

While there is some consolation in the job security pact so that employees will not be discarded into the ranks of the unemployed, there is deep humiliation for many—especially the proud engineers who piloted the diesels, the machinists who kept them in top repair; maintenance of way men who took care of the tracks and suspension bridges; clerks who handled about every possible business-deal from freight rates to station masters; storekeepers and others in responsible positions—all who made a specialty of railway work. They

Brotherhood Representative Ray Roussel and your reporter took a sentimental journey along the line, visiting the shops and stations, meeting the few Brotherhood members still on the job and calling on the London offices of the Public Utilities Commission, which has operated the line since its formation as an office of the municipality. While there were regrets, all realized that the passing of the line could not be avoided. It is not geared for today's break-neck pace and competition.

The trip was made in late autumn, before winter had with-

The station at Port Stanley is still in business with Brother J. B. "Bernie" Taylor, secretary of Local 262, a one man staff. In the station, overlooking the busy Lake Erie docks with oil and coal freighters busy unloading, Brother Taylor keeps his lone vigil for two trains a week. At one time he recalls as many as 20 trains a day stopping at the station—the waiting rooms always occupied and the freight sheds loaded. Now, almost nothing remains—that is, except work. The reduction of traffic meant a reduction of staff and now Brother Taylor has to perform all the duties that on a normal railway are handled by an assortment of departments.

LOWER LEFT →

