

# Local Railway Items from Ottawa Papers 1964

**Friday 17/01/1964 Ottawa Citizen Chalk River**

Little damage in derailment

Chalk River - Five cars of a CPR freight were derailed at the siding here when the train pulled off the main line to allow a through grain train to pass. The accident happened on Wednesday as the freight split the switch. Several lengths of track were displaced but were replaced by 8 p.m. No one was injured and there was little damage to the five freight cars.

**Monday 17/02/1964 Ottawa Citizen Chalk River Carleton Place**

Outstanding Boy Scouts to receive recognition.

Boy Scout headquarters will honor 29 adult leaders for outstanding services to scouting and 15 Boy Scouts and Wolf Cubs will be recognized for gallantry in 1963.

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Certificates of merit will be presented to three Carleton Place Scouts for preventing a possible train derailment.

Scouts John Cornell, 13, Rickey Coyles, 12 and Allan Stevens, 11, were hiking along the CPR tracks April 7, 1963 when they saw a large fallen tree blocking the way.

Remembering a passenger train was due a short time later, they ran to the Carleton Place station, one-and-a-half miles away. A railway crew cleared the tracks in time to prevent an accident.

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**Monday 17/02/1964 Ottawa Citizen Chalk River Almonte**

Train slices car in half.

In a freak accident here at 11.30 p.m. Saturday, an auto owned by Robert Mackie of Arnprior was cut in half, a CPR diesel locomotive was damaged extensively, and rail traffic was tied up for three hours.

It all began when Mr. Mackie, who had left his 1956 sedan parked on the station lot, was making a wide turn to start for home. The front wheels of the car struck a concrete curb along the tracks, jumped over the obstruction, and the auto came to a stop with the front part extending across the westbound right-of-way.

At that moment Mr. Mackie heard the roar of an approaching freight, and he jumped clear before the big diesel cut the auto in two,

Although the locomotive did not leave the tracks, it suffered heavy damage to the air brakes and other parts, and the train was stalled until 2.30 a.m.

Sunday.

The car owner escaped unhurt, but his auto was damaged beyond repair.

**Friday 21/02/1964 Ottawa Citizen Sussex Street**

Railways take a second look at relocation.

The railways are taking a second look at their relocation program because it may deprive Eastview industries of spur line service. Mayor Whitton said Thursday.

She made her comment in a discussion of the use of the McTaggart Street railway bridge as an ultimate road connection to the Macdonald Cartier Bridge.

**Tuesday 14/07/1964 Ottawa Citizen Alexandria**

City reopening St. Laurent.

St. Laurent Boulevard, between Parisien Street (immediately south of the Queensway) and Innes Road will be reopened to traffic at 10 a.m. tomorrow.

The boulevard has been closed for two years to permit construction of railway overpasses near the OTC garage. The present detour will be abandoned.

Eight dead, Many Injured as Truck Hits Crack Train.

Eight persons, a truck driver and seven train passengers were killed when a loaded gravel truck slammed into the side of an Ottawa-to-Montreal CPR passenger train at Leonard, 23 miles east of Ottawa at 8.20 this morning.

Count of the dead was provided by Dr. W. C. Tweedie, Rockland coroner, but only the truck driver, Basil Czpyk of 330 Friel Street, has been identified.

There were reports some of the dead were Roman Catholic nuns and priests. Names of the dead were withheld pending notification of relatives.

A general store at Leonard was turned into a hospital. So were some private homes.

The train, out of Ottawa, was bound for Montreal and the gravel truck was hauling gravel north on a Russell county road for reconstruction of the Navan Road 1½ miles north of Leonard.

The level crossing over the Russell County road is marked only by a cross-arm but visibility is quite clear in both directions.

Residents who have lived near the track for many years said this was the first accident they recall occurring there.

The victims were all in the fourth car from the front which was struck near the middle by the truck and sent spinning wildly.

For most of the victims, death was sudden. For survivors, escape was miraculous.

Mrs. C. Rathwell was in the parlor of her Leonard home a hundred feet from the crossing when she heard the screeching of the trucks brakes about 8.20. Next door, W. G. Lantry heard a thunderous crash.

Marcel Prud'homme was standing in the door of the Leonard store, and saw the truck hit the side of the train and catapult into the air. Remnants of it were scattered for 100 yards.

Inside the fourth car of the seven-unit train, Aline Lortie of D'Amour Drive in South Hull was jostling six-year-old Luc Seguin on her knee.

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**Nun Recalls Crash Horror**

"I saw feet with no bodies . . . bodies with no skin."

That was the horrible recollection Rev. Sister Mary Alberta, of Philadelphia, had of the terrible, panic-filled moments after today's tragic train derailment at Leonard.

"There was a terrible shock and I was going through the window. There was broken glass and dirt everywhere.

"I got tangled in my skirt and as I was working myself free I looked around. It was horrible. I saw feet with no bodies.

"I saw another body with no skin . . . just muscle tissue showing.

"Next to me a woman was screaming. Her back was broken and a priest was giving her the last rights. Everything was a shambles. It was horrible."

(Sister Mary Alberta is 81. She was not seriously injured and was treated at St. Louis Marie de Montfort Hospital.)

Jack Hardman, 40, Burna-by, BC, "I was sitting reading the paper. All of a sudden the car went to the right.

'COMPLETE CIRCLE'

"I seemed to make a complete circle through the coach along the sides and the ceiling and back to the floor.

"I could see the glass separating the smoking section shattering, and all the nuns being cut.

"Everybody seemed to have been thrown through the window or into the luggage rack;

"Right beside me was one priest with one foot cut off.

"There was another man in the luggage rack with his ribs all crushed. There was a woman trying to get through the window, it was cutting her legs as she moved. "I yelled to her not to move her legs. She did not seem to understand. She was French. I couldn't remember the word for legs, I couldn't help her.

I was so fortunate, people seemed to be hurt and trapped everywhere. I seemed to be one of two people in the car who were not injured.

Dominique Gaboury, of 59 Carillon Street, Hull:

"The train was hit right behind me. There were two women sitting right behind me. They were killed right away.

"One of the women died on my coat. It was hanging behind the seat but fell down when the train tipped."

Mrs. E. L. Burpee, 12 Park Road, Rockcliffe Park:

"We just went crazy.

"I don't know why we're; alive ... it was horrible . . . j just horrible.

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Eight Die in Train Wreck

Truck derails cars, 30 hurt

Eight persons were killed and upwards of 30 were injured today when a gravel truck crashed into the side of one of the coaches of the fast CPR Ottawa-Montreal flyer here at 8.15 a.m.

Four cars of the train which left Ottawa at 7.55 a.m. were derailed. Most of the dead and injured were passengers riding in & sealed coach fourth from the rear of the train.

Impact lifts coaches off tracks.

Leonard is 20 miles east of Ottawa.

The truck driver was killed instantly. The other seven dead were passengers.

Victims identified at press time were:

Basil Czopyk, about 30, of 330 Friel St., Ottawa, the truck driver. Sister St. Eliza, Mount St. Bernard, Antigonish, N.S., Andre Roy, Quebec City.

The gravel truck, going north, smashed into the side of car N. 2294 at the crossing in the centre of the village. The rear part of the train lifted from the tracks and tore up more than 150 yards of right of way.

The truck carried seven to eight tons of gravel.

The crossing is marked with a white "X" warning sign only.

It was the worst accident in the history of the village. Some bodies were thrown clear of car 2294 which was tilted at a crazy angle and jammed against a big elm tree 20 feet from the home of Mrs. Jane Wood.

The other three coaches derailed stayed upright.

It was a scene of horror.

Screams rose from the shattered fifth car, where most of the dead were found.

Flames licked round rear coaches, terrifying passengers trapped inside.

Injured passengers, their hands and faces torn and bloody, crawled through shattered windows and collapsed on the ground.

Eight die in train wreck at Leonard.

<http://news.google.ca/newspapers?id=gccyAAAIBAJ&sjid=l-wFAAAAIBAJ&pg=5040,1349704&dq=railway++railroad++train++cpr++cpr+-bride+-to-train+-will-train&hl=en>

**Wednesday 09/12/1964 Ottawa Citizen**

**Beachburg**

**Norway Bay**

Two trainmen shaken up as freight jumps track.

Norway Bay. Two Canadian National Railways trainmen were slightly injured at 7 p.m. yesterday when a 59-car freight train left the tracks just east of here.

No cause has yet been determined for the derailment of the last seven cars of the train. There was heavy damage to the cars and hundreds of feet of track were ripped up.

Brakeman Melville Swinwood, 45, of 86 Rosebella St. Ottawa, spent the night in Pontiac Memorial Hospital at Shawville. He was released today after treatment of bruises and a minor head injury.

Conductor shaken up.

Also shaken up in the accident was train conductor Patrick O'Toole of 239 Fourth Ave. Mr. O'Toole was not admitted to hospital.

A CNR spokesman said the train was bound to Ottawa from Winnipeg on the CNR's main line from Montreal to Western Canada.

CNR trains were forced to detour on the Canadian Pacific Railway track late Tuesday and early Wednesday.

**Monday 14/12/1964 Ottawa Citizen**

**Prescott**

**Ottawa West**

Transport "first" for Ottawa.

Shipment of automobiles by railway tri-level automobile carriers arrived here Thursday for the first time when two of the big three-deckers delivered 30 cars to Ottawa and Hull dealers at Canadian Pacific's Broad Street freight yards. The triple-deck carriers, of which CP has 254 in its fleet, are 89 feet 9 inches long and can accommodate 12 to 15 automobiles. It is expected that they will carry the big bulk of cars to the markets in the future.