

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. Edmonstonel 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.

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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 twomen at 1.15 p.m. yesterday.

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-- 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 Paymenr Road crossing.

There is a clear view formore 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 auro, 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 f 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 Vezina 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.

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Friday 26/05/1961 Ottawa Citizen Chalk River

Jury clears train crew of 3 deaths.

Almonte - A coroner's jury lastnight 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 farmlaneway, the train horn and bell were sounded.

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<http://news.google.ca/newspapers?id=MC4yAAAIBAJ&sjid=rOUFAAAAIBAJ&pg=1986,798909&dq=railway+railroad+train+cpr+bride+to-train+will-train+trained&hl=en>

<http://news.google.ca/newspapers?id=MC4yAAAIBAJ&sjid=rOUFAAAAIBAJ&pg=5565,711781&dq=railway+railroad+train+cpr+bride+to-train+will-train+trained&hl=en>

Tuesday 13/06/1961 Ottawa Citizen Prescott

Railway tracks going under Canal

Begin work in fall, finish 2 years

The government has approved the depression of the CPR Prescott railway line across the city's west end.

Expected to start in the fall, the \$3,600,000 project will see the line go under the Rideau canal by tunnel and by open cut from the canal to near Gladstone Avenue.

Not a level crossing will be left in the section concerned.

Eliminated as level crossings will be Colonel By Drive, Prescott Highway, Carling Avenue,

Gladstone Avenue and, of course, the new Queensway. All these traffic arteries will overpass the depressed railway line.

There will be much less defacement of the Carleton University campus.

more

<http://news.google.ca/newspapers?id=MTc0AAAAIBAJ&sjid=TvUIAAAAIBAJ&pg=4681,2866763&dq=railway+railroad+train+cpr+bridge-to-train-will-train-trained&hl=en>

Thursday 29/06/1961 Ottawa Citizen Renfrew

Bridge and Rail for Removal.

Sealed tenders addressed to the undersigned and clearly marked "Tender for rail and bridge removal" will be received up to 12.00 o'clock noon E.D.S.T. on July 4, 1961, for the purchase and removal of rail, ties and fastenings, and a railway bridge over Preston Street. Specifications and tender forms may be obtained from the undersigned at 291 Carling Avenue, Ottawa. The lowest or any tender not necessarily accepted.

J.H. Handy,

Secretary, National Capital Commission,

291 Carling Avenue, Ottawa, Ontario

Wednesday 20/09/1961 Ottawa Citizen Carleton Place Ottawa West

First step is taken to fill in Nepean Bay.

First step has been taken on a co-operative city-national Capital Commission project to fill in part of Nepean Bay for park and recreation purposes.

The Nepean Bay project, requiring about two years to complete, will provide a causeway to be used as the eastern approach to the new Ottawa River Parkway from Fleet Street and Bayview Road.

The city has taken action to secure necessary approval from the Public Works department, under the Navigable Waters Act, to construct the Nepean Bay Causeway using rock fill from the city sewerage construction scheme now under way.

The NCC has already started preliminary work on the Ottawa River Parkway from Parkdale Avenue to Island Park Drive.

The current NCC national capital \$20,000,000 railway relocation scheme will result in a general cleanup of the present CPR tracks and old round house in the Nepean Bay area.

The CPR crossing from Ottawa to Hull, via the Prince of Wales Bridge, will remain to provide the only railway link between Ottawa and Hull with the disappearance, about four years hence, of the railway crossing of the Interprovincial Bridge.

Wednesday 27/09/1961 Ottawa Citizen Chalk River

CPR cuts service to Chalk River.

Renfrew - Renfrew Town Council was advised Tuesday evening by the CPR that the dayliner service between Chalk River and Ottawa would be discontinued Oct. 29.

In answer to an inquiry by Mayor Harry Young, the railway said the run was not used enough to pay for fuel and wages and felt it had no alternative.

The train made a daily return trip to Ottawa. It left Chalk River at 12.40 p.m., arriving in Ottawa at 3.25 p.m. EST and leaving Ottawa at 5.15 p.m. and arriving Chalk River at 8.05 p.m.

This leaves the only passenger service on this line to the CPR's two transcontinental trains Numbers 1 and 2 and 7 and 8 which do not serve the smaller points.

A Board of Transport Commission official said this is a reduction in passenger service and not discontinuance, and does not need board approval.

However, the board does have the power to order the CPR to continue the service if sufficient complaints are received by the Board. The railway must post notices of the reduction of service, in railway depots, 20 days prior to the proposed stoppage.

The change is effective in new timetables, on the same day as daylight Saving Time is dropped for the summer.

Saturday 14/10/1961 Ottawa Citizen Alexandria Carlsbad Springs

11 cars derailed, one hurt.

Workmen cleared the main CNR line near Carlsbad Springs at 0830 this morning 12 hours after a spectacular car-train collision in which 11 freight cars were derailed and one man slightly injured.

The injured man was Armand Brisson, 19, of St. Michael Street, Cyrville, driver of a car which police said plowed into the last cars of a long freight.

Eleven cars toppled off the track, tying up the main line for 12 hours. The accident occurred three miles from Carlsbad Springs at 7.10 p.m. yesterday.

Brisson escaped with face, neck and arm abrasions. His car was demolished.

Monday 20/11/1961 Ottawa Citizen Alexandria Vars

2,100 children ride long train with Santa Claus.

The longest passenger train ever to leave Ottawa in peacetime chugged out to a Vars rendezvous with Santa Claus on Saturday.

The train was jammed with 2,100 children of all ages, and they escorted Santa back to Ottawa and an official civic welcome by Mayor Whitton.

It was the annual Santa Claus parade sponsored by A.J. Freiman, Ltd. After the official welcome Santa was enthroned on top of a huge float, along with his eight reindeer, for the parade from the station to Freiman's Toyland.

His subjects crowded the streets, and the Governor General's Foot Guards Band played "Here Comes Santa Claus" a prancing group of Rough Rider Drum Majorettes and girls dresses as elves.

20-car train.

The 20-car train arrived at Vars at 9.25 a.m., where Santa, who had already arrived by helicopter, was waiting. A host of Vars children - again of all ages - watched him land.

He boarded the train, and then went right from one end to the other greeting the children, pinching cheeks, and patting heads. They reached out to touch him, eyes popping and then broke into wide smiles when their faith was confirmed. He was real.

At Union Station Mayor Whitton met Santa carrying a big scroll with her chain of office around her neck. She said she was glad to see Santa make it, and that she was "worried" about Santa and the "bad things" going on up North.

"With all those sirens going," she said, Santa must think the "world's horrible," but she promised "we would all be good little boys and girls."

Following the parade Santa established himself in Freiman's Toyland and heard all petitions and demands of the wee folk for Christmas.