

ENTERPRISE

DAY, APRIL 3, 1931

\$2.00 A YEAR IN ADVANCE

Trains Cancelled Toronto

To Orangerville

Commencing April 27th the C. P. R. will route their passenger trains, Toronto to Owen Sound, by Streetville. This means that Mono Road and Caledon stations will be without passenger service, although it is said that a "mixed" train will be run one way each day.

Bolton and south will be served by trains on the Sudbury Division.

Bolton
ENTERPRISE

1931

C. P. R. WOULD CLOSE CALEDON AND MONO ROAD STATIONS

The question of closing up the Canadian Pacific Railway stations at Mono Road and Caledon has been taken up by the councils with C.P.R. officials and S. Charters, M.P., with the Board of Railway Commissioners. A careful study of the whole situation was made and presented to the Board by E. P. Flintoff, General Solicitor for the railway company, which follows:

"In the operation and maintenance of that portion of the Owen Sound subdivision between Bolton and Melville, this company has been incurring heavy expense for the sole purpose of serving two small communities, Mono Road and Caledon. Our average annual earnings for both passenger and freight traffic for the last ten years amounted to \$11,001 at Caledon and \$7,329.00 at Mono Road, a total of \$18,330.00. On the other hand, in operating this section of the line this company has been put to an annual expense of \$25,400 for maintenance of track and structures, \$4,500 for station expenses and \$2,000 for taxes, or a total expenditure of \$31,900.00. The average annual expense of operating the Owen Sound trains over this line amounted to \$36,000.00. The Board will therefore see that as the total annual expenditure amounted to \$69,900.00 and the total annual receipts from Mono Road and Caledon only amounted to \$18,330.00, this company has been sustaining an annual operating loss of \$49,570.00 on that part of its line.

For many years we operated daily except Sunday four trains between Toronto and Owen Sound via Bolton and Orangeville, and four trains daily except Sunday between Toronto and Teeswater via Streetsville Junction and Orangeville. The attached statement showing passengers handled on these trains to Caledon, Mono Road, Bolton, Kleinburg, and Woodbridge from January 15th to January 31st inclusive, at a time of the year when weather conditions would necessitate the use of the railway, indicates that passenger traffic to and from these stations did not justify the maintenance of this train service. During the period mentioned, passengers handled to and from Caledon on the four Owen Sound trains averaged less than three per day and to and from Mono Road less than four per day.

Since April 26th last we have been running the Owen Sound trains via Streetsville Junction and have substituted a mixed service to take care of Caledon and Mono Road. During the month of May, with this service in effect, the total receipts at Mono Road and Caledon were as follows:

Mono Road—Received freight, \$17.02; forwarded freight, \$27.72; tickets sold at Mono Road, \$12.75; tickets sold to Mono Road, \$13.55; telegraph, \$4.12; express, \$12.71; total, \$107.77.

Caledon—Received freight, \$63.00; forwarded freight, \$16.52; tickets sold at Caledon, \$7.65; tickets sold to Caledon, \$16.55; tele-

Mono Road—Received freight, \$17.02; forwarded freight, \$27.72; tickets sold at Mono Road, \$12.75; tickets sold to Mono Road, \$13.55; telegraph, \$4.12; express, \$12.71; total, \$107.77.

Caledon—Received freight, \$63.00; forwarded freight, \$16.52; tickets sold at Caledon, \$7.65; tickets sold to Caledon, \$16.55; telegraph, \$9.15; express, \$71.07; total, \$184.54.

While the total earnings from these two stations were \$292.21 for the month, the expense of operating the train service, apart from overhead charges, was \$2,644.37, making an actual out-of-pocket operating loss for the month of \$2,352.06.

This portion of our line was built in 1869 as part of the old Toronto, Grey and Bruce Railway Company and was taken over by this company in 1881. The line was originally a narrow gauge one, but it was changed to standard gauge when it was taken over by this company. At the time the railway was built, bonuses were granted to the railway company by the townships. In view, however, of the service rendered by the railway since that time it will readily be appreciated that these bonuses have been repaid many times.

Caledon is only 3½ miles from Cataract Station and 7.16 miles from Orangeville by the provincial highway, and Mono Road is only 1.2 miles from the Canadian National Caledon East Station.

In view of the fact that passenger and freight traffic between Bolton and Toronto is adequately taken care of by our MacTier Subdivision trains, and that the inconvenience to the residents of Mono Road and Caledon would be comparatively small, our officials feel that the present necessity for economizing in every possible way in all our operations makes it imperative for us to make application to the Board for authority to close Mono Road and Caledon stations as soon as possible.

NEW C. P. R. SERVICE

Timetables have been issued for the changed service on the C.P.R., which the Banner intimated a couple of weeks ago would take effect in 1931. The new service becomes effective on Monday, April 27th. On and after that date the passenger trains on the Owen Sound line will run from Orangeville to Toronto by way of Cataract, Brampton and Stratford Junction. The northbound trains will arrive in Orangeville at 11:13 a.m. and 7:13 p.m. and will leave here at 10:23 a.m. and 12:23 p.m. The southbound trains will arrive here at 9:25 a.m. and 5:32 p.m. and will leave for Toronto at 9:45 a.m. and 5:42 p.m., reaching the Union Station at 11:30 a.m. and 7:15 p.m. The northbound trains will leave the Union Station at 8:10 a.m. and 5:10 p.m.

The Orangeville to Bolton division by way of Melville, Caledon and Mississauga will be served by a mixed train which will leave Orangeville at 9:15 a.m. on Tuesday, Thursday and Saturday and arrive in Bolton at 11:40 a.m. The northbound local will leave Bolton at 11:30 a.m. on Monday, Wednesday and Friday and arrive in Orangeville at 1:00 p.m.

The Saugeen-Walkerton division will be served by an afternoon train which will leave Walkerton at 2:50 p.m. and leave Saugeen at 8:30 p.m.

In the Elora division there will be a morning train west and an afternoon train from Elora east. The morning train will leave Cataract at 4:15 a.m. and arrive in Elora at 11:15 a.m. The afternoon train is scheduled to leave Elora at 3:15 p.m. and arrive at Cataract at 5:15 p.m. We understand this will be a mixed train and will be made up at Orangeville.

On the Orangeville to Teeswater division trains 754 and 755 are run east entirely. Train 753 will leave Orangeville daily at 10:34 a.m. and reach Teeswater at 1:15 p.m. Train 756 will leave Teeswater at 2:15 p.m. and arrive in Orangeville at 4:15 p.m., making connection at Orangeville with the Owen Sound passenger train for Toronto.

April 14

1931

Bolton

ENTERPRISE

APRIL 23, 1931.

SOME HISTORY

Of the Owen Sound Branch of the C. P. R.

After running for about sixty years on about the same route the Canadian Pacific is about to make drastic changes in the operation of passenger trains on the Owen Sound branch of the system. It was in the years 1871-72-73 that the Owen Sound division was constituted as a narrow gauge railway. It was built by a company of Toronto capitalists and wholesale merchants for the purpose of opening up a large section of the province which had not been taken care of in the construction of main lines. These gentlemen were headed by John Gordon and William McMaster and others who were engaged in wholesale business. Their object was to build a line as cheaply as possible and narrow gauge was selected as a method of meeting that end. The line was first built from Weston to Orangeville and then out on the Teeswater branch and finally constructed through to Owen Sound. In all the way the object of cheapness was prominently at the front and the selection of a route indicated this motive, for it is said that around stumps and barns was a common practice of the survey. Certainly it was the cheapest land that they could get from Orangeville north that was selected, and swamps and swill were cut through in routing of the line.

The mountain at Caledon was the greatest obstacle which confronted the engineering skill of the surveying party but the road was finally pushed through and operated with narrow gauge equipment. It was evidently not a paying venture as the rolling stock depreciated in condition and the rails, which were of iron and of light weight, played out. After ten years operation the road was put on the market and a bargain was made with the Grand Trunk, or one of its subsidiary lines, to take over the road and operate it.

It was at this juncture in the history of the line that the Canadian Pacific Railway came into existence and their lines had been constructed to Port Arthur in the west and from Montreal to Toronto in the east, leaving a missing link extending from Toronto to Port William. Algoma Mills had been selected as the place from which to connect the steamers with Port Arthur; on the strength of a promise by the Dominion Government to have the harbor at the point improved so as to admit of large steamers being used. As the line had been constructed to Algoma Mills and nothing was done to improve the harbor, it was necessary to find some other outlet. Henry Beatty, William Van Horne and William Stephens, directors of the Canadian Pacific Railway Company, were standing before a map of the lines as constructed, debating the best course to pursue when Henry Beatty exclaimed: "Why not buy the Toronto, Grey and Bruce and have the steamers leave Owen Sound instead of Algoma Mills?" After some debate, in which some opposition was shown by Mr. Stephens, it was finally decided to try to secure the line, connecting Toronto with Owen Sound. In this effort, the C.P.R. obtained a ninety-nine year lease of the line which had previously been re-railed with steel and altered to standard gauge by the subsidiary company. New rolling stock was put on by the C.P.R. and shortly afterward the boats arrived from Glasgow where they had been built and were put in operation to connect Owen Sound with Port William.

The extra facilities for transportation brought the augmentation of the service and steam boat express were added to schedule. This continued for about thirty years when the company changed their headquarters to Port McNichol, since which time the company has been running a four train passenger service a day to and from Toronto.

But a change is in contemplation which, while not affecting the schedule, deviates the line from Orangeville south. Shortly after the arrangement by which the Toronto, Grey and Bruce went into the hands of the C.P.R. the Credit Valley Railway was also taken over by the C.P.R. which gave Orangeville two lines of railway, one via Streetsville and

the other via Caledon. It is now proposed to eliminate the heavy haul up the mountain for passenger service by running the trains over the Streetsville line. This will make it necessary to provide train service for Caledon, Kleinburg, Mono Road and other stations, between Orangeville and Bolton, which will be provided for by running a mixed train between these two points. The passenger train service on the Teeswater branch will be reduced to one train a day each way and a similar change will be made on the Elora branch.

It will be remembered that during the steamboat express days heavy trains were routed over the Streetsville branch which, while a little longer, has an easier grade. The contemplated change will take place about April 26th.—O. S. Sun-Times.

April 23
1931

AGREEMENT WITH RAILWAY

CANNOT BE FOUND

About sixty years ago the Township of Albion paid a bonus of forty thousand dollars to the Toronto, Grey & Bruce Railway, afterwards taken over by the Canadian Pacific Railway. Now that the latter-named railway has decided to discontinue their passenger trains between Bolton and Orangeville, leaving Mono Road and Caledon without this service, the councils of Albion and Caledon have been looking up the agreements which were entered into at the time that the bonus was paid. In Albion it has always been understood that the railway company agreed to maintain a passenger service at the two stations in the Township, Bolton and Mono Road, but a copy of the agreement, if there ever was such an instrument, is not to be found. As far as Caledon is concerned we understand the C.P.R. Company admits that there was an agreement and that they have a copy in their possession, but know nothing of any with Albion. Although the railway company intends to put on a mixed train between Toronto and Orangeville the public served by Mono Road and Caledon will suffer considerable inconvenience. This mixed train will leave Orangeville on Tuesday, Thursday and Saturday mornings, and will make the return trip on Monday, Wednesday and Friday mornings. Perhaps the C.P.R. takes the ground that this "mixed" train will recompense the public for the loss of the passenger trains at present serving Mono Road and Caledon. Undoubtedly the auto has woefully demoralized the passenger traffic in this district and the railway company cannot be blamed if they use all reasonable means to make up for this loss of patronage.

—Bolton Enterprise.

Orangeville Sun
April 4 1931



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SIXTY YEARS AGO IN KLEINBURG

The following notes on the history of Kleinburg sixty years ago were furnished by Mr. William Mullin, "The Postmaster," who came to that village three score years ago and were read at the last meeting of the Kleinburg and Nashville Women's Institute.

The first railroad, the "Narrow Gauge," from Toronto to Owen Sound, was built through Kleinburg in 1869, and the next year the first passenger train was run. In 1881 it was widened and was known as "The Broad Gauge." The first station was built in 1870, when the track was finished. Mr. Mullin's father helped to draw the lumber, also the brick from the farm now owned by Mr. James Devina. The brick were made to build the house on the farm, which is still standing, and some brick being left over it was drawn to build a deep well at the station to furnish trains with water. The water was pumped into a high tank and a spout run from it to the engine. Wood was used as fuel, about six men being employed to buck-saw the wood, which was drawn to the station in cordwood lengths.

At the bridge, where the big tall chimney stood, was a barrel and stave factory, owned by Mr. Gough, who lived in a big white house just before going up the hill—the third one on the right side of the road. The factory employed a number of men. The wood was cut the length of the stave, hauled to the factory and made into staves and barrels, as many as 900 of the latter being turned out in a week. It was while working in this factory that Mr. Mullin had his thumb cut off. Near the factory were the house and stables belonging to Mr. Howland's property.

A man named James Roe was employed to look after the farm. An old log house stood in the flats, near the dam, and a man who lived in a named Robinson made shingles.

At the beginning of the mill road were two houses, one owned by Mr. White (Dick White's father) and the other by Mr. Connerin. By the old graveyard near the bottom of the station hill was a little shack occupied by Mr. Hughes. The house now occupied by Mr. Suhr sixty years ago was occupied by Mr. Robinson and fifty years ago by Mr. Mullin's father.

The mill, which had a grinding capacity of 200 barrels of flour a day, was built about 98 years ago by Mr. Kilien, who operated it for five years, when he sold it to Mr. Howland, in whose family it has since remained. A saw mill stood just a few rods north of the grist mill. Mr. Andrew McFall was manager for Mr. Howland and lived in a lovely big house just north of where Mr. Howland now lives. It was burned and he moved into the house now occupied by Mr. Howland. It had previously been a store. The head miller always lived in the house later occupied by Mr. Coward. Mr. Hogben lived in a house further on. He was employed in the mill and was drowned about 33 years ago last March while working at the dam at the time of an ice jam. On the property where Mr. Kerr lives were three houses. George Robinson lived in one and worked for Mr. Gough; Mr. Cobean, shoemaker, in one and Sam Armistead in the other. Miles Hamilton lived. He worked in the saw mill.

The old church was built about 1832—longer ago than any one living here can remember. An old sailor lived in what is now Mrs. Cairns' house. There was a house in between there and Dr. Robinson's. Angus Black lived in it. In the house where

Mr. Coward lives (Dr. Robinson's house) John Dalziel lived. He was Adam Dalziel's father. A gipsy family named Coen lived in Mr. Al-bright's house.

Rev. Mr. Hodgins, a minister, lived in the old parsonage, known now as the old hall or temperance hall. It was used by the English Church and also as the Methodist Sunday School room. Mrs. Pressley's house was owned by Mr. Sam Armistead, who sold it to Dr. Stephen, who in turn sold it to Mr. Busby. A Mr. Bradley lived where Joe Cairns now lives. The house that was on the lot where Mrs. Ryder lives was burned. The house was Hogben's and was moved up. Mr. Fred Harris lived in it. Next to it was a store kept by Mr. Bywater. His wife was Mr. John Train's mother. Mr. Mullin kept store there for some years. It was burned in 1894.

Where Mr. Lou Train lives was a drug store kept by Mr. Zelinsky. Next was Malc. McKenzie's butcher shop and James Livingstone kept store where Mr. Richard lives. Dr. Stephenson's office was in what is now Mr. Dan. McLean's house. Where the parsonage is a frame house stood, occupied by a dressmaker, Mrs. Fraser. Wm. Sharp had a shoemaker's shop in Gordon Bell's house. Sleigher's store was next. In the vacant space where the Institute looth is placed on "Bindertwine Night" was a blacksmith shop owned and operated by the Kennedy Brothers, Alex and Hugh. Groskurth's undertaker and furniture store where Johnston Egan's store was. Mr. Mullin had a tailor shop where Charlie Howland lives. Mr. Morden had a tailor shop in what is now the postoffice. Tommy White kept store and postoffice in what is now Hilliard Bros' store. Mr. Stump lived where Mrs. Watkins is and worked in Abel's foundry at Woodbridge. Mr. McCallum, school teacher, where Sam Ireland is now. In Muggie Orr's house the stage driver lived. He carried mail and passengers to and from Weston and villages in between. His name was John Taylor.

Where Lewis Egan lives there was a tannery conducted by James Barber. The school was in the same place, the small room being built later. A the north end of the school property Sandy MacKintosh made shingles by hand. Mr. Gould's house was a wagon-maker's shop. On the north part of Sam Ireland's property and Mr. Simpson's house was a cabinet maker's shop. On Mr. East's property stood a hotel where Mactaggar's garage is. The proprietor was Bob McKay.

Mr. Wurster's harness making shop was the same then as now on the outside. Most of the other places have been changed—some made over and some moved. Nixon Robinson kept the hotel next. John McDonough had a wagon shop in what is now Shaw's store. The old store next to Shaw's house was kept by Marshall Crenshy. Mr. Mullin lived in Mr. East's house. George Haden kept the hotel on the corner where Mrs. Bolton now lives, and a blacksmith shop was on the property of Frank Hollingshead, run by Mr. Pierce. Tom Eberington lived where Mr. Adecock's home is. The house in which Mr. Mullin now lives was a wagon shop on the Cherry property.

The main part of the village, that upon the hill, was called "Mt. Vernon" and down the hill, where the mills, store and postoffice were, was "Kliensberg," being called after Mr. Kilien; and "berg" means a hill or hilly country. The way "Kleinburg" was spelled sixty years ago was "Kliensberg," meaning Kilien's hilly country, which was a perfect name

BOLTON ENTERPRISE
April 24 1931

DUFFERINS DEFEAT FERGUS THISTLES

**Came Up From Behind to
Score a Win**

One of the most interesting intermediate lacrosse games of the season took place at Fergus on Saturday afternoon when the Dufferins of this town tackled the Thistles on their own stamping ground. There was not much to choose between the teams and they were about as evenly-matched as you could get them. The Thistles got away to a good start and when the final quarter was reached Fergus was ahead 3 to 2. Before play was in progress very long the Duffs staged a grandstand rally and evened the score. The Thistles exerted themselves to stem the tide and gave an exhibition of defence work that would be hard to beat. Time and again they blocked sure shots on their goal, but the onrushing Dufferins home was workink beautifully and, just before the last bell sounded they worked the ball past the Fergus defence and landed it in the net, thus winning the game by 4 to 3.

A TRUE DOG STORY

Many stories have been published concerning dogs, to show their devotion to mankind. This is the story of a dog who gave his life in an effort to save members of the bovine tribe from death in a blazing barn. Recently the barn and implements owned by Norman Awerbuck near Centreville, Waterloo county, were razed by fire. When it was discovered that 14 cattle were in the barn, the dog, Fido, was sent in and soon emerged with them. Likewise, he brought out eight pigs on a second trip into the barn. Then it was discovered that one calf still remained in the stable, tied and unable to escape. Fido again entered the blazing inferno, but this time he did not come out. When the ashes cooled sufficiently that the ruins could be explored, the charred body of a dog was found beside the remains of the calf.—Arthur Enterprize.

COMPLAINTS ABOUT BOND DEALS

Owing to the number of complaints registered with the provincial police regarding licensed bond salesmen, Inspector Creasy of the provincial police of this district has issued a warning to farmers to investigate carefully all proposed bond dealers before closing transactions with them. "This office has had almost a continuous stream of complaints from farmers who have parted with government bonds and

OWEN SOUND STORE VISITED BY THIEVES

**Jewelry Is Stolen, But Other Valuables
Are Not Touched**

Goods to the value of several hundred dollars were stolen from the jewelry store of Buzza Bros., some time during the night on Sunday or early Monday morning.

Until a complete check-up has been made, the exact amount of the loss is unknown, but it is known that a number of valuable watches, some rings and a handsome clock have disappeared, and there may be some other articles missing when the investigation is complete. Entrance to the store was gained by simply raising the iron grate in front of one of the store windows, and the thief easily lowering himself into the basement, from which it was easy to gain access to the main floor of the store.

No effort was made to get into the safe, in which is kept the most valuable jewelry.

An effort was also made to break into the rear of the James restaurant a night or two ago, but little success was met with in this effort.

FARMER OWNS STREAM

**Bed of River is His Undisputed Property—Has Right to Order Trespassers Off and May Post
Notice Prohibiting Trespassing**

A Toronto man who was out in the province trout fishing one day last week got into a hot argument with a farmer across whose place a fairly wide and rapid stream ran, and he asked the Star to back him up in the argument he made and publish the 'fact.' We are unable to do it. The farmer was, we believe, entirely within his rights in ordering the angler off his place. A man cannot fish on another man's place without permission. This, we thought, everybody knew. It is inherent in the private property system.

The point in dispute between the two men was as regards the stream and the bed of it. The angler entered the stream where it crossed the public highway, he waded the bed of the stream, and when the farmer ordered him off the place he refused to go, claiming that the flowing water belonged to no one person and he had the right to wade the bed of the stream as long as he did not go ashore. If, he argued, he came to a place where he could wade no further then he would have to turn back and regain the public highway without trespassing on the farmer's land. The farmer insisted that the bed of the stream was as much part of his farm as the land on both sides of it. He was quite right no doubt, and his registered deed would

C.P.R. URGES SERVICE CUT AT CALEDON AND MONO ROAD

**Declare Operation Loss \$2,352
For May—Townships Con-
tend the Granting of
Bonuses Perpetuat-
ed Service**

In spite of the appeal made by the townships of Caledon and Albion, to Ottawa, reminding the board of railway commissioners of the bonuses paid the Toronto, Grey and Bruce railway, when it was built through those townships, the C.P.R., present owners of the road, are urging strongly to the board that they be allowed to close the stations at Caledon and Mono Road.

Councils claim that the railway guaranteed to maintain a continuous service in return for the bonuses, and the C.P.R. states that the people of the townships have long run out the value of the bonuses in the service received.

The C.P.R. has placed figures before the board showing that the average annual earnings for both passenger and freight traffic for the past ten years at Caledon amounted to \$11,001, and at Mono Road, \$7,329, totalling \$18,330. The annual expenditure of operating this line was \$25,400 for maintenance of track and structures, \$4,500 for station expenses and \$2,000 for taxes, total, \$31,900. The average annual expense of operating the Owen Sound trains over this line was \$36,000, or a total annual expenditure of this section of the road of \$67,900, causing an actual operating loss of \$40,570 on that part of the line.

Four-Train Service

Four trains were operated daily except Sundays between Toronto and Owen Sound, via Orangeville and Bolton, and four trains daily except Sundays, between Toronto and Teeswater, via Streetsville Junction. Close tab kept on the receipts from this service showed a continuous loss, and on April 26, the Owen Sound trains were run via Streetsville Junction, with a mixed service taking care of Caledon and Mono Road. The total earnings during the month of May, just passed, amounted to \$292,221. The service of operating the train service during the same period, apart from overhead was \$2,664.3, an actual loss of \$2,352.06.

In further explanation of their reasons for closing these stations the C. P.R. point out that Caledon is only 3.5 miles from Cataract Station, and 7.16 miles from Orangeville on the provincial highway No. 10, while Mono Road is only 1.2 miles from the C.N. R. station at Caledon East.

JULY 23, 1931

Neill.

CREDIT FORKS STATION CLOSES

Has Been Open Nearly 60
Years — Many Enter-
prises Started

After nearly 60 years, the curtain has been rung down on railway activity here, with the Dominion Railway Board giving the C.P.R. permission to close its office.

Among the first settlers attracted to this section were a group of former Toronto residents, who came here a century ago, seeking to establish salt mining as a means of livelihood. They had pushed north, attracted because deer licks in the rock-faced hills were common, but the search was fruitless and the settlers returned home crestfallen.

After the MacKenzie rebellion another rush occurred, the optimistic newcomers flocking in in search of gold; and it is said that at least three lives were lost in a vain search for the precious metal.

Then came the Credit Valley Railroad, built under heavy difficulties, which opened a market for the quarry stone which abounded there. This product was shipped to Toronto, Sarnia, Ottawa and Hamilton, the quarry having as many as 300 men on its payroll. However, this industry dwindled following the invention of Portland Cement and artificial stone.

Spring water flowing through the hills next attracted the attention of Toronto capital, and a trade supplying the city with spring water began, but this also faded.

A shale brick concern which depended on the railway for transportation of its product, has also suffered since the depression hit the building trade, so permission was granted to close the railway office last Saturday.

SAVING THE WET WHEAT

OCTOBER 27
1931

WILL CLOSE FIVE STATIONS

C. P. R. Applies Pruning Knife At Unproductive Points

Railways, like nearly all other business enterprises, are at their wits' end to make their income balance their outgo. Executives of the railways have had to resort to drastic measures in order to make ends meet. Salaries have been reduced, men have been laid off, trains have been cancelled and stations have been closed in order to economise.

Railways Up Against It

With the general depression of the past two years and, the keen competition of buses, cars and trucks, the railways have had a hard time of it and the end is not yet in sight. Five stations in this district will have no agents after Nov. 1st. They are Cataract Junction, Caledon, Cheltenham and Meadowvale. Mono Road was closed last Saturday. The agents have gone elsewhere and their places will be taken by caretakers, probably section-men. For several years at those points the railway company has had to pay out several dollars for every one they received. It is to be regretted that the small stations have to be closed, but apparently there is no other solution of the problem.

ALTON

William Barrett, tax collector for the west half of Caledon township, has completed the delivery of bills, and reports collections a thousand dollars ahead of last year.

Alex. McElish has been appointed temporary road superintendent of Caledon township, owing to the illness of John Warnock.

The C.P.R. has made a much-needed improvement by filling the cross-line with steel. This, it is contended, should help towards making the road safe.

The men drilling for gas and oil on the Page farm, one concession east of Inglewood, have started again after being held up for over three weeks because their drill was stuck.

OCTOBER 29

1931

SUN

CALEDON AND ALBION COMPLAIN OF RAILWAY

Allege Neglect and Lack of
Service by C.P.R., at
Board Hearing

Special to The Star

Ottawa, Jan. 10.—The board of railway commissioners to-day heard an application from the townships of Albion and Caledon, protesting against alleged neglect and lack of service on the C.P.R. line between Bolton and Melville Junction.

The township application protests that caretakers are not provided for Caledon and Mono Rd. stations, and that a proper service is not being maintained along the line. F. W. Wegenast appeared for the townships and E. P. Flintoff for the railway.

Because scores of similar abandonments and reduced services are contemplated in the recommendations of the Duff commission report, the hearing aroused more than routine interest.

The line, Mr. Wegenast said, was owned by the Toronto, Grey and Bruce Railway Co., was under a year lease to the Ontario and Quebec Railway Co., and was in turn leased by them to the Canadian Pacific Railway.

An interim injunction was obtained at one stage restraining the railway company from dismantling the line, but this injunction subsequently was dissolved.

Must Accept Cordwood

The act incorporating the original Toronto, Grey and Bruce Railway passed in 1868, made no provision for continuous operation of the line. Mr. Wegenast admitted, but it was compulsory for the railway to accept cordwood for shipment at all times, at a rate no higher than 2½ cents per mile per cord.

The Canadian Pacific Railway, on taking over their lease from the Ontario and Quebec Railway, had assumed all contracts entered into respecting the operation of traffic, counsel for the affected townships maintained.

"There is a contractual obligation, I maintain, shown in the charters and bonds," Mr. Wegenast continued. "If I cannot maintain this against the Canadian Pacific Railway, then I may have to apply it to the Ontario and Quebec Railway, or even to the Toronto, Grey and Bruce Railway."

Hon. C. P. Fullerton, chairman: "Your submission is that the railway should maintain the station as a station, or else pay back the sum mentioned in the Caledon bond?" "Yes."

Mr. Wegenast: "One point I make is this: This is an integral line, and it is not for the railway company to cut out the portion between Bolton and Melville Junction and say 'We can run our line so as to avoid this portion. We have money enough to run other sections of our railway.'

Only a Portion Cut Out

Mr. Fullerton: "What section of the railway act authorizes the board of railway commissioners to restrain a railway company from doing what is proposed here, the abandonment of a section or branch of a line which has ceased to pay its way?"

Mr. Wegenast: "If the railway were to propose the abandonment of the whole line, from Toronto to Owen Sound, say, then perhaps I could not make any objection, but I submit that to cut out a portion here or there is another matter. If a railway were compelled to drop its whole undertaking because of inability to operate the line, then there would be no point in the railway board ordering that service should be restored."

The railway company was using two miles of the track east of Bolton for storing cars, and, therefore in a technical sense the had not abandoned the branch. Mr. Wegenast urged.

Counsel for the townships said he was not concerned with the failure of the two stations affected to pay their way. It made no difference to his case, he declared. The onus should not be placed on any individual station to prove that it was profitable. The line was bonused, he urged, as a complete line from Toronto to Owen Sound.

Loss of \$49,570 a Year

The cost of operating the 19-1 miles from Bolton to Melville Junction was substantially increased because of the existence of Caledon mountain, which required a stiff grade and some sharp curves to overcome, declared E. P. Flintoff, counsel for the C.P.R. The alternative line from Streetsville to Melville had no such obstacles. The same class of engine could pull nine passenger cars over the Streetsville line as compared with six on the Bolton line, and 740 tons of freight as compared with 430 tons on the abandoned line.

Whereas average receipts were only \$18,330 from the two stations, expenditures totalled \$67,900, a net loss of \$49,570 a year for that section of the line, Mr. Flintoff said.

Following a reduction of the four trains a day service, an experiment was made with a mixed train. Receipts for last May from the two stations were only \$292.37, whereas the cost, without fixed charges, was \$3,644.37, making an out-of-pocket cost of \$2,352.

Convenient to Other Lines

Mr. Flintoff quoted distances from Mono Road and Caledon to nearby railway points in an effort to show that residents of that district were conveniently located, even after abandonment, to other railway services.

Counsel for the C.P.R. contested the argument of F. W. Wegenast that the railway was bound to maintain the Bolton - Melville section as an integral part of the Toronto - Owen Sound line.

As to contractual obligations, Mr. Flintoff submitted that by building the station and by maintaining it for 63 years, the railway company had satisfactorily fulfilled all it undertook to do.

Toronto
DAILY
STAR

JANUARY 10
1933

Orangeville Banner

April 27, 1933

One man was killed, struck by a Canadian Pacific work train at the Sixth Line level crossing at Mono Road as the Bolton to Melville Junction line was being dismantled. Alex. Stewart was a passenger in a car. The road was terribly bumpy and it was presumed that the car made a lot of noise as it travelled along. On approaching the level crossing the driver did not slow down as it was stated that they knew the railway was abandoned, they had read about the abandonment in the newspaper. Canadian Pacific had already removed both the crossing sign and the bell. The car then slowed down when it encountered the rough road at the crossing. This is when the car was hit by the work train. The engineer was John Pickney and the fireman was Ellis Bignell. They had seen the approaching car and blew the whistle for a long time.

May 25, 1933

Canadian Pacific railway was found negligent in the death of Alexander Stewart for not having crossing sign and warning bell which had been removed by the railway.

July 28 1933

crops there as in other districts are not making very great growth. Essex has about 50,000 acres of wheat and the yield will be from 15 to 30 bushels per acre with odd fields going as high as 40. Pastures are drying up there and pretty well gone except alfalfa, 15,000 acres of the latter saving the day for many a dairyman. Essex also grows 500 acres of early melons and this crop is coming along fine. The corn crop is very uneven, while the potato yields are disappointingly small. Lambton and other counties in Western and Southern Ontario also report that crops will fall below the average of the past few years.

MANY CHANGES IN C. P. R. AGENTS

Numerous transfers and promotions in the matter of C.P.R. appointments were announced last week. Mr. A. E. Freeman, of West Toronto, formerly of Tottenham, is appointed agent at Orangeville, succeeding Mr. H. A. Davis, who goes to Wingham. Mr. Brawley, the late agent at Wingham, was recently appointed agent at Grand Valley and has been in charge there since the first week in July. Mr. F. A. Carley, of Milton, is appointed agent at Bolton, while Bert Griner, formerly of Hillsburg, goes to Linwood. Mr. Wilfred Buchanan, of MacTier, son of Mr. and Mrs. William Buchanan, of Grand Valley, is appointed agent at Galt. The changes are effective on August 1st.

Fire destroyed the interior of the Roth & Schneider cleaning and pressing establishment and the Four-Square Gospel Hall in an early morning blaze at Hanover recently. It

letter.

Mr. A. E. Smith, of Marmora, has been chosen as Principal of Grand Valley Continuation School for the 1933-34 term.

The Purebred, Imported CLYDESDALE STALLION COMING CRAZE

Recently purchased by Mr. George Thompson, of Orangeville, will make the season of 1933 as follows:

Wednesday, May 24th, he will leave his own stable and proceed to Orangeville, where he will remain until Monday afternoon at 2 o'clock. He will then proceed to James Haffey's, Mono Mills, for the night; at 10 o'clock Tuesday forenoon, he will leave Mr. Haffey's and proceed to the Dufferin House stables, Orangeville, where he will remain until noon on Thursday; he will then proceed to Aylmer Madill's, Camilla, where he will remain until 10 o'clock Friday morning, when he will return to the Dufferin House stables, where he will remain until 2 o'clock Monday afternoon.

Approved enrollment No. 1746. For A 1 certificate with Premium Grade A No. 88.

PURE-BRED CLYDESDALE STALLION COMING CRAZE (Imp.)

Registered in the Canadian Clydesdale Stud Book as No. 24398. Owned by George Thompson, of Orangeville, foaled in 1919, has been enrolled under the Ontario Stallion Act. Inspected on the 15th day of October, 1931 and found to be sound, of good conformation and an animal typical of the breed.

The Ontario Stallion Enrollment Board
Robt. McEwen, R. W. Wade,
Secretary

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The delegates reported the most successful conventions ever held of the Grand Lodge, with a large attendance and enthusiastic meetings.

Rt. Wor. Bro. T. A. Carson, Harris Lodge, was elected a member to the Board of General Purposes of the Grand Lodge at the convention.

C. P. R. TO INAUGURATE NEW FREIGHT SERVICE

While no official information is available so far as Orangeville is concerned, it is understood that this town will be included in the places where the C.P.R. will inaugurate the new freight service which has been in operation in some sections of Western Ontario for several months. This service, which is said to be put in operation on August 1st, provides for elimination of all cartage charges on freight pick-up business on package freight, and also for delivery service without charge.

That this plan will meet with the hearty approval of the business men and shippers of Orangeville there is not much doubt. It will simplify the handling of their package freight and at the same time do away with the expense of cartage.

OLD TIME CONCERT

To you, Elwin, we extend our warmest congratulations. Although is a newcomer to our neighborhood we welcome her into the friendship and social activities.

We trust you will have a happy wedded life as your good natures and joyful disposition will carry you through the troubles that we all must encounter.

We ask you to accept the tokens of the affection which you are held.

Wishing you health, happiness and prosperity.

Signed on behalf of the

George Gilles,
David Black,
Irvine Simpson

Both the bride and groom fittingly replied and thank present for their kindness

STATION AGENT R

William Buchanan, for forty-seven and one-half years, station agent in Grand Erie on Aug. 1, and will be succeeded by W. E. Brawley, of Mr. Buchanan was born in Township, near Toronto, ago. When he arrived in Grand Erie to take the appointment as station agent, the primary was forest, and the primary of freight was hardwood, shipped to Alton to supply large lime kilns. Mr. and Mrs. Buchanan will continue to reside in Grand Erie Valley. They have

July
28
1933

tenance. For class 1 railways of the United States, the corresponding figure is 54.0, which indicates that the relative operating condition of the Canadian National Ry. today, when compared with that of 1929, is at least equal to, if not slightly better, than that of the larger railway systems of the United States.

The effect of depression on the ancillary activities of the Canadian National system has paralleled that on the railway proper. Express and telegraph services, hotels and the numerous other activities of the system have suffered shrinkages in income substantially equivalent to those of the railway. Drastic measures have been necessary and drastic steps have been taken. The reductions in expenses in the subsidiary services, in 1932 from 1929 were as follows: express service, 31%; telegraphs, 24%; hotels, 42%; other subsidiary companies, 82%.

Severe curtailment of capital expenditures has been made. Following consolidation, expenditure of large sums on capital account was necessary for improvements in line and equipment. Many of the properties now part of the national system were, prior to consolidation, in poor condition, and others had hardly emerged from the construction stage. Newly developing districts required railway facilities and large expenditures were required if the fullest advantage of consolidation was to be secured. At present, however, only capital expenditures which cannot be avoided are undertaken. Net capital expenditures during the last few years were: 1929, \$91,550,000; 1930, \$68,675,000; 1931, \$34,237,000; and for 1932 the figures will be approximately \$2,100,000.

The policy which has been pursued in 1932 has permitted, on this combined Canadian National Ry. system, including the Eastern Lines, of an improvement in net revenue from operating account of nearly \$6,000,000 compared with 1931, and this result has been achieved in the face of a decline in gross revenue of \$38,000,000. Items of income, revenue and expense, such as income from separately operated properties, rentals of joint facilities and car equipment, show considerable changes in detail; expenses in connection with the rental of car equipment in particular show substantial reductions.

An extraordinary item of expense which has militated against a more favorable showing in 1932 is the premium on U.S.A. funds. This charge was much heavier in 1932 than in 1931, and while there were some compensating advantages to the company from the situation affecting sterling, the net loss to the company during the year, through the foreign exchange situation, was \$4,500,000.

and its power of recovery. Operating, as it has been in 1932, with about 50% of its 1928 traffic, there is a definite limit to its capacity to produce impressive net earnings, no matter how economical may be the administration of the property.

Abandonment of a Canadian Pacific Railway Ontario Line.

The Board of Railway Commissioners heard at Ottawa, Jan. 16, a complaint by Caledon and Albion Tps., Peel County, Ont., that the Board's orders requiring the Canadian Pacific Ry. to maintain caretakers at Caledon and Mono Road stations were not being complied with, and that a reasonable and proper service was not being maintained on the line through those stations. Judgment was reserved.

The C.P.R. discontinued operation in July, 1931, of the section of line between Bolton and Melville Jct., Ont., 19.1 miles, which was a part of the former Owen Sound Subdivision, Bruce Division, Ontario District. Previously the Board had authorized the C.P.R. to remove the agents at Caledon and Mono Road stations, on that section of line, and to replace them by caretakers. When operation was discontinued, railway forces began removal of track materials and supplies; the two townships applied to the Supreme Court of Ontario for an injunction to compel the C.P.R. to stop dismantling the line and for an order to compel it to resume operation. Mr. Justice Wright issued a temporary injunction for one week, prohibiting continuance of dismantling, but the part of the townships' application asking for resumption of operation was dismissed. Shortly after the townships' motion to continue the injunction was dismissed by Mr. Justice Kelly, of the Supreme Court of Ontario, but the C.P.R. proceeded no further in dismantling the line, which is a part of the former Toronto, Grey and Bruce Ry. The Court proceedings were preliminary to trial of an action by the townships against the railway to secure continuance of operation and for damages for discontinuance and/or return of bonuses paid in 1929 to the T., G. and B.R. In the injunction proceedings, C.P.R. evidence showed that the train service between Bolton and Melville Jct. had been reduced in April, 1931, that operating loss prior to that date was about \$49,760 a year, and that even after economies were instituted it was about \$37,400 a year. The railway now operates between Toronto and Owen Sound via Sreelville Jct., Brampton, Cataract Jct., Melville Jct. and Orangeville.

Trial of the townships' action has not been proceeded with in court, pending disposal of the townships' application to the Board of Railway Commissioners. In the proceedings before the Board, E. P. Flintoft, K.C., General Solicitor, C.P.R., argued that abandonment of operation on the line has made it unnecessary to maintain caretakers at the two stations, and that where a line has been abandoned the Board is without jurisdiction to order restoration of facilities. F. W. Werenast, K.C., Toronto, representing the townships, argued that the Bolton-Melville Jct. section of the line must be considered a part of the whole Toronto-Owen Sound line, that the townships gave bonuses to the T., G. and B.R. to subsidize construction of a complete Toronto-Owen Sound line, and that the C.P.R. errs in its view that the Board is without jurisdiction over part of a line while retaining control over other parts of it. Mr. Flintoft stated that the abandoned section had been very profitable for many years, the traffic offering not having justified continuance of operation, and operating costs having been very high on account of heavy grades and sharp curves on the Caledon hill.

The territory served by the abandoned line is northwest of Toronto. One important reason for paucity of earnings is that the people served travel to and from Toronto chiefly by automobile and bus, and ship and receive a great deal of their freight by motor truck.

Board of Railway Commissioners Powers re Railway Grade Crossing Fund.—An application having been made to the Board of Railway Commissioners for a grant from the Railway Grade Crossing Fund towards the cost of building a highway to divert traffic from two crossings of the former Grand Trunk Ry., southwest of Acton Village, the Board submitted a question to the Supreme Court of Canada as follows:—"Has the Board jurisdiction, under the Railway Act, sec. 262, as amended by the Dominion Statutes of 1928, chap. 43, to allow contributions from the Railway Grade Crossing Fund in the case of highway diversions whereby rail level crossings which are not eliminated are relieved from a substantial volume of highway traffic?" Mr. Justice Rinfret gave an opinion, concurred in by Justices Cannon, Crockett, Lamont and Smith, that this question submitted ought to be answered in the negative, and ordered that the matter be remitted to the Board of Railway Commissioners with the opinion given, which would be certified to the Board as being the opinion of the Court on the subject referred to.

P 67
P 1933

J. J. George and Co. Ltd.
Elton, weighing and pub-

Canadian Wheat and Flour.

Canadian wheat to the
m and for orders, in Dec.,
\$3,688 bush. via Canadian
and via Churchill, Man.,
Canadian Pacific ports, and
U.S.A. ports. Exports of
at to other countries in
e 6,252,924 bush. via Can-

Abandonment of Canadian Pacific Ry.
Line.—Since the article on pg. 50 of this
issue was made up for the press, the
Board of Railway Commissioners has dis-
missed the complaint of Albion and Cale-
don townships, Ont., that the Board's
orders requiring the C.P.R. to maintain
caretakers at Caledon and Mono stations
were not being complied with, and that
a reasonable and proper service was not
being maintained on the line through
these stations, that is, the line between
Bolton Jct. and Melville Jct.

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MANAGEMENT AND CONTROL OF THE RAILWAY
system which forms part of National
Railways with the railway system which
forms part of Pacific Railways.

28. This Act shall come into force on
the first day of July, 1932.

Bolton-Melville Jct. Line, Canadian Pacific Ry., Abandonment.

The rails and ties on the Canadian
Pacific Ry. single track line between
Bolton and Melville Jct., Ont., mile 1.9
to 19.1 on Owen Sound Subdivision, Bruce
Division, Ontario District, were removed
during May by C.P.R. forces. The line
had two passing tracks, at Caledon and
Mono Road. Most of the ties, which had
been given preservative treatment be-
fore they were placed in the track, were
reclaimed. The rails, C.P.R. standard
section, 30 and 85 lb. to the yard, have
been distributed to various points for re-
laying in branch lines, passing tracks,
yards, etc. At the time of writing, June
7, no decision has been arrived at as to
the disposition of the right of way.

favorable business trend.
ganization, no particular dis-
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recalling of employes, as w
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tions of the country from
to the Pacific. All records
the present favorable condit
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Pacific Great Eastern Ry.
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1932. This is the first year
operating profit has been se
month in the first half of
said that freight, passenger
business is good, largely du
mining activity in the ter
by the line. (Press report)
258.)

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1933

Canadian Railway and Marine World

August, 1933

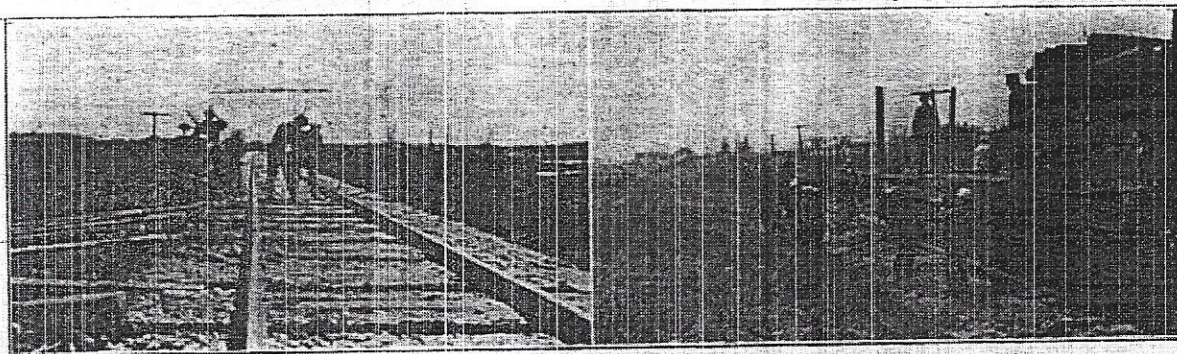
Dismantling of Canadian Pacific Railway Line Between Bolton and Melville.

The Canadian Pacific Ry. line between Bolton Jct. and Melville Jct., Ont., which was a part of the Owen Sound Subdivision, Bruce Division, Ontario District, and which was dismantled in April and May, was one of the most difficult and expensive sections of track to maintain on the entire Ontario District, and was also very expensive to operate, because of long and heavy grades against west-

Jct., but since the abandonment of the Bolton-Melville section, the Orangeville Subdivision has been extended to include the section between Melville and Orangeville. The line extending from Streetsville Jct. to Melville is now being used to handle traffic which formerly went over the line between Bolton Jct. and Melville Jct., and it is a much more satisfactory line, as concerns maintenance

Melville, on the Canadian Pacific Streetsville Jct.-Melville line, and those given service formerly at Mono Road station can now use Caledon East station on the Canadian National line referred to.

The accompanying profile of the section between mile 8 and mile 12 of the Bolton Jct.-Melville Jct. line furnishes a good idea of the difficulties met with in maintenance and operation. A short dis-

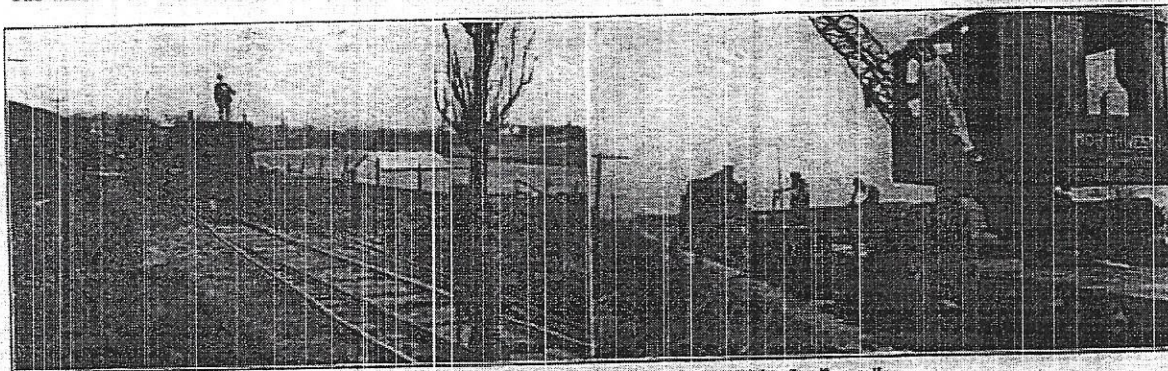


Left. Skeleton track gang removing some of the ties. Right. Lifting gang loading ties on flat car of train.

bound traffic, ranging over 2%, and extreme curvature, between Mono Road and Caledon, the two stations on the section. The grades on the Caledon Mountain were such as to restrict train loads greatly, and the famous Horseshoe Bend and other curves on the line were of such restricted radius as to prohibit operation of heavy modern locomotives. The line was built in 1869-71, as a part

and operation, than the latter. Formerly, trains from Toronto to Owen Sound went to Bolton Jct., thence to Melville Jct. and on to Owen Sound. They now proceed from Toronto to Streetsville Jct. and thence to Owen Sound via Inglewood Jct., Cataract Jct., and Melville. In addition to being very expensive to maintain and operate, the Bolton Jct.-Melville Jct. line was really an unnecessary duplica-

tion east of mile 8, the elevation above sea level is 955.37 ft., while a short distance west of mile 12, at the Caledon Mountain summit, it is 1,372.93 ft., which means that in a distance of slightly over four miles the climb was 416.66 ft. The curvature exhibited some surprising total angles; beginning with a 2° curve with total angle of 10° 45', and another 2° curve with total angle of 34° 20', be-



Left. Moving a "pull" of rails into position for loading. Right. Loading rails.

of the Toronto, Grey and Bruce Ry. from Toronto to Teeswater, and was originally of 3½ ft. gauge, which necessitated the excessively sharp curvature. Before the track was taken up, the Owen Sound Subdivision extended from Bolton via Melville Jct. and Orangeville to Owen Sound. Now the Owen Sound Subdivision extends from Orangeville to Owen Sound. Formerly, the Orangeville Subdivision extended from Streetsville Jct., on the Toronto and Windsor main line, to Melville

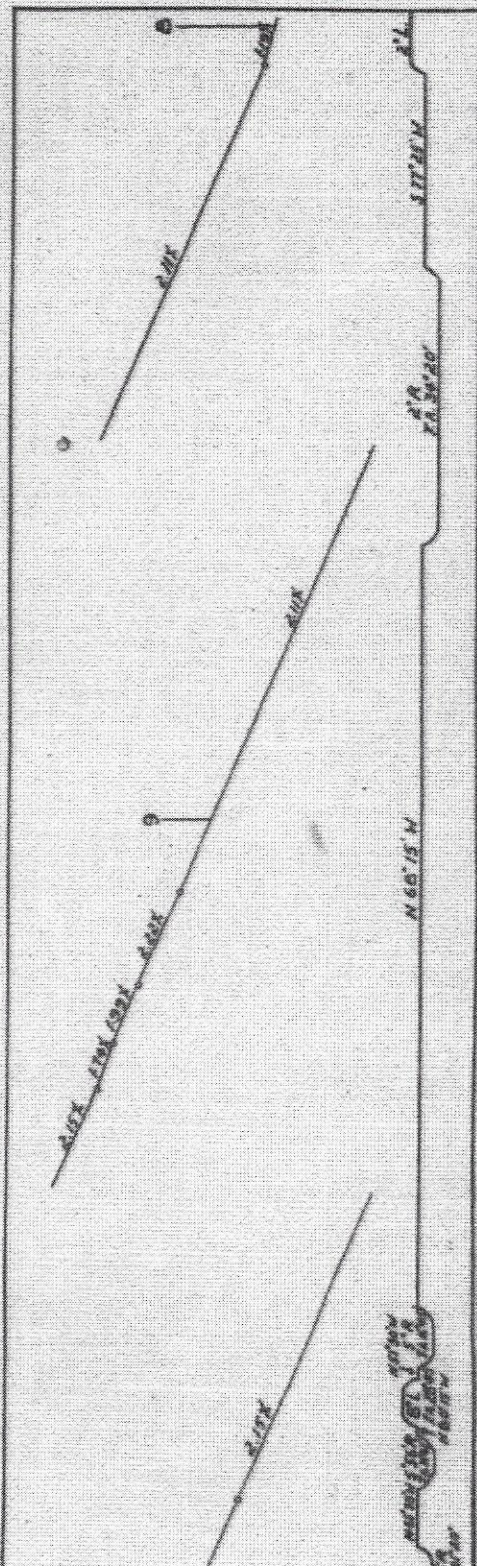
tion of railway facilities, and as revenue, depleted to some extent in recent years by motor vehicle competition, did not equal expenditure, abandonment was a logical action. In addition to the Streetsville Jct.-Melville Canadian Pacific line, the territory is served by the Canadian National line (former Grand Trunk Ry.) from Burlington to Allandale. Those provided formerly with railway service at Caledon station can now use the station at Alton, a short distance south of

between miles 8 and 9, the really excessive curvature was not encountered until about mile 9.5 was reached; there then followed, between mile 9.5 and 11, a 5° curve with total angle of 16° 45'; an 8° curve with total angle of 28° 45'; a 5° 56' curve with total angle of 14° 42'; a 7° 56' curve with total angle of 21° 20'; a 4° 23' curve with total angle of 56° 33'; and then the Horseshoe Bend curves between miles 10 and 11 with total angles

Continued on page 364.

The track was lifted from Melville Jct. only as far as mile 1.8 from the switch at Bolton, the balance having been left to serve as a tail track for a Y. The work of taking up the track was done at re-

It is apparent that the field for the rail motor car has hardly been touched. This is forcibly brought to our attention when we find some railways using 30 to 40 of these cars, while other railways operating under similar conditions, and frequently in the same territory, have as yet only a few of them in service.



Track profile and alignment, mile 5 to 19, Bates Jet-MoVelle Int. Univ.

August, 1933

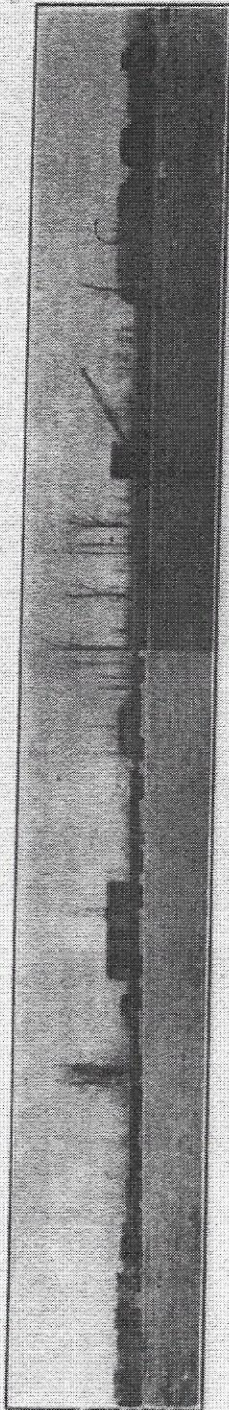
Dismantling of Canadian Pacific Railway Line Between Bolton and Melville.

Continued from page 359

of $178^{\circ} 18'$ and of $191^{\circ} 17'$, the degree of curvature there having been over 11° throughout and exceeding 12° at one point. There was also considerable curvature between miles 11 and 12, including two 4° curves with total angles of 24° .

out ties, two men collecting and depositing scrap, three men grading and fencing at crossings, and a cook and a water boy, a total of 23 men in addition to the foreman. The four spike men pulled out all spikes from the ties to be removed, in the operation of converting the track to

signed to grading and fencing at crossings followed behind the lifting gang. They graded all farm and highway crossings, leaving a liberal shoulder, and at the highway crossings they closed in all the return fences with three runs of board fencing salvaged from snow



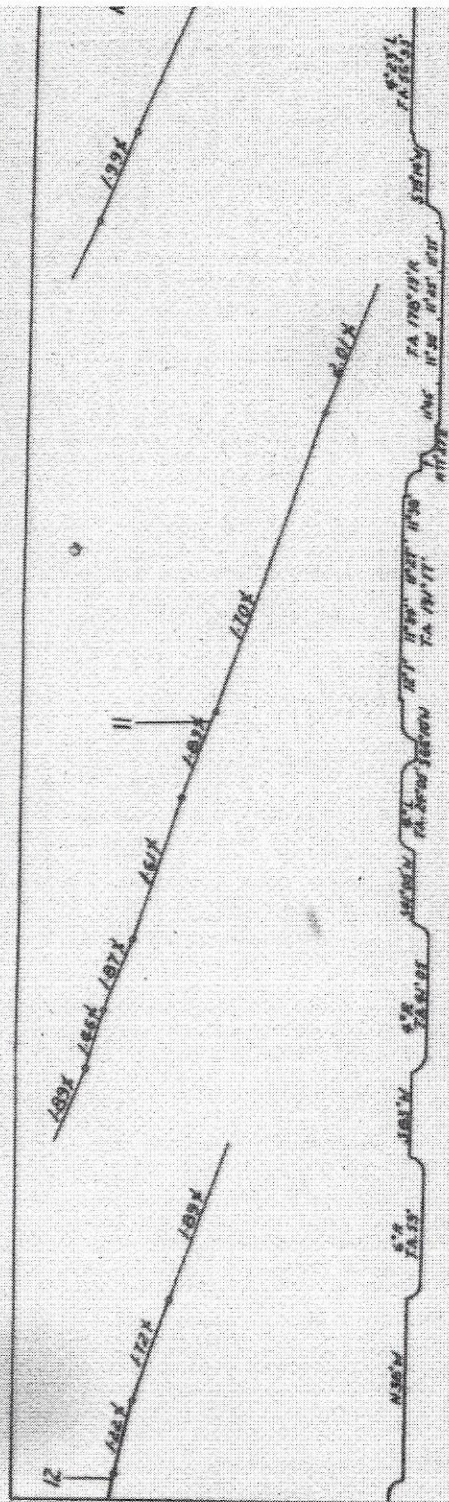
Work train used in taking up track between Bolton Jct. and Melville Jct., Canadian Pacific Railway.

5° and $41^{\circ} 5'$ respectively, and a 6° curve with total angle of 59° .

The track was taken up from 1.8 miles west of the switch at Bolton Jct., to Melville Jct., mile 19.2 from the switch at Bolton Jct., the switch at Melville Jct. having been removed. The total mileage of track lifted was thus 17.4. The work was done between April 24 and May 27. On April 24, an extra gang of 30 men started dismantling the track, the pre-

skeleton track, and left four spikes per tie in the remainder. The bolt men, with pneumatic nut removers, could remove eight bolts from two joints, replace one bolt with all washers at each joint, and insert a spike in an adjacent bolt hole, in two minutes. The spikes were inserted as an aid in holding the rails together when pulling them ahead for loading. Despite delays experienced by the bolt men when encountering badly

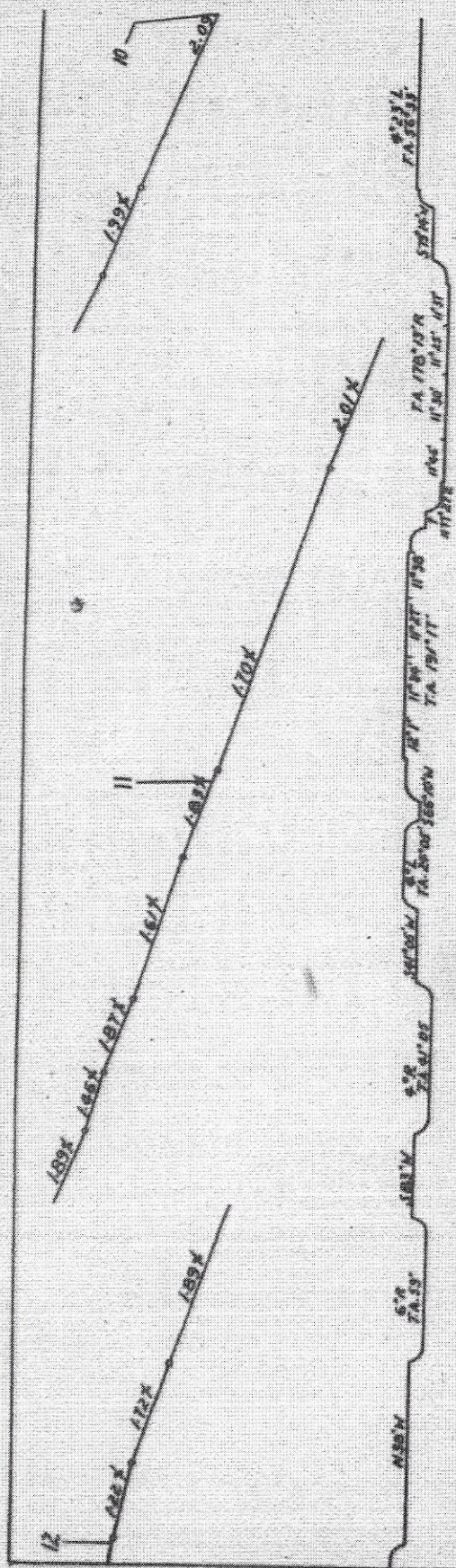
fences, using abandoned ties for posts. The foregoing indicates the general line of activity of the skeleton track gang; the size of the gang was increased or decreased daily, depending upon the distance it had got ahead of the lifting gang, and, during the first hour of each morning, the skeleton track gang assisted the lifting gang in loading ties taken out ahead of the work train for a distance of about three-quarters of a mile from



Track profile and alignment, mile 10 to 12, Bolton Jct.-Melville Jct. R.R.

Liminary operation having been the

the bolt men when encountering badly of about three-quarters of a mile from



Track profile and alignment, mile 10 to 12, Bolton Jct.-Melville Jct. line.

liminary operation having been the removal of many of the ties in about a mile of track. The work was started at Melville Jct. and proceeded toward Bolton Jct. On April 25, the work train arrived at Melville Jct., and the lifting of the rails was begun. Two extra gangs were employed, one for skeleton trackwork, i.e., the work done on the track preparatory to the last passage of the work train over it, and the other for lifting the rails following the last passage of the work train. At the start, each gang consisted of a foreman and 26 men, a total force of two foremen and 52 men, but the gangs were finally built up to two foremen and 63 men, resulting in more feet of rails per man being lifted. As the work proceeded, improvements in the method of handling it were adopted, and the procedure described in the following was decided upon and utilized until the work was completed.

The skeleton track gang consisted of four spike men, four bolt men, with pneumatic operated nut removers, one compressor operator, one man taking out ballast at end of ties, six men pulling

rusted nuts, long bolts, high spikes or adzed ties, they were able to keep well ahead of following operations, and were transferred to the work of pulling ties from the track, from time to time, when they became far enough ahead with the removing of the bolts at the joints. The one man taking out ballast at the ends of ties preceded the six assigned to pulling the ties from the track, who used picks, track jack and bars, pulling about 700 ties a day. The general procedure was to pull two creosote-treated ties and leave one on tangents, and to pull every other treated tie on sharp curves. Untreated ties as had arrived at, or were nearing, the end of their useful life period, were left. The joint ties were left until after the final passage of the work train, as a precautionary measure. The two scrap men, with a lorry and shovels, followed the spike pullers and bolt men, picking up the spikes, bolts (with nuts replaced) and rail anchors, and depositing them in separate heaps at intervals of from six to eight rail lengths and leaving them to be picked up later by the lifting gang. The three men as-

end of steel, thus cleaning up sufficient track for a day's work for the lifting gang. While the ties were being loaded, three or four men were loading spikes, bolts and tie plates, as much of this material being loaded as time permitted, to reduce the amount to be handled later by the lifting gang. The spikes and bolts were loaded separately on flat cars, in bins made with ties, and tie plates were loaded in a box car.

The lifting gang was composed of four spike men, three line men, two men lifting ties, 10 men carrying ties, eight men loading spikes, bolts and tie plates, seven men loading rail, one man staking flat cars, cook and water boy, a total of 40 men in addition to the foreman. The four spike men removed the spikes, beginning at the end of steel and following the work train as it proceeded in its work of loading the rails. The three line men shifted the rails as released off the ends of the ties to the ballast shoulders. The two men lifting ties, using picks, lifted all treated ties which had been left in the track by the skeleton track gang, and also lifted any untreated ties which were

and the fourth to accommodate the crane after it had completed loading the three cars. Next was a flat car for spikes and bolts, followed by the box car for tie plates, the remaining three flat cars, at the end, having been to receive the ties loaded by the lifting gang, following the last passage of the train over the track.

The method of lifting and loading the rails was as follows:—With the train standing on the skeleton track, with the last flat car at the end of a section of about 36 lengths of rails which had been thrown off the ties and on the ballast shoulders, a stake was driven in the ground exactly opposite the rail tongs of the crawler crane. The ends of the two lines of rails deposited on the ballast shoulders were then connected by cable to the last flat car. The train was then backed up until the last rails in the two lines came to the stake which marked the previous position of the crawler crane rail tongs. The cables were then detached from the ends of the two lines of rails, the work train backed up to the end of steel again, and loading proceeded, the train being moved so as to

markedly low cost, under direction of Lt.-Col. Blair Ripley, C.B.E., D.S.O., District Engineer, Ontario District, Canadian Pacific Ry.; under supervision of V. A. G. Dey, Division Engineer, Bruce Division, with T. Munford, Assistant Division Engineer, Bruce Division, and J. McCarthy, Roadmaster, Owen Sound Sub-division, in direct charge.

Use of Rail Motor Cars.

W. J. Warnick, Superintendent, Toronto, Hamilton and Buffalo Ry., Hamilton, Ont., presented a committee report at the American Association of Railroad Superintendents' annual meeting at Cleveland, Ohio, recently, as follows:—During the last ten years the number of new units placed in service each year was:—1922-49; 1923-71; 1924-112; 1925-136; 1926-135; 1927-164; 1928-167; 1929-132; 1930-56; 1931-30. While the number of units ordered during the last four years has shown a marked decrease, the capacity of the power plants has indicated a very substantial increase in

This is difficult to understand when it has been demonstrated that there is a saving of at least 50% in operating cost in favor of the rail motor cars as against steam service.

The committee feels that this type of unit can be used to advantage: To operate main line local passenger service and relieve through passenger trains from making local stops. To operate suburban service where steam equipment is still in use. To handle branch line passenger and mixed train service. To handle way-freight peddler service on main lines, which can be handled in conjunction with a pick-up and delivery system by making use of the present express company's service in terminals or large centers, and by the use of the local drayage service in smaller towns and villages.

These cars have proved that they can maintain their schedules under practically all weather and climatic conditions, and in territory where considerable snow is encountered, proving that they are capable of operating as well, if not even better, than steam power.