organized, with Harriet Ann Purdy, a daughter of Jesse Purdy, teacher. Classes were held in the old Miller mill building.

RIVALRY OVER SITE

During the early fifties several families and individuals came: Dr. Symes, the first physician; Charles Carney, a tanner; William McDonald, a wagon maker; William and James Stewart, merchants; the Trout family; the Barber family; Peter Fuller, the first bank manager, to mention a few. Jesse Purdy built a large woollen mill on his holdings and laid out a village site of his own. "Purdytown" soon became a rival of "Meaford." There was a three-cornered aspect to the rivalry as Stephenson was also inducing settlement on his own lands which he called "North Meaford."

The rivalry was sometimes carried to extremes as in 1854 when, unable to agree on a meeting place to elect the school trustees, the factions met under a large elm tree that stood on the boundary between Meaford and Purdytown. This open-air school meeting went in favor of the Purdyites. Authority was given the Meafordites to organize a school of their own and so two schools were flourishing quite early. The rivalry was forgotten when the school sections amalgamated in 1868 and the new school, which served the town until 1949, was erected on Nelson Street. The former two schools were situated one at the foot of Henry Street and the other on St. Vincent Street. The High School was built in 1890 and is now replaced by the $4 million Georgian Bay Secondary School erected on the original site.

The completion of the Northern Railway to Collingwood, January 1, 1855, was a big boost to the growth of Meaford. Further stimulus came in 1856 when St. Vincent ratepayers, assisted by the Government of Upper Canada, built a wharf at Meaford to accommodate the largest vessels then plying the upper lakes. A large grain storehouse was erected. Wheat had reached an exorbitant price owing to the Crimean War. Another aid to progress was the construction of the county road system in 1860, the Northern Gravel Road, running through from Owen Sound to Collingwood, proving beneficial to Meaford.

In the 1860's the community was growing fast. It was an independent area and had all the various tradesmen, merchants, professional men and others necessary to make a thriving environment for the population of 1000 who called it home in 1865. In that year the township council built the first town hall, which burned in 1907 and was replaced by the present building. 1868 saw the establishment of the first newspaper, the Meaford Monitor, which flourished until 1920. In 1882 the Meaford Mirror came into existence and had a life of some 55 years, and in 1906 the Meaford Express began its service to the community. It is still carrying on.

The first agitation to have Meaford incorporated as a village began in 1869, instituted by Hugh Watt, editor of the Monitor. It proved a hard struggle. Not until the session of Parliament in January, 1874, was a bill passed to incorporate Meaford, not as a village, but as a town. The Act came into effect on July 1, 1874, and the first Council was elected in January 1875. They were Mayor, W.D. Pollard; Reeve, James Stewart; Councillors, Thomas Harris, John Hill, J.J. Johnston, Frank Law, David Layton, Lorenzo Londry, John D. McGee, Elliot Thompson, Charles Watt.

The first locomotive had arrived on November 14, 1872, the last rail being laid by moonlight that evening. Already located in the early eighties were three planing mills, 3 carriage factories, 2 tanneries, a sawmill, a shingle mill, a woollen mill, 2 foundries, 1 machine shop, 4 cabinet shops, 2 flour mills, 2 printing offices, 12 general stores, 4 grocery stores, 2 jewellery stores, 2 stationery and fancy goods stores, 7 millinery and dressmaking shops, 1 fur store, 3 dry goods stores, 2 bakeries, 2 brickyards, 5 boot and shoe shops, 2 harness shops, 1 pump shop, 2 undertakers, 2 hardware stores, 2 blacksmith shops, 5 insurance and money brokers, 2 butcher shops, 3 lawyers, 4 doctors and 1 dentist.

The first church was built in 1856 for the Canadian Presbyterians. It was a substantial brick octagon-shaped structure. Shortly after, the Church of Christ built a meeting house and by 1865 five more churches were serving the community: Church of England, Wesleyan Methodist, Episcopal Methodist, New Connexion Methodist and Congregational. In 1869 the Roman Catholics built a church. Today, none of these buildings are in existence, but there are congregations of the Anglican, United, two Baptist, Church of the Nazarene, Church of Christ, Presbyterian, Pentecostal and Roman Catholic.

None of the ten hotels which were in business in the late seventies remain. They were Paul's Hotel, the Blue Water Hotel, successor to the Queen's Hotel or Victoria House, The Commercial, McDonald's, Globe, British American, Royal, Raper's, Georgian Inn, and The Farmer's Home. Motels now taking care of the travelling public include the Bay-Vue Motel, Hilltop Motel, and the Weysyde Motel.

Throughout the years industries have been many and varied. Going on from those which have been noted earlier, there were J.J. Johnston's first planing mill in the early sixties; Barber and Harris, which began manufacturing the Canadian turbine water wheel in 1867 (this plant is still in operation); John D. McGee and Wm. McDonald wagon and carriage shop; Elliot Thompson builder and sawmill proprietor; Frank Law founder of the Meaford Building and Manufacturing Co., for many years the leading industry in the town; Charles Watt industrialist who established a fanning mill factory as early as 1858.

The Railway Station c. 1874

ST. PAUL STREET EAST

When the first train pulled into Collingwood in the fall of 1854, it brought with it a new era. Almost overnight, the tiny settlement known as "Hen and Chickens Harbour" was transformed from a formidable habitat for snakes and mosquitoes into a bustling boom-town, overrun with eager speculators willing to pay $1,000 an acre for property on the site of the northern terminus of the first significant railway in Canada.

The opening of the terminus, linking Toronto to Lake Huron and markets in Chicago and Northwestern Ontario, represented an event of national economic importance and the sight of the great "iron monster" both excited and terrified the throngs of people who gathered to witness history in the making. In his 1894 report for the Collingwood Board of Trade, Fred T. Hodgson recalled:

> "...there was much rejoicing and merrymaking over the event and a number of people from the country around, who had never before beheld a locomotive, were stricken with awe at the sight of the great big black monster that came puffing and snorting like the fabled fiery dragon into the depot."

The depot itself was constructed in 1855 not long after the official opening (January 1, 1855) of the Ontario, Simcoe and Huron Railroad. Dubbed the "Oats, Straw and Hay" railway, the industrial lifeline was renamed The Northern Railway in 1858 and by 1888 was absorbed by The Grand Trunk Railway of Canada.

Adorned with huge arcades and flanked by a two-and-a-half-storey wooden hotel known as "The Armstrong House," the first station is thought to have been designed by Frederick W. Cumberland, manager of the railway and a noted Toronto architect. The wooden building was destroyed by fire around 1864.

The first brick station, an Italianate design complete with round-headed windows, decorative bracketing and a picturesque square tower, replaced the frame structure *circa* 1874. The one-and-a-half-storey building featured an expansive hip roof over the central part of the station, while one-storey wings with wide overhanging hip roofs provided shelter for baggage. Reporting on a disastrous fire at the station March 17, 1932, *The Collingwood Bulletin* contained the following description of the GTR depot:

> "It was of attractive architectural design and was one of the finest station buildings on the Allendale division....The contract for the building was given to a man named Law who did the brick and wood work, while the plastering was done by Joseph Wynes and a partner named Lavelle and the painting by William Wensley."

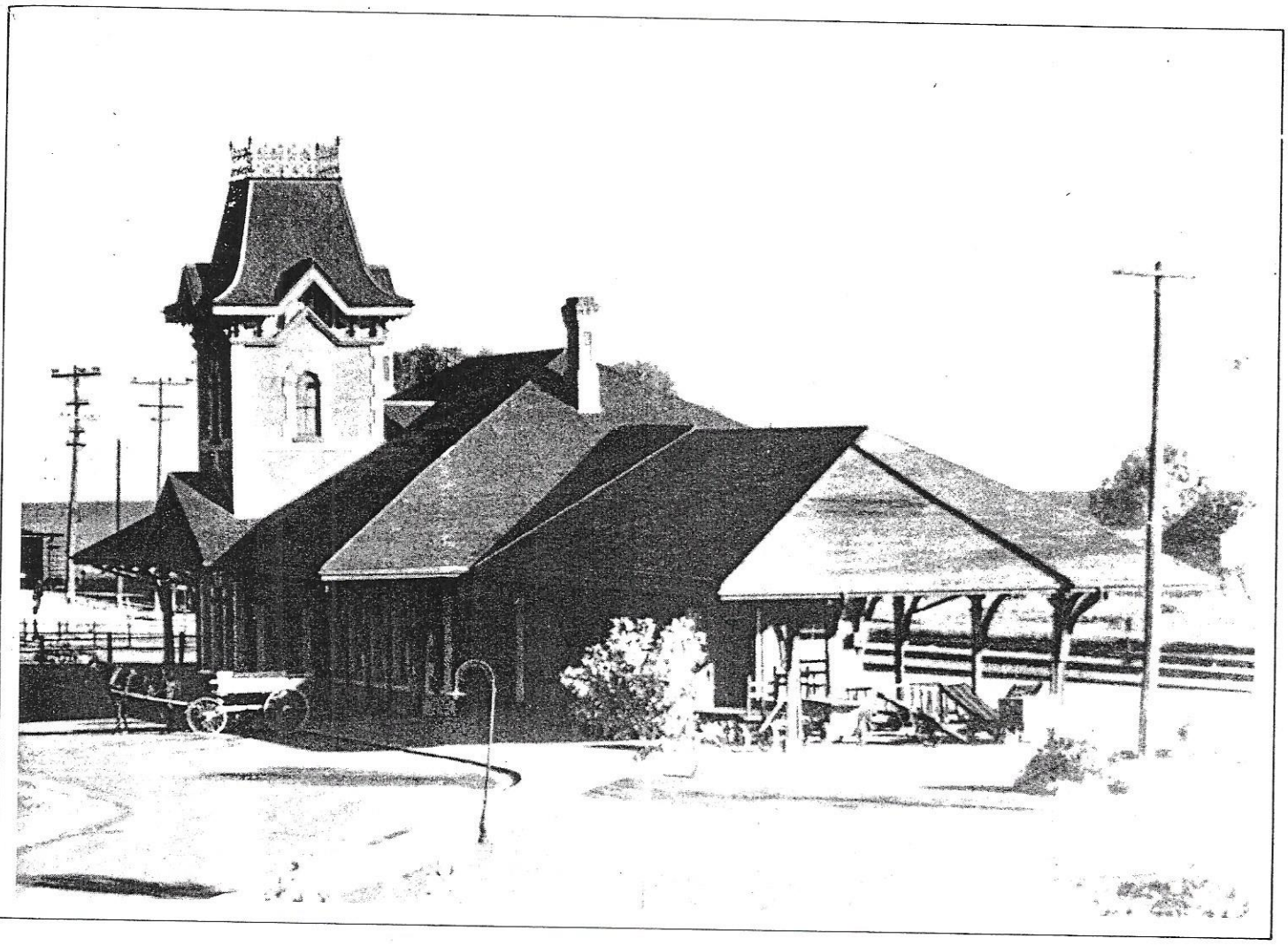
Although the *Bulletin* added that the building had "always been well-maintained" and "always had a very pleasing appearance" some four decades earlier, the editor of the *Enterprise and Collingwood Messenger* (August 23, 1894) had expressed a different opinion:

> "The ladies' waiting room in the G.T.R. station is not generally used now-a-days, owing to poor sanitary arrangements—the air in the room being so foul as to be unbearable....As it was last winter, it was the most unpleasant place to wait even five minutes, let alone an hour or so which had to be done on a few occasions."

For a brief period, Collingwood boasted two railway stations. In 1878, a second station was constructed at the corner of Second and Walnut Streets to service a competing line from Hamilton. Less than a year later, however, the Hamilton and Northwestern Line, was amalgamated with the Northern Railway and the little-used Walnut Street station was dismantled. Writing in *The Jubilee History of Collingwood,* published in 1887, newspaper editor John Hogg commented frankly: "The Collingwood branch of the Hamilton and Northwestern bears the reputation of being the most poorly equipped and miserably managed railroad in the country." Both lines were eventually absorbed by the Grand Trunk Railway of Canada which, in turn, became part of the Canadian National Railway system. The 1932-fire at the St. Paul Street station resulted in over $20,000 in damages. The depot was later rebuilt, but without its wings and distinctive tower.

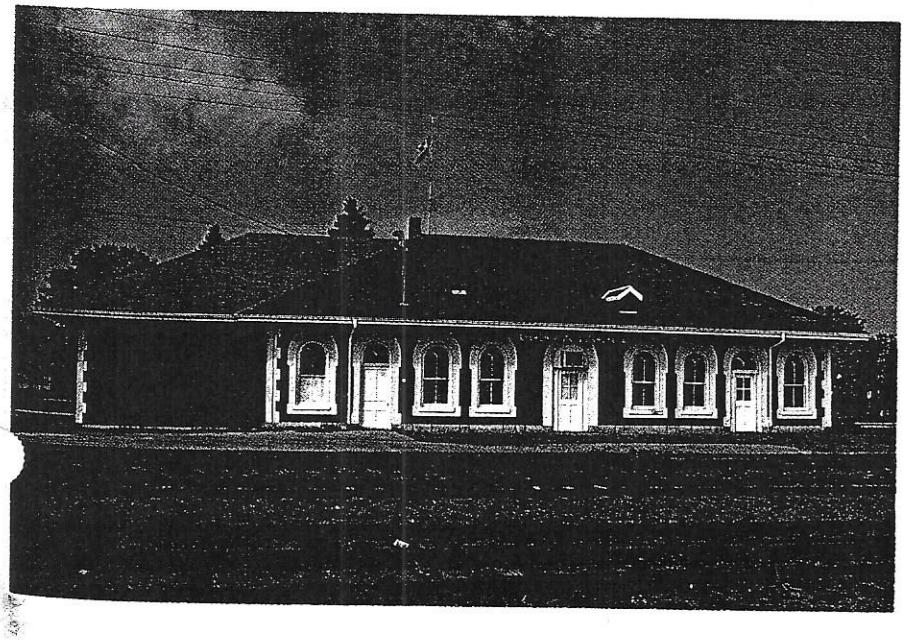
As the automobile became the preferred method of transportation, the once-revered railroad began to play a less significant role as a link to the Great Lakes. In 1960, the CNR discontinued passenger service on the Toronto to Meaford run. Five years later, the Town of Collingwood was able to purchase the former station for use as a museum.

The 114-year-old brick building has since undergone several cosmetic makeovers as well as a major expansion program. Today, it continues to function as a dynamic cultural institution dedicated to the preservation of Collingwood's heritage.



Courtesy: The ingwood Museum

With its picturesque tower and delicate iron cresting, the GTR Station was a model railway station in its day. The station, photographed circa 1931, was extensively damaged by a fire in 1932.



After the fire, a scaled-down version of the original design was reconstructed. The building now houses the Collingwood Museum.

end. These cars had been disused for their original purpose since the beginning of the 1930s depression, and I recall seeing some ones with a few broken windows and very shabby paint, ed an a siding up on the north edge of the old high line embankment just west of Spadina Avenue in Toronto. One 1930s depression era use was for hauling the unemployed young men from eastern cities who travelled to the prairie each year at harvest time to manually bring in the grain crops. Also, a few cars were equipped with window bars for handling transfers of penitentiary inmates.

When troops on draft marched to a train burdened with all their kit on their backs ("full marching order"), they were preceded by a military band, not an everyday occurrence. Having no railway bedding and only one issue field blanket, the soldiers on draft trains at night used their greatcoats in place of blankets. Harold Hartley has provided us with a description of a troop movement by rail in his "Reminiscences of a Military Railway Man," January 1989 Newsletter. I have made further brief comments on troop trains in a letter in the October 1989 issue of *Railfan and Railroad* magazine.

In fairness, it should be reported that conditions were improved when the troops came home after World War II in 1945. CN had refurbished the colonist cars inside with green fabric upholstery in place of leather or leatherette. This was the era when woodwork made dark by numerous coats of varnish was covered with light green paint. Bedding was by then being provided, and CN lettered the car exteriors "Armed Forces Sleeper." This lettering was later removed as colonist cars saw a further period of use hauling British and other war brides from east coast ports. Colonists cars had on occasion substituted for ay coaches in general public service during the busiest wartime eriods and for awhile after the end of the war. (In the 1950s some of these cars were made into combines to replace the wooden cars still running on branch-line mixed trains).

Canadian National Railways did not need to keep a locomotive at Camp Borden, as the large Allandale roundhouse was only a few miles away in what is now south Barrie. As previously mentioned, CN's access to Borden was from Angus, on the Allandale-Collingwood-Meaford branch. CN's Camp Borden station consisted of wooden baggage cars 8398 and 8369 set on an isolated short piece of track west of the main track. Living accommodation for the station staff was wooden colonist car 2674 nearby on a separate isolated piece of track east of the main track.

CNR avoided running weekday passenger shuttle trains by issuing transportation coupons good on Travers Coach Lines (the Barrie Camp Borden civilian operator) to passengers holding CNR tickets with Camp Borden or Angus destination. When I arrived in Camp Borden, TCL was operating six well worn buses numbered 3300, 5100, 5300, 6000, 6300, 6406. It transpired that Harry Travers had been a CNR fireman, and had numbered his buses after some of his favourite CNR (and GTW) steam locomotive classes.

Lisle station on CN's Beeton-Collingwood branch was close to the west road entrance into the Camp Borden lands, but the mixed train on that minor branch played no real part in serving the camp, as Lisle was quite remote from the built-up part of Borden.

CNR occasionally operated on a Sunday the "Sweethearts' Special," a passenger round trip from Toronto to give wives, girl friends and other family the opportunity to visit Camp Borden and view its facilities. One such train which I saw was double-headed by 4-6-2s 5303 and 5591.

Later in the war, station facilities of both railways were completely changed, with the line up the east side of the Camp being relocated eastward about 1,000 yards on an entirely new alignment through previously undeveloped land. Each railway had a station spur curving westwards through about 90 degrees from the new line, so that the two railways' leave trains now loaded side by side facing east instead of back to back facing north and south. Both railways then had proper station buildings.

CP Rail's rusty Base Borden spur of recent years, blocked with long strings of stored boxcars, gave little hint of its busy past.

NEWS OF THE

MIDLAND AND COLDWATER RAILWAY PROJECT

An organisation has been formed, under the name of the Midland and Coldwater Railway Company Limited (January 1991 Newsletter), to attempt to obtain the Canadian National line between those points for passenger and freight service. CN is applying to abandon its Midland Subdivision between Midland and Uhthoff, eight miles west of the junction with the Newmarket Subdivision at Orillia. The M&C is, apparently, not interested in the section between Uhthoff and Coldwater.

Coldwater and Midland are 17 miles apart. Coldwater is the point where the CN Midland Subdivision connects with the CP Port McNicoll Subdivision, a short distance from its junction with the main north-south MacTier Subdivision at Medonté. Midland is a community of 10 000, located on Georgian Bay. Rail traffic outbound has recently taken a sharp decline, since several grain elevators were closed. Passenger service ended on this line in October 1958.

In common with other proposed and existing short lines, the M&C proponents evidently believe that the line could be successfully operated as an independent line, which would not be subject to CN's present operating costs. One of the company's directors is UCRS member Tom Barber, of Midland.

In their recent newsletter, the M&C report that they have received confirmation from the Ontario Ministry of Transportation that MTO will fund a feasibility study for the concept of an industrial and tourism railway on the Midland Subdivision. Meetings have been held and proposals are being called by the provincial Rail Office for a complete engineering analysis. This will include examination of the line, including structures such as bridges, consideration of upgrading, equipment and facilities, and the costs of operation. The report is due by April 1, 1991, for use by M&C in establishing a business plan and approach for capitalisation of the project.

The Board of Directors has authorised the issuance of 50 founder's shares of stock in the company, and a number of these have been bought by interested persons.

Assistance has been received from the North Simcoe Development Corporation, and the corporate office of the M&C is located at North Simcoe's address in Midland. It has been stated by M&C that abandonment of the line would result in a major increase of annoying truck traffic on Midland's streets.

M&C has been given reasonable assurance by MTO that the overpass of Highway 69 over the Midland Subdivision will not be eliminated to force the closure of the railway line. Current indications are that this bridge will remain, when highway widening takes place within the next few years.

-John D. Thompson

to Allandale (Barrie). These stations had not been built when Jack Knowles was at Borden. Another UCRS member, Dick Vincent, was at Borden in the fall of 1943, and he states that work was just being started on the buildings when he left, so that when I arrived there in the middle of July 1944 the stations were still quite new.

Now for the difference in the size of the stations. As Jack remarked in his article, every second Friday noon there was a mass exodus from the camp as most servicemen were granted a weekend pass good until Sunday night. As most men wanted the most direct way to Toronto, they chose the CPR, so there was always a 12 or 14 car train of steel coaches waiting at the station. This train usually had a Hudson on the head end, either a standard or a Royal Hudson. The station staff were kept busy selling military tickets prior to train time. The CNR train on the other side at its station, however, consisted of three or four wooden cars pulled by a light Pacific. This train was used mostly by servicemen wanting connections to other CNR trains. The only times I ever saw a large train on the National side was when a draft of troops was being shipped out to the east coast, at which time there would be anywhere from 10 to 15 steel colonist cars lined up, as mentioned in Jack's story.

Sunday evening, at the conclusion of the weekend pass, the return train was scheduled to depart Toronto Union at 11:30 p.m. However, in contrast to the steel cars leaving Borden on Friday, the return train was usually made up of wooden coaches with gas lighting. This was all well and good, since the dim lighting let the troops have a bit of sleep on the way back to the barracks. Depending on how quickly the train was able to clear the Toronto yards, we usually arrived back in Borden around 2:00 a.m. On the return trip the train did not back into Borden, but proceeded directly in, engine first, to save time, after which it would back out the 4.5 miles to Ypres.

I had an opportunity to use the through coach to Toronto on two occasions. In September of 1944 I was transferred to Kingston for a specialised course. We boarded the coach at the north station at 1:15 p.m. with the D4g at the head end and proceeded to the north leg of the wye at Ypres to await the arrival of southbound No. 26 from Sudbury. When the train came to a stop at 1:45, we were coupled on the rear and were soon on our way to Toronto. When we returned to Borden in November the trip was made in reverse, with the through car being picked up at the wye and pushed back to the camp.

I was soon to say goodbye to Camp Borden. Just after New Year's Day, 1945, a large draft, including myself, was assembled and we headed out to Camp Debert, Nova Scotia, on one of the colonist car-equipped Canadian National troop trains. This was the last I ever saw of Camp Borden in that familiar configuration.

In 1957 the through coach to Camp Borden (by then listed in the timetables as N.A.C. – Not Air Conditioned) was dropped from the schedule and replaced by a through RDC service, trains No. 309 northbound and No. 310 southbound. On Saturday, April 15, 1959, I decided to visit the camp again, and so travelled on car 9110 to Borden. The RDC just went as far as the south station, arriving there at 1:15 p.m., even though the north station was still listed. However, the north station was dropped from the listing effective with the April 24, 1960, timetable. October 29, 1961, saw the service into Borden eliminated from the schedule altogether, and subsequent timetables simply showed Alliston with "Camp Borden" in italicised letters beside.

I have not been to Camp Borden since that 1959 trip, so I do not know how the facilities changed after that. Perhaps some other member could add a follow-up. ■

NEWS FROM NEW HAMPSHIRE

In September 1984, Guilford Transportation Industries (GTI), operated the last work extra from St. Johnsbury, Vermont, to Rigby Yard in Portland, Maine, over the Mountain Division of the former Maine Central Railroad (MEC). The railroad through Crawford Notch in New Hampshire's White Mountains, once the Maine Central's western outlet to its Canadian Pacific Railway connection at St. Johnsbury, Vermont, was downgraded and subsequently abandoned after GTI rerouted traffic over the Boston and Maine and Delaware and Hudson Railroads.

Since then, the eastern part of the Mountain Division has become overgrown with weeds, bushes, and second-growth trees. At least two landslides, one major washout, and a fallen boulder currently obstruct the track through Crawford Notch. Until recently, there seemed to be little possibility that this very scenic line would ever see trains again.

Then on April 5, 1991, William Hunscher, a local businessman, announced that he would purchase from GTI 23 miles of the line from Bartlett, New Hampshire, through Crawford North, to Bretton Woods, near Fabyans, New Hampshire.

Mr. Hunscher added that he hoped to have diesel-powered trains of classic coaches running on a two-hour round trip between Bartlett and Fabyans by June 1992. He did not offer any hope that a restored steam locomotive might be brought to the new Mountain Division railroad soon.

Mr. Hunscher was one of a group of private investors who negotiated unsuccessfully last year to buy the Conway Scenic Railroad of North Conway, New Hampshire. The CSRR has a connection with the former Maine Central's Mountain Divisi at Intervale, New Hampshire, 9.1 miles south of Bartlett.

Mr. Hunscher and GTI reportedly agreed separately on trackage rights over the ex-MEC from Fabyans west to Whitefield, New Hampshire, and a connection with the New Hampshire and Vermont Railroad, onward to Gilman, New Hampshire, and St. Johnsbury, Vermont, the latter railroad currently operated by the Lamoille Valley Railroad Corporation.

No announcement was made regarding the purchase price for the 26 miles of mountain railroad through Crawford Notch nor of Mr. Hunscher's financial arrangements.

GTI said it would begin formal abandonment procedures for the Mountain Division soon and anticipated that this would take 30 to 60 days. Last year, GTI notified towns along the former MEC line from Westbrook, Maine, to Whitefield, New Hampshire, that abandonment of the Mountain Division was intended. While the state of New Hampshire has first refusal to purchase abandoned rail rights in the state, New Hampshire State Transportation Commissioner Charles O'Leary said the state would waive this right in favour of Mr. Hunscher's project.

GTI president David Fink said that his corporation had been trying to find a way to preserve the Mountain Division since the cessation of rail service in 1984 and hoped that the purchase and sale agreement and completion of abandonment proceedings would clear the way for restoration of rail passenger service through Crawford Notch.

While the agreement with GTI includes the remaining buildings in the Bartlett area, there is no indication that the buildings and yards would be developed as a base operations. It was recognised that a zoning variance would be necessary from the Town of Bartlett, since the former MEC yard area is now designated as a residential area.

–Sandy Worthen, with reports from H. Arnold Wilder, Manchester Union-Leader, Conway Sun, Carroll County Reporter

UCRS 50th ANNIVERSARY FEATURE

PASSENGER TRAINS AT CAMP BORDEN

BY JACK KNOWLES

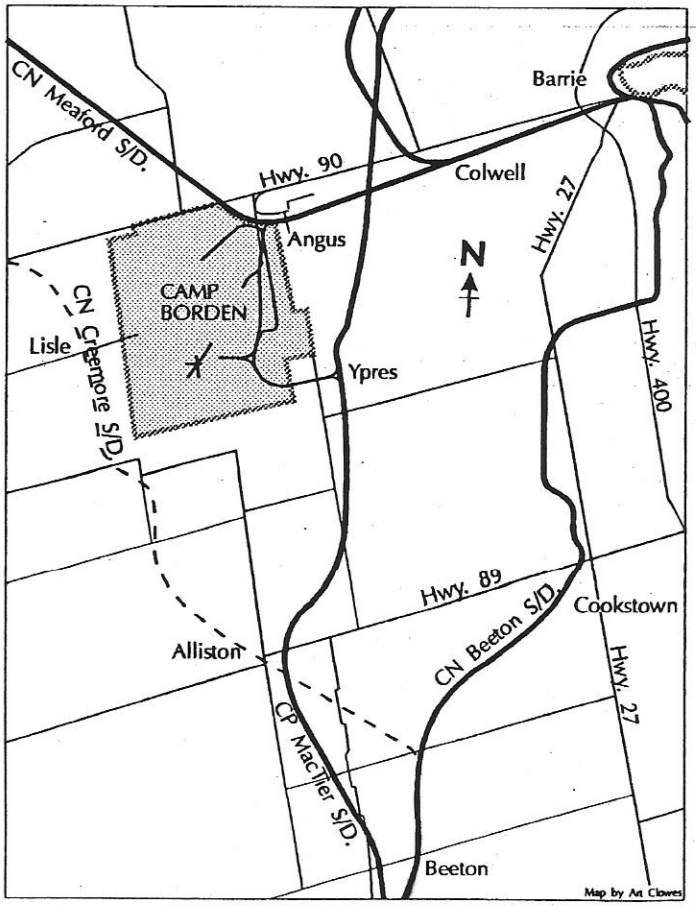
Mention in the January 1991 Newsletter that CP Rail has received permission to abandon 3.21 miles of the Base Borden spur recalls the use made of that line in World War II. The spur branched off the MacTier Subdivision at Ypres and ran into the southeast part of the built-up portion of Camp Borden where there was a wye, with one line continuing west into the Royal Canadian Air Force lands at the south end of Borden, and the other line continuing north along the east edge of the army's built-up part of Borden to an end-on junction with the Canadian National Railways track coming in from Angus, the village located just outside the north edge of the military reserve.

Camp Borden, then with the population of a small city, consisted mostly of one-storey frame buildings: barrack huts, officers' quarters, mess halls, military schools, and administration buildings, with a few larger buildings for RCAF or Ordnance use. Like most military reservations, Borden is on a sandy area unsatisfactory for agriculture. The military units were advanced training centres. Their trainees usually received a weekend leave pass every second weekend. With gasoline rationing for private automobiles after the spring 1942 and interurban bus lines restricted by wartime law to selling tickets for 40 miles or less, there was a substantial Friday midday exodus by rail from the camp every weekend with return late Sunday night. The troops chose their own routings and were sold reduced rate tickets. CPR got the bulk of the business, having the more direct route to Toronto. CNR did operate one leave train, but it was used mostly by troops making CNR connections.

Canadian Pacific's Camp Borden station consisted of two wooden express cars on a short piece of isolated track, with the car undersides closed in with planking from sills to ground level and broad stairways leading up to some of the large side doors. (Photo in January 1942 *Railroad* Magazine, page 129.) It was about midway up the line on the east side of Borden, and the CNR station was a few hundred yards further north, so that the two railways' leave trains loaded back to back on the same track. To serve the south end of Borden, CP had an additional stop called Bog Road, which had a roomy shed for a waiting shelter. The southeast part of the military reserve contained a wooded bog, and the stop was named after a minor east-west road running through the area. The CP track through the bog was on a good roadbed which was paralleled a stone's throw away to the northeast by an abandoned old roadbed. Probably the original roadbed had an unsatisfactory foundation, perhaps corduroy (logs laid crosswise in the bog with much brush thrown on top to hold the ballast). Bill Hood recalls going for route marches on the abandoned roadbed.

CP leave trains usually consisted of heavyweight steel coaches hauled by a 4-6-2. Occasionally steel colonist cars were used. As there was no other food service on such trains, the news vendor did a good business in confections. To do Camp Borden freight switching, CP assigned a D4g class 4-6-0 which tied up at night at the wye, where there were a water tower and a small coal pile. To provide connections on weekdays with passenger trains 25 and 26 on the MacTier Subdivision, the 4-6-0 galloped out to Ypres with a wooden combine. Also, Essa station on Highway 90 was a brief bus ride from Borden. (This was CP's nearest station to Barrie.)

The return leave movement late Sunday evening occurred at a time when the lower concourse of Toronto Union Station was jammed with all kinds of other departing passengers and their friends seeing them off. The resulting congestion of people was so great that barriers were installed at the top of the ramp from the main hall to the lower concourse and only persons holding a valid ticket were allowed to pass. Thus family and friends had to bid farewell to their travellers in the main hall. The return leave trains usually departed right on the advertised but then stood for perhaps an hour out in the yard before passing the bottleneck under the Bathurst Street bridge. I recall making Sunday evening trips behind 4-6-2 No. 2400. After the stop at West Toronto station the servicemen settled down for some sleep until after wheels clattering over the CNR diamond at Alliston announced that Borden was not far away. Soon the troops detrained in their great numbers and dispersed through the dark camp, handing in their leave passes at their unit guard houses and reaching their barracks about 0300 hours for some additional sleep before reveille.



Troops who had completed their training were housed in barracks in the east-central part of the camp. When they departed in large drafts for east coast transit camps or on other overnight trips, the trains of either railway were composed of steel colonist cars without bedding or attendants. The cars were rather plain sleepers with self-service cooking facilities in one

CAMP BORDEN IN 1944

BY WILLIAM HOOD

Reading Jack Knowles's article on Camp Borden passenger trains in the April 1991 issue of the **Newsletter** prompted me to jot down a few of my recollections of the facilities at Borden and the events leading up to them at the time I was stationed there.

I joined the army in May of 1944, and after a brief stay of a week at the Canadian National Exhibition grounds for indoctrination into the armed forces way of life (*i.e.*, sleeping on steel double bunk beds in Horse Palace stalls), we were shipped off by the Canadian Pacific Railway to Peterborough for basic training.

Peterborough was a fairly interesting city in 1944, with quite a number of trains both passing through and originating in the city on both the Canadian Pacific and Canadian National Railways, and I spent as much spare time as I had stopping by the stations to observe the trains. There were always two wooden coaches parked on a siding just east of the CPR station. Sometimes they would disappear for a day and then reappear to take up their appointed position on the siding. I eventually found out that they were used to move troops out from Peterborough after they had completed their basic training.

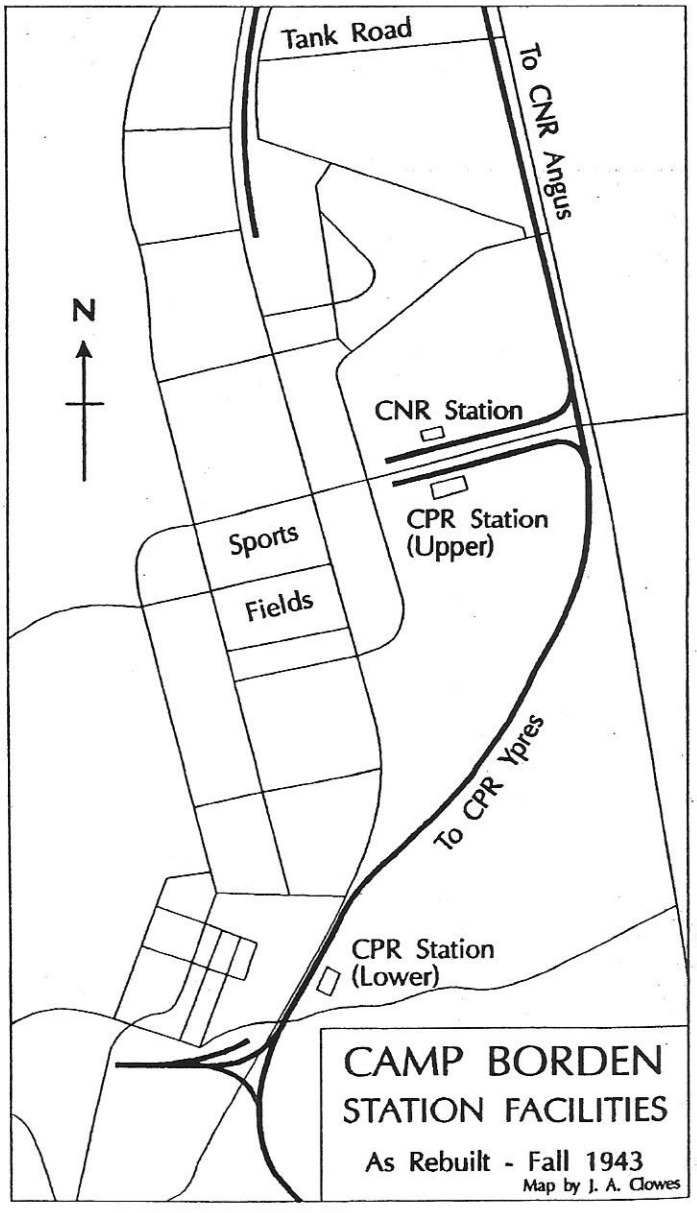
When we had spent two months completing our basic training we were told one night that we would be moving out the next morning for advanced training at Camp Borden. At 5:00 that morning, several platoons of soldiers were assembled on the parade square in full marching order with back packs and kit bags, and we proceeded up George Street to the CPR station. There I found my two wooden friends had been coupled to the rear of a train standing in the station. The train turned out to be No. 601, a daily except Sunday local from Peterborough to Toronto, scheduled to leave at 7:10 a.m. and to arrive in Toronto at 9:15 a.m. We were all loaded onto the two cars and we settled down for the leisurely trip to Toronto.

On arriving at Toronto Union Station we were told to unload quickly and crossed the platform to where another train was standing, with three wooden coaches on the rear. We were loaded onto the rear two cars. This was CPR train No. 25, a daily except Sunday run from Toronto to Sudbury, scheduled to depart at 9:20 a.m. and to arrive in Sudbury at 5:55 p.m. This train is shown in the June 25, 1944, schedule as having a through coach from Toronto to Camp Borden, which turned out to be the third wooden coach on the end, ahead of our two special cars.

No. 25 departed Toronto and we proceeded on the next leg of our journey. Two hours later, the train arrived at the Ypres wye at 11:20 a.m. The three cars on the end of the train were cut off on the main line between the two legs of the wye, and the remainder of the train continued on to Sudbury. At this point, an ancient D4g 4-6-0 which had been waiting on the south leg of the wye pulled out onto the main line and coupled up, nose first, to our three cars. We were then pulled back clear of the south-leg switch, the switch was lined up for the wye, and we were on our way for the last 4.5 miles of our journey. I can still recall hearing the mournful drawn-out whistle of the little 4-6-0 blowing for the grade crossings as it pushed the cars along. Fifteen minutes later we arrived at the south Camp Borden station by the R.C.A.F. barracks, presumably to let some passengers off the coach from Toronto, after which the train continued on for the last mile to the north station.

We finally pulled up in front of the CPR station where I had my first glimpse of the famous Camp Borden I had heard and read so much about. There was a large paved area where we got off, roughly 100 feet wide, with the CPR tracks on the south side and the Canadian National tracks on the north side. The station facilities were completely different. The CNR station was a single-storey building with a small passenger waiting room and a baggage room. The Canadian Pacific station, however, was a large two-storey structure with ample passenger and baggage areas. I later found out the reason for this difference in size.

What I will call the Camp Borden "main line" ran along the east side of the camp, about a thousand feet or so from the station area. Both railways had a spur branching off the "main line" into their respective stations, the CNR coming in from the north and the CPR from the south (see map). As has already been mentioned, the CPR line connected with the rest of the system at Ypres, while the Canadian National ran north to Angus where it connected with the Meaford–Collingwood line



GRAND TRUNK RAILWAY SYSTEM

IIRA

	Read Up		
	174	176	178
Arrive	P.M.	P.M.	P.M.
.....	12†30	†4 29	.....
.....	11†59	†4 07	.....
.....Lve	11†34	†3.42	.....
.... GArr	10†20	†3.35	.....
.....Lve	10†10	†3.25	.....
.....Arr	10†05	†3.20	.....
.....	9.50	3.10	.....
.....	9.40	3.05	.....
.....	9.27	∫2.58	.....
∫Lve	9.10	2.50	.....
....\Arr	8.06	2.28	†8.00
.....	8.00	2.21	7.50
.....	∫7.48	∫2.09	∫7.42
.....	7.44	2.05	7.38
.....	†7.35	†1.50	†7.30
Leave	A.M.	P.M.	P.M.

ORGETOWN, ND BARRIE

43	60	62	
Time			
Arr	A.M.	P.M.	
on			
...⊖▲	†11.18	† 9.23	.....
wn...	.....	∫ 9.11	.....
n Jct.•	11.08	9.06	.....
y.....	∫10.48	∫ 8 53	.....
.....	∫10.43	∫ 8.49	.....
n.....	10.32	8.37	.....
ood...	∫10.25	∫ 8.28	.....
own...	∫10.16	∫ 8.18	.....
wn⊖L	†10.10	† 8.12	.....
A• Ar	†11.05		

BARRIE, ALLANDALE, COLLINGWOOD & MEAFORD

For equipment of trains see pages 19 and 20

Read Down				TABLE No. 44 Eastern Time	Read Up		
63	395	61	Miles.		60	396	62
P.M.	P.M.	A.M.		Lve Arr	A.M.	P.M.	P.M.
† 7 50	† 1 55	†10 10	1.3	....Barrie⊖•...	† 7.47	†12 30	† 5 35
† 8 25	† 2.15	†10.30	0	L. Allandale⊖▲.A	† 7.35	†12 25	† 5 20
8.34	2.26	10 40	5.5	....Colwell Jct....	7.25	12 13	5 10
∫ 8.40	.....	∫10.46	8.9	..... Utopia	∫ 7.17	.....	∫ 5.02
8 45	2.38	10.51	10.3	..... Angus.....	7.12	11 55	4 58
∫ 8 50	.....	∫10.56	13.0	...Brentwood....	∫ 7.05	.....	∫ 4.51
8.58	2.50	11.02	15.2	...New Lowell....	7 00	11 40	4 45
9.16	3.10	11.20	22.8	.....Stayner.....	6 45	11.20	4.30
∫ 9.26	.....	∫11.32	28.1	.....Batteaux.....	∫ 6 33	.....	∫ 4.18
9.35	3.35	11.45	31.4	A Collingw'd ∫L	6 25	11 00	4.10
9.40	4.10	11.55		L ⊖• \A	6 15	10.40	4.00
.....	.....	.....	32.1	.... Lake Jct	6 05	.....	3.50
∫ 9.55	∫ 4.30	∫12.11	37.0	.....Craigleith...	∫ 5 56	∫10 20	∫ 3.41
∫10.02	∫ 4.40	∫12.19	41.0	.....Fields'.....	∫ 5.48	∫10 07	∫ 3.33
10.10	5.10	12.29	43.8	Thornbury. NOTE	5 42	10 00	3.27
†10.30	† 5.55	†12.50	52.5	...Meaford...⊖•	† 5.25	† 9 00	† 3.10
P.M.	P.M.	P.M.		Arr Lve	A.M.	A.M.	P.M.

NOTE:—Clarksburg P.O. about one mile from Thornbury.

BARRIE, ALLANDALE, MIDLAND & PENETANG

251	59	397	Mls	TABLE No. 45 Eastern Time	250	Spl.	56	398
P.M.	P.M.	A.M.		Lve Arr	A.M.	P.M.	P.M.	P.M.
† 7.50	.....	10†10	1.3	...Barrie...⊖•	† 7.47	12 30	▭ 2 20	5†35
† 8.35	†12.30	10†40	0	.Allandale.⊖▲	† 7.25	11 35	▭ 2.00	5†10
8.45	12.40	10.52	5.5	...Colwell Jt..	7.15	11.24	1.46	4.55
①8.47	.....	.....	11.5	.... Budd's	①7.02	.....	.....	.....
9.02	.....	11.12	13.3	...Minessing...	6.59	.....	.....	4.38
∫ 9.08	.....	11.22	16.8	....Hendrie....	∫ 6.51	.....	.....	4.26
9.13	1.13	11.30	19.2	...Phelpston...	6.45	10.59	∫ 1.13	4.20
9.23	1.23	11.45	24.0	....Elmvale....	6.35	10.50	1.05	4.00
∫ 9.26	.....	11∫49	26.0	.....Saurin	∫ 6.31	.....	.....	3∫52
† 9.29	† 1.30	11†53	27.0	Arr..Birch..Lve	† 6.28	10①45	▭12.56	3†49
.....	† 1.30	.....	27.0	Lve..Birch..Arr	.....	10①45	▭12.50	....
.....	1.45	.....	31.5	A. Wyebridge. L	.....	10.30	12.40	....

June 1913
T. T. M. Regan
Library, U.M

With abandonment of the rail line it is anticipated that some local on-line traffic would be lost to private or commercial truckers. During the five year period 1977 to 1981 rail traffic handled on the line ranged from a low of 43 carloads in 1977 to a high of 120 carloads in 1980. The increase in 1980 was due to an outbound movement of 82 carloads of hay to Western Canada because of severe drought conditions. With abandonment of the line no unusual heavy expenses would be imposed on remaining active customers who would be required to transport any future rail traffic by truck at their own expense to one of the alternative stations listed in the appendix.

It is expected that, with the abandonment of the line between Mile 34.60 and Mile 52.19, the bulk of the rail traffic now handled to and from that portion of the Meaford Subdivision would continue to be handled by rail. This will result in a small increase in carloads to the alternate stations and a minor increase in trucking activity. Train operations between Collingwood and Meaford are at the minimum level consistent with traffic available and no further economies could be realized by changing the method of operation. The only other line of the Company in the immediate area is the Owen Sound Subdivision, approximately 17 miles distant, which is too far away to provide an economic interconnection. There is no direct connection between the trackage proposed for abandonment and any other railway line. CP Rail's Mactier Subdivision crosses the Meaford Sub. at grade, at Mile 7.45 (Mile 58.09 Mactier Sub.), which is on the portion of the Meaford Sub. which will continue to be operated by CN. It is therefore considered by CN that CP could not provide service over CN's tracks between Collingwood and Meaford in a way that would be economically feasible.

Summary: Carload traffic handled to and from the two stations on the portion of the Meaford Sub. proposed for abandonment has been minimal in recent years. Clearly, it has been shown that in 1979, 1980 and 1981, revenues from originating and terminating traffic on the line failed to meet the costs incurred; consequently, CN Rail has suffered continuing actual losses. There is presently no economically feasible method of rail operation nor any other opportunity for eliminating the losses incurred on this line. Therefore, in view of the losses being sustained, and in accordance with the terms of the Railway Act, CN Rail has no alternative but to apply for the discontinuance of the Meaford Sub. between Mile 34.60 and 52.19.

(Not a word is said about the possibility of Provincial acquisition of the line, nor of the plans which the Ontario Rail Association has had for several years to conduct a steam tourist operation between Collingwood and Meaford.--Ed.).

Appendix

1. Physical Statistics--Miles of track: Main Line--17.59 mi. Spurs and Sidings--1.08 mi. Total-18.67 mi.

Rail: Main Line & Spurs: 2.89 mi. of 85 lb.; 15.78 mi. of 80 lb. Type: ASCE. Condition: Fair. 85 lb. laid in 1912, 80 lb. in 1905.

Track Ties (treated): No.: 53,777. Condition: Poor. Average Age: 30 years.

Ballast (pit run): Length--18.67 mi. Condition: Poor. Age: Various.

Culverts: Wood box-one. Condition--Good-fair. Year built: 1913-40.
Concrete Pipe: 60. " " " " " "
Cast iron " 2 " " " " " "
Corrugated metal pipe: 104 " " " " " "
Concrete box: 1 " " " " " "

Bridges: Type--Beam Span.	Length: 60'	Mileage: 42.60	Condition: Good	Year Built: 1890
Deck truss span & deck plate girder span	" 298'	" 44.20	"	"	" " 1898
Deck plate girder span	47'	" 44.80	"	"	" " 1924
Trestles: Type: Pile Trestle	" 36"	" 34.70	"	"	" " 1890
" " "	" 25'	" 50.70	"	"	" " 1924
" " "	" 37'	" 51.00	"	"	" " 1890
" " "	" 37'	" 51.20	"	"	" " "
" " "	" 12'	" 51.80	"	"	" " "

Crossings, Public:	Protection:	Number	
	Flashing lights & bells	2	1927-48
	Reflectorized Signs	49	" "

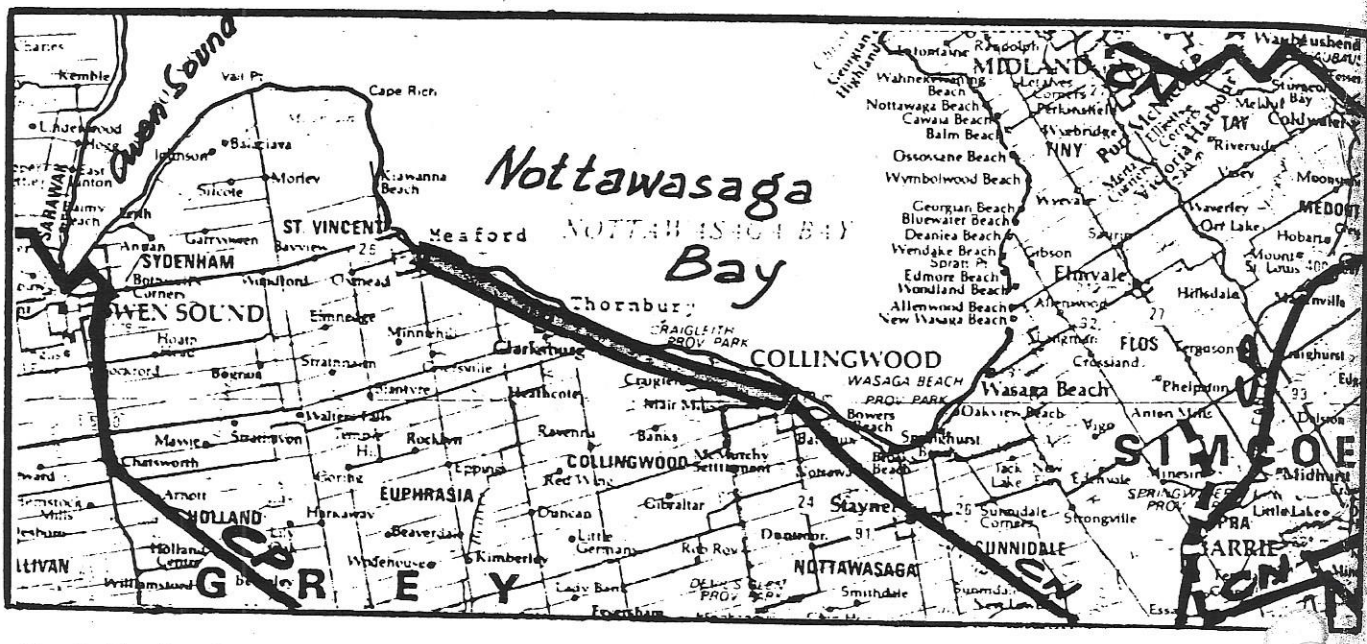
Buildings: Freight shed--frame. Location: Mi. 52.19. Condition: Poor.

2. Alternative Shipping Points:

On Line Station	On Line Mileage	Alternate Stn.	Ry.	Road Miles From On Line Stn.
Thornbury	43.98	Collingwood	CN	13
		Owen Sound	CN	25
		" "	CP	25
		Flesherton	CP	25
Meaford	52.19	Owen Sound	CN	17
		" "	CP	17
		Collingwood	CN	21
		Flesherton	CP	25

--forwarded by Peter F. Oehm

CN Meaford abandonment submission



The following is a condensation of the Canadian National Railways submission to the CTC entitled "Report on the Proposed Abandonment of a Portion of the Meaford Subdivision".

The Meaford Subdivision begins at Barrie, Ont., Mile 0.00, and extends 52.19 miles in a northwesterly direction to Meaford, Ont. At Barrie, connections to the Newmarket and Beeton Subdivisions are made via yard tracks. The stations located on the section of the subdivision proposed for abandonment are Thornbury, Mile 43.98, and Meaford, Mile 52.19. (Note: the station buildings at these locations were removed a number of years ago). Freight carload service on the line is presently provided by a wayfreight from Barrie operating on an "if and when required" basis.

The portion of the line proposed for abandonment was part of a rail line originally built by The North Grey Railway Company, incorporated on 15 February 1871 to construct a railway from Collingwood to Meaford. The line was completed and opened for traffic on 31 December 1872. This railway was amalgamated with The Toronto, Simcoe and Muskoka Junction Railway Company into one company under the name Northern Extension Railways Company under agreement dated 27 December 1871. railway and The Northern Railway Company of Canada were subsequently amalgamated into one company the latter name as authorized by Statute Canada 8 April 1875. Effective 24 February 1888 The North Railway Company of Canada was amalgamated into The Grand Trunk Railway Company of Canada. The latt became part of the CNR on 30 January 1923.

The Meaford Subdivision is in poor to fair condition containing rail mainly with a weight of 80 lb per yd. Cars exceeding 220,000 lbs. gross weight are required to be covered by handling instructio Maximum train speed is 25 MPH. It is paralleled by Provincial Highway No. 26 which is a paved, all weather road providing access to major commercial and industrial centres. There are five "for hire highway carriers licensed to serve the area through which the line passes.

Alternative rail services are shown in an appendix for the two stations on the line, giving the distance in road miles to alternative rail stations. The nearest alternative station to Thornbury Collingwood, a distance of 13 miles, and the closest open station to Meaford is Owen Sound, a distance of 17 miles.

The Meaford Subdivision extends through exceptionally scenic countryside which has been designated the Province of Ontario as a four season tourist and recreation area. A considerable number of hig successful tourist attractions complement the area. Thornbury, which is located on Nottawasaga Bay the mouth of the Beaver River, is in the centre of an important apple growing area. Meafo located on Nottawasaga Bay at the mouth of the Big Head River. Meaford has harbour facili however, due to the shallow depth of the water, which does not exceed 10 to 11 feet, this ha not suitable to accommodate commercial lake vessels which require water depths which range up feet. There are no known rail-oriented industrial developments underway or planned in the foreseeable future that would require the use of rail service in the area. There are no services planned or proposed for the future by CN Rail on the portion of the Meaford Subdivision proposed abandonment.

Adventures of the RUSTY RAILFANS: No.1

All right, you hard nosed diesel fans with your motor drives and scanners, the Rusty Railfans put it to you that there are other pursuits to pursue in the railroad hobby. One of these, a whole field of endeavour in itself, is the semi-archaelogical examination of dying, dead, and buried branch lines, such as the CN Meaford Sub. Last Sept. 27 three intrepid rust seekers set out from Toronto for Meaford, Ont. to examine the state of the far end of the Meaford Sub., the abandonment order for which was granted by the CTC on Dec. 31, 1985.

It should be explained that the line described a large half circle in diverting from its essentially north-westerly course from Collingwood to descend a long grade, crossing several town streets, to meet the waterfront heading easterly along the south shore of Nottawasaga Bay (the southerly extremity of the much larger Georgian Bay). Parking near the site of the former Meaford Station, our threesome tramped easterly into the still intact three-track yard, the ground somewhat muddy from recent rains. The freight house with its wooden loading platform still lies on the south side of the tracks. Further east, where the three tracks have been reduced to two, a former switch location on the northerly track (marked by a single remaining switch tie) represents the point where a former track led off to the small engine terminal of steam days. The overgrown turntable pit was found, located amidst a fair stand of trees and underbrush, this facility having been very close to the water's edge, so close that riprap was placed along the shore in this area. Evidence of two ash pits could also be seen in the undergrowth, one on each side of the turntable pit. The former water tower site may be seen adjacent to the location of a second former siding, to the south of that which constituted the engine terminal. This second siding crossed a creek on a small timber bridge to carry on for what is now an indeterminate distance. The "main stem" of the yard served two industries at its far end, one of which was the former Bentwood Chair Co.

Returning westerly, the railfans noted a series of seven concrete chutes located under and adjacent to the southernmost of the tracks in the three-track yard. An old and decrepit shed lies adjacent to these chutes (does any reader know what this installation was for?). Some 1891-rolled rail was noted on this most southerly track. At the road crossing closest to the station site, there was a sign posted proclaiming "Memorial Park 3 km". Although there is an abundance of space here in which this sign could have been located, some humourist decided to plant it directly between the rails just west of the west yard switch. The adjacent intersection of Bridge and Denmark Streets, which the main line had crossed on a diagonal alignment, showed evidense of having been completely repaved in 1986, with the track across it completely removed.

The three R.R.'s then decided to hike up the grade to the south edge of town. Some local street crossings had the rails intact across them; others had the flangeways filled with asphalt, and at least one had the rails removed (obviously by town forces, as the steel had been simply dumped in a trackside ditch). One item that was noticed was how several adjacent property owners have already in essence laid claim to the railway right-of-way, as neatly manicured extensions to residential back yards have been carried out right to the tie ends. The dates on tie nails throughout this section indicated many replacements in 1946, as well as some fairly extensive maintenance in the early 1970s. At the point where the builtup area of the town ends stands the plant of Knight Industries with its siding still intact. The railfans could not help remarking upon how the line would have made a nice tourist rail ride on this section, even if the grade may have meant certain operating problems. Two short trestle bridges remained intact.

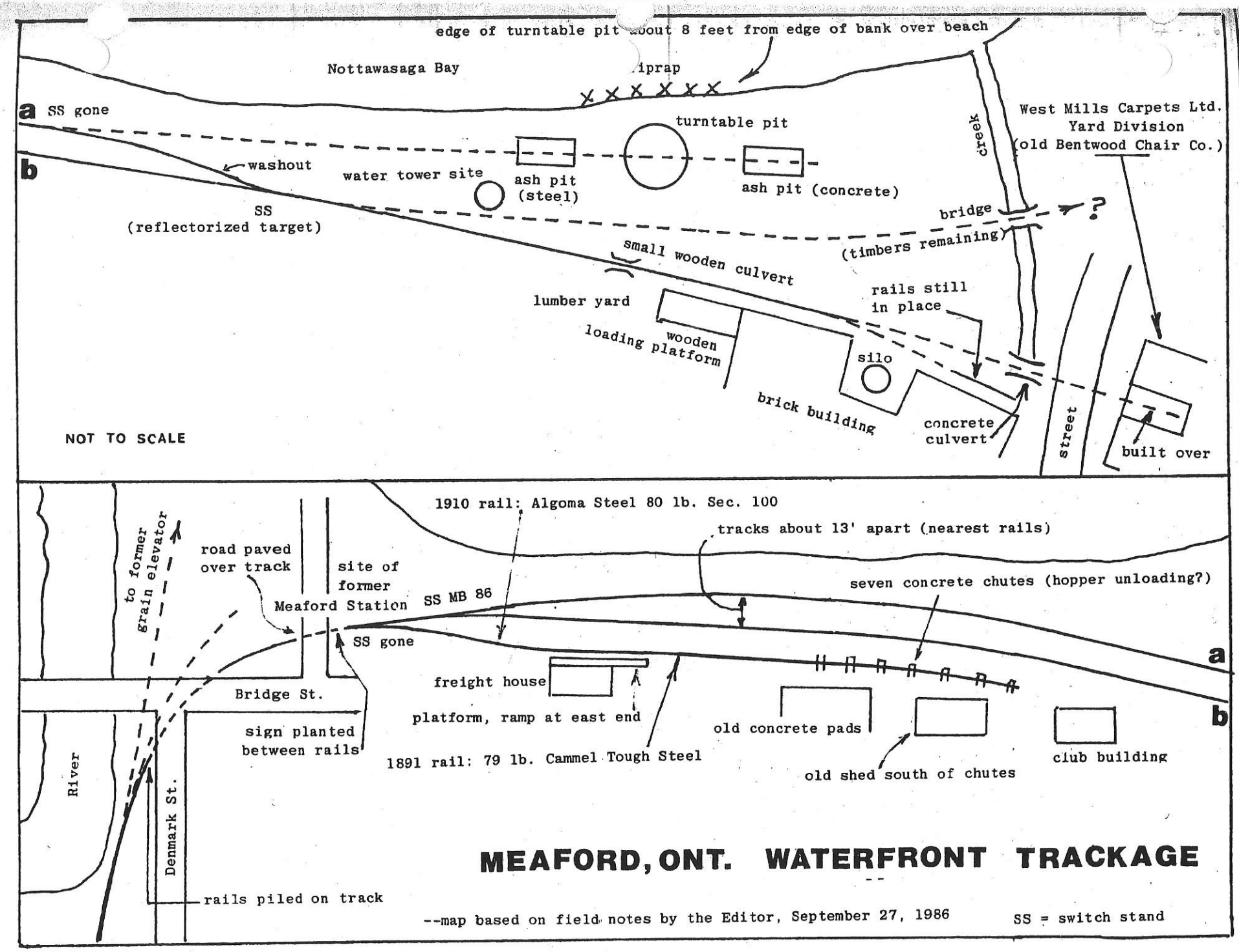
The hikers left the right-of-way where the line comes adjacent to the Highway (26) into town (adjacent to the garage/depot of Breadner Transport, which presumably has fallen heir to the traffic which CN gave up on). They then followed the road back downtown to search out a rest-araunt to satiate honestly earned appetites. Later on, on their way back home, the railfans stopped to view the still intact CN Craigleith Station (now a restaurant, and located some distance back from the line). They also noticed a bench on the main street of the town of Thornbury which had been fabricated from a railway crossbuck sign (with the lettering preserved), doubtless salvaged from a Meaford Sub. location.

The Rusty Railfans saw nary a flanged wheel turn all that day, but they agreed that they had put in a full and rewarding day of railfanning (or railway research, if you insist on being formal about it), the results of which have been presented in this article and in the accompanying map.

--The Railroad Museum of Pennsylvania (Strasburg) has purchased ex-CN stainless steel car 304 from Gordon Chaplain (Canadian General Tower). The car, which was stored at Oakville, Ont. was the observation unit from the Reading R.R.'s CRUSADER trainset, built by Budd in 1937. The CRUSADER equipment was purchased by CN in the early 1960s under the Pierre Delagrave-led passenger service revitalization program. The car was moved to Pennsylvania just prior to Christmas.

--Philadelphia's SEPTA has ordered 35 push/pull commuter cars from Bombardier Inc. (10 cab c 25 coaches). Seven AEM-7 locomotives have been ordered from ASEA by SEPTA to power the equipment in the Bombardier order. --two above items from Mike Burshtyn

Toronto Civic Railways Book Update--The completed book was turned over to the bindery on Jan. 5. Completed books are expected in our hands by the end of January; all outstanding mail orders will be filled promptly by Bill Hood. Books will be on sale at the February meeting.



MEAFORD, ONT. WATERFRONT TRACKAGE

--map based on field notes by the Editor, September 27, 1986

SS = switch stand

construction. The MUC bowed to the inevitable on Jan. 10. Montreal Nord Mayor Yves Ryan, Vice-Chairman of the MUC Transit Committee, which initially opposed steel-on-steel for Line 7, said after the meeting that, subsequent to a tour of the Paris Metro and Munich's and Vienna's U-Bahnen, he was convinced that their steel-on-steel systems were quieter than MUC's rubber-tired variation. Apparently Bombardier Inc. will now have an opportunity to show off its modern, heavy rail transit technology, including appropriate snow removal equipment.

--John Welsh, Omer Lavallee

CN

Canadian Transport Commission

Railway Transport Committee

GEORGIAN BAY RAILWAY

Collingwood – Meaford abandonment decision

ORA GIVEN SIX MONTHS TO CONCLUDE NEGOTI

The Railway Transport Committee of the Canadian Transport Commission has issued Order No. R-37433, dated Nov. 20, 1984, permitting CN to abandon, not earlier than six months from that date, the 17.59 miles of the Meaford Sub. west of Collingwood (see "CN Meaford Abandonment Submission", NEWSLETTER 407, page 14). The decision indicates that it had been the original intention of the hearing panel to issue its decision within two or three months of the date o the hearing, which occurred in Collingwood on Oct. 13, 1983. However, in deference to ongoing negotiations between Ontario Rail Association (Ontario Rail Foundation) and CN relative to th former's acquisition for operation as the Georgian Bay Railway, a steam tourist operation, th decision was delayed. The second last paragraph of the decision, however, concludes as follow "...we have been advised that negotiations between these parties have reached an impasse, and accordingly we are of the opinion that we must proceed with our decision".

The text of the decision earlier cautions that the abandonment hearing did not have within it terms of reference an examination into the merits of the proposed Georgian Bay Ry. operation, and was confined to consideration of the CN application. The delayed action of the panel neve theless appears to bespeak some tacit sympathy for ORA's efforts, and this is heightened by a condition of the abandonment approval which provides that "the applicant (CN) shall advise t Committee in writing of any agreements entered into with the Georgian Bay Ry. Co. for the sa exchange, assignment, transfer, lease or otherwise of that portion of the Meaford Subdivisi should such agreement occur subsequent to the date of this Order and prior to the date specified for abandonment."

The situation now facing ORA was summarized in an article appearing in the Collingwood Enterprise-Bulletin shortly after the abandonment order was made public, from which the follo ing extracts are taken: "The next six months will be 'do or die' for the steam train attracti proposed for the CN line between Collingwood and Meaford. Following a decision by the CTC las week to allow CN to abandon the line, the steam train enthusiasts who want to take over the tracks have six months to complete negotiations with CN and with the Provincial Board of Industrial Leadership and Development (BILD). Marv Mooney, President of the Ontario Rail Foundation, said that he anticipates "all the answers within the next 90 to 120 days...it allows us to enter into final negotiations with CN as to the ways and means of taking over the line"...Mr. Mooney is looking for Provincial funding towards the $1.85 million cost of th project...The CTC decision notes the scheme has the support of the Ontario Ministry of Touri and Recreation...The decision will however be held in abeyance if a moratorium on branch lin closures imposed by the previous Federal administration is not lifted, according to Tom Van Dusen, a spokesman from Transport Minister Don Mazankowski's office. The moratorium was imposed to allow Ministry officials time to explore possible alternative uses for lines which the railway companies do not want to use."

With regard to the abandonment application itself, the RTC concluded that the evidence was overwhelming that the continued operation of the line for freight service was uneconomic and that the nature of the economy of the area was not such as to indicate any future possibilit of increased demand for such service. It recorded CN's submission that no trains have operat west of Thornbury since November, 1982 and that the maximum permissible train speed on the entire line had been reduced from 25 mph to 20 mph because of deteriorating track condition Several persons and agencies, such as the Huronia Tourist Association and the Collingwood Chamber of Commerce, opposed the abandonment, some of them because of the prejudicial effect on ORA's plans that would flow from a permissive decision. One interesting submission was ma by a private citizen on his own behalf, Mr. D.G. Wilton, who contended that the Canadian National Railway Co. was constituted as an agency to serve the transportation needs of Canadians, and that only a vote of the majority of Parliament would give CN the right to abandon any rail lines. He was of the opinion that, since there has never been a Parliament vote to change the terms and conditions of the creation of Canadian National, it had no ri to apply to abandon the line. Certain of the municipalities argued that the right-of-way should remain, if abandonment was permitted, as a recreational trail. The GO NORTH Committe pointed out that the Collingwood-Thornbury portion of the line had been upgraded as recentl June, 1983 to accommodate the movement of two transformers from Pickering to Thornbury, and urged that abandonment be held off until studies with respect to winter ski trains and summe recreational trains (from Toronto presumably) had been completed. While abandonment is bein

permitted, if ORA is successful in its venture trains of this nature may yet operate in the future as the price of gasoline becomes an increasingly dominant factor in the transportation picture. --Information from Peter F. Oehm

Book reviews

EDMONTON'S ELECTRIC TRANSIT by Colin K. Hatcher and Tom Schwartzkopf

Published by Railfare Enterprises Ltd., Box 33, West Hill, Ont. M1E 4R4 $29.95 plus $2 for shipping

Reviewed by John A. Maclean

Members fortunate enough to own a copy of "Winnipeg's Electric Transit", issued a few years ago by this publisher, will note many similarities besides the title between that volume and the one currently under review. Size and general arrangement are the same--although Edmonton rates a few more pages than Winnipeg--and both books provide exhaustive coverage of electric transit history and operation in their respective cities. One important difference stands out, however: while the Winnipeg book was able to present the entire span of electric transit history in that city from beginning to end, such a thing is impossible for any book in the case of Edmonton, for the story of electric transit there is a continuing one, thanks to the retention of an extensive trolley coach system, supplemented by the construction in recent years of a new light rail rapid transit line which is still undergoing development.

We have here a well written and attractively produced hard cover book of 210 pages in metric size, approximately 8 3/8 by 11 5/8 inches, with coloured dust jacket, an even 200 black and white pictures, 11 colour views of streetcars, trolley coaches and rapid transit units, a dozen track maps of all three types of operation, numerous ticket and transfer reproductions and two equipment drawings. There is a bibliography, but unfortunately no index: the chronological arrangement of the chapters compensates only partially for this lack. Footnotes are in profuse supply, but happily have been confined to their proper use in indicating sources, thus making it possible to ignore them when reading the book for pleasure rather than research.

Edmonton never had horse cars, electric streetcars having become a practical proposition by the time the city had grown to a size where public transportation of a higher order than that previously provided by horse drawn omnibuses was deemed necessary. Although Edmonton's most spectacular growth has taken place since World War II, the city actually developed a surprisingly extensive street railway system when it was much smaller than it is today, only to almost on it completely in 1951 in favour of buses and trolley coaches, especially the latter. Fortunately the system resisted the urge to scrap these later in favour of an all bus system, as was done in so many other cities. Extensions were in due course made to the trackless trolley system, while in due course the first generation of trolley coaches was supplanted by a fleet of brand new vehicles incorporating the latest developments in this technology. Not content with these progressive moves, the system has now gone all the way and has restored railed electric traction in the form of a light rapid transit system, part of which is now in operation, with extensions under way. And so the story of Edmonton's electric transit is projected into the present and the future.

A short introduction is followed by 17 chapters telling the story of the city's street railway system, trolley coach network and rapid transit line, with seven appendices providing detailed rosters of all three types of equipment, including work cars, with extensive notes on modifications, liveries and other matters. Details are given on streetcar routes on specified dates, together with information on the colour coded route boards worn by Edmonton streetcars for non-English speaking citizens in addition to conventional roll signs. Elsewhere in the book we are told how the city's original system of named streets changed into the present confusing (to an Easterner, at any rate) numerical system. A chapter is naturally devoted to Edmonton's most celebrated landmark, the High Level Bridge, which formerly carried streetcars and may soon carry rapid transit trains. Another distinctive feature of Edmonton in the street railway era, described and illustrated, was the Library Car, which anticipated the function of the Bookmobiles of more recent times in taking reading matter to the residents of outlying areas.

A whole chapter is devoted to the independent and short lived Edmonton Interurban Railway, which connected the edge of the city with suburban St. Albert, then little more than a country crossroads but now a substantial city in its own right. The "interurban" line, never electrified but operated by a gasoline-electric car, unfortunately failed to share in this development, as a fire one night destroyed its carhouse and rolling stock, thus bringing this unsuccessful enterprise to an end. The line's outer trackage was torn up, but the inner portion survived to serve for many a year, being taken over by the street railway and electrified, achieving its own modest renown thanks to the fact that its outer end was the most northerly point in North America ever reached by streetcars.

It has been a pleasure to review a book which can hardly be faulted. "Edmonton's Electric Transit" not only covers an interesting system about which little has been published previously, but covers it very well indeed. Research on the part of the authors has obviously been exhaustive, the text is very readable, and Railfare Enterprises have given it their usual first class treatment. Here is a book which can be enthusiastically recommended to all street railway, trolley coach, and rapid transit fans, and also to all students of local history desiring an insight into the effect of transit operations on a city during its at first slow, and later meteoric, growth.