

# Local Railway Items from Area Papers - 1955

06/01/1955 *Ottawa Citizen*

*Carleton Place*

*Westboro*

## Car Cut In Two By Train

Toronto Molorist Weslboro Victim

A 49-year-old Toronto man, John Dworkin, of 1715 Bathurst Street, died instantly shortly before noon today when his car was cut in two by a CPR city-bound passenger train at the Leafloor Road level crossing in Westboro.

## Body Found In Trunk

The car was dragged a distance of 119 feet and was completely demolished. The dead man's body was recovered from the trunk of the wrecked auto.

The crash occurred shortly after 11 a.m. on the private railway crossing behind the Lealloor Brothers coal and coke yards on the Richmond Road. The body was taken to the Civic Hospital morgue by Exclusive Ambulance.

Coroner Dr. W. T. Kendall said Dworkin, who was alone in the car, died instantly. The victim, district manager for the Warner Weather-Master aluminum window company, Toronto, was driving north on the narrow roadway to visit his agent here, Michael Cassidy who resides north of the CPR tracks on Leafloor Road.

## Saw Smash

The accident was witnessed by two Leafloor Brothers employes, Frank Miller, of 537 McLeod Street, and Ronald Dunn, of 1086 Riddell Street. They were working on a nearby lumber pile.

They told police they saw Dworkin driving down the roadway at a steady 10-miles an hour. They said that he continued onto the crossing at the same speed and the train struck the car dead center.

M Preston Leach, of 5 Church Street Smiths Falls, engineer of the train, told police he had been travelling at 40 miles an hour. The train stopped a half-mile down the track following the impact. The cow-catcher on the locomotive was so badly twisted by the crash with the big, late model sedan, that the engine could not be moved.

One car door, mangled beyond recognition, was still attached to the twisted cow-catcher. A few passengers on the train were taken to Ottawa in chartered buses. George Coughlan, of 56 Bayswater Avenue, was conductor of the train.

It is understood that Dworkin has no immediate relatives in Ottawa.

Miller and Dunn told police that they clearly heard the whistle as the train sped towards the crossing. The crossing is a private thoroughfare, but it is used by a large number of residents in the area.

Police Constables Lionel Lefebvre and Ivan Farmer investigated the accident.

06/01/1955 *Ottawa Citizen*

*Lachute*

*Thurso*

## Inquest Finds Triple Death Was Accident

THURSO (Special) A coroner's jury last night ruled that three men, killed in a train-truck collision here Dec. 4, died through accidental causes.

Donat Turpin and Emmanuel Lafrance were killed instantly and Marcel Levert died in hospital two weeks after the mid afternoon collision.

Henri Dube, driver of the Thurso Corporation truck, was one of the six witnesses at the inquest. He said he spotted the oncoming train about 25 feet away from the tracks and slammed on his brakes. But the truck skidded along the icy pavement and crashed into the Ottawa-bound freight.

Dube jumped out of the cab seconds before the collision. CPR employes on the train said the freight was travelling about 15 miles an hour, its whistles blowing and a bell ringing as it approached the level-crossing.

08/01/1955 *Ottawa Citizen*

*Carleton Place*

## Bus Nearly Hit By Train

What could have been a major tragedy was narrowly averted yesterday during the 5 o'clock traffic in the west end.

A bus, in the midst of a long line of cars, was leaving Tunney's Pasture when the constable on duty at Scott Street halted the traffic.

The full bus was left straddling the railway tracks with a train heading for it from the west at a good clip. Hemmed in bumper to bumper, the bus could not move either forward or backward.

In the nick of time, whether by accident or because he noticed the train, the constable got the traffic moving and the bus got off the track two or three seconds before the train shot through.

14/01/1955 *Ottawa Citizen*

*Lachute*

## Train Tears Cab Loose, Trucker Safe Inside

Roland Rodier, 38, of 440 McKay Street, Ottawa, escaped injury when his heavily-laden cement truck was in collision with a freight train at the CPR crossing on Montclair Street, Hull, at 11.50 a.m. today.

The body of the truck, carrying 15 tons of loose cement, was carried 300 feet along the right-of-way but the cab and chassis with Rodier inside was torn free and left only a few feet from the scene of the crash,

## Shaken Up

The driver was shaken up badly but was able to remain at the scene to describe the accident to investigating Hull police,

He told them he had loaded at the Canada Cement Company's plant to the east of Montclair Street and then driven out to the main road. Turning right onto Montclair he failed to notice the south-bound train.

## No Time To Jump

He had no time to jump and stayed in the cab while it was torn loose and thrown to the side of the tracks. The truck, owned by Dominion Building Materials Limited, was a total loss.

Conductor in charge of the freight train was Emilien Perrault of 3739 Foucher Street, Montreal. Investigating the crash were Hull Detectives George Dompierre and Jacques Charron and Constable Laurier Leclair.

26/01/1955 *Ottawa Citizen*

*Renfrew*

*Kinburn*

## Truck-Train Collision In Kinburn

KINBURN (Special) Murray Findlay escaped serious injury when a truck he was driving was struck by a CNR freight train at the level crossing in Kinburn.

The driver, who was alone in the truck, was thrown out of the vehicle when it was struck in the rear by the train. He was shaken up but otherwise uninjured.

Bags of grain he was taking to the Leo Cotton elevator were scattered along the roadway where the accident occurred.

**Truck Skids Into Train**

PAPINEAUVILLE (Special) Roger Gravelle, of Montreal, had a close brush with death at 1 a.m. today when his truck crashed into the side of a freight locomotive at a level crossing on Highway No. 8 near here.

The truck was demolished, but Gravelle escaped with minor cuts and bruises and a severe shaking up. He was thrown clear in the impact, and landed in a snowbank near the tracks.

Provincial Traffic Constable Rene Cadieux, who investigated, said that he believed Gravelle's truck had skidded on the icy pavement when the driver applied his brakes on approaching the level crossing.

04/02/1955 *Ottawa Journal**Alexandria**Ottawa Union***Station Master O.P. George retiring after long service**

One of Ottawa's best known residents is stepping out of service with the Canadian National Railways this evening after an all-around railway career. He is Oswald Patrick George, station master at the Union Station.

Literally millions of people have arrived at and left Union Station in the 21 years that Mr. George has been station master. He has greeted all the Very Important People who have travelled to Ottawa including Sir Winston Churchill, Sir Anthony Eden, President Truman and President Roosevelt.

Born in Eganville 65 years ago, Oswald George has been head brakeman, passenger trainman, fireman and roadmaster. He has put in nearly 50 years with the CNR and its predecessor, the old Grand Trunk Railway.

As a brakeman with the old GTR he went as far east as St. Albans, Vermont, as far south as Rouses Point and as far north and west as Depot Harbor. He worked his way up the ladder to become yardmaster at Coteau when the depression came along in the thirties. He worked as conductor on a freight and at times as a trainman. When the depression ended he was named station master at Ottawa.

Married to the former Miss Pearl Stewart, a member of a well known North Bay family, Mr. George is proud of his eight children, Lois, who is Mrs. Grimes Raby of Ottawa; Stewart, working in Toronto; Jack, employed in Hamilton; Shirley (Mrs. Bud Kane), Temiskaming; Dr. Alexander George, a McGill Graduate practising in Toronto; Arthur, in Ottawa with the express company; Muriel (Mrs. Gerald Rooney) of Renfrew, and James as an accountant in Kingston.

05/02/1955 *Ottawa Journal**Renfrew**Isabella Coal Sheds***Ottawa Man Wrecking Isabella Coal Sheds He Helped to Build in 1917**

They're not finding it easy to tear this one apart", Arthur E. Alexander, FDC supervisor in charge of dismantling the coal sheds on Isabella street, stated as he watched a crew of men hard at work removing soot-blackened planks from the framework of the lengthy structure presently being razed to make way for the new "Queensway" crosstown traffic artery.

"When they built this," he, added, indicating the long row of half demolished sheds extending almost a quarter of a mile along Isabella street, they really made it strong."

Mr. Alexander, if anyone, should know what he is talking about. Back in 1917, when he was construction foreman with the now defunct Grand trunk Railway, he supervised the construction of the self same building.

**Five-Month Job.**

At that time, he recalls, it took approximately 35 men working for over five months to build the sheds.

It won't take quite that long to tear them down

Eighteen men began demolishing the structure at the beginning of January, and are expected to have the job completed by the end of this month.

Of the 35 men who worked on the construction of the sheds some 37 years ago, Mr. Alexander said that today he knows the whereabouts of only one of them. Ex-alderman George Sloan, he said, worked as a carpenter on the building of the sheds.

It is just a coincidence that he is taking part in the tearing down of the building that he once helped put up, he explained.

Now nearing his 70th birthday. Mr. Alexander retired from the railway four years ago. and shortly after began working for the Federal District Commission which took over the coal sheds a couple of years ago.

"I just happened to be around when the job came up", he stated, adding that he feels no particular regret at seeing the building go.

"It's just another job", he remarked philosophically, "and anyway, the sheds have served their purpose."

10/03/1955 *Ottawa Citizen**Brockville***Car Tossed By Train: Couple Hurt**

BROCKVILLE (Special) Two district people are in hospital here following a train-auto crash just north, of Brockville at noon Wednesday. Mr. and Mrs. Wilfred Greene, of Athens, had a narrow escape from death when their 1947 model coupe failed on a CPR crossing and was struck by the Smiths Falls-Brockville local. The car was picked up on the front of the 16-car train, was hurled through the air and spilled its occupants [sic] into deep snow along the tracks.

Both were suffering from shock, cuts and bruises, with Mr. Greene's condition described as critical with the possibility of a fractured skull. The Smiths Falls train crew was comprised of Conductor Joe McFadden, Engineer Preston Leach and Fireman Manford Box. Engineer Leach noticed the car when it was about 40 feet from the crossing. He said it appeared that the car stalled on the track. Neither passenger made any attempt to jump.

The train remained on the track after the brakes were quickly applied but the air hose of the diesel engine was cut off and the train remained across the crossing for quite some time before repairs were made.

There is a slight grade leading to the railway tracks on both sides of the crossing.

Greene is about 59. his wife is about 57. Mrs. Greene also suffered a broken collar bone.

22/03/1955 *Ottawa Citizen**Chalk River**Pembroke***Boy, 9, Killed By Train**

PEMBROKE (Staff Struck by the engine of a freight train while standing beside the tracks, Irvin Clarke, nine year old son of Mr. and Mrs. George Clarke. 824 Lee Street, Pembroke, was fatally injured here, late Monday afternoon.

**Warned Friends**

The child, apparently had crossed the tracks and was standing on the north side of them, warning several companions not to cross when he was struck.

The accident happened about four o'clock, approximately 100 feet west of the Steel Equipment property along the main line of the CPR.

The train was an eastbound freight, Number 974, in charge of Conductor H. F. Rowe and Engineer Harry Holmes.

The youth was struck on the side of the head and is believed to have died almost instantly.

While the Investigation is still proceeding, police believed that the victim had crossed the tracks and was signalling to two companions. Wally Mathias, 8 and Ray Burnett, 8, both of Bronx Street, not to cross when he was struck.

Another companion, Lome Gorgerat, 7, 849 Lee Street. Pembroke, was on the same side of the tracks, but some distance away from the victim.

Inspector Bert Dickie, Pembroke police, is conducting the Investigation and while no decision has been made, it was expected that an inquest would be held.

26/03/1955 *Ottawa Citizen**Montreal and Ottawa**Hull Beemer*

Train Derailed At Hull (with picture). No one was injured when a CPR Toronto-bound passenger train jumped the tracks at the Hull station at the height of the snowstorm Saturday afternoon. The engine, coal car and a number of baggage cars left the tracks when a faulty switch shoved the slow-moving train onto the Maniwaki line. Train crews working with cranes righted the derailed cars about six hours after the mishap. Meanwhile, passengers were taken back to Ottawa where they boarded another train bound for the Queen City. The derailed cars blocked Hull's St. Redempteur and St. Hyacinthe Streets until close to 9 o'clock in the evening. Hull police rerouted traffic and stayed on the job until engine and cars were placed back on the rails and taken to Ottawa.

## Passenger Train Derailed in Hull

No One Injured

All passengers and crewmen on a crowded CPR passenger train to Toronto Saturday afternoon escaped injury when the two leading cars of the locomotive jumped the track just outside Hull West station at 3.38 o'clock.

Neither the baggage car nor the parlor car, the only two affected in the accident, were overturned. Four other passenger cars in the train remained on the rails. The accident stopped all traffic on the line for four-and-a-half hours. Passengers on the train were able to proceed to Toronto with only an 1 hour's delay after their cars were detached, returned to Union Station in Ottawa and re-routed through Ottawa West.

CPR officials told The Journal today that the cause of the derailment is not yet known. They are continuing their investigation.

The accident, occurred after the leading wheels of the locomotive jumped the track at the Montcalm crossing, about 100 yards west of Hull station, and the train continued down the track with the front wheels off the rails.

Outside the station where the Maniwaki break turns off the main line, the free front wheels picked it up and the locomotive followed them on to the branch line. Although the front wheels of the baggage and parlor cars went off the track, the rear wheels of both cars remained on the main line. No cars were overturned, although some passengers received a jolting in the freak derailment.

The track was spread and bent about 30 feet at the scene of the accident.

28/03/1955 *Ottawa Citizen**Chalk River**Sand Point*

## Escapes Death When Train Hits Vehicle

ARNPRIOR (Special) Joseph Chateauvert, well known Arnprior business man and resident of Sand Point, escaped death by the narrowest of margins when his late model station wagon was completely demolished by a Canadian Pacific extra freight train at the Sand Point level crossing, six miles west of Arnprior, Saturday afternoon.

Mr. Chateauvert's station wagon stalled directly on the crossing in the path of the oncoming freight. When the engine failed he heard the train whistle and had just sufficient time to leap from the vehicle. The car was insured.

The accident is being investigated by the Renfrew Detachment, Ontario Provincial Police.

14/04/1955 *Ottawa Citizen**Alexandria**Moose Creek*

The Citizen learned this afternoon that Frank Gardner of the Ontario Fire Marshal's office, here to head the investigation into the series of church fires, will go to Moose Creek to look over the picture there. The station fire broke out at 11 o'clock last night, and the house was burned down at 3 o'clock this morning.

## Both Fires unexplained

Both fires at Moose Creek have so far been unexplained, and fire and police authorities today were speculating over the possibility that Ottawa's church-destroying pyromaniac may have shifted his scene of operations.

The blaze which destroyed the station at Moose Creek damaged rails on the right-of-way, and disrupted telegraph communications between Ottawa and Montreal.

Rail traffic was not hampered to any extent, however, as trains were routed over a passing track there, pending repairs to the main line.

A small quantity of freight was lost in the blaze, but the value has not yet been determined.

The station agent, Armand Poulin, locked up for the day at around 5.30 p.m. yesterday, and at that time everything was in order. He said today that he could think of no reason why a fire should have broken out in the station less than six hours later

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CNR Investigators, aided by Provincial Police, were probing into both fires this morning. One theory is that the blazes may have been set by some transient seeking shelter for the night, but the possibility that Ottawa's "firebug" may now be in that area is by no means being overlooked.

14/04/1955 *Ottawa Journal**Alexandria**Moose Creek*

## Station At Moose Creek Destroyed by Fire

MOOSE CREEK, April 14. (Special)-. Fire last night levelled the CNR station on the Ottawa - Montreal main line here, destroying some baggage and express parcels and rail road telegraphy equipment. Nobody was injured and no estimate of loss has been made.

Four hours later an old abandoned one room shack was also destroyed by fire near the village

Causes of the two blazes remain undetermined, but an investigation of the station fire is continuing.

Rail traffic was undisturbed by the late-evening fire along the railroad, although trains had to move onto the passing track at that point since a few ties on the regular track had been burned.

The fire is believed to have started in the station freight room and moved on into the waiting room and office.

CNR officials said a temporary structure is being erected immediately to replace the station until a new one is built.

16/04/1955 *Ottawa Citizen**Alexandria**Ottawa Union*

New CNR Train Ottawa residents will have a chance to get a look at the CNR's new fast transcontinental train, the Super Continental, on Monday.

The 10-car train will pull into Union Station early Monday morning and will be open for inspection by the public from 10 a.m. to 10 p.m.

The train will go into service between Montreal, Ottawa and Vancouver on April 24.

21/04/1955 *Ottawa Journal**Prescott**Osgoode*

## Derailment Delays Toronto Pool Train

A derailed freight car just south of Osgoode caused a delay of more than three hours in the arrival of the CNR-CPR passenger pool train from Toronto, due in at Ottawa's Union Station at 7.50 this morning.

The derailment affected only one car of the CPR early morning freight from Detroit to Ottawa. The car went off the track, causing some damage to the rails, but did not overturn. No one was hurt in the accident.

The 7.50 Toronto-Ottawa pool train was held up for some time behind the trouble spot, before being rerouted into Ottawa through Smiths Falls. The earlier 7.20 pool train from Toronto had got through before the derailment.

Cause of the derailment is not yet known. Canadian Pacific officials are investigating the accident.

**Fastest Train To Be Seen Here Sunday**

Canada's fastest transcontinental train, "The Canadian." will make its inaugural run through Ottawa next Sunday afternoon, as Canadian Pacific Railway passenger service adopts its summer schedule coincident with the reversion to Daylight Saving Time.

**A New Epoch**

The all-new, streamlined, stainless-steel train, diesel-hauled and featuring scenic-dome lounge cars and coaches, will usher in a new epoch in Canadian railroading.

"The Canadian." which will cut 16 hours from the present running time for the 2881-mile westward trip from Montreal to Vancouver, will arrive in Ottawa Union Station at 4.10 p.m. DST and depart at 4.20 p.m. DST.

Ottawa citizens on Sunday will have an opportunity to see the first complete train made up from among the \$42,000,000 worth of new CPR equipment which includes 178 shining cars for luxurious train travel.

Best public view of "The Canadian" will be obtainable in the vicinity of Ottawa West Station, and not at Union Station.

C. L. Burpee, general agent of the Canadian Pacific's passenger department here, points out that only passengers boarding "The Canadian" will be permitted past the train gates in Union Station, and the covered approaches to the station make it difficult to get a good look at the train from outside the depot.

**Wide Open View**

Mr. Burpee adds that the view is wide-open at Ottawa West: curve leading off the bridge over the Ottawa River to Ottawa West Station affords excellent camera opportunities, and the CPR's main line parallels Scott Street for some two miles west of the station, providing a closeup of the gleaming train in motion.

**4 Persons Killed In Smash**

RENFREW (Special) Four men are dead and two others in hospital as the result of a car-train collision nine miles east of here on Highway 17 and the CNR line yesterday afternoon.

**The Victims**

The dead are: Viateur Dumas, 27, believed to be the driver of the vehicle; Harvey Dumas, either brother or cousin; Marcel Deschenes and Louis Desjardins.

Injured and in Renfrew Victoria Hospital are Jean Paul Desjardins, son of the dead man, whose condition is reported as "fair", and Rheal Desjardins, suffering from concussion and shock. The latter's father is Eugene Desjardins of Ste. Rita, Que.

All passengers of the vehicle are believed to be from the Riviere du Loup area. The six men were headed west on a level stretch of highway when the accident occurred shortly after 2 p.m. Although there were no witnesses, it appeared as though the men failed to see the train.

The car was truck [sic] in midsection by the engine. A slight rise in the ground adjacent to the tracks partially blocks the vision of a driver for some 50 to 60 feet from the crossing.

**Ottawa Train**

It was a passenger train running from Barry's Bay to Ottawa that hit the car. The train was due in Ottawa at 4.50 D.S.T. yesterday afternoon. Engineer was M. J. Gaffney and the fireman was E. Proulx, both of Ottawa.

Completely demolished, the car was tossed into the north ditch of the railway about 60 feet from the point of impact. Two of the victims were pinned beneath the overturned vehicle. The other passengers in the car were thrown clear.

The two men pinned under the car apparently were killed outright and a third died before an ambulance arrived at the scene. The fourth victim, taken to hospital by a passing motorist, was pronounced dead on arrival.

Personal belongings and luggage of the occupants of the car were strewn for 50 yards along the right of way.

The investigation is being directed by Cpl. William Milton of the Renfrew detachment of the Ontario Provincial Police.

**Caption to picture**

Scene Of Tragedy Shown above is the battered vehicle in which four men were killed and two others seriously injured in a car-train collision nine miles east of Renfrew yesterday afternoon. Two men were pinned beneath the upturned vehicle. It is believed they died instantly. The car collided with the Barry's Bay-Ottawa passenger train. Looking over the wreck shortly after the accident is Constable William Freeth of the Renfrew detachment of the OPP. Photo by McKinnon

**Ottawan Is Killed By Train**

Warren Miles, 62, of 112 Irving Avenue, yard foreman at Hull West Station, died from injuries sustained shortly after 11.50 this morning.

Miles was struck by a backing shunting engine. He was rushed to Sacred Heart Hospital by an Emond ambulance but was pronounced dead on arrival.

Constables Jean Louis Lacroix and Jacques Emond investigated.

**Investigating Derailment Of 2 CPR Cars**

CPR police have launched a full investigation into the derailment of two freight cars at the Hull Station yesterday afternoon, believed to have been caused by an unauthorized person tampering with a yard-switch.

Though no damage resulted from the suspected mischief, it required two hours to get the cars back on the tracks. The Maniwaki passenger train, due to pull out of the station at the time of the derailment, was delayed for two hours.

It was reported that the freight-train was standing on the tracks on preparation of shunting operations when the switch was opened at about 5.30 p.m. (D.S.T.).

The rear set of wheels of one car in the middle of the train ran into the open switch when the train started to pull slowly forward. It was followed by the front set of wheels of the car behind, forcing both cars from the tracks.

**Train Kills Pedestrian**

Peter Costuck, 75-year-old Ukrainian, was killed instantly when he stepped into the path of a freight train at the CPR level crossing on Carling Avenue, just west of Preston Street, at 7 o'clock this morning.

Costuck, who had no immediate relatives here, roomed at 49 Cnampagne street with a friend, Alex Basrab.

The freight train, which was en route to Prescott, had just left the Broad Street yards and was travelling slowly at the time of the accident. The train was in charge of conductor William Parker, 484 Kent Street. The engineer was Delmer Payne, of 153 Spadina Avenue, and the fireman was William Archambault, of 1074 Normandy Crescent.

According to eye-witnesses Costuck had been walking West along Carling Avenue. At the crossing, he turned South onto the right-of-way and walked a short distance along the side of the tracks.

**Badly Mutilated**

At that time the wig-wag signal at the crossing was in motion, and the locomotive whistle was blowing a warning. Costuck stepped suddenly onto the tracks directly into the path of the locomotive and was run over. Both legs were severed and his body was almost cut in two.

Engineer Payne was able to stop his engine within less than 50 feet, but Costuck was dead when he was taken out from under one of the box cars.

The body was taken to Civic Hospital where it was viewed by Coroner Dr. W. T. Kendall. An inquest is unlikely.

Alex Basrab, with whom Costuck roomed, said that his friend was hard of hearing, and he expressed the opinion that Costuck failed to hear the approaching train.

2 Dead, 9 Hurt At Shawville

Motor Scooter Jumped Tracks

Pulling a Lorry Carrying Many Gang Laborers at Time of Crash

Two men were killed and nine were injured today when a motor scooter jumped the tracks about one mile east of Shawville, Que.

The accident occurred while the scooter was pulling a lorry carrying 15 gang laborers, according to Canadian Pacific Railway officials.

Killed were .Dervis Borris 53, of Vankleek Hill. Ont., and John Armstrong, 55, of Venosta, Que.

All of the injured were brought to the Pontiac Community Hospital at Shawville.

Shawville is on the Ottawa river about 45 miles northwest of the Capital.

Injured In the accident were Henry Spencer, 49, of Venosta. Que.; F. Baron. 19, of Vankleek Hill. Ont.; Albert O'Connor, 23. Venosta; Thomas Williams, 60, Aylmer. Que.; Clarence Messiac, 44, Vankleek Hill; Aurele Gauthler, 19. Blue Sea, Que.; Denis Ladouceur, 17, Vankleek Hill; Alfred Baron, 16,. Vankleek Hill, and Maurice Sauve, 23, Vankleek Hill.

The accident occurred on a slight curve and downgrade at 8.15 a.m. daylight saving time

It was noticed by the crew of the Pontiac-Ottawa CPR local when the train reached the scene about 20 minutes after the accident occurred.

The derailment occurred when the scooter and lorry became detached. One of the men. seated on the lorry but with his feet resting on the rear scooter tumbled on to the track.

The lorry struck him and was derailed, spilling the men in all directions, their equipment landing on top of them.

The Pontiac train picked them up, backed into the station and sent word to the hospital to ready itself for the emergency.

Miss Melva Moore, the superintendent, called in all off-duty and special nurses in the town and the town's doctors.

The dead and injured were removed in ambulances and in some cases, it was reported, in private cars.

It was the worst accident to strike the district in some years and townspeople in Shawville were high in their praise for the manner in which the hospital staff answered to the emergency.

All the men - there were reports as many as 30 were aboard the scooter and lorry - were staying in Shawville while working on repairs to tracks in the Pontiac district.

01/06/1955

Ottawa Citizen

Waltham

Shawville

Launch Probe Into Double Rail Fatality

Citizen Staff Writer . SHAWVILLE Survivors today attempted to piece together the weird CPR rail tragedy which took the lives of two men and sent nine others to hospital as a loaded open lorry car derailed about one mile West of here yesterday morning.

But it wasn't a clear-cut picture. Only CPR officials know how or why the coupling connecting the lorry to a motor truck became undone.

But when it fell, suddenly, Dervis Borris, 53, of Vankleek Hill, and John Armstrong, 55, of Venosta, plunged forward under the wheels of the loaded lorry to the tracks.

The flat car, loaded with 18 men and tools, jumped crazily over the bodies of the two victims and slipped off the track, toppling the 14 screaming workers to the railway ties and down a 15-foot embankment

List Of Injured Workers

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Picked Up By Pontiac Train

The Pontiac-Ottawa train arrived at the scene about 20 minutes later. Crews picked up the dead and injured and the train backed up to the Shawville station.

The hospital called in all off-duty and special nurses and all doctors available in the area to care for the injured.

In the scramble, seriously injured men were given immediate assistance. Many of the victims could not be treated for several hours after their admittance to the hospital, although they were under constant observation.

"It was as if 100 seriously-injured patients were suddenly dumped into crowded Civic Hospital," one hospital official said.

The CPR immediately ordered a veil of secrecy over the conditions of the victims. No information of their condition was available until more than 12 hours after the accident. However, the Smiths Falls superintendent's office and Ottawa officials were advised of the extent of injuries before noon yesterday.

Working under advice of the CPR legal department, company officials yesterday ordered hospital authorities to keep all newspaper reporters and photographers away from the patients.

Even the slightly injured could not be seen.

With picture.

The slick streamliner Super Continental of the Canadian National Railway was brought into Ottawa by push button yesterday. A joint project by the Federal District Commission and the Canadian National Railways has resulted in a million dollar installation down at the Union Station. Here some 28 miles of railway track in the Ottawa terminals are now all controlled from this panel. Here's No. 2 coming in from Bells Corners while everybody tries to help. Standing: left, Austin Cross, Citizen, G.T. Dunn, CNR superintendent, Alan K. Hay, general manager, FDC; and Silas Wass, railway consulting engineer for the FDC. Seated is operator J.R. Sine.

#### Pusli-Bullon Railroading In Ollawa

It's fun to play God to trains. Down at the station an alphabetical combination called CTC and worked with lights has the power to stop the Super Continental Limited, it can lie the Ottawa terminals in knots, it can control 400 people miles away, it can make two mile long freight trains meet effortlessly in a 40 below blizzard.

Centralized traffic control has come to Ottawa. Under the joint auspices of the Federal District Commission, which paid the shot, and the Canadian National Railway when [sic] operates the CTC board, a brand new train control for the Ottawa area is now a realization.

#### Now In Effect

It went into effect on Thursday afternoon in a small room at the Union Station, while Alan K. Hay, general manager of the FDC looked on with G. T. Dunn, superintendent of the Canadian National. Looking on knowingly also was Silas Wass, railway consulting engineer, FDC. J.R. Sine was the operator. He kept chattering with his key in morse to parties along the line.

To begin with, the Canadian National's crack train, the Super Continental, was rolling smoothly out in Carleton County some place. Her green gold and black contours were sliding through the June landscape.

But in a hot room on the second, floor of the CNR offices in the depot, were other officials trying to bring her in.

Thus all The Citizen had to do was to flip this or flick that, and for all her speed the "Super" would have to grind to a stop.

Push button railroading had come to the Ottawa terminals. This intricate system, ultra modern in design and as simple as pie, covers a large triangle bounded by Riverside, Hawthorne and Federal, and extends from Riverside to Hawthorne and from Hawthorne to South March,

Thus when No. 2 clipping through the bosky dells and cool pastures of Carleton County, the CTC was chaperoning this hot shot transcontinental all the way.

"Past Nepean," cried one, and a light came on.

"She's at Bells Corners," and another light came on.

"Federal." yelled an employe, as the Super sneaked across the CTC board in lights.

Then came the yards and the bridge at Pretoria Avenue. In a minute or so it was possible to see her lights on the board then look out the window and see her back into the depot, right on the advertised time.

According to Walter Bowker, spokesman for the FDC, "the new system is an integral part of the FDC current railway location project to transfer CNR yard operations from the cross town tracks to new yards along the Walkley Road at the southern edge of the Capital."

It was further announced by William Gilbert of the Canadian National that the present cross town tracks right of way is being utilized for a cross town limited access highway, the "Queensway" which will run from the Montreal Road at Green's Creek on the east, to rejoin Highway No. 17 at South March west of the Capital.

Good progress on the new Walkley Road terminal was predicted by G. T. Dunn, superintendent. He said that an estimated 20 crews would sooner or later be working out of the new terminals on the Walkley Road in the near future. He prophesied that the new yard office might be ready by August 1. This he indicated, would mean the transfer of an estimated 25 men on the three different shifts. One of the passing tracks at Federal is to have a capacity of 105 cars while another at Bell's Corners will hold 108.

This new push button railroading is the beginning of the end for the Union Depot, even though it may take some years for the cramped old terminal to go.

Parking problems, said one observer, will automatically drive the passenger trains to Walkley Road.

"It's just a matter of time," he declared.

#### Ottawa Truck Driver Meets Death When He Drives Into Path Of Train

Albert Sickman, 49, of 1546 Alta Vista Drive, died instantly this morning when his light truck was struck by the CPR Montreal- Ottawa passenger train.

The accident occurred about 11 a.m. at the CPR level crossing on St. Laurent Boulevard half-a-mile from Cyrville. Mr. Sickman was driving his 1951 three-quarter-ton truck north on the Boulevard. The train was travelling toward Ottawa, approaching from his right.

#### Going 45 MPH

Train crew and one other eyewitness told police the train was travelling 40 to 45 miles per hour and Mr. Sickman's truck approximately 30 miles per hour.

The truck was struck just behind the cab in the center of the crossing. Wreckage was strewn for half-a-mile down track to where the train eventually stopped.

Mr. Sickman's body was thrown on swampy ground beside the track on the north side 174 feet from the crossing. The engine, wheels, cab and axles of the truck were strewn along the same side of the right-of-way.

The frame of the vehicle dropped off the engine when it braked to a stop 917 yards west of the crossing.

In addition to the fireman, William Shorthouse of 173 Daly Avenue, Apt. G. Henry Groulx was the only other eye-witness. Living some 400 feet north-east of the crossing, Mr. Groulx had come to his back door to watch the train pass.

He told the police the train whistle was still blowing at the crossing and the bell had been ringing. He judged the train speed at 40 to 45 miles an hour.

Fireman Shorthouse told police the whistle cord had been pulled down at the time of impact. He had seen Mr. Sickman's truck approaching the crossing and believed it would stop. The train was on top of the truck before he realized anything was wrong.

He yelled to engineer Calvin Hyndman, of 55 Starwood Road, City View, when the train hit and the brakes were thrown on immediately. Shortly after the crash, Rev. Jean Brunelle, a Cyrville priest, arrived at the scene and administered the last rites of the church.

Coroner Dr. W. T. Kendall viewed the body and ordered it removed by Exclusive Ambulance to Civic Hospital for an autopsy. An Inquest will probably be held.

Mr. Sickman, employed by the Thibeault Lumber Company on the Montreal Road, was driving a company truck empty at the time of the accident. He is survived by his widow and four children. His widow, recently recovered from a serious operation, was prostrate by the news.

The passenger train, No. 503 from Montreal, was held up for more than an hour during police investigation and while wreckage was cleared. Conductor was John Gillan, 75 Hugh Street, Arnprior.

Caption to picture

#### SCENE OF FATALITY

Lumber truck driver Alfred Sickman, 49, of 1346 Alta Vista Drive, was killed instantly this morning when his truck was hit by a CPR train at the St. Laurent Boulevard level crossing. Shown above is part of the vehicle which was carried half a mile down the track by the locomotive. Photo by Newton

## Ottawa Man Injured Near Alice Station

PEMBROKE (Staff) An Ottawa man, Steven Dillon, 42, is in "very serious" condition and a companion, Roger Forget, about 35, an itinerant worker, is also in hospital following an accident near here early Sunday morning.

Mr. Dillon, who is employed with a CNR work crew at Alice Station, 10 miles south of Pembroke, is suffering from stomach, back, internal and arm injuries and authorities said Sunday that his condition was very serious. Mr. Forget is in fair condition, suffering from head injuries.

Police believe that the men were hit by a train while walking on the CNR tracks near Alice Station.

It is believed that they were walking on the right of way en route to their quarters in the work train, some distance from Alice, when they were struck by an as yet undetermined train.

The two men were found by another CNR employe, Frank McCloane, a native of Eastern Canada, and police were notified early Sunday morning.

The two men were rushed to Pembroke General Hospital where they are under the care of Dr. J. A. O'Connor.

Corporal H. H. Peever and Constable P. V. Holtham, provincial police, Pembroke, are conducting the investigation.

18/07/1955 *Ottawa Citizen**Belleville**Perth*

## Auto In Train's Path At Perth, Driver Hurt

PERTH (Special) John Mervyn Roberts, 52, of Lanark, narrowly escaped death Saturday afternoon at 4.20 o'clock when he drove into the path of an eastbound CPR passenger train at Wilson Street crossing at Perth. Roberts was driving south on Wilson Street and stopped on the north side of a double track to permit a westbound freight train to pass. He was alone at the time.

When the freight had passed he drove onto the track and the express struck his sedan car and crashed it through the guard fence approaching the tracks, into the ditch.

Roberts was given medical attention at the scene of the accident by Dr. A. E. Fowler, and removed by ambulance to the Great War Memorial Hospital where it was found he was suffering from a concussion and several lacerations. His condition is not considered serious.

The accident was witnessed by Alex Kay, of Perth, who had stopped his car on the south side of the tracks to permit the trains to pass.

Mrs. Robert Dixon, who resides near the crossing, also was a witness to the accident.

M. Meraw, of Smiths Falls, was the engineer on the passenger train and Thomas Broughan, was the conductor.

Police Chief C. H. Thompson of Perth and Constable William Ritchie investigated the accident

18/07/1955 *Ottawa Citizen**Alexandria**Maxville*

A big derailment at Maxville July 18th, 1955, a couple of pictures of that from the Citizen including 4-8-4 6304 passing the derailment.

18/07/1955 *Ottawa Journal**Belleville**Perth*

## Escapes Death when Car Hit By Express Train

Perth July 18. John Mervyn Roberts, 52., of Lanark, narrowly escaped death Saturday afternoon at 4.20 when he drove into the path of eastbound CPR passenger train No. 36 at Wilson street crossing in Perth.

Mr. Roberts was driving south on Wilson street and stopped on the north side of the track to permit a westbound freight train to pass. He was alone at the time.

When the freight had passed he drove on to the track. The express struck his sedan car and knocked it through a guard fence and into the ditch.

Mr. Roberts was given medical attention at the scene of the accident by Dr. A.E. Fowler of Perth and removed by ambulance to the G.W.M. Hospital where it was found he was suffering from a concussion and lacerations. His condition is not considered serious.

The accident was witnessed by Alex Kay of Perth who had stopped his car on the south side of the tracks to permit the trains to pass. Mrs. Robert Dixon, who resides near the crossing, was also a witness.

Mr. Meraw of Smiths Falls was the engineer on the passenger train and Thomas Broughan, Hudson avenue, was the conductor.

Police Chief C. H. Thompson of Perth and Constable Willam Ritchie investigated the accident.

24 cars demolished in wreck at Maxville

Two dozen freight cars were reduced to a splintered mass of waste wood and twisted metal but the five-man crew escaped unhurt, when an Ottawa bound CNR freight train thundered through an open switch at the station and turned over here late last night. Only victims were some Livestock in cars on a nearby siding.

Locomotive tilted

Only three of the 32 cars remained on the track in the resulting wreck five more cars at the rear of the train remained upright but off the rails, the remaining 24 Freight cars being demolished.

The 250 ton Northern type locomotive (no 6101) plowed through 150 feet of earth, smashed through a coal shed before it came to rest tilted at a 45 degree angle, half buried in the soil.

CNR officials said this morning a passing track had been put in operation at the scene and rail traffic would not be held up. The main line is expected to be cleared by tonight.

"A bombing by an enemy could not have caused any greater destruction. I don't understand how we escaped alive", Simon Gilbert McElroy of 108 Concord Avenue, an RCAF veteran, told the citizen, as he inspected the wreckage.

It was a bizarre scene. That any one person, let alone five escaped, was unbelievable.

Huge box cars, 20 of them heavily loaded had been tossed about like paper toys in a whirlwind. They were heaped on top of each other five and six high like ragged piles of splintered firewood.

Freight cars wrecked

Three loaded livestock cars on a nearby spur line were smashed to bits by the hurling cars and flying debris. Many of the valuable cattle were injured and will have to be destroyed. 42 hogs were crushed to death in a standing car that had been loaded only one hour earlier.

Heavy steel rails, 30 feet in length, lay twisted on the ground like so many pretzels.

Telephone and telegraph poles were uprooted by the impact of hurtling boxcars, dragging webs of wire with them.

Splintered wood and metal box car parts were strewn for more than 150 feet from the wreck, and freight car carriages were resting helter skelter about the station.

Telephone service from Maxville to Ottawa was cut off and only essential phone calls accepted. They were rerouted over a single line by Winchester.

Despite his own danger veteran engineer Thomas Bradley of 31 Main Street, took time to cut off the live steam that might have endangered fireman McElroy and brakeman Charles Bud Leslie of 105 Rosemont Avenue, who were in the cab with him.

\$250,000 damage

The train was in charge of conductor Frank Norton of 57 Harold place. The fifth member of the crew was brakeman Joseph Lynch of 448 Pleasant Park Road.

The wreck happened at 11:35 p.m. when the train, Advance 401, was 4 hours out of Montreal. It was due in Ottawa an hour later.

Damage was placed at \$250,000.

At the time of the wreck the train was traveling at an estimated 50 miles an hour as it passed through Maxville station.

"I was just looking ahead on the tracks, and when about 90 feet from the switch I saw something was wrong. By that time it was too late. It would have taken at least a half-mile to pull the train to a stop." Mr. Bradley told the citizen reporter who drove him back to Ottawa several hours after the smash up.

Thrown across cab

"Anyway I did try to bring it to a stop, but there was just no track left. The engine tilted at a crazy angle throwing me clean across the cab. Seconds later it was plowing into the ground, the wheels still going.

"I closed down the throttle, and shut off the valves. Then we all got out. When I climbed out of my window and saw what did happen I could hardly credit it. I have spent 32 years in the business and this one beats all," he said.

Simon McElroy has had many mishaps in his lifetime but they all paled compared with this narrow escape of last night.

"I was a gunner in the RCAF and was in three crash landings and had to bail out once. About a year ago I was badly hurt in an auto smash near Renfrew, but how I got out of this one alive I'll never know.

"About a thousand wild thoughts came into my head when the engine rolled over. Not one of them was promising, believe me," the brakeman stated. A third member in the cab Bud Leslie, shared the same thoughts as the other trainmen. "It all happened too fast to be scared, but I was shaking enough when I got out and looked around. Life can seem good at a time like this," he told The Citizen.

Launching investigation

G.T. Dunn, CNR superintendent the Ottawa district arrived at the scene of the wreck to inspect the damage early this morning.

He reported that an investigation will be launched immediately.

As he surveyed the wreckage Mr. Dunn expressed his deep gratitude that all members of the crew escaped unscathed. "It is hard to believe when you see the damage," he admitted. The superintendent lauded the cool action of the engineer during the crisis. "He acted wisely and bravely. That might have been even more serious consequences if he had not followed the line of action that he did in shutting off the steam," he said.

The wreckage blocked off the main CNR Ottawa-Montreal line temporary.

Wrecking crews for rushed to the scene from Ottawa, Alexandria and Montreal, and were at work less than 2 hours after the smash.

Engine and boxcars tossed like toys. (with aerial photo)

This was the scene from above near Maxville after a CNR freight train smashed through an open switch. Twenty-nine of the 32 cars were derailed and tossed like toys atop each other in a scene of awesome damage. Miraculously, no members of the crew were injured in the spectacular wreck. The 250-ton locomotive rammed through 125 feet of earth smashing through a coal shed before it came to a shuddering stop at a grotesque angle, half-buried, as shown here. Adding to the damage were casualties among livestock in cars on a nearby spur line. The hurtling freight smashed them to bits.



Maxville wreck

Five Ottawa men Escape, 27 cars, engine pile up

Maxfield July 19 - 27 Freight cars and a 200-ton locomotive were piled up in twisted wreckage in the Maxville rail yard when the Montreal-Ottawa freight was derailed at 11:35 p.m. Monday.

An investigation is underway to determine the cause which is believed to have been an open switch.

Five Escape.

In what railway men called "a miracle", five Ottawa crewman crawled unhurt from the derailed train.

The express left rails, skidded 100 yards beside the tracks at a crazy angle with the engine plowing a six-foot ditch in the railyard cinders.

It then smashed into a coal and feed storage shed besides the tracks and demolished half of the steel-sheathed frame building.

Station agent Myron Marshall who had stepped outside his station as the train went by was rained with flying debris. He stood uninjured.

Inside the engine cab engineer Thomas Bradley, 53, of Ottawa, remained to shut off the throttle and valves before he pulled himself through the window to safety.

Today the engineer's quick action was credited with saving a disastrous boiler explosion and greater damage.

As it was a conservative estimate of damage was \$250,000.

Other crew members were Gilbert McElroy, head brakeman, Charles (Bud) Leslie, conductor, Frank Norton, and rear end Brakeman, Joseph B. Lynch, all of Ottawa

The train was the advance 401 which left Montreal at 7:30 last night. It was to arrive in Ottawa at 12:35 am.

The freight had no stop to make at Maxville and it headed through the town out of the night at 11:35.

The main CNR Ottawa - Montreal line was expected to be cleared tonight. A passing track remained in operation and no passenger train rerouting was necessary.

Workman today were unscrambling the jack-knifed coal cars and steel box cars strewn over the rail yard.

Three wooden stock cars which held calves and hogs loaded at Maxfield's only half an hour before the wreck were also smashed. 40 hogs owned by O.V.

Villeneuve, of Maxville were killed.

G.T. Dunn, Ottawa division superintendent for the CNR, came to the scene of the wreckage early this morning.

21/07/1955 *Glengarry News**Alexandria**Maxville*

Maxville Station Yards Still Being Cleared Of Wreckage

Five Crew Members On Through-Freight Miraculously Escaped Injury As Speeding Train Went Through Switch Monday Night

The wreckage of Monday night's spectacular derailment at Maxville, when 27 freight cars and a 200-ton locomotive plunged off the CNR main line in front of the railway station, is being cleared away, but the destruction wrought by the hurtling train continues to draw hundreds of spectators to the scene.

Canadian National Railways officials have stated it was a miracle no one was killed when the engine left the rails at a switch just west of the station. The locomotive plowed a six-foot trench in the rail yard cinders, and telescoped steel and wooden boxcars behind it in a jumbled mass. The engineer, fireman and brakeman remained in the cab during the wild five-second ride after the train left the tracks, going about 50 miles an hour.

Engineer Thomas Bradley of Ottawa received only a scraped thumb remained in the cab after it stopped, to shut off his throttle and open valves. G. T. Dunn, Ottawa division superintendent, had high praise for Bradley, whose action probably prevented a boiler explosion that would certainly have been fatal for the men. Total damage was conservatively estimated at a quarter of a million dollars.

The only fatal casualties were some 25 pigs owned by Osie Villeneuve, Glengarry MPP and Maxville drover, who had finished loading them into a boxcar on a siding

less than half an hour before. Railway officials are now probing the cause of the accident, and early indications point to an open main line switch as the cause of the derailment.

After jumping the tracks at the switch, the train roared into the coal and feed storage shed of Maxville Feed and Seed Company, owned by Reeve W. A.

MacEwen. Half of the steel-sheathed frame building was demolished.

The engine came to rest with its pilot burrowed five feet in the ground. Behind it, shattered boxcars and twisted steel rails made a shambles of the main line. The derailment occurred at 11.35 p.m. and an hour later, enough of the wreckage had been cleared off to allow trains to pass on a siding. The main line was still not open today.

The wrecked train, advance 401 out of Montreal at 7.30 p.m., was in charge of conductor Frank Norton of Ottawa, with Joseph B. Lynch of Ottawa as rear-end brakeman. It consisted of 32 cars of mixed freight. Both the conductor and brakeman Lynch were at the rear of the train and escaped injury.

Several cars following the engine off the rails plowed into three stock cars on a siding containing cows, calves and pigs. The car holding 40 pigs was demolished and 25 of the pigs were killed.

The concrete station platform was deeply gouged by the wheels of the bouncing cars and lamp standards and Bell Canada long distance lines bordering the track were broken off. Station agent Myron Marshall who had just stepped outside was showered with debris but he was unhurt. Long distance communication between Ottawa and Montreal was disrupted but repair crews had lines back in working order by the next afternoon.

Several extra CNR wrecking crews and railway policemen were brought in within hours of the crash and the work of clearing the track began. It is expected the locomotive, which carried 11,600 gallons of water and 18 tons of coal in its tender, will be righted Friday.

23/07/1955 *Ottawa Journal**Ottawa Electric*

Tram-Truck Collision injures Four

Four persons were injured last night when a heavily loaded dump truck collided with an OTC tram on Somerset street, ripping 10 feet of the steel side out of the street-car.

The accident was at 9.15 on the south side of Somerset, 100. feet east of Percy street.

The injured

Injured was truck driver Robert Stanley Boyce, 25, of 168 Cambridge street; tram operator Keith Roe, 23, of 201 Friel street, and two passengers on the tram -

Mrs. Alice Argue, 45, of 34 Murray street, and Ruby Maclaren, 20 Spencer street.

Boyce was admitted to Ottawa Civic Hospital suffering undertermined internal injuries. Mrs. Argue and Roe were treated at hospital for shock, cuts and bruises, but were allowed to return home. Miss MacLaren suffered leg cuts and bruises but was not taken to hospital.

The streetcar was proceeding east on Somerset and the truck, loaded with sandstone and grass sod, was travelling west. Police believe Boyce had been going south on Bay street and had turned right to go west on Somerset.

Tram ripped open

The left front corners of the two vehicles met and a large section of steel plating on the left side of the tram was ripped off by the box of the dump truck. The truck is owned by Foster R. Laughren, 105 Lebreton street, a landscape contractor. Bouce is employed by the firm.

Twisted steel, sandstone and glass were strewn about the street for 50 feet. Traffic was tied up for nearly a half-hour before OTC wreck trucks could clear the debris. A special tram was despatched to pick up the 18 uninjured passengers from the damaged streetcar.

Mrs. Argue and Roe were taken to hospital by Wilson's Ambulance.

Damage to the street car was estimated at close to \$1,000 and to the truck at \$500.

Constable Thomas Glenn investigated.

02/08/1955

Ottawa Citizen

Lachute

Gatineau

Five Die In Gatineau's Worst Level Crossing Smash. Locomotive Hurls Car In Air Like Cardboard Box

In one of the worst level crossing tragedies on record in this area, five persons were killed near Gatineau Sunday night when the North Shore CPR Montreal-Ottawa passenger train demolished an Ottawa taxi cab.

The Dead

Emile Leveille, 38, of 33 Murray Street, manager of the Victoria Hotel, 34 Murray.

Alexandre Lozier, 28-year-old driver with the Sandy Hill Taxi, who was driving the 1955 model sedan.

Joseph Tremblay, 30, of Lake St. John. Que.

Mrs. Roland Regimbald, 27, of 55 Booth Street. Hull.

Mrs. Lucien Normand, 43, of 43 Booth Street. Hull.

All five of the victims died instantly in the crash which hurled the car a distance of 60 feet, and scattered all of the bodies along the right-of-way, save that of Mrs. Normand who was pinned in the wreckage.

The crossing where the multiple tragedy occurred is on the Talon Road, about 100 yards north of Highway No. 8, and approximately one mile west of Gatineau. Into Path Of Train

The taxi, travelling west on Highway No. 8, had turned north into the Talon Road, and drove directly into the path of the speeding passenger train which was due in Ottawa at 10 p.m.

Donat Thomas and Roland Quesnel, whose homes are located just north of the open crossing, were eye-witnesses to the crash.

They told The Citizen that they saw and heard the train approaching the crossing just as they caught sight of the auto coming from towards the main highway.

The locomotive's whistle was blowing loudly and the bell was ringing, both men said.

Thomas stated: "The car made no attempt to stop until it was right on the crossing, then I saw the front of the car sag as the driver jammed on his brakes. A second later the locomotive plowed into the car and it was thrown through the air like a big cardboard box.

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The engineer of the train was Charles Murphy, of 138 Breezehill Avenue, and the fireman was Arnold Pearson, of 591 Churchill Avenue. The train was in charge of Conductor A. Fortin, of Montreal.

The engineer applied his brakes when he saw that an accident was inevitable, but the train could not be brought to a stop before it had travelled on a quarter of a mile. It left Montreal at 5.45 p.m. (D.S.T.) Sunday and was due to arrive at Union Station here at 10 p.m. It was delayed more than an hour due to the crash.

Inquest Opened

An Inquest was opened by Coroner Dr. Jean Laurin at Emond's at 5 o'clock yesterday afternoon and was adjourned indefinitely pending completion of the police investigation.

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06/09/1955

Ottawa Citizen

Renfrew

Bells Corners

Auto Driver Killed Two passengers Safe

John A. Greer, 81, of R.R. 1, City View died in Civic Hospital Sunday of multiple injuries and shock sustained Saturday when a C.N.R. freight train demolished his car at Bells Corners.

Two young girls, passengers in the car, ordered out by the driver, escaped injury. They were: Jean Greer, 10, daughter of Mr. and Mrs. Gordon Greer, City View, a granddaughter of the deceased; and Brenda Stapledon, 9, daughter of Mr. and Mrs. Maynard Stapledon, also of City View.

Mr. Greer was driving north along the 4th concession road and, as he crossed the railway tracks, the car stalled.

Relatives said Mr. Greer saw the train when he reached the tracks and applied the brakes. The car stalled.

He ordered the two youngsters, who were in the back seat, to get out of the car.

The girls scrambled to safety and called to Mr. Greer to leave the car.

Tried To Save Car

As the train bore down on the vehicle, Mr. Greer made two frantic, unsuccessful efforts to start the automobile.

Then, too late, he opened the car door and started to get out.

The freight train struck the car, demolishing it and Mr. Greer was thrown to the ground, suffering multiple injuries.

The accident happened just after 5 p.m., Saturday and Mr. Greer was taken to the Civic Hospital for emergency treatment. He died early Sunday morning.

The train involved was a freight travelling from Barrys Bay to Ottawa. The engineer was Daniel McCarthy, 82 Clegg Street and the conductor was Russell Conly, 382 Frank Street.

Dr. W. T. Sherriff, coroner, viewed the body. No decision has been made as to whether an inquest will be held.

10/09/1955

Ottawa Citizen

Lachute

Escapes Unhurt When His Truck Upset By Train

A collision between a truck and a train Friday afternoon in Hull resulted in no injury to the trucker and little damage to his vehicle, which was toppled on its side.

The truck, driven by Rene Pelletier, 45, of Gatineau Point, was crossing the tracks across the side road leading from the claypit of the Canada Cement Company.

It was struck by a CPR freight which was travelling slowly. Conductor of the train was J. A. Brabant, Montreal, and R. Lamothe, Montreal, was engineer.

The impact threw the truck off the track onto its side. Pelletier, who got out by climbing across the cab to open the opposite door, was unhurt except for a shaking-up.

17/10/1955

Ottawa Citizen

Winchester

Riviere Beaudette

City Typist Describes Close Escape

Jacqueline Carriere, a passenger in the car which derailed the Toronto-Montreal express train at Riviere Beaudette last night told The Citizen today that she and her two companions had no time to warn the train to slow down and that the collision occurred when the train was travelling nearly full speed.

Miss Carriere, 24, a typist for an insurance firm here, said she was "just going for a drive yesterday with Gerald Sincennes, 25, of 89 Marier Road, Eastview, and Fernand Parent, 26, of 137 Beechwood Avenue. The trio started the drive in Ottawa, had been through Hawkesbury and were swinging back to Ottawa after visiting friends.

The car "just stopped on the tracks," she said. The girl did not remember whether it had stalled or run out of gas, and the shock of her narrow escape obviously was still obscuring technical details.

She told The Citizen that when the vehicle would not go, she and Parent tried to push it but the train was roaring down on the crossing and the trio just had time to get out of the way.

They stayed at the scene until midnight she said, then telephoned Sincennes' brother Aldege in Cornwall to come down to the scene and take them back to Cornwall. They returned to Ottawa this morning.

Miss Carriere said she remembered the crossing was lighted and that there was a warning sign there.

Express Slams Eastview Car, Occupants Escape, 40 Injured

Call It Miracle No One Injured

RIVIERE BEAUDETTE, Que. (CP) A highballing Toronto-to-Montreal passenger train smashed into a stalled car at a level crossing here Sunday night and sent nine cars spewing crazily off the track.

The auto was occupied by two ex-servicemen from Ottawa and Eastview and an Ottawa girl. They were Gerald Sincennes, 25, of 89 Marier Road, Eastview; Fernand Parent, 26, of 137 Beechwood, and Jacqueline Carriere, 24, of 97 O'Connor Street. All escaped uninjured when they leaped into a ditch as the train hit. Provincial police estimated the number of injured at 40 but only about half of these required hospital treatment. Eight were detained in hospital at Valleyfield, Que., and another two at Cornwall, Ont.

Hack Way Free with Axes

Passengers who hacked their way out of overturned coaches with axes agreed it was "a miracle" that no one was killed. One car overturned completely and came to rest on its roof. Another crashed on its side while the other seven teetered at weird angles beside the track.

Gilles Bourbonnais, 52-year-old police constable of this village three miles east of the Ontario border, pulled six persons out of the wreckage after smashing through a window.

The train pool No. six left Toronto at 4 p.m. and was due at Montreal at 10.15 p.m. Among its passengers were several McGill University students and five football players returning from the Saturday game against Toronto Varsity.

They said the accident came as "a series of jolts. Then, we looked out and saw nine cars derailed."

The students were seated in two of the six cars that remained upright after the crash. The engine also held to the track, grinding to a stop more than a half-mile away from the crash.

The three occupants of the car jumped clear before the train struck.

Sincennes told police he was driving from Montreal. He drove slowly as he neared the track and his car stalled just as it reached the crest of the small incline.

Tried To Push

He looked out and saw the train approaching about a mile away. Sincennes and the other two occupants of the car Parent and Jacqueline Carriere, his fiancée—tried to push the vehicle across the track but were unable to budge it.

The impact was so great that part of the car remained pasted to the front of the locomotive when it came to a stop. Some 300 yards of track were uprooted as the cars wavered and then plunged off.

Five coaches, a baggage car, two parlor cars and one diner were derailed. Passengers in the two coaches nearest the front bore the brunt of the impact as the cars flipped over.

Police said a number of passengers were treated on the spot for cuts and bruises by the local druggist, who was called to the scene with first-aid supplies. They were then loaded aboard a special fleet of buses for Montreal.

Driver tells how trio missed death

By Norma Campbell Citizen Staff Writer

Gerald Sincennes, 25, of 89 Marier Road, Eastview, said to day that the engine of his 1949 automobile stalled just as the warning signals started to operate on the CNR crossing at Riviere Beaudette.

Still suffering from shock, Sincennes said that it was not until two hours after the crash that he was able to realize that his friends Jacqueline Carriere, 24, and Fernand Parent, 26, both in the front seat of the car with him, were still alive.

Sincennes expressed gratitude that there was not a high toll in the wreck of the fast Toronto-Montreal passenger train which struck his car.

Two In Hospital

Two Ottawa district people are in hospital. Marvin Place, Prescott, and Jean MacGillivray, Cornwall, were among the 40 hurt.

Sincennes and his friends missed death only by seconds in the unhappy ending to a Sunday afternoon drive.

The three had just left the home of a friend, just near the crossing. As the car got onto the tracks, it stalled.

"Just then the signal started," he said. Parent got out and tried to shove the car backward but it appeared to be locked. The two men then realized that it was a fast train and there would be no chance for it to stop in time.

Girl "Frozen"

"I yelled to the two of them to get out," Parent said today. "Gerard realized he couldn't pull the girl under the wheel and out the driver's door. She was just frozen, "I reached in the door where I had been sitting and literally pulled her out and threw her into the ditch. It was about four feet away. I went in after her. Just as I did so a great piece of something or other missed my head by inches."

Parent thought the whole episode took hardly a minute.

Today Miss Carriere is still suffering considerably from shock.

Five Remain In Hospital After Wreck

MONTREAL (CP) Five persons remained in hospital today as a result of the derailment Sunday of nine cars of a CPR- CNR pool train at Riviere Beaudette, Que., 45 miles southwest of Montreal.

Seven of the 12 passengers admitted to hospital have been released. Hospital authorities in Cornwall, Valleyfield, and Montreal said the condition of the remaining patients is good.

Car Damaged In Brush With Locomotive

A car driven by John S. Partingdon, 41, of 29 Ivy Avenue, got off with light damage in a brush with a CNR locomotive at the Hurdmans Bridge crossing early this morning.

He told police that he was travelling south on Riverside Drive and slammed on his brakes to stop inches away from a shunting freight train.

Three cars rolled by without as much as scratching the auto, when it was caught by a projection from the backing locomotive. Damage to the car was estimated at \$150. Mr. Partingdon escaped unhurt.

The engine was in charge of Kenneth MacDonald, of 272 Byron Avenue.

Father, Son Escape As Car Hits Train

IROQUOIS (Special) Two persons, a father and his infant son, escaped serious injury Saturday night in a car-train crash at the Carman Road crossing at Iroquois.

George Fowler of RR2, Iroquois, was travelling north on the Carman Road with his five-months-old son, John, as a passenger in his car when it slid into the side of a west-bound freight train at the crossing about 7 30 p.m.

Both Mr. Fowler and his son were shaken up but did not require hospital treatment. The car was badly damaged.

The car driver saw the train as it approached the crossing, applied his breaks but, because of a thin film of slippery snow on the road, the car slid into the locomotive. The steps of the locomotive caught the front of the car. The train went on for a short distance and the first freight car caught the front of the auto again.

Fortunately for the car's two occupants, the train was travelling slowly at the time.

Constable Eric Zalman of the Morisburg [sic] detachment of the Ontario Provincial Police investigated.

25/11/1955 *Ottawa Citizen*

*Sussex Street*

*Walkley Road*

Train Hits Auto

Damage of about \$150 resulted last evening, when a backing freight car brushed against an auto at the Walkley Road level crossing. The car was driven by Jack Forget, of Metcalfe, Ont., and was travelling west. The CPR freight was backing up at a low rate of speed, Const. Warner Dowd reported.

26/11/1955 *Ottawa Citizen*

*Chalk River*

*Pembroke*

Truck Plows Into Train, Driver Unhurt

PEMBROKE (Staff) A Pembroke man escaped injury about noon yesterday when the truck he was driving plowed into the side of a CPR passenger train on a Petawawa Township road, eight miles west of here.

Andrew Tytler, 273 Dickson Street, told police he was travelling north and slid into the side of the train when he was unable to stop on the icy road. The train Local No. 555, was westbound towards Petawawa at the time of the accident.

The front end of the delivery truck was heavily wrecked. Police estimate damage at \$800. Damage caused to the train was about \$100.

The accident was investigated by Constable I. M. Milner of the Pembroke detachment of the O P P.

30/11/1955 *Ottawa Citizen*

*Carleton Place*

*Holland Avenue*

Acquit Driver After Auto Crashes Train

A motorist whose car was wrecked by a Pembroke-Ottawa passenger train was acquitted of a careless driving charge in City Court this morning.

Marcel Landey, the driver, escaped with slight injuries in the Nov. 4 crash at the level crossing near the intersection of Scott Street and Holland Avenue. His auto was almost a total loss.

Mr. Landey, of 879 Duberry Avenue, told Magistrate Glenn E. Strike his view of the tracks was obscured by a line of parked boxcars. He said he looked but saw no sign of an approaching train.

Train engineer James McCurrie, 285 Bayswater Avenue, said he blew his whistle and sounded his bell while coming to the crossing. However, Landey testified he heard nothing before the locomotive smashed into his auto.

13/12/1955 *Ottawa Citizen*

*Winchester*

*Green Valley*

Obedient Railway Signal; Train Didn't. Car Ruined

ALEXANDRIA (Special) Rolland Cholette, Alexandria, won't trust railway crossing wigwags anymore. But he did on Monday. As a result his 1955 Lincoln is a complete wreck.

Obediently he stopped at the Green Valley crossing on Highway 34 as the wigwag signalled the approach of a train on the CPR mainline.

As soon as the train, which was shunting on a siding, passed by, the wigwag stopped swinging. Mr. Cholette started forward right into the path of a freight car which had come off the train and was rolling after it.

Although the automobile was wrecked, no one was injured. Mr. Cholette was driving with his son, Ronald, and Miss Michelien Rouette, on the way back from Cornwall, where the car had been in a garage for repairs.

OPP Constables Ross McMartin and Corporal J. P. Laperriere of Lancaster investigated the incident.

16/12/1955 *Ottawa Citizen*

*Prescott*

Driver Hurt, Car Wrecked in Train-Auto Collision

A youthful driver was injured and his car smashed to wreckage late yesterday afternoon when it skidded into the path of a CPR freight train at the level crossing on the Prescott Highway, near the Dominion Experimental Farm.

There is no automatic signal or gate at the crossing.

The motorist, Ernest Crowder, 17, of 1393 Bank Street, was admitted to Civic Hospital for treatment of a fracture of his left leg, a torn ear, facial injuries, and shock suffered in the crash.

Slippery Roads

Slippery road conditions were blamed for the accident.

Police were told the motorist had been travelling east, downhill toward the crossing, and he noticed the approaching train just after he rounded the sharp curve on the highway.

He said that he applied his brakes, but his car slid along the road, picking up speed after he had stepped on the brakes. [sic]

The slow-moving southbound freight train rammed the center of the car driving it a distance of 175 feet along the CPR right-of-way.

Mr. Crowder was pinned between the seat and the panel of the car when it was crushed by the train. Two policemen pried him out of the automobile before he could be removed to hospital.

The auto, valued at about \$1,000, was reduced to a mass of twisted metal as a result of the impact.

Engineer of the train, John Simpson, of 183 Armstrong Street, told Constable George Beshara that he had been travelling at a speed of about 10 miles an hour as he approached the crossing.

Couldn't Stop

The locomotive was thrown into reverse when the car was spotted, about 75 feet from the crossing, but the train could not stop in time to avoid the accident, police were told.

Heavy supertime traffic, already snarled by poor weather conditions, came to a complete stop for more than a quarter of an hour as a result of the accident.

Hundreds of civil servants pouring from the government buildings in the area were delayed until traffic was permitted to resume across the-tracks.

Motor cars on the FDC Driveway, Preston Street, and the Prescott Highway were backed tip for almost a mile in each direction.

The wrecked automobile was not towed away until the mass of traffic had cleared the spot.

Constable Beshara investigated the accident, assisted by Constable Ed. Paul who directed the traffic at the scene.

20/12/1955 *Ottawa Citizen*

*Chalk River*

*Pembroke*

Escape Death

PEMBROKE (Staff) A Pembroke district man had a close brush with death and a truck was reduced to a total loss in a truck-train collision here last night.

Rushed to hospital where he was found to be suffering only from lacerations to the head and bruises to his chest and hip was Otto Amberger, RR 6, Pembroke.

Police said that Amberger's truck was struck by an east-bound CPR train at a level crossing on Forced Road.

Mr. Amberger was thrown clear by the impact and landed about 150 feet east of the crossing.

21/12/1955 *Ottawa Citizen*

*Lachute*

*Thurso*

Train Wrecks Truck Of Pulp

THURSO, Que. (Special) Arthur Labelle, of R.R. No. 2, Thurso, escaped with a shaking up when his truck loaded with pulpwood was smashed by a Montreal-to-Ottawa CPR passenger train at noon Tuesday. The train was held up about half an hour while the wrecked truck and spilled pulpwood were removed from the track.

**Three Escape When Truck And Train Hit**

ARNPRIOR (Special) Three members of the construction crew of the Corporation of Arn-prior had a narrow escape when the nine-ton truck in, which they were driving piled into a westbound extra freight, at the Canadian National Railways John Street level crossing about five p.m. yesterday.

The driver of the vehicle was Gerald Frivalt and with him were Gerald Nicholas and William Nicholas, all town employes. The men apparently saw the oncoming train even though vision is poor at this point. Brakes were applied but on the icy road the truck slid into the train and was carried some 120 feet west along the right of way. The occupants of the truck were shaken up but otherwise escaped injury. Damage to the truck was estimated at one thousand dollars. Constable Gilliam McCuen of the Arnprior detachment, Ontario Provincial .Police, investigated. Train crew members were Conductor James Grant, Barrys Bay, Engineer James Dodd, Fireman G. McElcoy, both of Ottawa.

Dead on arrival at Barry's Bay was Raymond Gutoskie, 36, of Barry's Bay, driver of the car which was struck by a CNR way-freight.

Injured were three other Barry's Bay men: Bronas Kuiack, 32; Emard Kutchoskie, 23. and Bernard Kutchoskie, 63. Mr. Muiack suffered possible fractured shoulder while the two Kutchoskles suffered from bruises and shock.

The accident occurred on a county road between Highways 60 and 62.

The train was travelling west and the car south. Survivors told police they had not heard the train whistle but had seen the headlight of the engine. They said the driver applied the brakes but slid into the side of the locomotive.

**Brand New Car**

The car, a 1956 model, had 57 miles registered on the speedometer.

The train was in charge of ;Engineer Daniel McCarthy. 82 Clegg Street. Ottawa, and Conductor Russell Conley, 332 Frank Street. Ottawa.

Coroner Dr. L. J. Mulvihill, Renfrew, was called and an inquest was ordered.

Investigation is being conducted by Constables J. E. Grubb and Norm Waslyk of the Ontario Provincial Police. Killaloe.

**Auto Slides Into Train**

Three persons escaped serious injury when the car in which they were travelling slid into a slow-moving freight train at the CPR-Charlevoix Street crossing in Eastview about 5,20 p.m. on Sunday.

One passenger in the car, Mrs. Claude Donaldson, of 217 Eastern Drive, suffered bruises and shock. She was treated at St. Louis Marie Montfort Hospital but not admitted.

The car, driven by Simone Caouette of 85 Vaughan Street, was travelling south-east on Charlevoix Street when the driver saw the approaching train, travelling north-west, too late to avoid sliding into it. Damage to the car was about. \$300.

Neither Miss Caouette nor a second passenger. Joseph Hurtubise of 85 Vaughan Street, suffered injury.

Police reported that M. Zarkonski of 18 Armstrong Street was the conductor of the train.

Eastview Constable Oscar Bussiere investigated.

**Car Struck By Freight, Two Killed**

INKERMAN (Staff) , Two men were killed instantly at 10 am. today when their early model car was struck by a fast-travelling CPR diesel freight at the station here and carried more than half-a-mile down the right-of-way.

The victims are 65-year-old Colin Wyatt, of Mountain Station, and James Carter, 19, of Iroquois.

An eye-witness, Bernice Allison, of Inkerman, who was loading grain at a siding less than 200 feet from the scene of the tragedy, said the two occupants of the car seemed to be frozen with fear as their car stalled on the tracks.

**Long Blasts**

He said the train's whistle blew long blasts for close to half a minute before the crash but the two victims didn't move.

"I yelled at them too, trying to get them to jump out. They didn't hear me. They were just frozen in their seat," Allison said.

The car was northbound on County Road No. 6 and was approaching the station where Wyatt was to meet his son, Cpl. Lawrence Wyatt, coming in from Petawawa military camp.

The freight, travelling east at the time, hit the car with such impact that parts of the vehicle were welded to the nose of the locomotive. The car was a complete wreck.

**Engaged**

Carter, a rating in the Royal Canadian Navy, was home for the holidays. He was engaged to be married to Wyatt's daughter, Shirley, and had spent a few days at the Wyatt home.

Mr. Wyatt was thrown from the car by the force of the impact but rescuers had to use acetylene torches to pry Carter's body out of the vehicle.

The young man was the son of Mr. and Mrs. Clarence Carter of Iroquois.

**40 Miles An Hour**

Lucien Nadeau, of Smiths Falls, engineer on the train, said the freight was roiling at about 40 miles per hour at the time of the accident. The train conductor was G. Baxter also of Smiths Falls.

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