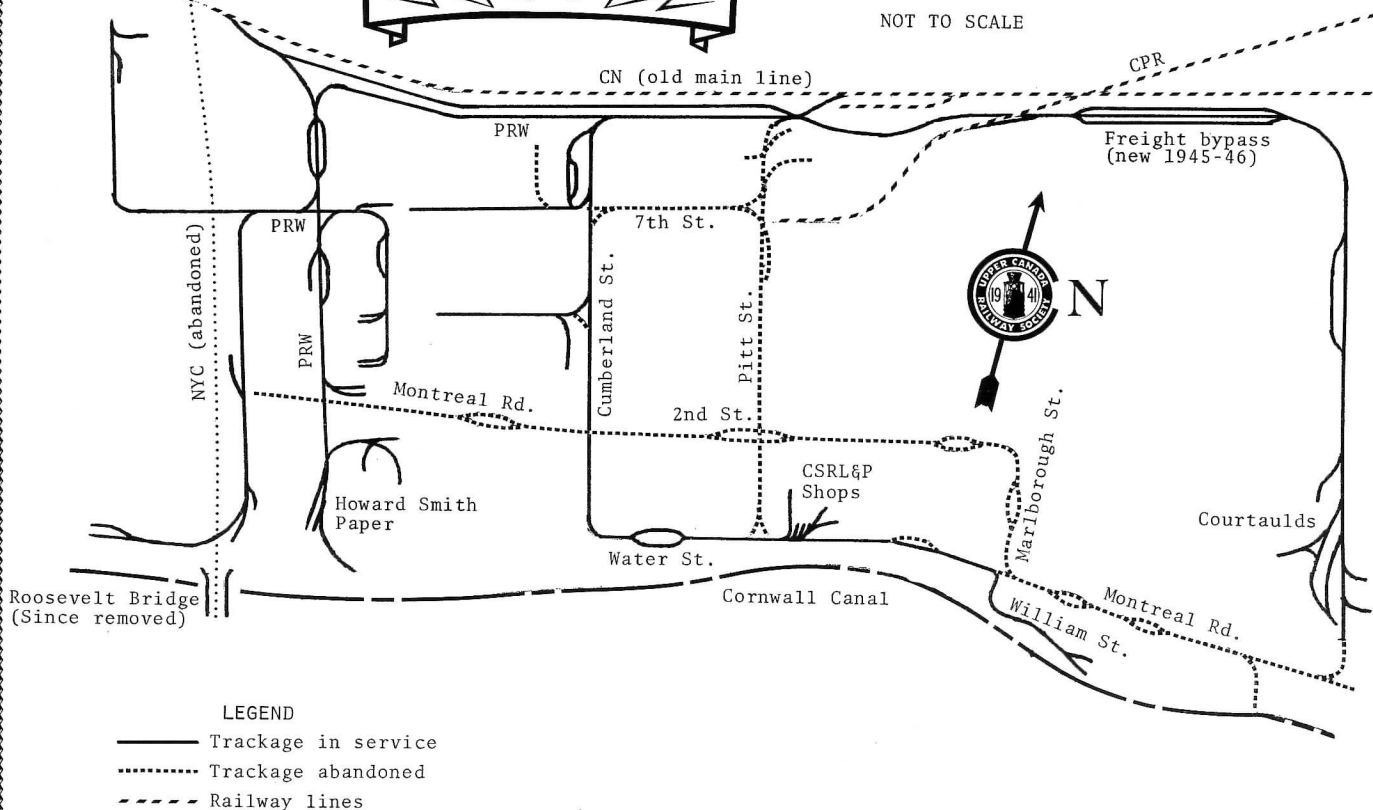
Cornwall Birney 18 is former TTC 2234. At the time this photograph was taken (June, 1948) 18 was the only surviving ex-TTC Birney on the Cornwall system. (J. William Hood)



## Trackage

1966

NOT TO SCALE



RMCM 4-72.

## PASSENGER EQUIPMENT

ROAD NUMBERS	TYPE	BUILDER & DATE	NOTES
5, 7	ST DE W Open	CGE, Peterborough, 1896	Rebuilt 1916 to closed cars 42, 43. Scrappings: 42 - 1928; 43 - 1927.
6, 8	ST DE W Closed	CGE, Peterborough, 1896	Rebuilt 1916 to closed cars 45, 46. Scrappings: 45 - 1930; 46 - 1928.
9	ST DE W Open	CGE, Peterborough, 1897	Rebuilt 1916 to closed car 44; scrapped 1927.
10	ST DE W Closed	CGE, Peterborough, 1897	Rebuilt 1916 to closed car 47; scrapped 1929.
14, 16	ST DE W Closed	unknown	Ex-Ottawa Electric Railway, 1898; both scrapped 1920.
22, 24	ST DE W Closed	J. G. Brill, 1894	Ex-Montreal Street Railway 222, 224, 1907. Rebuilt 1916 and renumbered to 32, 34. Scrapped 1928.
12, 13, 14	ST DE S Birney	J. G. Brill, 1920	Ex-Eastern Pennsylvania Railways Co., 1934. 14 sold 1941 to Levis Tramways as their 102; 12 scrapped 1948; 13 scrapped 1947.
15	ST DE S Birney	J. G. Brill, 1920	Ex-Dept. of Plant & Structures, New York City, 1928; scrapped 1948.
16, 18, 20	ST DE S Birney	J. G. Brill, 1920	Ex-Toronto Transportation Commission 2216, 2230, 2234, 1927. 16, 20 scrapped 1947; 18 scrapped 1949.
17, 19	ST DE S Birney	J. G. Brill, 1920	Ex-United Railways & Electric Co., Baltimore, 4031, 4033, 1928. Scrapped 1949.
21, 22	ST DE S Birney	J. G. Brill, 1921, 1923	Ex-Fairchance & Smithfield Traction Co., Uniontown, Pa., 103, 104, 1929. 21 sold 1941 to Levis Tramways as their 101; 22 scrapped 1949.
23, 24	ST DE S Birney	St. Louis Car, 1921	Ex-Wisconsin Public Service Co., 1930. 23 sold 1942 to Levis Tramways as their 103; 24 scrap- ped 1948.
25	DT DE S Closed	J. G. Brill, 1922	Ex-Eastern Massachusetts Street Railway 6014, 1937. Scrapped 1949.
26, 27, 28	DT DE S Closed	St. Louis Car, 1917	Ex-Jamestown Street Railway 78, 84, 86, 1938. Scrapped 1949.
29, 30, 31, 32	DT DE S Closed	St. Louis Car, 1927	Ex-Northern Texas Traction Co., 1939. 29 to line car 52, 1952; 31 to line car 2nd 4 in 1950; remainder scrapped 1949.
34, 35	DT DE W Closed	J. G. Brill, 1911	Ex-Wilkes Barre Railway 344, 350, 1942. Scrapped 1949.
36, 38	DT DE W Closed	Kuhlman Car Co.	Ex-St. Thomas Municipal Railway, 1926. Scrapped 1949.
33, 37	DT DE S Closed	St. Louis Car, 1924	Ex-Indiana Service Corp., Fort Wayne, 508, 516, 1945. Scrapped 1949.
6	DT DE S Steeplecab	BLW-Westinghouse, 1919	Ex-Kansas City, Kaw Valley & Western 502, 1944.
7	DT DE S Steeplecab	Montreal St. Ry., 1899	Ex-Shawinigan Falls Terminal Railway 1/Niagara St. Catherines & Toronto 7, 1932. Sold to Courtaulds 1946 as their 7. To Canadian Railway Museum, 1959.
2nd 7	DT DE S Steeplecab	BLW-Westinghouse, 1923	Ex-Springfield Terminal Railway 15, 1956.
8	DT DE S Steeplecab	NS&T, 1924	Ex-Niagara, St. Catherines & Toronto 10, 1934. Rebuilt to snowplow P-8, 1946; scrapped 1958.
2nd 8	DT DE S Steeplecab	BLW-Westinghouse, 1924	Ex-Aroostook Valley Railway 54, 1946.
9	DT DE S Steeplecab	unknown	Ex-Niagara, St. Catherines & Toronto 12/Wind- sor, Essex & Lake Shore 9, 1942. To A. A. Merr- illees, 1952; converted to diesel-electric and sold to Western Dominion Collieries as their 3070.
2nd 9	DT DE S Steeplecab	BLW-Westinghouse, 1913	Ex-Niagara Junction Railway 4, 1952.
10	DT DE W Steeplecab	WE&LS, 1930	Ex-Windsor, Essex & Lake Shore 10, 1942. Scrapped for parts by CSRL&P.
2nd 10	DT DE S Steeplecab	BLW-Westinghouse, 1921	Ex-Washington & Old Dominion Railway 51, 1943.
11	DT DE S Steeplecab	unknown	Ex-Niagara, St. Catherines & Toronto 11, 1928. Scrapped 1950.
2nd 11	DT DE S Steeplecab	BLW-Westinghouse, 1920	Ex-Omaha, Lincoln & Beatrice Railroad 2, 1950.
12	DT DE W Steeplecab	BLW-Westinghouse, 1899	Rebuilt to wedgeplow 4 in 1930; scrapped 1948.
2nd 12	DT DE S Steeplecab	BLW-Westinghouse, 1917	Ex-Utah Idaho Central Railroad 904, 1948.
13	DT DE S Steeplecab	BLW-Westinghouse, 1924	Ex-CSS&SB 1005/Niagara Junction Railway 11, 1952. Scrapped by CSRL&P for parts.
14	DT DE S Steeplecab	BLW-Westinghouse, 1929	Ex-Springfield Terminal Railway 20, 1956.
15	DT DE S Steeplecab	BLW-Westinghouse, 1915	Ex-Lake Erie & Northern 333, 1962.
16	DT DE S Steeplecab	BLW-Westinghouse, 1915	Ex-Lake Erie & Northern 335, 1962.
17	DT DE S Steeplecab	BLW-Westinghouse, 1930	Ex-Salt Lake & Utah Railroad 106/Grand River Railway 230, 1962. To City of Cornwall, 1971.
26	DT DE W Box	BLW-Westinghouse, 1899	Acquired 1900. Sold 1932 to Courtaulds as their 26.

# SERVICE EQUIPMENT

1	ST DE W Sweeper	Toronto Railway Co., 1892	Ex-Montreal Street Railway 1, 1899. Scrapped 1930.
2nd 1	ST DE W Sweeper	A.C. Lariviere, 1897	Renumbered from CSRL&P 1st 2 in 1930. Scrapped 1947.
3rd 1	ST DE W Sweeper	Ottawa Car, 1918	Ex-Hull Electric Co. 106, 1947. Scrapped 1959.
2	ST DE W Sweeper	A.C. Lariviere, 1897	Ex-Montreal Park & Island Railway 33, 1905. Renumbered 1930. See notes for 2nd 1 above.
2nd 2	ST DE W Sweeper	McGuire-Cummings, 1897	Ex-Kingston, Portsmouth & Cataraqui 2, 1930. Scrapped 1948.
B-1, B-2	ST DE W Sweeper	Ottawa Car, 1926	Ex-Ottawa Transportation Commission B-1, B-2, 1959.
3	ST DE W Sweeper	McGuire-Cummings	Ex-Williamsport Railways, 1934.
4	DT DE W Plow	CSRL&P, 1930	Rebuilt by CSRL&P from locomotive 12, 1930. Scrapped 1948.
2nd 4	DT DE S T M C	CSRL&P, 1950	Rebuilt by CSRL&P to track maintenance car from passenger car 31, 1950. To City of Cornwall, 1971.
5	ST DE W Tower	CSRL&P, 1934	Rebuilt by CSRL&P from truck off car 42 (?) 1934. Scrapped 1950.
2nd 5	DT SE S Linecar	CSRL&P, 1952	Rebuilt by CSRL&P to linecar from passenger car 29, 1952.
E-10	DT DE W Sweeper	Eastern Mass. St. Rly., 1909	Ex-Eastern Massachusetts Street Railway E-10/ Boston Elevated Railway E-10, 1945. Scrapped 1957.
3152	DT SE S Plow/leveller	CC&F, 1925	Ex-Montreal Transportation Commission 3152, 1958.

Winter conditions continued to hamper the effective operation of the system and in 1930 steps were taken to further improve the snow-fighting abilities with the purchase of a single-truck sweeper from Kingston, Ontario. In the same year locomotive number 12 was rebuilt to wedge plow number 4, using the wing equipment from sweeper number 1.

In 1931, with annual riders touching the 1-million mark in a city of only 11,126, the CSRL&P embarked on a minor expansion program. A BELT LINE was created with cars operating clockwise over Second, Cumberland and Seventh and Pitt Streets. When finished in 1934, the three-mile route was extended north on Cumberland to Seventh and then to Pitt Street.

The last of the Cornwall Birney cars came in 1934 with the arrival of three cars from the Eastern Pennsylvania Railways Company of Pottsville. A third snow sweeper, single-truck number 3 from Williamsport, Pennsylvania, was available for winter service in 1934. Aside from the necessary work on these purchases, the busy shop forces found enough time to construct a new tower-line car, number 5, on the truck frames of one of the original passenger cars.

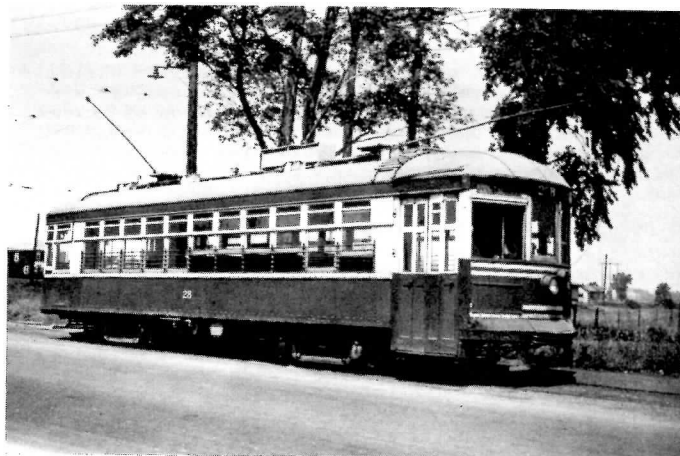
In 1937 the first all-steel double-truck passenger car, CSR 25, was acquired from the Haverhill Division of the Eastern Massachusetts Street Railway. This car was followed in 1938 by a purchase from Jamestown, New York and later purchases of four cars from the North Texas Traction Company and two cars from the Wilkes Barre Railways (in Pennsylvania). Wartime traffic increases had absorbed almost all of the newly-provided riding capacity; however, the 1942 purchase from Wilkes Barre allowed the sale of three Birneys to the Levis (Quebec) Tramways. Nonetheless, patronage continued to increase and in 1945 the CSR again sought additional cars. On this occasion two cars were purchased from Fort Wayne, Indiana. They were to be the last passenger cars added to the roster of Cornwall electrics.

In 1946, the fiftieth year of electric railway operation, Cornwall residents were amply served by a fleet of twenty-two cars, of which eight were Birney cars. These cars had carried 3.3-million riders in the previous year, a dramatic increase from the 1.3-million of 1939, attesting to the easily-expandable capacity of the electric railway.

Almost all of the operating cars could be stored inside the modern seven-track barn. Three storage tracks had been added in 1939 when the introduction of double-truck cars required an addition to the four-track carhouse of 1927.

\* \* \*

St. Louis-built 31 came to Cornwall from the Northern Texas Traction Company in 1939. In 1950 31 became line car 4. In this photograph 31 is standing on Second St. just east of the NYC station. (J. William Hood)



Here's CSRL&P car 28 on Second Street just east of the NYC station in June, 1948. Car 28 is ex-Jamestown Street Railway (St. Louis, 1917) and came to Cornwall in 1938. (J. William Hood)



Base service in the anniversary year was provided on Second Street by five double-truck cars allowing a six minute headway on weekdays. Sunday service required two cars and operated on a twenty minute headway. On weekdays, a twenty-minute headway was provided on the Belt and Pitt Street lines, each line having but one car. On Sunday the Belt Line car served both routes by reversing its direction on Pitt Street to serve the CNR station from Seventh and Pitt before proceeding south to Water Street. At this time the Cornwall system enjoyed the substantial benefits and operational economics of a double peak in daily ridership. The characteristic morning and afternoon rush hours common to most transit operations were also present in Cornwall. However, added to these peaks was a significant ridership peak when Cornwall industrial workers travelled home for a midday meal. This policy of lengthy lunch hours was supported by the 1896 cash fare of five cents which remained in effect for over fifty years. Concession tickets of 6 for 25 cents were introduced for workers and subsequently made available to other patrons. In 1925, a seventy-five cent weekly pass featuring unlimited rides was introduced. These concession fares, however, were not valid on Sundays, when all riders were required to pay a cash fare.

Over the years, the Cornwall Street Railway has been largely free of serious accidents, many potential dangers having been anticipated in advance. The possibility of cornfield meets at the intersection of Second and Marlborough Streets was eliminated when a set of block signals were installed in 1930 at a cost of \$30,000. Nonetheless, cars 29 and 30 came together in a head-on collision in the fall of 1945. Car 29 required an entirely rebuilt front end as a result of the incident. Five years earlier, the crew of locomotive 11 watched as a box car left the slippery rails of a sharp corner and greeted an amazed owner's street corner residence.

In 1945, car 31 was completely gutted by fire. While the car was being rebuilt in the Company shops, it was decided to apply a new paint scheme of maroon and cream with a light grey interior. The experimental paint job was well received and soon the remaining cars lost their old colour scheme of olive-green with cream and blue trim.

The growth and increasing financial significance of freight traffic led the company to invest substantially in additional freight service equipment and facilities. In 1928 and again in 1932 and 1934 increasing freight revenues warranted the purchase of additional motors. CSR 11 was acquired in 1928 from the Chatham, Wallaceburg and Lake Erie. The 1932 and 1934 purchases were from the Niagara, St. Catharines and Toronto Railway. Of these, number 7 built by the Montreal Street Railway in 1899 for the Shawinigan Falls Terminal Railway had operated in Quebec until its sale in 1912 to the NS&T. Number 7 was later sold by CSR to the Courtaulds plant in Cornwall where it ran until its 1959 donation to the Canadian Railway Museum by which time it had become Canada's oldest existing electric locomotive.

Wartime equipment purchases began in 1942 when number 9 was received from the Windsor, Essex and Lake Shore, followed in 1943 by number 10 from the Washington and Old Dominion. Again in 1944, a locomotive was purchased; Kansas City, Kaw Valley and Western number 502 became CSR number 6 in this transaction. Unlike many of the earlier purchases, these wartime purchases were for fifty ton or larger steeplecab locomotives of standard Baldwin-Westinghouse design.

During World War II, the CSR began a major rail relaying program on Seventh, Cumberland and Water Streets and on the Montreal Road. As with the wartime extension to the defense plant, the newly-installed rail was 100 lb. T-rail. In 1945, the increasing congestion of freight operations on Pitt Street through the Central business area led to a \$190,000 project to link the east end Courtaulds plant with Canadian National. A direct north-south link was provided tying into an extension of the CSR trackage eastwards from the CNR station, parallel and just to the south of the CNR Toronto-Montreal mainline. This new extension also crossed and provided an improved interchange with Canadian Pacific. Significantly, all of the postwar improvements were directed to the stable and diversified freight operations which were to be the operational forte of the CSR for the following quarter century.

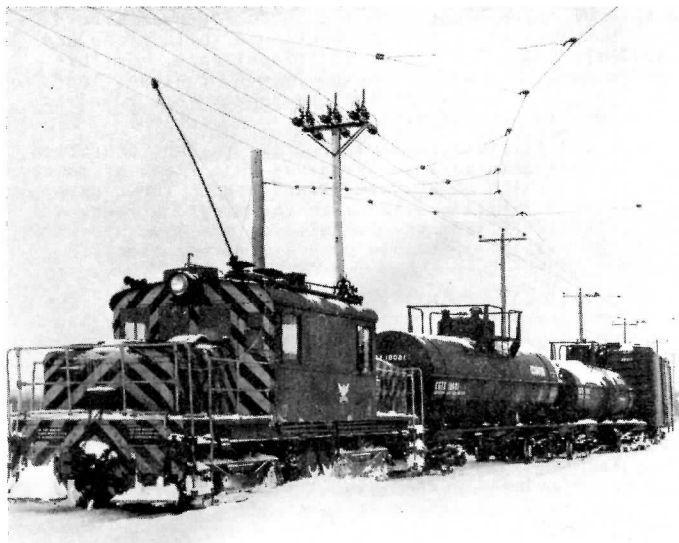


Cornwall freight motor #8 (ex-Aroostook Valley Railway #54) switches boxcars the Howard Smith Paper mill in the early 1950's  
(Cornwall Street Railway Light & Power Co.)

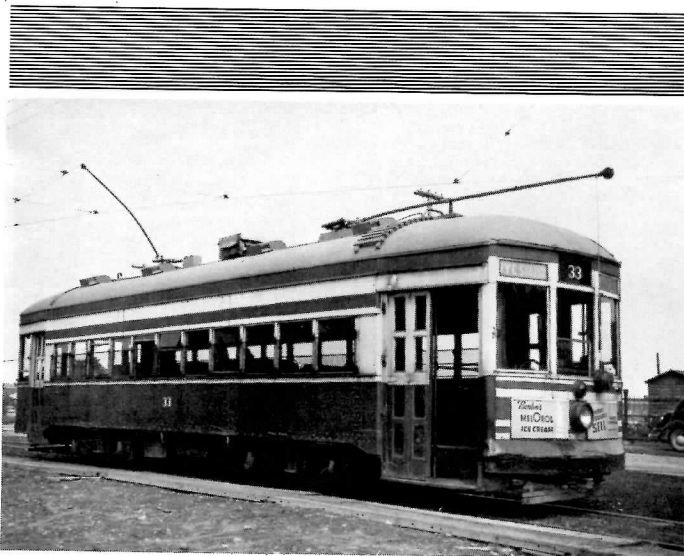


(ABOVE) CSRL&P's last motive power acquisition, steeplecab motor #17 (Ex-Grand River Railway #230) brings a cut of boxcars down from the CN interchange to the Howard Smith mill on a particularly snowy day in February, 1971.

(BELOW) The same freight motor spots cars for the Cornwall Chemical's plant.  
(W. R. Linley)







CSRL&P 33, at the CN terminus of the Pitt Street Line, was formerly Indiana Service Corporation (Fort Wayne) car 508, and came to Cornwall in 1945.

(J. William Hood)



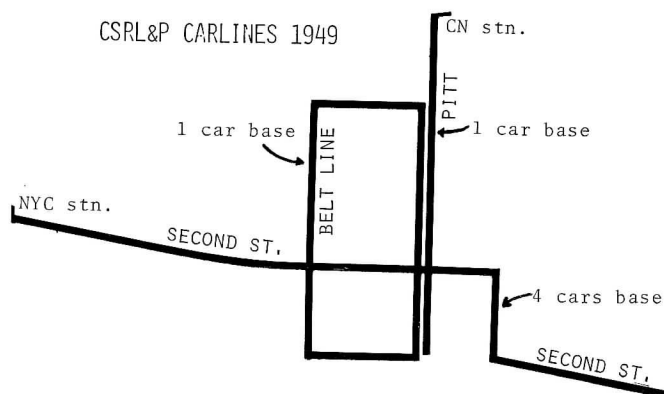
Trolley coach #104 turns the corner at Water and Cumberland on a private fantrip operated shortly before the cessation of trolley coach operation in Cornwall on June 1, 1971.

(Ted Wickson)

By 1948 a worsening financial situation in the Transit Department led to a thorough-going review of the three-fold operations of the Company; namely, the hydroelectric distribution, the transit and railway freight divisions. The transit division, with revenues restricted by the five-cent fare and an obsolete fleet of twelve double and single-truck cars, was creating an increasing burden on the Company's finances. The rider appeal of the streetcars was waning rapidly due to their age and harsh, noisy ride on the deteriorating street trackage. The rapid increase of private automobiles added to the scheduling difficulties, already hampered by the single-track operation.

The PCC car was considered but quickly rejected because of its high initial cost and the necessity to overhaul and preferably double the existing trackage. In comparison, a thorough study of trolley coach operation in Kitchener, Ontario revealed that such a system represented a probable solution to the Cornwall passenger operation. It was anticipated that a fleet of 15 T44 Canadian Car-Brill trolley coaches with overhead and fixtures could be installed for \$500,000. While this figure was substantially more than that for a similar fleet of gas buses, it was felt that the trolley coaches would last longer and cost less to maintain. Operating costs would be reduced by phasing peak power loads to create a higher sustained base load, thereby reducing power costs.

## CSRL&P CARLINES 1949



A decision was taken to adopt the trolley coach system by July, 1949, and a 15-coach order was placed with Canadian Car. To raise sufficient capital to secure the purchase while maintaining a transit franchise, it was necessary to merge the more prosperous Stormont Electric Light and Power Company with the Cornwall Street Railway, Light and Power Company. The CSRL&P Company proceeded with the installation of trolley coach overhead along the existing streetcar routes, beginning with a training loop on Water, Cumberland, Second and Marlborough Streets. By June 8, 1949, inaugural ceremonies were held on the Second Street route. On July 27th, the Belt Line route was introduced and with it car 29, suitably decorated for the final runs, rang out the passing of Cornwall's streetcar era.

The success of the conversion was reflected in a 36% increase in transit riders from 1949 to 1950. Coupled with a rise to seven cents in fares, the transit division resumed its former healthy financial status. In 1952, coaches 100-114 were joined by 115, the Can Car demonstrator. Route extensions to the Riverdale district at the western end of Second Street and easterly from the Courtaulds plant were completed in time for the housing boom during the 1950's Seaway construction. Projected centre town belt lines were postponed and then cancelled as patronage waned in the late 1950's and early 1960's. During these years the low cost and flexibility of the diesel bus became apparent and only diesels were purchased after 1952.

By the late 1960's, industrial and residential decentralization, increased automobile use and the end of lengthy midday meal periods severely reduced transit rider numbers while service extensions to new areas beyond existing overhead were demanded. A revised Belt Line route serving a new shopping plaza made the existing Belt Line overhead surplus. Rising costs and a regulated low fare increased the general pressure on the transit division necessitating service cuts, particularly in the duration and frequency of service. By 1970, but four trolley coaches were adequate to maintain off-peak service on the remaining Montreal Road/Second Street route, well below the economic limit for trolley coach operations. On January 1, 1970, the Company indicated that it would cease trolley coach operation on June 1st and would not renew the transit franchise when it expired on December 31, 1971. This decision was not contested, and on June 1st, coach 106 arrived at the Water Street Barns to end the electric transport of passengers in the City of Cornwall.

Returning to the electric railway freight operation, the postwar growth of Cornwall's industrial community had raised car loadings to 24,000 by 1950. As in former years, traffic increases and the obsolescence of older equipment led the company to seek additional locomotives.

The dieselization of Canadian Pacific's Aroostook Valley Railroad in 1946 allowed the Maine shortline to send their number 54 to Cornwall where it became the third number 8. The second 8 was rebuilt into a plow to replace the scrapped number 4. Utah-Idaho Central 904 was acquired in April 1948 to become CSR number 12. The first number 11 was retired and scrapped in 1950 when it was replaced by number 2 of the Omaha, Lincoln and Beatrice Railroad.



Motorists dodge ex-OTC sweeper B-2 travelling north on Cumberland Street in January, 1970. (W. R. Linley)

In December 1956, two Baldwin-built locomotives, numbers 7 and 14, were delivered from the Springfield (Vermont) Terminal Railway. These two locomotives were unusual in Cornwall, having large, open platforms, a benefit in switching which was offset, however, by the walled interior layout which adversely affected visibility while in reverse motion. For this reason, these locomotives were most often used only leased to the Courtaulds Plant. Number 7 was of of further interest having retained the original black and yellow Springfield colours until the end of electric operation. The exclusive use of the Springfield Terminal engines in Courtaulds service was assured with the arrival of the three Grand River-Lake Erie & Northern locomotives in 1962. These locomotives at 70 tons, were the largest used in Cornwall and were admired by the crews for the warmth and pulling power in the often harsh winter conditions. Their arrival and a general reduction in traffic diversity allowed the exclusive operation of the electric railway with these engines.

The imminent demise of the Montreal and Ottawa street railway systems in the late 1950's afforded the CSRL&P a unique opportunity to replace the antique snow-fighting equipment then in service. MTC snow leveller 3152 arrived in 1957. Former Ottawa single-truck wooden sweepers B1 and B2 built by Ottawa Car in 1926 arrived in mid-1959 and allowed the scrapping of number 3, formerly number 106 of the Hull Electric Railway. The 3152 and B2 successfully combatted the snows until the end, including the record-breaking winter of 1970-71.

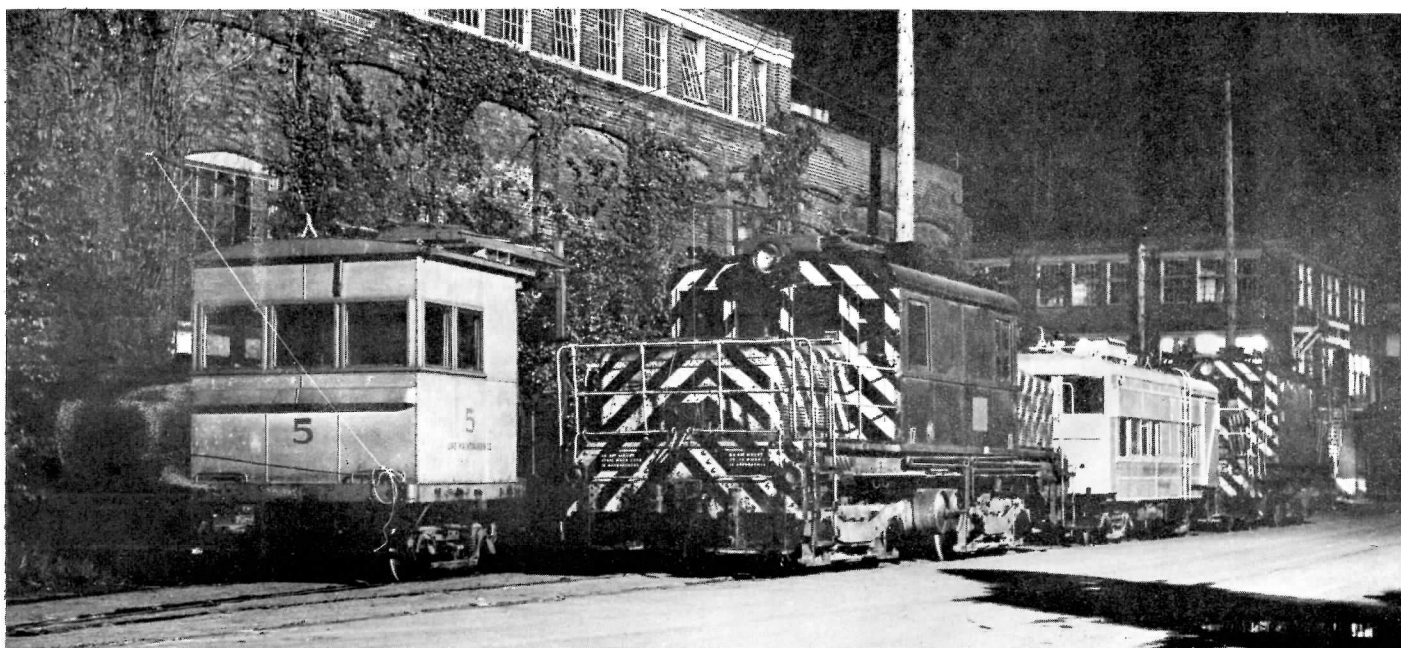


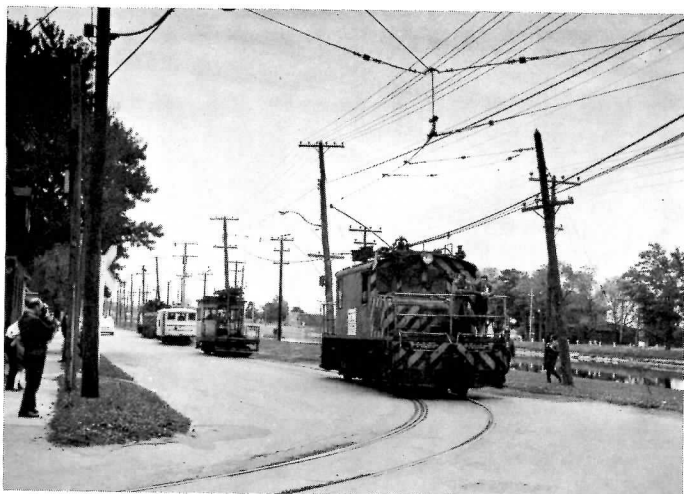
Ex-MTC plow/leveller 3152 clears snow in the shadow of the Cornwall International Bridge during the last winter of operation. (Douglas B. Campbell)

By the late 1960's, traffic-generating industries were sufficiently reduced in number and concentrated in location that two crews were adequate for the daily operation of the railway.

Both crews reported for duty at the west end plant of the Howard Smith Paper mill where two locomotives were left outside. One crew spent the entire day switching in the Howard Smith and adjacent CIL plants. The second crew assembled cars as provided by the first crew and relayed these to the Canadian National and Canadian Pacific interchanges. The collection process was reversed later in the day, providing more cars necessary for the following day's switching. In addition, the second or roving crew made the occasional trip to the Courtaulds plant and other online industries. When necessary, early morning trips were made to the warehouses of the William Street district, providing a rare glimpse of centre of the street operation. Infrequently, the west end motors needed servicing at the shops; on such occasions they rumbled down Cumberland and Water Streets to the considerable consternation of opposing motorists.

(BELOW) The evening before the ceremonial "last day" of electric operation in Cornwall, Cornwall motors and service equipment were assembled adjacent to the old Canada Mill building on William Street. (W. R. Linley)





In common with many electric railway operators and switching railways, operating costs began to rise significantly in the late 1960's. Despite a carefully assembled store of spare parts, the frequency and cost of repairs to the aging locomotives began to impinge significantly on the static revenues of the freight operation. Not only repairs but crew costs created an increasingly untenable situation for the company.

By 1970, the cessation of trolley coach operation and its effect on power loadings, together with an imminent increase anticipated in a new power contract with Ontario Hydro led to a decision to sell the railway operation.

CP Rail obtained an option on the Company; however, this was relinquished to Canadian National when threatened traffic diversions proved negotiable. On April 1, 1971, CN exercised its purchase option and immediately announced its intention to cease electric operations as part of a program of service improvements which would eliminate the centre town rail yards.

The locomotives remaining in service were hastily relettered by Canadian National and continued in service until mid-summer. By early August, modifications had been made to sufficient MLW S-4 switchers to allow the conversion to diesel operation. Unremarked and unnoticed, the last revenue freight service provided by an electric locomotive on a Canadian common carrier railway was made on Saturday, August 7, 1971.

The closing of the last Canadian common carrier electric railway was not to pass unceremoniously. Several months prior to the final day of revenue operations, interested Cornwall residents and Ottawa railway enthusiasts had begun planning ceremonial closing festivities. Under the direction of Cornwall resident, Mr. George Heath, their promotional efforts culminated in the setting of Saturday, October 9, 1971, as the "last day". With the full and enthusiastic support of Canadian National's resident manager, John Gregoire, and the Cornwall Tourist and Convention Bureau, arrangements for the final day were successfully completed.

Saturday, October 9th, dawned grey and sodden--fully in keeping with the occasion albeit not with the interest of many of the participants. Promptly at 9:00 a.m., a convoy of most of the remaining operational electrics left the William Street site of the old Canada Mill which had featured so prominently in the origins of Cornwall's electric railway. Following the centre-street trackage through Marlborough and Water Streets by the carbarns and Pitt Street to Cumberland Street, the parade passed many residents bidding farewell to the familiar electrics. The band of the North End Social Club led the procession, followed by motors 14, B2, 15, 16, tower car 5, line car 4, and finally motor 17. Rounding the corner of Cumberland and Ninth Streets, line car 4 stopped to board the young bandsmen, an oft repeated process in 4's earlier days as a Fort Worth and Cornwall streetcar.



### THE END OF AN ERA

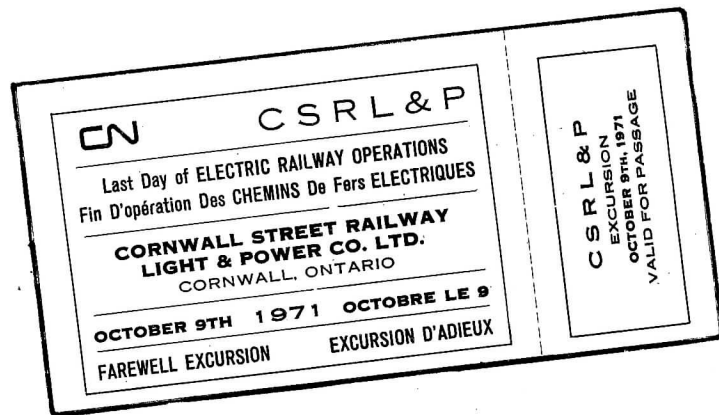
On Saturday, October 9, 1971, motor 15, tower car 5, line car 4, and motor 17 form a melancholy procession along Water Street beside the Cornwall Ship Canal. In the centre photograph the band of the North End Social Club leads the parade up Cumberland Street toward the equipment display area. Local dignitaries may be seen riding the front platform of motor 14. At Ninth and Cumberland Streets the members of the band boarded car 4 for the final ride. Former Springfield Terminal motor 7 pauses during one of the numerous excursion trips. (All photographs this page Ted Wickson)





From 11:00 a.m., the parade vehicles were on display adjacent to a colourful train of CN freight equipment, each car graphically portraying a role played in CN's movement of Canadian manufactures. From the display area on the site of the old CN station, former Springfield Terminal motor 7, and a CN commuter coach shuttled passengers to and from the Riverdale Mall and Courtaulds Mill entry track. More than 700 passengers were carried during the five hour operation, all with complimentary tickets and to the tune of a rhythmic three-man jazz combo! While waiting for the shuttle, many persons viewed a display of colour slides and historic posters in the Riverdale Mall.

At 4:00 p.m., George Van der Water, Canadian National Rideau Area general manager introduced a number of speakers who paid tribute to the excellent service of the Cornwall Street Railway Light and Power Company and its employees. Mr. Van der Water concluded his address by presenting line car 4 and motor 17 to the City of Cornwall. Plans are currently in preparation to suitably store and eventually display these fitting representatives of Cornwall's electric railway.



### STAYNER TOWN CENTENNIAL STEAM EXCURSION

The Town of Stayner, Ontario, is celebrating its 100th Anniversary on July 1, 1972, with a mammoth parade, antique car show, street dance, large beef barbeque and other activities. To celebrate this occasion a double-header steam excursion will be operated. Stayner is located about 90 miles northwest of Toronto on the CN Meaford Subdivision.

The trip is being sponsored by Railroad Boosters in co-operation with the Ontario Rail Association. Power for the train will be ex-Canadian Pacific Railway engines 136 (4-4-0) and 1057 (4-6-0) which last operated together on the famous tripleheader excursion to Orangeville in 1960. The trip will depart Toronto Union approximately 0800 with arrival in Stayner between 1100 and 1130. Run-pasts will be arranged on the Newmarket and Meaford Subdivisions. The train will arrive back in Toronto approximately 2200. After the train arrives in Stayner, four or five shuttle runs will also be operated between Stayner and Collingwood, a distance of ten miles each way.

Tickets are \$12.50 return on a reserved seat basis, and are available from Stayner Centennial Train, Box 242, Station M, Toronto 21, Ontario. Makes cheques and money orders payable to Stayner Centennial Train.

Additional information is also available on request.

## Readers' Exchange

**WANTED:** Photographs of CP Rail's Atlantic Region passenger services of the past. David Hales, 10 Middleton Drive, Peterborough, Ontario.

**PHOTOGRAPHS:** Canadian Railway Photograph Sets; each set contains 7 original 8x10's. Sets available include the following: #1 Early Diesels; #2 Self-propelled Cars; #3 Passenger Equipment; #4 T&NO & ONR Locomotives; #5 CN Prairie Action; #6 CN Named Passenger Trains; #7 CN North-ern in Action; #8 CP London Sub; #9 CP Mountain Action; #10 CP Test Trains; #11 Toronto Union Station; #12 Fan Trips in the Final Days, CN & CP. Each set \$5.95. Dick George, 323 Chartwell Road, Oakville, Ontario.

**PEN PAL WANTED:** Brazilian railfan is desirous of corresponding with Canadian railfan and trading information on railways. Also interested in photographs of Canadian steam. Miguel San Giovanni Ambrosio, Rua Ivinheima, 110 (Bras) 03020, Sao Paulo, Brasil.

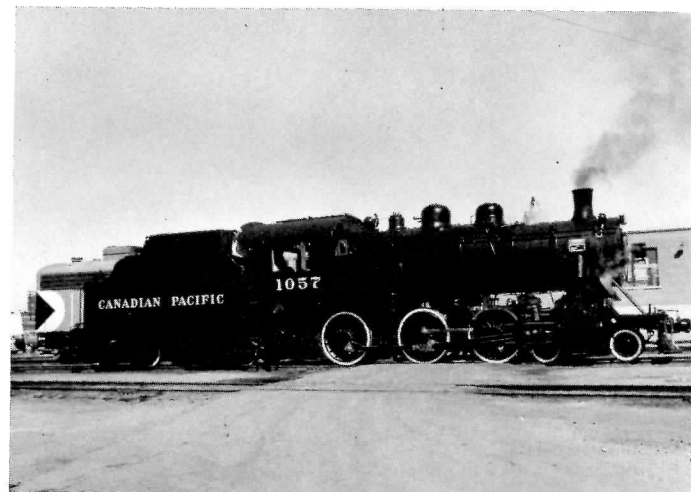
## Coming Events



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.

July 21: Members' Summer Slide and 8 mm Movie Night. (Fri.)

Aug. 18: 16 mm Movie Night. Refreshments. (Fri.)



Currently being restored to operating condition by the Ontario Rail Association, ex-CPR 4-6-0 1057 will be one of the steam participants in the Stayner Centennial Excursion, July 1, 1972. (Robert McMann)

## Contributors:

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Bill Linley expresses his appreciation to those who contributed information and photographs to the Cornwall Street Railway Light & Power Company article in this issue:

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