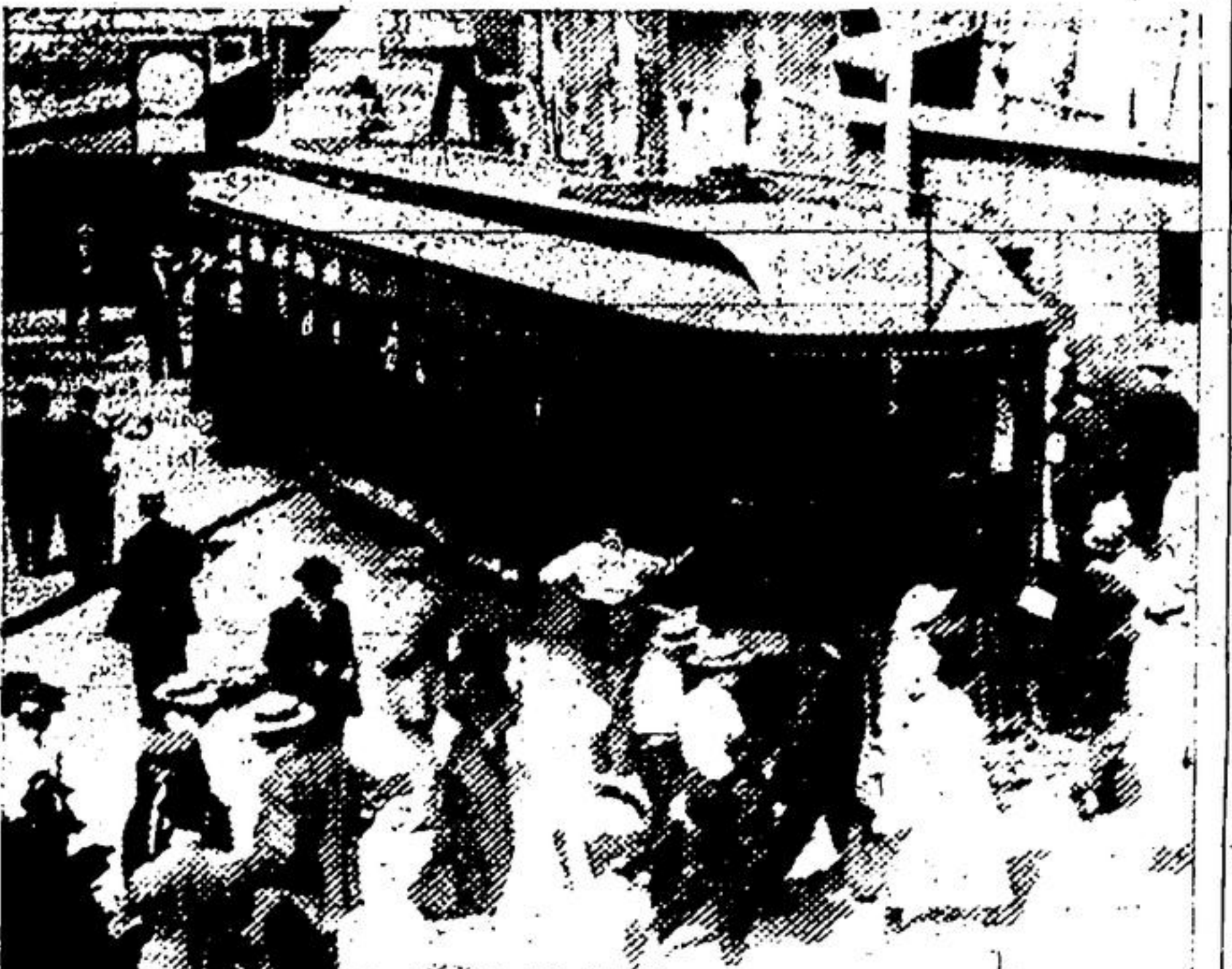


# Recreate Electric Railway Era In North Halton Outdoor Museum

Those electric railway trains which click-clacked through town from 1912 until they went the way of the dinosaurs in the early 1930's are alive and breathing in a North Halton hide-away — at least some of them. And what's more visitors are welcome to visit their retired place on Sundays, and soon may even ride on the railway antiquities.

The old Toronto Suburban Railway cars are on a mile and a half strip of track in Nassagaweya Township between the fourth line and the Guelph line.



Straw hats and parasols were the style in 1918 when these 'radial train' passengers boarded the latest mode of travel.



Familiar vehicles in Georgetown in the early decades

## RECREATE ERA

Members of the Ontario Electric Railway Historical Association have been working on a project in that area since 1953 to recreate an era when the electric railway was one of the most important instruments in urban and suburban development.

After much toil by 100 members of the Association, the project is now at the point where completion is expected in another year.

Visible is a strip of track one and a half miles long with old-fashioned street cars and trolleys running on it from a station built on the Guelph Line below 30 Sideroad. A quarter mile of the track is already completed along with a huge steel car barn which houses several old street cars.

**THREE TRANSFORMERS**  
Power will be supplied from three huge transformers and a large generating unit purchased from the old Oshawa Street Railway.

All the labour on the project has been done by the members themselves — working mostly on Sundays. Fortunately they have a number of electrical engineers who were able to install the complex generator and transformers.

Overhead wires will be installed in September on a line of poles, partially in now. When the tracks are completed and refurbishing of old cars completed, the entire system should be ready to go into operation.

**DESIRE TO PRESERVE**  
"Most of our members are from Toronto," said secretary Bill Watson, "and they come from every walk of life — clerks, engineers, some railwaymen and a sprinkling of almost all occupa-

tions." The Association is held together by a common bond — a desire to preserve the electric railway era for generations who would never have a chance to participate in it.

Impetus was given the formation of the O.E.R.H.A. in 1953 when the impending destruction of two notable examples of the streetcar-builders' art — one of them the last operable wooden trolley car in use in Toronto — was being planned. It was built in 1910. The other was a double-end four-wheeler from the dim past — the Toronto Civic Railway.

**ACQUIRE CARS**  
The O.E.R.H.A. was launched when the two old street cars were acquired. Both are now in the Nassagaweya car barns.

The Nassagaweya property was chosen as the site for the Association's 'museum' since a half mile of the former Toronto Suburban Railway ran through it. The old 'radial' line fanned out from Toronto passing through Streetsville, Georgetown, Acton, Eden Mills, and ended in Guelph.

The property which had lain derelict since 1935 was reverted to Nassagaweya Township for non-payment of taxes. The original four acres has been extended by the acquisition of an additional 12 acres of land.

**RELICS**  
Simultaneously the Association has been building up a large exhibit of streetcar relics. In the barns now are an interurban car from Montreal, part express and part coach, embellished with stained glass clerestory windows and exotic wood paneling.

From several of the electric railways in southern Ontario have come pieces of work equipment once used for maintenance.

Car restoration and building construction have kept the members of the Association busy over the past 10 years and now it looks like the project is nearing the operating stages; excitement is increasing.

"We're only here on Sundays and there's been a tremendous amount of work done in the past few years," the secretary said.

## WROTE BOOK

One of the members, John Mills, has written a book entitled "Niagara, St. Catharines and Toronto Railway" which tells the story of the electric railways in Ontario. His book describes among other things the old Toronto radial line which old residents here remember well.

"We feel we will be adding a unique tourist attraction to the township," Mr. Watson said, "when we get the line rolling."

Visitors are welcome to the site of the antique railway system on Sundays. Members are always ready to show people around and explain the dream that's beginning to shape up as a realization.

There's no charge. Treasurer Neil McCaig said any donations received go back into the unique museum.

## Appreciate Help

The Manpower Centre would appreciate a fuller response from not only the local industries requiring temporary help, but also householders and agriculture people needing additional help.

Mr. Brennan feels that one of the advantages gained from his telephone survey of local industries is that it will provide a reference list for next year of those companies requiring summer help.

## Museum Water Supply Could be Polluted

Drinking water at Halton County Museum may become polluted at any time because county council has not acted on advice to dig a well for the water supply, Halton Region Conservation Authority was told Monday.

The water trough is supplied by a spring at the Kelso Park museum site.

The water has been polluted before and declared unfit for human consumption, but recent tests indicate it is all right now.

The authority has decided to dig a well to provide the water to prevent the pollution risk.

**Resources manager Dave Murray** told the authority: "The museum board is taking water from an open pond that any animal or piece of garbage can get into and pollute."

"They should be using a well. They have known that for years."

"It's fine provided a dead skunk doesn't roll over in it," Barry Humphreys, chairman, suggested a new approach to the museum board to get a well dug.

Murray said the authority had trouble for one and a half years with polluted water at Rattlesnake Point before it was discovered "we had raccoons going in washing their hands at night."

**Murray McCaig** **Champion County Livestock Judge**  
Murray McCaig, 19 of RR 2, Norval, was named champion judge in the Halton County 4-H livestock judging competition.

The event was held at Guelph July 17 in conjunction with similar competitions for the counties of Peel, Wellington and Wentworth.

Murray gained 566 points from a possible 600 to become top all-round judge. He was also named champion dairy cattle judge.

**CNE SHIELD**  
Mary Anderson 18 of RR 3, Milton, has won the CNE shield for the best novice judge. She also had top score in the dairy evaluation class.

Top beef judge was Norman Ferguson another novice, of Georgetown.

The competition was divided into three age groups — junior 12-14; intermediate 15-16; and senior 17 to 24.

**JUNIOR DIVISION**  
In the junior division David Reid of Georgetown tied with David McKinnon for top place. Each had 522 points, but Reid took top place on overall scoring. Doug Riddell of Georgetown came third with 516 points.

Bob McGee of Norval came first in the intermediate class with 569 points; Don McClure of Georgetown was second (554); and Murray Brownbridge, third, with 550.

The senior division was won by Murray McCaig (566) and there was a tie for second between Larry Bennett of Burlington and Carol Swackhamer of Acton, who each had 561 points.

## Student Helps Manpower Centre in Summer Jobs

The Canada Manpower Centre which covers the Georgetown area has added Neil Brennan to its staff in its campaign to help students locate summer jobs.

Being a student from Brampton where the local Canada Manpower Centre is based, Mr. Brennan is able to identify with the problems of the students applying for summer jobs.

Basically, Mr. Brennan's job is to expose young people looking for summer employment and graduates looking for a permanent position to jobs.

There are always a large number of young people out searching for work, and the availability of work and the difficulty of finding a job fluctuates. The year has been more difficult than most for students relying on summer employment to help them through their school year, and the Brampton area has posted as tight a labour market as the rest of Canada.

In campaigns launched by the Canada Manpower Centre to help find summer employment there has been a ready response from students anxious for work.

During the spring many high school students filled out applications at the local high schools and many university and community college students have registered with Canada Manpower at their office.

**Response Negligible**  
However, despite the publicity campaign given by Canada Manpower through local newspapers and radios, the response from employers and companies has been negligible.

It is left largely up to Mr. Brennan, as an interested part of Manpower's campaign, to phone all the individual companies in an effort to locate work either for the duration of the summer or on an even more temporary basis for students.

In a record summer for the area, which includes Brampton, Brantford, Georgetown and Orangeville, 737 students registered with Canada Manpower, July 11, 596 were still registered which means that they are still unemployed or have not reported to the Centre that they have found work.

Although it is a worthwhile measure for students to register with Canada Manpower, the Centre is not able to do the total job in locating employment, and a great degree of the bustling is still left with the students. So far Manpower has

## Studies Taxation Report Snow Committee Member

This is a busy summer for Jim Snow, M.P.P. for Halton East, who in addition to attending to his duties in the Ontario Legislature is serving on a select committee to consider briefs pertaining to recommendations on the Smith report on taxation.

The committee has been sitting three times a week since the end of May.

"All interested parties and companies were invited to submit their views on the report," said Mr. Snow. "There were some 200 odd submissions, ranging from a single handwritten page to detailed briefs containing 100 pages or more. All those were submitted to the provincial treasurer. There are 350 odd recommendations."

"It is a most interesting assignment. Many of the briefs are very lengthy and have great depth in their submission. Hearing them takes a great deal of time. We have had briefs from municipalities, from farm organizations and companies, the Association of mayors and reeves, the Association of Ontario counties, the Halton county federation of agriculture, and the Ontario federation of agriculture."

The committee is composed of 13 members, with John White, M.P.P. for London South as chairman. It will conclude its report for submission to the cabinet on September 17.

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before you go hopping all over the place

let your fingers do the walking through the **YELLOW PAGES**

- 1958**
- Thomas J. Fitzmaurice will commence his duties in September as principal of the new Holy Cross Separate School.
  - A retired Georgetown garageman, Ray (Pop) Bowers, 63 was fatally injured in a head on collision Saturday morning on No. 63 Highway near Bobcaygeon. He died in Lindsay hospital that evening. The Bowers car and a loaded soft drink truck collided at the crest of a hill while Mr. Bowers was enroute to Bancroft where he intended to build a cottage.
  - Hundreds of people who crowded the CNR station platform Thursday afternoon were disappointed in not getting a glimpse of Princess Margaret. Enroute from Toronto to the Stratford Festival, the Royal train passed through town at 4:35, half an hour behind schedule and did not slack its pace as it steamed by the large station group.
  - Half of a wheat field owned by Donald Lindsay at the corner of the Esquering 7th Line and the CNR main line was burned in a Friday night fire set by sparks showering from an excursion train. The wheat field blaze was the largest of a series of fires which broke out along the northern side of the tracks from Main Street to the 7th Line. The wheat was being combined at the time by George Leslie and flames spread so rapidly Mr. Leslie was fortunate in saving the big machine.
- 1948**
- Miss Ellen Weedmark of Port Colborne has joined the staff of the Halton County Health Unit and will take over duties as full time health nurse for Georgetown and part of Esquering.
  - Georgetown Laundry, located in part of the Georgetown Dairy building on Main St., opened for business Monday. Operators of the new business are two English men, Gordon Knight and Sid Levoir.
  - Council on Monday granted permission to the Lions Club to erect a band shell in the park. Lions Chief J. L. Lambert appeared at the council meeting to make the offer. Mayor Gibbons said the town owed a debt of gratitude to the club for taking on a long needed project.
  - A business deal of interest was closed Monday when Harold "Hutch" Hutchinson took over ownership of Roy Magloughlen's Main Street barbershop and billiard parlour. He will continue to operate the business as a joint one with Bob Murray, who has been working with Mr. Magloughlen, in charge of the barber shop.

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