

# Local Railway Items from Area Papers - 1960

**14/01/1960** *Ottawa Citizen*

*Winchester*

*Smiths Falls*

3 train robbers at large.

Smiths Falls - Police are still searching for the piggy-back train robber and his two accomplices who robbed an express truck on the Montreal-Toronto CPR express train of furs valued at thousands of dollars.

The three made off into the woods near the Ontario Hospital School Wednesday after being spotted by CPR police when they tossed the furs from the train as it drew to a stop at a crossing near the station.

Some \$3,000 worth of furs have been recovered where they were abandoned by the thieves, CPR officials said, pending a check up, they could not fix the value of the goods stolen.

Tossed out cases.

One of the men boarded the train while it was being made up in Montreal. As the train stopped he tossed off five suitcases filled with valuable furs and other clothing to two accomplices who were waiting on the highway.

Police have been searching for the three since that time but as yet no arrests have been made and CPR investigators said this morning there were no further developments.

**15/01/1960** *Eganville Leader*

*Renfrew*

Truck Demolished By C. N. R. Railiner

January 15. A logging truck, owned by Norman Pilatzke, of Eganville, and driven by Donald Schultz, also of Eganville, was totally wrecked on Tuesday morning when it struck the rear of the Ottawa-bound C. N. R. railiner about 8 o'clock. Apart from a shaking up, Mr. Schultz very luckily escaped any injuries.

Mr. Archie O'Grady was called upon to make some minor repairs to the diesel unit, following which it proceeded to the Capital. OPP

Constable Kemp, of the Killaloe Detachment investigated.

**21/01/1960** *Arnprior Chronicle*

*Renfrew*

*Kinburn*

Kinburn CNR station sold.

Successful tenderer for the demolition and removal of the CNR station building at Kinburn is Samuel John McLean of the community, it was announced by E.P. Burns, the railway's superintendent at Ottawa.

The station building at Kinburn is of frame construction on timber sills and stone foundation and was built in 1893. Overall dimensions are 79 feet by 20 feet three inches with 20 foot walls. The pitch roof is covered with asphalt shingles and exterior sheeting is feather edge siding. The chimney is brick. There is an additional summer kitchen attached measuring ten feet by 36 feet with nine foot walls.

**29/01/1960** *Ottawa Citizen*

*Kingston (CN)*

*Prescott*

One man was seriously injured, his transport demolished, 15 CPR freight cars derailed and a diesel engine overturned when the freight plowed into the tanker-transport near Prescott yesterday. Three Ottawa men, all members of the train crew, escaped possible injury. The accident occurred on Highway 401 about a mile northeast of Prescott shortly after 3.45 p.m. (See page 2)

**08/02/1960** *Eganville Leader*

*Renfrew*

Railiner Carrying Many Passengers

Ottawa, Feb. 8, 1960. An average of 22.7 revenue passengers per trip was handled by the Canadian National Railways since the adjustments were made in the Company's train service.

Since the change on December 16, 3,491 revenue passengers were handled in the 11-week period by 154 train trips. The 22 trips made since the inauguration of the Sunday service in mid-December carried a total of 601 passengers for an average of 27 per Sunday trip.

**11/03/1960** *Eganville Leader*

*Tramway*

*Dominion Lime Products*

W. J. Shane Retires From Bonnechere Lime

Mr. S. J. Neilson, president of Bonnechere Lime Limited, announced the retirement of Mr. W. K. Shane, works superintendent, as of the end of February, 1960.

Mr. Shane has been in charge of production operations for Bonnechere Lime since this company purchased the physical assets of the Shane Lime and Charcoal Co. Ltd., three years ago. Mr. R.J. Pillion is promoted to the position of works superintendent. Mr. Pillion has been assistant to Mr. Shane since moving to Eganville in 1957, and was previously in charge of the plant operations of Carleton Lime Products Co., Carleton Place.

**17/05/1960** *Eganville Leader*

*Renfrew*

C.N.R. Railiner On For Summer Months

Ottawa, May 17, 1960. The Canadian National Railways has announced its intention of continuing the train service between Ottawa and Barry's Bay for the coming summer months. Although passenger car earnings continue to be disappointing, the Company has recommended that the present trial period be extended for two months before an application is made to the Board of Transport Commissioners for withdrawal of the service. The company will review the results of this further trial period in early August.

**21/06/1960** *Ottawa Citizen*

*Renfrew*

Bridges and Rail for Removal

Tenders will be received until 12.00 o'clock E.D.T on June 24 for the purchase and removal of rail, ties, fastenings and a railway bridge over C.P.R. Prescott Subdivision and a railway bridge over Preston Street. Specifications and tender forms may be obtained from the undersigned at 291, Carling Avenue, Ottawa. The lowest or any tender form not necessarily accepted.

Mark all envelopes: "Tender for Rail and Bridge Removal" and address to:

Mr. J.E. Handy,

Secretary, National Capital Commission,

291, Carling Avenue, Ottawa, Ontario

Midway finally unloads

The World of Mirth turned into a world of confusion last night but things are back to normal today.

Rides and side shows to open with the Exhibition on Friday arrived at the Isabella Street train yards last night, nearly six hours behind schedule. It was the biggest show train to ever enter Canada.

The delay left 860 midway people with a lot of time on hand, at the same time cutting into their sleeping hours.

Equally idle were Ex people employed locally, train yard crews, truck crews and two CNR policemen.

The World of Mirth blamed the CNR. The CNR blamed the World of Mirth.

Not too happy either, were people living on Isabella and surrounding streets. Their beauty sleep got competition from seven rumbling tractors, working to early morning hours.

The train caravan totalled 63 cars, plus a train special carrying prizes for midway stalls.

In the heat of the moment, show officials laid the blame for the delays on the CNR. The train was sidetracked several times en route from Montreal and was driven very slowly while under way. Spotting and unloading became confused when show equipment for this purpose got marooned in the mile-long train away from the unloading area.

CNR officials said the show people caused a delay at the Montreal end. They added that a special train with private equipment (some flatcars are 73 feet long) cannot be driven at normal passenger speeds. The train arrived at 7 p.m., it was due in the afternoon.

Once in Ottawa, the show was held up once more to let Customs officials do the checking.

Construction trucks that had been waiting since three, finally began unloading at nine.

O'Connor Traffic halted

Hundreds of spectators swarmed to the scene. South-bound traffic on O'Connor was snarled up at different times.

Operations were considerably hindered by private police and city police themselves.

As spectators gawked, CNR cops would shout orders to get back across the street. Across the street city police would do the same.

From now until Friday the Ex people will use their time to install and spruce up the equipment and see something of Ottawa.

From mid-May to mid-November the show visits a total of 27 cities. Ottawa is the only Canadian city on the schedule.

03/09/1960 *Ottawa Citizen**Alexandria*

105 years of steam engines ending for Ottawa.

Sunday last chance to see iron horse in action.

When high-wheeling Canadian National Railways No. 6153 blows for Alta Vista Road Sunday morning, it will sound the the rattle of railway steam engines in Ottawa, after 105 years.

Hauling seven coaches, this fast-stepping, rugged passenger engine is due at the Union Station at 11.15 a.m. (EDT). After it has taken coal and water here at Ottawa, the train will leave Union depot at 1.15 p.m. (EDT).

"This is the end of an era," sagely says Walter Smith, executive representative of the Canadian National Railways here in Ottawa, as he advises parents who want to see this historic event, to take their children down to the station this coming Sunday. It is specifically suggested by Mr. Smith that the most suitable time to see the last steam engine will be from 12.30 to 1.15 p.m. (EDT). For by that time the engine, all coaled and watered, will be turned around and headed back to Montreal.

CNR No. 6153 was "out-shopped" about 1929. It is a Northern type. That is she is a 4-8-4. In other words, her wheel arrangement is oo-0000-oo.

It is a far cry from the first picturesque but feeble steam engine which crawled in to Ottawa through the snow around Christmas, 1855. This diamond stacked job from Currier and Ives arrived at the St. Lawrence and Ottawa Station on Sussex Street.

The old St. Lawrence and Ottawa Railway connected the newly re-named capital with the American border, its wobbly rails running down to Prescott. Those rails still exist as a freight line from Sussex yard to where they join the Montreal-Ottawa main line of the Canadian Pacific at Hurdman's Bridge.

Competition invaded Ottawa in real earnest during the 1880's when the Canada Atlantic Railway headed for Ottawa through Glengarry and Russell Counties. Ottawa, through the Grand Trunk Railway at Coteau Junction, now had fast, swift service to Montreal over the Canada Atlantic to Coteau. Ultimately, J. R.

Booth who built the C.A.R., extended his line to the U.S. border.

The Canada Atlantic gave the longer CPR North Shore such a run for its money that at the turn of the century the CPR built its famous "Short Line" from Montreal to Ottawa via Vankleek Hill, thus reducing the mileage to 111.3 miles.

It was during these classic years that the Canada Atlantic and the Canadian Pacific raced each other on these often parallel steam speedways. High spirited engineers threw the timetables out the windows and made the normal two and a half hour run in as little as 1.50 hours!

In terms of continental runs Ottawa was a station on the Montreal-Vancouver run. The Canadian National added their competition in 1920. Both have run daily trains ever since.

The Grand Trunk made its belated arrival into Ottawa when it bought Booth's Canada Atlantic, which by this time had also gone clear through to Depot Harbor on Georgian Bay.

Hereabouts, such quaint rails as the Push, Pull and Jerk (Pontiac and Pacific Junction), as well as the Gatineau were acquired by the CPR.

The New York and Ottawa Railroad reached in from Tupper Lake, New York, and for many years offered four passenger trains a day between here and Cornwall and beyond. They tore up the rails just a few years ago, and the Queensway now covers its historic right-of-way.

Then in 1909 Ottawa's last railway invaded the capital. The Canadian Northern, that expensive and picturesque toy of the Mackenzie and Mann dynasty came in from Hawkesbury and Quebec in 1909. In November it made a characteristic if dramatic debut, when it arrived two hours late behind two locomotives. It arrived at its brand new station at Hurdman's Road. Later the Canadian Northern moved into the Union Depot from where it's trains reached out toward Toronto, Montreal and Vancouver.

This last decade, the railways have been reversing themselves in a baleful and tragic strip tease, as they take off this train and abandon that track.

So tomorrow, September 4, when the big 6153 blows for Alta Vista Road, that, as far as railways in Ottawa are concerned, is the end of steam.

We had a good 105 years.

Don't fret, we'll keep a few.

A lot of people are happy that there is to be a museum for steam locomotives in Ottawa's new Union Station.

Heading the list is Mayor George Nelms who says he even talked to Canadian National Railways president Donald Gordon about getting several engines for the museum.

The decision to have the museum was made almost two years ago by the National Capital Commission and almost everyone appears in favor of the project.

Controller Paul Tardif said it is an excellent idea. "Steam trains always fill me with nostalgia. Diesels may be all right but they don't look like trains.

"I am definitely sympathetic," said Controller Ernie Jones. "It would be something for the future. The kids some years from now could see what a steam engine was like."

"A wonderful idea," echoed Gerry Geldert, head of the Tourist and Convention Bureau.

Controller Wilbert Hamilton also welcomed the proposal. He did not think it would cost much and it would be a great treat for the children. Davis, President of the Ottawa Board of Trade. He said he personally loved the Old Iron Horse, but added: "Speaking for the Board of Trade, I have no opinions."

And even more cautious was E. R. (Bud) Fisher, Sparks Street merchant, who asked: "They're pretty ugly, aren't they?"

But he conceded they might appeal to youngsters and even more so 25 years from now.

**06/09/1960** *Ottawa Citizen* *Alexandria*

A gushing farewell to steam

Hot cinders and tears

<http://news.google.ca/newspapers?id=PtsxAAAAIABJ&sjid=juQFAAAAIBAJ&pg=5884,844653&dq=railway++railroad++train++cpr++bride++to-train++will-train&hl=en>

**07/09/1960** *Ottawa Citizen* *Alexandria*

Ride Steam Train Free

Three Ottawa boys found themselves pleasantly "kidnapped" last weekend on the last steam train to leave Ottawa. Roger, 15, Maurice, 14, and Arman, 11, all Guilbault brothers, sons of Gordon and Mrs. Davidson, mother and step-father, and living at 9 Hurdman Road, got on the steam special behind CNR 6153, for a quick trip to Walkley Road. But the train left late and did not stop in the suburbs as scheduled. The boys made the entire trip to Montreal.

After getting their first quick look at Montreal's skyline and downing a lumberjack sandwich, they were returned by car to Ottawa by Barry Adair, Ottawa member of the Canadian Railroad Historical Association.

**15/10/1960** *Ottawa Journal* *Beachburg* *Malwood*

11 Cars Of Freight Derailed

Workmen of the Canadian National Railways were clearing the tracks 23 miles west of Ottawa today after 11 cars of a 75-car eastbound freight train from Western Canada yesterday jumped the tracks. No one was injured.

The derailment occurred at mile 22.3 of the Beachburg subdivision near Malwood, Ont., at 4.10 p.m. Cause of the derailment was not known.

A spokesman for the railway said the company, helped by work crews brought in from Montreal, Capreol, Ont., and Ottawa, hoped to have the track cleared by late this morning.

The locomotive and first 26 cars of the train, and the balance of the cars, remained on the tracks. It is believed some of the derailed cars over turned on their sides.

The 6.15 supercontinental passenger train from Montreal last night, and the continental from Western Canada, due here 7.50 this morning were rerouted on the Canadian Pacific Railway line between Pembroke and Ottawa.

Conductor Charles Wannamaker, of 42 Florence street, and Engineer L. Beauchamp, both of Ottawa, staffed the train.

**17/10/1960** *Ottawa Citizen* *Beachburg* *Malwood*

CNR Freight Partly Derailed.

Eleven cars of a 75-car eastbound freight train from Western Canada were derailed near Malwood, Ont., about 23 miles west of Ottawa on Friday. There were no injuries.

The CNR reported that the locomotive and the first 26 cars and the rest of the cars remained on the tracks. The 11 cars which left the track were near the middle of the train.

Details of the derailment are still under investigation by CNR officials and no estimate of damage is possible at this time.

Crews were sent from Ottawa as soon as news of the accident reached here. The task of clearing the track was expected to be complete late this morning.

Crew members of the train included two Ottawa men, Charles Wannamaker, the conductor and N.L. Beauchamp, the engineer.

**01/11/1960** *Eganville Leader* *Renfrew*

Passenger Service Likely To Disappear

Ottawa, Nov. 1, 1960. Despite the various improvements made in the Ottawa-Barry's Bay passenger train service during the past 18 months, the Canadian National Railways position has not improved, and the railway company has now requested permission from the Board of Transport Commissioners to discontinue the service.

The C.N.R. had postponed the request for discontinuance of the passenger service a further six months in order to evaluate the service during the past summer season. The situation did not improve and the company has now requested the Board of Transport Commissioners to give their application preferred attention.

**04/11/1960** *Ottawa Citizen* *Renfrew*

Protest move to take off Ottawa-Barry's Bay train.

<http://news.google.ca/newspapers?id=LdwxAAAAIABJ&sjid=NeUFAAAAIABJ&pg=7178,804495&dq=railway++railroad++train++cpr++bride++to-train++will-train&hl=en>

**11/11/1960** *Ottawa Citizen* *Alexandria* *Vars*

Santa arrives Saturday by Helicopter and Train.

Weather permitting Santa Claus will make at least three pre-Christmas visits to Ottawa this year to spread some commercial cheer.

Other appearances will be made before the big night but he won't be making any general parade through the city like he does in Montreal and Toronto.

The most elaborate conveyance lined up for Santa is a helicopter-train trip tomorrow, ending at Freiman's Downtown store. About 1,500 children will take the train out to Vars to meet Santa after his helicopter ride from the North Pole.

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**30/11/1960** *Ottawa Citizen* *Renfrew*

Still try to retain rail line.

<http://news.google.ca/newspapers?id=O9wxAAAAIABJ&sjid=NeUFAAAAIABJ&pg=5473,7285999&dq=railway++railroad++train++cpr++bride++to-train++will-train&hl=en>

**05/12/1960** *Ottawa Citizen* *Montreal and Ottawa* *Hurdman*

Fire threatens railway station.

A fierce grass and brush fire threatened the Hurdman railway station before it was controlled by city firemen Friday afternoon.

The blaze broke out about 3.30 p.m. in land bounded by Riverside Drive and the south end of Alta Vista Drive. Flames, driven by a breeze, approached the station and several other outbuildings.

**06/12/1960** *Eganville Leader* *Renfrew*

Still Try To Retain Rail Line

December 6, 1960. Opposition to the C.N.R.'s plan to drop its Ottawa-Barry's Bay train service has been registered with the Board of Transport Commissioners, and a public hearing may be held to air the problem.

The Board invited submissions from interested persons and communities and has received briefs from Barry's Bay and Renfrew registering opposition to the C.N.R.'s plan to halt passenger service.

**Baskin Steamed Up Over Frozen Ride**

The coach in the Barry's Bay - Ottawa train was frozen Monday and the 24 passengers had to be thawed out in a small stove in the baggage car, James. W. Baskin, MP for Renfrew South, said Tuesday. Mr. Baskin was a passenger on the train with about, two dozen others.

Indignant with the management of the Canadian National Railways, he called the equipment 'obsolete'.

"The CNR management are doing everything possible to sabotage passenger service," Mr. Baskin asserted.

The South Renfrew MP said stations were closed Sunday and passengers had to huddle on platforms. He made a point of excluding train crews from his criticisms.

Despite the disadvantages, 2,500 more people used the Barry's Bay- Ottawa line this year, he said.

Three year 6-month term concurrent given Methot.

Railway telegrapher Gerald Methot, 26, who clubbed himself over the head to give the impression that he had been attacked and robbed, was sentenced here Monday to three years and six months in Kingston penitentiary for the December 28, 1959, theft of approximately \$11,000 in cash and money orders from Brockville's Union Station.

Serving Nine years.

Judge Donald E. Lewis ordered that the term be concurrent to a nine-year sentence Methot is now serving for armed robbery with violence at CPR stations in Dorval, Ste. Anne de Bellevue and Montreal.

He was sentenced on these counts at Montreal in mid-October, 1960. Methot was incarcerated at St. Vincent de Paul penitentiary and brought here from the Quebec institution for trial by "judge without jury" on the local offence.

Methot's solicitor, Robert W. Summerby, revealed the telegrapher will be transferred to Kingston penitentiary to serve his term. He was in receipt of a communique from J.N. Armstrong, the commissioner of penitentiaries, which authorized the transfer from one institution to the other.

Mr. Summerby also revealed that at Methot's trial in Montreal he was sentenced to four years on one count and a consecutive (additional) five years for the other offence. The five-year term is now being appealed, he said.

Judge's Remarks.

In a brief, seven-minute summary Judge Lewis said he felt the 'term of sentence on this crime should be modified in relation to previous sentences',

"No greater sentence than what he is already serving should be imposed upon Methot," he said, "if he is to equip himself with a new vocation while still young and eager.

"The trend today is rehabilitation - and I'm in accord with it."

He felt preparations for Methot's return to society must be taken "and if he is to see the end of the road" additional incarceration is out of the question.

Methot, like others sentenced elsewhere, must "make a valiant attempt to prepare themselves for their return to society," he added.

Found unconscious.

The bespectavled telegrapher was found unconscious December 28, 1959, on the floor at Union station after it had been looted of nearly \$3,000 in cash and two books of money orders.

Peaked hat saves man in collision

A peaked hat is credited with saving an Osgoode Station man from serious facial injuries yesterday when a train struck the stake truck in which he was a passenger, crashing his head through the windshield.

The accident occurred at 1.32 p.m. on Booth Street at the CNR tracks north of Duke Street. A 25-ton E.B. Eddy Co. Ltd. diesel headed east out of the Eddy yards, was in collision with a truck southbound on Booth Street.

Police said Gerarg Rondeau, Osgoode Station, was hurled against the truck's windshield. His head went through the glass but his peaked cap saved him from injury. He did not require medical attention.

Driver of the truck was Clinton Greer, 39, of RR3 Richmond, and the diesel was operated by Lionel Tessier, 58, of 130 Leduc Street, Hull.

Police said Mr. Tessier was treated at the Eddy company clinic for a bruise to his left side. Neither driver saw the other until too late to avoid the low-speed collision.

Witnesses said a signalman was standing on the tracks holding a stop sign. Damage to the truck was estimated at some \$1,500 and to the train, about \$25.

Four persons were killed shortly before noon today when their car was struck by a CPR passenger train at the McEwen Avenue crossing in Britannia.

The wreckage was carried for 1/4 of a mile west along the tracks.

One of those killed has been tentatively identified as George Stead, 62. The other victims were a woman, another man and a boy. They have not been identified.

The accident occurred at 11.15 a.m., when the CPR four-coach train was bound for Brockville from Ottawa.

The crossing has no lights or signals.

The impact of the crash welded the 1950 Pontiac to the front of the diesel and cutting torches had to be used to detach it.

Body thrown from car.

Mr. Stead's body was thrown from the wreckage 100 yards from the crossing, and the bodies of the other three persons were removed when the train came to a stop.

Considerable damage was done to the front of the train.

The train engineer was Stan Patterson, of 706 Churchill Avenue, who was also the engineer when Kenneth Sparks was killed at the Britannia Road crossing November 7, 1960.

The car was travelling north across the track.

Other members of the CPR crew, all Ottawa men, included: W. Nevins, fireman; J.E. Murphy, conductor; J.E. Craig, trainman and W.E. White, baggageman.

The train consisted of a diesel engine, baggage car and three coaches.

The four bodies were taken to the Civic Hospital morgue.

Coroner Dr. W.T. Kendall was called to the scene and pronounced all the victims dead.

Further report in the next day's paper:

<http://news.google.ca/newspapers?id=i9gxAAAIBAJ&sjid=i-QFAAAAIBAJ&pg=7182,3025797&dq=railway++railroad++train++cnr++cpr+-bride+-to-train+-will-train&hl=en>