

September, 1945 - Number 1

A WORD OF EXPLANATION

The appearance of this news - sheet marks the beginning of a plan which has been forming for some time in the minds of the Directors of the Society. The Society's Bulletin always seemed to be a dual-natured thing, concerning itself with (1) Articles of Railroad history, intended to be of general interest to everyone, and (2) News of the Society and of its members, which was of no particular consequence to anyone except Society members. Now that the Bulletin is definitely open for sale to non-members, it was felt that its standard would be raised considerably by eliminating the second element mentioned above and publishing this quite separately in a periodic one page news - sheet which would be for distribution to members only. This is the first one of these. The Bulletin henceforth, will follow more closely the pattern of Bulletins published by several other well-known railroad fan organisations in the U.S.A. and Canada; no longer will it serve the purpose of reporting "news".

It is not known just yet how often the news - sheet will be published, but it is likely that its publication will follow no definite schedule; rather an issue will appear each time enough material has accumulated to publish one. There is every reason to believe that in the days of expanded membership and activities that must surely lie in the reasonably near future, an issue can be published every two or three weeks. Again, as in the case of the Bulletin, the members themselves will largely control the success of this venture. Any odd bits of news, concerning Society members or concerning railroads of the region will be welcomed by the Editor.

Stuart I. Westland
Editor, U.C.R.S. News Letter.

DIRECTORS' MEETING OF JULY 3, 1945

At a Director's meeting of the Upper Canada Railway Society held on Tuesday, July 3, 1952, several important decisions were made which are of general interest to all members.

(1) It was decided not to hold any regular summer meeting, following a very unfortunate mix-up on June 20, which showed the inadvisability of holding meetings during the summer when our numbers are small.

(2) During the next season, that of 1945-46, meetings will be held monthly, rather than on a tri-weekly basis as heretofore. The third Friday of each month shall be the evening regularly set aside for meetings of the Society. Thus the schedule for the season is: September 21, October 19, November 16, December 21, January 18, February 15, March 15, April 19, May 17, June 21. (The last date is tentative.)

(3) Jack Bost has been appointed to the Directorate as Assistant Secretary and he alone will be responsible for deciding the location of meetings and for cancelling meetings previously arranged. (These two functions are to be exercised only until the return of the President, who normally exercises them.

(4) John Griffin was appointed Bulletin Editor. He will welcome any Bulletin contribution, which in should be sent to his home. (The Society is very grateful to Basil Headford for his able editing of Bulletin # 17).

(5) Stuart Westland was appointed News Letter Editor. Accordingly, all contribution for this publication should be sent to him.

NEWS OF OUR ACTIVE SERVICE MEMBERS

The Society recently received a communication from Charles Bridges, a corporal in the RCAF, now stationed at Aylmer, Ontario. One of the original members and an ardent electric railway enthusiast, he seems to be maintaining his interest in his hobby and to be anxious to get back with us again.

Kenneth Wright, a newer member, and at present a cook in the Navy, tells of having visited the New Brunswick Power Co's Street Railway in Saint John. He reports the cars, though ancient, are kept in good condition. The railway's trackwork is poor and the line has not much chance of survival after the war.

Another old member recently heard from by the Society is John Macnab of the RCA. He says he has acquired a 1944 official guide of the German Railways, left behind by the retreating Nazis when the war "closed down" their schedules.

Raymond Corley, late of the Fleet Air Arm, is back with us again after a "tour" of England and Scotland. It is certainly good to have him back again sooner than we expected.

Lloyd Baxter, who was in the RCAF, is in Toronto again although we have not heard from him. We hope his interest in railroads and the Society is still intact, and that we shall see him soon.

Letters to our first Vice-President from two members of long standing contain several interesting items:

Our President, Albert S. Olver, now a Major, tells of making the trip from Nijmegen to Brussels on a Southern Railway train. He says that over 1000 locomotives have been shipped from England for service on the continent. They are mostly Consolidations, or Decapods, as well as several 0-4-0T type. Many of the 2-8-0's are from American builders - the so-called Austerity type, stripped of all unnecessary appurtenances. Mr. Olver also mentions an excellent highspeed electric line between Brussels and Antwerp which was untouched by the Germans.

Capt. Frederick H. Howard reports a sustained interest in railroad doings on this side of the Atlantic, although he regrets not being able to keep up with them. He tells also of his travels on French Railways. "Traffic is very thick on the military lines in England," he says, 70 or 80 freights passing per day on a line near where he is stationed. These are generally only about 30 cars long however, standing out in contrast with the 100 and 125 car freights which are familiar in North America.