

Local Railway Items from Area Papers - 1961

05/01/1961

Ottawa Citizen

Kingston (CN)

Maitland

\$ Million Job Hit By Strike

BROCKVILLE (Special)-Construction of the giant \$17,000,000 Brockville Chemical Limited plant eight miles east of Brockville has been slowed by a sit-down strike of approximately 150 plumbers, pipefitters and their apprentices.

The men are striking for weekly travel and board allowances which already have been granted to Kingston members of local 221, United Association of Plumbers and Fitters. The Kingston members receive from \$16 to \$17 daily travel and board allowances as a result of a December arbitration board award, but workers living in Brockville, Prescott or elsewhere do not get these benefits.

Because the award was made by an arbitration board, today's strike is illegal in the opinion of the union's manager, Kenneth Hulse, of Kingston.

11/01/1961

Ottawa Citizen

Prescott

Survives Car-Train Collision

A 21-year-old Carleton University student narrowly escaped death when a CPR freight train demolished his car at the crossing on the access road to the university, just west of Bronson Avenue.

Murray James Hill, son of Mr. and Mrs. Harry Hill, of 22 Find-lay Avenue, was admitted to Civic Hospital with severe chest and spinal injuries, a leg gash, multiple cuts and bruises.

Police said the train smashed into the car about 5.30 p.m., hurtling the auto 90 feet down the tracks. The Hill car was travelling west on the access road and the Ottawa-to-Montreal freight was heading south, according to police.

Conductor of the train, James Tracey, of 2276 Hillary Avenue, said he saw the car before the collision but there was no time to avoid the crash. Engineer of the freight was Raymond Couture, 45, of Montreal.

Mr. Hill was on his way to a night class at the university. He was rushed to hospital in Exclusive Ambulance. The 1954 auto he was driving was left a total wreck.

Warning Sign

There are street lights on either side of the crossing but no wig-wag signal at the point. A sign at the approach to the tracks reads in bold letters: "Warning Private Crossing, Persons Using This Crossing Do So At Their Own Risk."

Ottawa Police Const. Keith Anderson investigated.

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.

19/01/1961

Ottawa Citizen

Lachute

Gatineau

Driver Hurt As Truck Hits Train

Marcel Cousineau, 30, of 12 Champlain Street, Gatineau Point, escaped serious injury when his delivery truck crashed into a freight train at Gatineau Point yesterday at noon. He suffered shock and minor injuries.

Mr. Cousineau, who is employed as a driver for the Cote IGA Store, told police he applied his brakes when he saw the train approaching, but it was too late. His truck crashed into the fourth rail car and then landed in a ditch.

Mr. Cousineau was rushed to Sacred Heart Hospital in Hull in the police car. His condition is not serious. The truck was badly damaged.

Ruling May Lower Trains Crossing Speed

Act Sets Limit At 10 MPH

By Wilf Bell and David McWilliam Citizen Staff Writers

An Ontario - Supreme Court finding on a level-crossing accident in Ottawa may have a major impact on train speeds across the country.

A six-man jury has found the Canadian National Railways and one of its engineers 80 percent responsible for a level-crossing accident at the Smyth Road because of excessive speed.

Violated Act

The jury found Engineer Maurice Gaffney had violated provisions of the Railway Act which call for speeds not to exceed 10 miles per hour in "thickly-peopled portions" of cities.

An official of the Board of Transport Commissioners said this morning the board "has never interpreted the act in this way

"The railways won't let it rest there," he said. "This will have a serious impact on train operations across the country."

The Board of Transport Commissioners said that the decision was a completely "new interpretation" of the act and that it would likely bring an immediate appeal by the railways.

If the railways fail to appeal and if this ruling is upheld it will most certainly have an affect on the speed limit of trains throughout Canada.

Decision Welcomed

Aid. Murray Heit, chairman of the city's Train Speed Committee, who in the past has strenuously objected to excessive train speeds through the city, welcomed the decision of the jury.

"In the light of this decision," said Aid. Heit, "we will have a new look at the whole situation here in Ottawa."

The accident occurred February 19, 1960, when a CNR Budd car from Barrys Bay hit and demolished a car owned by Dr. Alfred Crook, 1527 Kilborn Avenue.

Dr. Crook said in evidence he was driving west on the Smyth Road when he was stopped by a long line of traffic right on top of the intersecting CNR tracks.

"The jury feels that on the day of the accident the speed was excessive," it said in reply to the questions of fact submitted for its decision by Mr. Justice Spence.

No Speed Limit

There is no general speed limit prescribed by Canadian law. The Board of Transport Commissioners may, however, fix a speed limit under certain circumstances.

Recently an Ottawa city appeal to the Board to reduce train speeds was rejected, and the limit of 45 miles per hour for passenger trains, and 35 miles for freight trains was upheld.

Section 312, sub section 1, Clause (b) of the Dominion Railway Act states: "No train shall pass at a speed greater than 10 miles per hour over any highway crossing at rail level in any thickly-people portion of any city or village. . . . Unless permission is given by some regulation or order of the Board (The Board of Transport Commissioners).

The plaintiff's damages were assessed at \$1,642.

The jury found that the Smyth Road was a thickly-peopled portion of Ottawa.

The jury also said the "CNR was negligent in that they would allow their roadbed at the Smyth Road crossing to become so rutted . . . rendering it impossible to move said car not even by pushing. . . . Had this been done, the accident in all probability would not have happened."

Evidence was given that Dr. Crook and two friends tried to push the car off the tracks but could not do it.

The plaintiff was represented by Beament, Fyfe, Ault and Hutton. Appearing for the defendants was E. M. Lane, of Toronto.

Maxville Man Killed

MAXVILLE (Special) Philip Michaud, 63, of this small community 30 miles north of Cornwall, was killed instantly in a car-train collision last night.

Mr. Michaud's car, a 1960 small sedan, was struck, by the engine of the CNR's "Supercontinental" passenger train about 6.30 p.m. at a level crossing which passes through the town.

He was no more than a five minute drive from his home.

The train consisting of 10 passenger cars and three diesel engines struck the front of the car, and carried it three-quarters of a mile west along the tracks spewing wreckage in its wake, police said.

Mr. Michaud, a painter, was alone in the car. He had just taken his wife, Annie, 58, to the village bus stop and was on his way home when the accident happened.

Eye-witnesses said that the wig-wag signal at the crossing was working at the time of the accident. It was not working after the accident because it was probably hit by a flying piece of the car, police said.

Police. estimated the speed of the train between 60 and 80 miles per hours.

Police thought that Mr. Michaud was thrown clear of his car, but in front of the train, and run over.

Constable Neil Brush of the Maxville detachment of the OPP investigated.

Tank Busters

Tower demolition end of an era

The felling of a 100,000 gallon water tower at the new Canadian National Railway Station Monday marked the end of an era in railroading.

The tower was the last visible reminder of the age of the steam driven locomotive.

It has been empty a long time. It's last gallons were used up years ago when the CNR switched from steam to diesel locomotives. The "pufferbillies" have long since vanished to the scrap yards where they sit gathering rust awaiting their turn to become a victim of the cutting torch.

Jack Gallant of Cornwall was in charge of demolishing the tower and was assisted by Mark Fielding and Gerard Fontaine.

The work is not new to Jack Gallant as was revealed in an interview.

"This past summer I took down 19 of them," he said.

More recently he has taken down the tower at the old CNR station.

Other towers which were victims of his cutting torch include the one at Morrisburg and three others at St. Anne de Bellevue, Ste, Hyacinthe and Sherbrooke, Quebec.

Asked how he went about demolishing these relics of a by-gone age Mr. Gallant replied that most of the time he cut illegible and let the tower fall in a predetermined area.

This is the method he used at the new station.

The tower at the old railway station posed a problem however, and could not be brought down in the conventional way. Here a maze of telegraph and electrical wires ran close to the tower.

To cut its supports and allow it to fall would probably have severed many of these wires. Therefore it had to be taken down piecemeal.

Following demolition of the tower, steel is cut into smaller pieces and shipped out to the scrap yard.

For those who became attached to the steam locomotive, the disappearance of the water towers is the "end of the line," and the coming generations will probably never know what a steam locomotive was, unless they dig up some old magazines on railroading when the "pufferbilly" was in its glory.

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."

15/02/1961 *Ottawa Citizen* *Carleton Place* *Ottawa West*

No Thanks from Mother

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.

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

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

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

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

16/02/1961 *Ottawa Citizen* *Montreal and Ottawa* *Navan*

Navan Man Hit By Train

NAVAN (Special) Percy Smith, 46-year-old Navan farmer, suffered a possible skull fracture in a train-car collision at a level crossing here today.

He was rushed to St. Louis Marie de Montfort hospital where, after examination he was immediately transferred to Ottawa General.

The accident occurred at 10.30 a.m. at a level crossing 100 yards west of the Navan station. Mr. Smith was alone in the auto which was wrecked in the collision with a CPR westbound passenger train.

16/02/1961 *Ottawa Citizen* *Carleton Place* *McEwen Road*

Jury Urges Crossing Protection

A coroner's jury last night recommended that all railway crossings in the city be protected with mechanical warning devices.

Meanwhile it urged that stop signs be erected at all unprotected crossings.

The jury was inquiring into the death of George Edward Stead, 77, of 60 McEwen Avenue, whose car was hit by a westbound train at the McEwen Avenue CPR crossing December 30.

Also killed in the crash were his wife, Ethel, 66, and their two foster children Gerald Davis, 11, and Robert Falls, 10.

No Blame

The jury offered no explanation for the accident, which occurred at an unprotected crossing around 11 a.m. However, it cleared the train crew of any blame, noting that the crew had taken "all possible precautions".

Fireman Willbert Nevins said the car approached the crossing slowly, as if it were about to stop. When it failed to do so, engineer Stanley Patterson vainly applied the train's emergency brake.

Mr. Sleed was hurled from the car by the crash. Like his three passengers he died instantly.

Helpless Motorist Sees Train Demolish His Car

CARLSBAD SPRINGS (Staff) - A Carlsbad Springs motorist was forced to stand by and see his car demolished when it was struck by an Ottawa-to-Montreal CNR diesel train here Saturday night Carlsbad Springs is 15 miles east of Ottawa.

Police said the car became stuck on the tracks after sliding off the boards between the rails at the level crossing in the town. The owner, Joseph Edward Phillips, 43, of Carlsbad Springs, and three other men who were passing by at the time, tried to push the vehicle off the tracks but failed to do so. When they heard the train coming, they left the stranded car and the diesel engine smashed into it, knocking it nearly 50 feet.

No one was injured in the smash, which occurred at 9.40 p.m.

When the engine struck Mr. Phillips' car it was hurled through the air and struck the rear of a car owned by Lucien Carriere, 40, of RR1, Carlsbad Springs, who was one of the men who tried to push Mr. Phillips' car off the tracks. Mr. Carriere, who saw Mr. Phillips attempting to get his vehicle off the tracks, parked his own auto about 59 feet away from the scene of the crash.

On Icy Road

The approach to the scene of the crash is at the top of a hill. Police said Mr. Carriere had reached the top of the icy hill but then his car skidded off to one side of the boards between the rails. It was then that the front wheels of his car became stuck between the rails.

Police did not identify the two other passersby who tried to help Mr. Phillips and Mr. Carriere push the car off the tracks. Police reported that the train was travelling between 65 and 70 miles an hour when it struck the car. The engineer on the train was W. Breeze, of Montreal, and the conductor was D. Jodoin, also of Montreal.

The train was delayed for about half an hour.

Constables Bill Brown and Ronald Logan, of the Gloucester-Nepean police force, investigated.

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.

13/03/1961 *Ottawa Citizen**Lachute***One Hurt When Train Hits Car**

One man was injured and two others escaped unhurt when an automobile was struck by a Montreal-bound CPR dayliner at the Main Street crossing in Gatineau at 1.52 p.m. Saturday.

Rheal Leare, 29, of 296 St. Andre Street, Gatineau, suffered head and leg injuries, but authorities at Notre Dame Hospital said on Sunday that his condition was not serious.

15/03/1961 *Ottawa Citizen**Prescott**Young Street***Two Escape Train-Car Collision**

A 37-year-old man and his male passenger escaped with a scare and a shaking up when their car was in collision with a slow moving freight train at Railway and Young Streets at 10.35 a.m. Monday. Joseph Koziolk of 46 Hamilton Avenue told police he was driving east on Young Street and did not see the southbound CPR freight train. Damage to the car was estimated at \$300.

Police said the train was travelling at about six miles an hour and the locomotive bell was operating. There is no wig-wag or signal light at the level crossing. The passenger was not identified. Const Robert V. L. Hams investigated.

18/03/1961 *Ottawa Citizen**Lachute**Gatineau*

A level crossing crash near Gatineau took the lives of two men at 1.15 p.m. yesterday, bringing the 24-hour total of violent deaths in the Hull area to four. There have been 44 deaths in the Ottawa-Hull district since January 1.

The Dead

Thomas McGovern, 56, of 38 Cypress Street, Gatineau, an employe of the Canadian International Paper Company.

Orville Prudhomme, 27, of R.R. 1, Gatineau, a farm hand on the farm of James Horan at Quinville.

When their car went out of control on the Aylmer Road near Connaught Park Raceway at 2 a.m. Friday, two Ottawa men were killed instantly.

Struck By Train

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

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

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

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

The train was in charge of Conductor Stanislas Gravelle, 6226 Clarke Street, Montreal, and the engineer was Harry Day, 60, 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 his emergency brakes, but it was impossible to halt the train.

Raoul Touchette, of 124 Vercheres Street, Gatineau, and Mrs. Ian McLean, of The Seignior Club, Montebello, were passing in cars at the time, and both saw the Prudhomme auto as it turned north from Highway No. 8.

They said the car continued onto the crossing without stopping, its occupants apparently unaware of the approaching train.

Coroner Dr. Jean Lorrain, of Ste. Rose de Lima, opened, an inquest, but adjourned the hearing pending completion of the police investigation.

18/03/1961 Ottawa Citizen

Lachute

Gatineau

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

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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.

05/04/1961 Ottawa Citizen

Kingston (CN)

Maitland

Mr. Forster also announced that another subsidiary the Brockville plant of Brockville Chemicals Ltd. is to start production this month.

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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17/05/1961 Ottawa Citizen

Chalk River

Snedden

Three Almonte Residents Are Killed As Freight Train Rams Into Truck

By Doug James Citizen Correspondent

ALMONTE (Special) - Three members of a well-known Almonte family died last night after a CPR diesel demolished their small truck at a level-crossing two miles north of here.

Dead are: Robert (Bob) McPhail, 61, a farmer at RR3 Almonte; Mr. Kenneth McPhail, 28, same address, an employee at Simpsons-Sears Ltd. in Ottawa; and leave five young children.

Police said the accident happened about 7 p.m. as the McPhail half-ton pickup truck driven by the elder Mr. McPhail crossed railway tracks over the gravelled private lane leading into the family farm.

The late model vehicle was dragged 1,500 feet and ripped to pieces by the long freight train.

Mr. McPhail is believed to have driven to Almonte to pick up his daughter-in-law, who works at the C. J. Newton law firm, and his son who takes a train from his Ottawa job. The elder McPhail was seen with the young mother when they stopped at Irvial Motors Service Station a short time before the accident. It is believed the couple picked up Kenneth and started home.

Hit "Dead Centre"

The victims had just turned off the 10th Line of Ramsay Township heading east when the northbound CPR freight train smashed into the truck "dead centre," according to police. The Mc-Phails died within minutes of the impact.

Engineer of the train was Wilfred Mogan, 39, of 32 Condie Street, Smiths Falls, and Maurice Fagan, 47, of 132 Main Street East, Smiths Falls, was conductor. The train, No. 911, was bound from Smiths Falls to North Bay.

Dr. J. K. King, Almonte, was called to the scene. Coroner Dr. A. A. Metcalfe examined the bodies and said an inquest will be held.

The victims were taken to Kerry Funeral Home, Almonte.

No Witnesses

Visibility at the fatal crossing is good. There were no witnesses to the collision. Traffic on the 10th Line was delayed an hour and a half.

Three Die In Car, Train Accident

SNEDDEN (CP)-Three members of one family were killed Tuesday evening in a level-crossing accident in this tiny village 30 miles west of Ottawa.

Dead are Kenneth McPhail and his wife Georgette, both in their 20s and Mr. McPhail's father, Robert, in his 60s.

Mr. and Mrs. McPhail both work in the nearby village of Almonte and were being driven home by Mr. McPhail's father when their car collided with a CPR westbound freight from Smiths Falls.

The younger McPhails have five children at home

Jury clears train crew of 3 deaths.

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

The three died at the scene.

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

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Youngster Had Plenty Of Time To Avoid Engine

By Wilf Bell Citizen Staff Writer

A railway overpass used as a thoroughfare almost became death trap for a nine-year-old Hull boy yesterday.

Daniel Belair, son of Mr. and Mrs. Gerard Belair of 152 St. Laurent Street, is in Sacred Heart Hospital in serious condition after being struck by a CPR diesel engine on the Laval Street overpass.

The boy, with two companions, was walking along the tracks. Although the Belair child apparently saw the train in time to get off the tracks, he misjudged the distance and was struck on the right side of the face by the left front of the engine.

The boy's parents said he had left for Gauvin School. But instead he went to the tracks to play.

"He had never gone down to the tracks before," said Daniel's distressed father. "He was always warned to be careful."

Playing along the tracks with him at the time were Louis Phillippe Roy, seven-year-old, son of Mr. and Mrs. Remi Roy of 153. Laval Street, and Richard Cabana, nine-year-old son of Mr. and Mrs. Francois Cabana of 576 Florent Street.

'Attracted to the Train'

Engineer George Lallier of 6589 De La Roche Street, Montreal, said he saw the boys but thought they were clear of the train. He said he blew the whistle but the child "seemed attracted" to the train.

Mr. Lallier told police he was travelling at eight miles an hour at the time. Police said the train stopped 410 feet farther down the track.

The Belair boy was thrown 15 feet by the impact. He lay head down on the sloping bank of the approaches to the overpass in the trough of a narrow footpath.

Wilfrid Dompierre, who lives at nearby 142 Laval St., said he saw the train slow down as it crossed the overpass.

"I knew something must have happened," he said. "I had seen children playing on the tracks, but didn't see the accident."

Mr. Dompierre said when he arrived at the scene, the child was still lying beside the track. He said a number of years ago a child had been killed by a train at the same spot.

Mrs. Juliette Gunner of 42 St. Helene St. said she had seen the three little boys minutes before "pushing each other on the The Train track" as they passed her house. She said the track is often used by both children and adults as a short cut.

Benjamin Nagy, who operates a garage next to the overpass, said he had seen as many as "10 youngsters on the overpass at one time."

"There's a playground just up the street," he said "but they seem to prefer the railroad track."

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.

Alan K. Hay, National Capital Commission chairman, announced government approval for the project at a press conference this morning.

The NCC, in due course, will secure a considerable drawback in grants from the Railway Grade Crossing Fund, operated under the Board of Transport Commissioners for Canada.

The CPR Prescott railway line will be the one remaining railway line crossing to the Hull side of the Ottawa River, by the Prince of Wales Bridge, near the city filtration plant on Lemieux Island. The line is necessary to provide a link with industries in Hull and the so-called North Shore railway lines to Montreal.

Depression of the CPR Prescott line is an important part of the NCC overall \$12,000,000 National Capital railway relocation program, to be completed by 1965.

The overall railway relocation plan will result in a spectacular reduction in the number of railway level crossings in the metropolitan area and construction of a new \$5,000,000 Union Station in the Hurdman's Bridge area just off the Queensway.

New freight yards and freight sheds will be provided for both CNR and CPR companies in the Alta Vista and Walkley Road areas.

C. C. Parker Associates of Hamilton will prepare detailed plans for new depressed construction of the CPR Prescott line.

J. L. McQuarrie, NCC railway consultant, will co-operate on the plans.

Elevation of the CPR Prescott line, using embankments, and bridge overpasses for the railway line, would have cost \$1,-000,000 less than the tunnel-open cut construction plan.

However, the NCC and the government felt the greater expense was warranted in the public interest and future development of the area concerned.

Happy With News

"We are very happy about this decision," President A. Davidson Dunton said this morning, commenting on news that the CPR Prescott railway line that runs through Carleton University's campus will be depressed into an open cut.

"We'd much rather have the line depressed than raised up on an embankment. We've been hoping for this move for some time."

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

03/07/1961 Ottawa Citizen Renfrew

Final Run Of Train To Barrys Bay

The CNR passenger train between Ottawa and Barrys Bay made its last run Friday. It left Ottawa Union Station at 5:40 p.m., DST, and arrived at Barrys Bay at 8:10 p.m.

The Board of Transport Commissioners had approved the CNR'S application to discontinue the passenger run. However, the railroad will continue to handle freight and express services on this line, Monday through Friday.

Note - the BTC gave discontinuance authority on Friday 30 June - the last run would have been later.

05/07/1961 Ottawa Citizen Prescott

On Friday, the first CPR train will use the Walkley Road diamond provided by the NCC for linking the CPR Prescott line with the new Ottawa joint terminal facilities.

05/07/1961 Ottawa Citizen Renfrew

New Routing For Trains In NCC Plan

Further steps in the National Capital Commission \$21,500,000 five - year railway re-location program will be taken tomorrow and on Friday.

The program is to be completed by 1965, including a new Union Station at Hurdmans Bridge just off the Queensway.

Tomorrow, the last CNR train will pass over the Loretta Street-Bronson Avenue section of that line west of the Bank Street yards. Use of the yards will be discontinued later for Queensway construction in that area.

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M. Zagerman and Son Limited has been awarded the contract by the NCC for demolition of the Preston Street bridge overpass of the CNR line to make way for the Queensway That company, in submitting the best of four bids will pay the NCC \$2,250 for salvaged material. The demolition job will be earned out without delay.

05/07/1961 Ottawa Citizen Ottawa Terminal

New Routing For Trains In NCC Plan

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06/07/1961 Ottawa Journal Renfrew

Tear Down Preston St. Overpas

The last train crossed the CNR Preston Street overpass Wednesday (5/07) and work began immediately to remove the bridge, making way for construction of the Queensway.

The National Capital Commission said that the CNR line between Loretta Street and Bronson Avenue is being abandoned and the track lifted to provide the right-of-way for the Queensway, as part of NCC \$20,000,000 railway relocation project.

21/07/1961 Ottawa Journal Prescott

Weekend Detour On Gladstone .

Gladstone Avenue will be closed to through traffic on Sunday (23/07), from 8 a.m. to 3 p.m. for laying of an additional temporary railway track.

The National Capital Commission is carrying out the work at the crossing which is between Bayswater Avenue and Preston Street.

The track will later be taken up when work on that section of the Queensway starts. The track is being put down to facilitate switching operation at the crossing.

04/08/1961 Ottawa Citizen Renfrew Bank Street

The last train of the CNR to operate over the Bank Street line made its final run on Wednesday (02/08) this week.

23/08/1961 Ottawa Journal Chalk River Pembroke murder

SAULT STE. MARIE. Ont (CP)-Insp. Bert Dickie of the Pembroke Police Department was expected here today to take over questioning of Hawk Junction man about a death 42 years ago.

Provincial Police were holding a 65-year-old man for Insp. Dickie.

He was to be questioned in the 1919 death of 54-year-old Michael Legge of Pembroke. Pembroke police said no charges had been laid against the man.

APPEARS VOLUNTARILY

He was detained by OPP at Wawa, about 100 miles north of here, after he went to them voluntarily in connection with the Legge death,

Legge, owner of a tobacco store in Pembroke, was found cut to pieces on a railway track near Pembroke July 8, 1919. He apparently had been hit by a train and crushed under its wheels. A coroner's jury ruled his death accidental.

After the man went to police at Wawa, a letter was sent to Pembroke and he was released. He was detained again today.

The man said in an interview with a reporter yesterday that he talked to police about the Legge death "because of a promise I made to my father."

He wanted to "get the whole thing" off his conscience, he said in the interview.

He told the reporter he was angered by Legge and punched him.

"He fell on the railroad track," he said.

He said in the interview he had revealed his secret to his father and promised that one day he would talk to a clergy-man or police authorities.

"My parents and my wife are dead now so there is no one I can hurt by telling my story," he said.

At Pembroke old-time residents recalled that although the coroner's inquest ruled the death accidental, there had been a feeling that all the circumstances had not been available at the time and that death of Mr. Legge was due to more than death by being hit by a train.

Confesses Murder

Statement Brings Probe Into 1919 Pembroke Death

PEMBROKE (Special) A 42 year-old mystery was revived here yesterday after an elderly man told Provincial Police at Wawa, Ont., that he had killed a Pembroke tobacconist in 1919.

Police did not release the name of the man, aged 66, but it is believed he had been living near Wawa, about 100 miles north of Sault Ste. Marie.

The criminal Investigation Branch in Toronto was contacted, and has decided to investigate the man's story.

Body On Tracks

The supposed victim has been identified as Michael Legge, 54, whose mangled body was found in the early morning of July 8, 1919, on the CPR tracks here.

The body had been cut to pieces by a passing train.

A coroner's jury at the time brought in a verdict of accidental death, but The Pembroke Observer reported rumors of foul play.

The victim, a successful operator of a tobacco store, was reputed to have carried large sums of money on his person, but only \$5 was found in his clothing when the body was discovered.

Seen With Man

Legge was reported to have closed his shop at 11 p.m. on the night before his death and been seen talking to an unidentified man at midnight. Inspector Bert Dickie and Sgt. Huntley Munroe of Pembroke left for Wawa today to discuss the case with police there.

OPP Checking

SAULT STE. MARIE, Ont. (CP) Provincial police said Tuesday they are checking the story of a 66 year - old man who walked into their offices at Wawa Monday and told them he killed a man in Pembroke in 1919.

Police refused to release the name of the self - confessed killer or his alleged victim. It was believed he had been living near Wawa, on the east shore of Lake Superior about 100 miles north of the Soo.

Murder Charge Revives Pembroke Case

(See Picture On Page 5)

PEMBROKE (CP) Delmar O'Brien, 61, today cast doubt on his brother's story to police of having slain Michael Legge here 42 years ago. Mr. O'Brien said his brother, Clifford, 66, is addicted to "telling tall tales, especially when he is drinking."

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SAULT STE. MARIE, Ont. (CP) Clifford O'Brien, 65, was charged Wednesday (23/08) with murder in the death of a Pembroke tobacco store owner 42 years ago.

Inspector Bert Dickie of the Pembroke police department laid the charge in the death of Michael Legge, 54, after a lengthy talk with O'Brien. He said O'Brien will be taken to Pembroke.

O'Brien known around his residence at Hawk Junction as "the professor" because of his neat appearance and stimulating conversation was arrested by provincial police at Wawa, about 100 miles north of here, after he went to them voluntarily in connection with the Legge death.

Was Ruled Accidental

Legge was found cut to pieces on a railway track near Pembroke in 1919 after apparently being hit by a train and crushed under its wheels. A coroner's jury ruled at the time that the death was accidental.

O'Brien said in an interview with a reporter Tuesday that he talked to police about the Legge death "because of a promise I made to my father." He said he wanted to "get the whole thing" off his conscience.

He told the reporter he was angered by Legge, punched him and "he fell on the railroad track."

He said in the interview he had revealed his secret to his father and promised that one day he would talk to a clergyman or police authorities.

"My parents and my wife are dead now so there is no one I can hurt by telling my story," he said.

O'Brien lives in a hotel at Hawk Junction, near Wawa, supporting himself with a pension and occasional house painting jobs.

In Pembroke, older residents recalled Legge as a man who liked to carry large sums of money which he flourished in public.

J. E. Wallace, 80, a retired merchant, said he operated a shoe store opposite Legge's tobacco shop at the end of the First World War.

"Legge was a character," Mr. Wallace said. "He knew and spoke to everyone. He carried money in a huge roll and liked to flourish it in public."

A nephew of the victim, Leonard Legge, 68-year-old trainer of harness racing horses, said police at the time of his uncle's death held two men for questioning but both had been released. Newspapers of the day reported that foul play had been suspected, although the coroner's jury returned an accidental verdict.

PEMBROKE (CP) delmar O'Brien, 61, Wednesday cast doubt on his brother's story to police of having slain Michael Legge here 42 years ago.

Mr. O'Brien said his brother, Clifford, 66, is addicted to telling tall tale, especially when he is drinking".

"He has been telling tales of having murdered a man for years," Delmar O'Brien told reporter. "But he likes to tell tall tales of all kinds."

NO PLANE CRASH

He added: There was always an inkling of truth in his stories as when he told us of being injured in a plane crash. What actually had happened was that he had hurt his back and waa flown to a hospital by plane.

"He would take a fact and build a story around it,"

Clifford O'Brien waa described by his brother as "an erratic man, a grea -talker and a writer of poetry and short stories"

Mr. O'Brien said hia brother had wandered about the country since shortly after World War I working mostly as a house painter.

At various times he had worked for his father, a market gardener, and had operated a service station and a small dairy. He moved from Pembroke to Sudbury in the late 1930a and had gone from there to Hawk Junction, north of Sault Ste. Marie.

BROUGHT TO PEMBROKE

Clifford O'Brien waa charged Wednesday with murder In the 1919 death of Legge, a Pembroke tobacco store owner, and was brought to Pembroke from Sault Ste. Marie yeiterday.

He waa brought by police from Sault Ste.. Marie to Renfrew County Jail. On arrival he was taken before Justice of the Peace Susan Thorpe, end remanded to Monday for preliminary hearing.

TWO TRIED

Legge was found dead on the morning of July. 8, 1959 [sic], alter apparently being; crushed under the wheels of a train.. Although a coroner's jury ruled at the time that the death waa accidental, newspaper reports from September of the same year show that two men were charged with murder in the case but the charges were dropped.

Files of the Pembroke Observer for September 11 of that year report that murder charges were laid September 8 against men known as Mexican Jack Calder and Michael McNeill.

CHARGES DISMISSED

Calder waa an itinerant bush worker and McNeill a newly discharged veteran of World War I. The charges were withdrawn for lack of evidence when the men appeared in court a week after their arrest.

The newspaper reported that stains on a knife found near Legge'a body had not been identified as human blood and that no fingerprints were found at the scene. O'Brien, dressed in a grey suit, shirt and tie, seemed perfectly calm and under control allowing photographers to take several shots, as he was escorted to the jail. He told reporters that he had punched Legge and "he fell on the railroad tracks."

25/08/1961 Ottawa Citizen

Chalk River

Pembroke Murder

Remand O'Brien On Murder Count

PEMBROKE (Special) Clifford O'Brien, 65, charged with the 1919 murder of Pembroke tobacconist Michael Legge, returned here yesterday to await trial. After arrival from Sault Ste Marie, Ont, in police custody, he was brought before Justice of the Peace Susan Thorpe and remanded until Monday for a preliminary hearing before Magistrate W. K. MacGregor.

Appearing relaxed and under control in a grey suit, shirt and tie, O'Brien freely allowed photographers to take shots as he was escorted to Renfrew County Jail.

16/09/1961 Ottawa Citizen

Kingston (CN)

Tollgate Road

TRUCK AND TRAIN TANGLE

Spectators stand at the Tollgate Road crossing in Cornwall where a fast-moving CNR freight train Friday was in collision with a truck driven by Lionel Villeneuve, 57, of 105 Lefebvre St., Cornwall. Lefebvre was thrown from the truck by the impact and was taken to Hotel Dicu Hospital, Cornwall, suffering from multiple injuries. Jack Buell of Brockville was engineer of the east-bound train. First arrow points to the box of the gravel truck and the other to the location of the truck's rear-wheel assembly, more than 200 feet from the point of impact

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 Rad.

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.

26/09/1961 Ottawa Citizen

Beachburg

Strathearn

Driver Hurt In Train, Truck Crash

A truck-train collision at 11.30 a.m. yesterday, 16 miles west of Ottawa sent a 22-year-old Ottawa man to Civic Hospital.

Jean Guy Carisse of 123 Bote-ler St., driver of the truck, was admitted to hospital with concussion, head and facial lacerations and undetermined chest and shoulder injuries.

Police said a Pembroke-to-Ottawa CNR freight collided with the truck at a crossing a mile east of Strathearn Station. Engineer of the seven-car train was Wilmer Schultz of Golden Lake.

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 assenger 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.

11/10/1961 Ottawa Citizen

Alexandria

Glen Robertson

Man Killed When Train Hits Auto

ALEXANDRIA (Special) Rheel Geneau, 34-year-old Glen Robertson, Ont., father of four, died this morning when a 60-unit diesel freight train ripped into his car.

Mr. Geneau's automobile was apparently stalled on the CNR level crossing at Glen Robertson, eight miles east of Alexandria. The car was carried half a mile down the tracks, and was demolished.

Car Across Tracks

Train engineer W. J. Callam, of Ottawa, said the car was directly across the rails, and not moving, when his headlight picked it out at 5.05 a.m. He said he tried to stop in time, although knowing it would be impossible.

Engineer Callam said he did not see anyone trying to jump out of the vehicle. He did not know if the engine was running.

Dr. D. J. Dolon of Alexandria, Coroner, said death would have been almost instantaneous. Constable J. W. McGrath, of the Ontario Provincial Police, is investigating.

14/10/1961 Ottawa Journal

Alexandria

Carlsbad Springs

Train Derailed In Crash

A 19-year-old Cyrville youth escaped with lacerations after his car hit a CNR freight train and knocked 11 cars off the rails at a Russell Road crossing three miles west of Carlsbad Springs, Friday.

Carlsbad Springs is 15 miles east of Ottawa.

Police said the 11 cars (nine empty tankers, a freight car and the caboose) were disconnected from the other 60 or so cars in the train. The CNR freight continued east to Montreal.

The derailment at approximately 11 p.m. blocked the main transcontinental line and delayed for 9 1/2 hours the CNR main westbound train, the Continental. It arrived at Union Station at 8.30 a.m. about 1/2 hour after workmen, working the night through, cleared the line. Two freight trains were delayed but the morning train to Montreal left just 20 minutes late.

Injured was Armand Bisson, 19, of St. Michel Street, Cyrville, who required 30 stitches in the face, knees and arms before being sent home from St. Louis de Montfort Hospital.

He told police he was driving his 1952 sedan west on Russell Road and did not see the last cars of the train as he approached the track.

The derailed cars ended up a few hundred feet east of the crossing, a number of them on their sides. Several sections of track were torn up by the impact.

The car was wrecked, police said.

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.

20/10/1961 *Ottawa Citizen*

Chalk River

Pembroke Murder

Adjourn Case Of Admitted Murder

PEMBROKE (CP) Clifford O'Brien, 65, charged with murder in connection with a death that occurred in 1919, was remanded to Oct. 27 for preliminary hearing.

O'Brien was charged Aug. 23 with the death of Michael Legge; a Pembroke tobacconist found dead July 8, 1919, after apparently being crushed under the wheels of a train. A coroner's jury at the time ruled the death accidental.

The arrest was made at Wawa, Ont., after O'Brien made a statement to police.

He told reporters he had punched Legge who "fell on the track." He said he had given himself up to police "because of a promise I made to my father" before his death.

O'Brien's brother, Delmar, 61, has dismissed the story as "a tall tale."

25/10/1961 *Ottawa Journal*

Kingston (CN)

Cornwall

Derailement Near Cornwall Blocks Line

MONTREAL (UP) Passengers on the main Chicago-to-Montreal line were forced to finish their trip by bus last night after freight train derailed near Cornwall, Ont.

The derailment occurred at 8 15 p.m.. EOT. 90 miles west of Montreal. The Canadian National-Canadian Pacific pool train was forced to stop at Cornwall and its passengers transferred to buses.

No one was injured in the derailment

27/10/1961 *Ottawa Citizen*

Chalk River

Chalk River Dayliner Ends Sunday

Beginning of the CPR's winter schedule for passenger trains Sunday will bring an end to the Ottawa-Chalk River Dayliner run, railway officials announced yesterday.

When the CPR first announced discontinuance of the run, there were several protests from Pembroke's council, chamber of commerce and retail merchants' association.

The Ottawa Valley will still be served by two eastbound and two westbound CPR transcontinental trains daily.

The Canadian (Nos. 1 and 2) will make flag stops at Carleton Place, Amprior, and Renfrew, instead of the present conditional stops, to entrain or detrain long-haul passengers.

The Dominion (Nos. 7 and 8) will make regular stops in the three centres.

02/11/1961 *Ottawa Citizen*

Alexandria

Moose Creek

Crash Kills Boy

MOOSE CREEK (Special) -A six-year-old boy was killed and his father critically injured yesterday afternoon when a truck and train collided here.

Dead is Gerald Larocque, son of Gerald Larocque, 41, of Chute a Blondeau, who was driving the 1956 model stake truck.

Mr. Larocque was rushed to Hotel Dieu Hospital at Cornwall suffering a fractured skull and other serious injuries. Authorities described his condition as critical.

04/11/1961 *Ottawa Citizen*

Prescott

Carling Avenue

DRIVER WALKED AWAY

A 17-year-old Stittsville youth, Robert Featherstone, climbed out of his demolished 1955 model car last evening after hitting a train on Carling Avenue about 6.30 p.m. The youth was driving west near Preston Street when his car slammed into the side of a CPR diesel freight locomotive. He was taken to Ottawa Civic Hospital, treated for minor lacerations and released. The train received an estimated \$200 damage to its right front end. Citizen-UPI Staff Photo

07/11/1961 *Ottawa Citizen*

Lachute

Angers

Trucker Killed at Level Crossing

A truck driver was killed by CPR train this morning at a level crossing north of Angers, Que.

QPP Detective Lucien Joyal of the Buckingham detachment is investigating. District Coroner Dr. Jean Lorrain was notified.

The truck was from a Ste. Rose de Lima bakery. The truck was pushed about 800 feet down the tracks from the crossing, while the body of the driver was found 100 feet west of the crossing, where it had been thrown in the crash.

The dead driver is believed to be Willard Carriere, son of the bakery owner, Albert Carriere.

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.

01/12/1961 Ottawa Citizen

Lachute

Hgatineau Point

Car Dragged By Engine, Two Escape

Two Hull residents received minor injuries early yesterday when their car was struck by a slow moving freight train at a level crossing near Gatineau Point. The front end of the car hooked onto the engine of the train and was hauled along about 30 feet before the train came to a stop.

Clement Boulhotte, 31, of 159 Leduc St., and Gaston Boulay, 26, of 192 Dollard St., were taken to Sacred Heart Hospital in Hull and released following examination.

According to traffic officer Aime Joanis of the QPP, Buckingham detachment, the car was driven by Bouhotte, who failed to see the approaching train. The accident occurred at about 1.40 a.m.

18/12/1961 Ottawa Citizen

Winchester

Finch

Car Hits Train

A 21-year-old woman from Crysler, Ont., is a patient in Winchester hospital with severe head injuries when the car she was driving smashed into a Montreal-to-Toronto train at Finch early Sunday morning.

Injured was Liette Bourgeois, who, police said, accidentally drove her car into the passenger train at the level crossing in Finch.

Police said Miss Bourgeois, who was alone in the car at the time, was travelling north through Finch and, after stopping her vehicle to let an east-bound train pass through, drove her car into the CPR westbound passenger train on the other track.

Dr. J. G. MacLeod, of Finch, was called to the scene and arranged to have the injured woman taken to Winchester hospital. The car was demolished from the impact.

18/12/1961 Ottawa Citizen

Alexandria

Ottawa Union

Train Derailed At Union Station

A minor derailment near the Laurier Avenue Bridge shortly after leaving Union Station delayed the Ottawa-Toronto pool train for about an hour Saturday night. The accident occurred as the train pulled out at 11.30 p.m. and officials were forced to remake the CNR-CPR train before proceeding. Cause of the derailment is being investigated by railway officials.

21/12/1961 Ottawa Citizen

Alexandria

Ottawa Union

Derailment Here Delays CPR Train

Montreal-bound passengers were delayed for about an hour this morning when three CPR cars were derailed beneath the Laurier Avenue bridge.

There were no injuries. The minor derailment did not upset operations in and out of Union Station, according to an official. Workmen moved in immediately to reline the few tracks involved when the engine, baggage and express cars jumped the switch.

A Montreal-Ottawa pool train was involved in another minor derailment in the station area Saturday night.

Investigations on both mishaps are continuing.