

Local Railway Items from Area Papers - 1964

13/01/1964 Ottawa Journal Alexandria

Derailed

A CNR yard engine coming off a siding onto the main line crossing Russell Road near Industrial Avenue was derailed Sunday night by a safety device. The derailment of the front of the engine was made after it had failed to stop in time to await permission to go onto the main line. The engine was put back on the line by jacks this morning.

17/01/1964 Ottawa Citizen Chalk River Chalk River

Little damage in derailment

CHALK RIVER (Special) 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.

17/01/1964 Ottawa Citizen Chalk River

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20/01/1964 Ottawa Citizen Lachute Templeton

Auto skids into train, driver dead

Pierre Lafleche, 13, of 4 Seventh Ave., Ste. Rose de Lima, Que., was instantly killed Saturday afternoon when his car was struck by an Ottawa-Montreal passenger train, near Templeton.

The accident occurred at the Templeton-Ste. Rose de Lima railway crossing. The youth, alone in his car, came down the inclined roadway on the south side of the railway crossing shortly after 2 p.m. He was unable to stop because of extremely icy road conditions.

The entire front end of the car was destroyed by the impact with the train engine.

Dr. Jean Lorrain, district coroner, viewed the body shortly after it was removed from the car wreckage. Templeton Police Chief Rhea Sanscartier investigated.

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.

17/02/1964 Ottawa Citizen Chalk River Carleton Place

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

Scouts John Corneil, 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.

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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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.

"This is not something we are pressing for," she said. "We would not want to deprive Eastview."

13/03/1964 Ottawa Citizen Beachburg Woodroffe Ave

Three killed in Woodroffe Ave. rail crossing crash

Maintenance car slammed by auto Three CNR maintenance men were killed and a fourth is in critical condition after their light maintenance vehicle was struck by an automobile at a Woodroffe Avenue railway crossing this morning.

Dead are: Willis White, Concession 12, Goulburn Township; Tony Perrier and John Passaw, whose addresses were not available at press time.

Victims of crash

These are the four CNR employees who died Friday after a railway handcar they were riding on was in collision with a car on Woodroffe Avenue, a mile south of Base Line Road. Willis White, Tony Perrier and John Passaw were dead on arrival at Civic Hospital. James McLean died in hospital Friday afternoon.

14/03/1964 Ottawa Citizen

Carleton Place

Friday 13th crossing crashes kill five

A 22-year-old taxation employee was killed in a Scott Street level crossing crash at Tunney's Pasture Friday afternoon, seven hours after a car-speeder collision on Woodroffe Avenue which killed four men.

George William LeBel of 563 Chapel St. was killed when the car he was riding in was struck by the westbound Canadian Pacific transcontinental train at Ross Street.

Shortly after 9 a.m. yesterday, which was Friday 13th, Willis White, 60, of RR 2 Bells Corners, Antoine Perrier, 48, of Moose Creek, and John Passaw, 29, of Renfrew were killed when their light track car was struck by an auto.

A fourth man, James Knox McLean, 59, of 3011 Base Line Rd., died in the Civic Hospital about 6 p.m.

The Scott Street mishap was preceded by a number of coincidences which contributed to the crash.

A fire drill at 4.10 p.m. sent income tax employees home seven minutes earlier than usual.

LeBel, with Edward Lane, IS, of 702 Chapel was walking towards the bus stop when Rolf Posma, 22, of 187 Second St. stopped his car and asked the pair if they wanted a lift.

"As Rolf started up he and Bill were joking about something. Rolf had his head turned towards Bill.

"The next thing I knew we were about five feet from the tracks and I saw the train and heard the whistle. Rolf stopped the car but it was on the tracks. He tried to put the car in reverse but the gears jammed and the car wouldn't move forward or backwards. He swore.

"I sat there and waited for the train to hit. I grabbed onto something in the back of the car, I don't know what it was. It was only about a second or two from the time I saw the train until it hit.

"I sat there and watched the train hit. It spun the car around in a circle."

"I got out of the car and looked around for Bill. I couldn't see him but Rolf was about 20 feet away beside the tracks.

I ran down to see if he was still alive.

"Bill had been thrown about 10 feet. His head had struck the curb. He was dead when I got to him," he said.

Lane was treated at the hospital for minor injuries. Posma, badly shaken up, was admitted for observation but his condition was reported as good.

31/03/1964 Ottawa Citizen

Beachburg

Woodroffe Ave

Inquest told how four killed

A coroner's jury was told Monday night (31/3) that James Knox McLean, 59, of 3011 Base Line Rd., one of four CNR maintenance men killed in a level crossing accident on Woodroffe Avenue March 13, died of a massive abdominal hemorrhage.

Four doctors and two emergency ward nurses at the Ottawa Civic Hospital testified as to Mr. McLean's extensive injuries. He had a crushed left chest, head injuries, two fractured legs and multiple lacerations.

Also killed were Willis White, 60, of concession 12, Goulburn Township, Tony Perrier, 47, of Moose Creek and John Passaw, 29, of Renfrew, when a car was in collision with their motorized railway handcar.

Mr. McLean died in hospital about eight hours later.

Driver of the automobile was Malcolm Massey, 34, of Manotick. He suffered facial lacerations but was not seriously injured.

Orders "no notes" Coroner Dr. W. T. Kendall interrupted the proceedings to tell a stenographer sitting among the spectators she could not take notes.

The woman identified herself as representing W. C. Lackey and Co., a firm of insurance adjusters.

After a recess, Dr. Kendall conceded "anyone" could take notes but not a shorthand transcript.

There is one official transcript and it is kept by the court reporter," he said.

The inquest will continue tonight, when eye witness reports and technical evidence by police officers will be given.

Kenneth Dean, 49, of 5 Monk St., a CNR section foreman, said he saw McLean at the controls the morning of the accident.

Mr. Dean testified the wheels of track cars are insulated and will not set off wig wag light signals.

He said track - car operators are supposed to stop at all level crossings according to railway rules, but where vision is unimpaired "you're supposed to use your own judgment."

Both the auto and the CNR track car ended up in a ditch some 75 feet from the point of impact.

28/04/1964 Ottawa Citizen

Beachburg

Foresters Falls

Conductor's last trip and his first accident

By Bryan Goodyer Citizen staff writer

Normally the Canadian National Capreol-to-Ottawa run is an uneventful one.

But for conductor Albert Seguin of Gatineau, Monday afternoon's trip was anything but.

"I was bragging all day from Capreol," recalled the 65-year-old conductor who retired yesterday.

"I've been 47 years and four months with Canadian National and in that period I've never had a serious collision or a bad derailment," he said.

Then it happened.

The CNR's Supercontinental struck a car at a level crossing at Foresters Falls near Renfrew as conductor Seguin's last run neared its end.

The train demolished the car, hurling it into a ditch next to the village's station.

Fortunately, the driver, Duncan Gilchrist, 31, of RR 6 Pembroke, alone in the car at the time, was unhurt.

"We were doing 45 miles an hour when we hit him," said Mr. Seguin. "I made the investigation myself."

"I thanked God that no one was hurt," the veteran conductor said.

The accident meant that train Number One didn't arrive in Ottawa until 3 p.m., almost two hours, or 110 minutes by Mr. Seguin's reckoning, behind schedule.

The 65-year-old conductor climbed down where he was met by CNR president Donald Gordon who congratulated him on his 47 years of service.

Did Mr. Gordon ask the conductor why he was so late.

"Didn't even mention it," replied Mr. Seguin with a chuckle.

Caption to front page picture

Fourteen hurt as train derailed

Ottawa-bound CPR Canadian went off the track at Chalk River, 120 miles west of the Capital, Monday, injuring 14 persons. Six cars of the crack train left the rails, but remained upright. Only one person was seriously injured.

14 passengers hurt in wreck

Chalk River. Fourteen persons were injured Monday afternoon when the CPR Ottawa-bound transcontinental train the Canadian was derailed about 2 miles west of here.

Chalk River is about 120 miles west of Ottawa.

M.A. Anderson, 72, of Winnipeg, was admitted to Deep River Hospital. He suffered shock and undetermined injuries. Hospital officials expect to release him sometime today.

Cars slide along sandy siding

Thirteen others were treated for various minor injuries and were then released.

Full details shown.

The train's conductor was Jack Smith of Smiths Falls, the brakeman was Andrew Law of Smiths Falls and the engineer was E. Trucheon of North Bay.

The dining car, four sleepers and the dome observation skipped the single track about 4.35 Eastern Daylight time. The cars, the last six on the train, ripped up about 30 yards of track but remained upright as they slid along the flad sandy siding.

Coaches tilt at crazy angles.

Some windows were cracked but none were broken. The fifth car, a sleeper, straddled the tracks and several others tilted at crazy angles.

Said one passenger who was travelling in the dome car, "I was sure they were going to topple."

One report said the last of the coaches to remain in the track went 10 feet into the air, came down, righted itself and snapped off the following coaches.

The cause of the derailment has not yet been determined. One railway main said tracks distorted by heat may have caused the accident. It was 80 degrees here Monday. Another said it appeared that a wheel had not functioned correctly.

CPR spokesmen said the railroad would investigate, but it would be "some time" before the results of the investigation were released.

It was estimated that the eastbound train, CPR No. 2, was travelling about 50 miles an hour when the accident occurred. Another train had gone the same route at 3 p.m. and the track had been patrolled just 15 minutes before the derailment.

Railway men said a freight train just five minutes behind the Canadian had to be stopped and backed up 15 miles to a siding at Moore Lake Road Station.

The train was held up for three hours and 40 minutes while injured passengers were taken to hospital

Three additional cars were added at Ottawa for the remainder of the trip to Montreal.

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 Die in Train Wreck

'A woman was crying: Help me'

By Bob Rupert Citizen staff writer

LEONARD "I was lucky-the woman beside me died."

These were the sad remarks of 58-year-old Hull chef Dominique Galgery at the scene of this tragic derailment.

Galgery, who was sitting near the middle of a CPR train to Montreal, said "All of a sudden the gravel was flying and the people were falling out the windows.

Moaning and screaming

"They were moaning and screaming as I came out a window. My hat is still in there."

A stout oak tree may have saved the life of widow Mrs. Jane Wood who lives alone in a house 60 feet north of the track. One of the rolling cars stopped against the tree less than 15 feet from her back porch.

"I was in bed," said Mrs. Wood. "I heard a crash and I heard the women crying.

"When I got to the porch they were sitting there bleeding something terrible. There was a nun that was in awful pain. She was moaning and making an awful noise."

Pump house smashed

Mrs. Melvin Larmour, who lives about 50 yards from the track, said she was just getting ready to bake bread "when I heard the bang and saw the smoke.

"I said to my granddaughter, 'there's been a wreck', and right away I saw the pump house had been smashed.

"One woman was crying 'help me, help me, help me'. I got blankets and covered her I did what I could."

Witnesses said the injured and dying were treated at the scene by Dr. I. F. Kennedy of Cumberland. Assisting him shortly before a squadron of ambulances arrived were Dr. William Tweedy, district coroner, and Dr. Addy Power of Rockland.

One witness said a priest was lying on the ground with one of his legs severed at the knee. The priest told doctors "I'm all right."

Trainman W. C. Yendall said No. 232 was due to arrive in Montreal at 10 a.m.

"I was at the front of the train and I got it stopped. Then I came back."

When The Citizen asked Mr. Yendall what he had seen, he pointed to the body of the truck driver and said "You see that? There are more of them up there."

Gladys Barnes of 30 Walker St., Hull, trudged down the track, her battered suitcase in hand, and breathed "I was fortunate it was a miracle.

"I was in the parlor car and there was a great flash. Flames were coming from both sides. The old gentleman beside me rolled along the aisle and smashed his head against a window.

"People were lying half in and half out the windows, screaming."

Miss Barnes, a National Film Board employee, was going to Montreal to attend a board meeting this morning.

Truck derails cars, 30 hurt

By Joe Finn Citizen staff writer

LEONARD 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 a 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., 1

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.

Villagers Help Carry Out Bodies

One woman knelt on the ground with her arms around a woman's body shouting, "This is my sister! This is my sister!"

A witness said there were "bits and pieces of people" lying all around.

A small boy saw his mother and father die.

A witness said he heard some priests praying as they lay dying or critically injured.

Mrs. Jane Wood who lives beside the crossing, said she was lying in bed awake when she heard the screech of the air whistle of the diesel locomotive of the flyer.

"Seconds later I heard a terrible, grinding crash. I jumped out of bed and ran to the window and there seemed to be dust and smoke everywhere in the air.

"The smoke cleared and I saw one of the railroad coaches up against the tree almost outside my window. I could hear women screaming and men shouting for help.

"It was the worst experience of my life."

The scene in the village was one of wild confusion following the crash. Villagers hurried to the scene and helped members of the train crew carry the dead, dying and injured from the smashed coaches.

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 Czyk 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 1 ½ 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 l when she heard the screeching i 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.

More on P. 2

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.

More on p. 2

Eight Die in Train Wreck

Truck derails cars, 30 hurt

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Flames licked round rear coaches, terrifying passengers trapped inside.

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Eight die in train wreck at Leonard.

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

Police finish identification of 8 victims

The grim task of formally identifying the eight victims of Friday morning's train-truck crash at Leonard was still being carried out by police today.

Some were so badly mangled and slashed by the heavy plate glass used in railway coaches that identification was made through names in clothing and tell-tale physical characteristics.

"They had been cut to pieces"

"They had been cut to pieces," said Const. Ronald Collins of the Rockland Ontario Provincial Police detachment, one of the first at the scene.

It was Const. Collins' job to see that all severed limbs were assembled with the proper torsos.

The dead have been identified as:

Basil Czopyk, 43, who roomed at 330 Friel St. and driver of the gravel truck that smashed into the fast-moving Ottawa - Montreal flyer.

Sister St. Eizza, 46, a Roman Catholic nun of the Congregation of Notre Dame, returning to St. Bernard College, Antigonish, N.S.

Sister Marie de St. Maurice, 63, general bursar for the Sisters of Joan of Arc at the Ottawa Institute of Joan of Arc.

Mrs. John Palmer, 37, of 196 Metcalfe St., Ottawa, on her way to visit a friend in Montreal.

Mrs. Jean Poulin, 39, of Quebec City, returning home after a visit with her sister in Ottawa.

Monique Roy, 51, of St. Gervais, Quebec, and her nephew, Andre Roy, 18, also of St. Ger-vais. Both were returning home after visiting a relative in Ottawa.

Dimitrius Georgiles, 41, a civil servant with the forestry -department going to Montreal to write his final two university exams.

Performed amputation at scene

Twenty-three persons were injured, two seriously. Fourteen were admitted to hospital.

Dr. I. F. Kennedy of Cumberland performed an emergency leg amputation at the scene. Doctors William Tweedy and Addy Power, both of Rockland, also rushed to the site to treat the injured and dying.

The collision occurred about 8.20 a.m., 25 minutes after the non-stop train left Union Station.

It was 1 p.m. before railway emergency crews, using acetylene torches, freed the last body from the wreckage.

The northbound truck, loaded with seven to eight tons of gravel for roadwork under way at nearby Navan, rammed into the last coach, knocking it off the track.

The coach, carrying about 35 passengers, careened wildly along the roadbed for 300 feet, coming to rest at a dangerous angle against a huge poplar tree.

The diner and parlor car also jumped the track but remained upright. All railway passenger victims had been in the coach car.

The undamaged section of the train later continued on to Montreal, arriving at the Montreal West station at 12.33 p.m., one hour and 48 minutes behind schedule.

Swerved to left at last minute

An inquest will be held into the death of the truck driver. Its findings will cover the deaths of the other seven victims.

Police were not able to explain why Czopyk did not see the train. The Fifth Line, on which the truck was travelling, crosses the tracks at right angles with nothing to impair a driver's vision.

Const. Collins said there were no skid marks but Czopyk had swerved to the left in a last minute attempt to avoid a collision.

A passenger said the truck ran into the ditch and up the other side, striking the fourth coach high up. The rear of the truck then swung around, smashing into the train between the coach and diner.

Trucks had been hauling gravel along the road for several weeks and residents of the area had complained amongst themselves about the speed at which they travelled along the gravel road.

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.

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.