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Second Section

Sun breaks through to spotlight opening of Halton radial museum

Bleak skies cleared and shafts of sunlight came beaming down on the official opening of the nearby Halton County Radial Museum Sunday afternoon.

Hundreds of railroad buffs from all over this part of Ontario, the curious and the Sunday drivers turned out to the site of the Guelph Line in northern Nassagaweya township. There the old Rockwood CN station sits at the terminus for the unique line which bisects Lot 30 from east to west from the Third to the Fourth Line.

Instead of the usual ribbon cutting, officials of the Ontario Electric Railway Historical Association, which is responsible for preserving an historical era, decided to let an open air car—a reproduction of an 1893 model built in 1933—cut a ribbon across the track by running through it. The car performed admirably but the maiden trip experienced a slight disaster.

Loaded with officials and guests, the car derailed at the first switch in a mishap which veteran railroaders described as a "sprung frog." Human freight was unloaded, the car put back on the rails within minutes and the inaugural ceremonies were complete.

Tolled feverishly

Evidence that members of the Association had tolled feverishly to put the finishing touches on the project which began 18 years ago was everywhere. Four days of rain had virtually disrupted the schedule and it took a real effort to have the layout ready for Sunday.

"Yesterday," pointed out official John Mills, "this track and the grounds around the station were a wilderness."

Intention of the museum, says official literature, is not merely to display interesting old street cars, but to demonstrate what might be called a total railroad experience.

It is not enough to look — one must ride.

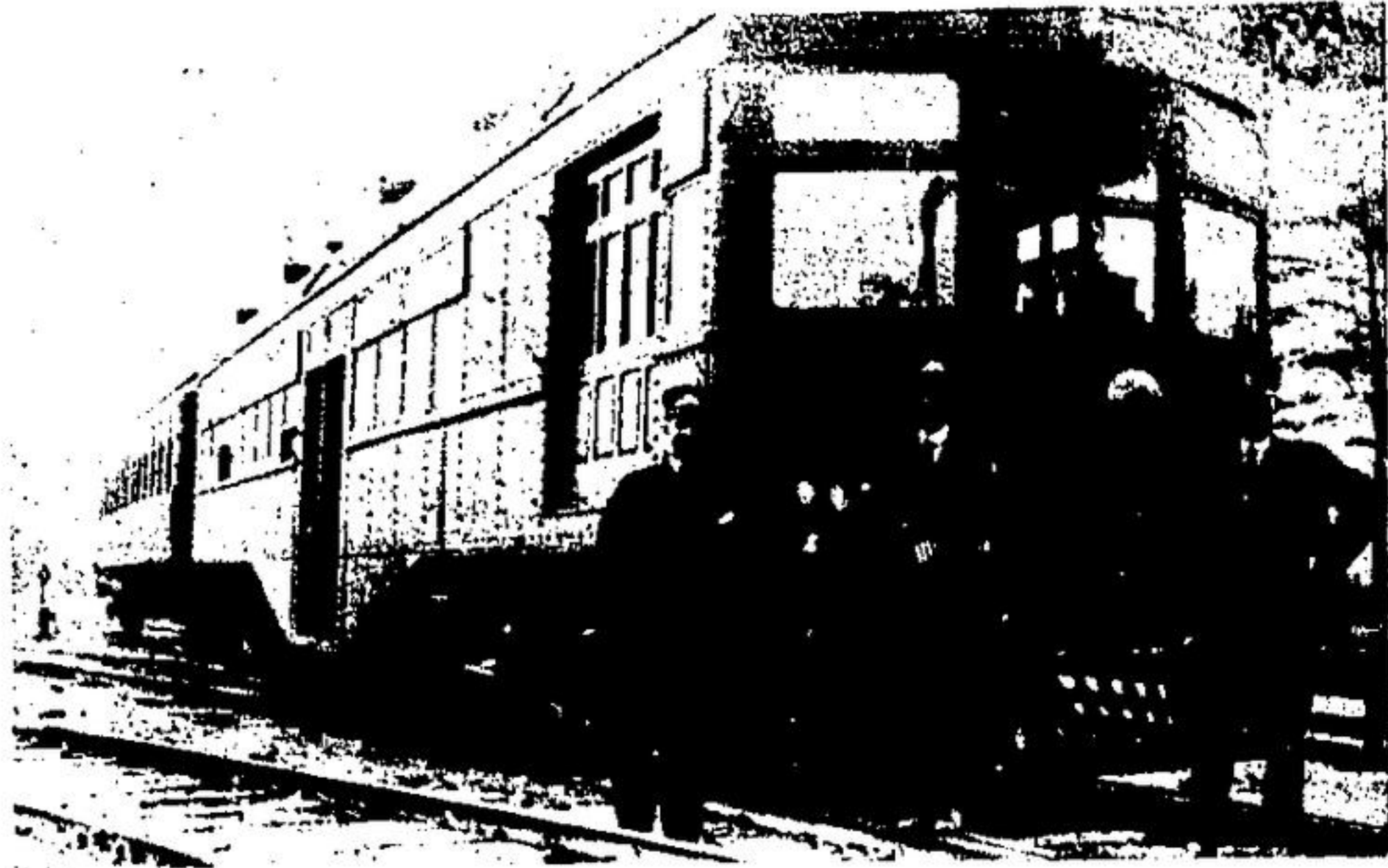
Hundreds of those at the opening took the literature at its word and took the opportunity to ride on two of the venerable radial cars provided for a look at the railroading past.



A CROWD ESTIMATED at close to 1,000 attended the official opening of the Halton County Radial Museum. The museum will be open on the weekdays and the cars available to give patrons rides through the forested strip of track that traverses

terrain between the Third and Fourth Lines. Car barns are at the Fourth Line side while the station is located on the Guelph Line (Third) side.

—H. Coles Photo



REMEMBER WHEN the Toronto Suburban Railway passed through this area? Joe Watson does. He is on the right of this picture taken when the electric cars were part of everyday life here. Born in this district he joined the Toronto Suburban when it was flourishing and then shifted to the CNR. Now

he lives in Toronto after a lifetime career of railroading, memories of which brought him back to the home district Sunday for the opening of the museum. Jim Colbourne and Jim Hamilton are the other two railroaders in the picture which Mrs. Watson loaned the Free Press.



OFFICIAL PLATFORM at the opening of the Halton County Radial Museum, Sunday, included Rud Whiting Halton M.P., Nassagaweya reeve Anne McArthur, Liberal

candidate Norm McGinness (hidden behind speaker John Mills) and representatives of the CN and TTC.

—H. Coles Photo



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TWO VETERAN RAILROADERS, Joe Watson, left, and Bill Fenton, were very interested visitors at the opening of the railway museum Sunday afternoon. Both worked on the defunct Toronto Suburban Railway when it fanned out from Toronto to Guelph.

—H. Coles Photo

stepped out at every station and then reboarded when it was time to leave.

Joe Watson left the radial and worked on the steam trains when it looked like the project was doomed by modern highways.

"The railroad made money for a couple of years but the highways hastened its end," he said.

Railroading was a way of life for Joe Watson and the high-light was when he was picked to be the conductor of the royal train which conveyed the Queen throughout the country.

Opening ceremonies were performed from the flat bed of an old 1913 working crane car and the theme preserve ran like a thread through all remarks. D. A. Johns was master of ceremonies.

15 cars

Presently the Halton County Railroad Museum has 15 cars on the rails, only three of which are inoperative. The oldest car operating was built in 1913 for the Toronto Transit Commission.

Following is a list of the cars and where they were procured:

List of cars

Car:	Built:	From	At Museum:
8	1915	London & Port Stanley Railway	1970
55	1915	Toronto Civic Railways (T.C.C.)	1954
107*	1912	Montreal & Southern Counties Railway	1956
327	1833	T.T.C. (Reproduction of 1893 car)	1968
1326*	1910	Toronto Transportation Commission	1954
2424	1921	Toronto Transit Commission	1962
2890	1923	Toronto Transit Commission	1963
4000	1938	Toronto Transit Commission	1969
45	1925	Oshawa Railway (line car)	1965
C-1	1913	Toronto Transit Com. (crane car)	1968
M-4*	1915	Grand River Railway (bonding car)	1962
M-5		Canadian Westinghouse Ltd. (Truckmobile)	1967
M-6	1934	Grand River Railway (line truck)	1963
M-7		New York Central Railroad (speeder)	1967
W-25*	1912	Toronto-Transit Commission (grinder)	1962

* Not in service



THERE WAS SOME embarrassment when the official open air car slipped off the track on its maiden run but the trouble was soon rectified and the museum officially opened.

—H. Coles Photo

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