

# Final Trip of Street Car in Cornwall, Ont.

*With trolley coaches in service on the new Belt Line route, as well as on the main east-west route, in Cornwall, the final run by street car was made on July 27 on the Belt Line route, with appropriate ceremony, and the city is now served by trolley coach, with auxiliary service provided by motor bus.*

The inauguration of trolley coach service by Cornwall Street Ry., Light and Power Co., Ltd., in the City of Cornwall, Ont., and the adjoining Cornwall Township, was described fully in Canadian Transportation for August, beginning on pg. 443, our article having been accompanied by a map showing

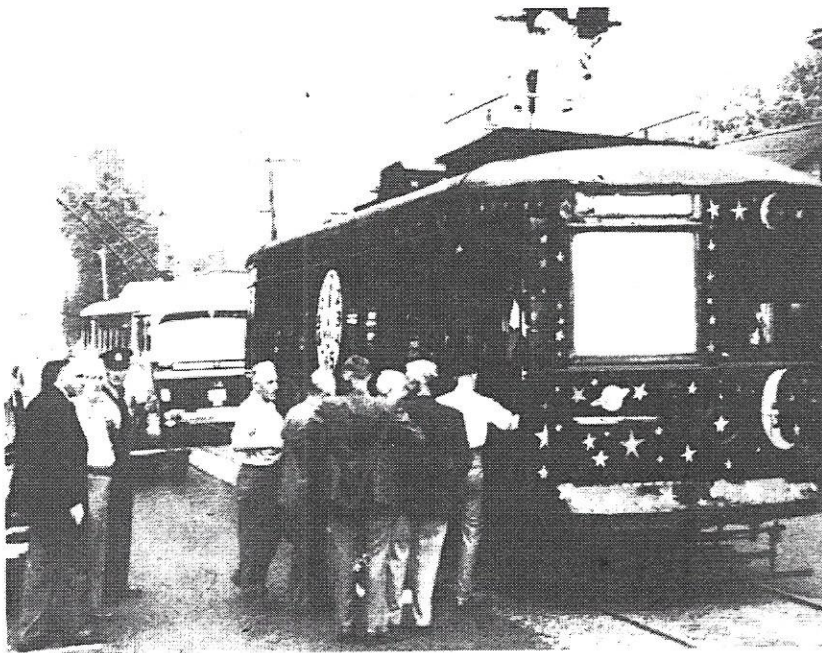
Cornwall Street Ry., Light and Power Co. system was made the occasion for quite a notable ceremony. The car used for the trip, shown in an accompanying illustration, was painted in black and decorated with stars, moons and streaking comets. It bore a sign "The Last Roundup", and a huge clock proclaimed

Alexander, operating it. At intervals, "bombs" exploded on the track, and the gong was employed frequently and loudly as the vehicle progressed.

Following completion of the trip by the final street car, the group transferred to one of the new trolley coaches, and made a trip over the Belt Line trolley coach route, which serves the northern section of the city. All then proceeded to the Royal Hotel, where, at a banquet at which Mr. Alexander was chairman, several addresses were given, and the company's employees were thanked for the manner in which they had co-operated in the work of changing over from electric railway operation to trolley coach operation, permitting it to be completed without delay.

Thus was the reign of the electric railway car in Cornwall brought to an end. But it was a long reign, and the use of street cars in the city extended over a considerable period. They first made their appearance in 1896, having been introduced to the Cornwall residents by William Hitchcock, an electrical engineer. However, the small company formed by him encountered financial difficulties which brought about its extinction, and the enterprise was taken over by the Sun Life Assurance Co. The first street cars operated in the city were open ones, but they soon were replaced by more comfortable closed-in vehicles, and, following formation of Cornwall Street Ry., Light and Power Co., the system was expanded steadily. Last year, the one of record traffic for the company, it carried more than 3,000,000 passengers, in addition to which its locomotives moved freight cars to a total of 24,321 to and from industrial plants in the area. In the nine years ended with 1948, passengers to a total of 25,309,041 were carried, and freight car movements totalled 174,895.

In commenting on the replacement of electric railway cars by trolley coaches in Cornwall, the local newspaper said in part:—"Cornwall now becomes one of the first cities in Canada to be served fully by a trolley-coach system, and that is a mark of the progressiveness



The Electric Railway Passenger Car which Made the Final Trip on the Property of Cornwall Street Railway, Light and Power Co.

The illustration makes evident that the car was well decorated for the occasion, and that "Father Time" occupied a prominent position.

the trolley coach routes. It was recorded that, for its new service, the company had secured 15 44-psgr. trolley coaches from Canadian Car and Foundry Co., Ltd., Bus Division; also that there had been secured from the same builder three model C-36, city service buses, for operation in rush hour periods as auxiliaries to the trolley coaches. Advice from Cornwall is that the public is highly pleased with the new public transportation service.

The final trip of a street car on the

that "Time Marches On". On a throne on the roof of the car rode "Father Time"—a company official, fitted out with long white beard, garbed in flowing white robes and carrying a well-dented scythe. In a brief ceremony at the Cornwall city hall, those who made the trip (company officials, city and township council members and leading citizens) were welcomed by "Father Time", following which the car, with capacity load, started off along Pitt St., with the company Vice President, E. R.

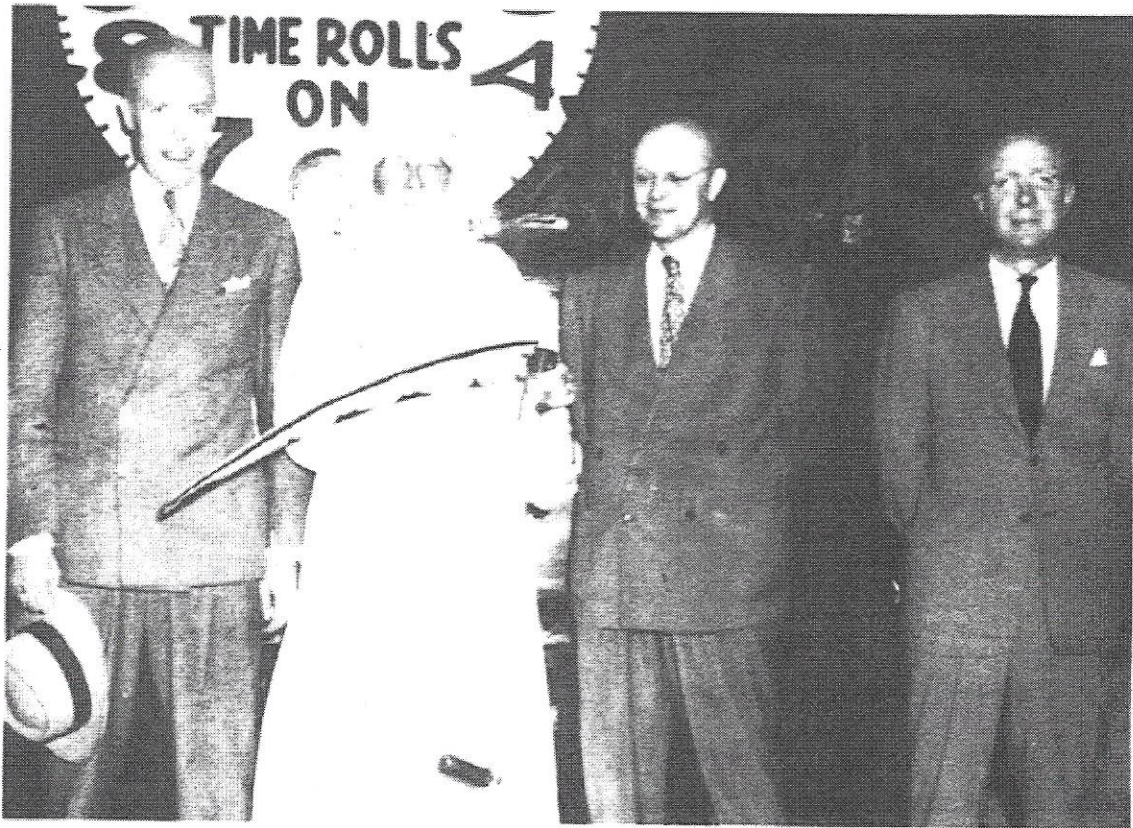
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of the community, as well as of the Cornwall Street Railway. This fact won't be overlooked by the many people, including those looking for suitable industrial sites, who are weighing the advantages of one Ontario community against another. Today's industrialists look for more than a favorable site with the necessary sewer, water and power services and low taxes, in establishing a plant. They want to know what kind of facilities are provided for the men they plan to employ; and a good public transportation service is a real factor.

"There is a possibility that because the Cornwall Street Railway has been

width of eight feet, or remove such abandoned track. On those streets where motor vehicles travel over the street railway tracks, the company will level the street with pavement to a width of eight feet where street railway tracks have been removed. Where tracks are removed from an area not now paved, the company shall not be under any obligations to pave, but only to level the ground. Where abandoned street railway tracks have been covered with pavement, the abandoned track shall be the property of the municipality in which the tracks are located, and the city or township will remove the



"Father Time" (W. J. Mitchell, Superintendent of Distribution) and other Cornwall Street Railway, Light and Power Co. Officers Present upon the Occasion of the Final Trip of an Electric Railway Car in Cornwall

From left to right appear E. R. Alexander, Vice President; Mr. Mitchell, Charles I. Bacon, B.Sc., Manager and a director, and J. Carl Gordon, Secretary-Treasurer

so long in our midst, we may have tended to take its services for granted. There are a good many communities in Ontario today, many of them larger than Cornwall, where provision of a good bus or street-car service is an almost perpetual bone of contention. The inauguration of a complete trolley-coach system, which puts Cornwall in the lead in regard to public transportation facilities,

company from all liability in connection therewith."

Official advice of August 10 was that actually the whole street is being covered in certain areas by Dibblee Construction Co., working for the city. Binder material to a thickness of 1½ in. is first applied over the road, tapering off to the sides, and over this is placed a final layer one inch thick. The com-

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