

Local Railway Items from Area Papers - 1964

10/01/1964 Ottawa Citizen Kingston (CN) Prescott

Level-crossing crash kills Prescott man, 35.
PRESCOTT (Special) A Prescott man was killed Thursday afternoon when his car was in collision with a train at an icy level crossing near here. The dead man is Harold Shay, 35, of St. Lawrence Street
The accident occurred on Merwin Lane, a small side road half a mile west of Prescott. Mr. Shay's car and the train collided at about 5.10 and the car was knocked about 50 feet down the tracks.
Mr. Shay was driving north and the train, a CNR freight, was travelling east. The freight was driven by Engineer R. W. Grant of Brockville. Police said the crossing is "very treacherous" and said visibility was poor at the time of the accident. The was was icy.

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.

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.

29/01/1964 Ottawa Citizen Beachburg Walkley Road

Train wrecks taxi-cab, driver suffers injuries
An Ottawa cab driver escaped from his wrecked taxi early this morning after it was struck by a train on Walkley Road near McCarthy Road. Mel York, of 104 McNaughton Road, a driver for Red Line Taxi, was taken to Civic Hospital by Exclusive Ambulance with multiple cuts, an injured knee and shock.
The accident happened shortly after midnight as York, westbound on Walkley Road, was headed for Uplands Airport to meet an incoming flight. He apparently did not see the Ottawa-bound train at the unmarked crossing. Red Line night dispatcher Wilfred Lavoie said he had sent York and four other drivers to the airport to meet the plane. But York had taken a route not normally used by the company.
The taxi was demolished in the crash.

06/02/1964 Ottawa Citizen Prescott Carling Avenue

Car strikes locomotive, man injured
A Sherbourne Road man was reported in "good condition" with a broken leg Wednesday night after his car struck a CPR locomotive on Carling Avenue just west of Preston Street.
Driver of the car was Arthur Kenneth Green, 48, of 614 Sherbourne Rd., who was admitted to Ottawa Civic Hospital.
The accident happened shortly after 3:30 p.m.
Green, westbound on Carling, told police he didn't see the train, the flashing lights or hear the bell at the crossing.
Engineer on the southbound train was Vernon Dier, of 36 Armstrong St.

13/02/1964 Ottawa Citizen Alexandria Casselman

Train kills retired man
CASSELMAN (Special) A 61-year-old retired farmer was killed Wednesday afternoon when struck by a train as he crossed the railway tracks near the station here.
Witnesses said Bernard Charlebois looked both ways before starting across the tracks but didn't appear to have noticed a Montreal-Ottawa freight train passing through at about 40 miles an hour.
Force of the impact knocked Mr. Charlebois 95 feet onto the station platform. The train engineer was Kenneth Leathern of 2224 Prospect Ave. of Ottawa.
Mr. Charlebois, a bachelor who lived at the Commercial Hotel here since retiring from his Lemieux area farm, was on his way to catch the Ottawa train.

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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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 Armprior 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.

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.

13/03/1964 Ottawa Citizen

Waltham

Aylmer

Two injured in train, car collision

Two persons were injured this morning when the car in which they were travelling on Main Street, Aylmer, was struck by a slow-moving freight train.

Injured were Ronald Chartrand, 22, of 24 Brook St., Aylmer, driver of the car, and Miss Jeanne Aimee Mondoux, 19, of 2 Main St., Aylmer.

The injured persons were taken to Sacred Heart Hospital in Hull for treatment for shock and cuts

14/03/1964 Ottawa Citizen

Carleton Place

Scott Street

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.

14/03/1964 Ottawa Citizen

Beachburg

Woodroffe Ave

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.

21/03/1964 Ottawa Citizen

Waltham

Shawville

Nearly all the kids and a surprising number of adult passengers said they were taking their first "train ride" when the CPR ran a special over the old Pontiac line from Shawville to Smiths Falls for a hockey game Thursday night (19/3). No passenger service has been provided over the line for five years and the trip was a novelty to all 350 aboard the special.

Car and train collide, mother, 3 children hurt

PEMBROKE (Special) A mother and one of her children are in "serious" condition this morning, while two more of her children are in hospital injured to a lesser degree, after a level-crossing accident at the B - Line Road here Saturday.

Mrs. Donald Baskey, 24, of RR 6 Pembroke, is in Pembroke General Hospital here with head injuries. Her condition is described as serious. A hospital spokesman said her son, Terence 7, is also in "serious condition," also with head injuries.

Another son, Michael Baskey, 6 months, is in fair condition with head injuries while a daughter, Diana Baskey, 20 months, is in good condition with minor facial injuries.

The family were passengers in a car driven by Mrs. Baskey's brother, Keith Robert Humphrey, 21, of RR 7 Pembroke.

Cpl. Wallace Mohns of the Pembroke Ontario Provincial Police said the car was apparently travelling north when it collided with the side of a west-bound CNR freight train.

The car was thrown 20 feet into a ditch. The vehicle was described by police as having been "demolished.

Humphrey was uninjured.

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.

Carried half a mile

Couple die as train rams truck

ALEXANDRIA (Special) A speeding transcontinental train, "whistling its head off," slammed into a one-ton stake truck Tuesday afternoon, instantly killing a Greenfield couple.

Dead are John Morpaw, 69, and his wife, Helena, 67, of Greenfield, eight miles west of here.

The couple had lived for two years within 100 yards of the crossing where they were killed.

A daughter, Caroline, 15, was in school at the time of the accident and wasn't told of the tragedy until she got home.

Local men worked for almost two hours with hammers, axes, crowbars and cutting torches, to free the badly-mangled bodies and wreckage from beneath the nonstop CNR Ottawa - Montreal Suoer-Continental.

The 11-car train, travelling at 65 miles per hour, carried the truck more than a half-mile down the track.

Several passengers on the train, with plane reservations at Dorval, completed the trip by taxi from Alexandria.

Two men, neighbor Roddie McDougall, and Greenfield barber George Villeneuve, actually saw the crash.

Mr. McDougall said he saw the couple leave the house in the truck and almost immediately heard the whistle of the train.

"It was whistling its head off," said Mr. McDougall.

He said the view of the crossing was perfect and he "never dreamed the truck wouldn't stop" but when all four wheels were on the tracks, it was hit.

Planning to move

Mr. McDougall said the couple was planning on moving to Cornwall and told him that's where they were going before they left.

Mr. Villeneuve said he heard the train's whistle "that always fascinates me" and looked out to watch it go by.

He saw the truck coming up the slight incline onto the crossing and saw it struck by the train.

Parish priest Rev. Henri Ouimette administered the last rites of the Roman Catholic Church to the victims. The remains were taken to Miller's Funeral Home, Cornwall.

The accident, investigated by OPP Const. D. V. Fosberg of the Maxville detachment, happened at 1.15 p.m.

Engineer of the express was Wilfrid Benoit Gervais of Lasalle, Que.

Coroner Dr. D. J. Dolan of Alexandria said no autopsies would be performed but that an inquest was pending.

There are no signals at the crossing other than a wooden warning sign which marked it.

Testimony at inquest prompts adjournment

Testimony by three railwaymen into the Friday March 13 death of a 22-year-old taxation employee caused an Ottawa coroner to adjourn a Monday evening inquest.

"Because of confliction, we're going to have to get more witnesses including the city solicitor and a host of others," said Coroner Dr. W. T. Kendall. The inquest jury had heard seven of 26 witnesses called by the Crown to testify in the death of George William Lebell of 568 Chapel St., killed after the car he had accepted a ride in was struck by a transcontinental train at Scott Street and Ross Avenue.

Three of the witnesses, including engineer William Shorthouse of 1 Daly Ave., fireman Frank Alexander of 1220 Carling Ave. and CPR assistant-superintendent W. J. Koehn of 1212 Meadowlands Drive, had testified as to the train's speed and rules governing it within the city.

All three said the train was limited to 35 miles per hour until it reached the city limits at Parkdale Avenue.

Dr. Kendall objected, saying the city limits extended farther than this.

'Something wrong'

"Holland Avenue is the geographic centre of the city of Ottawa, yet the city limits as far as the railway is concerned is one block east of this street," he said. "There's certainly something wrong here."

Mr. Koehn said the railway had established the city limits at Parkdale as the result of a Board of Transport Commissioners order of 1918, issued when Parkdale Avenue was the city's western limit.

"It's up to the city to apply to the board to change its order extending the city limits sign on the right-of-way," he said.

Mr. Koehn testified that, as a result of the loss Avenue fatality, the board had "as a matter of course" issued a "slow order" of 25 miles per hour over the crossing, west of Parkdale Avenue.

Engineer Shorthouse said the train usually proceeded at about 10 miles per hour as far as Ottawa West, then increased its speed to between 20 and 22 miles an hour.

Traffic heavy

He said traffic was heavy at all crossings in the city's West End on the day of the accident.

Earlier, Dr. Maxwell Klotz, chief pathologist at the Ottawa Civic Hospital testified that the victim died of a fractured dislocation of the neck that "caused death almost immediately."

The inquest continues tonight.

Inquest told of five minute ride to death

The eye-witness account of a five-minute ride that ended in the March 13 death of a 22-year-old taxation employee was unfolded on the second night of a coroner's inquest Tuesday.

I had overheard Rolf (Posma) I say he was going uptown after work and I asked him for a lift after we got out of work," said Edward Lane of 25 Adelaide St., an auditor with the government's taxation division at Tunney's Pasture.

Rolf Posma was the driver of a 1956 Volkswagen in which George William LeBel was a passenger when it was struck by a CPR transcontinental train Friday, March 13, near Ross Avenue and Scott Street.

LeBel was killed in the crash just five minutes after he and Lane had accepted a ride from Posma.

"We got in the car about 100 feet from the railway crossing," said Lane. "I got in the back seat and Bill got in the front.

"It was the first time I got paid and there was a lot of excitement. Bill had turned around, talking to me, and I had mentioned to Rolf that he change the radio station as we crept along in the bumper-to-bumper traffic.

Glimpsed train

"As he switched the station, I saw the train about 150 to 200 feet down the track," said Lane. "I didn't really see it, I just caught a glimpse of it.

"I didn't say anything," he said. "Then Rolf looked up and saw it.

"He put on the brakes and the car stopped on the track while I watched the train coming."

"Rolf was trying to get it in reverse, I heard it grind, I looked down at the gearshift and up again and I knew we were going to get hit then.

"After the train hit us, I jumped out the left hand side of the car and my first thought was to find Bill and Rolf.

Lying near tracks

"I saw Rolf lying near the tracks, went down to see if he was all right and saw Bill. I bent over him, opened his eyelid, and knew then that he was dead," he told the jury.

Posma, testifying under the protection of the Canada Evidence Act, told the inquest of the events he remembered concerning the crash.

"All I can remember is being hit."

"I can't say I panicked," he said. "I thought I'd have enough time to put the car in reverse and back up."

He told the jury that he had heard the train's whistle for the first time when it was about 50 to 60 yards away.

"All I can remember after we were hit was being carried away on a stretcher," Posma said.

3 days in hospital

He spent three days in hospital with a fractured collarbone and multiple cuts to his body. Lane was uninjured.

The inquest also heard 12 witnesses describe what they saw. Most were fellow workers. The inquest resumes this evening.

All parties get blame in railway track death

In a three-page handwritten verdict, an Ottawa coroner's jury has blamed all parties involved in the March 13 death of 22-year-old taxation employee William LeBel.

Coroner Dr. W. T. Kendall termed it "the longest verdict of my career."

The recommendations

After two hours and 40 minutes of deliberation, the jury recommended Wednesday night:

- That specific warning systems at both the Holland Avenue and Ross Avenue CPR crossings be established.
- That sidewalks for pedestrians be provided north of the tracks on Ross Avenue.
- That Ross Avenue be widened from its present 28-foot width.
- That the city of Ottawa specifically petition the Board of Transport Commissioners to bring railway regulations up to date and adopt uniform city limits.

LeBel died when the small car in which he was a passenger was struck by a CPR transcontinental train near Scott Street and Ross Avenue.

Sent home early

The accident happened five minutes after the government's taxation department was sent home early because of a fire drill.

The jury said the events "combined to produce a set of circumstances which made disaster almost inevitable."

Dr. Kendall referred to it in his address to the jury, before they retired, as "almost an act of God."

"We find that the operation of the train and the condition of its emergency equipment were in conformity with the required standards," the jury's verdict stated.

"However, the train crew sensed that traffic across the tracks was unusually heavy and under the circumstances the engine driver could well have throttled back and braked the train to slower speed immediately after passing Holland Avenue.

"He knew there were no warning lights at Ross Avenue and he saw the continuous stream of traffic over the track at Ross Avenue, which indicated that something unusual was taking place, since normally the traffic over the crossing at that time was limited."

'Conditioned'

The jury also said that a number of drivers had become "conditioned" to crossing the tracks without paying attention to the railway traffic.

The jury also blamed the Department of Public Works for not providing adequate warning safeguards for personnel at the crossing; the passengers "who contributed equally to the inattention of the driver;" and the driver himself.

"The driver of the vehicle cannot be absolved of his responsibility to operate the vehicle with due caution under the circumstances," the jury said.

"The driver had taken none of the usual precautions to insure the safety of the vehicle and his passengers when approaching the crossing."

The jury found that LeBel died of a fractured dislocation of his neck "by being flung from the right-hand front seat of the car." It noted that the use of safety belts could "possibly have been instrumental in avoiding the fatality which occurred."

17/04/1964 *Ottawa Citizen**Chaudiere**Carling Avenue*

Car hits train woman injured

A 22-year-old Ottawa woman was taken to Civic Hospital with undetermined injuries after her car struck a CNR freight train Thursday night.

Judith Dunlop of 178 Huron Ave. was westbound when she was involved in the accident with the southbound train on Carling Avenue just west of Preston Street.

Damages to her car were estimated at \$400 in the accident that happened about 10 p.m.

22/04/1964 *Ottawa Citizen**Kingston (CN)**Cornwall*

Trailer rammed by train

CORNWALL (Special) - A tractor-trailer loaded with 59 drums of maple syrup was hit by a CNR freight train at the Brookdale Avenue level crossing during a heavy rain at 9:05 this morning.

The driver, Bernard Gibeault, 41, of 1221 Churchill Ave. Cornwall said he did not see or hear the 91-car train with its three diesel locomotives.

"The first thing I knew," he said, "was when I looked in my rear view mirror and saw the rear end being swept sideways into the west ditch. I didn't even hear the train hit the truck."

The train was travelling at between 30 and 35 miles an hour when it hit the northbound truck owned by United Maple Products, of Delta, near Brockville.

Hit back of trailer

Police said the train hit only the rear of the van.

The engine ripped the right side of the van and opened it like a can opener. All of the 35-gallon drums of maple syrup were thrown into the ditch but only three were damaged.

The train was delayed about one hour. Damage to the train was estimated at \$500.

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.

Milk truck driver killed

A 22 - year - old Producers Dairy, Ltd., driver died instantly when his truck was demolished by a fast CNR freight train at the Bells Corners station shortly before 7 a.m. today.

Dead is Wayne Murray Aptt whose home was at Richmond. He was married and the father of a five-months-old child.

Nepean Township police say the level crossing crash was one of the worst in their experience. The force of the impact hurled parts of the truck hundreds of feet along the right-of-way.

The motor was tossed more than 100 feet, crashing into two parked automobiles and wrecking one of them almost completely.

Body hurled 400 feet

The body of the victim was found on the tracks almost 400 feet from the crossing.

It was taken to Civic Hospital for a post mortem. Coroner Dr. W. T. Kendall, who was called to the scene, has not as yet set an inquest date.

Police said the train was travelling west from Ottawa at about 55 miles an hour. It was in the charge of engineer Derek Gillott, of Brinston, Ont. and Conductor P. J. OToole of Ottawa.

The dairy truck, laden with milk, was travelling west along Cedar View Road. The road turns sharply at the crossing and it is believed that Aptt's view may have been partially blocked by a signal shack beside the tracks. The crossing has no signals.

The two parked cars which were damaged were unoccupied at the time.

A Producers Dairy, Ltd., spokesman said that Wayne Murray Aptt had been with the firm as a route salesman for about a year.

The crash was investigated by Nepean Constables Willard Story and Wayne Phillips under the direction of Sgt. Gus Wersch.

09/05/1964 *Ottawa Citizen**Carleton Place**Acres Side Road*

Youths 'freeze' on tracks as train bears down

An 18-year-old youth with a sparkling new diamond ring in his shirt pocket Friday afternoon nearly didn't get to present it to his intended that night.

John W. Martin of 1771 Hutton Ave. was driving happily along Acres Sideroad with four teenage companions when his not-too-new car stalled on a level crossing.

A CPR westbound passenger train was bearing down with its lights flashing and horn hooting.

What happened next was best explained by John. "We panicked," he said.

With John on the front seat were William Hoag, 17, of 585 O'Connor St. and Diane Smithson, 17, of 3430 Carling Ave. In back were Diane's sister, Lynda, 16, and Lyn Murdock, 15, of 224 Grandview Rd. John was driving the girls home from school.

Not all doors on the car worked properly which added to the tension and confusion as all five scrambled to get out.

"I was dumbfounded. I couldn't believe it," said Lyn.

Got school books

Lynda said she thought the car wasn't in any danger and stayed long enough to collect all her school books. After everyone was out, the two boys tried to push the car across the tracks but it was still in gear. John ran to shift it out of gear but they still couldn't budge it.

When the big diesel was only yards away "we froze, we couldn't move," William said. "We just stood there looking at the train."

Outbound trains have started to pick up speed by this point and are usually travelling at 50-miles-plus an hour. Acres Sideroad is only one block from where a milk truck driver was killed in a level crossing crash last Monday.

Dove into ditch

Just in time, the youths dove into a ditch and were able to see the diesel catch the front end of the car "and toss it higher than the train."

William was cut on the head by a flying piece of metal and the car's heavy generator landed within inches of John's head.

The first thing John thought of when the car landed was the ring. It was in his shirt which lay on the front seat.

When he presented it to Ada Boselli of 507 Chapel St. Friday night he had more than one reason for having his heart in his month.

Lynda summed up the feelings of all when she said: "From now on we go either by bus or bicycle."

20/05/1964 *Ottawa Citizen**Beachburg**Cedarview Road*

Signals urged at RR crossing

Automatic signals at the Canadian National Railways Cedarview Road crossing were recommended by a coroner's jury Tuesday night investigating the death of a 22 - year-old milk truck driver.

The jury found that Wayne Murray Aptt of Richmond died from "dismemberment and mutilation" after his loaded milk truck was struck by a 67-car CNR fast freight about 6.55 a.m., May 4.

The jury made the recommendation "due to the current volume of traffic and the fact that school buses presently use this route" in moving to and from the nearby Lynwood Village subdivision.

The jury also found that:

1 The train crew exercised due precautions in accordance with their present practice and orders.

2. The accident was due to misadventure contributed to by the nature of the truck load and the surface of the road which apparently prevented the truck driver from hearing the train whistle.

3 A building near the tracks that houses signal equipment constitutes a hazard in its present location.

Running 55 ni.p.h.

The freight's engineer, Derek Gillot of Princeton, told the inquest the train, which does not run on a tight schedule, left the Walkley Yards at 6.35 a.m., and had reached a speed of 55 miles per hour when the accident happened.

"About 100 feet from the crossing, I realized he wasn't going to stop," said the engineer. "We had 18 loaded cars, 49 empties and three diesel units."

"When we hit him, milk and everything sprayed over the windows and we couldn't see," the engineer said.

Brakeman G. E. Moore told the jury the driver of the truck was totally unaware of the onrushing train.

"I saw him in the truck looking straight ahead about 15 to 20 feet from the point of impact," he said.

"It's pretty obvious the truck driver was unaware of the oncoming train at what I would call an unguarded crossing," said Coroner Dr. W. T.

Kendall in his address to the jury.

"Perhaps you can stop this wanton slaughter at level crossings," said Dr. Kendall.

"You've heard the opinions.

"The police believe signals might prove of some benefit." he said. "I feel that they're very adequate and in my experience as a coroner, I believe they've greatly reduced the number of traffic accidents."

Faster Service

New microwave oven heats meals on trains

Passengers on the Montreal-to-Ottawa CNR run Monday morning had their breakfast heated by microwave.

The meals were served piping hot seconds after they sat down in a posh dining car.

They were the first to sample the CN's microwave-cooked meals, an experiment being tested to speed up meal service on the two-hour journey between the two cities.

Meals for the new diner are pre-cooked, placed under refrigeration, then heated in the dining car's microwave oven. They can be brought up to serving temperature within seconds.

Results of the test may influence the type of meals and service on a number of short intercity runs across Canada.

Decor of the car is new, too, and will become the standard for CN dining cars. Among the features are grey carpets, walnut panels, arborite-finished tables and modern, red-upholstered chairs.

The same decor is used in nine new dining cars, converted from buffet-sleeper-lounge cars, being put into service because of the response to CN's Red, White and Blue fare plan. Under this plan, complimentary meals are served to passengers with parlor and sleeping car accommodation.

CN carried 9.3 per cent more passengers in 1963 than in 1962 and this has taxed dining car facilities.

20/06/1964 *Ottawa Citizen**Alexandria*

Revolutionary type of dining car

A completely new type of dining car featuring microwave cooking and other innovations in meal service is being tested by Canadian National Railways in its Ottawa-Montreal service.

The experimental meal service car is one of the most revolutionary ever tried by a Canadian railway, and the results of the test may influence the type of meals and service on a number of short intercity runs across Canada.

Main feature of the car is a microwave oven which uses microwave energy to heat the food.

Meals for the new diner are pre-cooked and placed under refrigeration. The microwave oven can bring them up to serving temperature within a matter of seconds. For example, the range takes only 90 seconds to heat a dinner featuring veal cutlets.

Each patron is served at his table with a tray laid out with knife, fork, serviette, rolls, butter and his selection of appetizer, and choice from three main courses. Disposable plastic plates and glasses are used, but china cups for tea and coffee, and stainless steel cutlery are retained.

New interior

The car also features an attractive, new interior which will become the standard for CN dining cars. Designed by the office of CN's chief architect, the car has a dropped ceiling with recessed lights, walnut panels, off-white walls, grey carpeting and walnut-grained, arborite-finished tables. The usual straight-back chairs have given way to modern, comfortable chairs upholstered in bright red fabric.

Test service began last Monday (16/06) on the fast Ottawa-Montreal afternoon train. It will also be conducted on the fast morning train from Montreal to Ottawa. The two trains are well patronized and cover the distance between the two cities in just under two hours. This running speed, plus the fact that parlor car passengers are served complimentary meals under CN'S Red, White and Blue fare plan, necessitates fast dining car service.

The new car, which can seat 40 customers compared to 12 on the dining car now in service on the two trains, is designed to speed up railway service without a sacrifice in quality and to keep the service in line with the upswing in passenger carryings.

It was designed by the railway and constructed in its Point St. Charles Shops at Montreal

02/07/1964 *Ottawa Citizen**Beachburg**Woodlawn*

Man injured as train hits truck

WOODLAWN (Special) -William Ellis, 29, of White Lake is in serious condition at Ottawa Civic Hospital, following a mishap near here Wednesday morning in which his truck was demolished by a fast CNR passenger train.

The crash occurred at a level crossing near the farm of Mervyn Ritchie at 8.30 a.m. The train was en route from Capreol to Ottawa.

Torbolton Constable William Griese, who investigated, said the right-of-way was clearly visible up and down the tracks for more than a mile, and that the driver should normally have been able to see an approaching train.

The injured man, who was thrown clear of the truck, was taken by ambulance to Arnprior District Memorial Hospital, but was transferred to Civic Hospital yesterday afternoon. He is suffering from undetermined injuries.

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. Truchon 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.

14/07/1964 *Ottawa Citizen*

Alexandria

City reopening St.Laurent.

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

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

17/08/1964 *Ottawa Citizen*

Maniwaki

1,100 to ride picnic special

The CPR Gatineau line, normally closed to passenger traffic, will be open to a special train Wednesday. The special, with more than 1,100 persons, mostly children, aboard, will travel to Lac Grennon for the Ottawa Recreation and Parks Commission's annual excursion and picnic.

18/08/1964 *Ottawa Citizen*

Maniwaki

City holds tour for tots

A fun - filled adventurous day awaits the boys and girls who will participate in this year's city of Ottawa annual playground tour on Wednesday.

The children will depart from the Ottawa West Station at 9.30 a.m. and travel via the Canadian Pacific Railway to St. Christopher's camp on beautiful Lake Grenon in the Gatineau.

Kiddie Karavan will be the first train ride for many of the youngsters taking part in this "special day" that will include swimming, games, sing-songs, a picnic and an Indian dance and craft display by La Bande de La Riviere Desert of the Algonquin Nation. Kiddie Karavan will return to the Ottawa West station at 5:45 p.m. O.T.C. buses will pick-up and return the children from their play- ground to the station.

19/08/1964 *Ottawa Citizen*

Maniwaki

Raring to go railroading

One thousand excited children this morning boarded the Parks and Recreation Department's Kiddie Carnival train for a one -day trip to St.

Christopher's Camp on Lake Grenon near Maniwaki. The department has organized an annual out - of - town excursion for the playground youngsters every year since 1958. At St. Christopher they enjoyed singsongs, swimming, competitive games and a display of Indian dances and crafts by an Algonquin family from the nearby Desert River Band.

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 when she heard the screeching of the trucks brakes about 8.20. Next door, W. G. Lantry heard a thunderous crash.

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

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

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

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

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

Impact lifts coaches off tracks.

Leonard is 20 miles east of Ottawa.

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

Victims identified at press time were:

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

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

The truck carried seven to eight tons of gravel.

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

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

The other three coaches derailed stayed upright.

It was a scene of horror.

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

Flames licked round rear coaches, terrifying passengers trapped inside.

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

Eight Die in Train Wreck

'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.

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Impact lifts coaches off tracks

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The other seven dead were passengers.

Victims identified at press time were:

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Sister St. Eliza, Mount St. Bernard, Antigonish, N.S., 1

Andre Roy, Quebec City.

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The truck carried seven to eight tons of gravel.

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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.

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. Eiiiza, 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.

Mhs. 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-vaais. 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.

22/08/1964 *Ottawa Citizen**Montreal and Ottawa**Leonard*

Decision to eat saves city train passenger

Miss Myra Slack, 17, daughter of Mr. and Mrs. Lou Slack, 479 Penhill Ave., was seated in a coach but decided to go to the dining car.

She was in the car a short time when the accident occurred. She thinks the move probably saved her life [sic].

She called her mother from Cumberland following the wreck. Neither Mr. or Mrs. Slack had heard of the tragedy when their daughter called to say she was safe.

24/08/1964 *Ottawa Citizen**Alexandria**Casselman*

Driver jumps for life before train rams car

CASSELMAN (Special) - A 49-year-old salesman had to jump for his life seconds before a CNR passenger train slammed into his car Sunday morning.

The car was dragged for more than half a mile before the train was able to stop.

It happened as Hector Labelle, of Embrum, six miles west of here, was driving home from Casselman.

He told police later that as he drove along County Road No. 3, about two miles from here, he was blinded by the headlights of an approaching vehicle.

He swerved to the right on to the rail track which crosses the road. He tried unsuccessfully to move his car when he saw the train approaching. Mr. Labelle jumped from his car just before the train arrived at the spot.

26/08/1964 *Ottawa Citizen**Maniwaki*

Kiddie Karavan

Editor, Citizen: Congratulations to the organizers of Kiddie Karavan which travelled by the Canadian Pacific Railway up the Gatineau on Aug. 19, at 12.30. The train passed our cottage going north, and what a train three diesel locomotives pulling 15 passenger cars with over 1,000 children aboard. It was an unforgettable sight to see their happy and smiling faces, and while my wife and I stood at our garden gate and waved to them, the youngsters, car after car of them waved to us . . .

On its return trip, during the afternoon, the train again passed our cottage. The farewell waving of the happy youngsters left a lump in the throat.

History had again been made at Grant Creek and Blue Sea Lake as well as at other points along the route.

JOHN A. BIRCHENOUGH

Messines, P.Q.

28/08/1964 *Ottawa Citizen**Lachute*

Man unhurt after crash at crossing

A 37-year-old Aylmer truck day when a diesel engine and caboose slammed into his cement mfctr at a level crossing on the Leamy Lake Road.

Police said Real Perrier, of 78 Notre Dame St., was driving west near the Canada Cement Co. plant when the accident occurred about 5 p.m. The truck was passing over the crossing when its rear end was struck by the southbound engine.

The truck was tipped over and heavily damaged but the driver's cab escaped the impact. The train engineer was Stuart Gilchrist of 15 Oxford -St., Ottawa.

Car-train crash leaves pair unhurt

Spectators considered a young Ottawa couple "lucky to be alive" Wednesday night after a CNR yard engine slammed their car into a flashing signal post.

Spiros Diamantopoylos, 30, and his wife, Maria, 23, of 303 Cambridge St., were taken to Civic Hospital after the accident at Carling Avenue and Preston Street, examined and released.

Force of the crash spun the couple's car, eastbound on Carling, completely around and slammed it backwards into the signal post on which the warning light was flashing.

The car, a 1959 model, was demolished.

"We never heard or saw anything," said Maria, who complained of dizziness. "It was just a big bang."

The couple were on their way home from work when the accident happened about 8.20 p.m.

The CNR diesel was switching railway cars at the railway interchange just north of Carling Avenue on what one CNR official termed a "regular assignment."

10/09/1964 *Ottawa Citizen**Lachute**Masson*

Caught in train suction, girl injured

A three-year-old Masson girl was still unconscious in the Civic Hospital this morning following an emergency operation Wednesday night for undetermined head injuries received when blown over by the suction from a speeding train.

The girl, Jacqueline Bedard, daughter of Mr. and Mrs. Edgar Bedard, had been transferred to Ottawa from St. Michael's Hospital at Buckingham. Her condition was reported as fair.

Jacqueline, one of 14 children, had been following her father along the railroad tracks as he went to pick up Mrs. Bedard.

Henry Day of Longueuil, Que., engineer of the Ottawa-Montreal dayliner, said he was positive the train did not strike the girl. But he said that he saw her fall over as the train passed her by. He immediately stopped.

Other witnesses said the girl got up, walked about 40 feet, then fell over unconscious. The accident happened just east of the Buckingham Road level crossing about 6.30 p.m.

Mr. Bedard, a former town laborer and just recently released from hospital following a back injury, has been unemployed for two weeks.

14/09/1964 *Ottawa Citizen**Kingston (CN)**Lyn*

Driver escapes

Secretary, 18, killed as train rams car.

BROCKVILLE An 18-year-old legal secretary was instantly killed Sunday night when a speeding Canadian National Railway train struck the car she was riding in at a level crossing five miles west of here.

Lynda Jean Vaughan of 336 First Ave. was riding in a car southbound on Halleck's Road when it stalled on the Lyn Junction level crossing.

Driver of the car, John Ross, about 22, of 2 Wright Cresc., Brockville, jumped clear before the 60-mile-an-hour train struck the front end of the car, about 6.47 p.m.

Momentarily froze

Witnesses said the girl momentarily froze at the sight of the oncoming train and was actually climbing out of the car when it was hit.

Force of the impact knocked the car's engine more than 200 feet.

Ross was admitted to the Brockville General Hospital suffering from shock.

Cpl. Burleigh Mills and Const. Stewart Toohey, of the Brockville Provincial Police detachment investigated. They said an inquest would probably be held.

15/09/1964 *Montreal Gazette**Thurso and Nation Valley*

Thurso Pulp Is Acquired By MacLaren

Barnet MacLaren, president of The James MacLaren Company Limited, Buckingham; Ralph P. Benn, president of Singer Company of Canada Ltd., and Louis Calder, Jr., president of the Perkins-Goodwin Company have reached agreement in principle on the purchase by MacLaren of Thurso Pulp and Paper Company.

Thurso operates a sulphate pulp mill producing 300 tons a day of bleached hardwood kraft in Thurso, Que. Singer owns 85 per cent of Thurso Pulp and Perkins-Goodwin, the sales agent for the mill's output, owns the remainder.

Included in the purchase are land and buildings in Thurso, the Thurso and Nation Valley Railway, 25 square miles of woodlands, and logging camps and other improvements on 660 square miles of Crown-grant timberlands north of Thurso.

Singer will continue to operate its furniture factory in Thurso. The price was not disclosed.

17/09/1964 *Ottawa Citizen**Montreal and Ottawa*

Mail bag theft from CPR train

Post office investigators and CPR police are still gathering information regarding the mysterious theft of a mail bag from a freight car on the Montreal - Ottawa run Monday night.(14/09)

The train made three 90-second stops at Westmount, Montreal West and Vankleek Hill and a 30-second stop at Alta Vista. The bag, which contained an unknown but reportedly small sum of money, was probably stolen during one of these stops.

The loss was discovered when inventories were checked in Ottawa.

22/09/1964 *Ottawa Citizen**Alexandria**Ottawa Union*

Mrs. Keaton along for the ride

By Carol Lutes Citizen women's writer

Silent screen favorite Buster Keaton is looking at Canada through a train window this month and his charming, blonde wife Eleanor has come along for the ride.

In their 24 years of marriage Eleanor Keaton has seldom strayed far from her actor-comedian husband's side. "I enjoy travelling and we do a great deal of it," she said during an interview with The Citizen in her Chateau Laurier suite on Monday afternoon.

Entrusting their St. Bernard dog, their cat, their dozen hens and lone rooster with a caretaker for a few weeks, the Keatons have set out from their 1/2 acre home in Woodland Hills, Calif, on a cross Canada train trip for the National Film Board.

Shooting of the film, a travelogue on Canada tentatively entitled "Rail Rodder," has taken the Keatons from Halifax to Montreal, to Quebec City, to Ottawa and now westward to Rivers, Man., Jasper and finally Vancouver.

The couple expects to arrive home in California in early October. "We average about six months at home and six months away each year," Mrs.

Keaton points out. And with no family to worry about, the comedian's wife usually goes along.

21/10/1964 *Ottawa Citizen**Lachute*

Postponement on train cuts

The CPR's proposed elimination of trains 132-133-137-138 between Montreal and Ottawa has been deferred.

The Board of Transport Commissioners announced today it has ordered the CPR to defer dropping of these and 12 other passenger trains in central Canada, pending a hearing.

Train speeding 70 when hit by truck

ROCKLAND - CPR Ottawa-Montreal express No. 232 was travelling with throttles wide open at 70 miles an hour when it was struck by a loaded gravel truck at the Leonard level crossing Aug. 21, killing eight.

At an inquest which opened here today into the death of 43-year-old truck driver, Bazyl Czopyk, CPR engineer John Arden Simpson, 47, told a corner's jury: "We were running it as fast as the engines would take us the throttles were open all the way."

St. Louis Marie de Montfort Hospital pathologist Dr. Peter Burke, who performed an autopsy, said Czotyik "had nothing left to live with many of his injuries could have been fatal."

Among the injuries he listed were: a fractured skull with half of the brain missing, fractured neck, broken back, spine torn in half, left arm and leg broken, several ribs smashed, heart and both lungs ruptured, and ruptures to the liver and spleen.

Leonard farmer Jack Neely, 29, said he followed Czopyk's truck along Russell County Road No.

"I was travelling 35-40 miles an hour and the truck was pulling away from me," said Neely.

"I saw the truck veer suddenly to the right; it didn't stop. I saw no brake lighs[sic]," he said, esimating the rucks[sic] speed a 50 miles an hour.

Cumberland Township Clerk Robert J. Kennedy, 70, whose office in Leonard is 150 feet from the crossing, said he remembered the fatal morning clearly.

"I head the crash and saw the train go by with flames running under it," he said.

"We were expecting an accident there. They had been driving very fast. A week before, a truck left the road to avoid an accident at the same place.

"I searched my brain trying to find a way to stop them I'm sorry now that I didn't phone the police."

more more more more more

Train conductor Edward Mc-Mullin, 50, of Ottawa, said the train left Ottawa at 8 a.m., five minutes lae[sic]. He said the train usually ran non - stop to Montreal at speeds up to 75 miles per hour.

However, Engineer Simpson said 85 miles per hour is top speed for the run.

The inquest continues.

Driver blamed in train crash

By Bob Rupert Citizen staff writer

ROCKLAND - Bazyl Czopyk, 42-year-old trucker who drove his loaded vehicle into the side of a fast-moving Canadian Pacific passenger train Aug. 21, has been blamed for the tragic accident which claimed eight lives including his own.

A coroner's jury deliberated for less than an hour here Friday before finding that Czopyk contributed to his own death by failing to use proper care and caution when approaching the level crossing on the northern border of the village of Leonard.

In part, the verdict read: "We find this fatal accident, which took eight lives and caused so much personal injury, was due to Mr. Bazyl Czopyk driving his loaded gravel truck into the side of an eastbound passenger train. His death was caused by multiple injuries, lacerations and loss of blood.

"... We the jurors recommend that a suitable automatic signal be installed at this crossing."

Thirteen testify

Thirteen witnesses, five of them survivors of the early-morning crash which injured 31, were called to testify before Russell County Coroner Dr. W. C. Tweedie.

Jack Neely, 29-year-old Leonard farmer, said he followed Czopyk's loaded gravel truck along County Road No. 4 on the fateful morning.

"I was travelling 35 to 40 miles an hour and the truck was pulling away from me," said Neely.

"I saw the truck veer suddenly to the right. It didn't stop. I saw no brake lights," added the eye witness, who estimated the truck's speed at about 50 mph.

CPR engineer John Arden Simpson, 47, of Ottawa, said top speed on the run is 85 mph. He said the speed at the time of the crash was 70 mph.

Mara Karnupe, 36-year-old Montreal librarian who was sitting in the third coach of the seven-car train when the truck slammed into its side, said she saw the oncoming truck at the last minute.

"I knew we would be hit," she testified. "It was moving too fast it couldn't possibly stop.

"I was thrown down on the floor, then onto the seat opposite mine. Then I felt the car tip sharply and I saw something green.

"I felt myself being thrown and I was lying on the grass. I got up and ran forward. I was afraid the train (listing at a 45-degree angle against a tree) would keep rolling and crush me underneath.

"All the windows were smashed. People were lying all over the place." .

Miss Karnupe spent five days in hospital recovering from minor injuries.

Allan Dobson, 18, of North Gower, and Peter Hopkins, 21, of 251 Fifth Ave., both students working at Rathwell's gravel pit a mile south of Leonard, said the Czopyk truck was noisy, possibly from a faulty muffler.

Truck owner Joe Ambrozias of Ramsayville said his vehicle was in good working condition. He said Czopyk had been driving the two-year-old truck for two consecutive summers.

He described Czopyk as "a very good driver" who never had an accident while in his employ.

Ontario Provincial Police Const. R. E. Collins of the Rockland detachment said the westward view from County Road No. 4 for drivers in the village is "almost entirely blocked" to within 50 feet of the edge of the track by buildings and hedges.

Const. Collins said he had been unable to find next-of-kin to notify of Czopyk's death.

The constable said the truck driver probably tried to turn his truck at the last minute to avoid the collision.

Cycling carrier boy dies; hit by train at Stittsville

A 15-year-old Stittsville boy died in the emergency ward of the Civic Hospital Friday night three hours after he ran his bicycle into the side of a train.

Gordon Donald McRae, son of Mr. and Mrs. Wendell McRae and a Citizen carrier boy, cycled into the side of the westbound CPR Canadian as it passed through Stittsville at 4.28 p.m.

Gordon had been proceeding south on Main Street with his paper bag over his shoulder and pedalled alongside several cars stopped for the oncoming train.

Then, as he neared the track, he looked back over his shoulder at a chum behind.

The train crew, unaware of the mishap, did not halt the train. Gordon died of multiple injuries.

Ontario Provincial Police Const. Lloyd Logan ordered the train stopped at Chalk River, about 100 miles west. Engineer of the train was Gerald Greenham of 185 Hinton Ave., Ottawa.

Train slams auto, 2 die

A Brockville bound CPR train slammed into the side of a car at the Scott - Northwestern Avenue level crossing yesterday, killing a 29 -year -old mother and her youngest son and injuring a second child.

Mrs. Shirley Levesque of 61 Sherbrooke Ave. died en route to hospital, just minutes after she was removed from the front of her battered car. She was found with the auto's windshield frame wrapped around her neck.

Son dies in hospital

Charles, three, died in Civic Hospital this morning. He was removed from the back seat of the car, which was pushed 115 feet down the track.

Adele Leblanc, three-year-old daughter of Mr. and Mrs. Rheel Leblanc of 45 Sherbrooke St., the third occupant of the car, was thrown 60 feet by the impact. She was found lying in grass beside the track and taken to Civic Hospital for treatment of multiple bruises. Her condition is not serious. The Northwestern Avenue level crossing is not equipped with warning lights or wigwag.

The accident happened at 4.45 p.m. and witnesses said engineer Vernon Dier, 53, of 36 Armstrong St. blew the whistle and rang the bell loudly.

CPR officials said the train's speed was 38 mph.

Shortly before the impact Mrs. Levesque had left the home of fellow Bell Telephone operator Mrs. Doreen Foley of 211 Northwestern Ave.

Coroner Dr. W. Thomas Kendall said an inquest will be held.

The husband and father of the victims, Charles Levesque, is employed by the department of mines. There are two surviving children; Danielle, eight and Pierre, six.

28/11/1964 *Ottawa Citizen**Chalk River**Franktown*

Football fans halt train

Over-exuberant football fans, bound for today's Grey Cup game in Toronto, from Ottawa, caused the crew of a cup 'special' no end of troubles Friday night when they pulled the emergency cord three times.

Train crews scurried to place out flares to prevent following trains from crashing into the special after it screeched to abrupt halts near Franktown and Gananoque.

One passenger cut his finger when thrown against a broken washroom window during one of the sudden stops.

The emergency cord was first pulled at Franktown, north of Smiths Falls, causing a 10-minute delay while flares were placed and the train started up again.

400 on train

About 400 football fans were on the CPR train which left Union Station at 4:35 p.m.

At Brockville they boarded a 16-car Montreal-Toronto pool train.

The emergency cord was pulled for the second time while the train was standing in the Brockville station. It caused a further delay and the train was 30 minutes leaving Brockville.

The third emergency cord incident occurred just east of Gananoque. The train was about one hour late arriving in Toronto.

Special police

Special police boarded the train at Brockville.

Disturbances were confined chiefly to the rear cars.

A railway spokesman said early today that they were experiencing similar trouble on a train which left Montreal about 1 a.m. and that special police boarded it at Brockville.

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.

11/12/1964 *Ottawa Citizen**Carleton Place**Stittsville*

Slow down orders to train crews after crossing death

An error in judgment contributed to the death of a 15-year-old Stittsville cyclist who ran into the side of a train at the Stittsville crossing Oct. 30, a coroner's jury found Thursday night.

Donald Gordon McRae, son of Mr. and Mrs. Wendell McRae, pedalled into the side of the CPR transcontinental Canadian as it travelled west through Stittsville at 65 miles an hour.

Dr. Maxwell Klotz, pathologist at the General Hospital, said the boy died of severe internal injuries.

The jury recommended that train speeds through Stittsville be reduced by 20 miles an hour. They also urged that warning signals be sounded one-half mile from the crossing instead of the present system of starting to blow a train's warning whistle one-quarter mile away.

Gerald Greenhara of 195 Hinton Ave., Ottawa, engineer of the train with which Donald collided, said that since the accident engineers have been under orders to pass over the crossing at 25 miles an hour.

Mr. Greenham said he was not aware of the accident until the train made its regular stop at Carleton Place, 13 miles west of Stittsville.

J. D. Smith of Stittsville said he had been driving along Main Street in Stittsville the day of the accident, and stopped for the train when he saw a boy on a bicycle cut across in front of his auto.

"It all happened so fast I didn't have a chance to see whether he saw the train and slowed down for it or not," Mr. Smith said.

Donald, a Citizen carrier boy, had just picked up his papers for delivery from their drop-off point a few hundred feet from the tracks.

The jury's report carried a rider that if their recommendations were impractical a crossing gate should be stalled.

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.

Rail crossing tragedy

Jury urges 25 mph limit

A coroner's jury, alarmed at the speeds at which trains are allowed to travel through the city, recommended Tuesday night that a train speed limit of 25 miles per hour be established in residential areas.

The inquest into the death of Mrs. Charles Levesque, 29, was told that speeds of 45 mph in residential districts and up to 75 mph inside the city limits were permitted.

It was the second time in a week that a coroner's jury has called for reduction in train speeds. Acting on the death of a boy at a Stittsville crossing, a jury recommended Thursday that speeds be reduced to 20 mph while passing through Stittsville.

The Levesque accident is one of at least six area railway-crossing collisions that have taken the lives of a minimum of 15 people in the last year.

Mrs. Levesque died in hospital Nov. 4 of multiple injuries after the car she was driving was hit broadside by a Canadian Pacific passenger train at a level crossing on Northwestern Avenue between Premier and Scott Streets.

Her son Charles, age three, was also killed in the collision and another child, four-year-old Adele Leblanc, daughter of Mr. and Mrs. Raoul Leblanc of 45 Sherbrooke St., was injured.

The only warning at the crossing is wooden signs on both sides of the track.

Distraction cause

The jury found that the cause of the fatal accident lay mainly in the distraction of Mrs. Levesque's attention from the railway crossing.

The inquest found that a major cause of her distraction could have been a multiple intersection just 100 feet north of the crossing where Premier Street and Northwestern Avenue intersection.

The jury felt that the heavy S o'clock traffic on Scott Street, just south of the tracks, may also have drawn her attention.

The five - man jury recommended that flasher signals with bells be mandatory at all level crossings within the city. The findings also suggested that the intersection where the accident occurred be straightened out to eliminate funnelling of five lanes of traffic into two at the crossing.

Several witnesses who saw the accident said that Mrs. Levesque was driving very slowly and looking straight ahead when the train slammed into the side of her 1958 model car. Whistle heard

George Smith of 306 Keyworth Ave. said he was travelling west on Scott Street when he heard the train whistle. He turned right onto Northwestern Avenue and stopped in front of the crossing to wait for the train to pass.

He then noticed Mrs. Levesque's car proceeding across Premier Street towards the crossing, moving very slowly. She was looking straight ahead.

She drove onto the tracks and the train hit the car on the driver's side throwing it into the ditch.

Engineer of the train involved, Vernon Dier, of 36 Armstrong St. said that his speed shortly before the accident was just under 35 mph.

He said he noticed Mrs. Levesque's car approaching the track very slowly and "I thought she was stopping. But when we got up real close she seemed to speed up. I threw on the emergency brake and then the train hit the car."

It took the train 640 feet to stop which Mr. Dier claims is less than usual.

Mr. Dier also said that just before he put on the brake he had a glimpse of Mrs. Levesque. "She was looking straight ahead, he said.

Loud blast

Other witnesses stated that the train's whistle was blowing loudly for some distance before the crossing and could be heard clearly.

Samuel Degagne, who lives right across from the crossing at 1752 Scott St., said he was in his kitchen when he heard the train's whistle. When he got to the front of his house the train was still some distance from the crossing.

He also observed the Levesque car approaching the tracks. "It was running very slow," he said. "I could have walked faster."

Coroner Dr. W. T. Kendall was critical of the Northwestern Avenue's southern approach to the crossing which makes a swing to the left and joins up with the northbound lane.

He also felt that a signal device was needed at the crossing, which is used by a great many government workers coming to and from Tunney's Pasture.

Thor Neilson, director of the city's traffic engineering department, told the inquest that a survey of the crossing had been made in late 1959 or early 1960 and it was decided that flash signals weren't required.

He said the factors which require the installation of signals at a track, such as poor visibility and heavy traffic, weren't evident at this crossing when the survey was taken.

Such signals, he said, were the joint responsibility of the city, railway and board of transport, who share the costs. Any one of these three departments can take the initiative towards installing warning signals and the others would likely follow.