

Local Railway Items from Ottawa Papers - 1959

31/01/1959 Ottawa Journal Ottawa Electric

Picture of 683 partially off a highway truck. "Desire" is in the destination blind. Desire didn't quite make it.

This old OTC tram, christened "Desire" for her last trip, fell off the float truck hauling it to a junkyard yesterday afternoon. "Desire" destined to be cut up for scrap, created her last traffic snarl at the foot of the Wellington Street Viaduct at Bayswater Avenue. She was finally hoisted back on the truck and dragged to the rapidly filling graveyard for Ottawa's ancient trams.

05/02/1959 Ottawa Citizen Renfrew Arnprior

To discuss Barrys Bay new service.

Representatives of Ottawa Valley municipalities served by the Ottawa-Barrys Bay CNR line will meet with railway officials at Arnprior next Thursday to discuss details of the company's proposed new passenger service.

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The meeting, which begins at 10 a.m. in the Arnprior Town Hall, will hear a proposal from the CNR to place a modern experimental service on the run to replace trains No. 89 and 90.

To Meet Obligations

While details of the CNR proposal have not yet been revealed, it is understood they will encompass suggestions made by municipal representatives at a public hearing in Pembroke last November.

The meeting was held by the Board of Transport Commissioners to review a CNR application for discontinuance of passenger service on the line because of dwindling patronage and increasing losses.

The hearing was suspended indefinitely when the CNR agreed to discuss the possibility of rearranging the service on a trial basis.

13/02/1959 Eganville Leader Renfrew

Will Begin New Train Service On March 1

Ottawa, February 13 At a meeting in Arnprior on Thursday between C.N.R. officials and representatives of many South Renfrew municipalities, it was decided to begin the new train service from Barry's Bay to Ottawa on March 1st. As the meeting felt there would be potential commuter patronage from Renfrew east, it was agreed that the train would leave Barry's Bay at 5:30 a.m. and arrive in Ottawa at 8:30 a.m. It would leave Ottawa in the evening at 5:30 o'clock and arrive in Barry's Bay at 8:30.

By starting the first of March, it was felt that a fair assessment could be made of both winter and summer patronage. This trial period is expected to be at least six months' duration.

It is still two months before the Railway Time Table change goes into effect, and if it is found then that the train should leave Barry's Bay later in the morning, the change will be made at that time. A self-propelled diesel railiner will be used on the 112-mile run.

Arnprior, Renfrew and Pembroke express will be carried by truck, as the dayliner could not cope with a heavy volume, but express to points west of Renfrew - Eganville, etc., will be carried on the diesel.

J.W.G. Macdougall, C.N.R. Commission Counsel, pointed out at the meeting that profits alone are not the ultimate test on whether passenger service will remain on this line. Two factors are always considered, he said. One is the inconvenience that would be caused to the municipalities if the service was discontinued, and the other the amount of money it cost the railway to operate the service.

He concluded that if the people of the Valley show, through their patronage, that they need and want this service it will most certainly be continued.

26/02/1959 Eganville Leader Renfrew

Dayliner To Make Maiden Run On Monday

Ottawa, Feb. 26. Canadian National Railways confirmed today that its new dayliner service between Ottawa and Barry's Bay will make its inaugural run Monday morning. The present conventional train No 89 and No. 90 will make its final run on Saturday from Ottawa to Barry's Bay in the morning and return in the afternoon. The dayliner, a self-propelled diesel car, will operate on a reversed schedule daily except Sunday.

Following is the schedule for major points on the line: leave Barry's Bay at 5:30 a.m. and arrive in Killaloe at 5:52; Eganville 6:20 a.m., Renfrew 6:50 a.m., Arnprior 7:19 a.m., Carp at 7:36 a.m. and Ottawa at 8:30 a.m. Leave Ottawa at 5:30 p.m. and arrive at Carp at 6:08 p.m., Arnprior at 6:35 p.m., Renfrew at 7:03 p.m., Eganville at 7:40 p.m., Killaloe at 8:08 p.m. at Barry's Bay at 8:30 p.m.

05/03/1959 Eganville Leader Renfrew

Ottawa, March 5. More than 40 persons, including a number of Ottawa Valley reeves, boarded the C.N.R.'s streamlined dayliner on Monday morning for the inaugural run of the new trial service between Ottawa and Barry's Bay.

On Tuesday, 16 persons traveled on the dayliner. The self-propel diesel, which will be operated on a trial basis for at least six months has accommodation for 49 passengers, as well as room for express and baggage.

Engineer Morris Gaffney, who was born in Madawaska and veteran of many years service on the line, piloted the dayliner into Barry's Bay Sunday afternoon in preparation for the inaugural run the next day.

Many residents from the Barry's Bay area were at the station to greet the train, and they were invited to inspect the dayliner and go for a short run through the yards.

Among those travelling the first run were James W. Baskin M.P. Renfrew South; Paul Yakabuski, reeve of Barry's Bay; I.R. Hoffman, reeve of Eganville; P.J. McCarthy, reeve of Killaloe Wilbert Quast, reeve of Grattan Township and Alex Shulist, reeve of Hagarty and Richards Township.

12/03/1959 Eganville Leader Renfrew

240 Passengers Use Day Liner First 1/1

Ottawa, March 12. Canadian National Railways reported today that a total of 240 revenue passengers used the new dayliner between Ottawa and Barry's Bay during its first six days in service, Monday to Saturday last week.

This averages out to 20 passengers handled per trip for the week, less than half the capacity of the 49-passenger, streamlined dayliner.

The greatest number of passengers travelled only a part the trip.

The heaviest run was on Friday night, when 42 revenue passengers boarded the train at Ottawa, and an additional 11 boarded at stations on the line for a total of 53.

The lightest day was Wednesday, when 11 persons were handled on the morning train and 15 in the evening.

A hearing was held Tuesday and Wednesday in Campbell's Bay with the Board of Transport Commissioners to determine whether or not to discontinue passenger service and reduce freight runs on the Pontiac CPR line. A Long parade of Pontiac people stood in the witness box to confirm that "they, their municipalities, and the other various groups which they represented were satisfied with present arrangements and did emphatically not want any change to take place., As for passenger service, the Pontiac witnesses wished that the CPR would improve its service rather than discontinue it., The CPR lawyer argued that the proposed changes would save them \$83,400 annually, and that passengers would be better served by bus lines., The CPR hopes the board's decision will be finalized this Spring. (from *The Equity* 28 March 1984).

09/04/1959 *Eganville Leader* *Renfrew*

Railiner Has Record Week

Ottawa, April 9. A record number of passengers travelled a the C.N.R.'s railiner between Ottawa and Barry's Bay last week, the service's fifth week in operation. A total of 426 revenue passengers boarded the railiner along the 112-mile route, to produce an average of 35 persons a trip.

24/04/1959 *Ottawa Citizen* *Prescott* *Ottawa, Broad Street*

CPR authorities were at a loss to explain how an estimated 13 railway cars jumped the tracks at the company's Booth Street terminal during shunting operations late yesterday afternoon. An investigation is now underway to determine where the brakes failed to operate or be operated prior to the derailment. Several feet of tracks were ripped up in the accident. Most of the railway cars were brought back onto the tracks shortly after the incident but emergency crews worked several hours to "straighten out" a coal car and caboose.

26/04/1959 *Ottawa Citizen* *Renfrew*

Includes a picture entitled "Last Barry's Bay train reaches station. Need to verify date.

Take the Phoenix, add a strip tease, and you have the capsuled story of 69 years of passenger trains on the Ottawa-Barry's Bay passenger service, where the last full train sang its own swan song by diesel last Saturday.

It's a Phoenix all right, for, just as that remarkable bird rose, new born from its own ashes, so does a gleaming, new rail diesel car emerge from three, dirty, dingy, dusty old Canadian National coaches, to run from Barry's Bay to Ottawa and return.

It's a strip tease all right, too. The Canadian National Railways, the wholesale stripper in this case, has stripped off miles of track in the west end, in Algonquin Park, and finally, west of Whitney.

Gone are the plush Pullmans of yesteryear, the svelte parlor cars, those New York connections, and Buffalo specials.

Stripped off two years ago from passenger service was the Pembroke branch. They have not bothered to clean off the tracks from Golden Lake this winter.

Where once there was a train a full 263 miles to Depot Harbor, now there is none. While six trains once were serving the Opeongo line, now only one solitary Budd car handles all the business.

As CNR Diesel No. 1302 growled her way swiftly through mounds of snow, last Saturday, one saw a changing vista of abandoned stations, broken panes, snowed-in outhouses, and forlorn station platforms. Meanwhile, the engine trumpeted her own raucous swan song. There were not even passengers down at the depot to see the last run.

Train No. 89 paused at Carp, rounded the bend at Golden Lake, then hit the hill for Wilno just beyond Golden Lake. The three-car passenger crawled across the 1000-foot altitude mark, then pushed on to the "Y" at Barry's Bay.

Here No. 89, the same train, suddenly became No. 90. Riding the cab eastbound, engineer Jack Culhane of Ottawa recalled that when he worked on this train 40 years ago, he was the youngest fireman on the line. Now, he sighed, he was the oldest engineer. With him was Fireman George Carrie of Ottawa, who gets "bumped" by the Budd car.

Few Passengers

Conductor Albert Seguin, Gatineau, reports 35 passengers westbound and 30 eastbound. A mother got on for a short run with her children, then returned to her home station.

Ghosts of old time high wheelers hustling through South March crossed one's mind as the throaty diesel ate up the miles. Fond memories of John R. Booth, of the big shots of the old Grand Trunk were conjured up, and in the middle of this day dreaming, was the Union Station.

G.T.R. Gunn, the CNR superintendent, was there to greet the last train. It was more like a wake.

On Sunday, the service had been transformed. The new rail diesel car, which will run to Ottawa in the mornings, arriving by 8.30, and return to Barry's Bay in the evening, reverses the schedule formerly followed by the train.

29/04/1959 *Ottawa Citizen* *Carleton Place* *Britannia*

Britannia Guard Killed by Train.

A railway crossing guard died instantly last night when he was hit by a train as he leaped to warn teenagers away from the RR gates at Britannia Park. Employed by the city as a special guard at the crossing leading to Lakeside Gardens, Alexandre Synek, 68, of 498 Somerset West, had been on duty at the crossing for the past three summers.

He stepped from his shack as a Dayliner hitting better than 55 miles per hour whistled for the pier crossing.

He managed to pull down his north gate - then tried to race across the track to shut the opposite barrier witnesses said.

The elderly man apparently either slipped or was a bit slow in getting across, police indicated.

Hurled 118 feet.

The left side of the cab of the streamlined diesel car struck him at the hip and hurled his body 118 feet down the track.

The train had Ben Chapman of 84 Hinton Avenue as engineer.

A group of teenagers bound for a special class on life saving had just stepped off the Britannia streetcar on the south side of the crossing as Synek started his fatal dash.

Between trains the gateman sat in a small sentry-like shack on the north west side of the tracks.

"He must have been a bit slow getting out of the box when he heard the dayliner and only got one gate down," a policeman said.

Seeing the youngsters on the south side of the tracks - where the right of way parallels the team track - he dashed to shut the other gate and stop the youngsters.

"He seemed to slip - he was almost across the track when the front of the train slammed him," Gordon Gail, 17, of 262 Parkdale told police.

Gail was walking with Angelina Sztepa, 15, and three other girls all bound for the life saving course.

Sgt. King Ackland and Const. William Lytle investigated at the scene of the 7.20 p.m. accident.

Coroner Dr. W.T. Kendall said the man died almost instantly.

A request is expected.

A retired railwayman Mr. Synek leaves two sons, Oscar of 498 Somerset Street, an engineer with Canadian Pacific and Camille of 46 Nelson Street.

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From Bruce Chapman Dug out the register book form Carleton Place for April 28th, 1959, and the RDC involved was 9115, just the one car on the train and he was an hour late arriving at Carleton Place.

9115 was a Toronto car, odd that it ended up here going to Chalk River. It must have been in Angus for some work and they were testing it running out of the Glen.

20/05/1959 *Ottawa Citizen* *Beachburg* *Dunrobin*

Derailement at Dunrobin. - 32 cars leave line. (with picture)

CNR work crews, laboring since 10 a.m. yesterday to clear the wreckage of this spectacular pile-up near Dunrobin, Ont. - about 20 miles west of Ottawa, expect to have the mangled 1,800 feet of track replaced and debris cleaned by late this afternoon. Nobody was injured in the derailment but damage will run to many thousands of dollars, CNR officials say. The 68-car freight running east from Capreol, Ont., to Ottawa on the CNR main line, appeared to break in half atop a slight embankment and 32 broken cars spewed grain, lumber and pulp wood over the countryside. Until order is restored, the four regular passenger and four freight trains using the line daily will be re-routed on to CPR tracks.

20/05/1959 *Ottawa Journal* *Beachburg* *Dunrobin*

In the Journal, there was a picture, and the short story below the clipping "CNR work crews, laboring since 10 a.m. yesterday, to clear the wreckage of this spectacular pile-up near Dunrobin Ont. - about 20 miles west of Ottawa - expect to have the mangled 1,800 feet of track replaced and debris cleaned up by late this afternoon. Nobody was injured in the derailment but damage will run to many thousands of dollars, CNR officials say. The 68-car freight running east from Capreol Ont. to Ottawa on the CNR main line appeared to break in half atop a slight embankment and 32 broken cars spewed grain, bags of flour, lumber and pulp wood over the countryside. Until order is restored, the 4 regular passenger and 4 freight trains using the line daily will be re-routed on to CPR tracks.

20/05/1959 *Ottawa Citizen* *Beachburg* *Dunrobin*

30 loaded cars of a 68-car CNR freight train were derailed this morning near Dunrobin, about 20 miles west of Ottawa on the main line of the railway. No one was injured in the derailment which occurred at about 10 o'clock as the freight headed towards Ottawa between Dunrobin and Malwood (near the Constance Bay Road crossing).

Railway officials arranged to have traffic re-routed over CPR trackage until the line has been cleared, and the reason for the derailment found. The freight was made up of 50 loaded cars and 18 empties.

10/06/1959 *Eganville Leader* *Renfrew*

Suggests Change In C.N.R. Schedule

June 10. Canadian National Railways has been presented with a proposal to alter the schedule of the railiner operating Between Ottawa and Barry's Bay.

James Baskin, M.P., for Renfrew South, suggested the new schedule during a meeting of officials last week in Ottawa. He said he met with municipal leaders along the Branch Line, and was felt passenger earnings could be increased by altering the schedule so that the train left Barry's Bay later in the morning and returned from Ottawa later in the afternoon, ie proposed the Railiner make a trip down from Barry's Bay 7 a.m. for a 10 a.m. arrival in Ottawa and leave Ottawa at 6:15 p.m., arriving in Barry's Bay at 9:15.

The Railiner, placed into trial service March 2nd, has been in operation 13 weeks, and is handling an average of 20 revenue passengers a trip between various points on the line.

23/06/1959 *Ottawa Citizen* *Carleton Place*

Like a turtle with a wooden leg, the afternoon pool train to Toronto limped through Hull and then proceeded to loaf her way to Toronto. It was the first time I had travelled all-

diesel on the so-called fast afternoon train to Toronto.

No. 263, with diesel power was comparable to some "Slow Train to Yesterday".

A diamond-stacked wood burner would seem no more absurdly out of date in 1959 than does the present nineteen-thirties schedule. They are going to Toronto today almost a full 60 minutes slower than they were doing 28 years ago.

You get wartime speed at 1959 prices; parlor car seats have now gone up to \$2.50.

The CPR diesel stalled around with her outmoded schedule at Carleton Place and Smiths

Falls, and she operated at retarded time all the way to Brockville. There she waits a full 25 minutes. The train takes two hours to go 75.2 miles.

So, after being treated as country cousins by both railways in and out of Brockville (Montreal passengers travel 127.1 miles while we Ottawa folk go only 76.2 miles) on we

go to Toronto, we'll get another agonizing lay over at Brockville en route back to Ottawa.

The diesels today do no better than Sir Henry Thornton's high wheelers back in 1930. Since pooling, the CNR has gone "ahead" backward - with infinitely faster power.

It was exasperating to see those mighty diesels loafing through their 30-year-old time card. Both railways play it cosy, with a sneer for the passenger.

What is needed on the Toronto run is to cut the time by an hour. They take six hours and 15 minutes now; the CNR did it on their own rail, via Harrowsmith, in five hours and something, back in 1931. The CPR pretty much matched it via Tichborne on their old "Royal York"

I suggest the railways change and save the Ottawa people from dying a slow death on this devious, dreary, delaying journey.

The CPR does it on a pooled service from Montreal to Quebec, while the CNR does the

same on the Montreal-Toronto run. Pick one line, then cut the schedule to 4 1/2 hours. They can do it easily.

If a quarter century ago they could do the job with a hand-fired, coal job, you would think they could do better now for the travelling public instead of offering this railway relic.

02/07/1959 *Ottawa Citizen* *Alexandria* *Ottawa Union*

In a driving rainstorm that sent water cascading through the leaky canopy of Union Station, the Queen and Prince Philip left by train for Hamilton last night, after a 26 hour visit in Ottawa

The rain which had held off all day for the public functions finally came down just after eight o'clock.

During her Ottawa visit ---omitted---

Governor-General Massey, Prime Minister and Mrs. Diefenbaker, all in formal dress, met the couple, who appeared tired but relaxed at the Besserer Street entrance to the station.

In the station some 500 spectators pressed tightly behind naval personnel from HMCS Gloucester.

After quiet goodbues the Queen and Prince Philip stepped inside their car and returned a few minutes later to wave their farewells.

CNR engineer Floyd Goodfellow took the 16-car royal train away with a whisper.

Queen Elizabeth left Hamilton aboard the royal train for Brantford, Ont., at 12.36 p.m. after a 2 1/2 hour tour of the steel center.

<http://news.google.ca/newspapers?id=ktMxAAAAIBAJ&sjid=qOQFAAAAIBAJ&pg=2316%2C6015>

06/07/1959 *Ottawa Citizen* *Lachute*

Boy injured in fall off trestle.

A Hull boy is in serious condition after falling 280 feet onto a railway line Sunday afternoon.

Michael Ross, 10, of 160 Dumas Street, Hull was riding his bicycle across the CPR trestle near the Canada Cement Company plant when he fell off the bike, over the side of the trestle and landed on the railway line to Maniwaki that runs beneath the trestle.

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08/07/1959 *Ottawa Citizen* *Waltham*

Need to verify the date

Sing a Swan Song for the Push, Pull and Jerk.

Perhaps it would be more polite to announce that the Board of Transport Commissioners has given the Canadian Pacific Railway permission to abandon passenger service between Ottawa and Waltham, the Pontiac and Pacific Junction Line.

Trains have been operating on this line up the Pontiac for almost 70 years. In a judgment handed down Monday and signed by Rod Kerr, Chief Commissioner, the board agreed that the line was not paying, and if the railroad chose, it might abandon passenger service after 30 day's notice. Such notice is expected from the CPR within the next few weeks.

The Judgment

Said the commissioners, in part:

"The dispelling of any doubt in the minds of the residents of the area as to the future of the passenger service, the interests of the public generally and also the interests of the railway company, requires a determination without further delay. We are also mindful of the interests of the school children, some of whom would depend upon the train service to attend school beginning again in about one month's time.

"Weighing among other considerations the patronage that has been given to the passenger service, our opinion is that the economies that would result to the railway company by the discontinuance of the service outweigh the convenience that would remain with the public by the continuance of the service."

The Board of Transport Commissioners has advised that the discontinuance of the service "shall not take effect before 30 days' notice of the discontinuance is given by the Canadian Pacific Railway.

Snapping A Link

Thus, an historic link is about to be snapped. Easily the most picturesque of all the lines out of Ottawa, the old Pontiac and Pacific Junction Railway soon metamorphosed on popular tongue to the Push, Pull and Jerk.

The P.P. and J. remained, in name, long after it got respectability by being purchased by the CPR. To begin with, it started off, lobster wise, by going its first mile backwards. The train and its cars backed a mile or more over to Hull before it could straighten out and head for the Pontiac.

The Push, Pull, and Jerk was all of that, as it wobbled to Aylmer, fought its way through to Quyon, and then hit those good towns of "the Pontiac," like Shawville, Campbell's Bay and Fort Coulonge. Then it panted its way through, finally, to the quaintly picturesque village of Waltham, 79.8 miles from Ottawa Union Station.

Last Two Trains

Somehow, after the CPR abandoned the old Broad Street station, now only a memory down on The Flats, "The Pontiac" lost two of its four trains, and operated as one train each way, daily except Sunday.

In its day, it carried shanty-men and servant girls to town; it took back commercial travellers and farmers.

School kids, clergymen and summer resorters, the old Pontiac was all things to all people. Everything came slowly to this train. Closed vestibule coaches came late in the day; wooden coaches lingered. Electric lights were a recent innovation. The Pontiac never saw a parlor car; nobody can remember a dining car running up Shawville way.

Now, the CPR is ready for the requiem and the burial. Seventy year's passenger railroading are expected to end next month.

Express will be served on the way freight three times a week, with highway trucks, being employed two other days.

10/07/1959 *Eganville Leader* *Renfrew* *Killaloe*

July 10. Blame Hill For Crossing Accident

Killaloe - A coroner's jury recommended at the inquest on Gordon Trodd, 9 Laurentian, Deep River, that the hill before the Killaloe rail crossing should either be done away with, or a wig wag should be erected to warn motorists of coming trains. Trodd, about 40, a machinist at the Atomic Energy Plant at River, died early on the morning of June 20 when his car crashed into the rear end of a CNR dayliner at the Killaloe rail crossing 35 miles south of Pembroke.

The victim's 12 year old son, Russel, who was in his father's at the time of accident, but escaped unhurt, was too upset to give evidence.

29/08/1959 *Ottawa Citizen* *Carleton Place* *Britannia*

Britannia Crossing Guard killed by train at Lakeside Gardens crossing.

<https://news.google.ca/newspapers?id=OoZhAAAIBAJ&sjid=JuQFAAAAIBAJ&pg=3943%2C3305378>

03/09/1959 *Ottawa Citizen* *Maniwaki*

The CPR Dayliner from Maniwaki, due in Ottawa at 10.35 this morning was stopped north of two washouts on the line. Yesterday's heavy rain caused a washout at Alcove, about mile 23 and another at Aylwin, about mile 47 on the CPR's Maniwaki subdivision.

The bulldozer, work train and work crews are at work repairing the washed-out railbed but officials had no idea today when the line would be re-opened.

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Rail service was replaced temporarily by buses. A Colonial Coach bus, with a CPR conductor in charge, completed the morning run from Maniwaki today with 22 passengers.

15/09/1959 *Ottawa Citizen*

Kingston (CN)

Brockville

(Caption of picture showing CNR 3664) Showing evidence of the terrific impact is the wreckage of the diesel engine which, pulled a local freight train into the side of the Ottawa-Toronto pool train at Brockville. Two women were killed and 14 other persons injured in the crash. The diesel derailed the track after the crash, while the first box car knifed into -- passenger train.

With debris flying, Ottawa nun waited for coffee in the diner.

BROCKVILLE - The waiter was bringing Rev. Sister Mary Bernard of the Holy Cross Sisters of Ottawa, a cup of coffee when the crash occurred.

Sister Mary Bernard was sitting in the corner of the diner right near the door into the next coach. She and another nun from Kingston had gone into the diner five minutes before.

"There was a very bad jerk and everything flew off the table, even the table cloth," said the 35-year-old nun in her room at St. Vincent de Paul Hospital here this morning.

Chin Cut

Sister Mary Bernard suffered a cut to her chin and complained this morning of a stiff right knee.

"Seconds later, there was another jerk and a crashing sound in the center of the diner. Everything went dark with dust and pieces of debris flying about. It was like hail. The diner tipped over to the right.

"I stayed on my chair but the other sister fell on the floor."

Although pale, Sister Mary Bernard was able to recount her experiences calmly until she said "two men were pinned under a table and we could hear them calling for help and moaning. We couldn't reach them because of the debris."

Help Arrived

Sister Mary Bernard said people soon arrived alongside the diner to help those injured.

"We told them we were all right but there were two men pinned under the table. A man with a step ladder came along and got us out the door."

Sister Mary Bernard said that a Mrs. Cook who lived near the crash scene, took the two nuns to her home and made them coffee. Her husband later drove them to St. Vincent de Paul Hospital.

The Kingston nun, who was not identified by Sister Mary Bernard left the hospital early this morning and Sister Mary Bernard expects to leave tomorrow after an X-ray examination of her injuries.

21/09/1959 *Ottawa Citizen*

Kingston (CN)

Brockville

Train toll now at 3

The death toll in last Monday's train collision jumped to three this morning as Gordon Patterson, a retired University of Toronto professor of languages died in his sleep.

the victim's wife, Mrs. Dorothy Patterson of Toronto, was killed outright in the crash but this fact was kept from her husband because of his own critical condition. The other victim was Mrs. Rene Corbeil, 70, of Orleans.

The accident occurred Monday evening when a freight train sliced into the Ottawa-Toronto pool train as it was being shunted at a Brockville siding. Originally 14 persons were injured, but only three remained in hospital today.

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29/09/1959 *Ottawa Citizen*

Waltham

Last passenger train on the Pontiac (with picture of #425)

The Age of Steam died on the Pontiac, when the last steam train arrived in Waltham last night, passenger service ended this week after 70 years.

The picturesque and historic Pontiac and Pacific Junction started operating trains to Waltham, the end of the line, in January, 1887. The railway was originally incorporated in 1880 and passenger service was progressively extended, first to Aylmer, then to Shawville, and so on till Waltham, now Mile 78.9, was reached on a January day 70 years ago.

The final run was made with steam, though the train for the past year has functioned with diesel power.

CPR train No. 643 described in the time tables as "mixed", left Ottawa Union Station yesterday at 2.50 p.m. standard time. She carried one express car and one day coach.

Strangely enough, the day coach had steam on which could not be turned off, and parboiled the passengers clear through to Waltham.

Death Knell

Engine No. 425 not only was sounding the death knell of steam, but was getting ready to go her last mile at the end of the run to the scrap heap. CPR No. 425 is a 4-6-0 engine, with a wheel arrangement thus: oo-OOO. It was "outshopped" in 1913 and therefore is 48 years old.

There were some sentimental touches about the last steam train up the Pontiac. Stationmaster Sam Bertrand was not only down to wave a fond farewell, but phoned his brother "Cap" Bertrand in Val Tetreau, and the "Cap" emerged from retirement to wave the Pontiac through his home town.

At Fort Coulonge, Hugh Proudfoot, former MP, was down to greet the through passengers and mourn at the passing of this 70-year-old train. Also joining the cortege of the Iron Horse at Fort Coulonge was William Kenney, the Citizen's resident correspondent for that area. Gallant lady

The gallant little old 46-year-old engine rarely tops 40 miles an hour, but once in a while she would let herself out to what seemed like a modest 42 or 43 mph, just to show she could do it.

Those who have never taken the CPR to Aylmer perhaps fail to realize how beautiful it is in the woods by the river, with a view of velvety golf greens on the north. To the south Lake Deschenes can be glimpsed, appropriately enough, through the oaks.

We "took the hole" at Breckenridge to let a 40-car diesel hauled ore train go by. We were ahead at Quyon, so there was a pause for pictures.

At Shawville, on came the kids. These youngsters go to the good schools of Shawville from towns up the line. Successive batches of youngsters, for years have been riding the Pontiac. Now the bus will serve them.

An interesting ritual was perpetuated at Campbell's Bay. The boys make a mad dash for the ice cream parlor, buy two cones, and sprint back.

Gareth McKnight of Waltham, with two vanillas, won the dash. Bearing two chocolates, Douglas Rabb of Campbell's Bay was a full eight seconds late. But they held the train. That's the kind of train the Pontiac is.

Dear Friend

A mournful few viewed the two-car local all along the 79.8 miles--- passing of a coffin of a dear friend.

Finally, the brave little engine, almost cartoon-like in proportions, emerged from the downpour and steamed into the station.

On time she had reached Waltham. She had also reached the end of an epoch.

The train crew was: Stanley T. Byron, conductor, 64 Poplar Street; John B. Murphy, engineer, Prescott Highway; Don Macpherson, trainman, 15 Irving Avenue; Erville Coleman, Carleton Place.

N.B. CP had to run the train until the 30th, and on the 29th and 30th, yard unit S-3 6552 did the honours.

Second crash of train in four days.

Yesterday's car-train collision which wiped out an entire family of four was the second level crossing accident in two days for the CNR-CPR pool train No. 34 from Toronto.

The same engineer, Earl Fergus, of Smiths Falls, was in the cab for both crashes. Both were in the same general location and both occurred at approximately the same time of morning.

Yesterday, Mr. and Mrs. Warren Sim and their two children, Wayne, aged 7 and Peggy, aged 5, died when their small car was hit on the Hunt Club Road.

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Twenty-four hours and ten minutes earlier than yesterday's crash Wilbur Wilson, 51-year-old farmer of RR5.McCarthy Road, escaped death when No. 34 demolished his truck at the Walkley Road crossing.

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Passenger Patronage Declining. Editorial.

A despatch from the Public Relations Dept. of the C.N. Railway to The Leader indicates that the number of passengers being carried on the C.N.R. daily service to and from Ottawa to this area has taken a decided drop within recent weeks.

During eight weeks in July and August, the average number of revenue passengers carried per train was 27 per week, but in the the last six weeks the average has fallen to 18.

Officials were hopeful that the announcement of reduced fares for group and individual travel, and the introduction of all-inclusive fares to western Canada would further encourage the use of the Barry's Bay rail service.

We will only note in passing that passenger patronage is the deciding factor in whether or not this service will be continued. It is the only logical yardstick to measure its usefulness, and if the returns do not indicate that the service is warranted, then it will most certainly be cut off, regardless of political or personal pressure or representations.

In the face of what happened to C.P.R. passenger service in Pontiac County a few months ago, and that in a county traversed by only one railway — and it was cut off— we submit that our parliamentary and municipal representatives did an excellent job of convincing the Department of Transport of the importance of continuing the passenger service throughout Renfrew County, but if public patronage of the service continues to deteriorate, they will be considered little more than a bunch of children acting for personal or sentimental reasons.

Benched steam engines by Austin F. Cross.

Six dead dinosaurs are rusting away silently on the Canadian National tracks at the roundhouse off Hurdman's Road. They are a mixed group of passenger, freight and yard switching engines. Their total ages would aggregate almost 300 years, with individual engines being from 40 over 50 years old.

Locomotive Foreman Frank G. Walton describes them as being "under tallow", and most of them could be put back in service under an estimated 24 hours.

The history of these old locomotives is pretty much the history of railroading in the 20th century in Canada.

Yet these steel saurians had their glimpses of grandeur as recently as two years ago. Study the line and you will find, second from the south end, is CNR 5559.

Though it was built by the long defunct Grand Trunk Railway as far back as 1910, this high-wheeling, high-stepper was hustling the first section of the Super Continental down to Montreal, only two years back. That was when the diesel-driven Super was dragging its tail, back somewhere beyond Brent.

Back To Steam

Whenever Ray MacDougall, then the big shot in the CNR hereabouts before retirement, thought that the Super was going to be too late, he would order up a "first Number 2".

Thus you would have a steam-driven first section of the Super, made up right here at Ottawa.

"That 5559," said Foreman Walton, with love in his eyes and a break in his voice, "would take the Super down to Montreal in two hours flat."

While photographer Doug Gall looked on non-comprehendingly, Rail Fan Cross lent the foreman a kerchief to mop up a shy tear

In same sentimental vein, the foreman would also use 5562 or 5583, for the elegant Super.

These 5500's go back to the ancient 200 class of the Grand Trunk, now remembered perhaps only by such rail fans as Canon John Smith, rector of Our Lady of Fatima Church.

An Identification

Also in the string of six is 5251, with a proper door in her cab. This writer identified her as an old Canadian Government Railways type. Sure enough, she turned out to be old CGR 479.

Less sentimental is a railway buff inclined to be over yard switcher 8360, which was built for the Canadian National in 1929. To an engine fan, this was just yesterday.

But a reverend bow for 2609, now 52 years of age, and "out-shopped" in 1907. When the Grand Trunk first brought this big one into Ottawa about 1913 she looked to be the biggest thing on wheels.

Engine 2609 ran latterly on freight but, after a half century, she has to go.

Now the whole six are "under tallow". Some day soon, the engines will roll as part of their own slow-motion cortege, at an absurd 25 miles an hour, to Montreal and the graveyard.

Only hoping, Locomotive Foreman Walton is secretly scheming to keep the 5559 in standby shape out at the rickety roundhouse. Maybe, some day, No. 2 will be late, the Super will not be so "super" that day, and out will come the 72-inch drivers of this lean locomotive greyhound, rushing the first section of the Super to Montreal at a mile a minute all the way - and on time.

Picture

Santa Claus took the train Saturday on the last leg of his trip to Ottaa, after landing at Vars in a helicopter. Some 2,000 shouting children went in a special train to vars to ride into town with the jovial gentleman. Used to all formsof travel old St. Nick helped one of the young ladies aboard as the train left for Union Station and a parade to A.J. Freiman's Ltd., where Santa "took orders" for Christmas in "Fantasyland."

They are trying to get rid of a railway that shouldn't have been built anyway. Word comes from Hawkesbury that the CNR is trying to abandon the Hawkesbury-Montreal branch.

I was among those who went down to Hurdman's Road in November, 1909, to meet the first Canadian Northern Railway from Quebec. It came via Joliette and was two hours late when it arrived at the corner of Mann Avenue and Hurdman Road. The long abandoned station can still be seen from the bus on Hurdman, where it is now the office of a roofing firm.

So finally, behind double-header 242 and 180, the new Canadian Northern train crept in for its Ottawa debut. I feel a bit old when I recall that 50 years have passed since that time.

Really, Ottawa did not need that railway at all. Already, there were three good railways between Montreal and Ottawa. The CPR North Shore via Papineauville and Hull, the Grand Trunk via Glen Robertson, and the CPR short line via Vankleek Hill, rendered the Hawkesbury-Rockland sector as superfluous.

L'Original, the county town of Prescott and Russell, and an old center, did not however, have a railway till the Canadian Northern got there. Nor did Rockland nor Hawkesbury know the sight of a parlor car or diner, till the Canadian Northern put on their de luxe daily.

Alas, the Hawkesbury-Ottawa section did not pay, and it was reduced to a gasoline-electric car as early as 1930. The depression gave it the coup de grace.

An amusing feature, reminiscent of Potemkin and how he fooled his girl friend, Queen Catherine. You will remember that Potemkin foiled Her Majesty in her tour across Russia by sending carpenters and actors ahead of her, who built fake villages. Then, of course, after the queen had passed and had gone to sleep further on, the actors and carpenters dismantled these Potemkin villages, sneaked past during the night, and had another village up ahead ready by morning.

Anyway, when the Board of Transport Commissioners had just about decided to close the Hawkesbury - Ottawa division, they went through it, viewing the stations from the observation platform of their private car.

But the CNR station agents, sensing that they would lose their jobs or at least get "bumped", made a deal with the local farmers and merchants. The CNR agents persuaded at least one man in each town to order a car. Then, on the afternoon the grapevine said was the day the Commissioner's special was riding the line, the boys got busy.

You never saw so many bales of hay, bags of potatoes coming on and off the box cars. It was all play acting, of course, and the cars were sent away empty the next morning.

The trick, however, worked, and the Board of Transport Commissioners appeared bamboozled. But not for long. The line was officially abandoned next year, and next time I was motoring on Highway 17 around Plantagenet somewhere around 1939 steel workers were demolishing the bridge across the Nation River. Now 20 years later, the rest of the line is to go. Thus ends a railway line, whose troubled beginnings I watched, 50 long years ago.

20/11/1959 *Eganville Leader*

Renfrew

CNR To Inaugurate Service On Sunday

November 20. Just before going to press this (Thursday) morning, Mr. James W. Baskin, M.P. called The Leader to impart the good and welcome news that the C.N.R. has decided to inaugurate a first-class service in connection with its dayliner beginning this Sunday.

Mr. Baskin has been in touch with Mr. W.H. Kyle, Vice-President of the C.N.R. in Toronto on numerous occasions in an effort to have the existing week-end service improved, and he has finally been authorized by the Vice-President to announce that the dayliner will henceforth leave Barry's Bay at 7 o'clock Sunday evenings and arrive in Ottawa at 10. After an hour in the Capital, it will leave at 11 p.m. to return to Barry's Bay where it will remain overnight to resume the daily schedule at present in effect.

28/11/1959 *Ottawa Citizen*

Carleton Place

Ottawa West

Stop sign relocated at Bayview and Scott

In an effort to prevent tie-ups of the CPR lines, a stop sign at Bayview and Scott has been relocated, Traffic Engineer Thor Neilsen said today.

Twice recently the Canadian, CPR crack trans-continental train, has been stopped by traffic piled up across the railway tracks at Bayview and Scott.

Mr. Neilsen said the stop sign was formerly located 45 feet away from the railway tracks. Because of traffic pileups it was lifted and re-located at a point 57 feet away from the nearest line of the tracks. In addition a large sign was erected well in advance of the stop sign to give motorists ample warning of the stop sign's location

Motorists Stopping

Motorists have also been stopping on the tracks at the Parkdale Avenue crossing. The crossing is protected by a wig-wag signal and the traffic flow is controlled by lights at Scott and Parkdale.

But on a number of occasions the Canadian was stalled by cars parked right on the tracks.

Mr. Neilsen said he had received no complaints about the crossing. He said it is one of the oldest crossings in the area and added that little could be done about it.

"We warn motorists not to stop on tracks," he said. "How can we stop them when they are warned by lights and wig-wag signals."

<http://news.google.ca/newspapers?id=RbcxAAAIBAJ&sjid=Q-QFAAAAIBAJ&pg=6878,3421018&dq=railway+railroad+train+cpr+bride+-to-train+-will-train&hl=en>

11/12/1959 *Eganville Leader*

Renfrew

Revised Schedule Suggested For C.N.R. Railiner. Editorial.

December 11 - Apparently James W. Baskin, M.P. Renfrew South, is becoming as weary as some of the rest of us of listening to the C.N.R. authorities whining and crying about the railiner service from Barry's Bay to Ottawa and threatening to go before the Board of Transport Commissioners again in the spring for permission to discontinue it if it doesn't show a profitable balance sheet between now and then.

They need reminding, though, that it was not the people's suggestion that they terminate the mail contract, nor that they send much express from Ottawa up the valley by truck. There is only one conclusion that can be arrived at, and that is that they are determined to get rid of this passenger service too, regardless of the fact that the freight division, upon their own admission, is a profitable one, and could well carry any small deficit the railiner might show.

However, it is also the opinion of many that the rising in the middle of the night to catch a train out of Barry's Bay at 5:30 a.m. is not the ideal way to promote patronage, and Mr. Baskin's suggestion that the schedule be revised so that the train will leave Barry's Bay at 7 a.m. rather than 5:30 a.m., and arrive in Ottawa at 10 a.m. rather than 8:30 a.m., then leave Ottawa at 6 p.m. instead of 5:30 p.m. will, we think, have the effect of stimulating patronage if acted upon now.

11/12/1959 *Eganville Leader*

Renfrew

Barry's Bay Run Remaining Alive Until Spring

December 11. Strictly on a further trial basis, the C.N.R. has announced its Ottawa-Barry's Bay passenger train service will be continued until next spring.

In the latest effort to attract patronage, the C.N.R. has augmented the Sunday evening service on the line. If, in the spring, patronage has not increased to the point where a more satisfactory result is obtained, the C.N.R. will have no alternative but to return to the Board of Transport Commissioners to place all the facts before that body and ask that "the railway be relieved of the obligation of maintaining the service any longer."

Following Transport Board hearings in November, 1958, and consultation with interested parties, the C.N.R. agreed to continue its Ottawa-Barry's Bay passenger train service "for a six months' trial period". The C.N.R. agreed to substitute a Budd rail diesel car for the regular passenger equipment and to revise the train schedules as desired by a majority of the line's patrons.

Prior to the reversal of the cycle of the Barry's Bay line operation and the institution of Budd cars, the line averages 21.5 passengers per trip. Since the inauguration of the new week-day schedule and Budd cars, the patronage has only averaged 23 passengers per trip.

Railway operator slugged. Station robbed of \$3,000

Brockville - Gerry Methot, night operator at the Brockville railway station, was slugged over the head this morning and the depot robbed of \$3,000 by a lone bandit.

Methot, who marks his 26th birthday today, was rushed to St. Vincent's Hospital where a number of stitches were required to close a deep gash. After treatment he was allowed to go home.

He told police that shortly after 7 a.m. a stranger entered the Brockville Union Depot on Perth Street and inquired about Smiths Falls train schedules.

After he left, the operator went into the stock room to get a new tube for his radio. He was slugged heavily from behind in a narrow, well-lit corridor leading to the office and fell unconscious. He describes his assailant as the same man who had inquired about trains - about 35 years of age, English or Canadian, dark, five feet ten in height.

Brockville and Ontario provincial Police are working together in the search for the thug.

Knocked out

Mr. Methot told *The Citizen* he lay unconscious for "ten or 15 minutes." He was discovered by the train crew of the Montreal-Toronto CNR train which pulled into Brockville station shortly after seven.

When the train crew found Methot was not at his post they checked the building and found him unconscious in the stock room.

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