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# Cornwall Street Railway

*From Canadian Railway and Marine World/Canadian Transportation - showing date and page number*

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01-Sep-1898 Page 165

On Sunday Aug 14 a large party of Roman Catholic Foresters went from Montreal by GTR to Cornwall where they were conveyed by the street railway to St. Lawrence Park where they spent the day. It is said the electric cars continued running through the day and carried ordinary passengers as well. The Lord's Day Alliance is contemplating legal steps in the matter.

01-Nov-1898 Page 242

The electric railway is now undergoing reorganization and until this is completed no steps will be taken in carrying out the rumored improvements in the system. It is hoped matters will be straightened out by the end of Nov. One of the principal changes likely to be made will be changing from steam to water power.

01-Apr-1899 Page 119

The bondholders, the Sun Life Insurance co., recently offered to put the tracks in proper order & build up the roads between the tracks & for 18 ins. on either side, provided the Corporation would keep the roadway in repair for five years. The council has so far taken no action on the proposal and the feeling appears to be against accepting it. J.M. Taylor, who is managing the line for the bondholders, has made arrangements with the Shedden Co. to handle freight over the line on similar terms to the old contract. A contract has been secured for carrying the mail between the Post Office and the GTR station. A quantity of machinery has arrived and another car has been put on the line. The equipment is being generally overhauled and improved.

01-Jun-1899 Page 188

On Queen's birthday some 12,000 passengers were carried. Manager Talbot thinks the prospects very good.

01-Jun-1905 Page 247

S.W. Bradley, Superintendent Cornwall Electric Street Railway, was presented with a gold-headed cane by the employees, May 3, on the occasion of his removal from Cornwall to Buffalo.

01-Aug-1905 Page 375

The conductors and motormen of the Cornwall Street Railway struck on June 28 for an advance of wages. They first asked 17c an hour, then offered to accept 15c, and finally went back to work July 4 at the old rate of 13c.

01-Sep-1905 Page 375

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01-Jan-1910 Page 57

An agreement has been signed between the company and the Cornwall tp. under which the company receives a franchise to extend its line up the West Front road, over Wood's Hill to the Ottawa and New York Ry. station.

01-Oct-1914 Page 476

The ratepayers of Cornwall will vote Oct. 14 on a bylaw granting the company an extension of its franchise for an electric railway. The original franchise was granted, Dec. 28, 1895 to W.R. Hitchcock and his associates, who transferred it to a company, which subsequently was taken over in the interests of the bond holders and a new company formed. The bylaw provides for an extension of the franchise for 20 years upon the same terms as the original bylaw and the amendments thereof, with the following exceptions:- the payment of \$300 by the town to the company is to cease, and the company is to pay all taxes on the assessed value of its property. Certain regulations for traffic are made in new sections, and provision is also made for the rebuilding of the loop lines on Cumberland and Water Streets.

01-Nov-1914 Page 503

The ratepayers of Cornwall on Oct. 14, passed a bylaw, by 657 to 163, extending the company's franchise for 20 years. Also p. 516.

01-Dec-1914 Page 553

We are officially advised that no decision has been reached as to when the loop line on Cumberland and Water Streets will be built.

01-Jun-1917 Page 239

C.U. Peeling, who has been Manager of the electric light and gas properties at Oshawa, which are operated by the Hydro Electric Power Commission of Ontario, has been appointed Manager of the Cornwall St. Ry., Light & Power Co. and the Stormont Electric Light & Power Co. at Cornwall, succeeding Wm. Hodge who has resigned after occupying these positions for 12 years. Mr. Hodge will remain in Cornwall, and will be prepared to give his assistance and advice regarding the properties.

01-Nov-1917 Page 446

The Cornwall St. Ry., Light & Power Co. is said to be in the market for some cars.

01-Jun-1918 Page 254

The Cornwall St. Ry. Light & Power Co. has put in force a new tariff of freight switching charges, viz. 1c per 100 lb., minimum \$3 per car, maximum \$8 per car. The former rate which was \$2.50 a car of 40,000 lb., and ½c per 100 lb. over 40,000 lb., was found to be entirely inadequate and less than the service cost. The company handles carload freight only between the CPR, GTR and New York & Ottawa Ry., and the various manufacturing plants. In this connection it may be stated that there is nothing in the Ontario Railway Act, under which the Cornwall company operates, to prevent a company increasing its freight rates, provided proper notice is given and that such rates do not exceed the standard or maximum toll approved by the Ontario Railway and Municipal Board.

01-Jul-1921 Page 382

Cornwall ratepayers are to vote on a bylaw to extend the Stormont Electric Light & Power Co.'s franchise for 10 years from 1923, when the present franchise will expire. The company is controlled by the Sun Life Assurance co. which also owns the Cornwall SRL&P., the electric railway tracks of which are reported not to be in good order, but the company has offered to put them in good order, provided the Stormont Co.'s franchise be extended and that the railway franchise be so amended to allow fares being raised from 5c to whatever the fare may be in Toronto, if the Cornwall Town Council is able legally to permit this to be done.

01-Aug-1921 Page 434

On July 8 Cornwall ratepayers by a vote of 799 to 540, carried a bylaw extending the Stormont Electric Light & power franchise for another 10 years. The extension was strongly opposed by the HEPC.

01-Oct-1921 Page 548

We are officially advised that as a result of the recent vote by Cornwall ratepayers \$110,000 is to be expended on the reconstruction of the several properties, power and lighting plants, gas plant and street railway. Of this sum, about \$45,000 is to be expended on renewing the street railway rails, etc. on the main street, or the street running between the GTR and the CPR stations and the centre of town.

01-Nov-1921 Page 605

We are officially advised that the company is making considerable repairs to its rolling stock but no new cars are being bought.

01-Nov-1921 Page 610

We are officially advised that the track reconstruction under way in Cornwall covers one mile on main street between the GTR station and the waterfront upon which new ties and 80 lb. relay T rails are being used. The necessary rails have all been delivered. Defective poles throughout the town are being renewed and about 3 miles of trolley wire is being replaced with new wire.

01-Feb-1926 Page 90

Co. has, we are officially advised, been selling a weekly pass on its electric railway in Cornwall since the end of Dec. 1925 for 75c. The pass is transferable and is good from 5 a.m. Monday to 11 p.m. Saturday, the railway not being operated on Sunday. The pass is to be shown to the conductor on boarding the car and is transferable only after the completion of the trip for which it is presented. They are printed in 6 colours, so that a different colour is used for each week, and each pass is stamped with a special number for each week. In order to promote the use of the passes the company did some special advertising on its cars and placed stickers on its light and power accounts. The average sale of passes to Jan. 19 was 170 a week, and the average daily revenue from them was \$21.25. The average daily passenger revenue of the railway prior to the introduction of the pass system was \$135. Up to Jan. 19 it was, without passes, \$125; with passes \$146.25. The net result is that there has been a reduction in ordinary fares of \$10 but an increase of revenue of \$11.25 a day.

01-Jan-1927 Page 41

A press report stated recently that work had been started building a track on Smithville St. from Second St. Highway to the paper mill, Cornwall.

01-Feb-1927 Page 92

We are advised officially that the company's electric railway track, on the way to the New York Central station for 1,400 ft. has for a number of years been on a private right of way leased from the Howard Smith Paper Mills Co. Owing to the construction of an additional mill this route had to be changed and the track now extends directly west, on the east side of the road to the station, instead of making the detour over the mill property. The new track was completed at the end of 1926, new ties, rails, etc. being used throughout the 1,400 ft. The old track has been rearranged and will be used as a spur to serve the mill. The cost of the alterations was approximately \$6,500.

The company operates a single track line and we were advised Jan. 12 that it was installing 2 additional sidings to enable it to give a 7-minute service with 6 cars in place of the present 10-minute service with 4 cars. An addition of 100 ft. is being made to the car barn by a local contractor.

01-Mar-1927 Page 155

The company has ordered \$6,000 worth of special track work for car barn entrance; it expects to install 2 new turnouts or switches to improve service on its single track and it contemplates a car house addition 73 x 100 ft. at an approximate cost of \$15,000.

01-Apr-1927 Page 219

Has bought 2 second hand Birney type cars.

01-Apr-1927 Page 218

We are advised officially that a new turnout s being installed to provide for putting on an increased car service; that a 73 x 100 ft. addition is being built to the car house at a total cost of \$18,000. An order has been given Canada Steel Foundries for entrance tracks in the car house.

01-Jun-1927 Page 345

W.L. McFarlane, Manager, reports an increase in 1926 of \$15,780 over the 1925 revenue. The largest part of the company's revenue comes from the movement of freight, which was substantially larger in 1926 than in 1925. Other traffic also increased as follows:

Cash fares, 1925, \$28,162, 1926, \$31,484;

Ticket sales, 1925, \$8,888, 1926, \$13,992;

Mail service, 1925, \$1,400, 1926, \$1,600;

Freight and Express, 1925, \$30,905, 1926, \$38,663;

Other revenue, 1925, \$2,753, 1926, \$2,150;

Total operating revenue, 1925, \$72,108, 1926, \$87,889.

For the week ended March 12, 1927, the total earnings were \$2,630 compared with \$1,421 for the corresponding week in 1926, and 26,070 passengers were carried, compared with 15,931 for the corresponding week in 1926. The figures for this period are considered to be typical of conditions this year. The directors feel optimistic over railway conditions in Cornwall. Last year a capital expenditure of \$20,000 was authorized for various improvements, including the purchase of 2 passenger cars. This year an expenditure of \$38,000 has been authorized for 3 more passenger cars and an addition to the car house.

01-Jul-1927 Page 423

We are advised officially that the extension to the company's car house at Cornwall, completed recently, is of solid brick, 73 x 110 ft. on concrete foundations with metal sashes, fireproof doors, and steel columns and girders to support wooden roof of mill-type construction with tar and gravel roof. The extension was built by R.T. Smith Construction Co., Montreal, at a cost of approximately \$18,000.

01-Aug-1927 Page 483

We are advised officially CSRL&P is installing a 300 ft. freight siding for Provincial Dairy Co., for which it ordered a split switch and frog.

01-Sep-1927 Page 539

We are advised officially that the joints of one mile of track on Second St. between Cumberland and Marlboro Sts. are being seam welded.

01-Nov-1927 Page 658

Is building a 20 x 30 ft. addition to its sub-station to house a spare 300 k.w. motor generator set which it has bought second hand in Montreal.

01-Jul-1929 Page 459

is contemplating putting in a turnout on Marlborough Street, between First and Victoria Avenue.

01-Nov-1929 Page 707

is building a siding to serve a new industry, Fibre Conduits (Canada) Ltd. It will be half a mile long, including the part of the latter company's property. The CSRL&P has bought recently 150 tons of rails, a quantity of spikes, plates, bolts, etc. and 3 cars of ties.

01-Feb-30 Page 101

Has built 2,400 ft. of track on Seventh St. from Pitt St. to Cumberland St. to serve the Dominion Tar and Chemical Co.'s plant, 65 lb. rails having been used. A track 615 ft. long has been laid in the DT&C Co.'s yard, 56 LB and 65 lb. rails having been used. The company intends to extend its tracks to the Howard Smith Paper Co.'s mill, by adding a siding 2,140 ft. long, which will be laid with 65 lb. rails. The company will install two new turnouts, one on Pitt St. and one on Second St. West.

The company is contemplating installing 2 new single track turnouts on concrete and also installing the Nachod signal system for operation of cars in 3 miles of single track.

01-Jun-30 Page 373

is installing a new switch on Pitt St. and a curve 105 ft. long to Canadian Pacific Ry. It is contemplating installing a new turnout, 231 3/4 ft. long on Pitt St. and one 240 ft. long on Second St., also 2,140 ft. of new track for Howard Smith Paper Mill. It ordered recently 6 switches and mates, 6 frogs, 6 Jackson switch stands from Canadian Steel Foundries, Montreal.

01-Mar-31 Page 164

A Cornwall press dispatch of Feb. 17 quoted Mr. W.L. McFarlane, manager, as saying that the company will build a railway line on Cumberland Street at a cost of \$20,000 to divert a large part of the freight traffic which now passes through the city's main streets, to the suburban section.

01-Apr-31 Page 236

In connection with the track to be built on Cumberland St. to provide for re-routing of freight traffic, we are advised officially that it will extend from Second to seventh Street., 2,894 ft. and will be a single track line. The construction will include stone ballast extending 4 in. below the ties, stone to rail level, creosoted ties, 65 lb. T rail on tangent, 80 lb. T rail on curves, Canadian Ohio Brass Co. no. 14,539 type A.W. 8, 8 in bonds, and manganese steel switches, mates, frogs and cross-over to be supplied by Canadian Steel Foundries. The overhead construction will include solid drawn 4/0 copper trolley wire, supported at 100 ft. intervals from 35 ft. cedar poles with 32 ft. span. The switch and cross-over will be supplied by Canadian Ohio Brass Co. The overhead is to be erected by Stormont Electric Light and Power which is associated with Cornwall Street Ry., Light and Power Co. It is expected that the construction of the track and overhead will be started about the middle of April and will be completed about the middle of June.

01-Jun-34 Page 261

The CSRL&P contemplates extending its line on Water Street, west from the intersection of Water and Augustus Streets to Cumberland St., and to lay double tracks, the estimated expenditure being \$15,000, provided it receives approval from the town council and the Ontario Municipal Board.

01-Nov-34 Page 490

The CSRL&P has received the town council's approval for the building of a single track line of 2,600 ft. on Water St., west of Pitt St. to Cumberland St., in which there will be a turnout 400 ft. long from switch to switch. It will be built with creosoted ties, 65 lb. rails from the company's stock and stone ballast. The special work will be supplied by Canadian Steel Foundries, Montreal. To complete the company's scheme it will be necessary to relay track on Water St. for another 1,000 ft. east of the present extension mentioned above. The further extension, which will be laid in concrete, will have a siding 300 ft. long., also a Y at foot of Pitt and Water Sts. The whole layout will not be completed until next summer. The OMB has approved of the extension on Water St, west of Pitt St. to Cumberland St.

01-Mar-35 Page 119

The CSRL&P has completed construction of a substation building 80 x 40 ft. and 26 ft. high, and we were advised Feb. 12, that installation of machinery and switchboards was being proceeded with. A 500 kW. generator and a 300 kW. one, with switchboard equipment, which were on hand, were being installed. A 1,000 kW. motor generator set has been acquired and is being held as a standby in case of emergency. The management contemplates the rehabilitation of 2,000 ft. of track across the Montreal-Toronto highway, using 65 lb. T rail, with concrete road surface. A Y is to be installed at Pitt and Water Sts. An order has been given to Canadian Steel Foundries and Steel Co, Montreal, for five 80 lb. switches and mates and frogs. An order has been given Canada Creosoting Co. for 2,500 hardwood ties, while, from Peck Rolling Mills the management has purchased a quantity of spikes, bolts and copper bonds.

01-Apr-35 Page 172

Work in progress includes replacement of a siding 2,400 ft. long for McColl-Frontenac Oil Co. all on private property. Work contemplated includes relaying of 2,500 ft. of track in concrete paving and installation of a Y at intersection of Pitt and Water Sts.

01-Mar-41 Page 134

Contemplates construction of one mile of freight line in Cornwall Township, in connection with which it plans to place orders for 200 tons of 80 lb. T rail, with angle bars.

01-Mar-42 Page 157

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

01-Feb-43 Page 88

A strike of brief duration was experienced by the CSRL&P in January. It was called at 5 p.m. on Jan. 11 and was caused by the dismissal of two employees for refusal to take out extra cars without guarantee of extra pay. Some 40 employees were affected. However, the service was resumed on Jan. 12, it having been intimated that members of the employees union and the company officials would meet in the near future to iron out differences. It was reported that the two dismissed employees were back at work on Jan. 12.

01-Aug-47 Page 505

The agreement between CSRL&P and local 946 of the employees' union having expired May 1 last, terms of a new contract were promptly agreed upon except as concerns basic wage rates and premium rates for overtime, and it was agreed to arbitrate these matters. Each party appointed an arbitrator, and it was stipulated that if the two could not agree upon a chairman for the arbitration board, the Dominion Minister of labour would appoint a chairman. As the two arbitrators had not agreed upon a chairman by June 17, the Minister was requested on that date to make an appointment. On August 1, the Labour department notified the CSRL&P that Judge J.G. Harvey, of Barrie, had been appointed chairman, and that he would hold a board meeting immediately after August 12. However, the employees were dissatisfied with this delay and went on strike on August 2. On August 3, following discussions among Judge Harvey, the street railway management, union officials and Labour Department representatives, it was arranged for Arbitration Board hearings to begin August 6. The employees thereupon returned to work on the morning of August 4. The arbitration board held hearings August 6 and 7, and at the time of writing its decision is awaited.

01-Jul-49 Page 305

The operation of trolley coaches by Cornwall SRL&P began in Cornwall June 8. Initial operations on what is designated as the second street route, extending from the NYC station on the west to Courtaulds plant on the east. There is a picture of a trolley with "NYC Station" destination.

01-Aug-49 Page 443

Article on trolley coach operation

01-Sep-49 Page 497

Final trip of streetcar in Cornwall

Trolley coaches doing well in Cornwall - not copied.