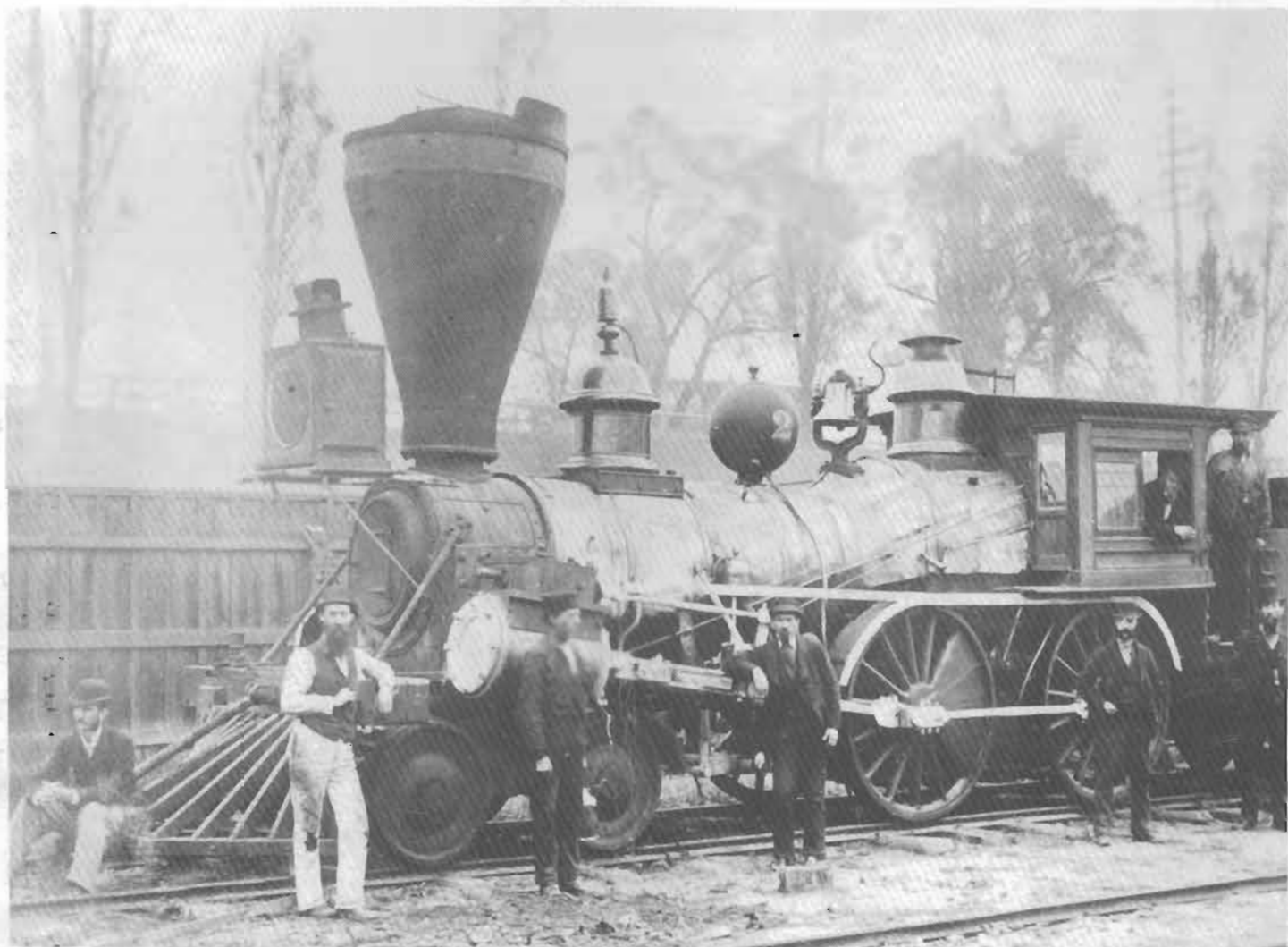


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Canadian Rail is continually in need of news, stories, historical data, photos, maps and other material. Please send all contributions to the editor: Fred F. Angus, 3021 Trafalgar Ave. Montreal, P.Q. H3Y 1H3. No payment can be made for contributions, but the contributor will be given credit for material submitted. Material will be returned to the contributor if requested. Remember "Knowledge is of little value unless it is shared with others".

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FRONT COVER: *The first locomotive built in Canada was the "Toronto", built by James Good for the Ontario Simcoe and Huron in 1853. This photo shows it shortly before it was scrapped in 1881. Few, if any, other photos are known of James Good locomotives.*

As part of its activities, the CRHA operates the Canadian Railway Museum at Delson / St. Constant, Que. which is about 14 miles (23 Km.) from downtown Montreal. It is open daily from late May to early October. Members, and their immediate families, are admitted free of charge.

James Good and the Toronto Locomotive Works

By Fritz Lehmann

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Vancouver, B.C.

James Good (1814? - 1889) is in one sense the best-known man among the Canadian steam locomotive manufacturers, and yet we really know little about him.¹ Because his "Toronto" beat the Kinmond brothers' earliest product, by five months, to the distinction of being the first locomotive built in Canada, Good achieved a hazy fame while the Kinmonds and other rivals remain in obscurity. He is the only locomotive builder, thus far, honoured by inclusion in the Dictionary of Canadian Biography; and it is clearly the primacy of his "Toronto" that earns him this recognition.² The Toronto newspapers recalled the accomplishment as the most significant act in his long life. A full thirty-six years after that pioneer Canadian-made locomotive was dragged through the streets to the rails of the Ontario, Simcoe and Huron Union Railroad Company, Good died. "JAMES GOOD OF FOUNDRY FAME," was the heading of the Toronto World's obituary, followed by, "Death of a Well-known Citizen, the Builder of the First Canadian Locomotive."³

His family thought he was born in Dublin, Ireland, in 1814 and was thus in his seventy-fifth year at his death on September 11, 1889. But he also gave his age on the Toronto Tax Assessment Rolls in 1868 as 51 and in 1876 as 58, which would indicate birth years of 1817 or 1818. We have no information at present about his training or practical experience in Ireland. Presumably Good learned his trade as an iron founder there, for he came to Toronto in 1832, aged 18 (or less?). The first railway in Ireland, the Dublin and Kingstown, opened only in December 1834, so Good had no opportunity to learn about railway engineering before leaving home. The quality of foundry practice, on the other hand, may have been good. In 1848 the great engineer, Isambard Kingdom Brunel, somewhat surprisingly ordered the cast ironwork for his massive bridge over the Wye (at Chepstow on the Wales-England border) from a Dublin foundry, an indication that the work there met the most demanding standards of the day.⁴ This was, of course, some years after Good had emigrated.

In later years James Good advertised his Toronto foundry as "ESTABLISHED 1832".⁵ This seems to be stretching the truth a bit, however, unless we take this to mean that he began the practice of the foundry trade in Toronto in that year. The city tax

assessment rolls very clearly show that he took over Amos Norton's Union Furnace in 1840. That is, this foundry, on the east side of Yonge Street just north of Queen Street, is listed on the 1839 rolls in the name of Norton. An advertisement dated Feb. 17, 1840 announced that JAS. GOOD & CO. had purchased the Norton Foundry (and made PLOUGHS). This ad was still appearing when another ad briefly appeared in a second newspaper, dated July 2, 1840, stating that Norton's Foundry was taken over by Medcalf & Co.--"Mr. Jas. Good on the Premises" while J.H. Medcalf remained at his own business premises on Richmond Street.⁶ But by the end of the year, the 1840 assessment rolls show the foundry as the property of "Good & Co." The "Company" was probably his father-in-law; in 1839 Good married Eleanor Bull, "eldest surviving daughter" of Bartholomew (Bartley) Bull (1791-1878) of Davenport. Bull owned real estate and seems to have been in a position to finance his new son-in-law in this business venture; in fact, as late as 1863 Good was reported to be doing business in Bull's name.⁷ They were still, or again, partners. Both men were Irish-born Methodists, so they had common ethnic and religious ties to reinforce the family ones. James Good was credited by one of his obituary writers as being "largely" responsible for "the planting of the New Connection Methodist Church in Canada", and was said to have remained active in church affairs throughout his adult life, until deafness afflicted him in his declining years.

The foundry was assessed at 50 pounds on the city tax rolls for 1840, 1841 and 1842, despite a terrible fire on December 20, 1841:

... in the foundry of Messrs. Good & Co., Yonge street, Toronto, the whole of which, with several frame houses adjoining, and property of considerable value, were consumed by the devouring element.⁸

Good not only lost his foundry, which was not insured, but his family lost their home--they were living in a frame house next door to the foundry, owned by Thomas Elliot (who was insured). The papers complained (rightly!) of fire starting in foundries. Good seems to have done well, nevertheless, in these early years. His rebuilt and expanded foundry after the fire was assessed at 150 pounds for 1843 (while the widow Stewart next door was continued at the same assessment, 28 pounds). In 1842 he was in

partnership with James Rogers Armstrong (1787-1873), perhaps to bring additional capital for the rebuilding and expansion. Armstrong is not listed as a partner of the 1843 tax rolls, and his own Toronto City Foundry, J.R. Armstrong & Co., also on Yonge Street, first appears on the assessment rolls for 1846.

Armstrong, like Bull seems to have brought capital rather than technical skills into the partnership with Good. He was an older man, a Methodist Canadian-born of Irish descent, who had a long career as a dry goods merchant before his entry into the foundry business.⁹ Presumably he shared with Good and Bull a perception of growing opportunities for foundry products in the Toronto area. His Toronto City Foundry seems to have specialized in stoves and hollow ware, consumer goods, although we note that in 1852 it imported grates from New York, and also competed with Good directly in one product line, a producers' good--potash kettles, which it seems to have manufactured.¹⁰

From two foundries in the 1820's, the city grew to support at least eight in 1841. In that year a City of Toronto Poll Book was published by enthusiasts for responsible government. This listed voters by occupational categories and (no secret ballot then!) their votes in the recent election of two city members to the colonial assembly. "J. Good" is listed among the eight Iron Founders. He voted for the anonymous pamphleteer's candidates, putting himself of the side of Colonial Responsible Government, and Civil and Religious Liberty--as they saw it. The Iron Founders were included among the "Mechanics", 396 of whom voted, as distinguished from "Merchants" (115), "Professional Men" (51), "General Miscellaneous" (177--retired, non-resident property owners, office holders), and "Miscellaneous" (208--tavern keepers, teamsters, labourers and others deemed by the pamphlet writer to be under corporation influence). Good's future partner J. Rogers Armstrong is listed among the Dry Good Merchants (he, too, voted on the side of the angels) but his father-in-law's name does not appear. The category of "Mechanics" seems to be made up of skilled tradesmen who ran their own businesses; the city's social structure was much simpler then, with the population so much smaller and the economy in an early stage of development.

A few years later Good employed a man who was potentially far more important to his development than his one-time partner and later rival Armstrong. This was William Hamilton (1810-1880), a highly trained British iron founder and engineer, with a spectacular background in the English railway industry.¹¹ In the 1830's Hamilton worked in the pioneering Liverpool and Manchester Railway's shops, and then as a pattern maker for James Nasmyth in his foundry at Patricroft; both major centres of technological innovation. He then went on in 1840 to Swindon, as a pattern maker for Daniel Gooch, the famous locomotive superintendent and designer of the Great Western Railway. When he

arrived in Toronto with his family in 1850, he first worked for James Good--and what a wealth of technical information and experience could he bring to his Canadian employer!¹² Perhaps the two men did not get along, however, for Hamilton soon left to work briefly in Armstrong's foundry before striking out on his own. His very successful St. Lawrence Foundry was advertising for business by February 1852--offering much the same line of products as James Good manufactured and sold at that time.¹³

Although some manufacturers were beginning to specialize, like Armstrong with his Bang-Up Cooking Stove, most Canadian foundries in the era before the American Civil War were generalists like Hamilton and Good. Without electric or internal combustion motors, the only supplements to muscle power were water and steam power; and the foundries provided the wheels, pulleys, shafts, boilers, engines, and machinery. Each installation was usually made to order, although by 1865-6 we notice Hamilton's St. Lawrence Foundry making and selling an identical 20 horse power engine to five different customers.¹⁴ This is still a far cry from mass production.

A strategy of offering a very wide range of products, including many products of varieties to the customers order, paid off handsomely for James Good in the 1840s and early 1850s. The anonymous credit reporter for R.G. Dun and Co. estimated his worth at \$5000 to \$6000 in August 1848, and at \$50,000 with "a fine property" in March 1852.¹⁵ This indicates rather spectacular growth, even though these are only estimates.

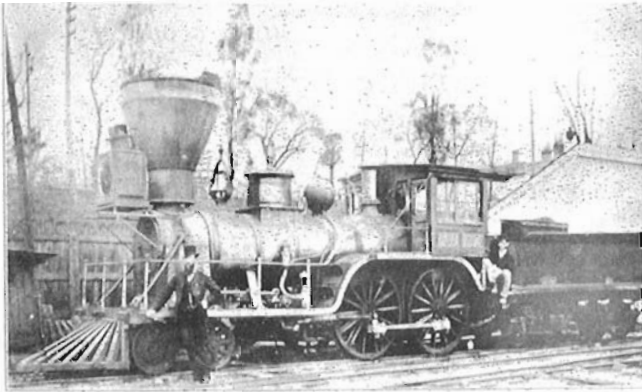
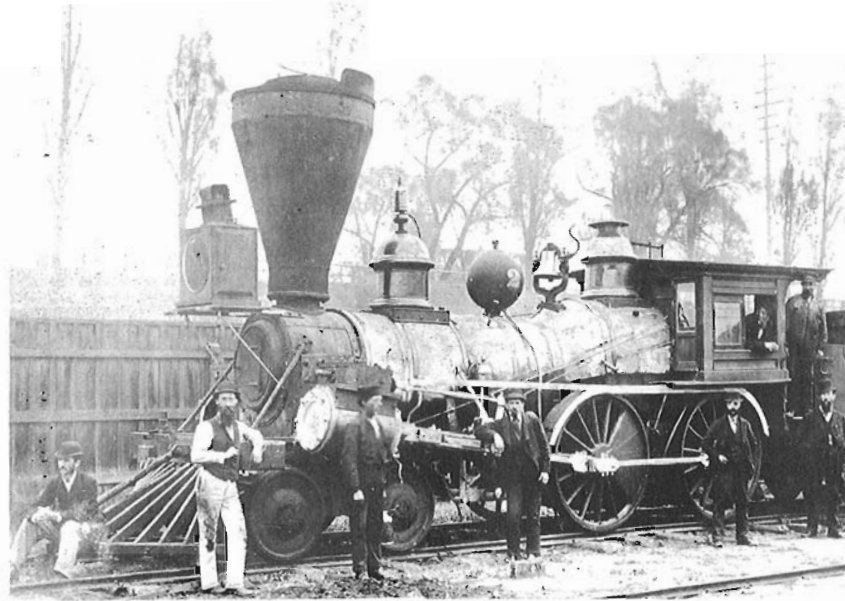
In May of 1852 Good placed ads to publicize the full range of his Business.¹⁶ One listed "Mill Castings, Steam Engines, Boilers, &c." and three different kinds of "THRESHING MACHINES . . . made under his own supervision of the best materials". A second began with "Steam Engines and Boilers" also, but went on to list:

Steam Boats, Saw Mills, Flour Mills, Tanneries

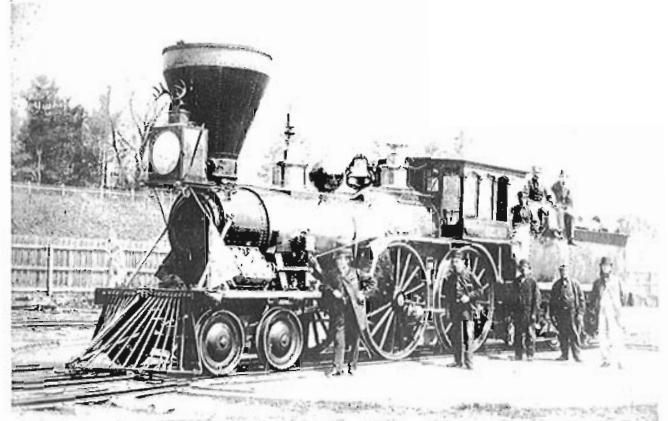
AND EVERY OTHER MACHINERY

To which the power of Steam is Applied.

A third told the public that Good imported "the best quality of Stones, direct from France", and had experienced workers to manufacture BURR MILL STONES; he also offered DUTCH BOLTING CLOTH. The fourth ad offered POT-ASH KETTLES "cast with the mouth upwards" so that "the best metal settles at the bottom" and thus the kettles will last "about twice as long as those cast in the ordinary way . . . no danger of sand-holes or cracks". These advertisements speak of extensive additions to his Establishment, of his engaging "excellent hands" and show that he was not backward about increasing his investment (undoubtedly putting his profits into capital). He had also acquired production rights for the patented threshers, and perhaps other machines; and he seems



The "Lady Elgin" built by the Portland Company Works in 1850 for the Grand Trunk & Quebec Railway, imported from England in 1852. She was the first locomotive and engine to be used on the Grand Trunk. The first locomotive in Ontario, and a fine one of the early type. See the article in the "Globe" of 1852, page 11.



The "Toronto" with her two contemporaries, "Lady Elgin" and "Josephine", shortly before these pioneers were scrapped in 1881.

to have gone to some trouble to import burr-stones and bolting cloth to supply to the customers for his mill machinery.

The foundry was thus largely manufacturing producers' goods for the growing economy of Toronto and vicinity. Yet despite the growth, there clearly were problems as well. The same credit reporter noted what I would interpret as a cash-flow problem: in February 1849 he stated that Good had been "sued, but may be considered good [for credit]"; and in August 1851 that Good "does large and profitable business, but is not prompt in paying. [He] is sued and then pays".¹⁷ An extensive business like Good's depended heavily on credit. He obtained tons of raw material each year largely on credit and sold the finished products to customers. The customers might pay cash, especially for the smaller items, but they might buy on credit. This was especially true of the bigger items, including the biggest of all--his locomotives.

The railway age had finally reached Toronto by 1852. In that year the Grand Trunk Railway was incorporated to build from Montreal to Toronto--this was completed in October 1856. The Great Western was advertising in the Toronto newspapers, inviting foundrymen to tender for the supply of castings. Toronto's "own" railway--although like the others it was British financed and managed, this one had its operating headquarters in Toronto--was the Ontario, Simcoe and Huron Union Railroad Company, chartered in 1848 and opened for traffic during 1853-54. Its first locomotive was imported in the fall of 1852, built by the Portland Company of Portland, Maine, a major supplier of engines to the Grand Trunk and other Canadian railways.

The Ontario, Simcoe and Huron was willing to try an unknown source, however. The Globe reported to its readers that the contractors found it necessary to import the "Lady Elgin" as she

PLOUGHS. PLOUGHS. PLOUGHS.
THE Subscribers beg leave to inform old friends and the public generally, that they have purchased and have now in operation (as well known establishment) at **Horton Foundry.** They will have constantly on hand a supply of **PLOUGHS**, and will also supply castings of every description, on the shortest notice, and on the most reasonable terms.
JAS. GOOD & CO.
 Toronto, Feb. 17, 1840. (63)

A very early James Good advertisement as it appeared in the Toronto Examiner in February 1840.

was required at once in construction. Noting that they had paid over a thousand dollars to the Provincial Customs (on a \$9000 machine), the paper added:

*... we understand that the contractors for the road have made every exertion to employ Canadian mechanics to execute the work and that a machine is actually in the course of construction for them by Mr. James Good of this City ...*¹⁸

Good added a new facility to his firm for this excursion into the new world of railway supply, which he called The Toronto Locomotive Works. His original foundry had extended back from a narrow shop front on Yonge Street to a larger work area behind it, as wide as three of the lots with street frontage. Now he added a new, considerably larger premises immediately east of the old foundry, filling the area between the street-front lots on Yonge and Victoria, and extending south to front on Queen Street.¹⁹

The manufacture of locomotives required far more machine operations than did the products Good had been making before. So in trying this new line, he had to do more than just prepare for working with iron and brass in larger and heavier quantities than previously. Locomotives moved him away from mass production, unknown then to be sure but approached by some foundry products such as stoves or axes. In trying his hand at locomotive building, James Good seems to have taken a great risk, borrowing heavily yet still short of the capital required. In the spring of 1852 the credit reporter described him very positive: "Owns a fine property and is perfectly safe". A year later, this had changed:

*Has recently commenced the manufacture of Locomotives ... Owns Real Estate [but it is] largely encumbered. [Good] is a driving business man but doubt if he has capital sufficient to carry on his present business ...*²⁰

Like most of his Canadian contemporaries in the locomotive business, Good seems not to have anticipated the problems he would encounter collecting the purchase price for his engines from the railway companies.

In any event, as his first locomotive was nearing completion, Good obviously decided to plunge into the business on a big scale. On March 15, 1853 he placed an ad in The Globe calling on

SATURDAY.

MAY 29. 1852

Mill Castings, Steam Engines, Boilers,

See, See, See.

At Good's Foundry, Yonge Street, TORONTO.

BRISKING MACHINES.

THE Subscriber would most respectfully inform **Crosses** and **Clas**, that he has now on hand a number of **FRANK'S** and the **Harrison's** Improved **Thrashing** **Machines** made and his own superintention of the best materials. **These power faster, etc., complete.**
Call upon for particulars.

JAMES GOOD.
 Toronto, Market St. 1852. 671 W-128

Steam Engine and Boilers.

Steam Boat, Saw Mills, Flour Mills, Tanneries,
AND EVERY OTHER MACHINERY.

To which the power of Steam is applied.

THE Subscriber having made extensive additions to his **Establishment**, both in procuring the necessary **instruments** for **steaming**, and engaging several **excellent** **mechanics**, he is prepared, on **shortest** **notice**, to make **boilers** of any kind to suit a trade, and in as good a manner, as any establishment in the Province.

JAMES GOOD.
 Toronto, 22nd St. 1852. 671 W-128

DEBB MILL STONES, DUTCH BOLLING CLOTH.

THE Subscriber has constantly on hand a supply of the best **ENGLISH** **STONES**, and **DUTCH** **BOLLING** **CLOTH**. **Having** **made** **arrangements** to **import** the **best** **quality** of **stones** **direct** **from** **France**, and **having** **experienced** **hands** **employed** in the **manufacture** of the **said** **stones**, the **Subscriber** **trusts** **that** **he** **can** **produce** **as** **good** **an** **article**, and **at** **such** **a** **reasonable** **price** **as** **any** **other** **establishment** **in** **the** **City**.

JAMES GOOD.
 Toronto, 22nd St. 1852. 671 W-128

POTASH KETTLES.

THESE **KETTLES** are cast with the mouth upwards. **When** **cast** **in** **this** **way**, the **best** **metal** **settles** **at** **the** **bottom**, thereby **clearing** **them** **from** **the** **slag** **which** **is** **as** **long** **as** **these** **cast** **in** **the** **ordinary** **way**—there **is** **no** **danger** **of** **blowholes** **or** **cracks**, **as** **is** **usually** **the** **case** **in** **use**.

Manufactured, and Sold by
JAMES GOOD.
 Toronto, 22nd St. 1852. 671 W-128

A later, more ambitious, series of four James Good ads from the "Globe" of May 29, 1852.

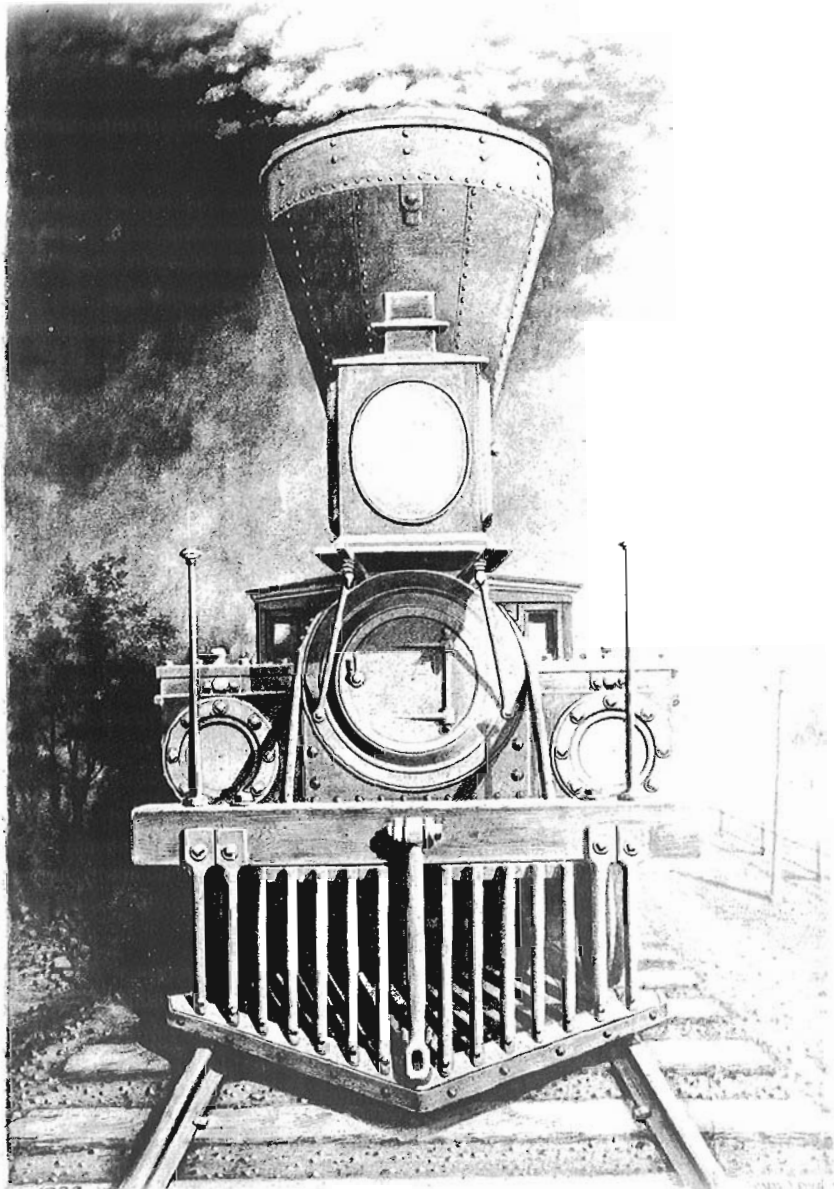
"Turners! Finishers!! Blacksmiths!!!" The ad ran until July 16th, informing those tradesmen that Good wanted "TWO HUNDRED MEN" at the Toronto Locomotive Works, and would pay "the Highest Wages". If he actually employed this number, he would surely have been one of the largest employers in Toronto (a decade later only three manufacturers were employing more than 200), and he would have been using a larger work force than any of the other Canadian locomotive builders of the 1850's. On April 6, 1853, The Christian Guardian carried his ad for 200 men and reported he had 100 then at work. His forty-five workers in 1867 put him right in the middle of the nine foundries then operating, employing a total of 418 men: from 3 at the smallest to 100 at the largest.²¹

Good's first locomotive, a 25 ton 4-4-0 with outside cylinders 16" diam. x 22" stroke and 66" diam. drive wheels, was completed on Saturday, April 16, 1853.²² The following Monday it began an arduous five-day trip on temporary rails from the Queen Street "manufactory" to the railway line at Front Street, to the amusement of throngs of idle citizens; Good's work never did have a rail connection. This engine went into service as the Ontario, Simcoe and Huron's number 2, named "Toronto". By the end of 1856 she had been rebuilt with 54" drivers; and she had gained weight to 29 3/4 tons by the end of the decade, presumably by the acquisition of a new and heavier boiler. The "Toronto" was not only the first locomotive built in Canada, but the first built in any British colony--the colonial ties causing railways in Canada, India and other dependencies to purchase their railway locomotives and ironwork in Britain rather than attempting to develop local suppliers from scratch. In spite of being a pioneer effort, Good's "Toronto" lasted in service until 1881, an excellent life span for an engine of that period.

At the time the "Toronto" left his shops, Good was already at work on other engines. The British Colonist of April 27, 1853 reported that he had a second locomotive, the "Simcoe," under way for the Northern Railroad (then the OS&H's nickname) and an order for three locomotives for the Brantford and Buffalo (i.e., the Buffalo, Brantford & Goderich Ry.) "two of which he is now working at, to be completed next after the 'Simcoe'". The paper went on to say:

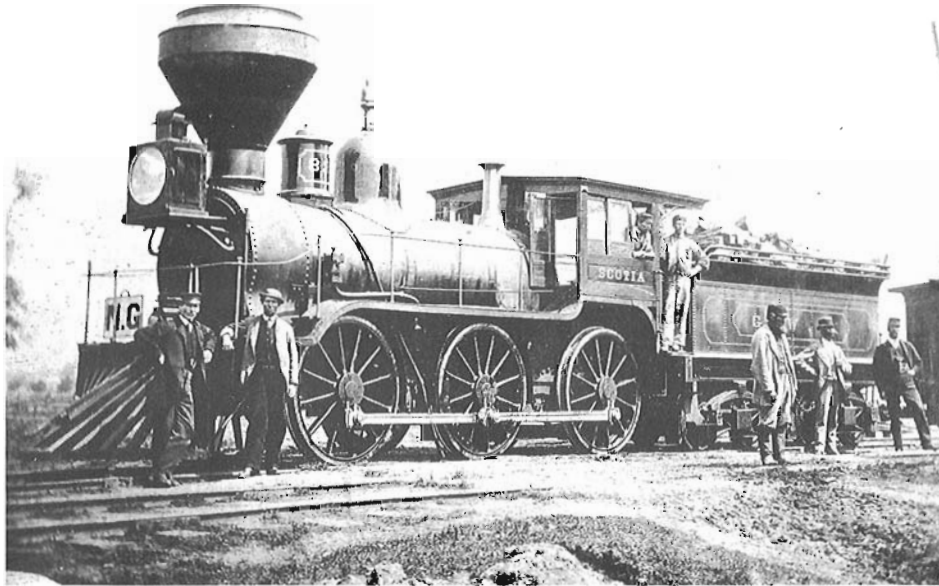
It affords us pleasure to note these instances of energy in manufacturing, in preference to importations of machinery from abroad.

The Ontario, Simcoe & Huron was unusual among the early Canadian railways in that it imported fewer locomotives than it purchased in Canada. During 1853-1855 it was James Good's major customer, buying nine locomotives from him. In the same years it also imported seven locomotives, all from the New Jersey Locomotive and Machine Co. of Paterson, N.J. Unfortunately for Good, perhaps, the OS&H defaulted on its government bonds on January 1, 1856 and was in financial and managerial turmoil for the



A head-on view of the "Toronto" under full steam. This drawing was made in 1932 by John Loye, the founder of the CRHA.

next few years. In a government report occasioned by the default and dated July 1856, Good was shown as holding 50 shares (nominal value 5 pounds each) in the railway. It could be the case that he had been compelled to take railway paper in partial payment for his locomotives, and lost on its greatly decreased value. This could explain his own worsening financial situation at this time. But this is only speculative; what we do know is that the OS&H was not in a position to purchase more locomotives from him in 1856 and the years immediately following.



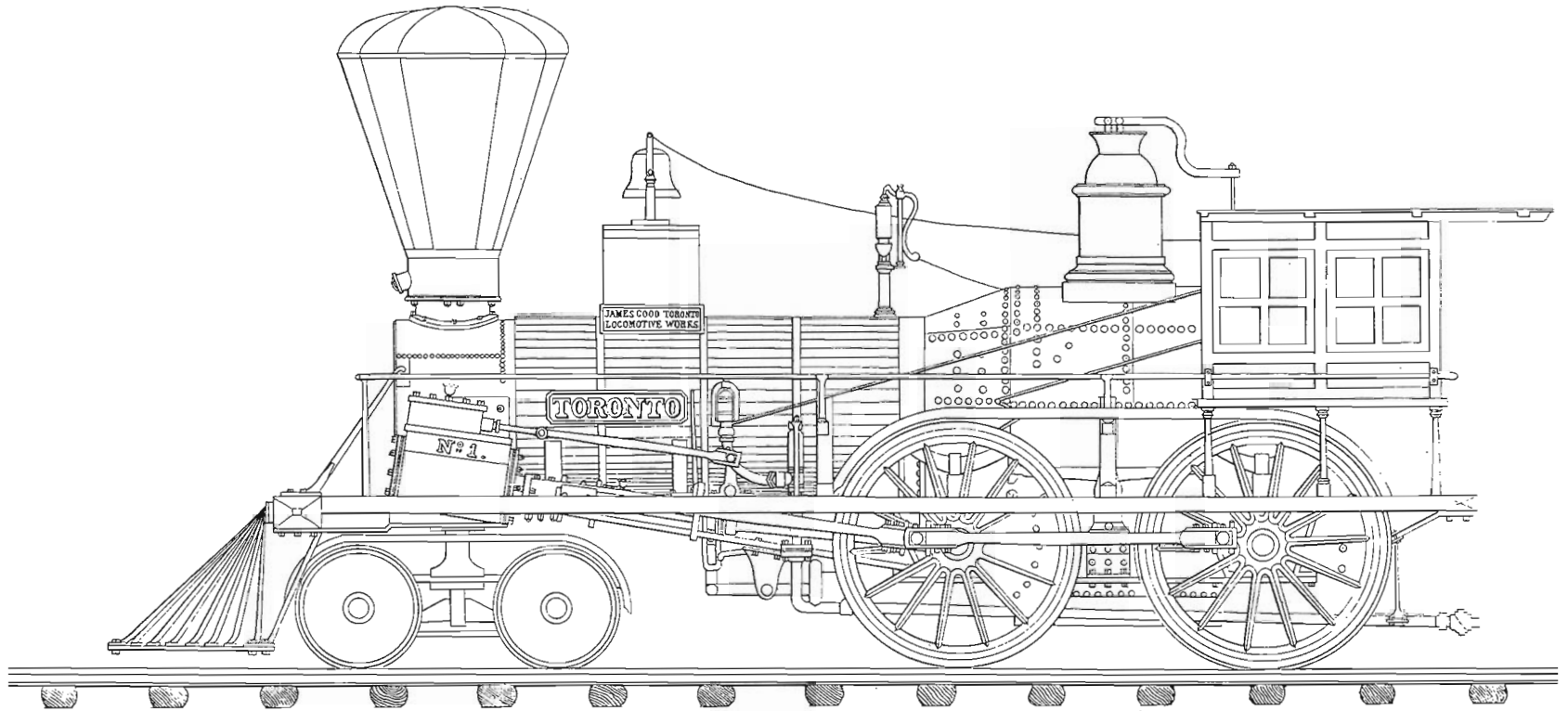
Great Western Railway No. 82, "Scotia" built in the GWR shops in Hamilton in 1861. James Good's 0-6-0's likely resembled this locomotive.

Who designed the locomotives that Good built? It seems unlikely that Good did himself, and Hamilton, the most experienced locomotive man in Toronto, was engaged in his own new business. Good's foreman, Mr. Agnew, seems to have followed American models: the *Christian Guardian* of April 6, 1853, said the "Toronto" "is chiefly after Rodger's [sic] style of engine, but modelled by the foremen to his own fancy". The "Toronto" and its sister the "Simcoe" were typical North American 4-4-0s of the period with bar frames, outside and inclined cylinders, crosshead feed pumps, and a cinder-catching smoke stack. The smoke stack of the "Toronto" figured in a suit for damages caused by fires set on June 24, 1853, and July 4, 1854; a property owner argued that a particular engine, the "Toronto", was used and that the "wire bonnet of it was coarser", the meshes larger, than on other engines, hence releasing larger sparks. Alfred Brunel, then Superintendent of the railway, proved the "Josephine," not the "Toronto", ran on the days in question; the "Toronto" at the time "undergoing alterations". The original trial resulted in a verdict for 170 pounds damages against the railway, but an appeal threw this out as against the law and the evidence and ruled for a new trial.²³ The case may indicate the date of "Toronto"'s rebuilding with 54" drive wheels;

later photographs of her show other, superficial changes, such as the addition of a sand dome.

The three 4-4-0s for the Buffalo, Brantford & Goderich (later Buffalo & Lake Huron) which followed seem to have been American-type locomotives also. But the next order from OS&H was for two very English locomotives, 0-6-0s with inside cylinders, delivered in March and June of 1854. Two more such 0-6-0s with the same dimensions were delivered the following year, in July and November 1855. These engines, like most other 0-6-0s tried as road engines in North America in the mid-nineteenth century, were not successful and the railway soon converted them to "truck engines".²⁴ The first two were little altered except for the addition of a four-wheel leading truck, thus becoming the first 4-6-0s to operate on a Canadian Railway. The second two were more extensively changed, from 0-6-0s with 54" drivers to 4-4-0s with 66" drivers. All four kept their inside cylinders, 18" diameter x 20" stroke. This excursion into English locomotive design by the OS&H seems the more peculiar in that the railway ordered no locomotives from British builders--unusual among the early Canadian railways, whose management and control were usually British and often steered orders to "home" suppliers.

OPPOSITE PAGE: "MR GOOD'S LOCOMOTIVE ENGINE TORONTO" A scale drawing of the "Toronto" as originally built. This drawing first appeared in the "Canadian Journal" in October 1853. The significance of this locomotive was appreciated at the time by the publishers of the magazine (among whom was Sandford Fleming) so they arranged for this drawing, by George A. Stewart, to be published.



Geo. A. Stewart Del.



Scale of Feet.

MR GOOD'S LOCOMOTIVE ENGINE TORONTO.

High Scobie Lith Toronto

Despite his enlargements to workshops and staff, Good was still building in rather cramped (and probably inconvenient) surroundings. Two newspaper references in 1853 seem to indicate that he could only work on two or three locomotives at a time. The *British Colonist* of April 22, 1853, reported:

He has also orders from the Brantford and Buffalo Railway company, for the construction of three locomotives, two of which he is now working at, to be completed next after the Simcoe.

The same paper noticed the completion of the "Simcoe" on June 28, 1853, and added: "We perceive that Mr. Good has two more Engines on the stocks in his manufactory".

The exact limits set by his physical plant may be difficult to ascertain now, but they existed. More serious, however, was the lack of adequate capital in the business which they in part reflected. We have already noted that in the spring of 1853 the credit reporter doubted whether Good had sufficient capital. His next half-yearly report in August 1853 estimated Good's volume of business at \$200,000 for the year, and rightly remarked that he was "doing an immense business".²⁵ The 1854 reports are just a little cautious. The Spring report reads in full:

Does an excellent business. Think will meet his engagements, but would limit his credit.

In the fall, the credit agency noted that Good "has made money this year and is perfectly good". But the next report, in May 1855, was pessimistic:

[He] has got into a more extensive business than he knows how to manage. There are any number of executions now lying in the Sheriff's hands against him, and still from the quantity of work which he has now almost ready to leave his shops, and for which he will receive the cash at once when delivered, we think he will be able to wipe off very shortly everything now standing against him, but are afraid unless he reduces his establishment, he will not be able to stand long.

In September, while acknowledging that Good "has got along better than we thought he would" the credit reporter urged great caution in dealing with him, warning that "he has been sued several times of late for sums owing".

Ironically, Good was beset by financial problems in the midst of what must have been his all-time record volume of sales. He had successfully increased his plant to permit the manufacture of railway locomotives, much larger and more complicated than any previous product he had manufactured. In 1853 he had made four of them, and in 1854 he doubled his output to eight locomotives--but apparently was worse off than before! The explanation has to lie in the shaky finances of his railway customers, rendering

them unable to pay him on time and in full, while his own notes were coming due in the hands of his creditors. Such large products, of course, represented a far more substantial outlay by him for material and parts. It was the standard practice of the time for a manufacturer like Good to obtain material on credit by giving personal notes due in three or six months or some similar time span; people making stoves or window sashes could expect to make the material into products, sell them, and have the cash to redeem the notes in that period of time. It didn't always work even for makers of ordinary consumer goods, and locomotives were a very different proposition--as all the Canadian builders discovered at some point.

After completing his early 4-4-0s for the Northern and the Buffalo, Brantford & Goderich, and his first two ill conceived 0-6-0s, Good built five 4-4-0s for two different customers. The Grand Trunk took two, built to their standard designs and delivered in September 1854. The Cobourg & Peterborough Ry. took three; delivery dates are not known for the first two, but the third, named "Alma" after the Crimean War battle, left Good's workshop on November 16, 1854--his twelfth locomotive.²⁶ The Cobourg & Peterborough purchases are a bit strange--the first two engines had inside cylinders, 16x20, and 60" drivers. The "Alma", however, had 16x20 outside cylinders and 53" drivers. The engines weighed 24, 23, and 23.5 tons respectively. The railway, which seems to have been badly built and badly managed, was very unhappy with Good's locomotives--complaining that they were let out of his workshops in an unfinished state.²⁷ More than a century later, it is hard to know how seriously to take this. It may be that Good and his men rushed these engines to completion and did a poor job on them; or the complaints might be due to the C&P management trying to divert attention of angry investors from the road's woeful financial performance.

The next five locomotives produced by Good, all for the OS&H during 1855, included three fairly standard 4-4-0s and two more of the English-style 0-6-0s. These last were rapidly converted to 4-4-0s as we have seen. Finally the works produced four more 4-4-0s, all for the Grand Trunk and delivered to that road in each year from 1856 to 1859. It is just possible that these too had been made by Good in 1855 but not paid for by the Grand Trunk until later. (The Grand Trunk was incredibly hard on its Canadian suppliers in the 1850s and early 1860s.)

Harassed by creditors, Good sold out his business in 1856, according to the April 1856 credit report, "to an American firm from Ohio", but apparently "[he] has secured nearly all his Canadian creditors by a mortgage on the property".²⁸ Perhaps the "American firm" did not last long, or had changed its mind about buying the business. For the firm, now called the Toronto Engine Works, was run by Mason, Cook & Blakeney, local businessmen,

PLANNING

Planing Machine, and Tonguing and Grooving Machine for Sale.

BOTH Machines are in good order. Terms reasonable. May be seen at King's Wharf, and full particulars learnt from Mr. EDWIN WILLOUGHBY, Boulton street, Toronto.

SMITH & MCINTOSH.

Toronto, September 17, 1856.

2003 W

STEAM ENGINES & MILL GEARING

AT THE TORONTO ENGINE WORKS.

THEIR establishments are now prepared to furnish STEAM ENGINES of all sizes, embracing the latest and best improvements, and finished to a style not excelled in Canada, at very low prices. Also, MILL GEARING for Oast and Saw Mills, of superior quality and construction, made from the largest and best stock of Patterns anywhere to be found, and all kinds of castings, either of Iron or Brass, at the lowest rates. We offer inducements to Millwrights ordering work, which are particularly interesting.

We would also call particular attention to a new kind of

LEVER JACK,

Never before introduced into Canada, which, for its various uses, has no equal; it is valuable to Engineers, Millers, Railroads Companies, and all others requiring the rapid and easy execution of heavy lifting.

We invite all wishing anything in our line, to call and see us before purchasing elsewhere, and we will give them a bargain.

MASON, COOK & BLAKENEY.

Toronto, Sept. 16, 1856.

2003-07 221 2-11

LOCOMOTIVE, STEAM ENGINE,

--AND--

FORGE WORKS,

Westworth Street, Eastern Limits of City, North of O.W.
R. R. Track, Hamilton.



MUR. D. C. GUNN

DEGS to inform the public that the above-named Works are now open for business, and that he is prepared to undertake contracts for the construction of Locomotive Engines, or any other description of Steam Engines, and Boilers; and also, that by the middle of October, his talents being prepared to make all sorts of

HEAVY FORINGS.

Such as Locomotive Engine Axles, and Crank Axles, Railway Car Axles, Mill Shafts or Cranks, and of every other description, the necessary Machinery Steam Engines being now on the premises, and the buildings preparing for them.

Having secured the assistance of W. L. Edmund, Esquire, late of Dundas and Montreal, who is a thorough, practical, and experienced Locomotive Engineer, and general Mechanic, I beg to call it a notice of any such work required in the country, and I hope to secure it by producing workmanship of the most efficient and substantial description, as well as by punctuality in the execution of any orders with which I may be favoured.

DANIEL C. GUNN.

Hamilton, August 7, 1856.

1674 W

Two interesting advertisements which appeared side-by-side in the "Globe" on September 24, 1856. On the left we see an ad for the Toronto Engine Works when it was run by Mason, Cook & Blakeney, after Mr. Good sold out. On the right is an ad for Daniel C. Gunn in Hamilton, another early locomotive builder (note that he mentions the Kinmond enterprise.).

who advertised their proprietorship in notices dated Sept. 16, 1856. The following year, the Toronto Engine Works changed hands again--this time to Brunel & Co., whose initial public advertisement is dated Oct. 19, 1857.²⁹ The Toronto tax rolls and land registry records show that Good continued to own the foundry site, however, and these firms were his tenants. Although this can only be speculation, it may be that the business depression beginning in 1857 (and which proved disastrous to the fond hopes of Canadian railway promoters and management for soaring traffic revenues and abundant capital) may have caused the new firms to fail, and thus forced Good's return to the proprietorship.

The Mason, Cook & Blakeney firm does not seem to have had any previous connection with foundries, machine shops, or the mechanical side of railways. But Brunel & Co. is a different case.

Alfred Brunel (1818-1887) was an English-born engineer who came to Canada in 1844. Engaged in various public works, he and Sandford Fleming both became assistant engineers on the Ontario, Simcoe & Huron while it was under construction. The two remained friends, but Fleming had the political skills and opportunism in addition to his engineering skills to go on to a great public career--and late in life, loan his old colleague Brunel money to help him towards his goal of retiring to his native England.³⁰ Brunel stayed with the railway and was its Superintendent from 1853 to 1856; he rather unfairly shared the blame for its fiscal difficulties and was replaced. This pushed him towards his poorly-timed entry into the business world, a stint as a Toronto alderman, and a retreat by 1862 into government service.³¹ Brunel's field was civil engineering, but with his wide experience in public works and

railways, the technical side of operating a foundry and machine shop would have been easy. The more crucial business and financial skills might have been another story.

Good returned to the ownership of his old works in the winter of 1859-60. The credit agency had been very critical of him when he left business ("He pretends not to be ably to pay anybody but that is all nonsense . . ." -April 1856) and was very far from welcoming his return:

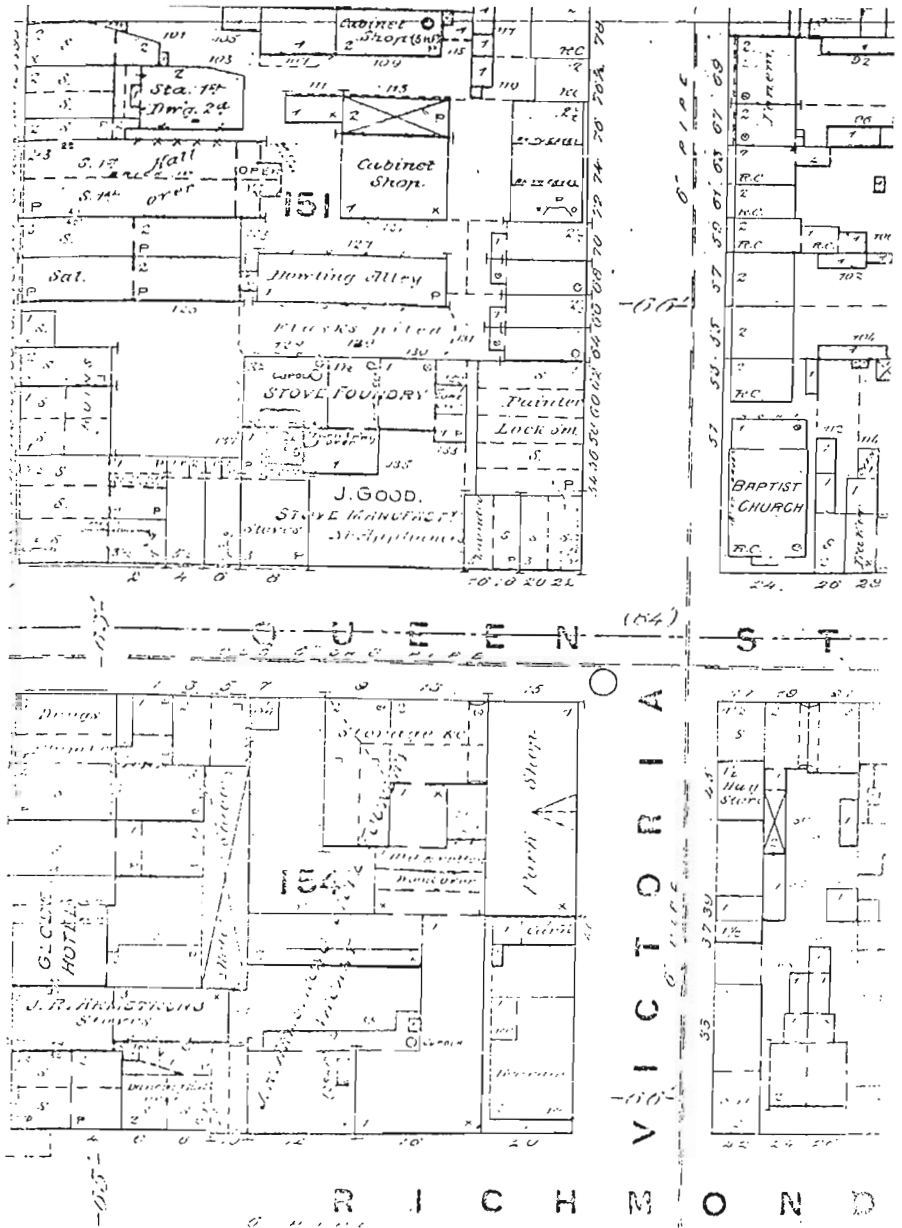
*Out of business for 4 years. About commencing again. Has the reputation of being one of the hardest cases to get money out of. Was supposed to be completely used up, and nothing could be recovered from him, he has considerable property, machinery &c. in his name . . . so arranged, that it can't be reached for former liabilities . . . [he is] not desirable [for credit, presumably].*³²

These judgements seem rather harsh towards Good, who had been caught in a squeeze between his own creditors and his major customers. Legally (if not morally!) he presumably passed his liabilities as well as his assets to the successor firms. The credit agency, which existed for the benefit of firms who supplied goods and materials on credit to men like Good, would naturally take a dim view of his escape. Not surprisingly, the agency has only four further notices of Good, in 1860, 1862, 1863, and 1872, before a final notice dated June 8, 1875, short and succinct: "Burned out".

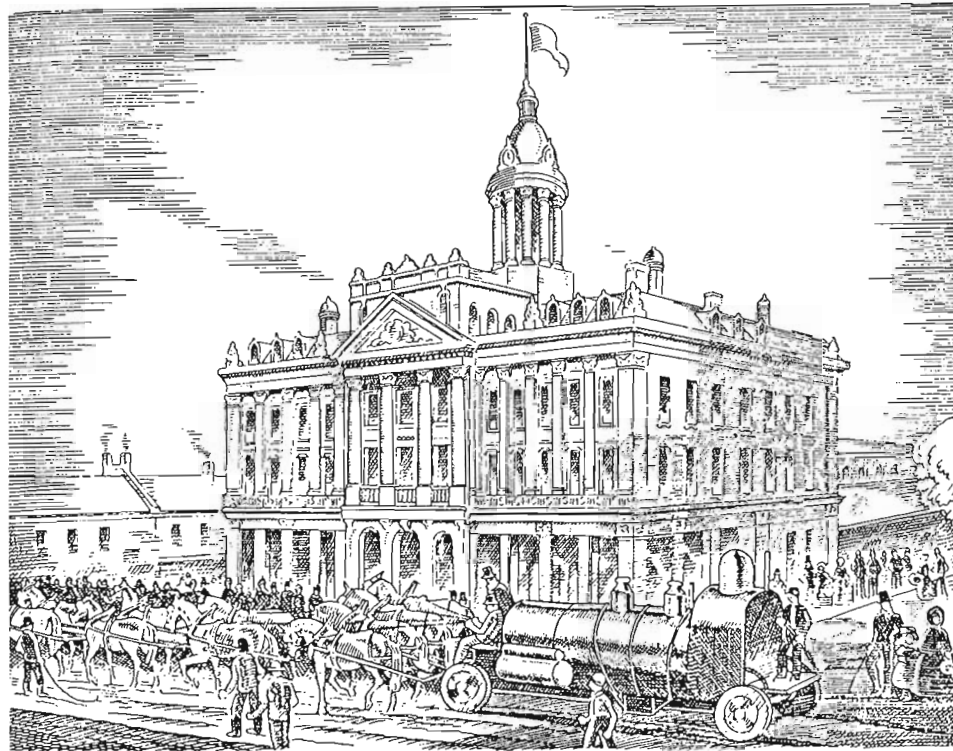
Good never again built a locomotive. But he continued to do some railway work occasionally--in the early 1880s there is a reference to his contract to supply the Northern and North Western Railway's castings for twelve months.³³ A further clue to the direction of his work can be found in two Canadian patents.³⁴ In April 1874 Good received a patent for a new design of casting for street culverts and waste water drains. This was followed in January 1878 with a patent for "Improvements in Coal Stoves" that seems to have aimed at improving the efficiency of stoves then in use. The first of these hints at contracts with the city engineering

department, the second points to direct sales to consumers. The second also confirms that his second major fire did not put him out of business for long.

DISASTROUS FIRE. A FOUNDRY WITH TWENTY STORES AND DWELLINGS DESTROYED. ESTIMATED LOSS \$150,000 ran the headings in The Mail of June 9, 1875. Once again a fire which apparently started in Good's foundry (he suggested that it may have started in the varnish shop of the adjacent carriage factory) wrought havoc in the neighbourhood--and once again he



Map showing location of Good's foundry. From Good's Atlas of Toronto, 1880.

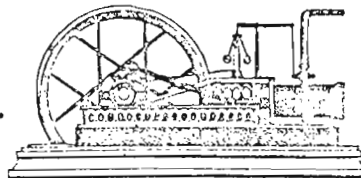


A locomotive boiler from Good's Foundry being hauled through the streets of Toronto behind a large team of horses in 1855. From a drawing in the Daily Colonist.

ESTABLISHED 1832.

GOOD'S FOUNDRY!

Nos.
6, 8 & 10,
QUEEN ST.
EAST,



TORONTO,
ONTARIO.

JAMES GOOD, PROPRIETOR,

MANUFACTURER OF

STEAM ENGINES,

AND EVERY DESCRIPTION OF

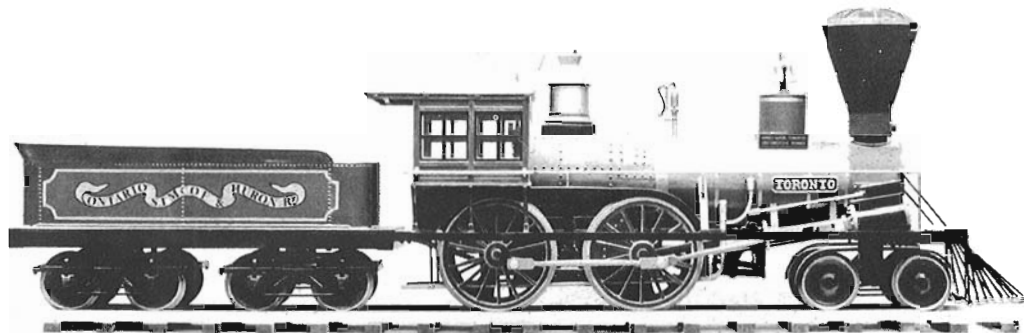
GRIST AND SAW-MILL MACHINERY,

Stoves, Hollow-Ware, Tin, Copper and Sheet Iron Ware.

ALSO, MANUFACTURER OF

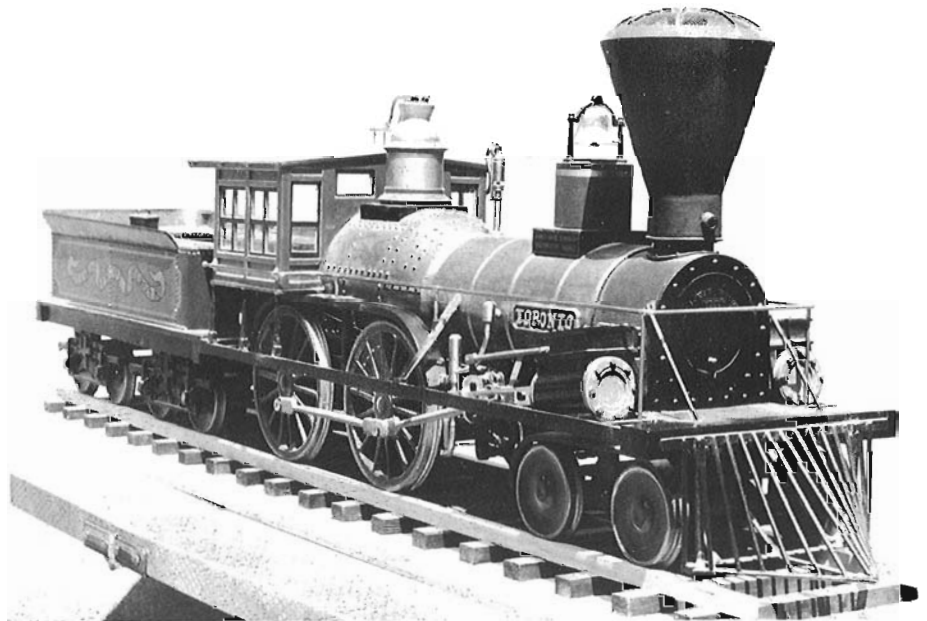
POTASH KETTLES.

An advertisement for Good's Foundry from the Toronto city directory of 1867. This was after James Good had resumed ownership.



was not insured.³⁵ Foundries were a frequent cause of fires in the nineteenth century and Good's lack of insurance protection may not be solely due to some imprudence of his part--the premiums may have been prohibitive, or perhaps no company would assume his risk. In both of his fires we notice that his buildings were frame, not brick or stone, and accounts of the 1875 fire speak of "a rickety frame structure . . . known as Good's foundry".³⁶ This might indicate some disinvestment over the 1860's and 1870s; Good may not have been making sufficient profits to keep up his plant. His first estimate of his loss, including his whole plant, stock on hand, and his lifetime accumulation of patterns, was \$80,000. The Monetary Times a few days later evaluated his loss at \$30,000.

Nevertheless, Good resumed foundry work. But the C.E. Goad company's 1880 Atlas of Toronto shows the premises as a stove foundry, Good as a stove manufacturer, and the firm occupying only the Queen street site. Like so many of his generation, he worked right up to his death--his died of what sounds like a heart attack on a Thursday morning, just as he was going to work. Although 75, Good had four unmarried daughters and a wife still to provide for and perhaps felt he could not afford the luxury of retirement (there were also two married daughters and a son; five others had died young). More likely, though, he lived for his work and couldn't think of stopping. He had a brief career in public life serving on Toronto City Council in the years 1854 and 1855, but otherwise lived very modestly, and usually very close to his business. In 1840 he lived right next door, in the 1860s he lived one



A model, built by Fred Angus in 1984, showing the "Toronto" as it may have looked new.

block away at the corner of Queen and Bond, at the time of his death he was about two-thirds of a mile away at 73 Granville St. Even his New Connection Methodist Church was within easy walking distance on Temperance Avenue. The scattered information we have on his life suggests that he always lived very frugally.

The Credit Agency's references to him indicates that he was hard on his creditors (But no worse than his debtors were to him). More seriously, a very significant court case in 1870 shows him in very bad light indeed. In *Larkin v. Good*, Thomas Larkin sued Good for fraud committed against his father's estate. The senior Larkin had been a long-time (16 years) employee in Good's foundry who died in 1856. In 1846 Good had financed Michael Larkin's purchase of a building lot for \$500, by a loan, to be repaid by withholding part of Larkin's wages until the principal and



The "Toronto" was remembered in 1983 when it appeared on a Canadian 32-cent postage stamp first issued on October 3 of that year. This view is based on the 1881 photograph (see page 77) and thus shows the locomotive as it appeared at the end of its career.

interest had been recovered in eight annual instalments. The younger Larkin enlisted in the army and left Canada. Good gained possession of the Larkin property in 1859, claiming \$800 were owing to him, and presenting a wages ledger to "prove" that the principal was unpaid because Larkin had been paid his full wages. Thomas Larkin's return to Canada led to this 1870 case in which Good's ledgers of men's wages were examined. They showed that Larkin's wages were docked for the debt. They also demonstrated that "two or three hundred men" were employed in 1854, but by January 1856 only sixteen, with no entries from that month to 1860. The Chancellor, J. Godfrey Sprague, castigated Good for "that which upon the evidence before me appears to have amounted to a legal fraud" in trying to falsify his records, and found for Larkin.³⁷ It certainly looks like an unscrupulous grab for cash by a desperate, nearly bankrupt, businessman: perhaps Good rationalized the action to himself on some such grounds as "I need the money more than he does" as he collected some rents from what should have

been Thomas Larkin's tenants. Without absolving Good, we might note that the risks and hazards of his business in that time and place drove him to such lengths in order to survive.

Good was certainly a survivor. For dogged determination it would be hard to find an equal to Good, twice burned out but never defeated. His survival in business for 49 years surely argues that he was an able businessman as well as a competent "mechanic"--a mechanic who turned his talents to the production of an immense variety of iron goods over a long working life. We remember him for his locomotive "Toronto", a bit ironic since his venture into locomotives almost finished him. I like to think of it as one of the masterpieces of skill and effort which Good and his workers were capable of making, but they only rarely found an occasion to permit such creativity. In that sense, Good and his men were the lucky ones among the Toronto founders and machinists of their time--they got the chance to show what they could do.

THE TORONTO LOCOMOTIVE WORKS: TENTATIVE PRODUCTION LIST

	LOCOMOTIVE	DATE BLT	SOURCES
1	Ont. Sim. & Hur. 2 "Toronto"	Apr 1853	K, E, p
2	Ont. Sim. & Hur. 6 "Simcoe"	Jul 1853	K, E, p2
3	Buffalo & Brantford 7 "Buffalo"	? 1853	E
4	Buffalo & Brantford 8 "Huron"	Oct 1853	K, E, p3
5	Ont. Sim. & Hur. 9 "Hercules"	Mar 1854	K, E
6	Buffalo & Brantford 9 "Welland"	? 1854	E
7	Ont. Sim. & Hur. 10 "Samson"	Jun 1854	K, E
8	Grand Trunk Ry. 34	Sep 1854	K, E
9	Grand Trunk Ry. 138	Sep 1854	K, E
10	Cobourg & Peterboro "Cobourg"	? ?	K2
11	Cobourg & Peterboro "Peterborough"	? ?	K2
12	Cobourg & Peterboro "Alma"	Nov 1854	K2, E, p4
13	Ont. Sim. & Hur. 11	Mar 1855	K, E
14	Ont. Sim. & Hur. 12	May 1855	K, E
15	Ont. Sim. & Hur. 13 "George Beatty"	Jul 1855	K, E
16	Ont. Sim. & Hur. 16 "J.C. Morrison"	Aug 1855	K, E
17	Ont. Sim. & Hur. 17 "Cumberland"	Nov 1855	K, E
18	Grand Trunk Ry. 141	Nov 1856	K, E
19	Grand Trunk Ry. 143	Jan 1857	K, E
20	Grand Trunk Ry. 142	Mar 1858	K, E
59(!)	Grand Trunk Ry. 186	Nov 1859	K, E

SOURCES: K = Keefer report on Canadian Railways for 1860; K2 = same for 1858; E = Edson's G.T. roster, Railroad History no. 147
p = Tor. British Colonist 22 Apr. 1853; p2 = same, 28 June 1853; p3 = same, 30 Sept. 1853; p4 = Tor. Globe 17 Nov. 1854.

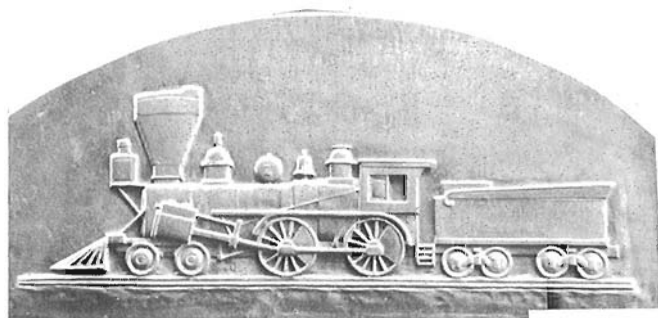
LOCOMOTIVE SPECIFICATIONS AND DISPOSITIONS

 ALL LOCOMOTIVES ARE 4-4-0 UNLESS NOTED OTHERWISE

ENGINE	CYLINDERS diam X str	DRIV. diam.	ENG. Wt. tons	REMARKS (disposition)
1. OS&H 2	16X22(out)	66"	25	By 1856, 54" driv.; by 1860, 29.75 tons eng. wt. Scrapped 1881.
2. OS&H 6	16X22(out)	66"	32.25	By 1860, 54" driv.; eng. wt is as of 31.XII.1860. Scrapped c.1878.
3. BB&G	?	?	?	Destroyed May 1854.
4. BB&G	15.5X22(out)	66"	23	Not known (?).
5. OS&H 9	18X20(in)	54"	33.25	Blt. as 0-6-0; reblt. by 31.XII.1856 as 4-6-0. Scrapped 1881.
6. BB&G 9	?	?	?	Retired 1859
7. OS&H 10	18X20(in)	54"	33.5	Blt. as 0-6-0; reblt. by 31.XII.1856 as 4-6-0. Scrapped 1881.
8. GTR 34	16X22(out)	66"	26	Dropped from roster by 1873.
9. GTR138	16X20(out)	60"	26	Dropped from roster by 1871.
10. C&P "C"	16X20(in)	60"	24 (18)	Different specs. given in Keefer's 1858 report (first figures here) and 1860 report (figures in brackets). Disp. unknown.
11. C&P "P"	16X20(in)	60"	23 (18)	Different specs. given in Keefer's 1858 report (first figures here) and 1860 report (figures in brackets). Disp. unknown.
12. C&P "A"	16X20(out)	53 (54)	23.5 (18)	Different specs. given in Keefer's 1858 report (first figures here) and 1860 report (figures in brackets). 1860 shows 16.5X20 cyls. Midland shows 16X22. To Midland Ry. of Canada, 8 "Alma"; acquired 1868. Dropped from roster by 1875.
13. OS&H 11	16X20(out).	60"	29.75	Scrapped 1881.
14. OS&H 12	17X20(in)	66"	31.5	Later (1860) listed with 60" driv. Scrapped 1881.
15. OS&H 13	18X20(in)	66"	29.25	Blt as 0-6-0 with 54" driv. reblt. by 31.XII.1856 as 4-4-0. Scrapped 1881.
16. OS&H 16	17X20(in)	66"	30.75	Scrapped 1881.
17. OS&H 17	18X20(in)	66"	29.75	Blt. as 0-6-0 with 54" driv. reblt. by 31.XII.1856 as 4-4-0. Scrapped 1881.
18. GTR 141	16X20(out)	60"	26	Dropped from roster by 1874.
19. GTR 143	16X20(out)	60"	26	Dropped from roster by 1872.
20. GTR 142	17X20(in)	66"	27	Dropped from roster by 1871.
21. GTR 186	16X20(out)	60"	26	Reblt. to standard gauge Oct. 1873; dropped from roster by 1874.

SOURCES for specifications: mostly from Report of Samuel Keefer, Esq., Inspector of Railways, for the year 1858 and for the year 1860; hence dimensions are as of 1860 except as noted. As-built dimensions of the "Toronto" from Canadian Journal, II (1853), p. 76; 1856 data from "Return . . . the financial affairs of the Ontario, Simcoe and Huron Railway co. . .", Sessional Papers, provincial parliament of Canada, 3rd Session, 5th Parliament, 1857, vol. 15, appendix 6, unpaginated.

SOURCE for dispositions: W.D. Edson with R.F. Corley, "Locomotives of the Grand Trunk Railway," Railroad History 147, Autumn 1982, pp.42-183.



The "Toronto" on a plaque at Union Station.

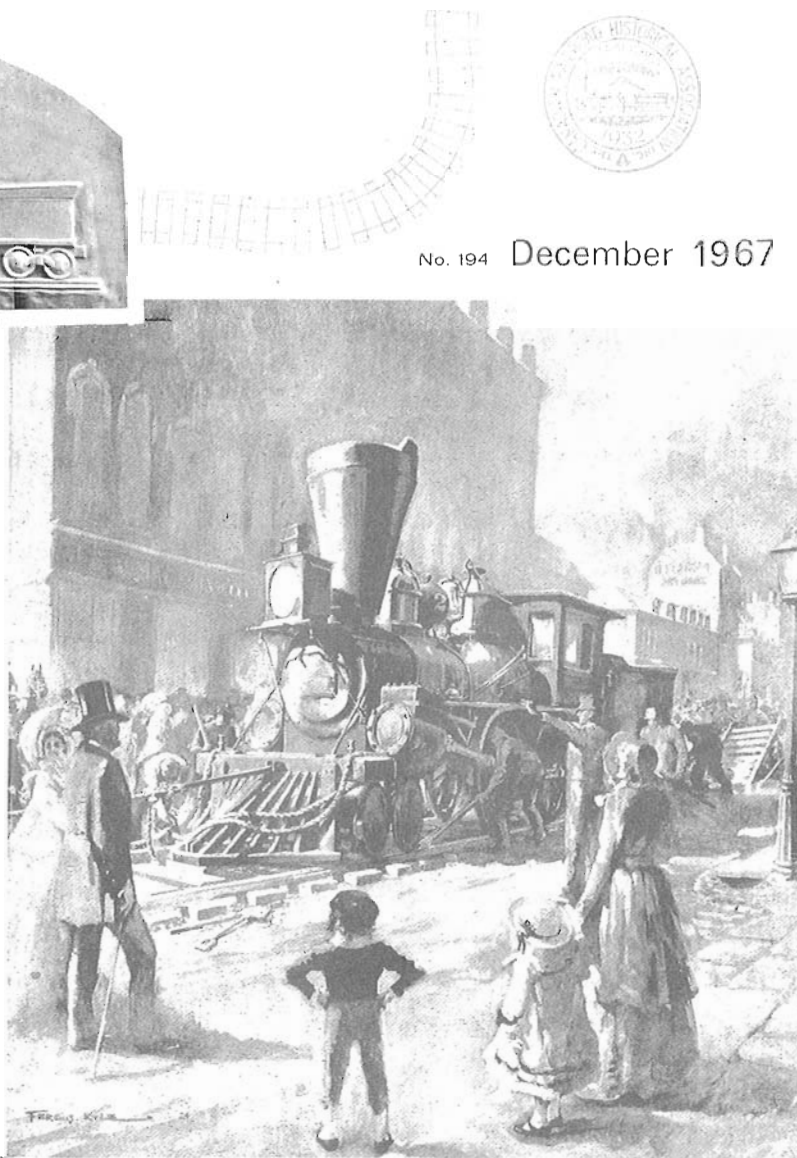
APPENDIX

MR. GOOD'S LOCOMOTIVE ENGINE "TORONTO"

"We have much pleasure in presenting our readers with a drawing of the first Locomotive Engine constructed in Canada, and, indeed, we believe, in any British colony. The "Toronto" is certainly no beauty, nor is she distinguished by any peculiarity in her construction, but she affords a very striking illustration of our progress in the mechanical arts, and of the growing wants of the country. The "Toronto" was built at the Toronto Locomotive Works, which was established by Mr. Good in Oct. 1852. The order for the "Toronto" was received in February, 1853, for the Ontario, Simcoe and Huron Railroad: the Engine was completed on the sixteenth of April, and put on the track the 26th of the same month. Her dimensions are as follow: Cylinder, 16 inches diameter; stroke, 22 in.; Driving wheel, 5 ft. 6 in. diameter; length of internal fire-box, 4 ft. 6 in.; width of do, 3 ft. 5 in.; height of do, 5 ft. 0 in; weight of engine, 25 tons; number of tubes, 150; diameter of tubes, 2 inches."

("The Canadian Journal", Vol. 2, No. 3, October, 1853)

Editor's note: The drawing mentioned above is printed on page 81.



A major disadvantage in a locomotive builder not having a rail connection is vividly shown in this artist's conception of the "Toronto" being hauled along the street on temporary rails. Although this happened in 1853, the locomotive is depicted as it appeared twenty years later.

FOOTNOTES

1. Mr. Victor Russell of the Toronto City Archives gave invaluable help and advice on this subject, for which I am deeply grateful.
2. George Graham Mainer, "James Good" in H. Pilon et al. eds. "Dictionary of Canadian Biography" Vol. XI, pp. 357-358. For biographical details see sources cited by Mainer, and also Toronto City Archives, Assessment Rolls, St. David's Ward for 1839-1843, St. James' Ward for 1868 and 1876; and Public Archives of Canada, pamphlets collection, microfiche no. 1-1813, "The City of Toronto Poll Book" (1841).
3. "The Toronto World", September 13, 1889 (p. 1). "The Daily Mail", Toronto, September 13, 1889 (p. 6) said "Mr. Good held the grand distinction of having built the first railway locomotive ever constructed in the Dominion"; this obituary was reprinted verbatim in "The Irish Canadian", Toronto, September 19, 1889 (p. 1). "The Globe", Toronto, September 12, 1889 (p. 8) also mentions that "he built the first locomotive of Canadian manufacture".
4. P.S.A. Berridge, "The Girder Bridge: after Brunel and others" (London, 1969), pp. 53-54.
5. e.g., "City of Toronto Directory for 1867-8", p. 329 and unpaginated advertisement.
6. "The Examiner", Toronto, February 19, 1840 for "JAS. GOOD & CO.". This ad ran continuously through July (at least). For "MEDCALF & CO." see the "Toronto Patriot", July 2, 1840 (p. 3). Medcalf is not listed in the 1841 "Poll Book". The 1850-1 City Directory lists a Francis H. Medcalf, "mechanist" (sic), Queen, near Yonge Street; probably the same man as the F.H. Medcalf listed in the 1867-8 City Directory as the proprietor of the Don Foundry and Machine Shop, Don Bridge, "established in 1847" (p. 329).
7. R.G. Dun & Co. credit ledger, in the Baker Library, Harvard University. Here, and elsewhere in quoting from this source, I take the liberty of writing out contractions and abbreviations, and adding punctuation, if it seems necessary for clarity. The entry for November 20, 1863 says of Good: "Doing business in the name of B. Bull -- the genuineness of whose signatures should be ascertained". Canada, vol. 27, p. 91. Bull is noticed in the 1893 edition of J. Ross Robertson's "Landmarks of Toronto", pp. 26-28. Good's marriage noted, "Christian Guardian", October 9, 1839.
8. "The British Colonist", Toronto, December 22, 1841 (quotation, p. 3). "The Examiner", Toronto, December 22, 1841 (p. 3). "Toronto Patriot", December 21, 1841 (p. 3).
9. J.K. Johnson, "James Rogers Armstrong", "Dictionary of Canadian Biography" vol. X, p. 16. Armstrong's partnership with Good, active or sleeping, may have lasted longer than suggested above. "Upper Canada Queen's Bench Reports", vol. 3, pp. 67-68 reports a case Good, Armstrong & Beatty v. Harper, tried in Hilary Term, 9 Vic. (= 1846).
10. E.g., Armstrong's ads in "The Globe", February 10, 1852 (p. 4) and October 2, 1852 (p. 3).
11. Geo. Mainer, "William Hamilton", "Dictionary of Canadian Biography" vol. X, pp. 330-331.
12. Historians of technology in the nineteenth century have stressed "man-to-man transmission of skills, on the job". David Landes, "The Unbound Prometheus" (Cambridge, 1969), p. 150; note his reference to emigrating British technicians who became entrepreneurs (p. 148) -- which would fit not only Hamilton, and perhaps Good, but many of the other Canadian locomotive builders. See also Nathan Rosenberg,

“Economic Development and the Transfer of Technology; Some Historical Perspectives”, “Technology and Culture” 11:4, October, 1970, pp. 550-575, especially pp. 553, 555.

13. The ad, dated February 1, 1852, first appears in “The British Colonist”, Toronto, February 3, 1852 (p. 3), offering steam engines, mills, machines, stoves, sugar kettles, and “castings of every description”.

14. “The Globe”, February 12, 1866 (p. 1).

15. R.G. Dun & Co. credit ledgers, Canada, Vol. 36, p. 54.

16. See “The Globe”, Toronto, May 29, 1852 (p. 3). These ads ran all summer and fall.

17. R.G. Dun & Co. credit ledgers, loc. cit.

18. “The Globe”, October 7, 1852 (p. 3).

19. See the Boulton “Atlas” of 1858 for “Toronto Engine Works” on Queen Street behind the foundry property fronting on Yonge. Goad’s “Atlas of Toronto” for 1880 shows “J. GOOD, STOVE MANUFACT’Y” and “STOVE FOUNDRY” at 8-14 Queen Street, with the former foundry site, now vacant, stretching back from a narrow frontage at 183 1/2 Yonge. The 1880 Atlas also shows J.R. Armstrong’s Stove Foundry directly across Queen Street from Good, extending right through to Richmond Street, with a finger reaching to his original store fronting at 161 Yonge Street.

20. R.G. Dun & Co. credit ledgers, loc. cit.

21. “City of Toronto Directory for 1867-8”, pp. 327-330.

22. “Return . . . the financial affairs of the Ontario, Simcoe and Huron Railway Co. . . .”, “Sessional Papers, Provincial Parliament of Canada”, 3rd Session, 5th Parliament, 1857, vol. 15, appendix 6, unpaginated. (The major shareholders were the County of Simcoe with 10,000 and the City of Toronto with 9,500. Alfred Brunel, later proprietor of Good’s works, held 65, and John Gartshore of Dundas, probably Canada’s leading machinist at the time, held 100. Cornelius Vanderbilt of New York held 400 shares).

23. “Report of Cases Decided in the Court of Queen’s Bench” Upper Canada, 11 U.C.R. 604. The “Christian Guardian” reported that Good’s first locomotive was tested on July 6, 1853 on a run from Toronto to Bradford, achieving the “highly satisfactory record of 42 miles in 1 hour and 4 minutes”. Quoted in Wm. Perkins Bull, “Spadunk or from Paganism to Davenport United” (toronto, n.d.), p. 200.

24. F. Lehmann, “The 0-6-0 Story”, “Railroad Magazine” 94:3, July 1973, pp. 22-26; and especially John H. White Jr. “A history of the American Locomotive: Its Development: 1830-1880” (New York, 1979), pp. 66, 167, 174.

25. This and the following quotations are from R.G. Dun & Co. credit ledgers, loc. cit.

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26. "The Globe", Toronto, November 17, 1854 (p. 2).
27. (Ontario Archives). "Report of the Directors of the Cobourg & Peterboro' Railway Company to the Stockholders" (Cobourg, 1856), pp. 7-8. "... extensive repairs upon the Engines, which were permitted to leave the shop of the makers in a very unfinished and improper state. The heavy grade upon the line is apt to strain a locomotive, and, where not thoroughly built and braced, they are frequently brought to the shop".
28. R.G. Dun & Co. credit ledgers, loc. cit.
29. Mason, Cook & Blakeney ad dated September 16 appeared in "The Globe" through December 1856. Brunel & Co. ad dated October 19, 1857 appeared in "The Globe" through October 1858. City of Toronto, St. James Ward, Tax Assessment rolls 1852-1861.
30. Public Archives of Canada, MG-29 B-1, Sir Sandford Fleming papers, vol. 6, folder 41: Brunel to Fleming, April 4, 1877; September 14, 1877; and January 4, 1878.
31. J.E. Hodgetts, "Alfred Brunel", "Dictionary of Canadian Biography", vol. XI, p. 120. J.G. Wilson & J. Fiske, eds., "Alfred Brunel", "Appleton's Cyclopaedia of American Biography" (New York, 1888), vol 1, p. 419B. "The Daily Globe", Toronto, January 5, 1859 records his election as Alderman for St. George's Ward, with 161 votes.
32. R.G. Dun & Co. credit ledgers, Canada vol. 36, p. 54 entry for December 20, 1859.
33. Public Archives of Canada, RG30, vol. 197, "Minutes of Executive Committee, Northern and North Western Ry., 1881-1882", entry for April 28, 1882.
34. "The Canadian Patent Office Record", vol. II, no 1 (April 1874), #3360 of April 27, 1874, p. 9; vol. VI, no. 3 (March 1878), #8365 of January 26, 1878.
35. "The Mail", Toronto, June 9, 1875 (p. 4) and June 10, 1875 (p. 1); "The Globe", Toronto, June 9 (p. 1) and June 10 (pp. 1 and 2); "The Monetary Times", Toronto, vol. 8, pp. 1394-5 (June 11, 1875). The glow from the fire was seen reflected in the night sky as far as Niagara and Whitby.
36. "The Globe", June 9, 1875 (p. 1).
37. "Grant's Chancery Reports", vol. 17 (1871), pp. 585-591. One of Larkin's witnesses, Peter Oulster, testified: "I worked sixteen years with Larkin in Good's shop. When I was working there I would apply on Saturday night for my wages. Mr. Good would say, why do you not leave part of your wages as Larkin does, in order to pay for his land, like a good, hardworking, honest man? I replied Larkin was able to do so, having cows and borders from which he received money, while I had nothing but my day's earnings to support my family on: this passed more than once".

Era Ends With Last Train To Medicine Hat

By Peter Mehrer of the Medicine Hat News

In January, 1990 the last "Canadian" passed through Medicine Hat Alberta on the CP Rail main transcontinental line. For the first time in almost 107 years the only trains passing through Medicine Hat are freights.

Medicine Hat, like many other communities in the southern prairies, was born with the arrival of the CPR. Here, from the records of the Medicine Hat News, is a brief look at what the railroad has meant to that city.

Autumn, 1882. When the weather halted construction for the season, the tracks had reached Maple Creek. But surveyors had already picked the route for next year, including the crucial river crossing site. So by spring many businessmen and land speculators planning to profit from the railway's coming, had already moved to the site of present-day Medicine Hat.

Spring, 1883. As soon as weather permitted, construction resumed and the rail line was built with ease and speed across the level prairies. By May 29 the line was at Dunmore. On June 10 1883 the first construction train pulled up to the river crossing site. When the first freight train arrived a few days later, the first mail shipment was unloaded at Mr. Tweed's store, the designated post office. The first freight shipment was a carload of lumber ordered by Mr. Finlay. A temporary timber bridge, replaced by a steel structure the following year, carried the work crews across the river to continue the line. By August 11 the tracks had reached Calgary.

November 7, 1885. As Donald Smith drove home the Last Spike at Craigellachie, to complete officially the coast-to-coast line, Medicine Hat was established as a divisional point for all track between Swift Current and Calgary. Nine locomotives, four freight four passenger and one spare, were stationed here.

May 13, 1886. Sandy Morrison arrived in Medicine Hat with two train loads of cattle. Included were 700 heifers and 34 bulls, all prime breeding stock to start many of the area ranches.

June 28, 1886. The first passenger train to travel coast to coast left Montreal. On the eve of its departure the News carried the following editorial comment: "When the CPR is fully opened for traffic there should be some demonstration by the inhabitants all along the line. Whatever advantages the running of daily trains may have for the cities of the east, it is certain that the small centres, particularly in the west, will reap great advantage. We owe our very existence here, as well as our glorious outlook to the future, to this grandest achievement of modern times". When the historic train arrived in Medicine Hat on July 2, 1886, the News remarked: "The unity of the Dominion, so ardently desired by every true Canadian, is now secured by the strong embrace of the iron bands".

May 21, 1887. John Niblock was appointed superintendent of the Medicine Hat division. He would play a key role in the development of the community.

August 13, 1887. In the past week, nine tea trains had passed through Medicine Hat, carrying more than 110 cars of tea from the port of Vancouver to markets in Ontario.

February 9, 1888. Plans were announced to establish gardens at all CPR stations in the Prairie division. Superintendent Niblock was determined to make the Medicine Hat gardens the best on the line. He had many adventures in his determination to grow apples in the gardens. He also started a small zoo where he displayed Nancy the grizzly bear to help raise funds for the hospital. Nancy was later joined by a bear cub, an antelope and various game birds.

January 5, 1889. Three passenger trains a week linked Medicine Hat with Lethbridge over the line then run by the North West Coal and Navigation Company.

March 3, 1892. During a railway strike, Superintendent Niblock took the controls of the engines himself to keep traffic moving on the line. The strike, which lasted three weeks, did not upset Niblock's schedule too much; he still found time to get married that month.

During the first decade of this century, CP undertook a program of major improvements to upgrade its transcontinental line and related facilities. The two views of the Medicine Hat stations on the facing pages are indicative of these changes effected during the Edwardian era.

The division point of Medicine Hat received a new station in 1906. The upper photograph, which was taken on a warm summer's day in 1915, shows the new station in its prime. The lower photo, taken by J.W. Heckman on July 5, 1900, shows the building which had served as a station since the 1880's. Off in the distance is the CPR bridge over the South Saskatchewan River.

Once the new structure was completed, the former station was used for a number of years to house a station restaurant.

Comparing the photograph, one is struck by the changes. The main line has been substantially improved as dirt ballast has given way to crushed stone. The arrivals and departures board has grown to an impressive length as the number of passenger trains has increased. The kerosene lamps on the walls of the old station have been replaced by more powerful and numerous electric fixtures.

Photo Credit: CP Rail Corporate Archives.



October 5, 1893. Twelve freight trains a day were scheduled through Medicine Hat.

May 12, 1898. The CPR had just taken over the Lethbridge line from the North West Coal and Navigation Company. The first through train on the line left Medicine Hat with Superintendent Niblock's private car attached. The new line was placed under the Medicine Hat division.

February 2, 1899. The first of many serious wrecks occurred in the vicinity of Medicine Hat. A freight train from Calgary was stopped, waiting to be switched into a siding in the main yard. Another train coming down the hill was unable to stop and struck the rear cars, which were still on the bridge. The engine and tender derailed and broke through the river ice, killing the engineer and fireman. Superintendent Niblock and two others, in the caboose of the stopped train, saw the impending collision and scrambled along the bridge to safety just seconds before the impact.

February 23, 1899. When the bridge was being repaired after the accident, the section nearest the south shore was swung open. The swinging section had been designed to allow large river boats to pass the bridge. But it had not been used in ten years, and many curious Hatters turned out to see it work.

June 28, 1900. Freight locomotives along the main line were being equipped with electric headlights, a big improvement for night travel.

1903 - 1906. A new roundhouse building was started, with several additions over the years. It replaced the original roundhouse which had been in the centre of the rail switching yard. The last parts of this roundhouse were removed in 1987 to make way for the new Kingsway route.

July 12, 1906. The new railway station was officially opened. It was a brick and stone building located on the east side of the tracks. An extension was added in 1911. The original station was a two-story building on the west side of the tracks, right at the foot of third street. It was converted to a restaurant for a few years after the new building opened.

July 9, 1908. Perhaps the most famous wreck took place just east of town. It became known as the "ghost train" affair. Years after the accident stories began to circulate that two trainmen, while taking a yard engine across Ross Creek just below Scholten Hill, had seen another train coming at them. Instead of an impact, the other train vanished at the last second. But on the fatal day, as the yard engine was rounding the same bend, the train coming toward it was real, the passenger train from Lethbridge. In the collision, four rail employees and seven passengers were killed.

May 5, 1911. So many pedestrians were being injured on the train bridge that a bylaw was passed, to prosecute anyone found walking on the bridge. On one occasion the bylaw was used against an intoxicated cowboy who managed to ride his horse safely across the bridge. On another occasion a runaway horse, pulling a sleigh, trotted across the bridge without any injury to horse or sleigh.

October 5, 1911. Medicine Hat got some very bad news from the CPR. For years Calgary and Medicine Hat had been strong rivals to become the major railway centre for southern Alberta. The CPR had been planning to build major repair shops somewhere in the area, and both cities did their best to get the facility. With Superintendent Niblock working for Medicine Hat, it was believed that we had the inside track. But when the announcement was made, Medicine Hat had lost the repair shops and the dream of becoming a major population centre.

June 2, 1913. A "Made in Canada" train stopped in Medicine Hat during a cross-country tour, promoting Canada's manufacturing industries.

October 15, 1914. Just a few miles west of Redcliff, a sod-turning ceremony took place to mark the beginning of a new rail line. For years the Canadian Northern Railway had planned to build a north-south line from Medicine Hat to Edmonton. An extension into the USA was even considered. Although some short stretches were actually built, the scheme eventually collapsed.

November 30, 1916. City merchants used the railroad to provide more customers for the city. Special shoppers' excursions were planned from Swift Current, Lethbridge and Lomond to bring people to town for a day of shopping and return them home the same evening. The first tour, originating in Lethbridge, was such a success that another tour was planned next day from Retlaw.

June 1, 1918. The annual meeting of the Brotherhood of Locomotive Engineers, held in Cleveland Ohio, paid tribute to a former Hatter. Pte. Peter Robertson had just been awarded the Victoria Cross. He died in the Great War, attacking a machine gun position to save the lives of his fellow soldiers. Before the war, this native Hatter had been an engineer. He was known as "Singing Pete" since he was always singing while he worked.

June 11, 1935. A "Depression Protest train" passed through Medicine Hat. Starting in Vancouver, unemployed men rode the freight trains, heading to Ottawa and a protest rally over the government's economic policies. More joined as the train headed east. At Medicine Hat a rally was held in the ball park, then, with every box car covered with men, the train continued. The protest came to a dramatic end at Regina.

September 9, 1936. More than 5000 Hatters turned out to tour a new streamlined locomotive. Engine number 3001 was a lightweight, streamlined design capable of speeds up to 130 miles per hour. Once the cross-country tour was complete, the engine, dubbed "The Chinook", was scheduled for the Calgary - Edmonton run.

May 26, 1939. The biggest attraction the railroad station ever witnessed was the visit of King George VI and Queen Elizabeth. A crowd, estimated at 20,000, surrounded the station or lined the tracks leading in and out of the city to catch a glimpse of the Royal visitors.

October 20, 1953. The first regular diesel service was announced for the main CPR line. Some diesels were already running on the Crowsnest line, but all main line traffic was pulled by steam locomotives. Plans were also announced to introduce scenic dome cars for the prairie lines in the new year.

December 14 1954. With the official opening of the First Street railway underpass, traffic movement in the downtown area was much improved. For years, motorists had complained about being forced to wait at the crossing while engines shunted back and forth.

December 17, 1956. Over the years, many Hat families were CPR families, each generation taking its turn working the rails. One such example were the Wilsons, father Thomas, sons Roy, Henry, John, Charles, Arthur, William, Herbert, Fred and grandson Stanley. When they celebrated one member's retirement 34 years ago, the ten men had recorded a combined 330 man-years of service with the CPR.

May 14, 1958. The last steam engine in regular service passed through Medicine Hat. It was engine number 2372, a 4-6-2 built by the Canadian Locomotive Company in 1940, and it was operated by engineer Herb Wilson.

April 8, 1959. Alderman Earl Smith wanted Council to obtain one of the last steam locomotives to set up as an historic display in a city park. The project never materialized, but in 1985 two diesel engines were placed on display. One of the engines was used in the movie "The Silver Streak".

July 18, 1959. A special reception greeted all trains which stopped at the station during Stampede week. Square dancers and Indians entertained the travellers while they were served a full pancake breakfast.

October 12, 1962. Another traffic bottleneck was ended with the official opening of the Allowance Avenue overpass. There were now no level crossings of the main rail line inside the city limits.

January 10, 1966. The government had just announced cancellation of the transcontinental train "The Dominion". Mayor Veiner proposed that cities from Winnipeg to Calgary combine their resources to provide the service as a private operation.

March 23, 1967. The Confederation Centennial train arrived in the city on a cross-country tour. During the four days it was here, as many as 2000 people at a time were lined up to tour the exhibit. There were six sections in the display, covering Canada's history from Prehistoric times to the present.



The train for Lethbridge about to leave Medicine Hat on April 30, 1967. Note that the "Dayliner" is hauled by a locomotive. This is because of an unseasonably heavy snow fall two days before. Photo by Fred Angus.

July 18, 1970. The most tense incident at the station was likely the unexpected visit by Governor-General Roland Michener. An anonymous caller claimed that a bomb had been placed on the train. When the train arrived in Medicine Hat, city police, RCMP and CPR security personnel whisked the distinguished passenger to safety and conducted a thorough search. No bomb was found. During the search Michener, a fitness buff, spent the time jogging around Rotary Park with a couple of Hatters.

June 1, 1971. The Canadian Transport Commission approved discontinuance of Dayliner service for Lethbridge. The run from Medicine Hat to Lethbridge and on to Calgary was the first southern Alberta casualty in the move to cut back on unprofitable passenger lines.

October 30, 1978. CPR passenger service came to an end, as the first VIA passenger train passed through the prairies. The establishment of the new crown corporation was designed ostensibly "to rejuvenate rail passenger service in Canada". But one critic, quoted in a News story that day, warned: "VIA is a step in the right direction, but unless it receives public support it could become a thinly disguised agency for phasing out Canada's passenger trains".

The official insignia of the City of Medicine Hat is divided into four sections, representing the four major economic strengths of the city. A factory, an oil derrick, sheaves of grain and a steam locomotive represent the forces which have helped shape the character of our city during its development. Now one of these forces is gone. Only time will tell how devastating the loss will be to our future.

Source: Medicine Hat News.
January 11, 1990.

Newsie On The Train

By Doug Smith
(of West Lorne, Ontario)

When Vernon was ten years old, his dad died. That left his mom, Zillah, with the twins, Ruby and Pearl, two years old, and the other six children to raise on her own. In 1928 there was no family allowance. The welfare inspector did come around to determine whether the family was eligible for assistance, but upon noticing that they owned a piano, said they would have to sell it, use the money from that to live on, and when that ran out, they would become eligible for relief. Zillah said no; they could live without relief but not without music, so all the older kids went out and got jobs right away. This was hard for the young mother to bear, especially when doting old Aunt Mariah came to stay with them. But it was good for the kids who went out and got jobs because it made them self-sufficient and independent, not to mention successful in later life.

Vernon sold newspapers on the street corners of Ottawa. In those days people used their voices in public. Newsboys would call out the name of the newspaper, recite the headline of the day, and make it interesting. Also, in those days there was competition to make life exciting; there were usually two or three newspapers in each city, with newsstands facing each other on street corners.

One day Vernon heard that the Canadian Pacific Railway was hiring boys to work selling newspapers, sandwiches, and Cokes on the trains leaving Union Station every day. He asked his mother if he could apply for the job. She was too tired to answer, so, lacking the nickel street-car fare, he walked the two miles downtown to Confederation Square, where the station was, across from the Chateau Laurier Hotel and kitty-corner from the East Block Prime Minister's office on Parliament Hill.

The train station was a living, hissing, bustling anthill where steam engine ants came and went at all hours of the day and night, pulling their trains in from all directions: from the north, coming in from the Quebec side, crossing the mighty Ottawa River, high up in the air on the Interprovincial bridge; from Montreal in the east; and from Toronto in the south.

When Vernon pulled on the shiny brass handle of the heavy hardwood and glass door, it hardly moved. Squeezing his skinny body into the high-ceilinged lobby, he looked down the wide marble steps that led to the waiting area. He heard the hollow, echoing boom of the dispatcher's voice as he announced the arrival of a passenger train. Vernon walked through the waiting area. There were sculptured oak benches to sit on, with brass lamps to read newspapers by, and high up in the vaulted ceiling hung huge brass chandeliers. Vernon found the office area. The office doors had that glass you can't see through and looks rough but feels smooth on your fingers. The door to the Personnel Office was hard

to push open too... there was a high wooden counter inside. A white-haired man said, "Can I help you, son?"

He had on a white shirt with black stripes and silver garters on his arms. On his head perched a green peak, which protected his eyes from the bare light bulb dangling from the ceiling on a twisted wire. Vernon explained his business. The clerk described the duties and available runs for "newsies", as he called them. Because of Vernon's youth, he and the old clerk decided that a short run would be better than a long one to, say, Montreal or Toronto. Thus it was decided that the boy should be employed as a newsie on the C.P.R. Maniwaki line up the Gatineau River valley by way of Wakefield, Kirk's Ferry, Low, Venosta, Kazabazua, and other exotic stations. The newsie should begin immediately by familiarizing himself with the stock room, loading platform, baggage car, and all the people who worked there.

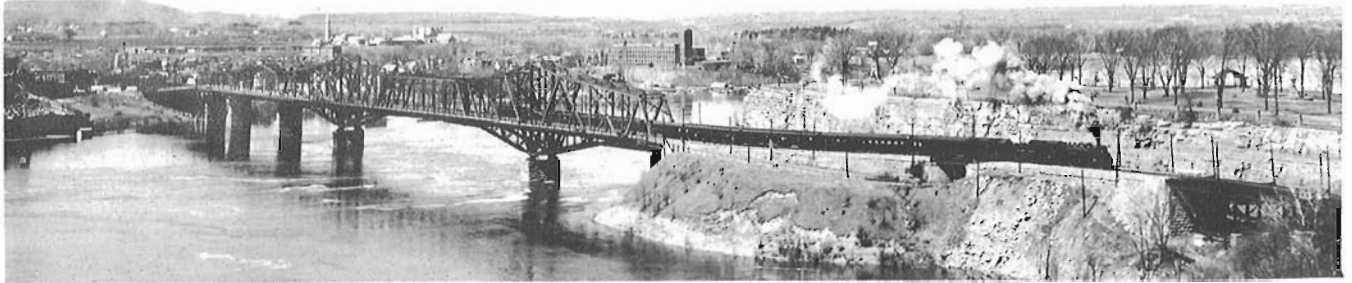
The stock room was located behind the station restaurant and it blossomed with escaped aromas of fresh coffee, hot bread and desserts. Out on the loading platform Vernon saw his first up-close sight of a living, breathing, mumbling, hissing steam locomotive. The boy was so overwhelmed by the black shiny beast that he was absolutely afraid to walk past it to go to the baggage car. A man in a black suit with yellow piping and three little gold bars on the cuff said, "Where are you going boy?" Vernon managed to mutter, "The baggage car." "Right behind the tender, son." He walked timidly by the locomotive's coal tender and came to the burgundy-coloured baggage car. Some men in blue shirts were loading canvas mail bags, newspapers, suitcases and brown paper parcels into the car. There was another boy there. He was about eleven or twelve. He had on a white jacket and a wooden basket over his arm.

"You a newsie?" he asked Vernon. "Come on up here and I'll show you what to do." Vernon climbed onto the baggage cart and jumped into the doorway of the big car.

"What's your name? Mine's Robert... you take a basket like this and put newspapers in it, Cokes... you'll sell more if they're cold, sandwiches in waxed paper, oranges, and toffee. The conductor might let you rent pillows if he's in a good mood, but you have to pick them up at the end of the line. Here, wait. Box of toffee? Just take one and don't tell anybody... they'll never miss just one box. My dad says, What they don't know don't hurt them."

Vernon took a box of toffee from the carton, but when Robert turned away he threw it back.

When the train pulls out, you take your basket, put on a white coat, and go up and down the passenger trains (he didn't call



A CPR train, hauled by locomotive 2393, crossing the Interprovincial Bridge at Ottawa on April 17, 1949. CRHA Archives, Toohey Collection 49-203.

them “coaches” or “cars”) and call out things like, “Noospapers, saaandwiches, cooooca cola, Extra! Extra! Reeced all about it. Get your noospapers. Your basket costs you three dollars and your white coat costs a dollar, but you don’t have to pay for them all at once... just pay a bit at the end of your trip.”

Just then a loud bell began to ring and Robert shouted excitedly, “You’d better get off, we’re leaving for Montreal!”

Vernon jumped down to the platform. As he walked by the engine a jet of steam shot out from the black monster and scared him so badly he jumped backwards and crashed into the body of a big man in blue coveralls and matching cap. The red-faced man laughed loudly and gently caught Vernon by the shoulders with his oily gloves.

When Vernon got home he told his two brothers about his new job, but they weren’t very interested. His mother said he could work one school day and all weekend, but he would have to keep his street-corner newspaper job as well. One of his brothers would have to cover for him there.

On Friday afternoon after school, Vernon said goodbye to his mother and walked to the station. He went to the old personnel clerk with a letter of permission to work, from his mother, and was hired on.

Vernon retraced his steps of his first visit to the stock room, loading platform and baggage car. The big engine was hissing and making strange internal noises. The baggage-handlers were loading trunks, mail, and suitcases, but the conductor was talking to the engineer and looking at his pocket watch. Passengers were checking in with a uniformed man at the gate and walking towards the coaches behind the baggage car.

Vernon climbed into the baggage car and sat on a stool.

The big bell started ringing and he heard a deep voice yell, “Boooard!” The engine hissed louder and louder, the train lurched, there was a squeal of steel as the huge wheels spun on the tracks. The train creaked out of the station into the dark tunnel under Rideau Street, past the locks of the Rideau Canal, out onto the Interprovincial Bridge, high above the glistening Ottawa River.

There was no one in the car except Vernon, and the noises of the train scared him. After a long, long time, the back door of the car opened and the conductor came in, counting tickets.

“You the newsie?” he asked. “My name’s Blackie... fill up your basket there and start your rounds. Don’t ask me too many questions ‘cause I’ve got a lot on my mind... lots of passengers today... and save me some sandwiches too.” He sat down at the desk and scratched something on paper with his pencil.

Vernon was a little scared to face the public but he had some experience selling papers on the street and making change, so he put on a white jacket, filled up his basket, and opened the door to seek his fortune. When he stepped on the platform between cars, he nearly fell. He could hardly push the door open to get into the coach. Somehow, in the lurching, noise, and flying cinders he managed to push open the door and get himself and his heavy basket inside.

“Newspapers, coca-cola, sandwiches... get your newspapers, coca-cola...,” down the aisle he went, selling his wares. A lumberjack with red and black checkered shirt and thick black beard bought four sandwiches and three cokes. This lightened Vernon’s load considerably, but when the man tipped him a quarter, he was pleasantly surprised. He went off calling out his newsie song a little louder, a little more cheery. Then a business man bought a newspaper and an orange. He tipped the boy a dime. Next, an indian man with long hair and moccasins bought two cokes and a

box of toffee and tipped a nickel, and so on, until, before long Vernon's basket was empty. He raced back to the baggage car and refilled his basket. By the time the train had wound its way along the curvy tracks that paralleled the Gatineau river and arrived at its destination, Vernon was one tired little boy; but he had enough money to pay for his white coat and half the wooden basket, and two dollars to take home to his mother,

That night he slept in a cot in the Maniwaki roundhouse that was used by firemen. The next morning he repeated his tasks on the return trip to Ottawa, and earned a little more money, although, not as much as on the up-trip.

On his arrival in Ottawa, Vernon was exhausted, so he left his basket and coat in the stockroom and contentedly took the street-car home. His mother hugged him when he came through the door, and he was proud to contribute two dollars to the family funds.

The next morning was Sunday. Vernon normally was allowed to sleep-in this day, and go to Sunday School with his brothers and sisters at ten o'clock. But today he had to go to work at his new job, although that didn't displease him.

He caught a street-car to the train station, and as he was walking in the stock room, he saw Robert go out the door to the loading platform, with his white coat and wooden basket. Vernon looked around for his own kit, but couldn't find it. He went to the Personnel Office, but the door was locked. He went to the station restaurant and asked the cook if he had seen the basket and coat, but the cook just snarled at him. Dismayed, Vernon went out to the loading platform. Sure enough, there was the big black steam engine hissing and pulsing, like a horse stamping its feet. Vernon asked the baggage handlers if they had seen his belongings, but they were not even the same workers he had seen before. A ray of hope pierced the gloom of the train area when Blackie came strolling down the platform, pocket watch in hand. "Have you seen my basket and white coat?" asked the boy. "No, but you'd better find them quick, the train leaves in ten minutes." Vernon's heart sank. He ran back to the restaurant, found the hostess, and asked if he could borrow a bus-boy's jacket and a tray. She reluctantly agreed, and off he went to the waiting train.

"Boooard!" called blackie, and the train jerked forward. Vernon nervously tried to load cokes, newspapers, and oranges onto the tray but it was impossible... they just rolled off. When blackie came in Vernon told him about the missing articles. The old conductor suggested using a mail sack. So Vernon loaded up a sack and went off to peddle his wares. People didn't seem to want to buy things that morning... whether it was because it was the sabbath or because they couldn't see his wares, or because Vernon's newsie pitch wasn't loud and cheerful... who knows?

By the time the trip was over and Vernon had counted his money, he had only cleared a dollar twenty-five profit, and he still

owed money on the missing basket. That night he laid down on the roundhouse cot feeling as low as a railroad sleeper.

The next morning he boarded the old baggage car for the return trip and he had to use the mail sack again... and again, sales were low; but he did manage to bring home one dollar for the family.

For the rest of the week he sold newspapers on the street corner, hoping to save enough money to pay for the missing basket and to buy a new kit, but his mother needed grocery money. By Friday there wasn't enough spare change left and his hopes were in vain. After school he said goodbye to his mother and walked to Union Station. He went to the Personnel Office and explained to the clerk what had happened. The old clerk said he was sorry, but there was nothing he could do, and that he'd better be on that Maniwaki train at five o'clock.

Vernon's feet felt so heavy, he could hardly walk, let alone climb into the baggage car that day. He didn't notice the scary steam locomotive this time, and he didn't notice the baggage handlers heaving their parcels into the car. He sat on the little wooden stool trying to hold back the tears. Passengers walked by the open door of the car. Vernon felt so lonely... how could he be a real newsie without a basket and a white coat?

The baggage handlers unloaded their big-wheeled cart into the car and went away. All he could hear was the hissing of the steam. Finally the bell rang, but there was no fun, no excitement in the sound. Vernon heard Blackie call "Boooard!" The train chugged slowly out of the station into the black tunnel. Everything was dark. Vernon was alone. If only his dad...

Time passed slowly; the train rocked and creaked out of the tunnel onto the bridge. Way down on the water little tugboats pushed logs in booms and rafts to unknown destinations. What would become of them?

Vernon didn't even want to be a newsie this trip, but he was afraid to tell that to Blackie. The train crossed the bridge and picked up speed. Soon Blackie would come through the door and tell Vernon to start his rounds... what was he going to do?

The door opened. Blackie came in, counting tickets, as usual. Vernon's heart thumped in his throat like the pistons of the locomotive.

"Got your basket loaded?" asked the conductor.

"No. I haven't got a basket," whispered the newsie.

"Have a look in the closet."

Vernon opened the closet, which doubled as a locker for the train staff. There on the shelf was a new wooden basket with a white jacket folded up in it, and on top of the white jacket sat a red cap with a shiny black brim. In yellow letters on the crown was written one word: NEWSIE.

MY UNCLE VERNON

My Uncle Vernon was a newsie on the train
Back in 1928 when trains were run on steam;
He rode the Maniwaki line through sunshine, rain and snow
He loved to hear the engineer when he made his whistle blow.

Chorus:

And he sang Extra, Extra, read all about it,
He sang Extra, Extra, read all about it,
On the Maniwaki line.

My Uncle Vernon had a newsie song to sing
Selling Cokes and newspapers, he felt just like a king
Through forest green, beside the lakes and over waters blue
That rolling train was pulled along by one big four-six-two.

And when that light Pacific came rolling 'round the bend,
We loved to see her shining wheels and coaches on the end
That lonesome whistle blowing sent chills along your spine,
And when she passed, we loved to hear that mighty engine whine.

I never heard my uncle take the Lord's name in vain
He always stayed right on his rails like any well-run train.
And one day when a robber stole my uncle Vernon's kit,
He bought himself another one and didn't whine a bit.

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Winding Its Way Into Our Hearts

A Brief History Of The Street Car In Toronto

Written by the Toronto Transit Commission to commemorate the opening of the Harbourfront LRT line

For those of us who grew up in Toronto, the street car was one of the props in our lives as children. For some of us, the world began to unfold by street car. For others, acquaintance with the street car came through stories heard from parents and grandparents. Today, the street car continues to capture our imagination as part of the transportation infrastructure of our city, sharing its role with buses and the subway system. However, for two-thirds of a century the street railway provided nearly the only form of public transportation for Torontonians.

1849: Horse-drawn omnibus (from the Latin "for all") supplements limited stagecoach service as local public transportation.

1861: Toronto Street Railway Company (TSR) launches new line of horse-drawn cars on tracks. This was Canada's first street car line.

1861 - 1891: Daily street railway ridership climbs from 2,000 to 55,000.

1891: TSR's franchise expires and the City Council orders the TSR to hand over the railway without first agreeing on a price. The TSR retaliates by locking out City representatives and pulling the cars from the streets. Arbitration cools tempers and TSR sells to the City for \$1.4 million. However, the city got cold feet after just a few months and granted a 30-year franchise and private ownership of the system to the Toronto Railway Company (TRC) which promised to electrify the system within three years.

1892: First electric car appears on Church Street.

1894: Last horse car runs on August 31 (on McCaul Street). Even though the conversion was not fully complete, the remaining horse cars were discontinued that day to comply with the wording of the contract which required electric-only operation from September 1.

1910: Idea of a subway is ridiculed by the press and defeated in a municipal vote.

1912: Toronto Civic Railways (TCR), a municipal undertaking of a few street car lines, commences operation serving new areas, beyond the city limits of 1891, that the TRC refuses to serve.

1915: Open-sided cars banned for safety reasons.

1914 - 1917: Ridership swells but City officials say it is the TRC's responsibility to build more tracks. The TRC disagrees and the issue goes to court; the TRC wins. The City decides never again to grant a franchise to a private group for public transportation.

1920: Torontonians vote in favour of municipally-run street railways.

1921: The Toronto Transportation Commission (TTC) is formed and takes over the system on September 1. The old era of risk-taking is ended and a different era begins. Serious and methodical David Harvey, an official from the Civic Railways, is appointed Assistant Manager of the TTC and emphasizes the value of a good

public image. Street cars are painted bright red so they will no longer "slink along apologetically or unnoticed". In the next two years, 575 new street cars replace many of the old wooden cars.

1922: TTC experiments with trolley buses, but it will be another 25 years before they are used on regular routes.

1923: TTC's \$30 million expansion program culminates in the extension of tracks and unification of nine separate networks with a single fare and transfers. TRC's outdated maintenance facilities are replaced by new TTC quarters at Bathurst and Davenport, to be known, eventually, as the D.W. Harvey shops.

1924: Harvey appointed General Manager of the TTC.

1929 - 1936: Stock market crash, and subsequent depression, leads to unemployment and a 20 per cent drop in ridership. The TTC weathers the depression, improves service and takes advantage of make-work programs; also cuts money-losing street car lines and replaces them with cheaper bus service.

1938: President's Conference Commission cars (PCC) go into regular service on St. Clair Avenue. Within two decades, 744 PCC's serve the TTC - the largest fleet in the world.

1939 - 1945: During World War II, the street car was a vital means of public transport. Annual ridership grew, reaching 303 million as automobile production dropped and tires and gasoline were rationed. Women were employed as operators, guides and in equipment maintenance.

1946: TTC's proposal for an underground street car system is supported in a public referendum; it is subsequently upgraded to a conventional subway system.

1949: Digging starts on the 4.6 mile (7.4 Km.) Yonge Street subway line from Union Station to Eglinton.

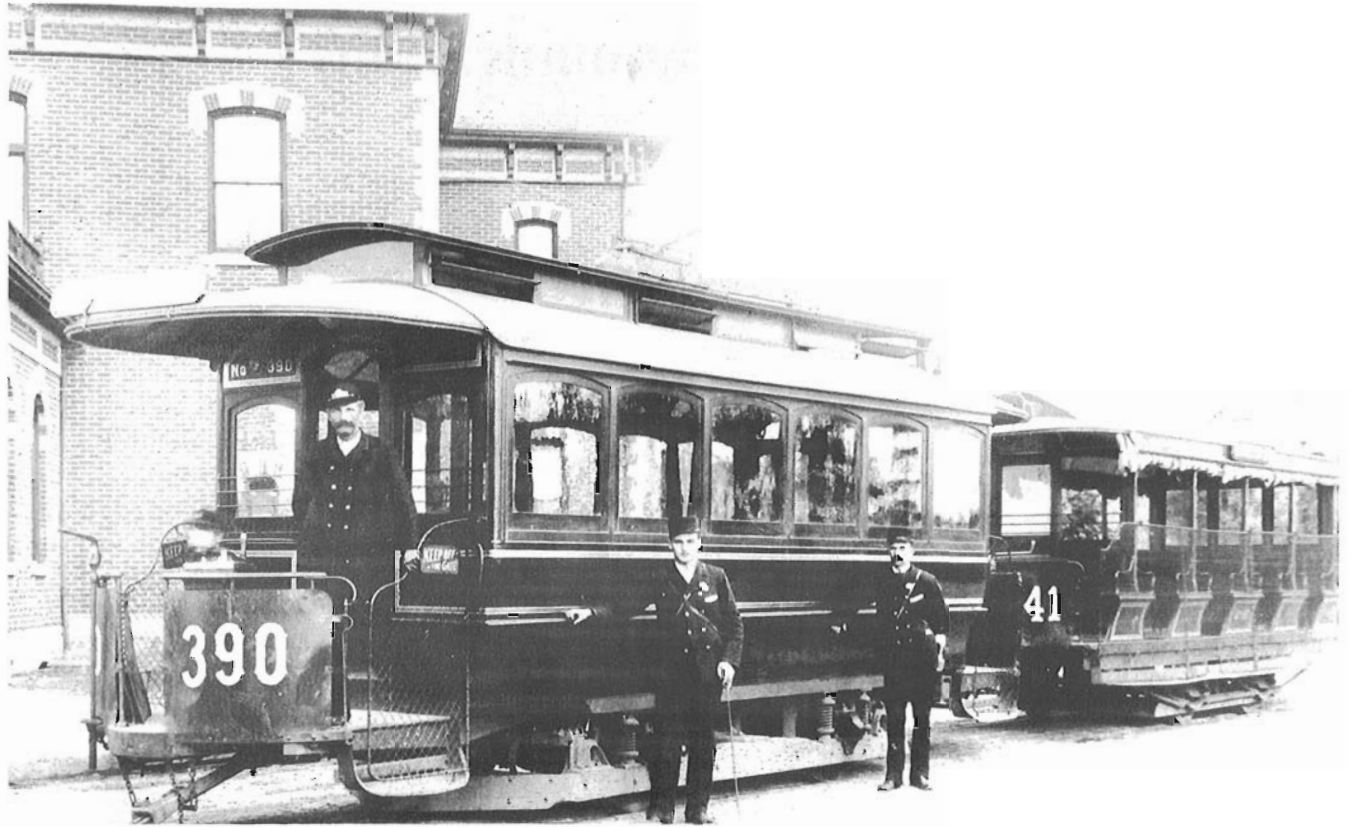
1950's: A new era began for the TTC dominated by the subway as the new backbone of the public transportation network. The opening of the subway and the aging of the street car fleet almost spelled the end of trams in Toronto.

1951: Last run of the old wooden cars from TRC days.

1952: TTC decides to defer abandonment plans, modernizes fleet and starts purchasing second-hand PCC's from the United States.

1972: Citizens protest dropping street car service so the TTC decides to retain street cars indefinitely. The TTC retained some surface routes, rebuilt some cars and introduced others. Today its street car network continues to be one of the largest and most active in North America despite the continued growth of our subway lines.

1979: TTC introduces the Canadian Light Rail Vehicle (CLRV), one of the first street cars built in North America since the early 1950's; its body configuration looks like a PCC, but it includes innovations for added comfort and efficiency.



A two-car train of the Toronto Railway Co. photographed at King and Roncesvalles in 1894. This was before the days of fenders and vestibules. Car 390 was built in the TRC shops in 1893, while trailer 241 was originally open horse car 212, built by Jones in 1888. National Archives of Canada PA-54556.

1987: Work begins on the new Harbourfront LRT starting with the tunnel under Bay Street, south of Union Station.

1988: The Articulated Light Rail Vehicle (ALRV) appears; based on the CLRV design, it bends in the middle, is longer and carries more people at a lower operational cost per passenger.

1989: Rebuilding of eight PCC's completed, with a goal of 15 by the end of 1990 and 21 in total. The rebuilt street cars are economical and nostalgically appealing.

1990: The Harbourfront Light Rail Transit (LRT) line officially opens. Commitment of funds by provincial government makes possible future expansion of TTC services. The TTC continues to uphold Toronto's long tradition of excellence in public transit as it faces new challenges and looks forward to a decade of more expansion following renewed emphasis on the importance of public transportation in Toronto. TTC examines and implements public transit that is fully accessible to disabled people; this will require low-floor street cars, and research and purchase of this new technology is now a priority.

ON THE STREET CARS

A pretty girl, a crowded car
 "Please take my seat", and there you are.
 A crowded car, a woman plain,
 She stands, and there you are again.

(From a book of jokes printed in 1912)

CRHA Communications

THE NEW FORMAT CANADIAN RAIL

This is the first issue of Canadian Rail to be produced by that new technology of the late twentieth century - computerized desktop publishing. When our publication, then known as the CRHA News Report, made its first appearance, in 1949, it was produced on a mimeograph machine, and the total circulation was much less than 100 copies. Although the first issue, October 1949, consisted of only four pages, the items were of considerable interest including the announcement of a Montreal Tramways excursion to Lachine, new diesels for the Napierville Junction, the visit of the "Train of Tomorrow" to Canada, CN's new 9000's in service out of Montreal and many additional items.

The four-page publication soon grew as the 1950's began. As the decade progressed the printing process was improved. In 1957 the first photo cover made its appearance, and the magazine began to be printed by the offset process. At the beginning of 1961 the magazine took on a new smaller format and photographs began to be used on the inside pages as well as on the cover. In July 1962 the name of the CRHA News Report was changed to Canadian Rail.

Throughout the 1960's and 1970's Canadian Rail continued to grow as it reported on historical events, both those of long ago and of more contemporary nature. In 1983 another radical change was made. The original large-size page format was restored, and publication frequency reduced to six times a year instead of monthly. Since the new format was more than twice as large as the old, the total text per year was increased. This format and frequency has continued until the present time. In June 1989, Canadian Rail appeared with a full-colour cover for the first time. While this is technically feasible, the charges involved prevent us from using colour illustrations except in very special circumstances. In this case the extra money was donated by three of the members, at no cost to the membership revenues.

The recent loss of our third-class postal permit has resulted in great financial problems for Canadian Rail. The cost of mailing a copy of the magazine has more than tripled and now stands at \$1.17 in Canada, and higher outside the country. In order to avoid an intolerably large increase in membership dues, we have been seeking ways to cut costs. It appears as if there will be great savings by doing the type-setting and layout "in house" instead of paying professionals to do it. Recent donations from the members have allowed the purchase of a computer together with the required software to enable Canadian Rail to be produced by desktop publishing.

For the last several months your editor has been learning the mysteries of WordPerfect, PageMaker and the various ins and outs of the new technology. This has been done by trial and error (with much of the latter) in between various other activities such as the recent Montreal Street Car book.

We all hope that the members will forgive the delays as we convert to the new system. Our aim is to continue to improve the quality of our publication and make the new Canadian Rail better than the old.

Fred F. Angus, Editor

June 13 1990

MONTREAL STREET CAR BOOK

The long-awaited book on Montreal street cars is available now. This magnificent work contains one hundred and sixty-five illustrations, many from the collection of Richard M. Binns, reproduced by extra-fine screen halftones for maximum clarity. Its eighty pages cover, by decade, the period from the start of the street cars in Montreal, in 1861, until the last tram was retired from service ninety-eight years later. Anyone with even a mild interest in either street cars or Montreal history should have this book. It costs only \$13.75 postpaid by mail or \$12.75 at the Canadian Railway Museum. Supplies are limited so order your copy today.

!!!! CORRECTIONS !!!!

In our last issue, under the heading of 100 years ago, we left the impression that the first CPR Lakeshore commuter train went into service in May, 1890. In fact this service had run during the summer of 1889, as can be seen from contemporary timetables (see Canadian Rail No. 372, January-February 1983). For several years the service ran only in the summer season, since it was only summer residents of the Lakeshore that commuted in those days. The announcements shown referred to the start of service for the 1890 season.

Mr. Ray Corley has pointed out a number of errors in the locomotive roster of the Asbestos & Danville Railway that appeared in the January-February issue. A corrected roster will be printed in the near future.

CANADIAN RAILWAY MUSEUM

The Canadian Railway Museum is open for the season. There is always much requiring to be done, whether restoring equipment, helping with the operation, painting, cleaning and other jobs. Simply protecting the locomotives and cars from the adverse effects of the weather is a major undertaking. We must depend on volunteers for much of the work, and we rely on our members. Remember, it is your museum, so please help as much as you can.

The Business Car

CP TO TAKE CONTROL OF D & H

Canadian Pacific's \$25 million (U.S.) bid for the Delaware and Hudson Railway company, the oldest operating railway company in North America, has been approved by a bankruptcy court in Wilmington Delaware. The purchase will give CP Rail 2735 kilometres of U.S. track that serves an area with a population as large as Canada's.

The only hurdle left for CP to clear is a formal hearing before the Interstate Commerce Commission which will review the railway's business plans. CP is planning to file an application next month and expects a ruling within 90 days. Although the ICC is an independent commission, observers say the massive political and business support for CP's bid would weigh in its favour.

In addition, CP has already reached an agreement with the United Transport Union, one of nine bargaining units that represents D&H's approximately 700 employees, and does not foresee problems with the rest.

"With D&H we can go from Canada's west coast straight to the U.S. northeast" says CP spokesman John Cox. "It brings the Pacific Rim right to New York City".

CP's bid, launched at the beginning of this year, was approved last weekend by the Wilmington bankruptcy court, on the recommendation of D&H's trustee in bankruptcy.

CP had originally bid about \$35 million, but lowered its offer to \$25 million after failing to reach an agreement with Consolidated Rail Corporation (Conrail) concerning tracks it leases to D&H. In addition, Pennsylvania is giving CP a \$5.5 million grant, and New York is giving it \$3 million to upgrade tracks in their states.

CP said it could not estimate how much it will spend in the first year of operation, but Mr. Cox said it will need to upgrade older D&H locomotives and replace leased locomotives with its own units.

D&H was placed under Chapter 11 bankruptcy in June 1988 by its parent company, Guilford Transportation Industries of North Billerica Mass. Since then, Delaware Otsego Corporation, of Cooperstown New York, has been running D&H.

The railway, founded originally as a canal company in 1823, owns 49 locomotives, 3453 cars and eight cabooses. It runs between Buffalo and Northumberland Pa., with another north-south line between Albany N.Y. and Delson near Montreal. The railway crosses into Canada at Rouses Point, the Canadian section of the line being called the Napierville Junction Railway. Delson, which is D&H's junction in Canada, was named using the first three letters of Delaware and the last three of Hudson.

D&H's revenue last year was less than \$100 million, but CP Rail executive Vice-President R.J. Ritchie feels that CP can make it profitable again. "We believe D&H can ultimately be restored to

profitability and provide a competitive balance in the rail marketplace" he said.

D&H will be CP's second U.S. railway (not counting such CP-built lines such as the International of Maine). It already owns Soo Line Corporation which operates the Soo Line railway and the former Milwaukee Road railway which runs between Chicago and Minneapolis.

In buying D&H, CP beat out a highly leveraged \$45 million offer by Wertheim Schroeder & Co. Inc. of New York. The bid included \$2.5 million from Canadian National Railways for the Napierville Junction line.

Source: Globe and Mail June 12 1990.

CN TO SPEND \$110 MILLION ON UPGRADING

Canadian National Railway Company will spend about \$110 million over the next three years to improve its equipment and railway, the government-owned corporation announced.

The railway plans to spend \$37 million to remanufacture and upgrade 45 locomotives at Point St. Charles shops in Montreal. Some preliminary work will begin in the fall, but the bulk of the work will be done in 1991. It will also spend \$750,000 to improve computer and radio services at its Montreal headquarters.

The biggest chunk of the money, \$50 million, will be spent expanding the GO Transit commuter train system between Burlington and Oakville, near Toronto. CN operates the system under contract to the Ontario government.

The railway will buy 160 fully enclosed automobile transporters for \$17 million. Almost \$1.3 million will be spent increasing overhead clearances between Moncton and Toronto to enable CN to use doublestack container cars. The railway will also spend \$2.6 million on an improved freight car maintenance, administration and billing-computer systems.

Source: Montreal Gazette June 13 1990.

PORT SURVIVAL LINKED TO RAILWAYS

The survival of Canadian ports is directly linked to the health of Canada's railways and the current outlook is not good, says John Grice, chairman of the Halifax-Dartmouth Port Development Commission.

Canadian railways are having trouble competing against their U.S. counterparts because of federal deregulation policies, high fuel taxes and depreciation rules, Mr. Grice told the House of Commons Committee.

"The cost of railroad operations in Canada is about 25 to 28 per cent higher than in the U.S. and the major portion of this is directly attributable to federal government policies" Mr. Grice said.

With lower costs and deregulation rules, U.S. railways have started to attract cargoes from Ontario and Quebec that used to move by Canadian National Railways to Halifax and CP Rail to Saint John.

"There could be a dramatic shift in the near future if Ottawa doesn't do something" Mr. Grice said. "If the competitive situation at Canadian ports isn't addressed, its going to have a negative impact on us soon".

Federal and provincial taxes mean that railways pay 55 per cent more for fuel than U.S. companies and have to write off their equipment over 15 years, twice as long as U.S. railways. Deregulation has allowed U.S. railways to strike deals with Canadian shippers so that goods move by rail in Canada only to the nearest border point where the U.S. railway takes over and collects most of the freight payment.

The successful bid by CP Rail, a unit of Canadian Pacific Ltd. of Montreal, for the Delaware and Hudson Railway Co. will allow it to move cargo to New York from Central Canada instead of shipping it through east coast ports. Mr. Grice said he is sure that his comments about Halifax apply to other major ports such as Montreal and Vancouver.

Members of Parliament expressed surprise at the amount of attention that a brief from a harbour commission paid to the problems facing Canadian railways, but Mr. Grice said that the emphasis simply recognizes reality. "Ours is a rail-oriented port and that's why we are so preoccupied by the health of the railway industry".

By Alex Binkley

Source: Globe and Mail June 13 1990.

GERMAN REUNIFICATION ON TRACK

Following the tearing down of the Berlin Wall, and the elimination of the barriers between East and West Germany, steps are being taken to reunite the two countries. At a seminar, held in West Berlin on June 18 1990, officials from east and west discussed the problems of reuniting the two railway systems which have, like the country, been split for more than forty years. The "Rail Triangle Program" calls for new, high speed, trains, both passenger and freight, between Paris, Berlin and Vienna. It was acknowledged that the rail infrastructure is crucial to both industrial revival and world peace.

Split in two soon after World War II, the German rail systems have developed on their own, and have been modified in different ways. Combining the two will be a major undertaking which will result in Europe's largest rail system. As the barriers come down new rail links will appear linking east and west, and the rail map of Europe will change for the better.

Based on an article in The New Federalist, June 29 1990.

LAST TRAIN TO TORONTO

No, it is not in Canada. Not yet. The Toronto in question is in Australia, in New South Wales to be exact, and these events show that the problems facing passenger trains in Canada also exist on the other side of the world. The line between Fassifern and Toronto, near Newcastle N.S.W., was very short, only 4 Km. in length, but the significance of the line's closure was quite pronounced. Our sister publication, The Railway Digest, published by the Australian Railway Historical Society, reported as follows.

"Train services between Fassifern and Toronto were given a noisy farewell in the early hours of Sunday March 11 as the last train to depart Toronto pulled out of the station at 00:20. A packed four-car train loaded with approximately 200 well-wishers farewelled service on the line. Two days earlier, on Friday March 9, Newcastle area guards staged a four-hour stop work to protest against the closure.

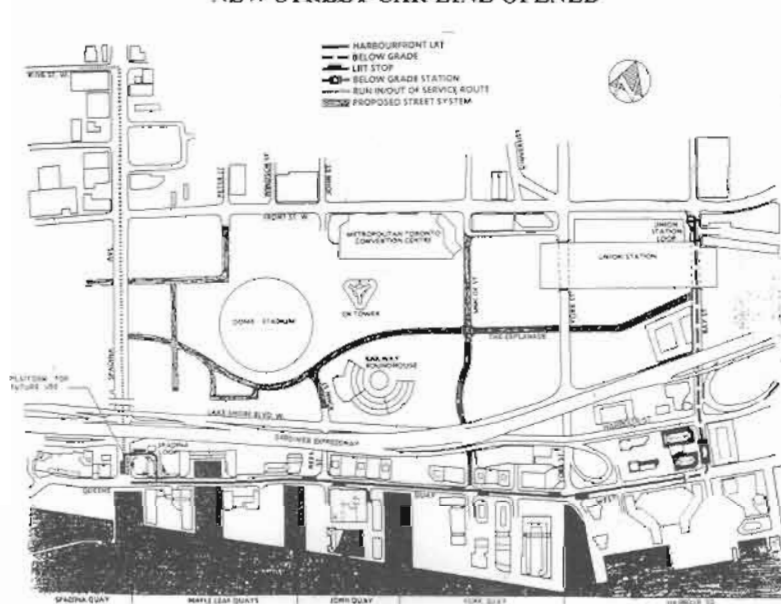
The trains have been replaced by buses operated under contract by the Toronto bus service. At this stage the buses operate between Fassifern and Toronto stopping at seven locations. However, further timetable changes to be introduced July 1 will see buses operating all the way to Newcastle serving railway stations along the way."

In justifying the withdrawal of services on the Toronto line, CityRail claimed that the train service was "grossly uneconomic". Although the future of the line and infrastructure is unclear at this stage, the Northern Line Manager, Mr. John Zantiotis, said that allegations that the rail line between Fassifern and Toronto would be lifted was "absolute rubbish".

As The Railway Digest points out, the changes in the Newcastle area are likely to be a dry run for a similar exercise in the Sydney area. The whole problem seems to be that State Rail, which operates the railway system in New South Wales, appears to be downgrading passenger service in an attempt to save money. A few months ago the Railway Digest pointed out that New South Wales was about to join the Third World in that all their overnight trains between major cities have lost their sleeping cars. At least Australia still has an overnight train between its two largest cities! Since January 15 1990 Canada does not.

Canada and Australia have much more in common than having a place named Toronto. Both countries cover a vast area, yet have a small population except in certain relatively small areas. Both seem to have governments which are luke-warm at best to the idea of the passenger train as a modern viable means of transportation. Many of their problems sound very familiar to us. Their Toronto has lost its passenger trains. Our Toronto still has many trains, both local and long-distance, although the long-distance trains have been drastically diminished. Australia has, however, recently put into service new high-speed "XPT" trains which promise fast, comfortable intercity trips, at least on day runs. Canada introduced the somewhat similar "LRC" almost a decade ago, and is presently upgrading many of its conventional passenger cars. Both countries need a better attitude among officialdom towards passenger trains.

NEW STREET CAR LINE OPENED



On Friday, June 22 1990 at 11:00 A.M. the Toronto Transit Commission officially opened its new harbourfront street car line. This is the first new street car line to be opened in Toronto for sixty years, and one of the very few to run on its own private right-of-way. A colourful parade complete with jugglers, clowns and a brass band marked the occasion.

Built at a cost of \$59.3 million, the new LRT line stretches more than two kilometres, with stops at Union Station, Queen's Quay - Ferry Docks, York, Simcoe and Rees Streets and Spadina Avenue. Queen's Quay - Ferry Docks station is due to open in the late summer, and TTC passengers will use a temporary, above-ground stop in the meantime. Six hundred metres of line run through a tunnel beginning at the Union Station loop, making this section the longest underground street car line in Toronto. The tunnel was the starting point for construction of the line on October 5, 1987.

During construction, workers encountered waterlogged earth because of the high water table in the area. To keep it from constantly caving in, the excavators had to use a mushy bentonite clay mixture or what is called "slurry". From above they dug two parallel trenches 60 cm. wide. These were filled with slurry which was displaced by concrete as construction proceeded, thus allowing the slurry to be reused.

Several interesting discoveries were made including a whale vertebra. It could have come from a whale pre-dating the ice age, or from Piper's Zoo, a museum which existed near the waterfront in the 1880's. Since this area was once the waterfront (which is how Front

Street got its name) the bone could have been thrown overboard from a ship. Parts of an old dock were also discovered, showing how the harbour has been filled in over the years. Almost a century and a half ago a recreation area had been planned for the waterfront, but the construction of railway lines took precedence. Now, 140 years later, Toronto has its waterfront recreation area.

Guests at the opening ceremony included the Toronto Regiment Band of the Royal Canadian Artillery, the same regimental band that played at the opening of the first street car line in Toronto in 1861.

Street cars on the new line run every three minutes Monday through Friday rush hours, every five minutes during off-peak daylight hours and every eight minutes in the evenings. Service will begin at 6:08 A.M. Monday through Saturday, and at 9:00 A.M. on Sunday. The line will run until 1:00 A.M. seven days a week.

The line can accommodate 5000 passengers per hour in each direction. The street cars run above ground along a track bed raised six inches above the road. This gives the trams a dedicated right-of-way separated from automobile traffic. This allows a round trip to be completed in fifteen minutes. A provision has been made for future extensions of the line up Spadina, while east and west extensions are being studied too.

A quarter century ago it seemed as if Toronto's trams were doomed. Now new lines are being built as the authorities realize the efficient, pollution-free service that is provided by street cars.

BACK COVER: Open horse car 174 of the Toronto Street Railway running on Yonge Street at the corner of Queen about 1888. At the extreme right a vertical sign reads "Stoves Furnaces Ranges &c.". This is probably James Good's factory, for he was still in business when the photo was taken. Compare this view with the one at the same place on page 90. Car 174 was built by the TSR in 1885 and, as trailer 99, survived well into the electric era.

National Archives of Canada. PA-166917.

Canadian Rail

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