

Local Railway Items from Ottawa Papers 1961

Friday 13/01/1961 Ottawa Citizen Beachburg

The old days have returned to Alta Vista where a railway flagman - complete with hand sign, lantern and a shack - has been set up at Smyth Road and Norwood.

10/02/1961 Eganville Leader Renfrew

Railway Service Decision Deferred

Renfrew, Feb. 10, 1961. Board of Transport Commissioners on Thursday deferred a decision on whether to discontinue the Ottawa-Barry's Bay train service. The deferment came at the completion of a two-day hearing.

D.F. Mills of the analytical service of the C.N.R. told the board that discontinuing the run would mean an annual betterment of \$97,105. He quoted figures from August 1959 to July revenue of \$87,775 and expenses of \$159,985, which meant a net loss to the C.N.R. of \$72,210 for that period.

Walter Smith of the C.N.R. said various promotional methods aimed at increasing patronage on the run had failed.

James Baskin, M.P. for South Renfrew, told the Board that unless the railway takes a different attitude it would lose many friends in the area. Mr. Baskin said the C.N.R. attitude was encouraging many lumbermen to ship by truck rather than by train.

A. J. MacPhail of Killaloe said he felt the railroad was embarking on a campaign of hate, not friendship.

Paul Yakabuski, Barry's Bay Reeve, said, "We think it is a wonderful service".

Appearing on behalf of Grattan Township, T.G. Edmonstone said that he thought the policy of the C.N.R. was to eliminate all branches which are not making a profit.

"I feel we should have some information showing where this line stands alongside others," he said. "The C.N.R. has not made any real effort to improve the line."

14/02/1961 Ottawa Citizen Prescott Ottawa West

Heros Medals Awarded need date of clipping

The first Carnegie Hero Fund Commission medal for bravery to be awarded to an Ottawa district man since 1942, was announced by the Commission's manager, David B. Oliver, in Pittsburgh, today.

A Carnegie bronze medal and \$500 cash will go to Merland J Bennett, 36-year-old CPR switch tender, of Breckenridge, Que. Mr. Bennett saved three-year old Robert McKenzie from being killed by a train at Ottawa West station last Feb. 14.

Robert's parents are Mr. and Mrs. Robert F. McKenzie, now of 36 Melrose Ave. Mr. McKenzie is a CNR express motorman.

A posthumous award will also be made to Catherine Lapierre 18-year-old Pembroke district housekeeper who died trying to save eight-year-old Colleen Hagerty from drowning in the Indian River last July 16.

A bronze medal and \$500 cash will go to her father, Claytor Lapierre, of RR 6 Pembroke.

Both acts of bravery were drawn to the attention of the Carnegie Hero Fund Commission by a member of The Ottawa Citizen news staff.

William J. Neil, 25, and Harold Reginald Wilson, 29, both of Kingston, were awarded bronze medals for rescuing 14-year-old Bruce Todd from the bottom of a 22-foot cistern at Odessa last Aug. 12.

Commission assistant manager Donald G. Sink said it will take four to six weeks to have the medals struck at the US. Mint at Philadelphia. The medal and cash award will be presented to Bennett by a senior CPR official at a later date in Ottawa.

More Medals Expected

"It is probable that we will have more Canadian awards this year than during the past 10 years," Mr. Sink told The Citizen.

Gave Award

There was only one award in Canada each year from 1954 to 1960, with the exception of 1956 when there were two. Five awards were made to Canadians in 1953 and none in the years 1952 and 1951.

14/02/1961 Ottawa Citizen Prescott Ottawa West

No Thanks from Mother Ottawa Citizen need to verify date of article

Alert Yardman Pulls Tot from Train Path

A two-year-old child was snatched from possible death in front of a crack CPR passenger train by a fast-thinking railway worker at the Ottawa West station Tuesday afternoon.

Merland Bennett, 36-year-old CPR yardman, was standing near the Bayview Road crossing as the westbound Canadian came over the bridge from the Hull side of the Ottawa River.

Playing On Tracks

As the train neared the west end of the platform, Bennett saw a small child playing on the tracks in the path of the train.

Horrified, Bennett rushed over to grab the child.

The tiny tot, between two and three years old, got up and started to run away from him, westward down the track, in the same direction as the train was moving. Before Bennett could reach him, the child had stumbled and fallen down between the rails. Bennett scooped up the scared youngster and jumped to the north side of the tracks, as the gleaming train picked up speed and continued on.

Grabbed By Mother

After the train had passed, an excited woman whom the child called "mother," grabbed the youngster from the railwayman and, without waiting to thank him, led the infant off toward Wellington Street.

A CPR spokesman said that while the train was not moving faster than five or six miles an hour at the time, it was beginning to pick up speed for its trans-Canada run westward.

He said it was "very alert action" by Mr. Bennett who ran ahead of the train to pick up the fallen child.

He added that Mr. Bennett who lives on his farm at Breckenridge, Que., has "great respect for trains," having lost part of his right hand in a yard accident in July, 1958.

Mr. Bennett is married and has two daughters, Linda, 5 and Mary, 2.

Caption for picture of Bennett holding a child in front of CPR 180x

Merland J. Bennett, CPR switchtender of Breckenridge, Que., will receive the Carnegie Hero Fund Commission medal for his act of bravery last Feb. 14. Mr. Bennett grabbed three year-old Robert McKenzie seconds before a train would have struck him as he lay between the tracks where he had fallen. The child, son of Mr. and Mrs. Robert F. McKenzie of 36, Melrose Ave., had wandered onto the tracks and Mr. Bennett saw the train approaching at about 12 miles per hour. Here Mr. Bennett and Robert re-enacted the event, for the benefit of a photographer. (See also page. 3).

Tuesday 15/02/1961 Ottawa Citizen Thurso and Nation Valley Duhamel

Duhamel - Fernand Beauvais, 22, of Cheneville, Que., was killed instantly when the truck in which he was a passenger was struck by a train in this community 75 miles northeast of Hull.

--
Beauvais was riding in a truck driven by Denis Pilon, 26, also of Cheneville, when it skidded at a private rail crossing, operated by the Singer Machine Manufacturing Company of Duhamel.

The impact caused the truck door to open and Beauvais was thrown out into the path of the train.

Friday 03/03/1961 Ottawa Citizen Carleton Place Westboro

Landmark Gone

Disappearance with out a trace of the old CPR station at Westboro brings nostalgic memories to oldtimers like Stanley Hutton . . .now over 80. Mr. Hutton remembers when Ottawans used to "take the train" home to Westboro from downtown before there were trams and buses.

Saturdays the platform of the little brown building would be crowded with passengers awaiting transportation to summer cottages at Britannia. Thousands of winter travellers have stomped in from the icicle-trimmed platform to warm themselves at the pot-bellied stove in the waiting room while the operator in a green eye shade clicked a busy Morse key. The last years were years of degradation for the familiar old building.

It stood silent and empty, its windows shattered by unfeeling youngsters of a new generation, its walls covered with their lurid messages.

"It's all gone now, sighs Mr. Hutton.

Saturday 18/03/1961 Ottawa Citizen Lachute Gatineau

Includes a picture of the wreck with CPR Dayliner #9104.

2 killed in train-car collision.

A level crossing crash neat Gatineau took the lives of two men at 1.15 p.m. yesterday.

--
-- a sedan owned and driven by Orville Prudhomme was struck by a CPR Montreal - Ottawa train a few seconds after the motor vehicle turned off the highway at the Payment Road crossing.

There is a clear view for more than a mile both up and down the railway right-of-way at that point and eye witnesses and members of the train crew were unable to offer a guess as to how the car's occupants failed to notice the fast-moving dayliner. The crossing is unprotected by signals, and has been the scene of previous similar mishaps.

The auto, wedged into the front of the diesel locomotive was carried for more than a half-mile west of the crossing.

the body of Orville Prudhomme was hurled out on to the right-of-way some 300 feet from the point of impact, and the body of Mr. McGovern was jammed into the wreckage of the car's front seat. The vehicle was demolished.

The train was in charge of Conductor Stanislas Gravelle, 6226 Clarke Street, Montreal, and the engineer was Harry Day, 80, of 26 St. Catharine Street, Longueuil. The engineer said he saw the car just as it moved onto the tracks directly into the path of his locomotive. He applied the emergency brakes, but it was impossible to halt the train.

Monday 03/04/1961 Ottawa Citizen L'Orignal

Part of old Ottawa is disappearing these days, as the ugly old coal sheds along Hurdman Road are coming down. Some of them went up more than half a century ago, as the original Canadian Northern Railway brought in its first passenger train from Quebec right alongside those tracks in 1909. In due course the Canadian National took over the line, passenger service was moved to the Union Station but the coal sheds multiplied and prospered. Now, with the gradual fading of the coal trade, these sheds are deemed to be surplus. At the same time they spoil the view from the Queensway. So, farewell to King Coal.

Friday 28/04/1961 Ottawa Citizen Sussex Street

Boy, 11, dragged by train, loses leg under wheel.

An Eastview boy was dragged 150 yards by a CPR train before his leg was severed yesterday afternoon on a railway bridge south of city hall.

Michael Verdon, 11-year-old son of Mr. and Mrs. Roger Verdon of 33 John Street, Eastview, is in "critical" condition in General Hospital.

Hospital authorities said the boy's right leg was severed "as high up as it could be."

Michael, accompanied by his brother Gilles, 12, and Denis Verzina of 18 Ethel Street, Eastview, had been crossing the larger of two railway bridges located just south of the Minto Bridge over the Rideau River.

As the slow freight passed them, Denis said Michael grabbed hold of a boxcar ladder near the rear of the train. Afraid to let go, he was pulled along behind the train with his feet dragging the ground.

Michael apparently failed to see the second smaller bridge, about 150 yards down the track. He was either knocked off the train by the steel parapet of the smaller bridge or fell about three-quarters of the way across.

Gilles said his brother tried to scramble between the rails and lie flat on the tracks, and let the remainder of the train roll over him, but was unable to get his right leg in before it was run over.

The boys had been fishing earlier in the afternoon and had just started home when the eastbound freight came rumbling across the larger Black Bridge. The accident occurred about 5.30 p.m.

The elevated track that joins the two bridges is bordered on each side by marsh and water.

A passerby had shouted a warning to the boys that the train was coming. Gilles said he did not see all of the accident because he was distracted by the person shouting the warning.

The track is part of a spur line that comes from Hurdman's Bridge through Overbrook, Eastview and New Edinburgh, crossing the Rideau south of the Minto Bridges and running west to Sussex Drive.

It is slated for removal within the next four years under the railway relocation plan.

Engineer Clifford Robertson, staying at the Elmdale Hotel, estimated the train's speed at 10 miles an hour. He said he noticed the three boys as the train crossed the larger bridge but no member of the crew saw the accident.

--

Friday 26/05/1961 Ottawa Citizen Chalk River

Jury clears train crew of 3 deaths.

Almonte - A coroner's jury last night attached no blame in a May 16 truck-train crash that killed three persons. - demolished by a westbound CPR freight two miles north of here.

The three died at the scene.

The crew of the two-engine diesel unit said the 60-car train had been travelling at between 40 and 50 m.p.h. As it neared the crossing over the McPhail Farm laneway, the train horn and bell were sounded.

--

<http://news.google.ca/newspapers?id=MC4yAAAAIBAJ&sjid=rOUFAAAAIBAJ&pg=1986,798909&dq=railway++railroad++train++cpr++cpr++bride+-to-train+-will-train+-trained&hl=en>

<http://news.google.ca/newspapers?id=MC4yAAAAIBAJ&sjid=rOUFAAAAIBAJ&pg=5565,711781&dq=railway++railroad++train++cpr++cpr++bride+-to-train+-will-train+-trained&hl=en>

