

Local Railway Items from Area Papers - 1962

08/01/1962 *Ottawa Citizen*

Montreal and Ottawa

St. Eugene

114 Shaken Up In Rail Wreck See Also Page 16

By Paul M. Dunn Citizen Staff Writer

ST. EUGENE, Ont. Canadian Pacific continued their search today for clues to Sunday's derailment of the Vancouver-to-Montreal Dominion near here, 70 miles east of Ottawa.

The derailment of the 14-unit train which dumped the three diesels into a 30-foot gully, left only the sleeping car on the tracks.

There has been no official statement from the railway concerning cause of the derailment and subsequent damage. Among other things, completion of an investigation report depends upon statements from crew members.

The accident occurred at 8.38 a.m. as the train neared a small wooden trestle over a creek. Two passenger cars and eight express baggage cars jumped the tracks but remained upright. A CPR official said this morning he "hoped" the line would be cleared and the wooden trestle, restored, by 3 p.m. today for regular operations.

The 114 passengers aboard were only shaken up.

But officials expressed amazement that the engineer and engineman, both of Ottawa, crawled from their cab alive. Both are in Civic Hospital.

Engineer Harold Greenlaw, 46, of 14 Stevenson Ave., suffered a badly bruised right hip, shock and leg cuts.

Engineman Frank Alexander, also 46, of 1220 Carling Ave., sustained slight concussion.

The wreck ripped up hundreds of yards of railway ties, chopping them into splinters, left several hundred feet of twisted rail and felled several telegraph poles.

Passengers were transferred to sleighs, drawn by nearby farm horses which pulled them a quarter mile to a road waiting buses took them to Montreal, where they arrived about 1.30 p.m.

Meanwhile, CPR crews arrived to clear wreckage and reset the derailed cars.

Investigators began searching through the tangled debris.

All CPR personnel at the scene were under orders to give no statements to reporters.

Crewmen leap from train.

The accident was over in seconds. Crewmen leaped from the train to find the three diesels gone. A hundred feet ahead they spotted the wreckage in the gully. A porter and a brakeman were first to reach the mangled cab of the lead diesel and assist the crew out. The porter administered first aid and had the injured taken back to the undamaged cars.

Mr. Greenlaw was reported to have stuck his head out of the cab and looked back toward where he had last seen his 11 cars.

He is quoted as saying: "I couldn't understand where they had gone; then I realized my engine was facing in the opposite direction".

Another trainman said he was working when the smashup occurred.

"There was a rumble and a crunching. I was thrown against a wall and a table. Then it stopped."

CPR Police began an all-night watch of the wreck and undamaged cars that includes one bearing mail and valuables.

The familiar No. 8 Dominion with its tinted-glass observation dome left Ottawa at 7.15 a.m.

One CPR official, asked if ice on the tracks could cause such a wreck, said it was unlikely.

The wooden trestle will require reshoring before the line can be reopened and repairs will take several days.

Montreal Ottawa trains are being rerouted via Bedell, adding an hour to the trip. The CPR cancelled one scheduled Ottawa Montreal run and delayed another.

A driving blizzard, low temperatures and poor road conditions hampered police and rescuers in reaching the scene.

Sole witnesses to the accident were a grazing mule and horse. The pair showed slight interest in the dozens of persons crossing back and forth across the snow near barn, 100 feet from the tracks.

Photo p. 16.

WORK CREWS CLEAR CPR WRECKAGE

Work crews and heavy equipment were rushed to St. Eugene yesterday as hours of clearing wreckage from the derailment of the Vancouver-Montreal CPR

Dominion began. Two crew members were injured and are in hospital, while the 114 uninjured passengers were finally taken to Montreal by bus. Three diesel engines were hurled into a 30-foot gully. Eight baggage cars and two passenger units jumped the tracks. Trains have been rerouted through Bedell, near Smiths Falls. Citizen-UPI staff Photo

09/01/1962 *Ottawa Citizen*

Montreal and Ottawa

St. Eugene

Derailement Inquiry Continuing

The investigation into Sunday's derailment of a 14 - unit CPR train near St. Eugene is continuing.

A railway spokesman indicated this morning there will be no company statement on the derailment, which sent two Ottawa crew members to hospital, until the investigation has ended.

There have been reports that the derailment was caused by a split rail and by heavy icing. However, neither report has been verified officially by the railway.

The damaged section was repaired Monday morning and has been reopened to normal traffic, the spokesman said.

11/01/1962 *Ottawa Citizen*

Chalk River

Almonte

Man Killed At Crossing Saying Car

ALMONTE (Special) An attempt to flag down a Canadian Pacific Chalk River Dayliner to save a 1954 model car cost a Carleton Place man his life last night.

Errol R. Stanzel, 69, a retired storekeeper, died instantly when he was struck by the fast-moving train. The accident occurred at 7.04 p.m., a mile south of Almonte. OPP at Perth who investigated said that the car was stalled on the RR tracks and from the evidence it appeared Mr. Stanzel was trying to flag down the train. The car was demolished.

The west - bound train was driven by Engineer Lyman E. Payne of 1150 Agincourt Rd., Ottawa. The accident was investigated by Sgt. H. H. Peever and Cnst.

Gordon Nontell of the Perth Provincial Police detachment.

15/01/1962 *Ottawa Citizen*

Montreal and Ottawa

St. Eugene

Wreck Cause Still Unknown

CPR investigators have not yet come up with the cause of the Jan. 7 derailment of a 14-unit train near St. Eugene, Ont.

A railway spokesman said this morning the probe is continuing and that no company statement would be issued until completion of the investigation.

Official estimate of the damage has not been made public.

Although more than 100 persons were aboard, bound for Montreal, only two men, members ; the'trew, were injured.

MRS. JEAN CASSELMAN

Train Hits Car, Woman MP Hurt

PRESCOTT (Special) Mrs. Jean Casselman (MP Grenville - Dundas) was reported injured in a car accident at a CNR crossing at noon today.

It is believed the Progressive Conservative member escaped with minor injuries when her car collided with a railway car at a crossing one mile west of here on Merwin Lane.

Ontario Provincial Police, Prescott detachment, are investigating.

Dr. W. G. Peters, who treated Mrs. Casselman in his office, said she suffered scratches to her face and a bruised hip. She was released after treatment and sent home.

16/01/1962 *Ottawa Citizen**Prescott*

3 Hurt As Car, Train Crash Near Carleton University

Three men were admitted to Civic Hospital last night after the car in which they were riding was struck by a CNR (sic) train at a level crossing on the service road from Bronson Avenue to Carleton University.

The late model sedan was demolished when it was struck by the train at 9.43 p.m. and carried 82 feet along the CNR (sic) right of way.

The driver, Paul Dignard, 36, of 57 Ivy Ave., was admitted to hospital suffering from minor head lacerations. He told police he didn't notice the train until it was on top of his late model sedan.

Murray Corlett, 47, of 10 Ruskin Ave., a passenger in the car, is being treated for a fractured pelvis and undetermined injuries.

The other passenger, Peter Villeneuve, 20, of 85 Victoria Ave., Hull, suffered multiple injuries.

Bell Sounding

Stanley Dunn, 48, 204 Arthur St., engineer of the locomotive, said he approached the crossing about 15 or 20 mph with the engine bell sounding.

Mr. Dunn said he hit the train brake and the whistle simultaneously when he saw the collision would occur. The train continued over 600 feet past the crossing before it stopped. It was bound from the Walkley Yards for Ottawa West carrying 11 loaded oil tankers and the conductor's van.

A black and yellow railway warning sign is located on the service road one-tenth of a mile west of the crossing.

Hospital authorities today reported none of the injured was in serious condition. Mr. Corlett is a sessional lecturer at Carleton University and his passengers are part-time students. They were returning home from a night class.

18/01/1962 *Ottawa Citizen**Carleton Place**Ottawa West*

Caption for picture of Bennett holding a child in front of CPR 180x

Merland J. Bennett, CPR switchtender of Breckenridge, Que., will receive the Carnegie Hero Fund Commission medal for his act of bravery last Feb. 14. Mr. Bennett grabbed three year-old Robert McKenzie seconds before a train would have struck him as he lay between the tracks where he had fallen. The child, son of Mr. and Mrs. Robert F. McKenzie of 36, Melrose Ave., had wandered onto the tracks and Mr. Bennett saw the train approaching at about 12 miles per hour. Here Mr. Bennett and Robert re-enacted the event, for the benefit of a photographer. (See also page. 3).

18/01/1962 *Ottawa Citizen**Carleton Place**Ottawa West*

Heros Medals Awarded

The first Carnegie Hero Fund Commission medal for bravery to be awarded to an Ottawa district man since 1942, was announced by the Commission's manager, David B. Oliver, in Pittsburgh, today.

A Carnegie bronze medal and \$500 cash will go to Merland J Bennett, 36-year-old CPR switch tender, of Breckenridge, Que. Mr. Bennett saved three-year old Robert McKenzie from being killed by a train at Ottawa West station last Feb. 14.

Robert's parents are Mr. and Mrs. Robert F. McKenzie, now of 36 Melrose Ave. Mr. McKenzie is a CNR express motorman.

Commission assistant manager Donald G. Sink said it will take four to six weeks to have the medals struck at the US. Mint at Philadelphia. The medal and cash award will be presented to Bennett by a senior CPR official at a later date in Ottawa.

More Medals Expected

"It is probable that we will have more Canadian awards this year than during the past 10 years," Mr. Sink told The Citizen.

Gave Award

There was only one award in Canada each year from 1954 to 1960, with the exception of 1956 when there were two. Five awards were made to Canadians in 1953 and none in the years 1952 and 1951.

20/01/1962 *Ottawa Citizen**Renfrew**Galetta*

Boy Killed At Crossing

GALETTA (Staff) A three-year-old boy was killed yesterday when the car in which he was riding with his parents collided with a freight train near this village, 35 miles west of Ottawa.

Dead is Kenneth John Boucher of R.R. 2, Bells Corners.

Mother of the child, Mrs. John S. Boucher, 40, is in Arnprior and District Memorial Hospital with head and multiple internal injuries. Her condition is described by hospital authorities as "improving" and she is said to be "out of danger".

Ontario Provincial Police say the accident occurred at approximately 1.55 p.m., when the vehicle, driven by Mr. Boucher, 43, skidded onto an unprotected level crossing about one-tenth of a mile from Galetta Post Office.

Freight Train

The car was almost immediately struck by an eastbound train carrying 14 freight cars.

The car was thrown back onto the highway and came to rest on its side. Pieces of the automobile and personal effects were scattered along the tracks.

Mr. Boucher was taken to Arnprior hospital where he was treated for cuts and bruises and later released.

The family were on their way to Arnprior. Two other children Howard, nine, and Carol, seven, were attending school at Bells Corners at the time.

Residents near the crossing said they had been trying for years to have signal lights installed at the crossing.

Train engineer was Robert Flumerfelt of 225 MacLaren St., and the conductor was Fred Swinwood, 85 St. Clair Ave.

Const. James Norrie of the Provincial Police at Ottawa is investigating the accident.

22/01/1962 *Ottawa Citizen**Lachute*

Train Hits Truck; Hull Man Injured

Paul Loyer, 39, of 44 Montpetit St., Hull, was seriously injured shortly before noon today when his truck was hit by a CPR freight on Leamy Lake Road a half mile east of St. Joseph Boulevard.

The victim was admitted to Sacred Heart Hospital with a severe head cut and chest injury.

Police said Loyer was driving west on Leamy Lake Road and apparently failed to notice the approaching 40-car freight train.

The truck was carried about 200 feet south of the crossing and it took several minutes to remove the victim from his demolished truck. Mr. Loyer is an employee of Canada Cement Company.

Engineer of the train was Hector Plouffe, Montreal. Conductor was Frank de Koninck, also of Montreal. Emond Ambulance took the victim to hospital.

25/01/1962

Ottawa Citizen

Renfrew

Eganville

Valley Station Left in Pieces.

A loaded freight train left the tracks at Hyndford, just east of here yesterday morning, and smashed the station house and a freight shed to splinters.

There were no persons in either building.

The derailment happened about 11.30 a.m. as CNR freight train 570, headed to Ottawa from Barry's Bay.

One of the 14 cars cleaned off the station leaving only the floor in its original location.

\$25,000 Damage.

Several cars were derailed and Ottawa area superintendent Pat Burns estimated damage at over \$25,000. Mr. Burns said four of the cars were not worth repairing, but he said the train engine, which stayed on the tracks, was not damaged.

The area superintendent said he could not give an exact cause for the accident but pointed to the rubble and said "it's in there somewhere."

A wrecking crew was sent out from Ottawa just before noon and at 7 p.m. a second crew was sent out to help clear away debris that still blocked the tracks.

CNR police are assisting in the investigation of the accident.

The station was to have been torn down with the abandonment of the Barry's Bay line.

29/01/1962

Ottawa Citizen

Beachburg

Bells Corners

Driver Hurt As Car Hit At Crossing

Douglas Bean, 34, of 13 Trinity Dr., Bells Corners, escaped serious injury at 10.45 this morning when his car was struck by a train at the CNR level crossing on the Base Line Road, near Bells Corners.

The injured man was taken to Civic Hospital by private car. He suffered mainly facial injuries, none of them serious. Provincial police are investigating.

03/02/1962

Ottawa Citizen

Kingston (CN)

Lancaster

Train Kills Pedestrian At Crossing

LANCASTER (Special) - A pedestrian was killed instantly when struck by a speeding train here Friday evening.

Dead is Harry McLeod, 79, of Lancaster, a retired Ontario Hydro superintendent.

Lancaster is 18 miles east of Cornwall. Police said the elderly victim, walking north on Highway No. 34, was looking westward as the train roared toward him from the east. He had faulty hearing, and apparently failed to hear the train. He was thrown about 300 feet by the impact.

The 75-mile-per-hour Toronto-bound Canadian National train was slightly more than one-and-a-half hours late. The accident occurred at 6.25 p.m.

A brother of Mr. McLeod was killed at the same crossing more by than 50 years ago.

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19/02/1962

Ottawa Citizen

Montreal and Ottawa

St. Eugene

Snow, Ice Caused Derailment

Snow and ice have been determined as the cause of the Jan. 7 derailment of a Canadian Pacific Railways passenger train near St. Eugene, Ont.

A spokesman said today snow and ice had collected under the cowling of the engine, eventually raising the front of the locomotive so that the wheels left the tracks.

Two crew members were injured. More than 100 persons, bound for Montreal, were aboard.

The railways has issued no official damage estimate.

26/02/1962

Ottawa Journal

Kingston (CN)

Lansdowne

CN Freight Derailed Near Brockville

BROCKVILLE (Special) A CNR freight train westbound on the main CN line and about 30 cars were derailed Sunday morning at 6.15 in the village of Lansdowne 22 miles west of here. No one was injured.

The accident occurred directly in front of the Lansdowne Station. One car flew into the west side of the station causing considerable damage.

The people of Lansdowne used to trains were not rudely awakened by the crash. One woman described it as sounding like a snowplow hitting a culvert.

Several cars completely leveled two buildings owned by William McConnell, a construction supplier and lumberman.

The buildings contained about 50 tons of coal, a large quantity of lumber, bags of cement and \$2,000 of roofing shingles. It is not known how much can be salvaged.

Mrs. William McConnell said a derailment happened in 1946 at the same spot leveling two buildings. The station was not damaged on that occasion.

The main road leading into the village was blocked for several hours. However, residents were able to cross the main CNR line by a village road just east of the station.

Mrs. McConnell said the "buildings have just gone." She said damage may reach \$70,000.

First person on the scene was John Haffie who heard crash as he was preparing to go to work. He roused neighbors behind the station to assist possibly injured.

Also on the scene was Ernie Moorehead who notified the McConnells and those adjacent to the accident.

R. A. Wilson, in charge of wrecking operations, said the cause of the derailment had not been determined. Most likely cause is thought to be a hot bearing box.

Wrecking hooks from Montreal and Belleville started to clear the track at 10 a.m. Sunday. One track on the line was open at 10 p.m.

Freight officials in Brockville said the westbound has been cleared but were unable to say how long it would take to repair the badly damaged eastbound track.

Meanwhile, both east and westbound traffic is being run the one track, they said.

26/02/1962

Ottawa Citizen

Kingston (CN)

Lansdowne

Brockville. Derailment Damages CNR Station

The railway station at Lansdowne was heavily damaged by a freight-car derailment that blocked the CNR's main line Saturday morning.

Lansdowne is about 20 miles southwest of Brockville.

Thirty cars of an 84-car eastbound freight train left the tracks, tearing up 300 yards of roadbed and crashing into the station building. Damage to the station was estimated at \$35,000.

Work crews started a clean up at noon Sunday, and expected to restore service on the line which connects Toronto and Montreal this afternoon. In the meantime, both CNR and CPR traffic were rerouted through Smiths Falls.

Passengers for Brockville, Prescott and other river front points completed their trips by bus.

27/02/1962

Ottawa Citizen

Waltham

Deschenes

Man Leaps As Train Hits Car

Warned by a small boy, an Ottawa cab driver jumped from a taxi stuck on the tracks at Deschenes, scant seconds before it was demolished by a CPR train Monday evening.

The driver, Kenneth Rathwell, 34, of 1673 Edgehill Place, said he was driving over a private crossing where the tracks cross Cote Boulevard about 6.30 p.m. when his cab stuck in snow-filled ruts.

His passengers, Mrs. B. O. Ashe and her child got out and walked to their home nearby.

Rathwell said he was trying to rock the car free when an unidentified boy told him there was "a light coming down the track." He saw it was a train approaching and jumped out of the vehicle before it was struck broadside. The car, owned by Rathwell's father-in-law, Grenville MacIntyre, of 21 Stewart St. was wrecked.

C. W. Gillespie, 625 Fraser Ave., was engineer and J. L. Hussey, of 552 Lisgar St. was conductor, of the eastbound 48-car train of iron ore from Bristol, pulled by two diesel units.

Train Crew Absolved In Fatality

A coroner's jury last night absolved a CNR train crew of any blame in the January 19 level crossing death of Kenneth Boucher, 3, of R.R. 2 Bells Corners. The boy was in a car, driven by his father, which struck a train on County Road 20, at Galetta, about five miles east of Arnprior. He died of a fractured skull. The victim's mother, Mrs. Stella Boucher, is still recovering from injuries suffered in the same accident. His father, John S. Boucher, testified he was not aware he was approaching the crossing until it was too late to stop on the slippery pavement. Coroner Dr. J. L. Dauphinais of Arnprior presided at the inquest. Assistant Crown Attorney D. G. Forrest examined the witnesses.

2 injured as train derails

Ice is believed to have caused the derailment of three CNR freight cars today in which two yardmen were taken to hospital. The derailment happened at the Hurdman's Bridge on an industrial line which runs into coal companies and other businesses on Nicholas Street. Most seriously injured was Aurele Gauthier, 37, of 527 Mutual St. General Hospital officials said he may be suffering from a broken collar bone. William Munroe, 31, another crew member, of 112 Rideout Cresc., was discharged from hospital after examination. CNR officials described the train's operations as "a yard movement" of a diesel engine and three box cars. The derailment did not interfere with main line traffic in any way, an official said. An investigation to confirm the iced track as the cause if the accident is underway.

Ottawa Man Badly Hurt

An Ottawa man is in serious condition in Ottawa Civic Hospital following a train-truck collision Friday morning on the Merivale Road crossing, south of the city. Roland Coon, 24, of 404 E!gin St., was taken unconscious to hospital by ambulance with serious head injuries. Mr. Coon, an employee of Coates Auto Parts Ltd., on the Merivale Road, was on his way to work when the accident happened about 7 a.m. An eastbound CNR freight train, No. 446, bound from Toronto to Ottawa, collided with the Coon car. Mr. Coon is married and has a two-month-old child. The engine of the train was made inoperative by the impact with the half-ton truck Mr. Coon was driving, and another engine had to be sent out from the Walkley Road yards to bring in the disabled train.

Mail Car Fire Causes Heavy Loss In Parcels

About 100 bags of mail were destroyed by flames that broke out in a sealed car on a westbound CNR train here last night. The fire was discovered when the car was opened at Union Station. The bags contained mostly newspapers and magazines but several bags of parcels were destroyed or damaged by the fire. No first class mail was involved and no estimate of damage was available. There was no one in the car that contained 350 bags of mail. The mail was in a "through car" on CNR No. 3 which arrived here at 10.35 p.m. The car was destined for Winnipeg but was to be opened here so that more mail bags could be placed in it. "As I opened the door, three burning bags of mail fell out towards me," a mail porter told The Citizen. The centre of the car was roaring mass of flames. Ottawa firemen from No. 3 station under District Chief Art Jones had the blaze under control in 20 minutes but stayed an hour to snuff out stubborn embers that smouldered among the bags of papers and magazines. **Train Delayed** The trans-continental train that usually stops 20 minutes in Ottawa was delayed an hour. The damaged car was placed on a siding and the contents were removed this morning. The baggage car was loaded at Montreal and it is thought the bags were piled too high and toppled over during shunting and fell against a coal burning stove in the centre of the car. Bags at both ends of the car escaped damage. Postal officials had no idea how long the fire had been burning but District Chief Jones said that when the car door was opened, a fresh supply of oxygen set the smouldering bags aflame. Undamaged bags and parcels were sent on westward on a later train.

Manslaughter Trial**Prisoners Statement Admitted As Evidence**

PEMBROKE (CP) The Crown submitted as evidence in Ontario Supreme Court Wednesday a statement by 66-year-old Clifford O'Brien saying he killed a Pembroke tobacconist 43 years ago after the man made homosexual advances.

O'Brien made the statement to police at Wawa, Ont., last August after giving himself up for allegedly killing Michael Legge in 1919. He is charged with manslaughter.

Legge's (sic) mangled body was discovered on railway tracks here. A coroner's jury at the time called the death accidental. Two men, later charged with murder, were released for lack of evidence.

OPP Constable Grant Hill of Wawa read Wednesday portions of the statement made to him by O'Brien when he went to police last year.

Looked At Boat

In it, O'Brien said he had been negotiating with Legge to buy a boat and on the night of the death went to have a look at the craft.

O'Brien's statement said. Legge made homosexual advances en route and O'Brien knocked him unconscious and dragged his body across the tracks. He said a train was coming at the time and he watched it run over the man.

A true bill of manslaughter was turned in Wednesday against the part-time house painter from Wawa, Ont., after a charge of capital murder in the 1919 death was dismissed by the Supreme Court of Ontario jury.

Two other witnesses at the Ontario Supreme Court trial said O'Brien had told them the same death story earlier.

Rev. George Bombay of Meaford, Ont., said O'Brien went to him some time between 1933 and 1936 when he was Pentecostal minister in Pembroke.

Returned Later

Mr. Bombay said O'Brien was drunk when he told the story but returned a few days later when he was sober to say it was true.

The minister said he asked O'Brien to go with him and tell the story to police but O'Brien refused because he had a wife and two children.

"But he promised me then that he would make a confession before he died," said Mr. Bombay.

Mr. Bombay said he had told O'Brien's father about the incident but that he refused to believe it.

Similar Story

The accused told a similar story to Brigadier Joshua Monk, Salvation Army director of a clinic for alcoholics where O'Brien was treated in 1960.

Brig. Monk testified that O'Brien had been drinking heavily and he could not quite accept the story because of O'Brien's condition.

Brig. Monk said O'Brien had a guilt complex for failing to live up to the strong religious beliefs he had been taught as a young man. It was reasonably common, he said, for people in O'Brien's position to greatly exaggerate their own sense of guilt.

16/03/1962 Ottawa Citizen Chalk River

Last train runs to Chalk River.

Saturday and Sunday will be the last runs of CPR trains to Chalk River from Ottawa. Train Number 260, 265 will make their final runs on Saturday and number 267 its final run on Sunday.

The decision to cancel the CPR service to Chalk River was made two months ago and permission was granted by the Board of Railway Commissioners. The railway gave declining Ottawa - Chalk River traffic as the reason for the cancellation.

16/03/1962 Ottawa Citizen Belleville Bolingbroke

No Injuries As Engine Derailed

PERTH (Special)-The engine of an overnight passenger pool train, travelling from Toronto to Montreal, was derailed 14 miles west of here early this morning. There were no injuries. Passengers arrived at their destination five hours late.

The derailment occurred shortly before 4 a.m. According to a CPR official, the train was passing through a rock cut near Bolingbroke when the front truck of the lead diesel struck a rock. None of the cars left the track.

16/03/1962 Ottawa Citizen Chalk River Pembroke murder

Freed Man Heads Home To Pension, Odd Jobs

PEMBROKE (CP) - Clifford O'Brien, 66 - year - old house painter and odd jobs man, walked out of court here a free man Thursday (15/03) after being acquitted of manslaughter in the death of a Pembroke tobacconist 43 years ago.

The Supreme Court Jury, which twice returned to seek redirection on legal points, returned its verdict of not guilty after being out for 3 1/4 hours.

Thus ended a case that began in 1919 when the mangled body of Michael Legge was discovered on the railway tracks in this Ottawa Valley community after being run over by a train.

A coroner's jury at the time ruled the death accidental, though two men later were charged with murder but released for lack of evidence.

That was how things stood until one day last August when O'Brien walked into a police station at Wawa, about 100 miles north of Sault Ste. Marie, and voluntarily gave himself up in connection with the long-forgotten case.

O'Brien told police he had killed the tobacconist after the man had made homosexual advances. The house painter was charged with murder and brought here for trial.

When the trial opened this week the jury dismissed the murder charge, but returned a true bill on the manslaughter incident.

Mr. Justice D. R. Morand, in his address to the jury Thursday said it would have to decide whether O'Brien had committed an "unlawful blow," whether the accused had actually placed Legge on the railway track, and whether the victim was dead or alive when run over.

Defence counsel Thomas G. Edmonstone of Renfrew, Ont., had argued that there had been variations in O'Brien's accounts of the incident as related by police and other witnesses.

He said the Crown had not fully established whether O'Brien had dragged Legge onto the tracks, or that he actually hit him and left him.

O'Brien plans to return to Hawk Junction near Wawa, where he wants to spend the rest of his life on his old age pension, and continuing to do the occasional odd job.

19/03/1962 Ottawa Citizen Alexandria

No Montreal Train Cuts

Eleven CNR passenger trains between Ottawa and Montreal will continue to be operated without any reduction in service.

Walter Smith, CNR special representative here, stated today there is nothing to an earlier report that three of the 11 CNR trains between Ottawa and Montreal were to be dropped.

Reductions in CNR train-services are customarily made at timetable changing time for the start of daylight saving on April 29 or its ending on Oct. 28.

"No Ottawa Montreal trains are being dropped," said Mr. Smith, "when daylight saving starts on April 29."

29/03/1962 Ottawa Citizen Carleton Place Ottawa West

Medal For CPR Hero Of Rescue

The last chapter in an exciting story that began on Feb. 14 last year, will unfold here Friday when Merland J. Bennett, 36-year-old CPR switch tender of Breckenridge, Que. receives a Carnegie Hero Medal for his act of bravery.

Mr. Bennett snatched three-year-old Robert McKenzie seconds before a train would have struck the child as he lay between the rails at Ottawa West station. The young son of Mr. and Mrs. Robert F. McKenzie of 36 Melrose Ave. had wandered onto the tracks and Mr. Bennett rescued him as the transcontinental train approached only yards away.

CPR assistant general manager G. W. Miller of Toronto will present the Carnegie bronze medal to Mr. Bennett who earlier received a Carnegie Hero Fund Commission cheque for \$500 in recognition of his outstanding heroism.

30/03/1962 Ottawa Citizen Chalk River Pembroke murder

Freed In 1919 death, Man Dies At Pembroke

Clifford O'Brien, 66, acquitted March 15 on a manslaughter charge, died in Pembroke last night.

Police are investigating, and an autopsy was to be held today to determine the cause of death.

He came into news prominence last August when he voluntarily gave himself up to police in Wawa, a small town, about 100 miles north of Sault Ste. Marie in connection with the 1919 death of a Pembroke tobacconist.

The mangled body of Michael Legge was found after being run over by a train. O'Brien told police he resisted homosexual advances by Legge, knocking him unconscious and leaving his body across some railway tracks.

Two Charged

A coroner's jury at that time ruled the death accidental. Two men were charged with murder later but released for lack of evidence.

This month a grand jury dismissed a murder charge against O'Brien but returned a true bill on a charge of manslaughter. He was later acquitted of this charge also.

Last night O'Brien died from what police described as "natural causes, possibly heart failure".

Complained Of Pains

"He had been complaining of stomach pains all day," said Const. R. M. Ritchie of the Pembroke town police.

Mr. O'Brien at the time of his death was in his room at the New Windsor Hotel.

An autopsy was to be performed today by Dr. T. P. Dodds,

31/03/1962 Ottawa Citizen Carleton Place Ottawa West

CARNEGIE HERO AWARD

CPR assistant general manager G. W. Miller of Toronto and three-year-old Bobbie Mc-Kenzie, admire the Carnegie Hero bronze medal presented by Mr. Miller Friday to Merland Bennett (centre), who saved the young lad's life on Feb. 14, last year. Bennett, a 36-year-old CPR switch tender, from Breckenridge, Que., snatched the infant son of Mr. and Mrs. Robert F. McKenzie of 36 Melrose Ave., from the tracks as a transcontinental passenger train was passing the Ottawa West station. Mr. Bennett earlier received a \$500 cash award from the Carnegie Hero Fund Commission for his heroic act. Citizen-UPI Staff Photo

02/04/1962 Ottawa Citizen

Beachburg

Bells Corners

Trainmen Save Truck Driver Buried In Sand

A man seriously injured in a truck-train accident was rescued by the train crew after he was almost buried by his load of sand near noon today. Paul Menard, 29, of 116 LeBre-ton St., was almost completely buried by 10 tons of sand when his truck overturned after the collision on the Bompas side road near Bells Corners. Only one foot was poking out of the sand when the train crew reached him. With shovels they dug him out, only partially conscious, and he was rushed to the Ottawa Civic Hospital by ambulance.

21/04/1962 Ottawa Citizen

Beachburg

Killed By Train Alfred Florent, 38, of Egan-ville was killed by a CNR train while on a fishing expedition near Ruby Station near Killaloe Friday.

27/04/1962 Ottawa Citizen

Belleville

Perth

Train, Car Crash Kills Perth Man PERTH (Special) - A 79-year-old Perth district man died Thursday after his car collided with a CPR freight as he drove down a lane on his farm. Thomas Russell Hosie, of RR 4, died in the Great War Memorial Hospital in Perth two hours after the accident, which happened at 2 p.m. The car was tossed 30 feet into a ditch on the left hand side of the road. The approach to the tracks was clear

07/05/1962 Ottawa Citizen

Chalk River

Pembroke

Shot Fired Into Train At Pembroke

PEMBROKE (Special) -The Pembroke police are today investigating the firing of a rifle at approximately 5.20 this morning at the eastbound Canadian Pacific Railway transcontinental train Dominion No. 8. The shot went through a coach window narrowly missing a lady passenger. Conductor F. J. Quirk of North Bay did not stop the train beyond scheduled time but reported the incident to Pembroke police. An investigation is, underway directed by Inspector Bert Dickie.

11/05/1962 Ottawa Citizen

Chalk River

Pembroke

No Bullets Hit Trains At Pembroke

PEMBROKE (Special) An investigator for the CPR In Ottawa stated today that reports of a bullet fired at the "Dominion" passenger train, as it passed through this area, were incorrect.

G. E. Proulx, member of the railway's police force, said that an investigation has revealed that two small Stafford Township boys had thrown stones at the speeding train before it reached here.

Authorities doubted that any disciplinary action would be taken because of the ages of the two small boys.

No explanation has been advanced as to why the Boys would be up and near the railway tracks at 5 a.m.

There were two instances involving the train, one last Saturday and the second on Monday. Police reported that small indentations were found on the metal sides of two coaches.

22/05/1962 Ottawa Citizen

Waltham

Aylmer

Man Found Dead Beside Train Tracks

The body of a 67-year-old Aylmer man was found beside the CPR tracks Saturday morning on the outskirts of the town. Police said the man was apparently struck by a train passing through Aylmer.

Police identified the victim as Alexander Graveline, of 67 Brook St., Aylmer. He was a widower.

Police reported finding the body alongside the CPR tracks about 8.30 a.m. Saturday. The CPR northbound freight train to Bristol Mines passes through Aylmer early Saturday morning.

Chief Roger Boucher, of the Aylmer detachment, assisted by Detective Ovide Belec, of the Hull detachment of the QPP, are conducting the investigation.

The victim, who was a veteran of the First World War, lived with his daughter and son-in-law, Mr. and Mrs. Romeo Goderre. He is survived by one brother, Patrick, 60, four sons and one daughter. He worshipped at St. Paul's Roman Catholic Church, Aylmer.

23/05/1962 Ottawa Citizen

Beachburg

Trains To Roll Past Hospital 17 Times Daily

Seventeen trains a day may rumble past the planned new Riverside Drive Hospital, says J. L. McQuarrie railway consultant for the National Capital Commission.

Last night, a report that 28 trains might pass the proposed hospital daily knocked City Council temporarily off the rails.

Mayor Charlotte Whitton, pounding her desk angrily, said as far as she knew there would be only two "major" trains running along the Riverside Drive tracks daily. Aid. Jules Morin said he had heard there would be 28.

Relocation of the Union Station to its Queensway site will change rail traffic in that area, Mr. McQuarrie explained.

He said that no freight trains will pass through the new station, but passenger trains including trans-continentals, morning and evening trains to Toronto and Montreal, and a few one-car diesels serving the CPR North Shore line to Montreal.

Mr. McQuarrie said two tracks will serve the new station in and out, to permit handling of long passenger trains which might be arriving or departing at approximately the same time.

Backing in of passenger trains, as has been required from the Hurdman's Bridge Y into the present Union Station, will be eliminated.

Mr. McQuarrie stated there are no basic changes in the NCC railway re-location plans, apart from some modifications in the new Union Station itself.

Con. Lloyd Francis confirmed that the 28-train prediction was made at a hospital committee meeting.

Con. Lloyd Francis confirmed that the 28-train prediction was made at a hospital committee meeting.

All that was gone into before the land, on Riverside Drive near Smyth Road, was acquired, Mayor Whitton said. Only one of the three tracks now there was to remain 700 feet from the hospital.

Allegations against the site had been made time and again, said the Mayor. Innuendos had been made about the cost.

"I'm not making innuendos," interrupted Con. Francis. "I'm saying outright the cost was too great."

Aid. Ellen Webber, first imploring the Mayor not to "get furious with me," said she has been asking a number of questions about possible railway relocation.

"I've been told there are changes in the minds of the railway people and the Board of Transport Commissioners," she stated.

Mayor Whitton brushed aside the idea. The one track left by the hospital will be a main line CNR track, she said. There would be two major trains a day, from Montreal and Toronto.

"Western trains are already being reduced," she said. "The long-range travel will be by air."

Con. Wilbert Hamilton said aldermen should "ask Joe Paradis" where the figure of 28 came from.

Fire Halts CPR Diesel Locomotive

CARLETON PLACE (Special) Fire broke out around 9.30 last evening in one of three diesels pulling a 61-car CPR freight train just south of Carleton Place near the 11th Line crossing.

Carleton Place firemen answered the call and with the assistance of the train crew managed to move the burning diesel away from the rest of the train and extinguish the fire.

About 200 people and 50 to 80 cars converged on the scene to watch the blaze which could be seen for some distance.

As yet there is no word as to what might have started the fire. There are two theories: one, that the diesel engine became overheated and two, trouble with the wiring system.

Following the fire, which caused considerable damage, the diesel unit was hauled to Smiths Falls and returned to the roundhouse where it will await inspectors to determine the cause of the fire.

The train was on its way from Chalk River to Smiths Falls.

21/06/1962 *Ottawa Citizen**Carleton Place*

Operation of trains on the CPR trans-continental line through Britannia will end in 1965 with completion of necessary railway intersection facilities at Bells Corners. This line will be used from Ottawa West station west to Churchill Avenue for industrial freight for a few years until industries there can be re-located. The freight trains will use the CPR Pres-cott line for access, backing in west from the station.

25/06/1962 *Ottawa Citizen**Montreal and Ottawa**Bourget*

Fantastic Escape

Train Passes Over Child Who Falls Between The Rails

A three-year-old Bourget girl had a fantastic escape from death Saturday evening when a Canadian Pacific tram passed over her at 80 miles per hour. Pure chance apparently saved Linda McAuley, daughter of Mr. and Mrs. Albert McAuley. She slipped and fell between the tracks just as the five-car passenger train roared up to her.

Linda's father, who had run out to look for her when he heard the CPR train approach, saw her stand up after the train passed.

Bump On Head

She suffered only a bump on the head - probably caused when she fell and not by the train.

The crew of the diesel Mon-treal-to-Ottawa train brought the train to a stop when they realized a child had been run over.

One crew member said he had seen what looked like a dog lying on the tracks, but when he looked back, he saw the child,

Mr. and Mrs. McAuley have eight other children, the oldest 15.

"Linda just turned three June 15," Mrs. McAuley said

"We had just finished supper and she wanted to go outside. I had forgotten about the 7 o'clock flyer and let her out.

"Our house is about 50 feet from the track. We started building a fence, but it isn't finished yet. We were watching television when we heard the train whistle and my husband went out to see where Linda was.

"He couldn't see her but as soon as the train went by he saw her stand up between the tracks. The stationmaster, Mr. Brazeau, called out he saw a child and by this time my husband had picked up Linda. "

The doctor took her to his office and examined her. finding only a large bump on her head."

Mrs. McAuley said the family has lived at Bourget eight years and never had any problem with children being near the trains.

"We are going to finish building the fence," she said.

03/07/1962 *Ottawa Citizen**Winchester**Green Valley*

Three teenagers were killed when their car struck a CPR freight train and was dragged half a mile early Sunday morning at Green valley four miles south of Alexandria.

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Ontario Provincial Police said the car was second in line waiting for a west-bound freight train to pass the crossing. After it passed, the car swung out from behind the first car and smashed into the side of a second freight travelling east.

There is wig-wag signal at the crossing, but the youths apparently thought it was working because of the westbound freight.

05/07/1962 *The Equity, Shawville**Beachburg**Portage du Fort*

Train fire.

Last night, as the Trans Continental (sic) CNR passenger train rolled into Portage du Fort (Quebec) station, a sectionman noticed an extreme amount of smoke surrounding the diesel. After it stopped and discharged Mr. Godon Gibbins, a passenger, it started on west.

Just then the flames began to shoot from the auxilliary engine, and the sectionman flagged the engineer, who until then had not been aware of the problem. They immediately unhooked the passenger cars and pushed the auxilliary unit onto a siding. Portage volunteer firemen continued to fight the blaze, which was now burning fiercely. The main engine then picked up the passenger cars and proceeded west.

One wonders what the results would have been if the fire had not been noticed until the train had left the station, carrying 1400 gal. of fuel and headed for the bridge to Ontario.

(Shawville Equity, July 8, 1987.)

19/07/1962 *Ottawa Citizen**Lachute**Plaisance*

No inquest in triple fatality.

No inquest will be held into the deaths of a Rouyn couple and their son killed Wednesday when their automobile was struck by a freight train near Plaisance, Que.

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25/07/1962 *Ottawa Citizen**Thurso and Nation Valley*

One man is dead and a young girl is in critical condition at Sacred heart Hospital in Hull following a car-train collision at Montpellier, Que., last night.

Montpelier is about 35 miles northeast of Ottawa.

Two other persons are in St. Michael's Hospital, Buckingham..

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Quebec Provincial Police from Montebello investigating the accident said the accident happened about 8 p.m. on a level crossing at Montpellier when Meilleur, driver of the car, apparently failed to see an approaching diesel. The train is owned and operated by the Singer Manufacturing Company to transport men and equipment from the Thurso area into the bush-land.

Ottawas Seven-Mile Tunnel Nearing End

Drilling is almost finished in the seven mile - long tunnel which will carry Ottawa's sewage to the Green Creek Sewage Treatment plant.

Another 1,000 feet 40 working days, with luck and the toughest part of the Interceptor and Outfall Sewer project is done.

"Breakthrough day," when crews drilling the last stretch from opposite ends meet in the middle, should be sometime in September.

By then, a quarter of a million tons of shale and sand-stone will have been gnawed out of subterranean Ottawa.

The west leg, from Wellington and Booth streets to the Rideau Canal, is drilled out now. The east leg, from the Skead Road to the plant, is almost done.

In the middle section, unexpected rock and soil conditions have caused a slight delay.

The first construction steps were taken in 1960. Hundreds of "test bore" holes were sunk and core samples checked to find what type of soil and rock the drillers would be dealing with. Then six shafts were sunk, near Wellington Street, Cathcart Square, Beechwood Avenue, Peach Tree Lane, Skead Road and Rebecca Street.

Meet Within An Inch

Drillers started out from these shafts to meet each other, working about 100 feet below the surface. Because they can be guided by holes from above, as well as by survey measurements taken underground, they can usually line the tunnels up within an inch or two.

After the tunnel sections are drilled they are lined with concrete. The whole job is scheduled for completion by the end of the year.

Three big construction companies, Spino, Matthews and Beaver, are doing the job, under the supervision of the Toronto Consulting Engineering firm of DeLeuw, Cather and Co. Ltd.

"Basically, the sewer tunnel is a mining operation," explains DeLeuw, Cather's resident engineer, Gil Dowie. "We use modern mining techniques."

Machines Building

It is machinery, rather than manpower, which is building the sewer. Considering the tons of rock moved, relatively few men are employed, and only four or five work at the actual shaft head.

Debris is loaded by a scoop onto an 80-foot train. The rock is hauled to the shaft, lifted to the surface by an elevator, dumped into trucks and carted away.

Cement for the lining is mixed on the surface then poured down a chute to another "train." This train carries the mix to a machine called a "blower."

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ICECREAM HALTS TRAIN TWO HOURS

ALMONTE (Special) - The CPR Dominion, bound for Montreal, was delayed and Highway 44 blocked two hours here this morning by ice cream.

A milk transport carrying 15 tons of ice cream mix became detached from its cab, stranding the tank trailer across the CPR tracks near the Producers Dairy plant.

Local tow trucks could not budge the heavy load and help had to be summoned from Antrim.

Two hours later, about 6 a.m., the Dominion rolled eastward and highway traffic resumed.

Driver's 'Drive' Really Railway

An Ottawa motorist found parked and asleep on CNR (sic) tracks at Scott Street last night told police he had a flat and just pulled into "this driveway" to get off the road.

Police from Number 2 Station were called to the Ottawa West CPR Station at 2 a.m., by a passerby who said, "Someone's trying to drive up the tracks in a car".

Arriving on the scene Sgt. Tom Glenn and Const. Desmond Sloan found three tired gentlemen asleep in the front seat of the car blocking the Shawville shunter.

Police wakened the men, sent two of them home to bed and took the driver of the vehicle to the police station for questioning.

Charged with driving while his licence was suspended is Percy Beaudry, 62, of 371 Stewart St.

Veteran Vars Station Agent Retires

Alexander MacKenzie, 65, CNR station agent at Vars since 1941, retired after 46 years as an agent Tuesday and said he really liked the job better in "the old days."

"No one worried much about the business end of an agent's job then," he recalled in Ottawa this week. "If our figures sometimes didn't balance, we didn't get upset. Today it seems as though there are more figures than work, and they've got to balance."

An agent on the Renfrew-Eganville line for more than 20 years, Mr. MacKenzie remembered 12-hour working days, six and sometimes seven-day working weeks.

When he moved to Vars there were four passenger trains daily. Now there is one on his shift.

Mr. MacKenzie was born in Battleford, Sask., and joined the CNR as assistant agent after a year in telegraphy school in Ottawa.

He and his wife will retire to Ottawa's Hawthorne Meadows in September. They have a daughter in Ottawa and a son in Haley.

Derailment Near Showville Closes Line 12 Hours

PEMBROKE- (Staf) Canadian Railway trains between Pembroke and Ottawa were routed over Canadian Pacific Railway lines Thursday because of a CNR derailment at Bristol, six miles east of Shawville, Que.

A number of cars of a west bound freight No. 401 left the main line's rails at a point where there was only a single track.

A section of track was torn up and the under-carriage from one car was ripped off.

The line was closed for approximately 12 hours after the derailment which occurred at 6 am

Boy, 7, Thrown By Train

A seven-year-old Ottawa boy is in satisfactory condition at General Hospital after a brush with an east bound CPR train last night near his home just off Tremblay Road.

Brian Patrick O'Connor, son of Mr. and Mrs. Edwin O'Connor, of 1323 Ave. P, is suffering severe chest and internal injuries. Hospital authorities say his condition is improving.

The boy was knocked to the rock-strewn trackside at about 7.30 p.m., when he and two companions stood on a narrow path as the CPR "Canadian", Vancouver to Montreal passenger train, roared past. He was taken to hospital by police cruiser.

His companions, Michael Ouimet, eight, and his six-year-old brother David, sons of Mr. and Mrs. Don Ouimet, of 1319 Ave. P, were not injured.

May Have Touched Train

Police say the youngster apparently failed to stand clear of the speeding train and may have even reached out to touch it as it passed.

It is believed he was thrown after brushing against, or being hauled into, the side of the train. Neither engineer Aldon A. Murphy, of 115 Spadina Ave., Ottawa, nor conductor Clyde Taman, of 638 Gilmour St., knew of the accident until told by Montreal railway officials.

Mr. Ouimet, father of the injured boy's companions, said he had no clear picture of the accident. "The boys are pretty upset about it," he said. They told their father Brian came to his feet for a minute after the accident and was bleeding from the mouth.

Const. Keith Anderson, of city police, who investigated the accident with Const. Wilmer Dowd, said the train could have been travelling about 40 miles per hour when the accident occurred.

Family Of 4 Meets Death At Crossing

Speed, noise from a car radio, and four people in the front seat have been cited as factors in the deaths of an Ottawa high school teacher, his expectant wife and their two children.

The family of Paul-Emile Prudhomme, 28, of 144 Dagmar Ave., Eastview, was wiped out when a freight train sliced their car in two at a level crossing near Carlsbad Springs, Saturday.

An inquest will be held at a date yet to be set, Coroner Dr. E. J. S. Major of Orleans said.

Was To Teach Here

The family, originally from Chesterville, moved recently when Mr. Prud'homme was appointed to teach French at Rideau High school this fall.

Police said skid marks indicated the car carrying Prud'homme, his wife Fernande Marguerite, 31, son Jean-Marc, 3, and daughter Carole, 18 months, was travelling fast.

They said the car radio was on at the time, and all four people were in the front seat. Police found the radio's on-off switch at on and turned up almost half-way.

It is believed the driver attempted to brake when he saw the train, but failed to stop the car before it met the train.

The family was on its way to help hang curtains at the new home of Mrs. Prud-homme's mother, Mrs. Aldege Desjardins, about a mile from the scene of the accident. Three boxes of drapery rods lay scattered along the track with other debris including children's clothes, a shopping bag and a woman's shoe.

The accident occurred about 11.20 a.m. on a straight stretch of the Russell Road, 10 miles east of Ottawa.

Sliced In Two

The late-model sedan was sliced in two by the eight-car Canadian National Railways freight train which was heading towards Ottawa at about 50 miles per hour.

The front fenders and engine were crushed beneath the locomotive and carried half a mile. Other parts were strewn along the right of way.

The train had to be backed up to remove the front part of the car. Damage to the train was estimated at \$800.

The rear half of the car, the only recognizable part, came to rest in the opposite lane near the crossing.

The mutilated bodies of the victims were thrown down the railway embankment into a water-filled ditch about 70 feet from the point of impact. They died almost instantly.

Police searched for almost an hour for the body of the boy which was found in a clump of bushes near the body of his mother.

20/08/1962 *Ottawa Citizen**Prescott*

City Centre Terminal

Now under construction

Ready for Spring 1963 occupancy

Specifically designed to provide complete warehousing, industrial, retail and office facilities, at an economical rent in the centre of the city, convenient to all traffic routes. Adjacent to the LeBreton Flats expropriation and new Government Buildings. Walking distance of Ottawa's largest skilled and unskilled labour pool. Providing Ottawa's only downtown railway siding after relocation. Completely sprinklered and fire resistant building. Every tenant will retain his individual identity.

25/09/1962 *Ottawa Citizen**Maniwaki*

Rail-Scrap Plans Hit New Peak

By The Canadian Press

The board of transport commissioners has plunged into the busiest round of cross-country hearings on railway abandonments in its half-century history.

To handle the unprecedented flock of rail abandonment bids, the federal board will be sitting almost continually from now until mid-December.

So far, the board has called public hearings on seven applications by the privately-owned CPR to tear up 216 miles of branch line track most of it on the Prairies and scrap seven short-run trains.

One of the hearings is Oct. 2 at Maniwaki, Que., on the discontinuance of three CPR passenger trains between Ottawa and Maniwaki.

03/10/1962 *Ottawa Citizen**Maniwaki*

Maniwaki train not used

Maniwaki - Bus and truck service from Ottawa to Maniwaki is better than train service, CPR officials told the Board of Transport Commissioners here Tuesday.

<http://news.google.ca/newspapers?id=tz4yAAAIBAJ&sjid=heUFAAAAIBAJ&pg=5998,476735&dq=railway+railroad+train+cpr+bride+to-train+will-train+trained&hl=en>

Carlsbad Springs

Urge Traffic Count After Family Killed

A coroner's jury last night returned a verdict of accidental death after hearing details of the train-car crash which took the life of Paul Eraile P r u d-homme, 28, 144 Dagmar St., Eastview, at Carlsbad Springs on Aug. 11.

The Rideau High School teacher's wife, Fernande, and two children, Carol, 18 months, and Mark, 3, also died in the same crash. The four died when their car was in collision with a CNR freight train enroute from Montreal to Ottawa.

The jury did not attach any responsibility for the accident to either driver or train crew but pointed out that it appeared the attention of the driver must have been diverted.

One possibility is that his car radio was on and he failed to hear the whistle and bell of the oncoming train.

The jury recommended that a traffic census of both rail and road should be conducted by the proper authorities to determine if additional warning devices should be installed at the Russell Road crossing In Carlsbad Springs.

Saw Accident

Edgar Gladu, working on his father's farm near the crossing, told of witnessing the accident. He said the car appeared to be going about 50 miles an hour, slowed up, and then hit the train as it was about half way across the crossing. He said it hit head on at the front of the freight's engine and then broke apart.

All four victims were hurled from the vehicle, which was cut in two by the impact, and died instantly of multiple injuries.

Bernard Ryan, CNR rear end brakeman, Harold Buske, engineer, Rae Clark, assistant engineer, and T. W. Sheridan, conductor of the train, all testified that the train approached the crossing with headlight on and whistle and bell operating. The accident occurred at 11.30 a.m. but trains keep headlights of their engines on all day to make oncoming trains more visible.

Mr. Clark, handling the engine at the time, said the train was proceeding at 53 miles an hour in a 60 mile zone when he applied the brakes when the car was sighted bearing down on the train.

R. B. Laughlin, front - end brakeman, riding In the cab of the engine, said he saw the car a quarter to half a mile away and thought it had ample room to stop. He said it struck the left front of the engine with the right front end of th car.

Tried To Beat Train

Cpl. Robert Behan of the Gloucester - Nepean Police, investigating officer, said the roadway showed skid marks of 70 feet, then an open space of 30 feet and then heavy skid marks of 26 feet veering slightly to the right.

He said it appeared Mr. Prud-homme suddenly noticed the train, applied his brakes and then thought he could not stop in time and attempted to beat the train to the crossing.

At the last minute, realizing he could not make it, he applied his brakes heavily again but was unable to avoid the collision.

He said the radio in the demolished car was in the "on" position and that it took two or three turns to return the control to the "off" position.

Apparently, he said, the radio was playing at the time of the accident. The brakes of the car were in good condition and a medical test showed no alcohol in Mr. Prudhomme's bloodstream.

Dr. E. J. S. Major presided and Douglas Forrest represented the crown. Garner Currie was foreman of the jury.

Rail car runs over obstruction

Someone threw the cross arm of a telephone pole across the tracks near the Hull station last night. One passenger dayliner bumped over it, but no damage resulted.

CPR officials said, however, that had the train been moving in excess of 30 miles an hour, there could have been serious consequences.

The obstruction was noticed by engineer Norman Smith of Montreal, as his one-coach train ground to a halt about 1,000 feet north of the Beemer station, near the Hull arena. The Montreal-Ottawa train normally stops at this point until an automatic switch is opened to bring it into the station.

Maniwaki Train Not Used

MANIWAKI Bus and truck service from Ottawa to Maniwaki is better than train service, CPR officials told the Board of Transport Commissioners here Tuesday.

But "save our train" was the plea of a dozen Gatineau Valley residents at the board's hearing on the Canadian Pacific bid to stop its passenger service on this line.

Coached by a company lawyer, four top CPR officials told the board the volume of passenger business does not justify continuance of the service and the railway would save \$50,000 if it were dropped, without m convenience to the public.

Railway officials blamed good highways and better bus service for loss of passengers. They said the average number of pas sengers per trip on the rail diesel car had dropped from 43 in 1959 to 21 this year.

To the residents' suggestion that they kwp the RDC running in winter months, CPR officials said figures show that fewer people ride the train then than in summer.

Would Keep Freight

The railway said it plans to drop the passenger service, revert to three-days-a-week freight service and send express parcels by contract with a private truck owner.

It would be same-day service, whereas express packages for Wakefield and Gracefield are delivered the following day on return from Maniwaki, because the stations are closed on the way up.

The hearing in the town hall was orderly, before Assistant Chief Commissioner H. H. Griffin, Deputy Chief Commissioner J. E. Dumontier and Commissioner John M. Woodard.

CPR witnesses examined by CPR counsel J. E. Paradis were divisional superintendent R. G. W. Harris, of Smiths Falls; George Walsh, general passenger agent, Atlantic division; Armand Turgeon, superintendent of express, Atlantic region; George Brown, assistant research analyst, and Allan E. Brown, research analyst. The witnesses were cross-examined by Macolm Miller, 35-year-old Maniwaki lawyer, at the suggestion of Mr. Griffin.

Representations to keep the train service running were given by Gerard Desjardins, MLA for Gatineau; Mayor Joseph Gendron of Maniwaki; Rev. T. J. Cawley of Farrelton; Dr. J. A. Johnson of Brennan; Alfred Charette and Eugene Smith of Maniwaki, for chamber of com merce of western Quebec; Dr. J. Matte of Masham; Miss Inez Derby, and Mrs. Richard Derby, representing Gatineau Women s Institutes; Rev. Dr. John A. Johnston of Alta Vista Church, Ottawa, representing the Presbyterian Church of Canada, and Ernie St. Jean, Low, Que., storekeeper.

Plan For Camps

Dr. Johnston said the Trustees Board of the Presbyterian Church in Canada has plans for three camps on a large estate it acquired, as a lay centre, conference area and camps, on Trout Lake and Caster Lake. Clemow Station is only a few hundred feet from the camp entrance but three miles from the closest unpaved road.

He said the camps would be used on a year-round basis as summer camps and conference centres by people from all parts of Ontario. To charter a rail diesel car, which they did to take 35 boys to camp, cost \$600 and took four weeks' negotiation.

He argued the camp would help the CPR make up its lost passenger business. The church was depending on iiie handy rail service to develop the camps, already in use. Dr. Johnston said.

Mr. Miller said the railway had apparently proved it was losing money on passenger service, but pointed out a bus company makes two trips a day over the route, "so it proves the passengers are there, but it seems the railway doesn't want the business."

He claimed when the CPR put on a "Budd car" in 1958, it was not advertised and no effort was made to promote its use. It was three months before people found out about it he said.

Mr. Paradis replied it costs more to operate a rail car than a bus. The board, as is customary, reserved judgment which Mr. Griffin said it would give in due course after examining all the evidence.

Two Injured At Manotick Rail Crossing

Two men were injured when their pickup truck slammed into the front end of a CPR freight engine at Manotick station about 9.15 a.m. today.

Suffering head injuries is Herbert Brune, 21, of 21 Nelson St., Aylmer East. He has been detained in Civic Hospital where his condition is described as "satisfactory".

Peter Groth, 22, of 179 Beverley Ave., Ottawa was treated for bruises to the leg and released from hospital.

Police report the truck was going east and the train was proceeding south about 28 mph. It was raining at the time of the accident and the level crossing is protected only by warning crossarms.

Damage to the truck was estimated at \$500 and the train was able to continue on its way to Prescott. OPP Constable Peter Balog investigated.

Driver dragged in rail crash, escapes unhurt

A car driven by a Rockcliffe Park youth collided with a train early Sunday morning, was dragged 25 yards, overturned and thrown into a ditch and the driver walked away from the accident.

James Arthur Tucker, 19-year-old son of Mr. and Mrs. H. W. Tucker of 77 Placel Rd., collided with the train at 3 a.m. in a blinding snowstorm on Colonel By Drive near Dow's Lake. His car struck the fourth box car behind the engine.

"I didn't see it until I was almost on it," he told The Citizen. "Then the front of my little car drove right under the box car and part of the train broke the windshield."

Landed on wheels

Mr. Tucker said he "just held onto the steering wheel" after that.

"I ducked down as the train dragged me along," he said. "Then the car came free of the train and rolled over down an embankment. It landed on its wheels."

The youth said he was taken from the car by a man who was passing at the same time in another car. He was then taken to the Ottawa General Hospital by Ottawa police and released after a check by doctors.

Mr. Tucker said he had been visiting friends in Parkwood Hills and had gone through Hog's Back on the way home. He had just passed another car when the accident occurred.

"It was snowing heavily and I didn't see the train at all," he said.

The engineer, Horace St. Germain of 2274 Utal St., unaware there had been an accident, continued and didn't know about the mishap until told later.

The Tucker car, a small European model, was almost entirely demolished by the accident.

Woman killed

ALMONTE (Special) - Mrs. Susan Craig, 72. of Wesley Street, was killed Monday when she was struck by an east bound freight train near the railway station here.

Mrs. Craig was apparently taking a short cut from her house to the station platform and was almost across the tracks when the right side of the engine struck her. The freight was going to Smiths Falls from Chalk River. The accident was at 4.15 p.m.

Man only cut when brushed by CPR train

Rene Roberts, 64, of no fixed address, is lucky to be alive. He was brushed by an Ottawa-bound CPR train Saturday at 10.36 p.m. and taken to General Hospital with only a laceration to the head.

He was kept in hospital over night for observation.

The train engineer, Percy Newton, 63, of 57 Grange Rd., said he saw the man standing beside the track on the Ottawa side of the Interprovincial Bridge but thought he was far enough away from the train.

07/11/1962 *Ottawa Citizen**Maniwaki*

Maniwaki CPR Train To Be Discontinued

Canadian Pacific Railway passenger service between Ottawa and Maniwaki, will be discontinued.

Despite an application of protest made to the Board of Transport Commissioners Oct. 2, the board Tuesday ordered a discontinuance of the 82-mile run. effective after Jan. 15, 1963.

The three trains, two dailies and a Sunday evening one, are to be discontinued because of an average annual deficit of \$55,600 on that line, H. H. Griffin said. Mr. Griffin, assistant chief commissioner of the Board of Transport Commissioners, stated in a board announcement that "other modes of travel have replaced the need for the passenger trains on the line."

Mr. Griffin said:

"The highways in the area appear adequate for the present highway travel. The bus service appears to me to provide an adequate alternate public form of transportation.

"I can see no justification, in this instance, for requiring the railway company to retain the very substantial investment necessary for passenger service, nor to continue to incur any substantial loss in respect of its passenger train operation."

"It's going to hurt the town very much," said Gabriel Langevin, Maniwaki's Mayor of only two days.

He said that five years ago the railway company had offered special weekend rates which had increased train travel greatly; he wondered why this had been discontinued. "Everybody in town wants the railway," he said.

Rev. T. J. Cowley, a representative at the Oct. 2 sitting of the board, said: "It is certainly to be regretted ... I thought that they could have had a commuters' train halfway to Maniwaki, running at more convenient times. An experiment could have been tried."

Like Mayor Langevin, he stressed the dangerous condition of the "winding and narrow road", especially in the winter. and said in a train "passengers would be assured of much greater safety."

The daily average number of revenue passengers carried per trip has declined from 43 in 1949 to 21 for the first eight months of 1962.

"The advantages residents see in travel by private automobile have caused the marked decrease in the patronage given to the trains," Mr. Griffin said.

09/11/1962 *Ottawa Citizen**Alexandria**Vars*

Santa Claus arrives here tomorrow.

Santa Claus will arrive in the Ottawa district Saturday morning.

Sources say Santa is due to land in a helicopter at Vars, 10 miles southeast, where a 19-car train will bring him, a welcoming committee, and 2,000 children and adults to the city. The train will leave Union Station at 8.45 a.m. and return from Vars at 10.30.

An official welcome in Ottawa will be followed by a Santa Claus parade, led by the Governor-General's Footguards band and the Rough Rider drum majorettes.

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12/11/1962 *Ottawa Journal**Alexandria**Vars*

2,000 Meet Santa On Train

Santa Claus is in town.

He arrived amid Saturday morning's downpour ... His silver whiskers dripping raindrops instead of customary snowflakes.

And as every year he was met at Vars by the flying A. J. Freiman Limited 19-coach - CNR Santa Special - loaded down with 2,000 good little girls and boys.

They jammed seats, aisles and vestibules to get a first-hand look at their idol - a fun-rollicking, barrel-built man in a red and white trimmed suit full of jolly "ho-ho-ho's."

MORE TOYS

"More toys than ever this year, girls and boys," was Santa's message from his North Pole workshop, after reminding them they had "better watch, out, and better not shout."

As much a part of the fun as meeting Santa at Vars, of course, was the train ride in Christmas - decorated coaches and the cookies handed out.

Typical of those caught up in the pre-season festivities were Mr. and Mrs. Jean-Paul Charette, of 1460 Laperriere Avenue, and their four children.

"I shook hands with him," Marc, six, exclaimed, dancing in the aisle. After Santa said hello, little Catherine, his sister who is three could only gaze in awe. while Francois, eight, and Alain, seven, vowed they were going to be good.

STREET PARADE

After a brief reception at Union Station, where the mayor greeted Santa, the Governor General's Foot Guards Band and Rough Rider Drum Majorettes. Joined in a parade to Freiman's Toyland, with Santa atop a rocket float,

The only disappointment of the morning was the fact Santa didn't arrive in Vars by helicopter, but came by car. The weather was blamed for the change in plan.

21/11/1962 *Ottawa Citizen**Montreal and Ottawa**St. Eugene*

Man killed when struck by train

HAWKESBURY (Special) Bruno Renaud, 67, of St. Eugene, 15 miles northwest of Hawkesbury, was instantly killed, Monday morning, when struck by a Ottawa-Montreal passenger train.

The man was a well-known farmer of the area and had been ill for some time.

Engineer John Gillespie, of Ottawa, on Train No. 8, saw the man near a farm crossing, about a mile east of St. Eugene.

The train could not be halted and the man was killed instantly when, he fell on the tracks.

An inquest into the death will be held by District Coroner Dr. A. Perrier, Hawkesbury. The fatality was investigated by OPP Constable Joseph Vertolli, of Hawkesbury.

Passenger Escapes

Auto rams train, city youth dies

A 19-year-old Ottawa youth was killed instantly late Friday afternoon when the car he was driving crashed into the side of a CNR freight train at a dark, signal-void level crossing on Greenbank Road, in Nepean Township.

Dead is Ashley Hammeil, only son of Mr. and Mrs. George Hammeil of 533 Bay St., a student at the Eastern Ontario Institute of Technology.

Police say only a miracle saved the life of Barry Riddell, 19, another EOIT student and passenger in the Hammeil car. Barry is the son of Mr. and Mrs. Robert Riddell of 506 Mc-Leod St.

Investigating officers said the driver of the car apparently failed to see the oncoming freight and collided with the second unit of the engine.

The car struck the rear corner of the diesel unit and was dragged a short distance until the train came to a halt. The accident occurred at 5 p.m.

Facial cuts only

Barry Riddell was treated for facial lacerations at Civic Hospital and later released. Engineer on the train was James Dodd of 90 Gilmour St., the conductor, Frank Norton, 730 Manitou Drive.

CNR officials said the train was making its way to the Walkley freight yards. It was within Nepean Township limits.

The train was held one hour and 45 minutes pending the completion of police investigation, conducted by Const. Ross Stewart of Gloucester-Nepean Police.

Canadian Pacific Railway Company

Notice to Public

All passenger train service at present provided by Canadian Pacific Railway between Ottawa, Ontario, and Maniwaki, Quebec, and all intermediate points on the said line will be discontinued effective Monday, January 28th, 1963.

Effective Tuesday, January 29th, 1963, an alternative highway service will be inaugurated, Tuesday through Saturday, to handle Express shipments and L.C.L. freight shipments.

Consult your local C.P.R. Agent for further particulars.

A.W. Harris, Superintendent.

Two escape when car hits side of express.

VARs (Staff)-Two youths narrowly escaped death during a snowstorm late Sunday afternoon when their car crashed into the side of the speeding Canadian National Super Continental at a road crossing near Vars.

Passenger Marcel Lefebvre, a 20-year-old laborer from Hammond, saw the train looming up through the darkness and leaped from the car.

The driver, Yvon Charbonneau, 19-year-old laborer, also of Hammond, braked but the car skidded into the train and was sent spinning by the impact.

Although wreckage was strewn over a wide area from the crossing, Mr. Charbonneau received only multiple face and arm bruises. His condition in St. Louis Marie de Montfort Hospital is "good."

The train's engineer, Carmen Glenn of Montreal, was unaware of the accident until reaching Ottawa, where about \$200 worth of damage was found to have been caused to the fourth train car.

Train delayed

The Super Continental's departure for the rest of its run west was delayed 45 minutes while the car was unhooked.

Mr. Lefebvre, who was unhurt, told The Ottawa Citizen: "We were going about 25 mph when suddenly we saw the train about 15 feet ahead of us.

"I opened the door and jumped. But Yvon didn't have time to stop. He braked and the car slid into the train's side. The car was pushed along by the train and completely wrecked. I found Yvon lying by its side."

Mr. Charbonneau was taken to the home of Hank Van Dyke to await an ambulance from Embrun. He had been heading north on County Road 17 when the accident occurred about 5 p.m.

The CNR train, consisting of two diesel units and eight cars, left Montreal at 3 p.m. During its two-hour, 10-minute run to Ottawa, it reaches speeds up to 80 mph along unrestricted stretches, the area in the region of the crossing west of Vars being one.

Damage slight when train bumps into car

Michael J. Whalen, 42, of 4 Kilmory Cres., Nepean Township, collided with a slow-moving train Monday but escaped unhurt and with only \$70 damage to his car.

Mr. Whalen was driving north on Lett Street when he heard the CNR diesel approaching. When he braked on the icy surface, he skidded onto the crossing in its path.

The train engineer, Romeo Cousineau, of 1622 Pullen Ave., tried desperately to stop but the diesel skidded along the track and caused slight damage to the car fender.

Father of 8 killed at Cornwall

CORNWALL (Special) A 57-year-old father of eight was killed instantly here at 2.05 p.m. Thursday when the truck he was driving was hit at a level crossing by a 109-car freight train.

Leo Sigouin of 325 Fifth St lost his life when his truck, loaded with coal, southbound on the Boundary Road at the eastern outskirts of the city, was demolished by the heavy train.

The truck was bound for the nearby Cornwall Brass and Iron Factory.

Speed of the train was estimated at about 45 mph. It came to a stop some 500 feet from the point of impact. Parts of the truck were strewn over the road.

The victim was pronounced dead at the scene by Coroner Dr. A. B. Peachey.

NCC Explains Reason for move of Union Station

Efficiency in railway operation and the most central location to serve an estimated 600,000 Metropolitan Ottawa population within 10 years' time were amongst the prime reasons for the site of the new Union Station at Hurdman's Bridge, just off the Queensway.

Citing these chief reasons, a National Capital Commission spokesman stressed that the overall aim of the NCC \$20,000,000 railway and station relocation program, to be completed by June, 1965, was to eliminate as many existing level crossings in the Ottawa, and Hull metropolitan area as possible.

(The NCC spokesman was commenting on a speech by Senator A. K. Hugessen (L. Montreal) in the Senate Thursday night urging that the Union Station be continued at its present Rideau Street location).

"Through operation"

"The new Union Station will provide for 'through operation' of all passenger trains, "the NCC spokesman emphasized. "Railways do not like 'stub station operation, requiring some trains to be backed in or out of a station, as is the case with the present station.

"The NCC plan will result in the abandonment of the CPR line in from Britannia to Ottawa West, across the Prince of Wales Bridge to Hull across the Interprovincial Bridge into Union Station. "The physical running time for trains between Ottawa and Montreal and between Ottawa and Toronto will be reduced by eight minutes, using the new Union Station, compared with present schedules.

Ready access

"The site for the new Union Station will provide ready street traffic access to many more sections of the city, via the Queensway, and ultimately improved traffic routes to downtown Ottawa, via the Queensway, Nicholas Street, and a new traffic route from the Deep Cut along Rideau Canal to the Chateau and across the Interprovincial Bridge to Hull.

"Adequate station parking will be provided at the new Union Station, and Rideau and Sparks Street presently congested traffic will be greatly lessened because of the station's new site.

"After the new station is completed, the plan is to spend \$500,000 on improved Ottawa and Hull approaches to the Interprovincial Bridge, as a second main route to Hull, after the new \$12,000,000 Macdonald-Cartier Bridge is completed in 1965."