

OLD HARRISBURG C. N. R. LINE PASSES INTO OBLIVION, BEING OFFICIALLY CLOSED YESTERDAY

Last Train Passed Over Line on Thursday, Growing
Decrepitness of High Bridge on Line Forcing the
Action—Trips Will be Made Via Lynden in the
Future—No Change in Transportation Cost

The closing yesterday of the old Harrisburg line marked the passage into oblivion of a branch line long and unfavorably known to many Brantfordites. This line was the old spur line over which it was necessary to travel to reach the main line at Harrisburg in the days before the main line of the Grand Trunk was changed to run through Brantford. But the coming of the main line through this city and the ever-decreasing use for the Harrisburg line which resulted, has finally brought to an end this line which in former days was the anathema of Brantford's early railroad history.

BRIDGE IS WEAK

The Harrisburg line, in spite of its close proximity and early association with Brantford was in the London division of the C. N. R. so that all the orders for the changes have gone through the London offices. The last train passed over the line yesterday and to-day it was declared closed to further traffic. Those who are familiar with the line will know of the bridge be-

tween Alford Junction and Harrisburg and it was the growing decrepitness of this structure which finally forced the closing. For some years the bridge has been unsafe for any heavy traffic and it was necessary to send only the old type engines over this run but recent examinations have shown that it has now become unsafe for even this traffic and as the cost of erecting a new bridge would be out of all proportion to the traffic carried, it was decided to close the line. The old tracks will be torn up and the bridge will be taken down, thus in time wiping entirely out of existence this road which was so well-known to many in Brantford.

SOME CHANGES

Some slight changes will be necessary in the time tables for the services to St. George, Harrisburg and Galt, for it will now be necessary to go by way of Lynden. While this trip will be a little further around than the trip via Harrisburg, it is expected that the better road, been and larger and faster engines—
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