

Freight Train Wrecked, Children Blamed

NIGHT EDITION

Crewmen Pinned In Cab

Three crew members were seriously hurt last night and 60 injured cattle and horses had to be shot after a 62-car CNR freight train travelling at 25 mph hit an unlinked switch in North York.

Twenty cars and three engines were derailed, ties were shredded into splinters and rails bent like spaghetti. One railway official blamed the accident on children playing with the switches. CNR police began an immediate investigation.

Two boys were nearly hit by the train when it crossed a trestle over the Don river, north of Sheppard Ave. The boys were seen by engineer Bruce Hushell just before he spotted the open switch and applied the emergency brake.

Mrs. Hushell recalled last night that her husband had reported three months ago that the same switch had been tampered with.

Hushell, 49, of Tumbidgee Cres., 2101 E. 4th St., was seriously injured at the scene. He was thrown clear of the engine but broken arm, back, hip and leg were hurt. He is recovering in St. Mary's Hospital, 1000 Bayview Ave., Toronto.

(Continued on Page 4, Col. 4)

Power Window Kills Girl

QUEBEC — Jacqueline Martel, 3, was accidentally strangled Saturday when a power-operated window of her father's car pinned her by the throat.

Quebec police said the girl and her father were returning from a shopping trip to a store in St. Charles, 20 miles north of Quebec. The girl was riding in the back of the father's car, which was filled with clothing and other articles. The father felt cool and pressed the switch to close the rear window.

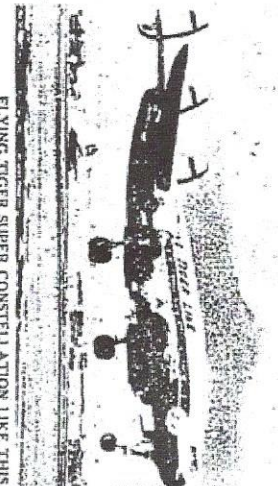
Police said it was some time before he realized his daughter's head had been protruding from the car. The girl is an only child.

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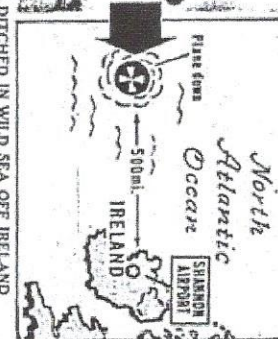
TORONTO DAILY STAR
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METRO WEATHER
Occasional rain late tonight and Tuesday, low 55, high 62. Details on Page 2.

Hope Fades For 25 As Last Raft Sighted Empty ... PLANE DOWN IN ATLANTIC, SAVE 49



FLYING TIGER SUPER CONSTELLATION LIKE THIS DITCHED IN WILD SEA OFF IRELAND



'Public Sees You As A Bigot' Matchmor Told

The general public regards Mr. Rev. James R. Matchmor, moderator of the United Church of Canada, as a "narrow-minded bigot who is constantly up in arms over forgotten her glances and torn parmanties," a minister said yesterday.

Rev. Clayton Pirih, preaching in Balmora Street United Church, called on Mr. Matchmor to correct this "most distorted picture."

"You are a sufficiently mature person that you can dismiss this misrepresentation with a smile," said Mr. Pirih, reading to his congregation an "open letter" he has written to Mr. Matchmor.

"But there is also abroad in this land a picture of the United Church of Canada as a materialistic, small-minded sect, which tries to legislate goodness through the whole nation, and there is enough truth in this accusation to make it sting smartly," he added.

"Our churches are filled with church-going Christians whose concept of faith is to examine 'Thank God I am better than the unsharable multitude,' and who reveal this in their bitterly competitive attitudes towards all groups and individuals who differ from them. 'They are, as we know, the worst enemies of Christianity, for they frustrate the action of God's grace in their own lives, and by their rejection of others they also frustrate it in the lives of those they despise and hate. It is for this reason that they are the worst enemies of the religion, for the village atheist!'"

Mr. Pirih called on Mr. Matchmor to "by some means re-examine the Christian that the church is a relationship of kindness, sharing, and grace. 'One act of love acceptance,' he said, 'is worth more than a hundred alms given against a TV actor who uses the word 'damn' in a CBC play.'"

BULLETIN

The RAF control centre near Plymouth, England, reports the death toll in the ditching of the airliner has risen to six.

From The Star's World News Services

SHANNON — A rescue fleet headed by Canadian aircraft carrier Bonaventure, plucked from a "horrible" sea 49 survivors of a U.S. airliner ditched in the Atlantic 500 miles west of here with 76 persons aboard.

Two bodies were also recovered but hope of finding other survivors faded with a report from a British freighter that the plane's last life raft had been sighted empty.

The Manchester Evening News reported that the plane, which left Toronto Sept. 11, reported "no life" after finding the raft.

The Flying Tiger Super Constellation airliner, with three of its four engines dead, came down in the Galtee mountains while carrying 88 U.S. military personnel, women and children, dog sleds and a crew of eight from the McGuire Air Force Base, N.J., to Frankfurt, Germany.

It was the first airliner to ditch successfully in the Atlantic in 18 years. The plane's pilot, 44-year-old Capt. John D. Murray of Oyster Bay, N.Y., was among the survivors, a U.S. air force spokesman said.

President To Rescue The Swiss freighter Colentina, plodding eastward with a crew of six and 18 a cargo of grain, from passengers, including three children. Mrs. Murray, suddenly, "We were on our way over a massive mercy mission, the Atlantic after having received the first radio message that the plane was in trouble. The ship's course, Freighter Capt. Theo Dierker said, "We made for her position, but the crew when she took sight, but

'Saw Plane Ditched' Eyewitness

SHANNON — (UPI) Sgt. 1st Class Joseph L. Loeck, 25, of Tuscon, Ariz., was the pilot of another plane circling nearby when he saw the Flying Tiger Super Constellation ditched in the North Atlantic.

Here is his first-person account: "We were on our way from Paris to Presburg, to New York. The Swiss freighter Colentina, plodding eastward with a crew of six and 18 a cargo of grain, from passengers, including three children. Mrs. Murray, suddenly, "We were on our way over a massive mercy mission, the Atlantic after having received the first radio message that the plane was in trouble. The ship's course, Freighter Capt. Theo Dierker said, "We made for her position, but the crew when she took sight, but



POLICE OFFICER ON ROOF OF FREIGHT CAR SHOOTS LIVESTOCK TRAPPED IN WRECKAGE
80 head of cattle and horses had to be destroyed. More pictures on Page 25

Charles Gote First Star Seek Mad

Crewmen Pinned In Freight Train Wreck

(Continued from Page 1) were pinned for nearly two hours in the wreckage of their cab.

Dr. Ronald Laing, who treated the men paid tribute to police and North York firemen who helped remove the injured men.

Bushell is in Branson hospital suffering from a fracture of his right forearm, severe cuts of his right wrist, a dislocated fracture of a bone in his right hand, multiple lacerations of his head and face.

Both brakeman Virgo and fireman Brown were taken off the critical list today at Toronto East General hospital.

Railway officials said they expect wreckage to be

cleared from the mainline from the west by noon today.

Examining the switch, located just south of the trestle, C. E. Shaver, CNR operations manager for Toronto, said the switch padlock was in place but that it was open.

Walter Scott, assistant superintendent freight operations for Toronto, said it would be possible to unlock the switch and leave it so it could swing in either direction when a train crossed it. He blamed the accident on "kids playing with the switch."

The livestock cars for the most part were piled like kindling across the tracks. Some were demolished. Others were accorioned with the heads and rumps of

dead and dying animals protruding.

According to Inspector Robert Johnstone of the Toronto Humane Society, 60 cattle and horses have been shot by his men and Metro police officers.

Some frightened animals wandered out to Sheppard Ave. Others browsed in nearby yards and gullies. Some horses that plunged wildly from the wreck were eating.

Many of the cattle were hurt and others scared. Volunteers and firemen backed at the tangled cars as they freed some and attempted to free other animals but CNR officials stopped them about 8 p.m. and said Humane Society officials and veterinarians would handle the animals.

P.C. Bruce Boyer, the first policeman at the wreck, was nearby when the call came over his police radio. He was met by Bushell who told him, "help my fireman, help my brakeman. They are trapped."

P.C. Boyer climbed up the side of the engine and saw the two men 10 feet below him. They were so still he first thought they were dead.

"Please help us. Please help us," is all they said," P.C. Boyer recalled. "I tried to console them and told them that help was on the way."

P.C. Paul Creighton used a belt to put a tourniquet on one man's leg. The policemen also used blankets to keep the men warm but withdrew when Dr. Laing arrived.

North York District Fire Chief Charles Dawson, who worked in the wrecked engine cab with Dr. Laing, said fumes from the engine's batteries were a hazard.

Miracle Men

"They didn't whimper while we tried to free them," he said. "It's a miracle they came out of it alive. It's a wonder they didn't bleed to death."

Virgo was partially embedded in gravel from the roadbed that poured into the cab when the engine rolled on its side. Capt. Tom Thomson and Capt. Bill Stanfield burrowed under the cab to free the man's legs.

Sgt. Charles Fox, P.C.

Boyer and P.C. Campbell Brown shot injured animals with high powered rifles.

Violent Stop

Conductor Joseph "Jiggs" Marquis, Stayner Ave., Toronto, who was riding in the caboose, said he knew something was wrong when the train came to a "violent stop and there was a lot of jiggling."

"Just then," he said, "two boys passed me and said 'the train's been wrecked.'"

The train's speed carried the lead engine well beyond the switch before it came to rest on its left side at about a five-degree angle to the tracks.

The following engines remained upright and almost completely passed the lead engine before stopping but the roadbed had all but disappeared under their wheels.

Two flatcars immediately behind the engines were

tumbled across the tracks the Newmarket subdivision and the highway trailers while repairs are made. They were carrying piggyback fashion were smashed like children's toys.

The heavy freight line is one of two main northbound CNR routes out of Toronto. Traffic will be rerouted over

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Ban-Bombers Plan Parliament Lobby

By VAL SEARS
Star Staff Writer

OTTAWA—Canada's largest ban-the-bomb group plans a mass lobby of Parliament Remembrance Day weekend to present its program for United Nations action on nuclear test ban inspection, nuclear free zones and a disarmament research centre.

A two-day meeting of the directors of the Canadian Campaign for Nuclear Disarmament here decided yesterday to ask federal and provincial governments to declare Nov. 5 to 11 "Canada Peace Week."

The Parliament Hill lobby—expected to draw 1,300 people from all parts of Canada—will climax the week with personal calls on every member of Parliament.

The group will seek an interview with Prime Minister John Diefenbaker in an effort to persuade him to instruct the Canadian delega-

tion at the U.N. to present a three-part program for peace.

Sealed Stations

The program calls for:
• Canadian's sponsorship of a Pugwash Conference proposal that sealed, automatic seismograph stations be set up in countries possessing nuclear weapons to record earth tremors resulting from underground nuclear explosions.

• A Canadian proposal that nuclear free zones—areas in which no nuclear weapons would be allowed—be set up in Africa, South America, the Middle East, a band running from Greece to the Scandinavian countries in Europe and Southeast Asia.

• Canadian sponsorship of a United Nations resolution to establish an International Institute for disarmament research.

Abraham L. Feinberg, rabbi emeritus of Holy Blossom Temple in Toronto, and vice-president of the CCND, said his organization was heartened by the fact that during the recent election campaign no party advocated nuclear weapons in Canada at present.

Hot Tar Blast Rocks Brampton Second Time

BRAMPTON—This town today was shaken for the second time in two months by a roofing plant hot tar tank explosion.

Dishes rattled in homes up to two miles away from the plant on the southeast side of Brampton. Late sleepers



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POOL BUILDERS CLAIM FALL BEST TIME

According to the Ontario Swimming Pool Association, "the best time to build a pool is in the Fall, not the Spring." Contrary to general thinking, the Fall offers the best working conditions on which pool builders can base the lowest possible prices. Fall water table is at its lowest point during the year, which shortens excavation time. Drier climatic conditions speed up work and at a time when gardens, landscaping, etc., are past their peak.

With excavation, installation and "back filling" completed in the Fall, everything is allowed to settle throughout the Winter. Pool decking is the only work left to be done, which can be poured in the Spring, thus minimizing the danger of soil "shifting" which causes deck cracking.

With everyone pool-conscious come first signs of warm weather, pool builders and suppliers are working at peak capacity, whereas installing your pool in the Fall gives the family longer pool use at the start of early warm weather. It also permits owner to finish patio work and landscaping much earlier in the Spring.

Contact these members
ONTARIO SWIMMING POOL ASSOCIATION
TORONTO AREA:

8872 POOLS LTD., Toronto, Ont. EM. 4-1427.

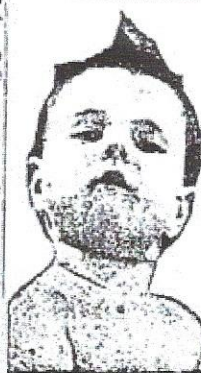
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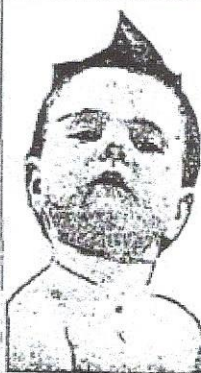
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