

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.

Partial Blame Put on Father.

By Pierre Dumais Citizen Staff Writer

Partial blame for a level crossing accident which wiped out a family of four last fall has been placed on the father who is believed to have been driving the car. A coroner's jury last night first blamed "lack of proper driver precautions" on the part of Warren Alving Sim, 30, who they presumed was the driver. The man's wife, Grace, 28, a son Wayne, 7, and daughter Peggy, 5, died in the accident.

The four died October 28 when their small German car and a Canadian Pacific Railway passenger train collided at the Hunt Club Road crossing about a quarter mile west of Highway 31.

Police testified last night that the family had lived in the area about one month and had been travelling the road most mornings when Mr. Sim drove his wife to work and the two children to school.

Time Change

However, the change back from daylight saving time to standard time only a few days before had brought the passenger train run through the crossing at about the same time as the Sim family travelled the road.

Because of this police said they believed the Sim family were not aware of the train run which coincided with their travels.

The jury noted this in its finding and expressed the belief that the crossing was improperly marked by signs at the time.

Police evidence was that the crossing was marked by only one wooden cross arm sign at the south-east corner of the crossing. Const. Richard Rawlins testified that a view of the tracks for motor traffic began about 96 feet away and that it was possible to see down the tracks about 200 feet.

He stated also that checks of the sun on days immediately following the accident showed that it would not have blinded the driver and would have been shining more to his back.

Const. Wilmer Dowd testified that the Sim auto had left no skid marks while approaching the crossing indicating there had been no attempt to brake hard at the last minute by the car.

Const Stewart Storey, an identification officer with the Ottawa Police, presented photographic evidence that the front window was closed on the driver's side of the auto.

A window on the other side of the auto was too badly smashed for investigators to tell if it had been opened but they believe it also may have been closed as the weather was cool on the morning of the accident.

Const. Rawlins testified he had checked the radio in the Sim car and found the power switch on.

The closed windows, the playing radio and the noise of the car engine could likely have shut off the warning of the train's air horn and bell, he pointed out.

Engineer Earl Fergus, of Smiths Falls, said he did not see the collision but had applied the emergency brakes on the train when the fireman yelled at him to "plug it," the railwaymen's term for emergency braking.

The fireman was not called as a witness.

Fergus testified also that the passenger train was travelling about 45 or 50 miles an hour at the time. He had begun blasting the air horn and sounding the bell at the level crossing signal marker a quarter mile down the track.

The jury found also that the train's speed was excessive and recommended a 30-mile-an-hour limit for railway speed in the city. It made a recommendation also that a flasher and bell warning system be installed at the crossing.

Assistant Crown Attorney Douglas Forrest questioned the witnesses. Coroner Dr. J. S. Cross presided.

05/03/1960 *Ottawa Citizen*

Carleton Place

Roosevelt Avenue

Drivers View Blocked at Crossing Says Jury

A coroner's jury last night divided the blame for a train-car collision which caused the death of Walter Amisson, at the CPR Roosevelt Avenue crossing on January 9.

After nearly an hour's deliberation the jury under the formanship of John Sylvain, 211 Blackburn Avenue, brought in a verdict criticising the leaving of construction equipment adjacent to the railway. They also held that the deceased contributed partially to his own death "by driving his car while his abilities were impaired by alcohol."

Amisson was killed when struck by a double dayliner of the CPR on the Brockville-Ottawa run.

Coroner Dr. W. T. Kendall heard 16 witnesses.

The jury recommended steps to avoid such accidents in future. Their verdict read in part:

"We feel that such accidents might be avoided if construction equipment was removed, far enough from railway crossings or intersections to give an adequate view of approaching trains or traffic."

Evidence at the inquest indicated that the view at the fatal crossing was impeded by shovels and embankments where a water main excavation was being made along the CPR right of way and a detour existed.

Several witnesses said they heard the train sound its horn before the accident occurred.

The car was thrown 35 feet by the impact, while the driver was hurled 104 feet to the platform of an unused station near by.

Engineer Kenneth W. Cope, 732 Byron Avenue, said he passed a whistle post a quarter of a mile from the crossing. He sounded the usual crossing warning and turned on his bell. He reduced speed by some 20 miles an hour.

"I did not see the car until I was about 25 feet away," he said. "He seemed about to make it across alright but then slowed down. I kept the horn blowing and applied the brakes. My headlight was on. It was about 4.30 p.m."

At the time of the impact the engineer said his speed was under 50 miles an hour.

Rough Detour

Police Constable Emmett Ryan, of the city police said he visited the scene of the crash shortly after the accident. He crossed the same crossing in the same direction as the deceased.

"The detour was rough," he said. "I had to proceed at about 15 miles an hour. To see the oncoming train I would have had to turn almost around and look through the left rear window. It would be difficult to see an oncoming train under the circumstances."

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.

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.

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 its 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.

A gushing farewell to steam

By Austin F. Cross Citizen Staff Writer Steam died on Sunday in Ottawa.

The last steam locomotive to operate into the Union Station on the Canadian National Railway tracks arrived about 12.30 (DST) on Sunday, hauling eight passenger coaches and a baggage car, and conveying over 500 rail fans from Montreal to Ottawa and back. The trip was organized by the Canadian Railroad Historical Association, the president of which is Dr. Robert V. V. Nicholls, of Montreal.

Pulling this train was a big, powerful, fast, rugged "Northern" type engine, of a class that has been running in and out of Ottawa both on passenger and freight service for the last quarter century. It was CNR 6153.

Like most rail-fan trips, the train started late. Like most rail-fan trips, the train stayed late, got later. But, thanks to Engineer A. Honsinger, of Montreal, the 30-year-old 6153 put on a magnificent burst of speed after she had shaken herself clear of the crowd-cluttered, half-hour stop at Alexandria, and made up enough time to be only an hour and a quarter late.

"Organized Chaos"

The scene was one of organized chaos at Montreal's Central Station on a sad Sunday morning. Even nature was seemingly weeping over the death of steam. First, the CRHA were throwing off all who wanted to ride the cab of 6153. Even the representative of Train Magazine got the boot.

While many might expect the train to be full of misty-eyed steam rail buffs, there were, instead, many from the rock 'n' roll set. To show how keen these kids were, one boy asked another where Lorne Perry was.

"Lorne did not come" sneered the boy. "Just because he's on his honeymoon; what a weak excuse!"

One of the real old timers aboard was W. G. Cole, Ottawa, 80, and a Canada Atlantic Railway Old Boy. He fired an engine over the same tracks he was travelling from 1897-1900.

Ladies Present

Another strange thing about the passenger list was the number of women travelling this zany special. Younger ones obviously took the trip to hold hands with their boy friends.

But there were not a few plus-forty ladies who seem to be lady buffs. So, instead it being a near-stag special, it was as mixed up as to sexes as you might expect at a picnic.

Hot cinders and tears

By Norman Avery Citizen Staff Writer Nostalgia and fascination came to town Sunday chugging black smoke and hissing steam.

The last steam locomotive of the CNR brought tears to many a retired railroader's eye, left the kids wide-eyed and, just for the record, dropped a sharp cinder in many of those same eyes.

The CNR "bent over backwards" in this brief visit to the past. Where railway police would have sent trespassers packing by the hundreds at the roundhouse yards, they turned their backs on the inquisitive throng turned out to see the giant engine.

"If the CNR prosecuted every trespasser today," observed one onlooker, "they could write off their deficit with no trouble at all."

But even the CNR people were caught by surprise at the interest. Cameras clicked while the engineer waved. He blew off steam and hooted the powerful whistle. He smiled warmly as the general public crawled through his engine cab and asked a million questions. For movie makers the crew swung the giant around several times on the roundhouse turntable. Seeing the train was only one of the sensory thrills. Steam engines even smell good after an absence, and that whistle has an authority head and shoulders above the diesel horn.

Railroaders, real and amateur, old and young, had a great collection of opinions on what the end of steam really means. Apart from the whistle, which all agreed is thrilling, there will be a good deal less black smoke poured into the air. The cinders that get into the hair and make the eyes water are gone. And the white pebbles beside the track will lose their distinctive polish. The wives of engineers and firemen won't have grimy husbands coming home from work. And so on.

Whatever was going through the minds of the thousands who lined the route and brought their children to see the steam engine, little doubt was left that the "iron horse" has left its indelible mark on the memories of many people.

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.

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.

By Fred Inglis Citizen Staff Writer .

Passengers and public say it's the CNR's own fault that the railway's Ottawa to Barry's Bay train service has reached the low point where it wants to stop passenger service on that route.

Had the CNR dropped its Sunday service instead of the important daily express service, the line would pay its way, many say.

In a letter to interested parties along the 112-mile line, the CNR said that despite various improvements made in passenger service during the past 18 months, the railway's position has not improved. The CNR now has requested permission from the Board of Transport Commissioners to discontinue the service.

Six-Month Evaluation

The CNR said it postponed its request for discontinuance of passenger service a further six months in order to evaluate the service during the past summer season. It said the situation is no better and the company has asked the Board to give its application "preferred attention".

After a two-day public hearing in Pembroke in November, 1958, the railway agreed to revise the service as asked for by the municipalities affected.

Since March, 1959, the CNR said, "when the rail diesel car replaced the conventional train, the company made other adjustments in the schedule in an endeavor to attract additional patronage.

"The last of the changes was effected in July of this year when 30 minutes was cut off the running time between Ottawa and Barry's Bay. The expected increase in passengers, however, did not materialize."

Asked Passengers

On the train from Arnprior to Ottawa Thursday, passengers and railway employees commented on the situation.

Passenger business was best at intermediate points of Killaloe, (Golden Lake in the summer), Eganville, Renfrew and Arnprior. Stops are also made at Wilno, Douglas and Carp, with flag stops in between.

Maxwell Garvie, 24-year-old co-owner of the Carp Review, lives in Renfrew and rides the train daily to Carp where he does offset plate work for the Renfrew Advance.

"I guess I'll have to move to Carp," he mused reflectively. Cutting off the service would be a serious blow to him, he said.

"A Nice Way To Travel"

Three ladies from Galetta, Frances and Anna Dean and Mrs. Cecil Bidgood, said they go in to Ottawa two or three times a month to shop.

"I hope they don't take it away," said Miss Frances Dean. "This is such a nice way to travel. We don't want to lose it."

The other two ladies agreed and said they would miss the service very much.

A single unit diesel or Budd car as railway men call it, leaves Barry's Bay at 7.15 daily except Sunday and arrives in Ottawa at 9.45 a.m. On Sunday it leaves Barry's Bay at 7 p.m. and gets into Ottawa at 9.30 p.m. It leaves Ottawa at 11 p.m. Sunday and arrives at Barry's Bay at 1.30 a.m.

"I never could see why they did not want to take off the Sunday night train," said J. J. Foran, past-reeve of Eganville and ex-warden of Renfrew County.

"No Need For Sunday Train"

"I wondered at them taking off the express and giving this service on the way freight," he added. "There was no need for the Sunday night train as only one or two passengers use it, and the express business was important to us at Eganville. We definitely want to have the train service kept on."

Mrs. Nelson Bochme, who with her husband operates a general store at Combermere, 10 miles south of Barry's Bay, said there is "no other way" to reach Ottawa quickly. Any other way would mean stopovers of two months have CNR, two hours or more at junction points. Bus service was "terrible".

"I'm sorry and I will miss it very much," said Miss M. C. Russell, of Braeside, near Arnprior. "I go in to Ottawa once a month to shop and it means I'll have to go by taxi and that costs \$8.

"Conductor Peter McCarthy, of 2273 Courtice Avenue, 63-year-old veteran of 44 years service with the CNR, has been on this line for two years.

"Tried To Make It Pay"

"We tried hard to build up the express service and make it pay," he said. "I often helped with the express and even the engineer came back and gave us a hand to load on up to 35 milk cans. We'd even put them in between the empty seats in the passenger car to find room for them. The business was there all right."

The alternative? For Arnprior folks it means: Get up early and take the CPR train which passes through Arnprior at 5.25 a.m., or take the bus.

The Budd car can carry up to 93 passengers but handles no express, baggage or mail. On Friday nights people are standing up in aisles, said Arnprior agent Clarence Huron. Saturday, too, sometimes. He does about \$300-a-week passenger business and up to \$3,000-a-week express business.

If the passenger service is discontinued, only a wayfreight service will remain.

Ready To Fight

BARRYS BAY (Special)

Reaction to the proposed discontinuance of CNR rail service was met with varied reaction by municipal officials both here and at other points along the rail line. Most were strong in their opposition to the CNR move and felt that the rail company was doing the wrong thing.

Reeve Paul Yaksboski of Barry's Bay said that the persons served by the line "don't like it a bit. We'll protest any move by the CNR to end service here."

A councillor, Hillary Jones felt that if people didn't use the train, they couldn't want it badly. His was the only dissenting voice, however.

Councillor Tom Conway said:

"They've taken away the mail contract. They've taken away the express and it almost looks as if they were trying to lose money on purpose. Despite it all, though, they seem to be doing all right."

Expressing the opinion of those "grounded", Barry's Bay councillor Dominic Mintha felt concern over the fact that it will be next to impossible for earless residents to get to Ottawa.

Renfrew Acts

In Renfrew, Mayor Harry Young has decided to ask James W. Baskin, MP for South Renfrew, to bid for continuation of the run.

Councillor Bert Garrett, of Renfrew, who presented a motion to approach Mr. Baskin, said that the elimination of the service would seriously inconvenience residents of the Renfrew area, especially those in Whitney and Barry's Bay.

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=O9wxAAAIBAJ&sjid=NeUFAAAAIBAJ&pg=5473,7285999&dq=railway+l+railroad+l+train+l+cnr+l+cpr+l+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.

16/12/1960 Eganville Leader Renfrew

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.

19/12/1960 Brockville Recorder Kingston (CN) Brockville

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 that 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.

20/12/1960 Ottawa Citizen E.B. Eddy Ottawa West

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+cpr+bride-to-train+will-train&hl=en>