

# THE ORANGEVILLE B.

Vol. LXIII. No. 20

ORANGEVILLE, ONTARIO, THURSDAY, OCTOBER 25, 1956

## I Rode the Cab of the Dayliner . . .

By Murray McKittrick

I rode the cab of the C.P.R.'s new Dayliner between Orangeville and Toronto.

Railroading is my hobby. Since I was knee-high to a grasshopper, locomotives and trains have held the same attraction for me that a carnival has for most kids. It is not surprising then, that over the years I have availed myself of every possible excuse to ride the cab of a locomotive. To be permitted to climb into the cab of a locomotive has brought me a pleasure that has never diminished with the passage of years. It did not matter what kind of locomotive it was—just as long as it ran on wheels. The result is that I have ridden anything from the slow-moving workhorses of the railroad to the high-stepping stilettes that wheeling passenger varnish over the high iron. I have also ridden the front end of the powerful diesel locomotives that are fast replacing the steamers in freight and passenger service.

When I heard that the C.P.R. was to inaugurate a Dayliner service on the run through Orangeville, time stood still for me until the sleek new car made its appearance.

Then impatience filled me until I could get a ride in her cab. This was made possible through the kindness of Mr. W. B. McCracken, superintendent of the Bruce Division of the railway company. Mr. McCracken was on the Dayliner on her initial run last Wednesday night. I buttonholed him at the station and made my wishes known. "Certainly," he said, "I shall be more than delighted to see you get a ride. When would you like to make the trip?" "Friday morning," was my prompt reply. On Thursday a telegram arrived from Mr. McCracken informing me I could ride the cab from Orangeville to Toronto and the conductor and engineer would be notified accordingly.

Friday morning was a red letter day for me. I was to ride the front end of the latest product of the C.P.R. for moving passengers from one point to another.

As soon as the sleek and shining Dayliner pulled into the Orangeville station I spoke to conductor Herb Cotton. He was expelling me and told me to go right ahead to the front end and "climb aboard."

Here I was greeted by husky and smiling Dan Dewey, engineer of the Dayliner. In the cab with him was Bob Anderson, road foreman of engines.

I must say something about these men.

Herb Cotton, the conductor, is tall, slightly graying, and just the type of person you expect to find in charge of a passenger train. He is easy-going, he has had 40 years service with the railroad. For the past 18 of these years he has been a passenger train conductor, the past 3 years in charge of trains operating between Toronto and Owen Sound. Herb will be pensioned in 2 years' time.

Dan Dewey, the engineer, has been at the throttle of passenger trains between Toronto and Owen Sound for 3 years. For the 10 years previous to that he was in passenger pool service running over many lines in the division. All told his service with the company dates back 45 years.

Dan is a real throttle artist. His smiling personality emanates confidence and he certainly knows how to handle a locomotive, whether it be steamer or diesel. He is familiar with every curve and tangent on the right-of-way from Toronto to Owen Sound and railroad men on the division know that if a train is running late "Dan will bring her in on time"—as long as he is not restrained by the dispatcher with slow orders or adverse orders.

Bob Anderson, the road foreman of engines, has a long experience in the handling of motive power. He must be good or he would not be holding the job he has—inspecting engine crews in the handling of new motive power. In earlier years he fired locomotives through Orangeville. At present he may be instructing engine crews anywhere between Toronto, Owen Sound, London, Smith's Falls, Belleville and Sudbury. Bob was most helpful in explaining the operation of the Bud car to me and his presence in the cab was appreciated.

At 10:21 the conductor's buzzer sounded in the cab. We were nine minutes late out of Orangeville because the north-bound passenger train was delayed. Ahead of us was a clear track with no mules with other trains. Would we make the last time up between Orangeville and Toronto? In answer to my query, both engineer Dewey and Mr. Anderson assured me we would—and with little trouble.

My mind in this respect was soon set at rest. By the time we reached the mile post south of the station, the speedometer was registering 35 miles an hour. Had we had a straight stretch of track ahead of us, the speed at this point would probably have been greater, but there is a bend in the track just beyond the mile-post and engineer Dewey was holding her down until we rounded it.

The acceleration of the Dayliner is remarkable. The two direct-drive diesel engines of 215 h.p. each pick up the car right smartly. From a standing start, it can accelerate to 30 miles per hour in 10 seconds—and that with no discernible whatsoever to the passengers. It can be brought to a stop just as quickly and as smoothly with its new type of brake system.

To compare the cab of the Dayliner with that of a steam locomotive is like trying to compare the old wood-fired kitchen range to a modern electric cook stove.

The cab of a steam locomotive is hot in summer and cold in winter. Its boiler head is a maze of pipes, valves and gauges of one kind or another. The fire doors, when opened, emit a blast of heat and fumes that add to the dust and grime that is always prevalent in the cab of a steam engine. There are three seats, one for the engineer, another for the fireman, and a third available for the brakeman on a freight train or any other person that might be in the cab. Anyone I rode in the cab of a steamer I always had to put on my clothes and see that my head was well covered.

The cab of a Dayliner is simply a room. The sunlight streams in as brightly as on a clear day. The seat is an automatic heater. The throttle levers on the right are similar to that of a steam locomotive or a diesel and it is very simple to operate. The brake valve is similar to that of other motive power. In front of the engineer, beside the throttle, is a button for operating the sander, the speedometer and the road for operating the air whistle. There make up the main items in the cab.

There is one seat only for the engineer. The Dayliner does not carry a fireman. Although I did stand throughout the run, I experienced no discomfort at all. The Dayliner operates so smoothly.

Do not think in making this comparison between the cab of the Dayliner and steam locomotive I am pointing the latter. Far from it. The steamer may be dirty and at times rough riding, but I regret the day when they at last disappear from the public scene. They have a personality. There is something about a steamer that can never be replaced.

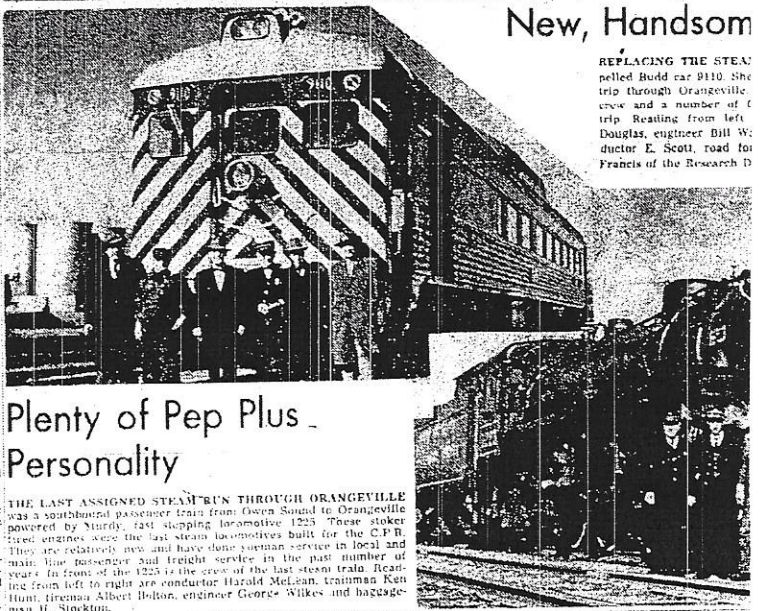
The trip down was a thrilling experience. The top speed was 70 miles an hour. At that speed the Dayliner rode as smoothly as a feather. I could hardly believe as we coasted at such a speed. At about the 100-mile mark we were overtaken by a freight train. The Dayliner was in the lead. The freight train was a 100-car train. We did not see the freight train until it was almost on top of us. We did not see the freight train until it was almost on top of us.

The first was when a black squirrel ran in the middle of the track. The Dayliner was in the lead. The freight train was a 100-car train. We did not see the freight train until it was almost on top of us.

The other experience dealt first with a dog that had wandered on to the track. When we spotted him, we were about 100 yards away. At the last moment he kept on running. As the last mule

## New, Handsom

REPLACING THE STEAM-pelled Budd car 9110. She trip through Orangeville, crew and a number of trip Reading from left Douglas, engineer Bill W. ductor E. Scott, road for Francis of the Research D



## Plenty of Pep Plus Personality

THE LAST ASSIGNED STEAM-BUN THROUGH ORANGEVILLE was a southbound passenger train from Owen Sound to Orangeville powered by sturdy, fast-stepping locomotive 1223. These stoker-fired engines were the last steam locomotives built for the C.P.R. They are relatively new and have done passenger service in local and main line passenger and freight service in the past number of years. In front of the 1223 is the crew of the last steam train. Reading from left to right are conductor Harold McLean, trainman Ken Hunt, fireman Albert Bolton, engineer George Wilkes and baggage-man H. Stockton.

As we neared the paved road that runs from Victoria over to Cheltenham, we could see a big truck loaded with brick travelling at speed and showing no indication of slowing down for the crossing. Even though engineer Dewey was loudly blowing the car's whistle, "Brake her Dan," called road foreman of engines Anderson. From a speed of 50 miles an hour the car was brought down to 25 miles an hour. At the last moment the truck stopped. What engineer Dewey said about the driver was to the point, but not for publication.

By the time we reached Brampton we had made up seven of the nine minutes lost at Orangeville. At Cooksville we were on time.

Here I decided I had better go back to get a ride in the car. I met with the Research Dept. of the C.P.R. and his office is in the Windsor Station. Bill was making the first few runs of the Dayliner to get passenger reaction and see how everything was working out. I like myself. Bill is a real rail fan. He has quite a collection of like myself. Bill is a real rail fan. He has quite a collection of like myself. Bill is a real rail fan. He has quite a collection of like myself.

Just as the gleaming stainless steel streamlined exterior of the Dayliner is eye-catching, so is the interior. I have ridden in the latest equipment of both the C.P.R. and C.N.R. out-shipped in recent years for passenger service. Some of it is luxury equipment, but for beauty of interior furnishings and decor, they are not much superior to the interior of the Dayliner.

The decorators of the car have used very effectively shades of dust rose, cream, tan and grey. The comfortable rubber foam seats are upholstered in an attractive blue.

Air-conditioning keeps the car comfortable in all weather conditions and indirect lighting illuminates it at night.

The passenger section of the Dayliner accommodates 70 passengers and it is divided into two compartments, one for non-smokers and the other for smokers. Behind the cab is a 17-compartment for baggage and express.

Passenger reaction to riding on the Dayliner was that it was the ultimate in comfort and speed.

The \$220,000 Dayliner is designed to give the fastest and most economical railway passenger service. Its low-cost performance has been established, not only with respect to fuel consumption, but in crew requirements. While the car is in operation, it requires only a conductor and engineer. Over the week-end, when an additional car is added, a trainman is added to the operating crew.

The Dayliner is a quiet operating car. Motorists and others would do well therefore to pay closer attention to conditions in districts where such a car operates. It is equipped with 14 floodlights for night operation. In addition there is an excellent light which is kept working day and night giving warning to motorists and pedestrians of the approach of the car.

I could not bring this article to a close without making some comment on the roadbed. After all is said, trains could not operate unless there are rails spiked to ties to run on and these in turn are placed on a carefully prepared bed of gravel, crushed stone or cinders.

Further, trains like the Dayliner could not operate at speeds up to 45 miles an hour smoothly and efficiently if the road bed was not in top condition.

One of the men who rode the Dayliner on the trip I made was Al Harrington, yardmaster between Orangeville and Streetsville. After we hit 25 miles an hour, Al stuck his head in the cab with a mighty grin on his face. He was happy because his section crew and the road bed in top shape to accommodate with ease the speed of the Dayliner.

That is the job of the roadmaster and his main section crews—keeping the road bed in excellent condition and I can attest that in the best of my human knowledge in this respect, it was just that between Orangeville and Streetsville.

Between Streetsville and Toronto we were running on a double-track, rock-ballasted main line threaded with 120 lb. steel.

Again my thanks to Superintendent McCracken for making this trip possible and to the operating crew of the Dayliner for making it so enjoyable.

NOTE: Mr. McKittrick is preparing an article on passenger steam train operation through Orangeville. This article will cover his personal experiences in the district as a rail fan over the past 15 years. He will also delve into the years before his own experiences began. He hopes to publish this article in The Banner in the near future.

October 25  
1956

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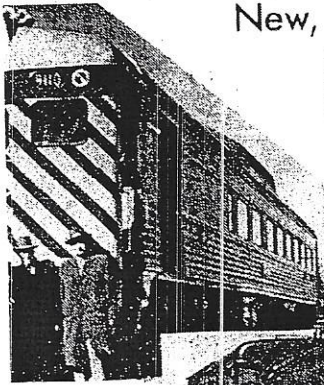
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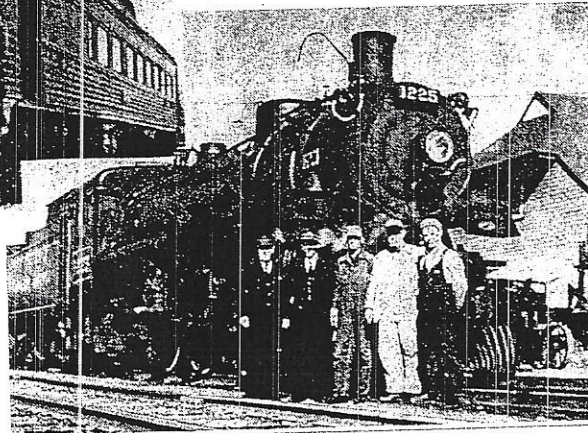
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## New, Handsome and Speedy

REPLACING THE STEAM TRAIN IS THE DAYLINER, self-propelled Budd car 9110. She is shown above on her first southbound trip through Orangeville. Standing in front of her are the train crew and a number of C.P.R. officials who made the inaugural trip. Reading from left to right are acting roadmaster Morris Douglas, engineer Bill Walder, master mechanic J. R. Lloyd, conductor E. Scott, road foreman of engines Bob Anderson, D. W. Francis of the Research Dept. of the C.P.R.



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October 25  
1956

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## TRAIN AND CAR TANGLE AT JOHN ST. CROSSING

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Walkerton was in collision with a  
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e had town.

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car is vehicle but no person was injured  
spon- as the occupants of the car had  
se 28- gotten out when they saw the ap-  
n the proach of the train.

volv- Orangeville police have charg-  
ince. ed Clarence McKendry, Orange-  
s are ville, with impaired driving. His  
case, case was remanded in police court  
een a this Monday for a week. The pas-  
for 10 senger in the car had disappeared  
e pol from the scene by the time the  
police arrived.

The train was in charge of con-  
ductor W. R. Matthews. The engi-  
neer was Earl Dixon. The train  
crew claims the crossing signals  
were working at the time.

November 1, 1956  
Orangeville. Banner.



# THE ORANGEVILLE

Vol. LXVI

No. 4

ORANGEVILLE, ONTARIO, THURSDAY, JULY 2, 1959

## CPR Bruce Division Is Abolished

Important changes affecting the administration set-up of the Bruce Division of the Canadian Pacific Railway Company have been announced.

The announcement comes from the office of Mr. W. F. Koehn, assistant general manager of the Ontario Region, Toronto, and from the offices of the superintendent of the Trenton division, Mr. J. W. Stewart, and the superintendent of the London Division, Mr. J. O. Johnston. The changes were effective as of July 1st.

The Bruce Division of the C.P.R. has been abolished. The railway lines included in this division were the main line Toronto-Orangeville-Owen-Sound; the branch lines from Orangeville to Teeswater and Elora and from Saugeen Jet to Walkerton; the western main line from Toronto to Mactier; the branch line from Medonte to Port McNicol; the main line from Toronto to Hamilton which is owned by the C. N. R. and over which the C. P. R. has running rights.

The Bruce Division is to be absorbed into the London and Trenton Divisions. The London division will take over that part which has been commonly called for many years "the old Bruce" - i.e. those lines north of Streetsville. This includes the lines running through Orangeville and the branch lines serviced from Orangeville, also the Toronto-Hamilton main line. The balance of the division is attached to the Trenton Division.

Mr. Fred Koehn, who has been assistant superintendent of the Bruce division, is being transferred to the same position in the Trenton division and made responsible for the portion of the Bruce absorbed into the Trenton division. Mr. Koehn is a son of the assistant general manager of the Ontario district.

Mr. Jack Lloyd, who for some years has been master mechanic at Toronto, has been made assistant superintendent of the London division and will be responsible for the portion of the Bruce absorbed by the London division. His headquarters are to be in Toronto.

The change will not affect any of the operational personnel on the various lines of the Bruce. It undoubtedly will some of the staff who have worked at the divisional headquarters in Toronto.

The abolition of the Bruce Division means the loss of a name that for almost a century has been closely associated with Orangeville. Although the name will officially disappear as far as C.P.R. operations are concerned, it will long live in the memories of the thousands of railwaymen who have or are working on it. One can bet that for this generation of workers, it will continue to be referred to as "the Bruce."

As for the move affecting the territorial working rights of conductors, engineers, firemen and trainmen, it is not anticipated there will be any changes for the present. Such rights are arrived at through union-management negotiation.

The abolition of "the-Bruce" is the final touch to an era of railroading in the Orangeville district that almost coincides with the passing of the steam locomotive, the elimination of standard passenger trains and the discontinuance of services in this area that were part and parcel of railroad operation here.

One of Canada's largest print shops, the federal government printing bureau, employed 1,679 workers in 1958.

## It Really Was Hot!!

The weather of the summer equinox, when frost invaded the lowlands and the furnace was turned on in the evening, may have reminded citizens of early Spring.

However, old man Summer threw all his punches last weekend when southern Ontario residents wilted under a sweltering sun accompanied by a most discomforting degree of humidity.

Even with such heat one hears some wondrous facts. The Fendley's of Orangeville Conservatories carried on their normal business of growing pretty flowers and ripening tomatoes in hot-houses that registered 108 degrees. Hearing this made a person perspire a few more pints just in the listening.

The very next day a good customer called at The Banker's office and informed one of the girls that the heat was no heat at all, at least as far as he was concerned. He claimed he had the shivers, and cold ones at that, the day the thermometer tried to climb to the top of Westminster spire.

So there you have it. What is one man's cake is another man's pie.

Much needed rain failed to fall in the Orangeville district. Saturday afternoon's storm, while dumping quantities of rain to the south and west of us, failed to bring much desired moisture here. In fact, out in the Hockley Valley only a few drops fell and residents of that district would like nothing better than a good soaker.

To those with weak hearts, the sweltering heat of last week is never welcome. The odd case of heart trouble through this discomfort was reported. The death of one of Grand Valley's well-known residents, Ivan Bruce, was attributed to heart failure because of the excessive heat.

It is never too hot for the kids. They seem to thrive on it with the assistance of countless ice cream cones, bottles of pop, dozens of poppicles and all those other hot weather toothsome delicacies that would incapacitate an adult under normal conditions.

The Lions Club swimming pool in Idylwild Park got off to a great start on Friday under the blessing of the sweltering sun. With the kids, it seemed to be a case of "out of school and into the pool."



DR. LYALL MORAN

A graduate in medicine of the University of Toronto, who is entering practice in Orangeville with Dr. R. B. McGee, Broadway. Dr. Moran is a graduate of the Class of 1957. He spent a year at the Toronto General Hospital in the usual rotating internship and followed this by a year of special study at the Hospital for Sick Children and the Toronto Wellesley Hospital. Dr. and Mrs. Moran, with their three small children, have taken up residence on McCarthy Street, having purchased the home until recently owned and occupied by John Robert.

## Presentation For Minister And Wife At Picnic

Last Wednesday afternoon at The Highlands, the Hockley Road, some 300 adults and children of Westminster United Church gathered for the annual congregational picnic.

The afternoon was given over to games and contests of various types entered into enthusiastically by the young folk. A picnic supper brought the affair to a close.

During the afternoon the Minister of the church, the Rev. Ronald Arkwright, who leaves Westminster the end of this month, was presented by the A.O.T.S. with a pen and pencil set.

As a token of the congrega-

tion's appreciation, the minister and his wife were presented with a substantial cheque. The address accompanying the presentation was made by Mr. Ernie Bower and the presentation by Jack Montgomery.

## Nonagenarian At Meek Reunion

Mr. Harry Meek, 97, of Guelph, was the eldest of the three surviving children of James and Sarah Meek, a pioneer Mono Township couple, to attend a family gathering held last Sunday afternoon.

The other children present were a sister, Mrs. Edith Mills of Toronto, and a brother, Mr. Norman Meek, also of Toronto. The brother and sister are in

## Came For A Month --- Stays Fifty Years . . .



DR. THOMAS OF CALEDON

When Dr. James Taylor Thomas arrived in Caledon Village, August 27, 1912, it was intended that he would take over the medical practice of Dr. McFayden for one month.

Dr. McFayden had been seeking the services of a young surgeon capable of assuming his duties while he took a vacation. So, Dr. Thomas, who since his graduation in 1909 had filled the gap as relief doctor on other occasions was asked to take over this practice. This followed a period in Creemore with Dr. Bradley, and some time at Hillsburgh, Glen Allen, and Ardendale. He was by this time adjusted to the rigors of a country medical practice, travelling on foot, by horse and buggy, and often on snow shoes in the winter time.

Dr. McFayden, after practicing for 33 years had often given thought to retirement, and turned his thoughts into action immediately on his return from the vacation. He had discovered that his patients had taken the young Dr. Thomas to their hearts.

"Do you like this country?" enquired the older doctor. "Yes, I do," responded Dr. Thomas. "Then possibly you and I can come to some agreement," continued Dr. McFayden. "I'd like to retire, and suggest that you take over this practice."

So, Dr. J. T. Thomas, M.D., who had come to stay in Caledon for one month has remained for 47 years as Caledon's doctor. His g-

néral country practice is indeed a busy one, often embracing not only Caledon, but Mono Mills, Alton, Mono Road, Claude, and Caledon East. Yet, with all the demands on his professional skill he has discharged the responsible duties as a School Trustee, the Chairman of Caledon Hunt Club, Member of the Hospital Board, Chairman of the Local Library Board, and is a Past Grand Steward of the Masonic Grand Lodge.

Born in Oro Township, Simcoe County, his high school education was completed at Orillia. He then attended Normal School, teaching for four years before entering Toronto University as a medical student. Of the 124 students who graduated in medicine in 1909, only 42 are still living. This year, the 1959 graduating class and Dr. Thomas, class of 1909 enjoyed a get-together at Hart House. Dr. Thomas was one of the twenty-one members of the class of 1909 able to attend.

It was a happy reunion of the 1909 graduating class in more ways than one for Dr. Thomas. One of his classmates attending was Dr. Jack Pilcher of England. Dr. Pilcher is a brother of Mrs. Rutledge Wallace of Caledon. Other 1909 graduates present who are known well in this district were Dr. Robert Wesley, Dr. R. V. Shier, Dr. Roy Thomas and Dr. Allan Brown, all practicing in Toronto.

## Two Local Men Lease Weisz Auto Wreckers

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JULY 2 1959



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ved an expendi- mately \$400 for placement and re- extinguishers in ary, Town Hall, ce, cruiser.  
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draw informed sts favouring the \$1,289 had been respect to the on of Orangeville ne months ago. on page 7)

ed by the mayor before sion concluded. They are Coun- cillors Tideman and Hendry. Chief of Police Traynor is to sit in on the deliberations of the committee.

## 600 U.S. Rail Fans Plan Excursion To Orangeville

An invasion of Orangeville by around 600 railroad fans will take place on Sunday, July 19.

It is to be an old fashioned summertime Rail Excursion sponsored by the Buffalo and Rochester, N.Y. Chapters of the National Railway Historical Society.

It will mark the first time such an excursion has travelled over the lines of the C.P.R. into this town.

The trip leaves the New York Central station at Fort Erie and travels over the N.Y.C. lines to Welland, then over the lines of the Toronto, Hamilton and Buffalo Railway to Hamilton, thence over the C.P.R. lines to Guelph Jct., then east to Streetsville Jct. and north on the Owen Sound line as far as Orangeville.

It is understood that photo stops will be made at the Forks of Credit and Cataract. The special train will arrive in Orangeville at 1.55 p.m. D.S.T. and leave this town at 3.15 p.m. for the return journey.

It is expected the special will carry between 14 and 16 passenger coaches and two C.P.R. dining cars. Over the lines of the C.P.R. the head-end power will be two D-10 steam locomotives.

Grand Valley Fertilizers, presented by Eric Anderson; and also the Dr. Riddell Memorial Silver Trophy, presented by Albert Clowes.

These are hand-fired, 4-6-0 ten-wheelers built between 1908 and 1913 and will provide plenty of action on the heavy grades between Inglewood and Cataract for photo fans.

The special will be wyeed at Fraxa Jct. and the engines coal-ed and watered at Orangeville. This will be something that will draw the camera fans. The coal-ing and watering of steam engines is almost a thing of the past and the excursionists will certainly want to record the event on film.

It will probably be the last time that local residents will have an opportunity to see a steam powered passenger train in the Orangeville yards. In fact, in all probability it will be the last time we here shall be given the chance of seeing steam power. All five freight and passenger trains now operating over the division are diesel powered.

It is hoped that some civic official recognition will be given through the coming to Orangeville of these two chapters of one of the United States largest Historical Associations. The N.R.H.S. has chapters throughout every state in the Union as well as a Canadian Chapter.

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July 9, 1959







## Rail Fans

(Continued from Page 1)

the officials of the visiting chapters from Buffalo and Rochester, N. Y. were met by Mr. Murray McKittrick who acted as master of ceremonies for the brief welcoming ceremonies. His Worship Mayor J. A. Maude, wearing his chain of office, on behalf of the citizens of Orangeville, in a few fitting words, extended to the excursionists a hearty welcome to the town and a happy return journey.

Deputy-reeve Vic Large had set up a loud speaker system at the depot which helped considerably in the opening ceremonies and in getting various announcements over to the widespread crowd.

Shortly after the train's arrival, the two engines along with the baggage car, proceeded to Fraxa Jct. where they were wyeed. Upon their return the locomotives were watered and then run to the south end of the yard and backed onto the coaches. All these movements were a boon to the camera fans. The baggage car was specially fitted at the opened doors so that steam devotees could photograph the locomotives in action on the trip. This car was probably the most popular on the train. Between the baggage car and the tender of the second locomotive, a tape recorder was set up to record the sounds of the working locomotives on the journey.

Sunday was the first time a solid train has been leed at the local depot. A large trailer truck from the Belle Ewart Ice Company in Toronto was backed onto the station platform and each coach and the two dining cars leed.

The train was composed of the baggage car, twelve steel air-conditioned coaches and two dining cars, all C. P. R. Some of the coaches were the latest in styling with picture windows, others were of an older vintage. The dining cars were busy places, feeding the hundreds of passengers on the train. The rear car of the train had hung from the end the large circular illuminated insignia of the National Railroad Historical Society.

The head-end power from Streetsville to Orangeville was two D10W class steam engines, numbered 1092, and 1098. (Between Fort Erie and Streetsville diesel power had been used). These two locomotives were built in 1913 by the Kingston Locomotive Works for the C.P.R. For a time after 1940, No. 1092 worked on the Dominion & Atlantic Railway, a subsidiary of the C.P.R., in Nova Scotia. It is interesting that Sam Lackey, Orangeville decorator, who worked in engine service for the C.P.R. in his earlier years, took a student fireman's trip on 1098 between London and Windsor about 25 years ago. Mr. Lackey got quite a kick out of seeing the old gal again.

The two locomotives have been in little use recently, and for two weeks the C.P.R.'s West Toronto shops have been grooming them for this special run. A C.P.R. engineman, Jack Walter, who made the trip up from Toronto expressly for the coming of the train, told The Banner they had them in excellent working condition. Conductor of the special was R. Spence. The engineers were Charles Waters and Jim Warnock and the firemen, A. Germy and R. J. Chappel. D. R. Byers and E. C. McDonald were the trainmen. Mr. Robert Anderson, locomotive foreman from Toronto, road the lead engine.

The excursionists made good use of the hour and half they had in Orangeville. Some forty men, members of the town's service clubs and others, had volunteered their cars to take the visitors around the town. Councilor Frank Hendry did an excellent job on making these arrangements. From reports, gathered afterwards, all cars were put

into use, some making more than one trip to accommodate the many who wanted to see the town. The drivers say that those taken around were deeply appreciative of the reception given them by Orangeville and in all the fan trips they had taken over the years to other places, this was the only place that had offered such a car service. Returning drivers said their passengers offered to pay them for their tour. Service club members took this offer as an opportunity to tell the riders they would feel amply rewarded if they supported the activities of the service clubs in their home communities.

Many of the visitors took the break as an opportunity to walk about the town. Others remained at the station to watch what happened there. Large numbers, including local people, visited the display of old and modern locomotive pictures, early railroad scenes and other railroadiana set up in the kindergarten room of the Princess Margaret School.

One of the features of this display was a 500 lb. working model of a C.P.R. locomotive belonging to Mr. Elgin E. Bennett, a variety store owner at Warton. A former railroadman, Mr. Bennett himself constructed the engine between 1944 and 1947. The scale is 1 inch to 1 foot. It has the Walschart valve gear motion, forced feed lubrication, has been tested at 150 lb. boiler pressure, and the boiler was built of one-eighth inch Shelby cold steel. The model was set on tracks so that its detail of operation could be studied. Camera fans kept Mr. Bennett busy taking pictures of the engine. The owner was assisted in demonstrating the model by Ken Ringrose of Warton, also a former railroad employee.

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On the trip up, a photo stop was made at the Forks of Credit. This took longer than anticipated, which accounted in part for the delay in reaching Orangeville. It is understood another such stop was to be at Cataract on the return trip.

At 5.20 p.m., 2 hours and 5 minutes later than scheduled, the special began its return trip. The departure ran true to excursion experience for the past

briefly outlined the background of the train and Toronto, Grey & ways, later acquired R., over whose road would travel. Also was given on the map interest that would the way up. Particular was given to the past of Credit and Cataract important places these pamphlets were a help in their appreciation of the strange territory they were passing through.

## FARM COW RETI MINUS NEW-BORN

Mrs. Edith Wright, Orangeville, has a cow that is lacking in instincts.

The cow strayed from the home farm on the June 28th. It was known to Wright's she was at the following evening returned to her home. It was evident that absence she had been of the calf. But no calf.

For three or four weeks, with the neighbours, searched On the morning of the neighbour, Mr. Ho the Wright farmyard calf. He had found the calf and starving it. The calf is taking via the medium bottle and Mrs. Wright will live and grow mom's apparent neglect.

The United Church has purchased a new camp site near Paris son camp which is Rev. W. A. Burbridge People's Church, H.

The Overseas Relief of The United Church has donated \$1,000 victims in Hong Kong addition to the \$15,000 January.

YOU

## A Good

Your local He supplies his people. He is d prices. He is pr with more than who are membe personal relatio the community

Just  
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July  
23  
1959



All Are Welcome



Pastor James Keadle M. Th.

9:45 a.m.—Family Bible School  
11:00 a.m.—The Trinity and the Believer  
7:00 p.m.—You can know you are a Christian

Nursery Supervised by Registered Nurse

## WESTMINSTER CHURCH

The United Church of Canada

Rev Gilbert G. Howse—Assistant Minister

LINDSEY JELLY, A.R.C.T.

Organist and Choir Master

Sunday, July 26, 1959

10 a.m.—Morning Worship  
Sermon—"A Step Farther"

(Rev. Frank Sullivan, Summer Supply)

Rev. Frank Sullivan (Summer Supply)

## Orangeville Baptist

Summer Sunday Services

10 to 10 — 11 — 7

Bright — Brief

and Brim full of Blessing



Let's make  
**WEDNESDAY  
NIGHT**  
a church night  
for the  
whole family!

8—Mid-Week Fellowship Hour—8

Rev J. L. Coyle, Pastor

## BROADWAY Methodist Tabernacle

SUNDAY, JULY 26th, 1959

10 a.m.—Sunday School  
11 a.m.—Praise and Worship  
12 p.m.—Evangelistic Service

Y:

1 p.m.—Young People's  
R. J. Green (Pastor)

## Orangeville Christian Reformed

WEST BROADWAY  
Rev Harold Hollander

11 a.m.—Dutch  
12 p.m.—English  
on to the "Back To God"  
1010 CPFB Toronto from  
9 a.m.

## ono Mills United Church

Rev. Daniel E. Manning

JULY 26th

9 a.m.—Mono Mills  
11 a.m.—Hockley  
3:30 a.m.—Appl's

## Parishes of East and West Mono

Rev. Lloyd McFarlane,  
Rector.

SUNDAY, JULY 26, TRINITY 9

10:00 a.m.—Hockley  
Prayer, Jun. Cong.

10:00 a.m.—St. Paul's, Mono  
Morning Prayer and Jun. Cong.

11:30 a.m.—St. Paul's, Mono Mills  
Morning Prayer and Jun. Cong.

11:30 a.m.—Herald Angel, Cardwell  
Morning Prayer and Jun. Cong.

1:30 p.m.—Old St. John's, Mono  
Evening Prayer

3:30 p.m.—St. Luke's, Mono  
Evening Prayer

## Camilla United Charge

Mr. Douglas McPhee

SUNDAY, JULY 26

9:00 a.m.—Mono Centre S.S.  
10:00 a.m.—Worship

11:30 a.m.—Relessey, Worship and  
S.S.

2:00 p.m.—Whittington, Worship

3:00 p.m.—Sunday School

10:30 a.m.—Camilla, Sunday School

probably the most popular on the train. Between the baggage car and the tender of the second locomotive, a tape recorder was set up to record the sounds of the working locomotives on the journey.

Sunday was the first time a solid train has been used at the local depot. A large trailer truck from the Belle Ewart Ice Company in Toronto was backed onto the station platform and each coach and the two dining cars joined.

The train was composed of the baggage car, twelve steel air-conditioned coaches and two dining cars, all C. P. R. Some of the coaches were the latest in styling with picture windows, others were of an older vintage. The dining cars were busy places, feeding the hundreds of passengers on the train. The rear car of the train had hung from the end and the large circular illuminated insignia of the National Railroad Historical Society.

The head-end power from Streetsville to Orangeville was two D10W class steam engines, numbered 1922 and 1928. (Between Fort Erie and Streetsville diesel power had been used). These two locomotives were built in 1923 by the Kingston Locomotive Works for the C.P.R. For a time after 1940, No. 1922 worked on the Dominion & Atlantic Railway, a subsidiary of the C.P.R., in Nova Scotia. It is interesting that Sam Lackey, Orangeville decorator, who worked in engine service for the C.P.R. in his earlier years, took a student fireman's trip on 1028 between London and Windsor about 25 years ago. Mr. Lackey got quite a kick out of seeing the old gal again.

The two locomotives have been in little use recently, and for two weeks the C.P.R.'s West Toronto shops have been grooming them for this special run. A C.P.R. engineman, Jack Walter, who made the trip up from Toronto expressing for the coming of the train, told The Banner they had them in excellent working condition. Conductor of the special was R. Spence. The engineers were Charles Waters and Jim Warnock and the firemen, A. Gerry and R. J. Chappell. D. R. Byers and E. C. McDonald were the trainmen. Mr. Robert Anderson, locomotive foreman from Toronto, road the lead engine.

The excursionists made good use of the hour and half they had in Orangeville. Some forty men, members of the town's service clubs and others, had volunteered their cars to take the visitors around the town. Councillor Frank Hendry did an excellent job on making these arrangements. From reports gathered

various places, Mr. Bennett himself constructed the engine between 1944 and 1947. The scale is 1 inch to 1 foot. It has the Walschart valve gear motion, forced feed lubrication, has been tested at 150 lb. boiler pressure, and the boiler was built of one-eighth inch Shelby cold steel. The model was set on tracks so that its detail of operation could be studied. Camera fans kept Mr. Bennett busy taking pictures of the engine. The owner was assisted in demonstrating the model by Ken Ringrose of Warton, also a former railroad employee. The Buffalo and Rochester Chapters of the N.R.H.S. have made an annual excursion for a number of years to various places, practically all to U.S. points. Officials of the chapters informed The Banner, that with one exception, no town or city at the turn-around point of a trip has given them such a welcome as did Orangeville. They were enthusiastic about and pleased with the reception accorded them here. Sunday evening when the special stopped in Hamilton, a Hamilton radio station broadcast an interview with these officials and on it they expressed in glowing terms their Orangeville

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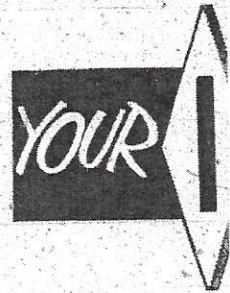
Wide coverage was given the event by the press, radio stations and T.V. The Barrie and Oakville T.V. stations had representatives at Orangeville. Jim Klappis covered it for the C.B.C. District newspapers were represented. On board the train were newsmen and photographers from Buffalo and Rochester dailies and other New York state papers. The Orangeville arrangements for the reception were made by a committee chaired by Reeve J. Wardlaw. The members were Deputy Reeve Vic Large, Councillor Frank Hendry, Mr. Murray McKittrick and Mr. Jack Aiken, with Mayor Maide as an ex-officio member.

Arrangements were made for the use of the Princess Margaret School through the kind offices of Mr. Boris Parkinson Q.C., the chairman of the board. Mr. Gordon Sawyer, caretaker at the school, was most helpful in his assistance in making possible the exhibit at the school. In order to make the trip from Guelph Jct. to Streetsville Jct. and Orangeville interpreting for the travellers, Mr. Murray McKittrick had prepared a pamphlet which was distributed to the passengers at Guelph Jct. It

For three or four days the Wright's, with the assistance of neighbours, searched for the calf. On the morning of July 11th, a neighbour, Mr. Hosea, entered the Wright farmyard carrying the calf. He had found it lying neglected and starving in some bush. The calf is taking nourishment via the medium of a feeding bottle and Mrs. Wright expects it will live and grow fat despite mom's apparent neglect.

The United Church of Canada has purchased a new summer camp site near Paris for the Ryerson camp which is managed by Rev. W. A. Burbridge of All People's Church, Hamilton.

The Overseas Relief Committee of The United Church of Canada has donated \$1,000 to aid flood victims in Hong Kong. This is in addition to the \$15,000 sent in January.



## A Good Neigh

Your local IGA Food Store supplies his own capital to people. He is dedicated to bri priers. He is proud of his inde with more than 7,000 local bu who are members of the IGA personal relationship with his the community in which you a

## Just Two of Our M Produce Feat

Clusters of Juicy Fla

## SEEDLESS GRAPE

No. 1 Grade

2 lbs. 3

A Treat For Young Au  
No. 1 Grade, Imported

## BARTLETT P

6 for 29

## FROZEN FOOD FE

3 - 6 oz. Tins OLD S

## ORANGE J

4 - 6 oz. Tins

## SUNKIST LEM

All 7 Tins in Poly

ONLY \$1.

## DAIRY FEATU

Kraft All Flavou

8 oz. pkg.

## HANDI SNAC

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HOME

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Previous Volu

## Canadian Reformed Church English Service

Rev. H. Scholten

SUNDAY, JULY 26th, 1959

at 10:30 a.m.

L Legion Hall, Orangeville

## United Church Orton

Anniversary Services

11 and 7:30 p.m.

Preacher: Rev. G. I. Stephenson  
of Willowdale

All Visitors Welcome

## Alton & Caledon

United Churches

Rev. Gordon Weir, B.A. B.D.  
Minister

SUNDAY, JULY 26th, 1959

ALTON

10:00 a.m.—Morning Worship  
11:00 a.m.—Sunday School

CALEDON

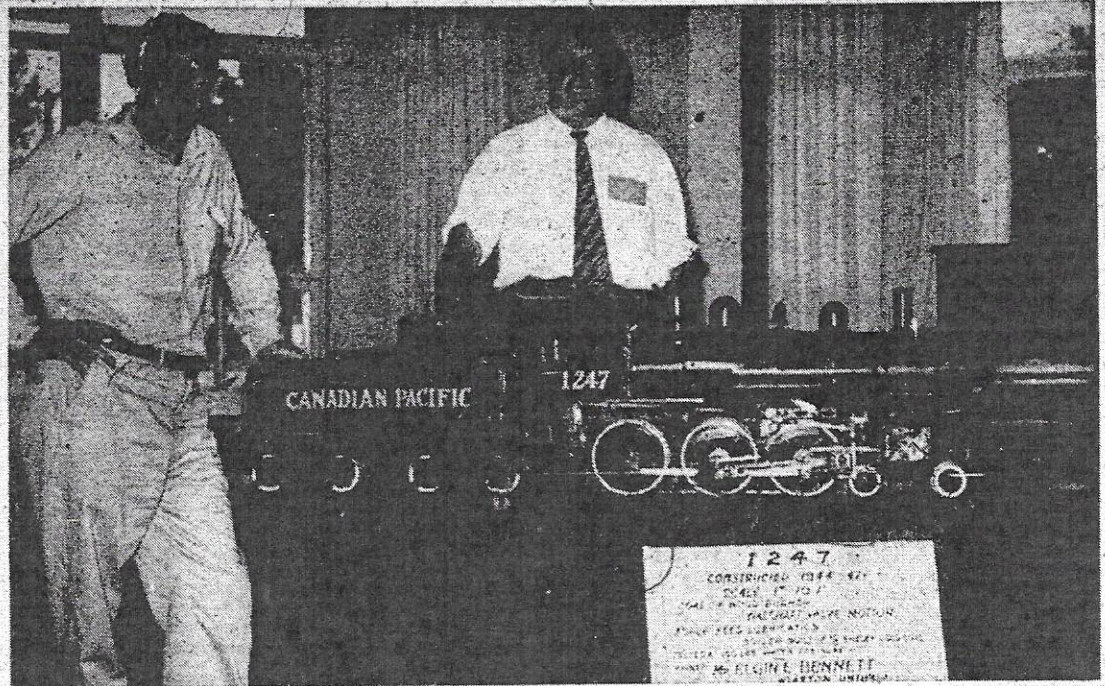
10:00 a.m.—Sunday School  
11:15 a.m.—Morning Worship



July 23 1959

JULY 23, 1959

THE ORANGEVILL



**CENTRE OF MUCH INTEREST** to visitors to the exhibit in the Princess Margaret School was the 1" to 1' scale working model of a C. P. R.-locomotive owned and built by Mr. Elgin E. Bennett of Wiarton. Mr. Bennett stands with his hand on the tender of the model. With him is Mr. Ken Ringrose, also of Wiarton, who helped demonstrate the model.



**DRINK FOR AN IRON HORSE.** "Too many cooks spoil the soup" is an old saying. The same holds true for too many fireman's helpers as one of the excursion train's locomotives has her tank replenished at the Orangeville spout. All photos of train arrival by Vic Sharp.

## Presentation For Miss Greason At Laurel School

By Mrs. E. H. Richardson

On June 25th, the Women's Institute sponsored a picnic for the following schools, Laurel, Farmington, and Salem, on the Laurel school grounds. The picnic went off to a good start with group games. Then a ball game between Laurel and Salem entertained the mothers for awhile. Races for the children were run in orderly fashion and first and second prize winners received prizes. Following this a ball game between the winners of the first game, Salem vs Farmington.

Mrs. Locke Bryan, the president of the Institute, called everyone to order and the following pupils received a prize for standing highest in their Grade VIII class from each school. Salem: Helen Bryan; Farmington: Jacqueline Grenwis; Laurel: Lloyd Buchanan.

This year, one of our teachers, Miss Velma Greason, was leaving to teach next year in Guelph and was called to come to the front. Miss Kathy Bryan read the following address and Miss Ruth Lanktree presented Miss Greason with a lovely Starlet Browne Camera.

Laurel, June 25th, 1959.

Dear Miss Greason, As another school year draws to a close, we all look forward eagerly to our holiday season. But this year our joy in the approaching vacation is mingled with regret, that you are soon leaving us, and will no longer be our teacher.

A beautiful basket of flowers were placed in our church on Sunday morning by Mr. and Mrs. Wm. Banks and family, in loving memory of their daughter and sister, Diane.

Miss Velma Greason enjoyed a week's holiday with Mr. and Mrs. John McRae and Ruth of Ingersoll, Ont. Mrs. McRae taught with Velma at Queen Elizabeth School, Port Credit, some years ago. Velma also spent another week visiting her sister, Mrs. Lloyd Taylor, of Guelph, Ont.

Mr. and Mrs. Lloyd Taylor, of Bryce and Bruce of Guelph, spent 10 days holidaying at Sudbury. Upon their return, they called on Mrs. Taylor's brother and sister-in-law, Mr. and Mrs. John Greason, Anne and Carol.

Mrs. Nettie Greason visited her daughter, Mr. and Mrs. Murray Crewson, and twins Daryl and Darlene, Monticello, for two weeks.

Douglas Platt, son of Mr. and Mrs. Ronald Platt, Guelph, Ont., attended vacation school in Laurel while visiting his aunt and uncle, Mr. and Mrs. John Greason and grandparents, Mr. and Mrs. John Dennis.

## Rose Hill W.I.

The regular meeting of Rose Hill Women's Institute was held July 8th, at the home of Mrs. Joe McGregor. Mrs. Graham Joy, president, opened the meeting in the usual manner. The Scripture reading was given by Miss Edith Baldwin. The roll call was answered with "What I would do to

## Local Schools Not Open



JULY 30, 1959

# THE ORANGEVILLE BANNER

ESTABLISHED 1893

With which is amalgamated The Orangeville Sun, established 1861

A Weekly Newspaper devoted to the interests of the Town of Orangeville and surrounding country, issued at 177 Broadway Street, Orangeville, every Thursday.

MEMBER

CLASS

NEWSPAPERS

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MRS. H. B. MATHESON and A. R. McKITRICK, Publishers  
Managing Editor: Jefferson Hurley

THURSDAY, JULY 30, 1959

No Opinion Is Final, and There is No Last Word on Anything!

## Wonderful Publicity for Town

There may have been a few who were disappointed in what they saw at the Orangeville C. P. R. station two weeks ago when seven hundred excursionists arrived by special train. If there were, they were an extremely small segment of the more than two thousand who came and saw, and from all reports went away quite satisfied.

We do know that one or two evidently expected to see two woodburning locomotives of 1860 vintage trailing behind them a string of wooden open platform cars similarly dated. If so, that is unfortunate. Such pieces of equipment are only to be found in museums scattered across the country.

It was amazing the way the Orangeville crowd stayed through two hours of heat and sun. We may be presuming, but we are inclined to think they stayed, not so much to see the very unusual, but to extend individually and collectively the hand of hospitality to visitors coming in an unusual manner and from a considerable distance.

We hazard the guess that they stayed too because, in the coming of the visitors by a mode of transportation that is fast passing into history, they were hesitant to part with a drama that so many had witnessed in by-gone years, though possibly not on so grand a scale. This would, of course, apply to the older people present. To the younger folk and the youngsters, they stayed because they were to witness something that was new to them. Their imagination was caught up in a coming experience that was beyond their ken.

The total bill for the welcoming arrangements did not cost the taxpayers of the town of Orangeville over \$150.00. For this relatively small sum, Orangeville has probably received the cheapest publicity it was possible to obtain among so many people and over such a wide-spread area. Our visitors left Orangeville filled with deep appreciation for the reception given them. They were warm in their praise of our hospitality. They were equally warm in their praise of the town they had visited. This is no idle statement. The drivers of cars who took the visitors

around town report alike the favourable and happy comments made and the interest evidenced in Orangeville.

When the excursion train arrived in Hamilton on its return journey to Fort Erie, a Hamilton radio station broadcast an interview with officials of the tour. On this station these men broadcast the news of the wonderful reception they had received in Orangeville. How many homes this broadcast was heard in and how many individuals listened to it, is impossible to estimate. What publicity for Orangeville throughout the whole Niagara and Hamilton area!

Where did these excursionists come from? Unfortunately, a census was not taken of the train's passengers. It would have been revealing if such a one had been. The majority, of course, came from the reaches of upper western New York state. A number came from Canada, as far away as Montreal. Reports come trickling through. We learn there were men present from Florida, New York City, New Jersey and Pennsylvania. One man was from England, a technician, who had just completed post-graduate studies in one of the great United States universities in Massachusetts. There could have been people aboard the train from any place in the Eastern United States or Canada.

All we do know is, they came, they saw and they were highly pleased. They will talk about their visit to Orangeville to others. Their visit here will receive and already has received, wide publicity in the daily press in Canada and the United States, over the radio and on television. The implications of such coverage for Orangeville are far-reaching in boosting the town and its advantages. To assess the value of such publicity for a price tag of \$150. is possibly beyond our comprehension.

We, as citizens, sowed the seed of friendliness and hospitality. To those who contributed, either by some direct participation in carrying through the programme, or by participation in being present at the station, it can only be said, "it was a good job well done". The seed was sown. Who can tell exactly in what manner we reap the harvest.

July  
30  
1959

## A Change Of Pace



Phillies 3  
**CAN LEAGUE**  
 White Sox 13  
 Indians 13  
 Senators 15  
 d Sox 7

P	W	L	Pts.
6	5	1	10
6	5	1	10
6	4	2	8
5	2	3	4
6	2	4	4
6	2	4	4
5	2	3	4
4	0	4	0

P	W	L	Pts.
6	4	2	8
6	4	2	8
6	4	2	8
6	3	3	6
5	3	2	6
4	2	2	4
5	1	4	2
4	1	3	2

## mediate II Results

Monday evening saw one ball games of the Orangeville defeating 5-2, thus clinching in the series.

game remain, before with Marsville, as per there on July 29 out. This will be a or them in their race for third place and ed in Marsville next it.

games commence in ks. Final dates have been set due to the me being postponed.

summer.

Mrs. George Williams, Eric, Ronny and Sheila, spent last week at Wasaga Beach in their trailer. Mrs. Wesley Williams and two children accompanied them. The good weather enabled everyone to enjoy the holiday with lots of swimming and good fun in the water.

August 6, 1959

## Baseball Special Train To Toronto

Plans have been furthered for "Operation Train Ride" when, under the auspices of the Orangeville branch of the Canadian Legion, the 250 boys of the Legion Minor Ball League will be taken to Toronto to see the Maple Leaf ball team in a home game.

Tickets for the trip go on sale on Monday, August 17th, and may be obtained from any of the following: Ernie Gray, Harry Gray, Clint Bagnell, Chas. Eason, Gordon Martin, Russ Seltzer and branch president, Charles Broyden.

If any citizen wants to help pay the way of a boy, donations may be left with any of the above members of the Legion.

The trip, which is to take place on Sunday, August 30th, will cost approximately \$550. This includes the return train ride and lunch for the boys. The special train will be taken to the siding at the Exhibition grounds. From here it will be easy to transport the boys to the baseball stadium and also to Fort York where they are to have lunch.

## Rotary Barbecue To Arena Floor Cost

le Rotarians are going ards that end. Rotary pledged \$5,000 this sum to be raised im-



## Four Hos Car Cras

The only major accident in the Orangeville the holiday weekend, a car went out of control around noon on Monday, three miles east of crashed into a cement abutment.

The four occupants of the vehicle were from Stratford. All were injured in the crash, two seriously.

Admitted to Dufferin Hospital with a broken face cuts was Mrs. McChanan, 41, of Strathroy, aged 8, who suffered a broken hip. Her husband, 41, the driver of the car, another passenger, Gerald, 14, also of Strathroy, treated at the hospital for injuries.



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THURSDAY, AUGUST 13, 1959

No Opinion Is Final, and There Is No Last Word on Anything

## Rail Fans--Back Seat Hoggers

Before, during, and after the recent visit of the excursion train accommodating members of the Buffalo and Rochester chapters of the National Railway Historical Association, we were asked if the excursionists were people who worked for the railway and their families. Of course the answer was a definite no. It is possible that one percent of the train riders worked for some railway company. Even, if this were so, the full passenger list would, we may be sure, be called railfans.

Now if you do not know what a railfan is, you probably know what an Elvis Presley fan is—that is if you have any young folk around the place. A railfan can be, and usually is, just as rabid on his subject as the other is hipped on the Tennessee songster. Eavesdrop on the conversation of two railfans and you will have no doubt about what their cult is.

The enthusiasm of thousands of persons for railroading has been one of the remarkable things touching that industry. Its an enthusiasm that has prevailed since the first wood burning eight wheelers head-ended a string of little wooden open platform passenger cars. It was an interest created, and fostered through the years, above all, by the steam locomotive. Despite diesels and passenger-train discontinuances and, to quote TRAINS magazine, "like nightmares to the sensitive mind" these faddists of the high iron have retained their zest for the railroad. In some ways evidence of an undiminished interest in railroading is enhanced by the rapid disappearance of the steam engine. To-day there is a terrific scramble on the part of railfans to ferret out what few steam locomotives are left in operation to record them on film or in sound. Railfan organizations have mushroomed in the last number of years. Established organizations have seen their memberships grow. Railfan excursions in various parts of the United States and Canada are extremely popular. It is estimated that next year's annual convention of the National Railway Historical Association will attract a registration of a thousand plus. Last year's was held at the Royal York Hotel in Toronto.

To the person not particularly interested in railroading, all this is unique. This was well illustrated last month when so many local persons were attracted to the Orangeville railfan excursion — just to see what was happening. It is doubtful

that any other industry in Canada or the United States possesses such a loyal following and such a self-supporting auxiliary. Whether the railroads have realized to the fullest extent the value to them for publicity purposes of such a loyal following is questionable. The free publicity and nocost selling of railway services by the fans in behalf of the railroads cannot, over the years, be reckoned in terms of dollars and cents. The railfan is the railroads most powerful lobbyist.

Just how the railroads look at the fan is not known exactly. Probably with mixed emotions. No doubt there have been times when he or she has been a nuisance around yards and shops or in the public relations office requesting glossy prints of steam locomotives scrapped years ago. However, from our own experience, we have found the railroads most cooperative when we have informed them of our interest. And we think this has been the experience of most railfans. There are, of course, the few who do make nuisances of themselves and spoil the show for others.

The interests of enthusiasts range from the historical to the contemporary and are very broad in their scope. There is the model railroader whose investment in his basement layout may run to thousands of dollars and years of spare time. There is the camera fiend whose interest is building up a large collection of photographs of railroad equipment in every form possible. There is the fan whose sole interest is in electric railroads. And so one could go on and list the many and varied concerns of the railfan. Whatever facet of railroading that interest may be, it boils down to the movement of traffic on flanged wheels over twin ribbons of steel.

Railroad operation, of course, has been a boon to the back seat hogger. Even if some railway companies hang out the not welcome sign in yard and roundhouse, over the years all the railfan had to do was park himself near some crossing beside the main line or the branch, and "watch the trains go by" to his heart's content.

It has always been our firm conviction, that it would well pay the railroad industry to give recognition and understanding to their volunteer auxiliary in promoting the services of the industry and disseminating to the general public some of the troubles that beset this industry.

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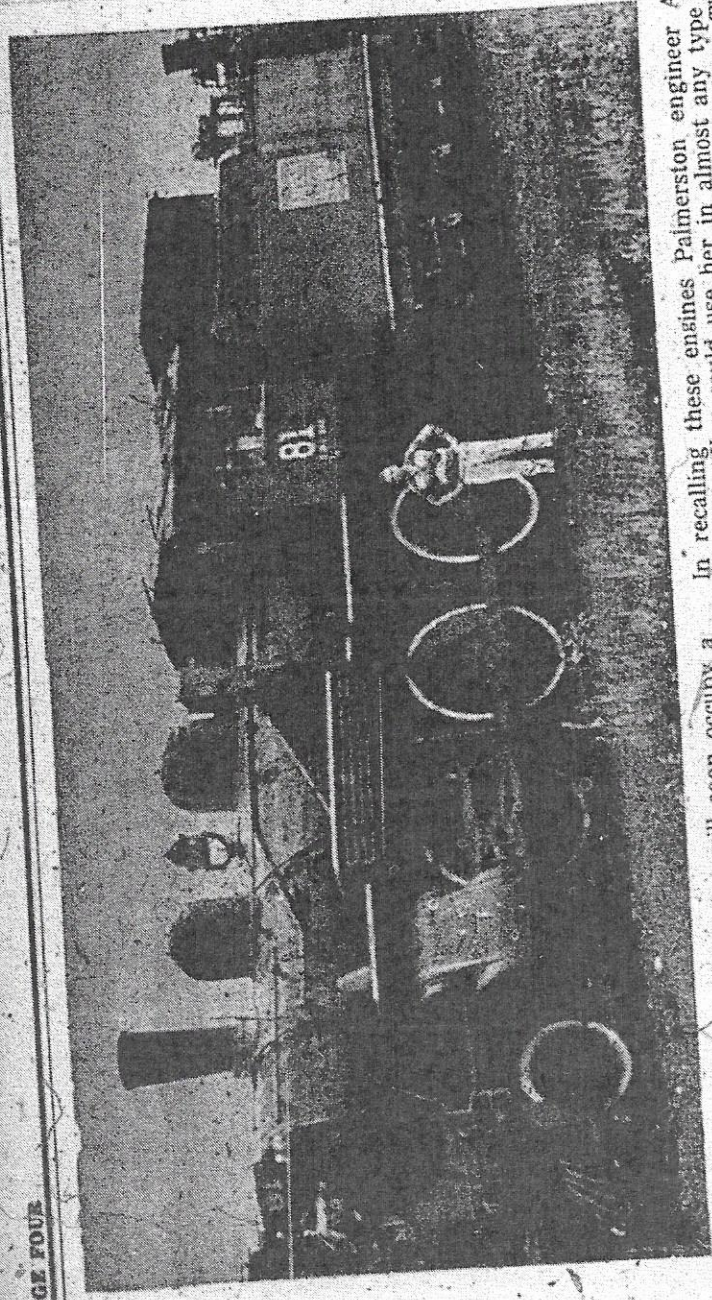
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A "senior citizen" of Palmerston will soon occupy a place of honour in the town park adjacent to the Canadian National Railways station there. She is CNR steam engine No. 81, for many years a familiar sight to the people of Palmerston.

Built in 1910 by the Canadian Locomotive Company at Kingston, Ont., she began her railway career as engine No. 1009, a fast passenger locomotive, on the Grand Trunk Railway, and ended it officially pulling train No. 730, a service wayfreight between Owen Sound and Palmerston on January 29, 1957.

The last of her class to run on Canadian National lines, No. 81 was a Mogul engine—a line of engines that in their day were considered the finest steam power on the continent.

In recalling these engines Palmerston engineer Graham said, "You could use her in almost any type of service and she'd pull along with the best of them. That class of engine never seemed to develop the kinks and meeting peculiarities in running that we used to find in some of the other engines."

No. 81 was used in main line service from the time she was built until 1926 when heavier steam power on main line passenger assignment resulted in her assignment to branch line passenger service. She later worked out of Stratford pulling passenger cars, on-wayfreights and in snowplow duty.

The engine is best remembered as one of a pair of "twins" that pulled the "Warton Flyer", between Warton and Owen Sound. No. 81's mate, No. 86 has been retired and with honours at London, where she is based in a city park.

Photo Courtesy Listowel Banner

## Robinson - King Nuptials At Marsville Church

## North Erin News Emmanuel Ch. Scene of Pretty Wedding

(By Mrs. Robt. Sloan)  
North Erin—Symphony of this community is extended to Robert



September 3, 1959

## And Visitors Belfountain

Misses Sheillagh and Maureen Hegan, Mrs. Youlle, Mrs. Flaxman and infant son, all of Toronto, are holidaying with Mrs. Fell at her cottage.

Other Toronto friends who enjoyed the week-end at their cottages, away from the city heat, were Mr. and Mrs. Rams, Mr. and Mrs. Mac Edgeworth, Miss Jessie Crosby, Miss Sybil Sharkie and her sister, Mrs. Beamish and granddaughter, Miss Steele, Miss Mabel Potter, Mr. and Mrs. Henry Rogers.

Mr. Charlie Trimble spent a couple more days with his brother and sister-in-law, Mr. and Mrs. J. R. Trimble and their families prior to returning to his home in Calgary. Recent visitors with Mr. and Mrs. Dave Corbett and Laurie were Mr. and Mrs. H. Corbett of Kingston.

Guests at the home of Mr. and Mrs. Albert Roszell during the past week were Mr. and Mrs. Roland, Burt, Neil and Barbara of Big River, Sask., Mr. John Roszell of Regina, Sask., Mr. Miles Reilly of Saskatoon and Mr. and Mrs. Norman Matthews of Acton.

Bob Bates has returned home after visiting for a week with friends at Dundalk and Proton.

Mr. and Mrs. Bill Somerville of Erin became the proud parents of another baby girl on August 28th—a little granddaughter for Mr. and Mrs. Albert Burkitt.

Mr. and Mrs. Bill Laughlin were able to bring their infant daughter home from the Toronto General Hospital last Thursday.

Billie Jones, of Proton, is holidaying with his cousin Bob Bates.

Linda Johnson, of Victoria, is visiting with her grandmother, Mrs. Duncan McLeod.

The Belfountain Court of Foresters entertained their wives and friends at a corn roast in their ball park last Friday night.

Mr. and Mrs. Jack Maxwell and Mrs. John Maxwell Sr., of Toronto, spent the week-end at their cottage.

Visitors during the week-end with Mr. and Mrs. Donald McIntosh Sr. were Mr. and Mrs. Donald McIntosh and Carol and Miss Marion McIntosh, all of Toronto.

Week-end guests of Mr. and Mrs. Ken Bates were Mr. and Mrs. Clarence White and family of Wingham.

Mr. and Mrs. Tom Munt, Phyllis and June have moved to their new home in Erin; also Mr. and Mrs. Beach and family moved



Many willing hands make the job lighter as Legion members and their Ladies Auxiliary prepare sandwiches (top) for 300 boys of the Legion Minor Baseball League who had a picnic lunch in the Fort York Armoury, Toronto, during their baseball excursion to that city last Sunday. Fifty loaves of bread were needed to make sufficient sandwiches to meet the inner requirements of the boys. Below, some of the youthful excursionists lean out the windows of their coach as the special train prepares to leave the CPR Orangeville depot. For many of them, it was their first experience riding a passenger train.



## Poultry Producers PRESERVE ONTARIO TOMATOES FOR WINTER ENJOYMENT

"Many Ontario poultry producers will be keenly disappointed.

Continued warm weather this

## HELP BUILD the Arena Floor

\$9,000 \$9,000

\$8,000 \$8,000

\$7,000 \$7,000

\$6,000 \$6,000

\$5,000 \$5,000

\$4,000 \$4,000

\$3,000 \$3,000

\$2,000 \$2,000

\$1,000 \$1,000

## BUY A BAG OF CEMENT

When the canvassers call at your home

Saturday, Sept. 19

## OBITUARY

**HARRIET SEIFRED PLESTER**  
At Dufferin Area Hospital, Orangeville, on Saturday, August 29, Harriet Seifred, beloved wife of William Plester, Hopeville, and loving mother of Mary (Mrs. Albert Wilson), Conn. Eileen (Mrs. Leslie Hamilton), Monticello, El-

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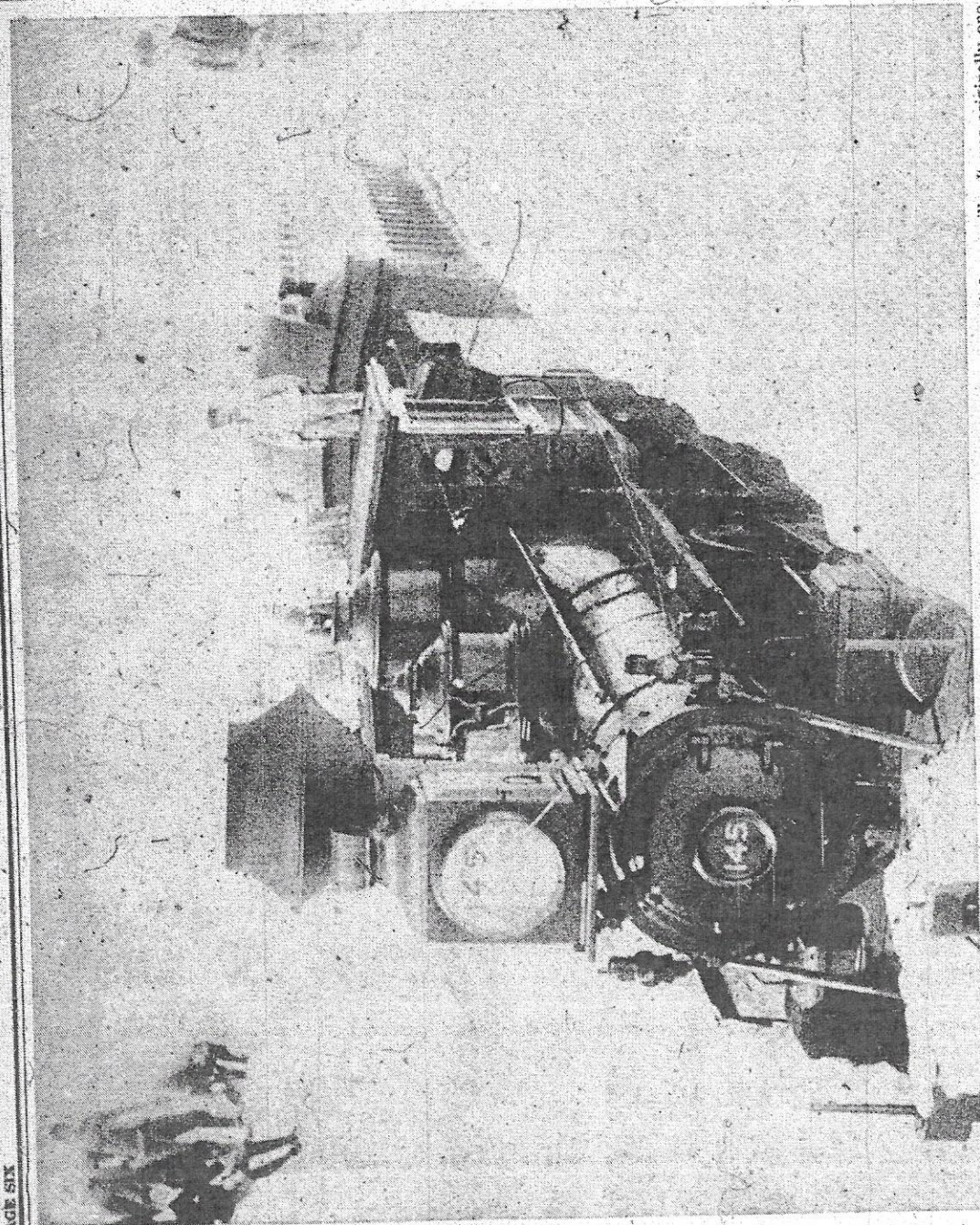
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Last winter wasn't the only winter that much snow fell in this district. In early years it was taken for granted that it was no winter at all unless the beautiful fell early and apiently and stayed until the end of March. The heavy snowfalls of any time create extra work for the railroads and it was not uncommon in early years to find the railway blocked in this district for some days following an unusually heavy fall of snow. Light locomotives and equipment were not able to cope with the drifts in the cuts as readily as modern heavy motive power and plows. The above picture was taken at Laurel station some time towards the end of the last century. The engineer standing on the tender on the left is the late George Newman who, for many years ran the yard engine in the CPR Orangeville yards. It is possible the man beside him is his fireman, Nick Willoughby, now a retired CPR engineer living in Toronto. Mr. Willoughby, who lived in Orangeville for some years and married an Orangeville girl, learned to be a fireman under Mr. Newman. He ended his career with the CPR as engineer on that Company's fast passenger trains between Toronto and Hamilton.

The engine pictured above, CPR No. 145, is one of the most historic locomotives ever to operate around Orangeville. It was originally one of the locomotives owned by the Joseph Whitehead Construction Co. which had the contract for constructing much of the CPR's lines west of Winnipeg. This Company owned a number of locomotives and they were all named. Under the Whitehead regime she was No. 3 and named the "James McKay" and was built by the Baldwin Locomotive Works in 1879. The CPR purchased a number of the Whitehead locomotives and renumbered them. The "James McKay" was purchased in 1879 and worked in various places, eventually ending up in Orangeville where she became a yard engine and also made trips to the foot of the Horseshoe Curve each day to assist passenger and freight trains up this heavy grade, also the grade between Orangeville and Fraxa jet. Eventually she left here, was renumbered in 1905, becoming CPR No. 19. Four years later she was scrapped.

The picture is from the collection of A. M. McKittrick and formerly belonged to the late George Halloway, a retired CPR engineman who died a year ago. Mr. Halloway lived in Orangeville for a number of years. His father was a bricklayer and constructed the tower on the Orangeville Fire Hall.

ones that take some mental agl- if you wish, just before the train rooms are and how to use the  
ity such as "numbers" or a spell- arrives, but both mother and equipment.  
There is another favor- children will enjoy the trip to Travelling with children need

## Diary of A Naval

September  
3  
1959



to 19,000 sq. feet of space. The lay-out is such that it could be used by a number of small manu-

# To Charter Train For Toronto Trip

Some men in Orangeville were so impressed by the number of youngsters that were at the C.P.R. station last Sunday to see the excursion train and who made the comment, "Gee! I wish I could ride on a train", that they are doing something about it.

There is probably not a father in the town and adjacent country who has a young son who has not at sometime heard his youngster express the wish for a train ride. Goodness knows, there are any number of kids in Orangeville who have no idea what the inside of a railway coach looks like, let alone ride in one.

Well, they are to have an opportunity to ride one from Orangeville to Toronto. And it will be a train especially chartered for kids. Of course, the adults can come along too. Probably many of them have never ridden a train.

The Legion Minor Softball committee is making arrangements to take the 250 boys playing in the Orangeville Legion sponsored Minor Baseball League to the Maple Leaf Stadium in Toronto to see a baseball game between the Toronto Maple Leafs and whichever team opposes them in their regular schedule on the day of the trip.

The date is Sunday, August 30th. A train has been chartered for this date and plans are being formulated for a real honest-to-goodness outing for the youthful players.

At least two adults will go with each team in the league. This does not preclude parents making the trip with their children if they want to. But parents of the players can be assured that plans include the taking of adult chaperons.

The committee arranging the trip has had to guarantee the C. P. R. \$350. to cover the operation of the train. So that no boy will be left out, the committee is hoping that public spirited citizens will come forward to help finance this venture. Already, although the trip planning was only a day old, a number of fathers and other interested persons have indicated they would like to share in the costs of pro-

viding the train excursion.

Any who would like to help send a boy, or more than one boy, on this excursion, are asked to contact any of the following members of the committee in charge: Ernie Gray, Harry Gray, Clint Bagnell, Charlie Easson, Charlie Broyden or Gordon Martin.

## Exhibition Game Ends In Tie

Last week was very quiet with no games scheduled. However, Grand Valley team was guest team on Wed., July 15, in a exhibition game. With Elvin Brawley, Johnnie Kannagiesser and John Shaw dividing the pitching duties for the local boys, and Les Solomon on the mound for the visitors, the game ended in a ten all tie after nine innings. Needless to say, this game kept the spectators cheering all the way.

Monday night, July 20, saw Caledon as guests in a real thriller. Johnnie Kannagiesser was the pitcher and Paul Courtney, Caledon's. The final score was 7-2 for the home town boys.

Thursday night, July 23, the Orangeville boys go to Alton. With Orangeville and Hillsburgh battling it out neck and neck for first place in the series, this should be a great game since Alton are coming up in third place.

## PROCLAMATION

Pursuant to a resolution of Council I hereby proclaim, Monday, August 3rd, 1959, Civic Holiday in the Town of Orangeville.

J. A. Maude,  
Mayor.

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# THE ORANGEVILLE B

ORANGEVILLE, ONTARIO, THURSDAY, SEPTEMBER 10, 1959

## 1959 Marks CPR's Seventy-fifth Year Of Navigation On Upper Lakes Routes

The train stops—  
ously waits. In a few  
whistle blows, the  
telegraphs ring, and  
following the route  
French explorers.  
Our ship threads  
the Thirty Thous  
the Georgian Bay



# RANGEVILLE BANNER

ORANGEVILLE, ONTARIO, THURSDAY, SEPTEMBER 10, 1959

Pages 9 to 16

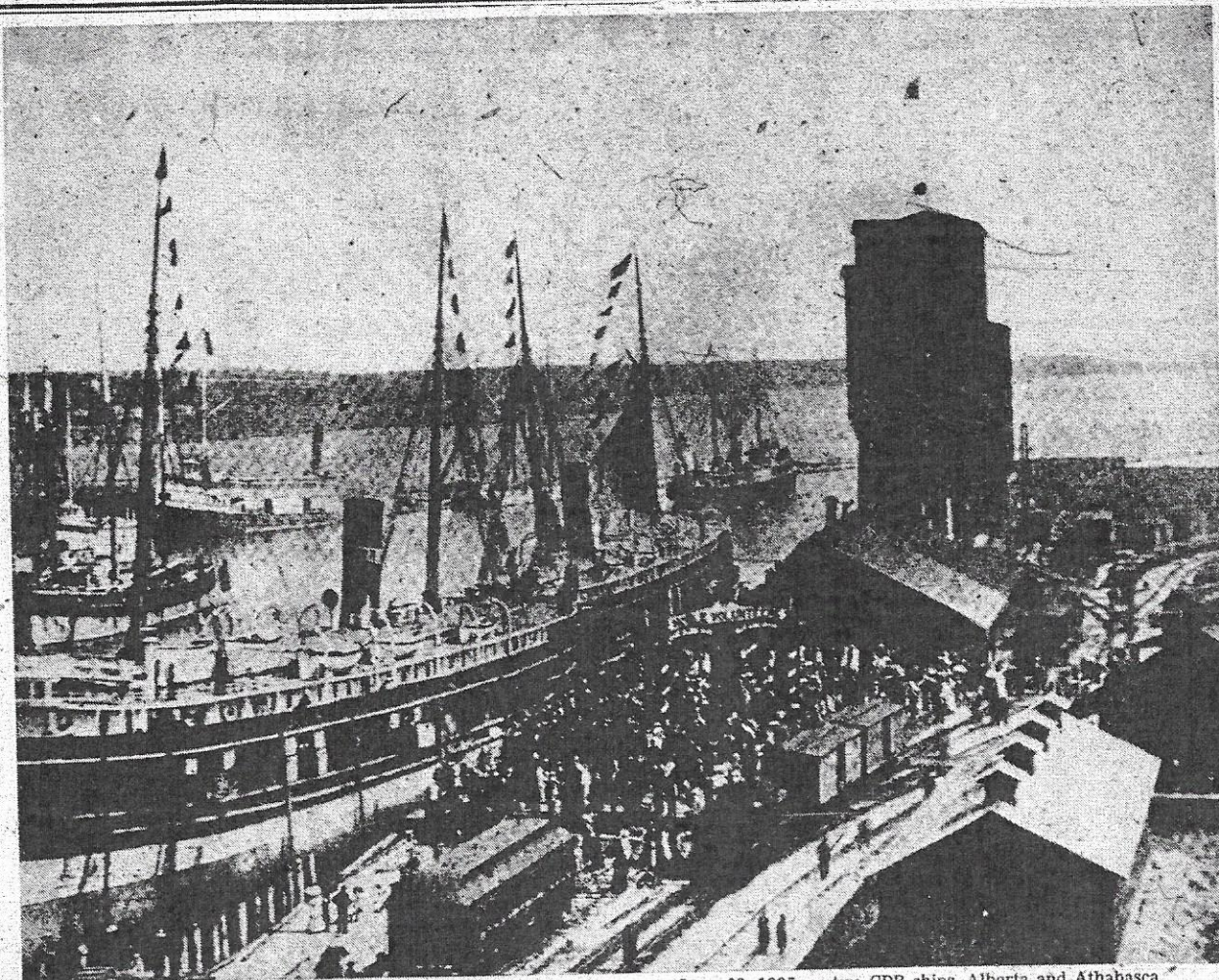
## th Year s Routes

appearance is that of a worthy craft." At a sunny day in June, the Assiniboia entered the lock at the Soo from the Superior level and made her way to the Upper Gables. Normally after these operations, the water is released and control valves are gently lowered 22 feet to the Huron level. The Assiniboia then proceeds to the locks, waiting for the freighter Perry. Her captain on the Assiniboia is to tie up near the locks. He signalled—s—and then—reverse. His expectation, the Assiniboia then proceeded unchecked into the locks.

The Assiniboia, waiting for the freighter Perry, her captain on the Assiniboia is to tie up near the locks. He signalled—s—and then—reverse. His expectation, the Assiniboia then proceeded unchecked into the locks. The Assiniboia, waiting for the freighter Perry, her captain on the Assiniboia is to tie up near the locks. He signalled—s—and then—reverse. His expectation, the Assiniboia then proceeded unchecked into the locks.

Shippers returned Sunday morning Nov. 11, 1911. Southampton, on Lake Huron, heard the sharp fast rising wind. They realize that this was destined to be, "The day in the History of the Great Lakes." The Assiniboia, waiting for the freighter Perry, her captain on the Assiniboia is to tie up near the locks. He signalled—s—and then—reverse. His expectation, the Assiniboia then proceeded unchecked into the locks.

to the Soo was undisturbed. Up to that point, the weather seemed normal, but by the time the Assiniboia was in the Soo, it was evident that something was stirring. To say the weather conditions were not ideal is an understatement. The clouds seemed to be closing in, and the light was an eerie, greyish blue. Several other ships were in the locks, and the Assiniboia was the last to enter. The Assiniboia, waiting for the freighter Perry, her captain on the Assiniboia is to tie up near the locks. He signalled—s—and then—reverse. His expectation, the Assiniboia then proceeded unchecked into the locks.



## WELCOME SOLDIERS

This was Owen Sound Harbour on June 23, 1885, as two CPR ships, Alberta and Athabasca, arrived with hundreds of Canadian volunteers who were returning from the Canadian West after quelling the Riel Rebellion. This was the second year of operation for the two ships. Owen Sound observed a full day holiday to welcome the returning soldiers. Note the small narrow gauge locomotive, baggage and passenger cars of the Toronto, Grey & Bruce Railway.

Head of the Lakes first. It may be of special interest to note that in those days, navigation was all done from an open bridge, and that night was no exception.

One admires the sheer doggedness of navigators of the pre-radar days. These determined men sailed their ships through on schedule and rarely sought refuge from a storm.

The Keewatin has been a little less adventuresome in her behavior than her sister, Assiniboia. She did however have one narrow escape that could have ended her career when, in point of time, she was only a baby. Navigation had closed for the season and she lay alongside the company's wooden elevators, long an outstanding landmark of the Owen Sound harbour.

It was election night, the time, 9 p.m., December 11, 1911. The first returns started to come in. Excitement was keen; then the fire alarm sounded: soon the northern sky reflected the flames of a disastrous fire. Quickly it

very fine naval records during the last war.

Turning back the pages of history on this seventy-fifth anniversary, brings to the fore the stories of the original three sister ships, Algoma, Alberta and the Athabasca. The Algoma opened the service, Sunday, May 11, 1884. With train connection from the eastern seaboard to Owen Sound, then the lake boats, and then again train to the west coast, this became a vital part in an integrated transportation system.

This trio built on the Clyde sailed across the Atlantic. On arrival in Canada they were cut in two, brought up the St. Lawrence Canal to Buffalo where they were re-united.

The Great Lakes service was the first ship service of the company. Several years later they commenced shipping on the Pacific to the Orient where the first Empresses joined east with the west. After the turn of the century they also entered the highly competitive Atlantic trade.

freight boats until the middle of the war. The Manitoba ended her noble career as a cruise ship in 1949.

The Assiniboia and Keewatin have faithfully served many years. With increased patronage, they Port McNicoll marks the entrance enjoyed last year, perhaps there is hope that some day two new modern white flyers will carry on the glorious tradition of a service that was born to serve.

The boat train arrives from Toronto at 3 p.m., Wednesday and Saturday. This sleek-looking train, with its traditional C. P. R. maroon color, coaches and parlor cars draws into the station alongside the wharf. Across the narrow bay looms a large modern elevator owned by the company. The train stops—the host anxiously waits. In a few minutes, the whistle blows, the engine room telegraphs ring and we are off following the route of the early French explorers.

Our ship threads its way through the Thirty Thousand Islands of the Georgian Bay. There is the long and 165 miles at its widest

place. Many hours of the passage of this lake are spent out of sight of land. An early rising is rewarded by sunrise on the lake. Ojibway Indians, Flower Pot Island, False Detour Passage, To the south is Isle Royale, and a short distance from Fort William is the Sleeping Giant or Great Manitou.

This great port, hundreds of miles from the open sea, is Canada's greatest wheat export centre. Elevators silhouetted the sky around the harbor. Large upper lakers wait for their cargoes of grain.

**AVOID SOGGINESS**  
Bread should be buttered generously to avoid soggy in frozen sandwiches.

**FREE DELIVERY**  
Sweden's system of social welfare includes free maternity and delivery care for all mothers.

**NETWORK TIMING**  
The CBC's English - language television network, longest in the world, covers six time zones.







## Old Engine For Huron County Museum

C. P. R. yard engine 6275 is one engine that has not gone to the scrap pile. It was purchased by Mr. J. H. Neill, Curator of the Huron County Pioneer Museum at Goderich, Ont. It is to be preserved for all time to come.

Mr. Neill is fond of old steam engines and has five different old threshing types beginning with the first one built with the upright boilers up to the last heavy traction type built about 1923. Also an old steam fire engine of 1873. He was bound he would have a locomotive of some kind to complete the line up. He negotiated with the Company to purchase engine 6275 which was retired at Goderich in December 1958.

On May 7th he was ready to place it at the museum. The CNR drew it up the hill on their tracks from the CPR yards to within a mile of the museum. He then built short sections of track which was picked up by a hoist truck and relayed ahead as the engine moved forward along the streets.

This caused a sensation in the district. Thousands came to see it being moved over the weekend.

Both the CP and CN men of the town piled in to help in the movement in their off hours. And there were plenty of pensioners on hand to do the sidewalk superintending.

Mr. Neill paid for this from his own personal funds but the Junior Chamber of Commerce has taken hold of it and has formed a company called the Huron Big Pound Engine Company.

Shares are being sold throughout the district at 5 lbs for one dollar or 25 lbs. for five dollars. Regular certificates are issued so the person buying these will always have a personal interest in the engine. Thus making it a community project.

Mr. Neill believes that within a few years there will be many who will never have seen a steam engine except in a museum. Now that the engine is in place a two floor addition is being built over it completely enclosing it within the museum. It will never again be exposed to the weather. It will be cleaned and polished and maintained in its present condition.

For the past six years G. J. Currell, a pensioned express messenger from the eastern division has been Mr. Neill's assistant at the museum doing the historical and paper work. He has found this a wonderful pastime in his retirement. Last year he greeted over sixteen thousand visitors at the desk and expects at least twenty thousand this season.

### Caribbean Queen

Havana, bustling capital of Cuba, was founded in 1519 and now is the island's banking and commercial centre.

## New Canadian Plains of Abre

A new commemorative stamp marks 200 years of united effort Canada's two great language groups in building a modern nation was announced recently by the Honorable William Hamlin Postmaster General.

The stamp, on sale September 10, marks the anniversary of the battle of the Plains of Abraham on September 13, 1759, on the walls of the City of Quebec. The settlement reached after the battle resulted in the creation of a nation where both the English and French languages and traditions were honored and protected.

In making the announcement, Mr. Hamilton said: "This most significant stamp, marks as it does the achievement of people of different language and different culture, who joined in the creation of one great Canadian nation."

The new stamp is to be printed in deep red and black. The design is a group of three maple leaves flanked by the British and the Fleur de Lis of France with the word "Canada" centered under the maple leaves. The dates 1759-1959 and the words "Plains of Abraham" and "Plaines d'Abraham" in cursive type complete the design. The maple leaves, the cent denomination, the dates and the words "Postage" and "Postes" appear in black.

The British and French heraldic emblems on either end of the ribbon which has "Canada" in the centre symbolize the union of the three maple leaves, similar to those on the Coats of Arms of several provinces, represent two original groups as well as people of many other nations who have joined in the task of building our country.

This is the second occasion which the Canada Post Office has paid tribute to the achievements of General James Wolfe and Marquis de Montcalm. In 1957 a seven cent olive green stamp depicting the likenesses of the two generals was issued as part of the Quebec Tercentenary Series.

The new stamp is the work of Mr. Philip Weiss of Ottawa who is attached to the Department of Trade and Commerce where he assists in the preparation of Canadian government exhibits. He also teaches art at a Quebec school. This is the second of his designs to be issued, the first being the NATO commemorative which went on sale earlier this year. A native of Montreal, Mr. Weiss lived many years in Toronto where he attended the Central Technical High School and the Ontario College of Art.

## Keep Your Eyes On The Road

If you are certain you can't stay in time, every time, you stand an excellent chance of avoiding accidents during the hazardous holiday weekends.

September  
18  
1959



## Town and County

House Construction started Monday morning paving of Prince of Road between Broadway northerly town limits. Work is completed, being re-routed over streets.

Crackable black asphalt has been done to the street and business sections away. A citizen remarked it is too bad bicycles could be kept off newly repaired streets until the asphalt is hardened.

A person was considered to walk over freshly laid sidewalks leading into entrances of the court-house culprits timed it nicely after the workmen had left. The imprints were 1/2" deep. The Gray boys were too happy about it, and blame them.

Of the past ten days light leaves down which indicate that fall is despite the prevalent sultry weather. The slow in colouring this colour tour from the already started and were through the area lay.

Nodwell, 15th line East went into his bush lot today and was astounded wild raspberry bushes second crop of berries. Astonished at the numbers heading out on the one short cane had at berries on it and this at of the whole patch.

In the Orangeville branch region, a donation of \$25 of cement for the porch was received from fans of Marathon, Ont., as to become a resident of Orangeville before too long. Accompanying letter, he is keenly interested in project.

Manse of Westminster church located at 22 York St. sold to Elwood Gal-Orton. This house was by the congregation of St. Andrew's Church cars ago when the Rev. affy was minister. West-board of Stewards is necessary for the purchase of a more modern manse.

Letters to Principal John, principal of the Princess School, for inad-giving credit in last inner to Ewing Arm-the trainer of the Toe Principal Loughheed has ner of this juvenile incing group since its Ewing does the calling group.

As for Orangeville's se-ens will get underway October 6, with an open-ty in the club room. ty, which starts at 2.00 e first event of the new ison and all senior cit-Invited to attend. Com-mpbers are hoping for rnout. program is planned for is ahead.

ucks from the Orange-Brigade, along with two were called to Hills-nday noon. Custom is

# Assessment Populations

## Police Chief Issues Alert Following The

Orangeville merchants and businessmen received a warning this week to be on the lookout against shoplifters and persons attempting to cash phony cheques. The warning came from Police Chief J. H. Traynor, who urged merchants to be on their guard against suspicious persons and to avoid leaving large amounts of money accessible to the public. The warning came in the wake of two robberies in the past week.

## Proposed Changes To Zoning Plan

Proposed changes to the town zoning plan will be under discussion this evening at a public meeting slated for 7.30 in the Orangeville council chambers.

Members of the Town Planning Board will be in attendance to listen to any comments or queries on the proposed changes. Plans showing the changes — mostly minor ones — have been posted at various locations throughout the town for the past two weeks.

Attendance at the meeting is not expected to be large, as no opposition to any of the changes has been brought to the attention of town officials.

## Rail Fan Special Train Coming To Cataract

The scenic beauties of the Credit River Valley seem to be catching as a focal point for rail fan groups to hold excursions to.

Another special train carrying rail fans is to pay a visit to this area next Sunday, October 4.

This time it is a Toronto club of railroad enthusiasts who call themselves Railfans Unlimited.

They have chartered a special CPR train of five coaches and a dining car to make a round trip from the city to Cataract station.

The special will leave Toronto at 9.45 a.m. and arrive at Cataract at 11.40 a.m. On the return trip it will leave Cataract at 4.30 p.m. and arrive in Toronto at 6.30 p.m. All times are standard.

The passengers will detrain at Cataract and spend the time between arrival and departure there. The train itself, powered by the same type of engines that were on the Buffalo-Rochester special to Orangeville in July, will be turned and the engines serviced at Orangeville.

## HIGHER CROP YIELDS

Fine weather this summer has resulted in generally above aver-

age which netted cash and 50 pu \$75.

Orangeville investigating theft clothing store Noble Brothers on John St. Th which has been veral robberies few years, was afternoon of \$1

Police believe carried out by people — two — who entered pretext of buyi man and the lone store cle sweater count door, while the ped into the re removed the c the pages of a

Above 50 pu missing from th hatchery. Police occurred Sund.

## Lions C To Spo Town L

The Orange will sponsor a gue this year 14 to 18-year g ed at the regu tember 24.

Last year th a local entry i juvenile league get league.

In deciding o club felt it coul support availab boys by sponsor

The club w "bye" in the

Another main ing, chaired by ident, Ernest H the erection of for the storage themselves Railfans Unlimited. Variety Fair equ club property. l the meeting th town suitable and available

gratis basis. A committee investigate the and look into ing to be erect

The club als its annual Th nesday, Novem will be Erne "The Old Man

## Appoint News E

Les Reed, fo of the Dartmo

October 1 1959

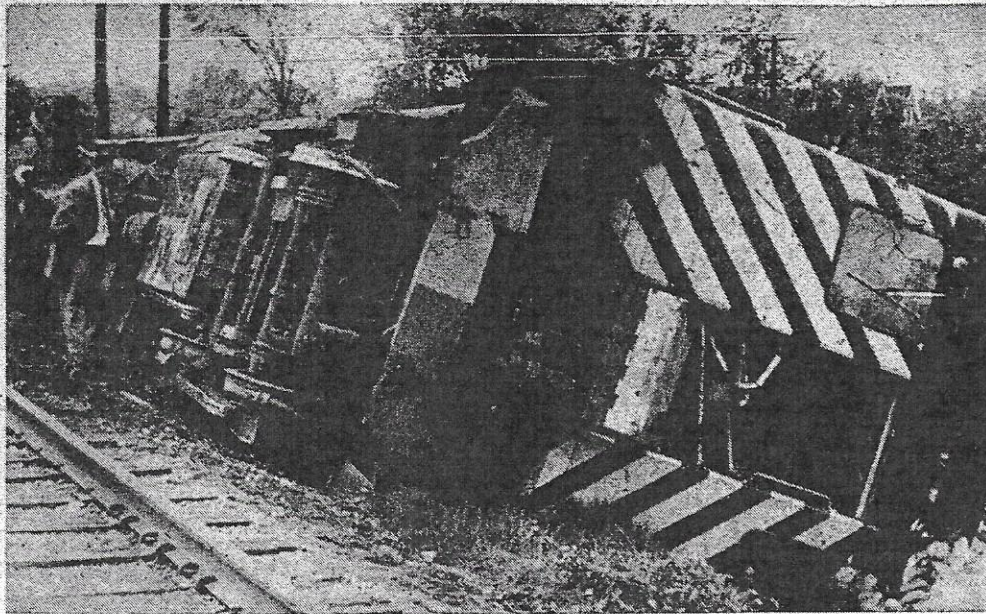


# THE ORANGEVILLE

Vol. LXVI

No. 18

ORANGEVILLE, ONTARIO, THURSDAY, OCTOBER 8



## Collision Injures Six

Six people were admitted to Dufferin Area Hospital derailed Canadian Pacific Railway "Dayliner" at Alton Thursday, following a collision between a truck and this. Four others were released immediately after treatment.

# Driver Recovering

Truck driver Leslie Young, 32, released yesterday. Patricia reportedly carrying whale blubber of Sarnia is off the Dufferin Area Hospital's critical list after making daily improvement since his near-fatal accident at Alton last Thursday. The accident involved a C.P.R. which was carrying twelve people. Also hospitalized were Helen Tetley of Montreal, soon to be released, Paul Litwan of Toronto, press semi-detached trailer truck, Toronto, Conductor Elvert Scott of Toronto and Trainman Edward Gratton of the same city. None of the crew was injured and they took the first available Dayliner on to Owen Sound and returned to Orangeville on the day of the mishap.

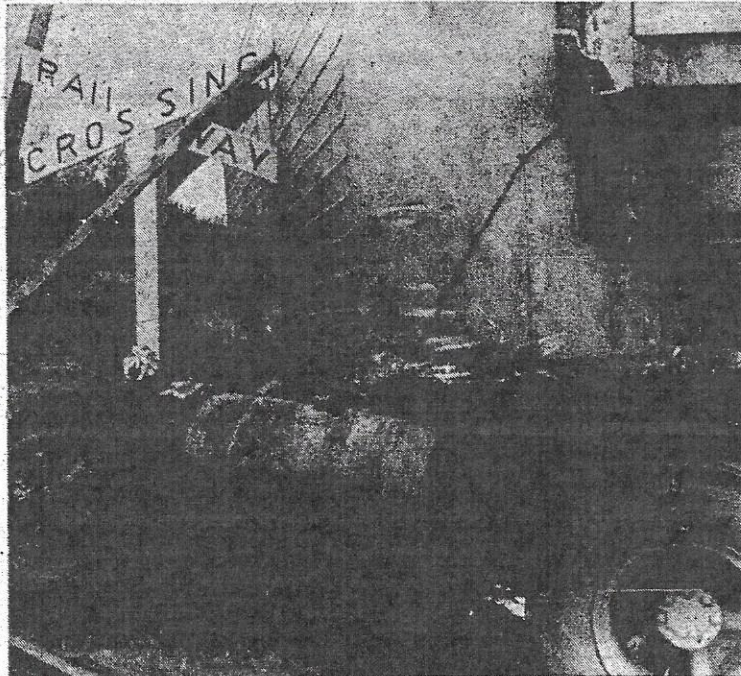
Engineer Walder described the accident as it appeared from his vantage point: "I can't say I could see a lot of him (driver and truck). Actually he just didn't stop. I was looking to the left, toward the town (the truck struck the C.P.R. vehicle from the right) and I just caught a glimpse of the truck before we crossed the highway. You never get hurt in the front; in this case there was not a glass broken near the front."

He estimated the speed he was travelling at about 40 mph.

"Hanging in Mid-Air"

One of the passengers remarked at the scene that "it was just like hanging in mid-air even though the truck hit right where I was sitting and I was fortunate."

(Continued on Page 4)



The driver of this truck, Leslie Young of Sarnia, is now off the critical list in the Dufferin Area Hospital following the collision of his truck Thursday, with a Canadian Pacific Railway "Dayliner" at Alton. The "Dayliner" was headed toward Orangeville when the truck collided with it, knocking it off the track.

Says Council Weakened

Inquiring

## Town 17 Su

### Town and County

Billy Donaldson, 13, a student at O. D. H. S. and resident of East Broadway, dropped in to The Banner office Monday with a small container of raspberries. Billy plucked the large, well preserved berries Sunday while visiting his grandmother near Kilmorley. For the past month reports of late berry discoveries have been finding their ways into the offices of newspapers in this area but we believe this to be the latest discovery reported.

Orangeville D. H. S.'s track and field aggregation travelled to Guelph on Saturday to attend the C. W. O. S. S. A. meet at O. A. C. Although the local group did not win any division championships, several individuals scored well. The school placed well down the line in the list.

(Continued on Page 5)

## Town Offers Reward In Hit, Run Case

Orangeville town council passed a reward of \$1,000 for information leading to the arrest and conviction of the party or parties responsible for the death of Harold Gray, 50, Sunday afternoon. An advertisement giving particulars of the reward appears elsewhere in this issue.

Mr. Gray, who resided at 7 Broadway, died Sunday in Toronto Western Hospital after telling police he was struck by a vehicle which fled from the scene of the accident on Water Street near the rear of the dead man's residence. The accident occurred between 8:30 p.m. and 9 p.m. last Saturday night shortly after Mr. Gray had returned from Brampton where he had spent the afternoon in the company of another Orangeville man.

Mr. Gray is reported to have given a description as best he could of the vehicle which is alleged to have hit him. About 8 p.m. Joseph Huddleston Sr. of Amanda Street was roused from his house by a commotion outside. Upon investigation he called the town police who identified tire tread marks across Mr. Huddleston's front lawn. There were also tread marks left at the scene of the collision.

Police Chief Traynor and available constables have been working on the matter and are following up all leads. The chief recalls that there was an exceptional amount of wild driving Saturday night, but there have been no other incidents reported.

## Chamber Plans Santa Parade

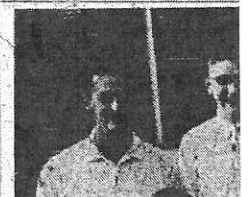
With Christmas still two and a half months away, members of the Orangeville Chamber of Commerce showed they consider it "just around the corner" at their dinner meeting Monday evening.

Plans for a Santa Claus parade December 12, to be held in conjunction with the Lion's Club Christmas Party, and Christmas season store hours took up a major portion of time at the meeting.

Jim Bower, chairman of the parade committee, told the chamber that about 27 registrations for float entries have already been received by the committee. Some 60 organizations have been approached to submit floats decorated in the Christmas theme.

Prizes will be offered for the best costume worn by girls.

After hearing a report from Alan Torrie, members agreed on





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### ELIZABETH SPINKS

Elizabeth Spinks of Cale-  
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Campbellville and Mrs.  
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Mills, Leonard Tay-  
d Berney, all neigh-  
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Spinks was the old-  
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to those who associated  
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### DRIVER RECOVERING

(Continued from Page 1)

enough to have time to grab  
something stationary."

Alton barber, Alex McCauley,  
was probably the first man on the  
scene. He was outside his house  
in the centre of Alton when he  
heard the train whistle blow, fol-  
lowed by the crash noises. "My  
daughter and I jumped in the  
car and drove to the tracks. We  
got out of the car and saw the  
wreckage and the driver propped  
up on his elbows. My daughter  
got back in the car and I went  
for town to look for a doctor and  
the ambulance."

An eye witness to the rolling  
over of the Dayliner was Mrs.  
Jack Flaherty whose house is lo-  
cated about 300 feet from the  
track.

### Heavy Damage

The train was struck about half-  
way along its side. Battery plat-  
ing covered the track for 60  
feet. Damage to the Dayliner has  
been estimated by railway offic-  
ials at \$75,000, while the truck  
cab and its chassis are beyond  
repair. The trailer of the truck  
was apparently only scratched.

This is the third instance of  
train-truck collisions at the  
crossing. Passengers on later  
trains that day were transported  
by taxi between Orangeville and  
Alton. Railway crews, working  
with two crane trains, had the  
liner on the tracks by Thursday  
evening.

## Rockside News

By Mrs. E. McEachern

Mrs. J. C. MacMillan visited  
last week with her daughter, Mrs.  
Walter Scott, Mr. Scott and fa-  
mily in Montreal.

Mrs. Robert Gilpin attended a  
bridal shower for her niece, Miss  
Marion Wilson on Monday night  
at the home of Mrs. Stanley Ni-  
cholls of Brampton.

Mr. and Mrs. Cecil Storey vis-  
ited with Mr. and Mrs. Clifford  
Storey at Ospringe on Sunday.

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## Want Ads Pay

The fastest, most economical way to buy, sell, rent or hire is with a Banner Want Ad. Phone 30.

# The Orangeville

Vol. LXVI No. 48

ORANGEVILLE, ONTARIO, THURSDAY, MAY 5, 1960

## 1500 Out To See Old-Time Train Here

Despite a chilling wind and an refreshments for both train passengers and onlookers, the train was a roaring trade.

Expressed Thanks Charles Wannan, president of the Orangeville Chapter of the Old-Time Railway Excursion from Toronto, expressed his gratitude to all who played a part in the excursion.

The excursion pulled more than 1,000 travellers in 12 coaches by three steam locomotives, one of which—a type 4-4-0—was the last of its kind in existence. The trip was the last run for the 4-4-0.

The train was due to arrive in Orangeville at 2:30 p.m. but was around two hours late. A joint effort of the Orangeville Chapter of the Connaught local service club and the town provided a welcome for the train passengers.

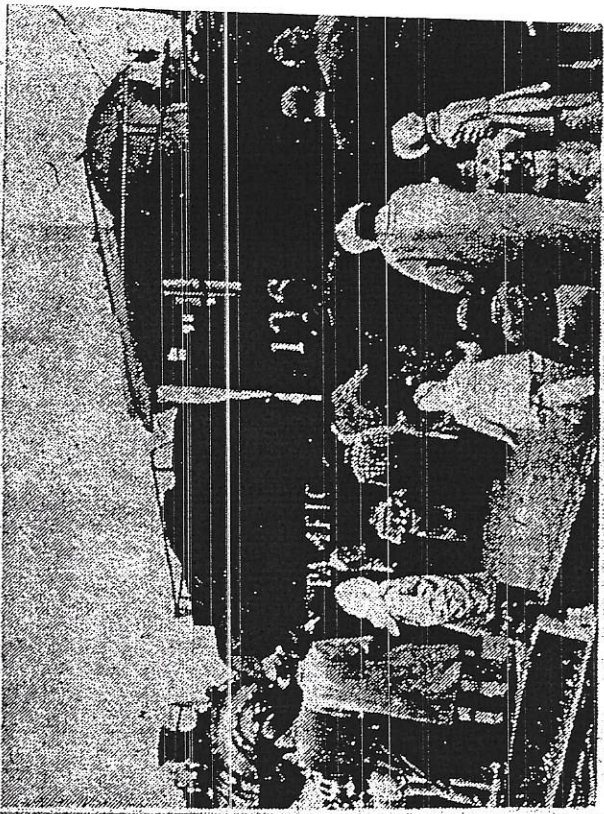
Bedded in his chair of office, Mayor J. A. Macleod welcomed the passengers on behalf of the townspeople.

### Band Played

Thousands of dollars worth of fun was used to capture the arrival and turning-around of the locomotives as the town band, gathered together as a last-minute effort, played for the entertainment of the crowd.

A few old cars, driven by local people, turned up to meet a procession of antique motorcade which reportedly called to show. The cars on hand added color to the many antique vehicles, which overflowed to the parking lot at the "Arrow" (Canada) Limited plant on John Street. One car, bearing Michigan licence plates, also had a sticker saying "Michigan Railway Club."

A refreshment booth, also supplied as a joint effort, provided



## THE TRAIN ARRIVES

Part of the crowd of more than 1,000 that gathered at the Orangeville station Sunday afternoon move for a closer look at the old steam locomotives in a special old-time railway excursion from Toronto. The train arrived almost two late.

(Photo by Vic

MAY 5, 1960