Cornwall Street Railway

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

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-1899  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-Jan-1905  Page 375
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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.
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.

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.

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.

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.

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

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.

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.

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.

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.

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.

Has bought 2 second hand Birney type cars.

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.
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.

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.

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.

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.

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

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.

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.

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. 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.

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.
The operation of trolley coaches by Cornwall SRL&P began in Cornwall June 8. Initial operation 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.