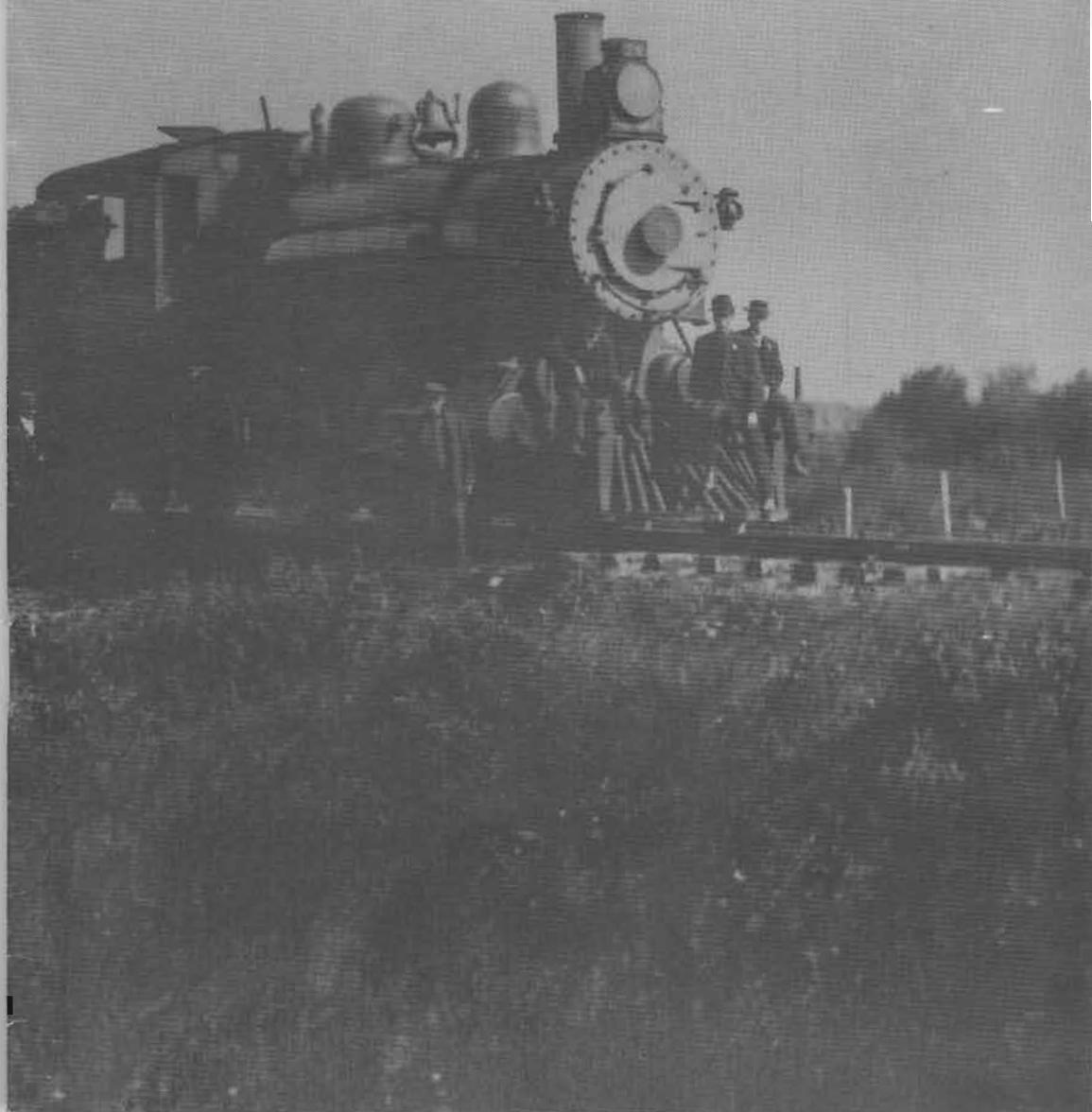


Canadian Rail



No. 333
OCTOBER 1979







CANADIAN RAIL

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Cover:

From the Manitoba Archives, this Canadian Northern Cover Photo is simply titled 'Passenger Train at the Water Tank, 1907' from the collection of Robert Lindsay #14.

OPPOSITE:

John Todd 1908-1978

On the 8th, of February, 1978 Canadian Rail received in the mail a neatly packaged article for presentation. Postmarked 'Thunder Bay, Ontario', it bore the return address of Mr. John Todd. John (Jack) Todd was no stranger to Canadian Rail readers, he had over the years contributed numerous articles one of which, 'The Nipigon Tramway' inspired numerous favorable comments and without a doubt remains enshrined among our most popular articles. John Todd passed away on March 14, 1978 at the age of 70 years. A retired Government Grain Inspector John turned to the CRHA and indeed Canadian Rail as a fruitful means of fulfilling his retirement years. Survived by his wife and daughter John was laid to rest in the Riverside Cemetery at Thunder Bay. In keeping with his past practice, John submitted his material to Canadian Rail complete in every way. With maps supplied by his good friend Bill Germaniuk, John's presentation consisted in a two part study of the construction of the Canadian Northern Railway East and then West of Port Arthur, Ontario. We are pleased to present Part 1 of John's work in this October issue, with part 11 to follow next month in the November issue.

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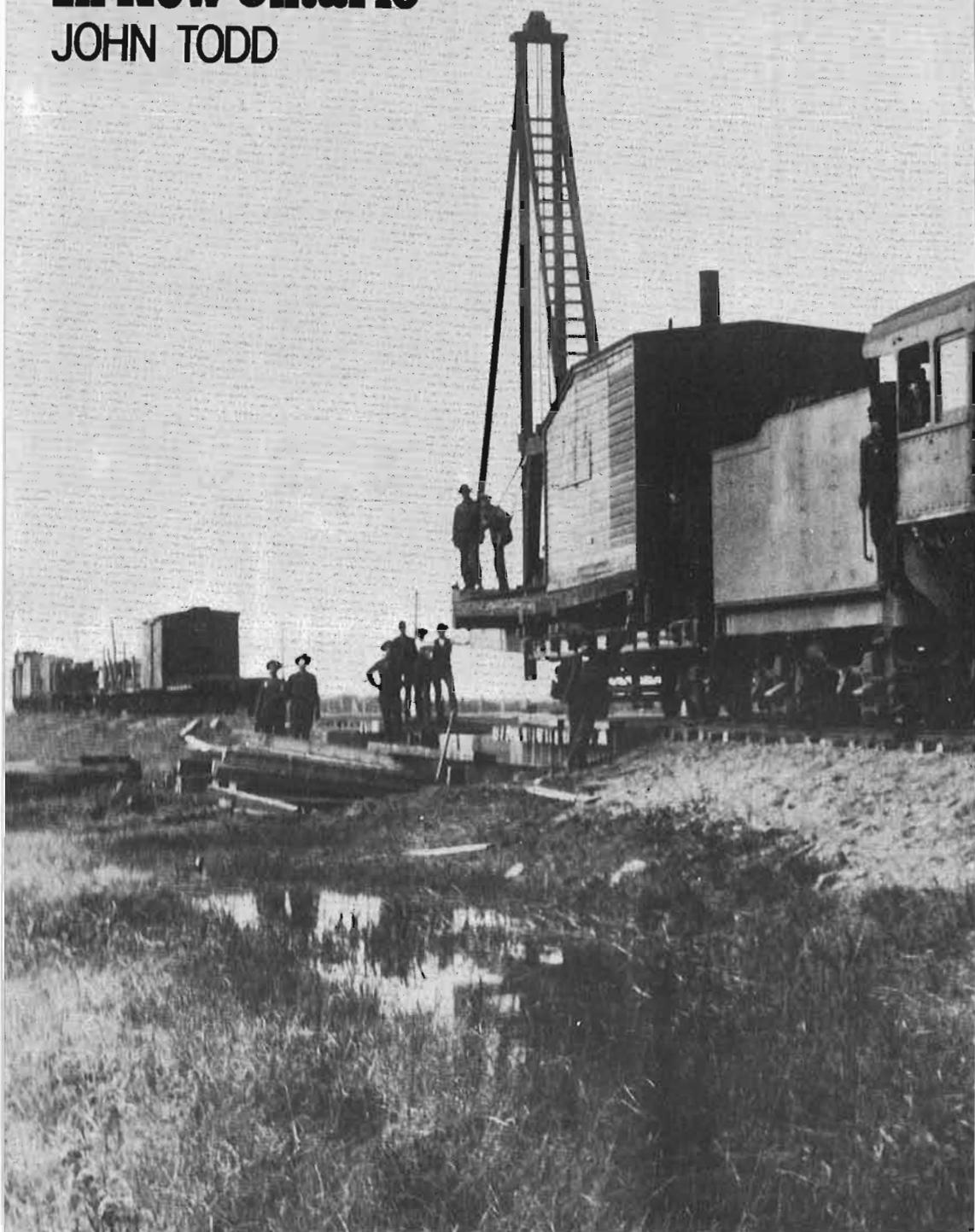
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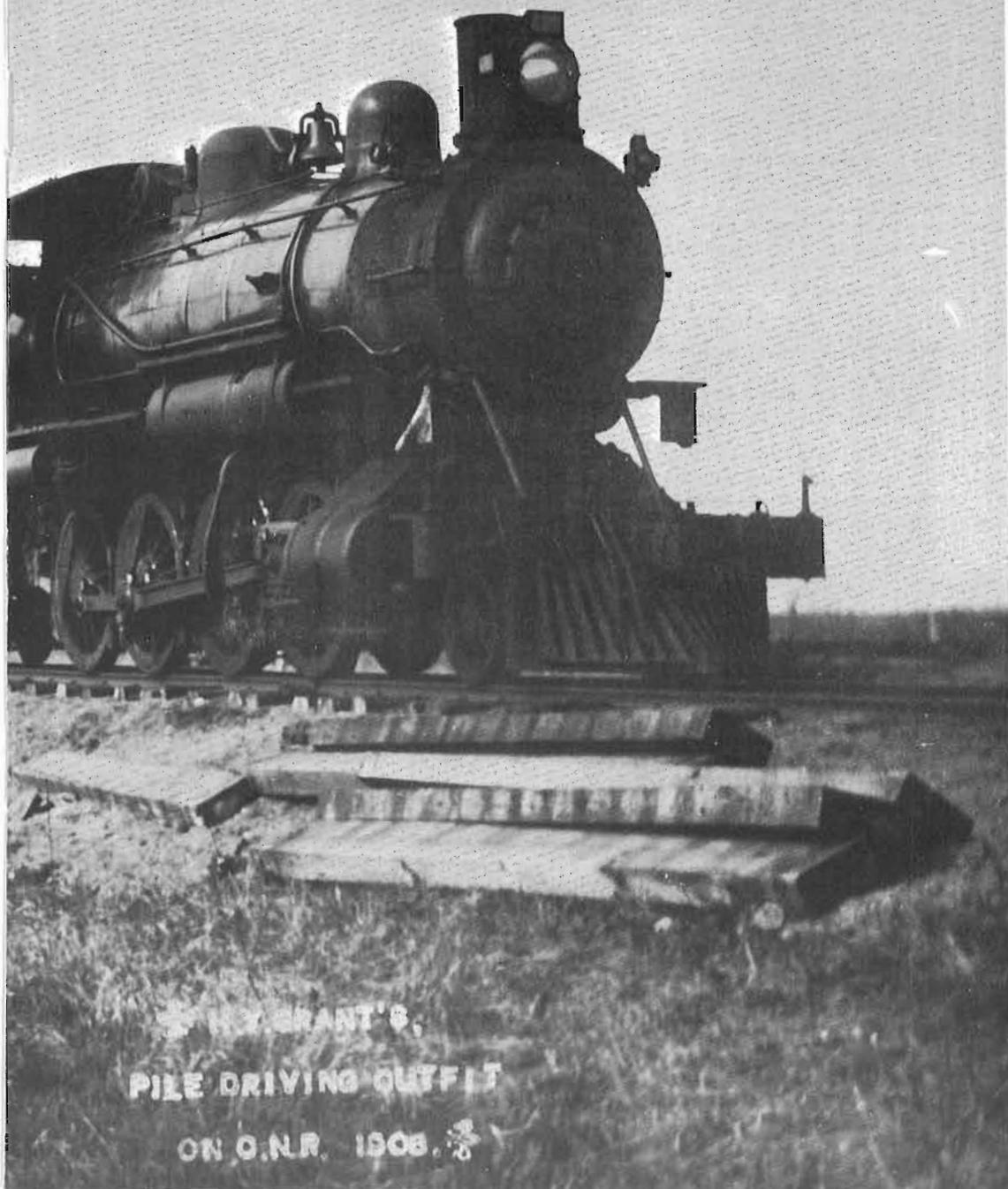
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The Driving Of The Last Spikes On The Canadian Northern Railway In New Ontario

JOHN TODD



H.Y. Grant's Pile Driving outfit on the Canadian Northern Railway in 1908. Photo courtesy of the Manitoba Archives, Robert Lindsay collection, # 45.



H. Y. GRANT'S,
PILE DRIVING OUTFIT
ON C.N.R. 1908.

The Driving Of The Last Spikes On The Canadian Northern Railway In New Ontario

JOHN TODD

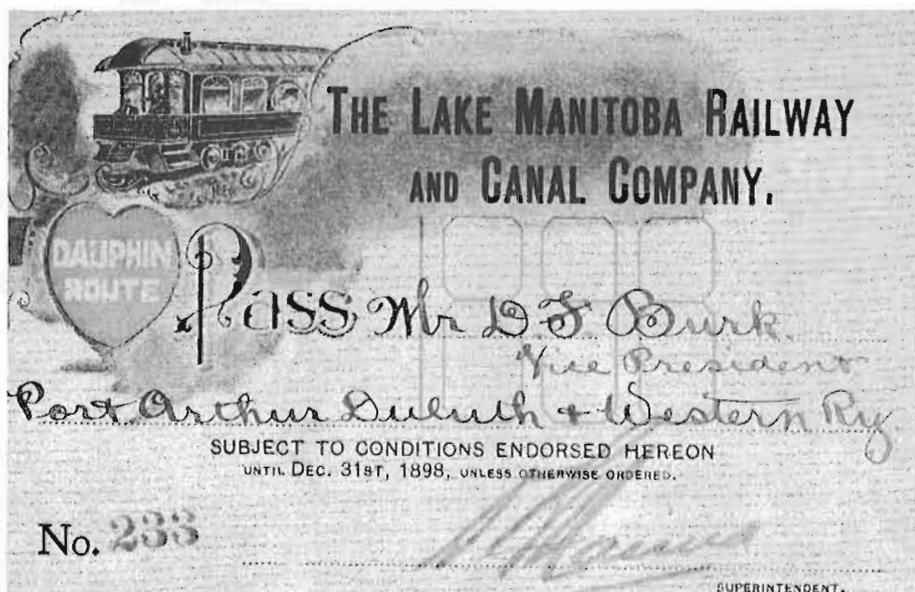
The Lake Manitoba Railway and Canal Company, built by Mackenzie and Mann in 1896 from an old charter acquired in January 1896, and put into operation in January 1897, was expanding rapidly on the prairies. To ensure its continued growth an extension to a Lake Superior port was essential in order to reach its potential from the ever increasing grain traffic.

In January 1901, Mackenzie and Mann acquired the lines of the Manitoba Northern Pacific Railway from the Government of Manitoba. Then the grain that had been transported by the C.P.R. to the Canadian Lakehead for the company was delivered to the Northern Pacific Railroad at Emerson, Manitoba, for shipment to Duluth, Minnesota.

The first step taken by Mackenzie and Mann in extending their railway to Lake Superior was to acquire the charter of the Manitoba and South Eastern Railway, incorporated in 1889, to build from St. Boniface to the International Boundary at the Lake of the Woods. Work began early in the spring of 1898 and 45 miles were built that season. The railway went through a wooded country, and the main traffic for the first two years was cord wood hauled into Winnipeg for fuel.

The Mackenzie and Mann Railways became the Canadian Northern Railway on January 13th, 1899, the original charter names disappearing.

In May 1899 the Canadian Northern purchased two railways which together held authority to build a railway to Port Arthur. The first one the Minnesota and Manitoba Railroad, owned by a Minneapolis lumber company, held the charter to build through Minnesota from the International boundary at the Lake of the Woods, to Rainy River, Ontario, a distance of 42 miles. The second one, the Ontario and Rainy River Railway, incorporated in 1886, held a charter to build from Port Arthur to Rainy River in Ontario. A small amount of work had been done by its Ontario owners. A third railway, The Port Arthur, Duluth and Western which started operating in January 1893 was also purchased. 18 miles of its track could be used to take the Canadian Northern from Stanley to Port Arthur.



Pass No. 233, signed by D.B.Hanna on the Lake Manitoba Railway and Canal Company, 1898. Photo courtesy Lakehead University, Thunder Bay, Ontario.

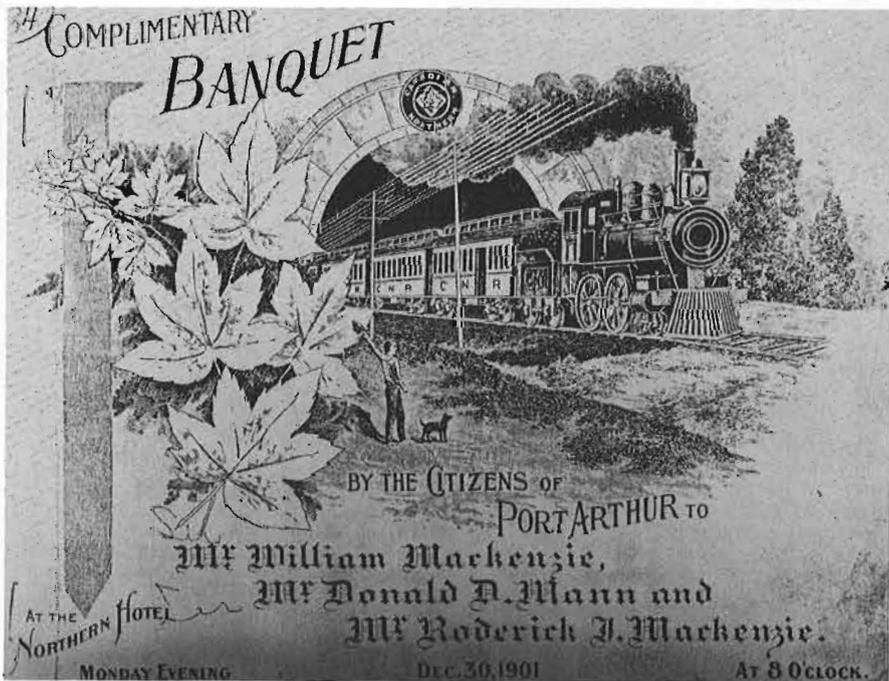
Work on the line to Port Arthur began almost immediately. The Manitoba and South Eastern and the Minnesota and Manitoba sections passed through level country and construction went along at a fast pace. When the railway reached the Rainy River at the International Border a large bridge was built to cross this wide stream which forms the border between Minnesota and Ontario. The Ontario and Rainy River section, except for the 55 miles along the river from Rainy River to Fort Frances was a difficult and expensive section to build, as the scenic Rainy Lake to the east of Fort Frances had to be crossed. This was accomplished by building a series of timber trestles, and island hopping. "A few years later a rock causeway and steel bridges replaced the trestles" the rocky nature of the country required a great deal of expensive blasting.

With the purchase of the Ontario and Rainy River Railway the Canadian Northern inherited a large subsidy from both the Dominion and Ontario Governments. The Manitoba Government, anxious to end the railway monopoly in Manitoba took the unusual step of guaranteeing the bonds of the Ontario section up to \$20,000 a mile.

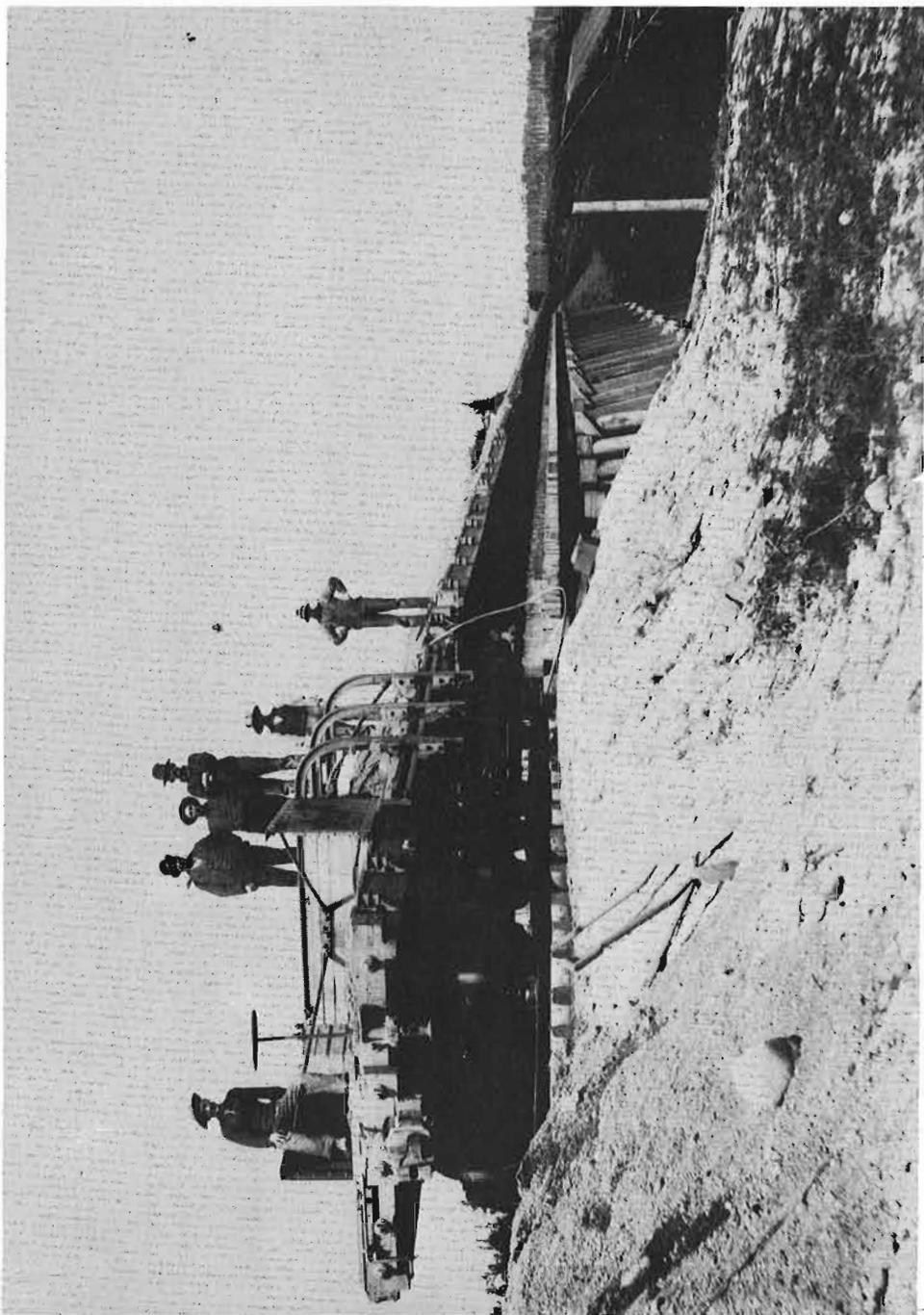
The 438 mile Canadian Northern Railway commenced in 1899, followed the old Dawson Trail, a road and water route from Port Arthur to Winnipeg that was started by the Dominion Government in 1869. In late December 1901, after two years of work, the line was completed and plans were made to celebrate the driving of the last spikes.

The two railway owners William Mackenzie and Donald Mann arrived in Port Arthur on Sunday night, December 29th, 1901 on the C.P.R. Express #1 from the east. Their business car Atikokan was at once switched to the C.N.R. where a special train awaited it, the train left immediately for the journey to the gap in the track. Mr. Mackenzie was accompanied by a party consisting of Hon. E. J. Davis, Ontario Land Commissioner, Bryone Walker, General Manager of the Canadian Bank of Commerce, Z. A. Lash, K. C. Lewis, Lukes, Accountant for Mackenzie and Mann, J. J. Long, Collingwood, Alexander Mackenzie and W. F. Moore, Private Secretary to Mr. Mackenzie.

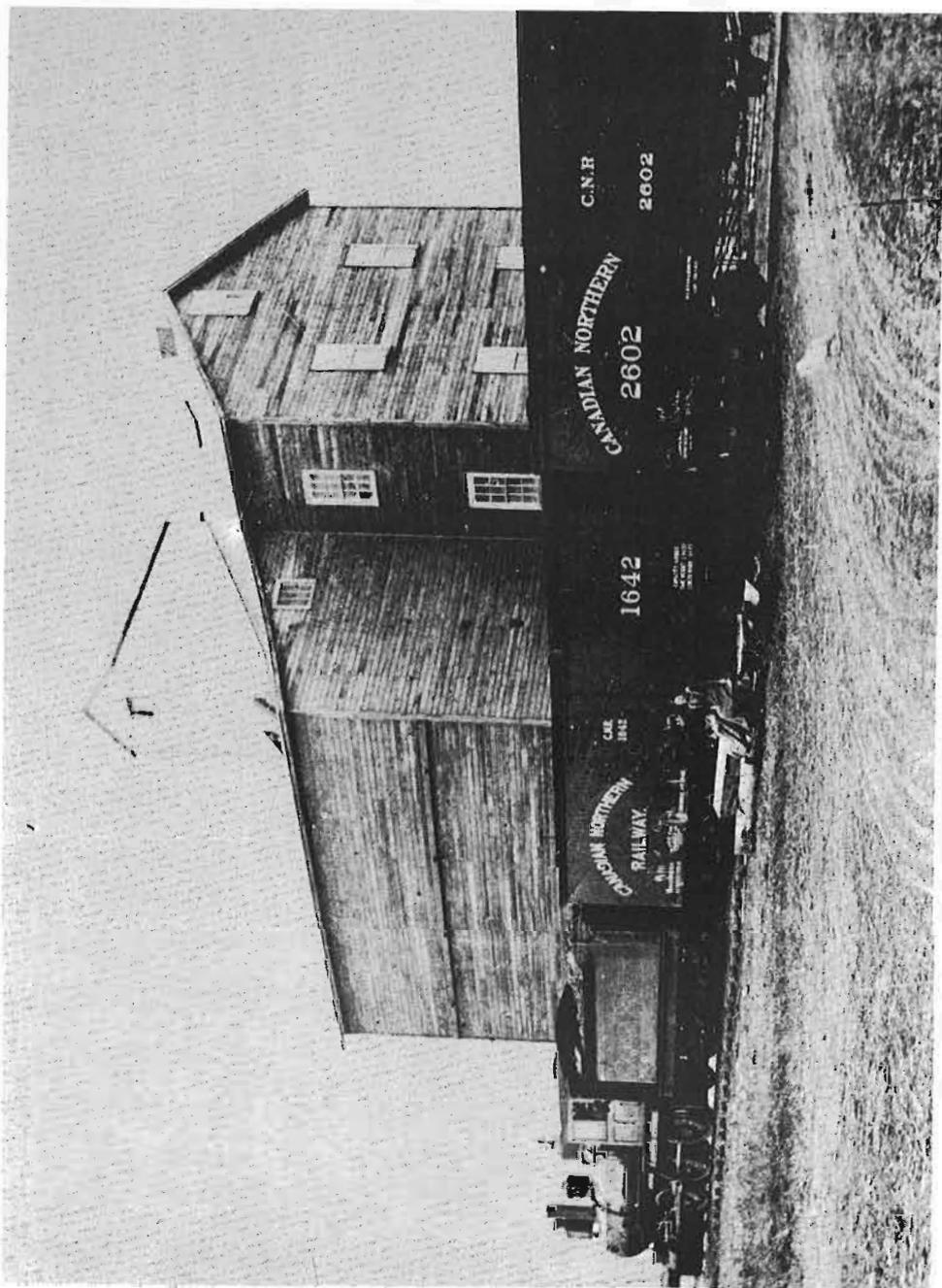
Mr. James Conmee, M.P.P. joined the party and accompanied them for the ceremonies. Mr. Mann stayed behind in Port Arthur to escort the local party leaving at 7 o'clock the next morning for the driving of the last spike. This second special train made the run to Atikokan in four and a half hours, Mr. Mann proved to be an ideal host making the journey thoroughly enjoyable.



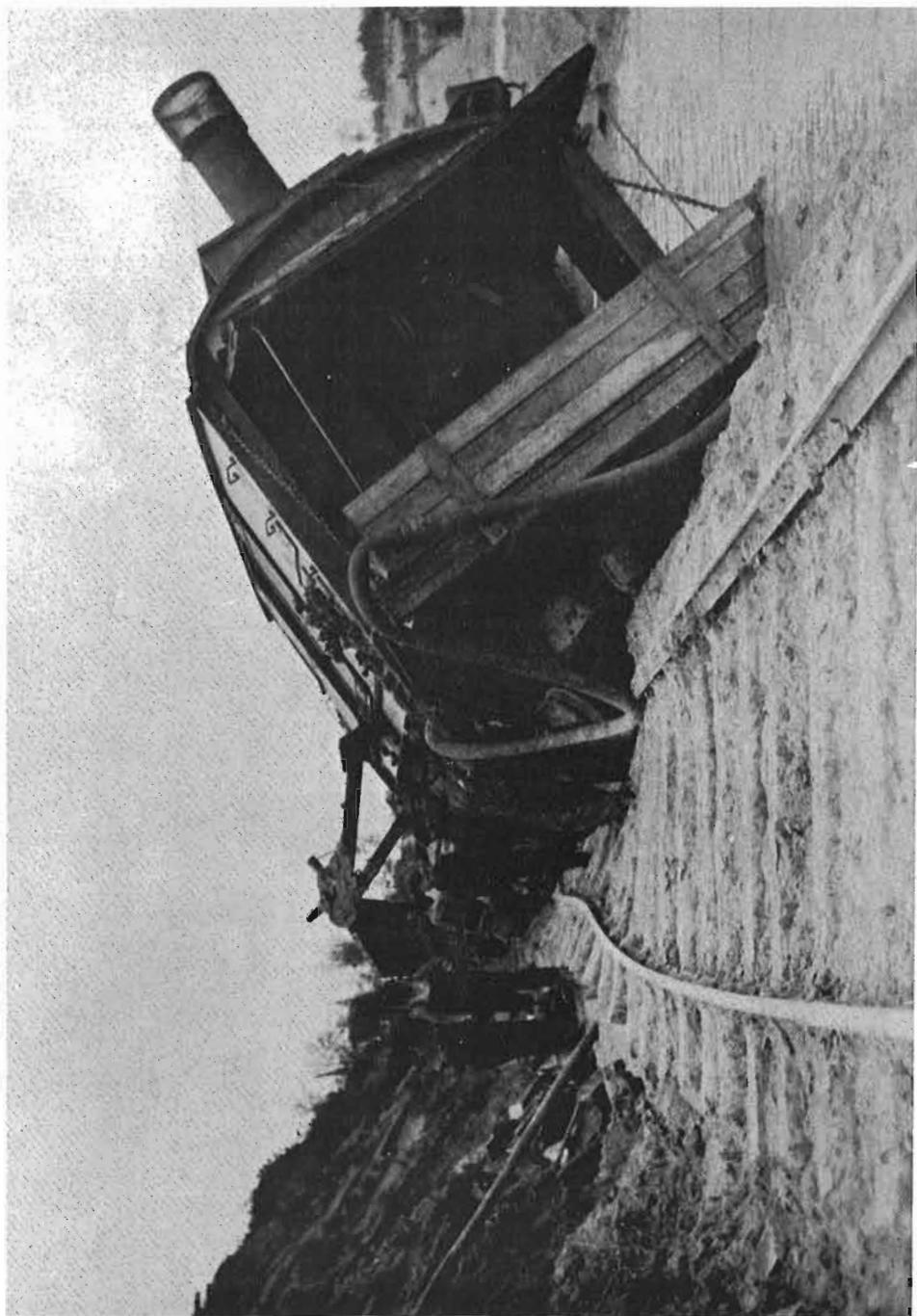
A 1901 Banquet Menu Cover, presented courtesy of the Lakehead University, Thunder Bay, Ontario.



Filling in a trestle near Emo, Ontario on the Canadian Northern Railway, Photo courtesy of the Fort Frances Museum.



Titled 'Canadian Northern Train at Grain Elevator' in 1910 this photo is courtesy of the Manitoba Archives, Transportation-Railway # 20.



Steam Crane derailment on the Canadian Northern Line in 1915
courtesy of the Manitoba Archives, Transportation-Railway # 97

The Port Arthur party consisted of Mayor Matthews, D. F. Burk and other prominent citizens, and A. J. Gorrie and T. S. White of the C.N.R. staff. They were joined at Fort William by Mayor Hogarth and Peter McKellar. Three representatives of the Toronto papers, The Globe, The Mail, and The World were with the party.

A special train which left Winnipeg in the afternoon of December 29th, 1901, carried the western contingent made up of the following gentlemen. D. B. Hanna, Gen. Supt., G. F. Shaw, Traffic Manager, Hugh Sutherland, Executive Agent and T. A. Burrows, M.P.P. Land Commissioner, all of the C.N.R., Hon. Colin Campbell, representing the Manitoba Government, W. Georgeson, President Winnipeg Board of Trade, J. Aird, Manager of the Canadian Bank of Commerce and J. J. H. McLean. D. Risteen train master had charge of the train, and the press was represented by C. P. Ask with the Winnipeg Free Press, J. Bartlett, Winnipeg Telegram, J. A. Osborne, Brandon Sun, and R. P. Laurie, Fort Frances Times.

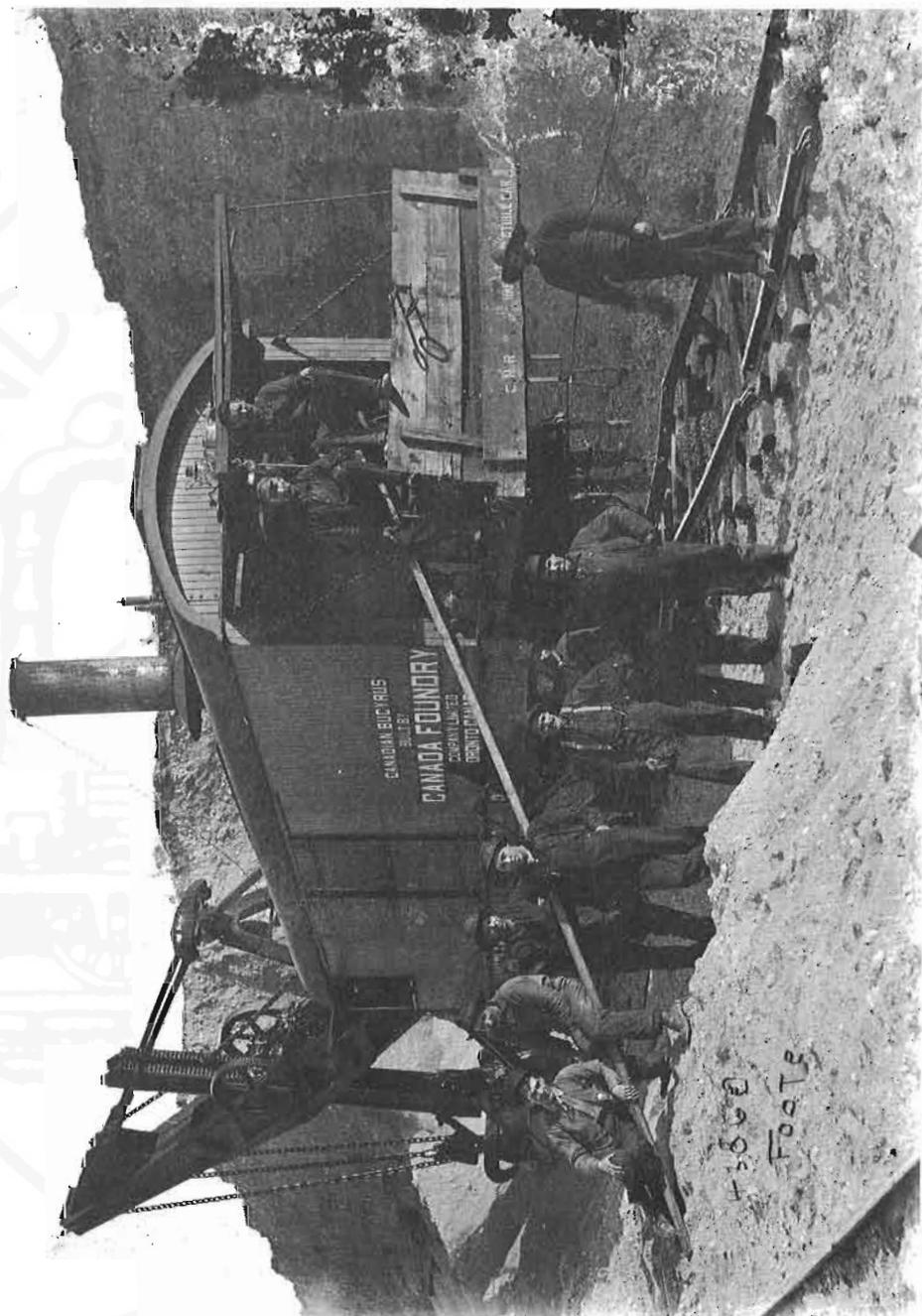
When the uncompleted section of the track was reached, the party joined the Ontario delegation on the waiting train, and left immediately for Atikokan. After a brief inspection of the new round house the whole party assembled at 12:30 at a point just east of the station, where the ceremonial silver spike was driven well and truly home by Hon. E. J. Davis, with Mr. James Conmee, M.P.P. for Algoma who had been intimately connected with the negotiations for building the road, holding the spike.

The spike used for this occasion was made from silver from the Porcupine Mine, "located adjacent to the Port Arthur, Duluth and Western Railway," and was engraved on four sides with the following words:

1. Canadian Northern
2. Port Arthur-Winnipeg Section
3. Driven on Completion
4. December 30th, 1901

When the cheering had subsided, James Conmee, M.P.P. made a short address congratulating the people on the completion of this link in the new highway, and prophesying that in a short time this line will be double tracked.

Hon. E. J. Davis, who followed him, shortly sketched his connection with the early history of the Ontario and Rainy River Railway, and eulogized Mackenzie and Mann for the manner in which they faced and solved the problems of building the road, opening a new field for settlers. He stated that he had assurance from Mr. Mackenzie that the C.N.R. was prepared to give to bonafide settlers the lowest rates that had ever been given by any railway company.



64 years of photography advancement could not improve on the clarity of this original glass negative photo of the Canadian Northern gravel pit crew circa 1915. Photo courtesy Foote Collection # 969, Manitoba Archives.

In a few words Mr. Mackenzie thanked the people for their support all through the undertaking, without which the construction of the road would have been an impossibility.

The whole party then boarded the cars, made up into one train and were whirled back over the splendid roadbed, reaching Port Arthur ahead of stipulated time.

At six o'clock the special train pulled back into Port Arthur station where it was met by a cheering crowd, the run down had been made in splendid time and the whole day's ceremonies had made a tired but happy crowd.

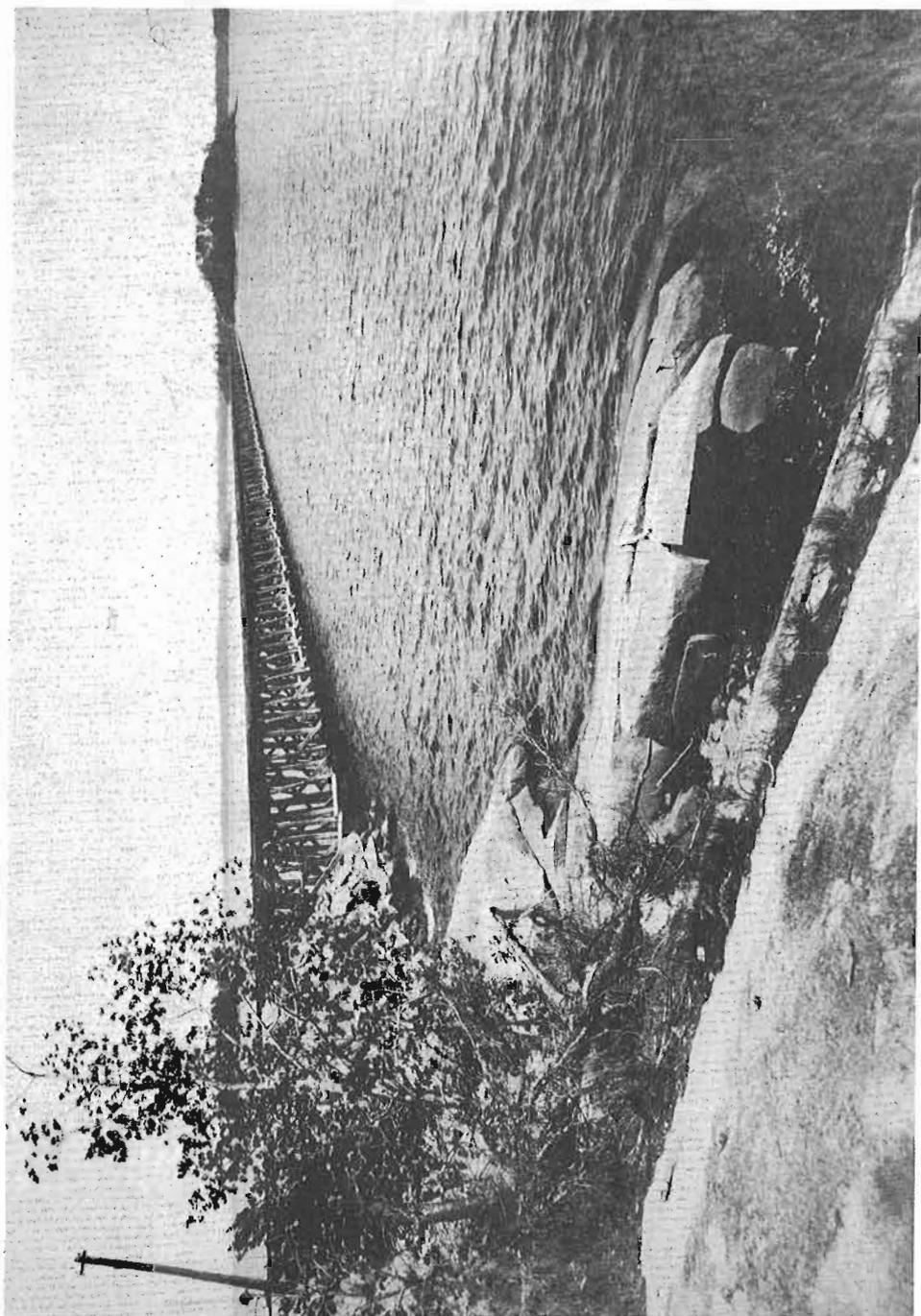
Shortly after 8 o'clock, the guests began to assemble at the Northern Hotel and with the arrival of the guests of the evening a bonfire was started on the shore of the bay and a torch light procession made a fitting setting to the day's proceedings.

The dining room of Northern was indeed one of the attractions of the whole long day. Two long tables ran along the length of the room crossed at the lower end by another where sat Mayor Matthews and the invited guests, except Mr. Mann, Mr. Shaw, Mr. Hanna, Mr. Lash, Mr. Georgeson, who sat around the head of the tables presided over by J. J. O'Connor, and D. F. Burk. The decorations were simply magnificent, Union Jacks were hung in festoons from one end of the room to the other, and the side walls and ceiling were a mass of flags and bunting. On the lower end wall was a banner bearing the firm name "Mackenzie, Mann & Co." and the motto "Energy, Enterprise, Ability". On the right hand side wall was another large motto "Port Arthur to Liverpool, 4000 miles", and on the opposite wall "Port Arthur the Silver Gateway to the Golden West". Around the tables was a miniature railway track with trains of cars and a telegraph line, making up the story of the completion of the track.

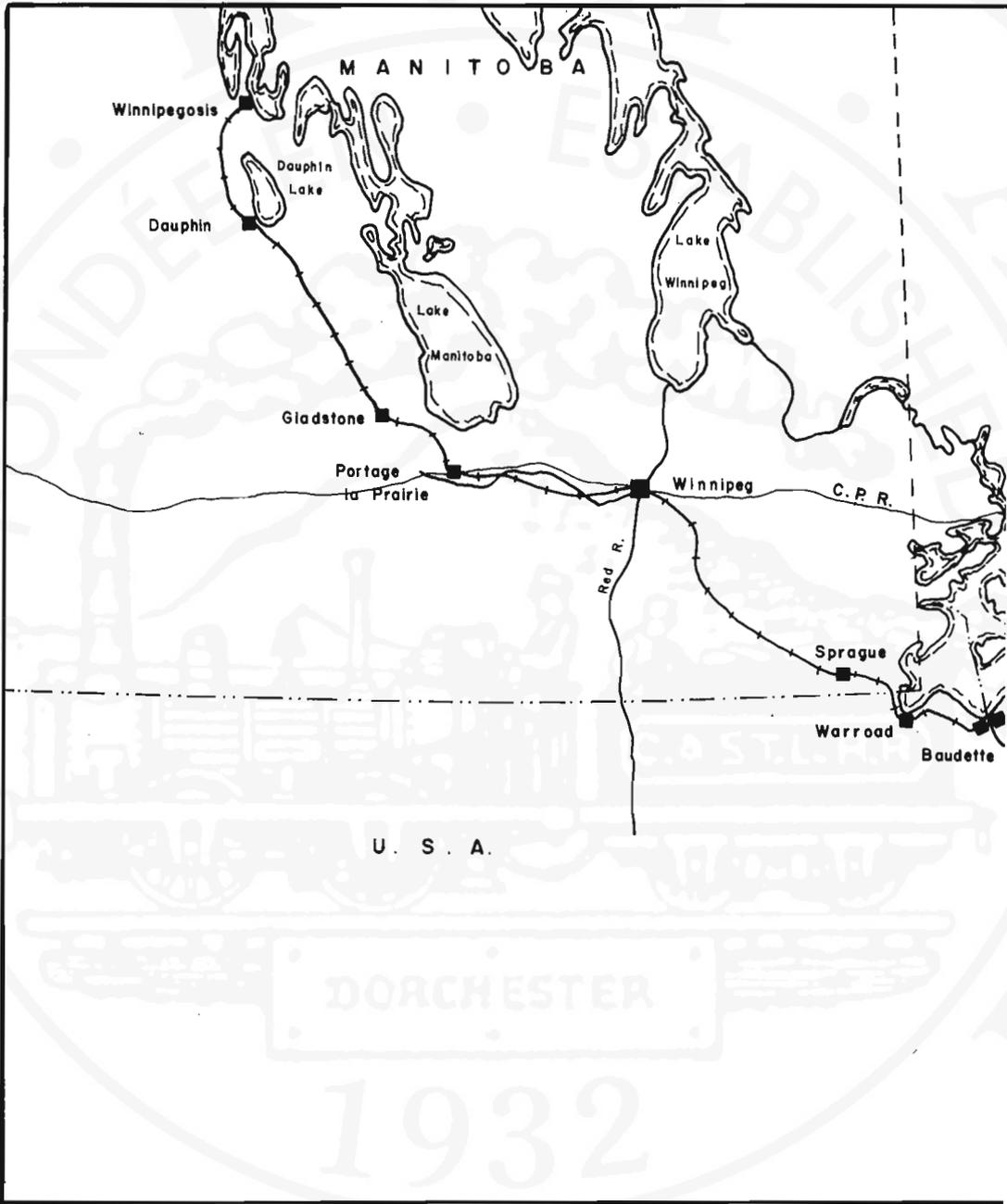
Of the banquet for the 150 present there is much to be said. It was a spread that brought out much comment for the excellence and for the promptness of the service. The Northern had a reputation to sustain in the banquet line and it did not suffer this night.

After the dinner had been cleared away Mayor Matthews arose and the principal feature of the evening, the speech-making and toasts were begun. A number of letters and telegrams were read from distinguished men who regretted their inability to attend, including those of Sir Wilfrid Laurier and Premier Ross of Ontario.

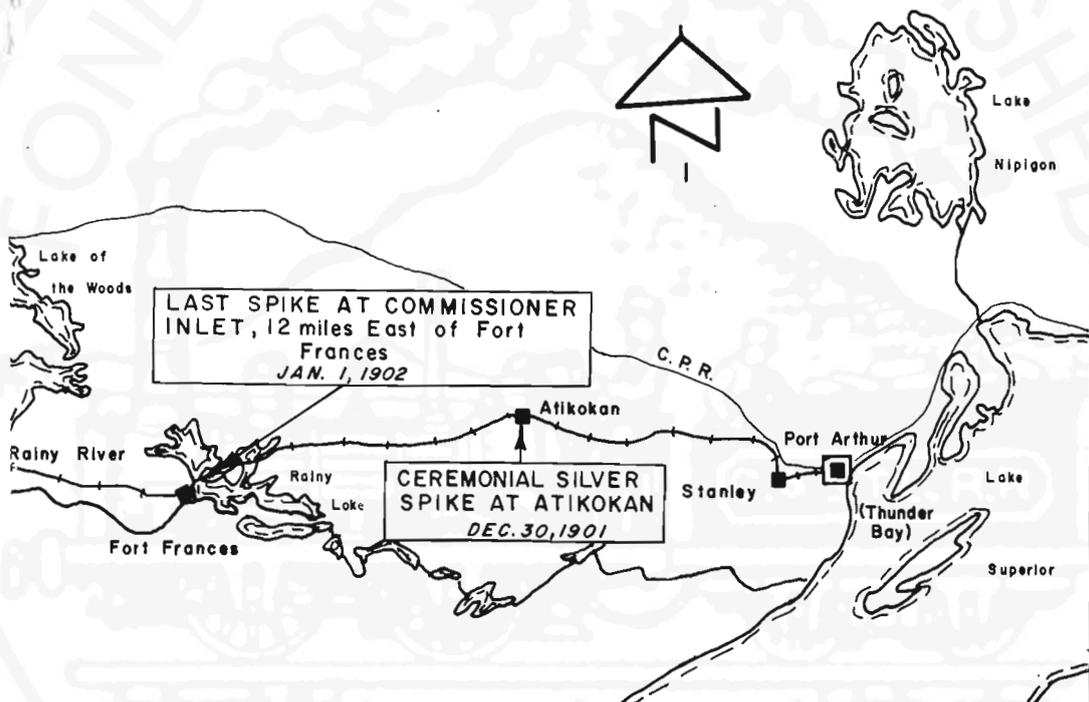
Besides the honourable guests, speeches were made by Z. A. Lash, K.C., D. F. Burk, Hon. E. J. Davis, James Conmee, M.P.P., Hon. Colin Campbell, G. O. P. Clavet, B. E. Walker, J. J. Long, Wm. Georgeson, G. A. Graham and D. B. Hanna.



Trestle over Rainy Lake, east of Fort Frances, Ontario, photo courtesy of the Fort Frances Museum.

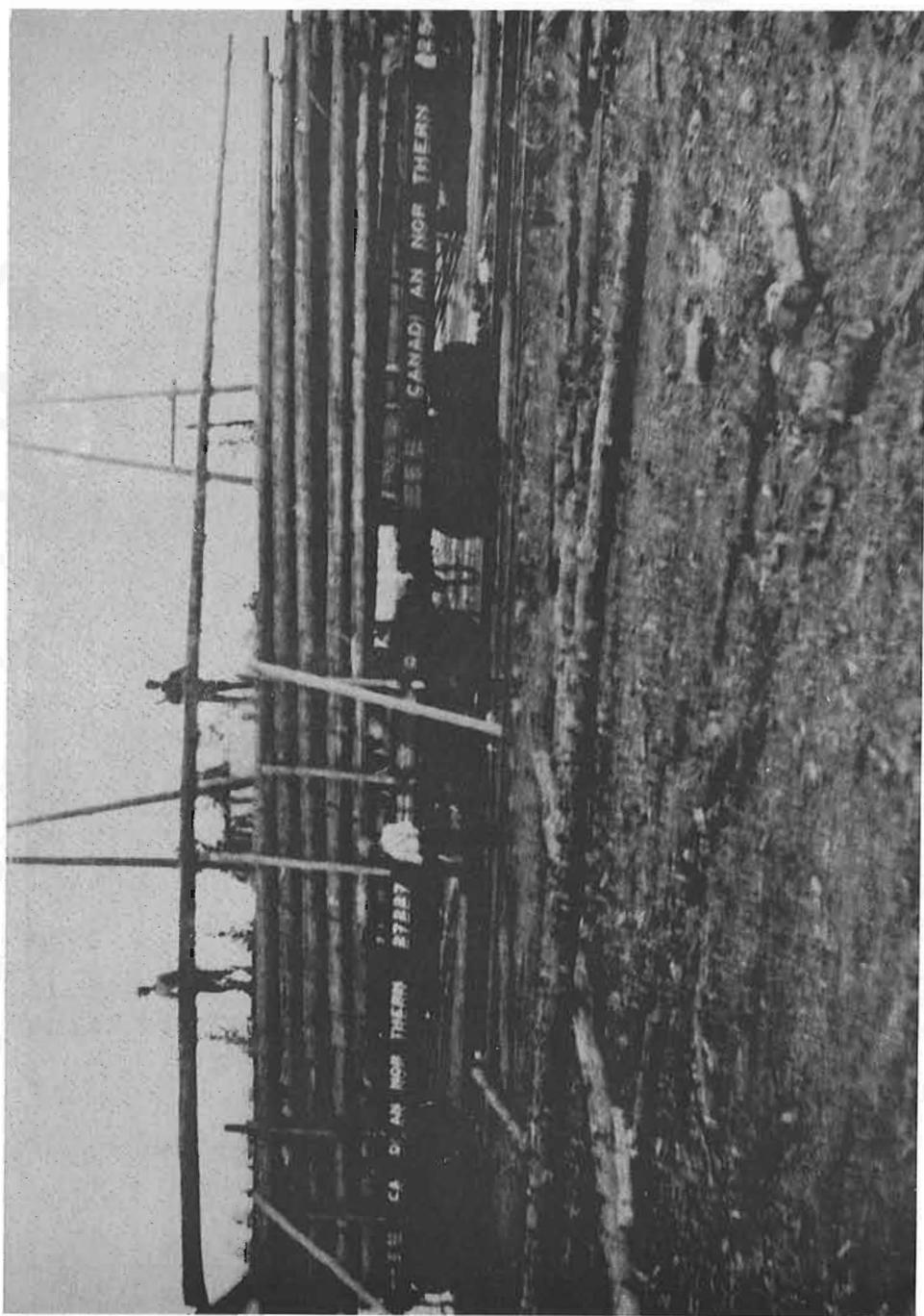


O N T A R I O



CANADIAN NORTHERN RAILWAY
SYSTEM

In
Manitoba and Northwestern Ontario
Region



Loading logs on the Duluth & Western Section of the Canadian Northern.
Photo courtesy Lakehead University, Thunder Bay, Ontario.

Mr. Mackenzie, who was received with renewed and prolonged cheers was touched by the gratifying reception. He outlined the gradual growth of the system from the first 100 miles in Manitoba. The absorption of the old Hudson's Bay Road, the South Eastern and finally the Ontario and Rainy River Railway. In spite of the difficulties in the way of financing the firm had finally got their bonds underwritten in London, and had at last secured the Northern Pacific lines in the west, giving them over 1800 miles of railway under one system.

Mr. Mann described the advantages possessed by the new road, which would enable them now to haul 45,000 bushels in one train, and later on 75,000 bushels. Every convenience was being added to their passenger service, and if the west now exports 50 million bushels in 15 years it would export 200 million, of which the C.N.R. expected to get a full share. Other transcontinental lines pass through arid tracts, but their road for 1200 miles is in the rainbelt. He anticipated a vast amount of traffic in iron ore from the region between Fort Frances and Port Arthur. The present mileage of the C.N.R. places it third in mileage among Canadian railways, but he meant it to be first in every other respect, and in seven years hoped to celebrate the completion of the transcontinental route.

Mr. D. F. Burk spoke of the Canadian Bank of Commerce backing up the firm, \$8,000,000 had been spent on the line.

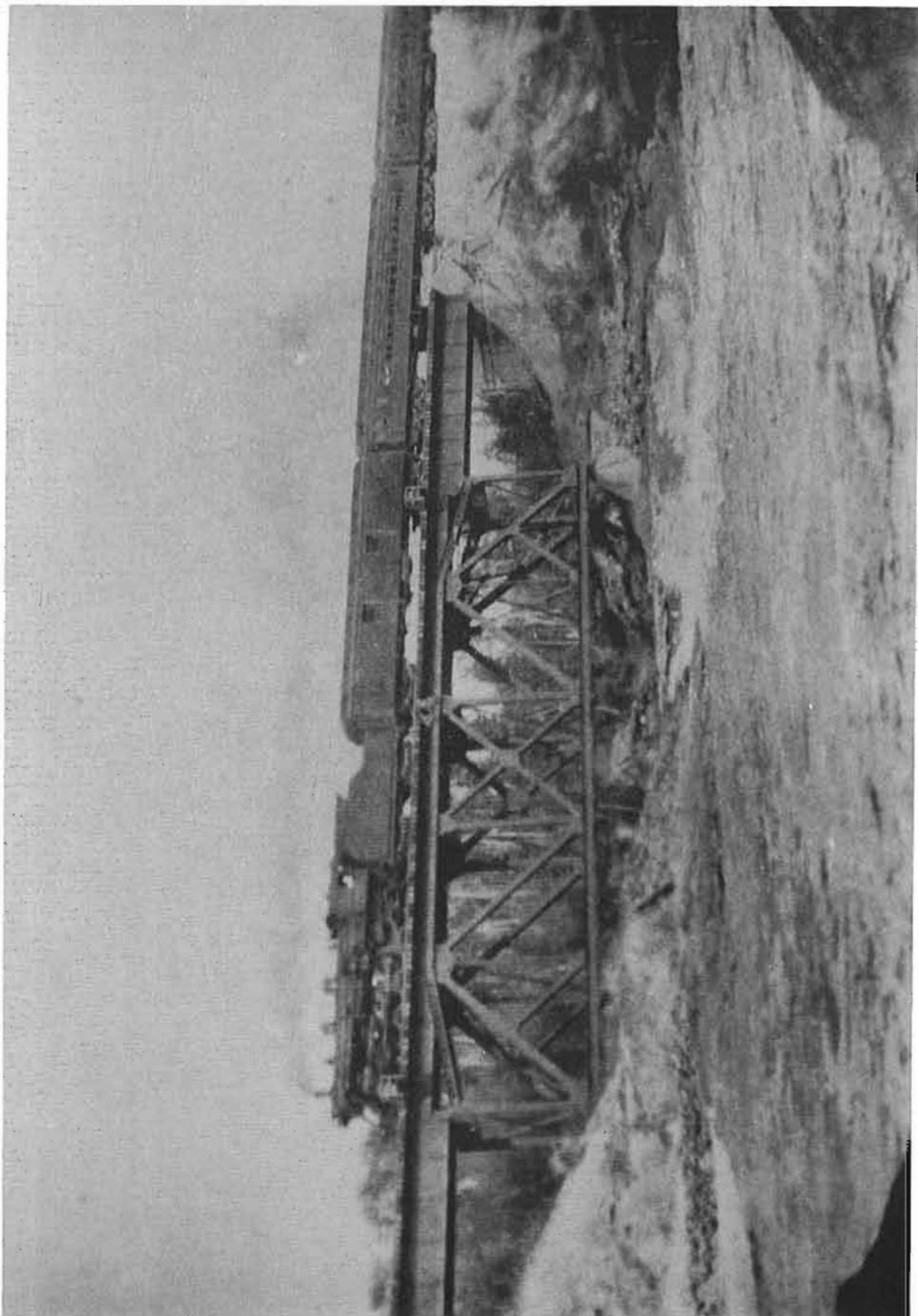
Mr. James Conmee M.P.P., mentioned that this parallel line had been built in half the time, with half the gradients of the C.P.R., from the Head of the Lakes to Winnipeg.

The termination of a most successful banquet was marked by the singing of Auld Lang Syne.

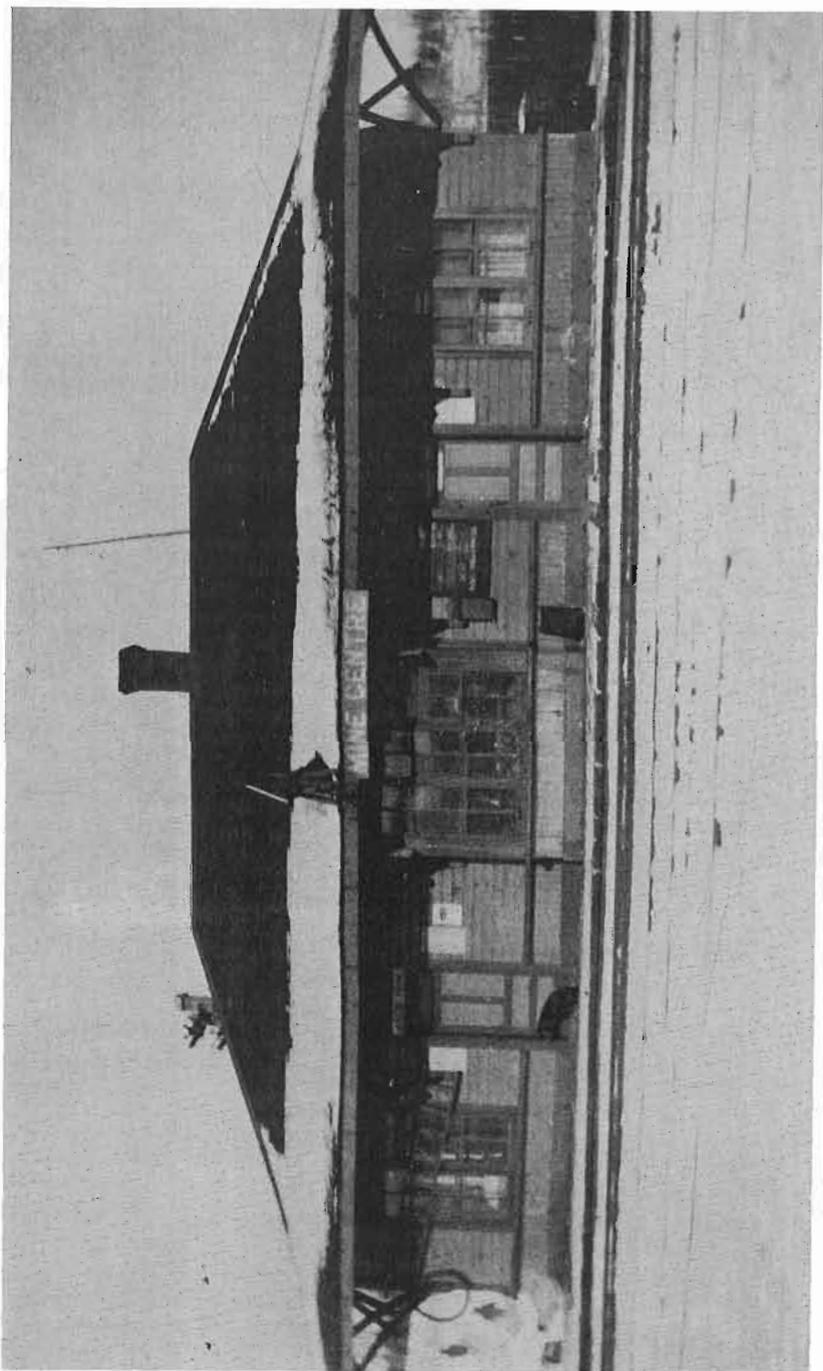
The first through train over the Canadian Northern left Port Arthur for Winnipeg on December 31st, 1901, at 10:00 o'clock in the morning. On reaching about 12 miles east of Fort Frances it was found that there was still some 1800 feet of rail to be laid.

At Commissioner Inlet, 12 miles east of Fort Frances the train stayed all night. Here the 1800 feet gap was laid by 10:47 New Year's morning, January 1st, 1902.

The last rail was laid in the shadow of a magnificent white pine, and Mr. William Mackenzie and Mr. Donald Mann, with overcoats off, stood on either side of the last rail, and amid the cheers of the party, and 200 workmen, drove the last spike home. Mr. Mackenzie spoke briefly. He thanked the men for the loyal support and work they contributed to the road. He was pleased their work had come to a successful conclusion. As this was New Year's day he had pleasure in announcing that he and Mr. Mann would give a present of



Heavyweight, arch windowed passenger train on the Seine River Bridge.
Photo courtesy of the Fort Frances Museum.



Canadian Northern Station at Mine Center, east of Fort Frances, Ont.
Photo courtesy Fort Frances Museum.

\$2 to every workman on the line, \$5 to every gang foreman and \$25 to every over foreman, in addition to their pay. This was received with great cheers from the men, and in conclusion Mr. Mackenzie, on behalf of the firm, wished them a Happy and Prosperous New Year.

A pool of \$75 was made up on the length the last joining rail would have to be cut in order to fit. Mr. T.A. Burrows won the money, his number, 19 feet being the nearest.

A stop was made at Rainy River to inspect the fine new steel bridge there. Brief stops were made at other points on the line. In some of the towns flags were flying in order to greet the first through train which arrived in Winnipeg at 11 o'clock p.m.

Notes

Atikokan - means Caribou Bones in Ojibway language.

In crossing the 15 mile Rainy Lake section, 13,900 feet of pile and trestle was required.

Mr. Roderick Mackenzie in charge of construction did not come through to the opening ceremonies staying behind on the Rainy Lake section till the last foot of track was laid.

The special train consisted of official cars Sea Falls, No. 90; Parlour Car 20, and the Keewatin, this car was borrowed from the C.P.R. for the occasion. Built in 1883, it was the first sleeping car to run over the C.P.R. tracks between Port Arthur and Winnipeg.

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I wish to thank the following for their valuable assistance in preparing this article.

Mr. Clifford Brown, Thunder Bay, Ontario.

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Mrs. Burton Brown, English River, Ontario.

Thunder Bay Historical Museum Society, Thunder Bay, Ontario.

Mr. J. Norman Lowe, Historical Research Officer, Canadian National Central Library, Montreal, Quebec

Fort Frances Times, Fort Frances, Ontario.

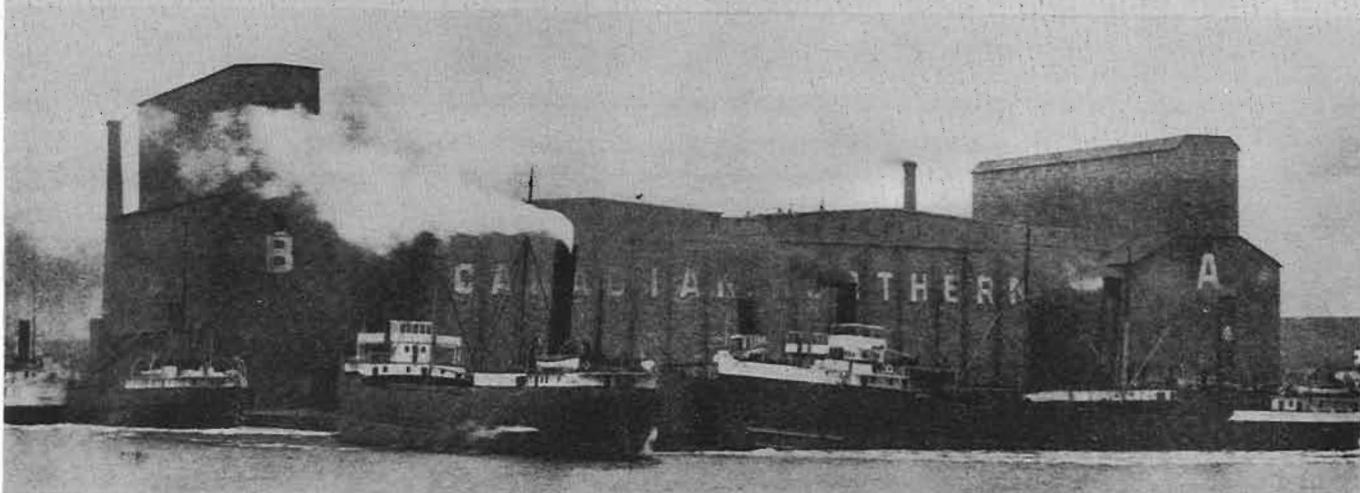
Provincial Archives, Province of Manitoba.

Winnipeg Public Library.

Mr. Norburn Todd, Winnipeg, Manitoba.

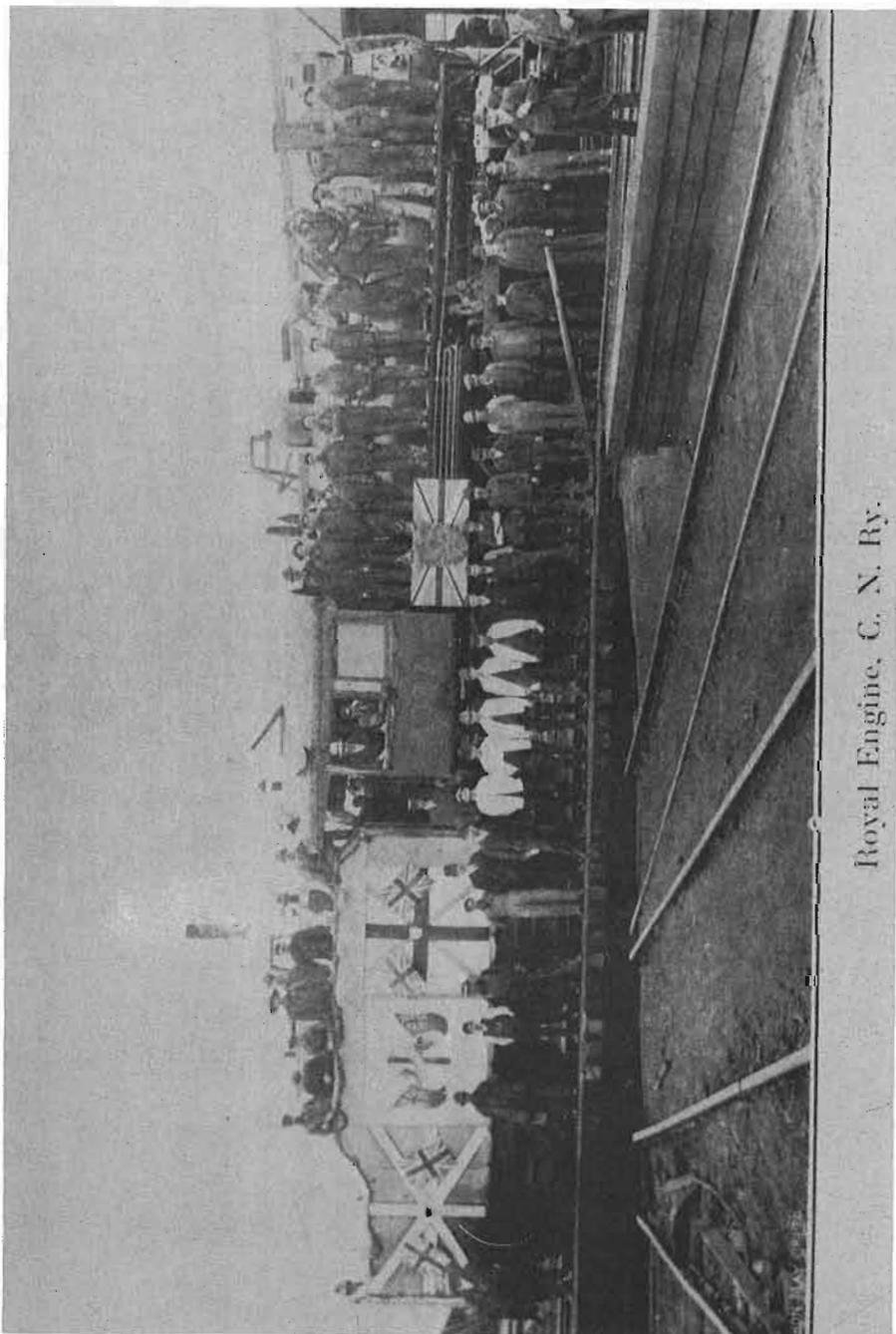


THE WORLD'S GREATEST ELEVATOR, OWNED BY THE CANADIAN NORTHERN RAILWAY AND
OPERATED BY THE PORT ARTHUR ELEVATOR COMPANY



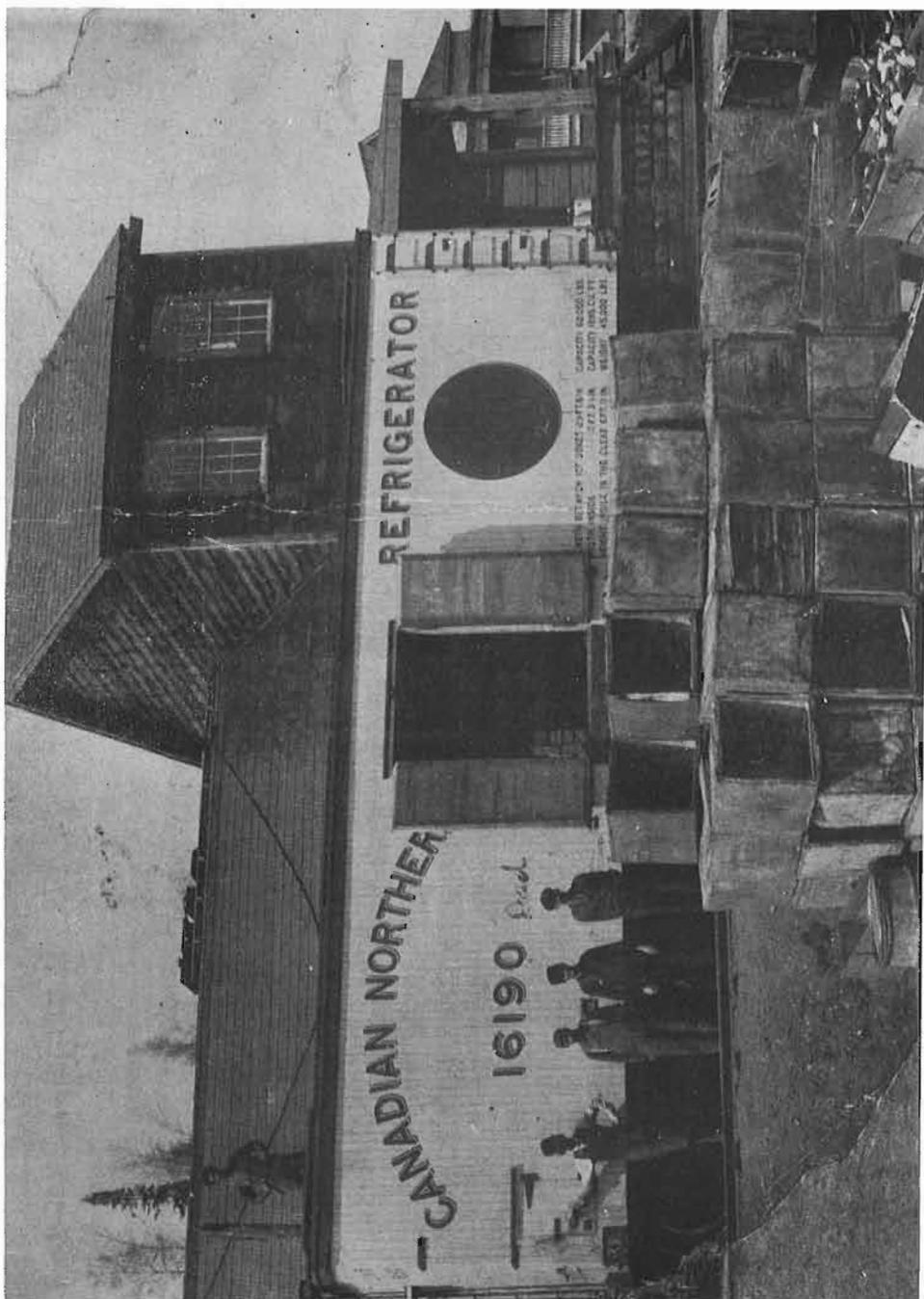
Capacity 9,500,000 bushels. This mammoth elevator can ship 200,000 bushels of wheat (6,000 tons), clean 45,000 bushels, unload 30 cars, and dry 1,000 bushels per hour. In a little over fifteen months over 50,000,000 bushels of wheat, oats, barley and flax has been handled in the one grain storage plant.

Two views, one from offshore, the other inshore of the Canadian Northern Grain Handling facility at Port Arthur, Ontario. Photos courtesy Mrs. Burton Brown, English River, Ontario.



Royal Engine, C. N. Ry.

Canadian Northern Locomotive # 1327 at the Port Arthur Roundhouse on the occasion of the visit of the Duke of Connaught, then Governor General of Canada in 1909. Photo courtesy Mrs. Burton Brown, English River, Ontario.



Canadian Northern boxcar (refrigerated) at the Stanley Bottling Works, Stanley Junction, Ontario. Photo courtesy Mrs. Clara Cook, Stanley, Ontario.



The business car

A FLOCK OF CANADA GEESE RULE THE ROOST AT THE MCADAM, N.B. STATION each summer, and the CP Rail employees who cater to the big birds love every minute of it. Trainmen, track workers, station employees and retired men like Walter Sangster feed the geese from the time they drop by in mid-March until migration in the fall. Some years the crews put out close to 40 bushels of grain in addition to regular lunch pail handouts and a variety of donated bakery goods. A man-made pond near the Victorian era passenger depot at McAdam is the summer home of the geese as it has been for the last quarter century. Twenty-three of the birds are back this year and are the centre of attraction as usual. Ralph Hoyt, ticket agent and operator has enjoyed the geese for several years. "There are 18 birds nesting now, and that means we'll have 30 or 40 young sometime late next month" he said. By the time migration begins in the fall, the railroaders will have scattered the contents of eight 45 gallon barrels of grain along the back of the pond. A shortage of feed at McAdam often prompts a call to Saint John, where the grain cars are cleaned. "They put eight to ten bags of grain on the first movement headed our way and make sure we have plenty of feed", Mr. Hoyt said. Not only do the geese at McAdam rate rapid transit on their feed, they also have the run of the freight yard, occasionally stopping trains. "The birds are not a bother ... the men just stop the engines and shoo the birds off the tracks", Hoyt said.

(Herb Cleaves via THE 470)

AND CP'S KOOTENAY DIVISION IN B.C. IS ON THE GO, TOO. NEW TOOL houses at Sparwood, a bunkhouse at Crowsnest, replacement of 26 miles of rail, replacement of 10 bridges and culverts, replacement of 120,000 ties, some rock ballasting.

(Crowsnest Clarion)

ALSO COURTESY OF THE 470 ... THE LONG ISLAND RAILROAD HAS A qualified female passenger conductor as of 6/8. That was the day that 24-year old Deirdre Hickey made her first run. The road can now field an all-female crew as they have women qualified in every position required to run a passenger train.

LEAVE YOUR CAR AT HOME, TAKE PUBLIC TRANSIT TO THE CANADIAN National Exhibition and save gas, parking costs, and wear and tear on the car and your nerves -- so says the Toronto Area Transit Operating Authority of GO. To encourage this, GO has not only doubled the normal rail schedule at certain times on its Lakeshore line, and feeder busses will connect with the GO trains, which stop at Exhibition station right in the grounds. On top of that, they offer family passes. A group of two adults and three children travelling between either Oakville or Pickering and "The Ex" pays only \$6.00 for a family pass instead of the regular return fare of \$11.90. And there is more! If one of the adults held a regular commuter monthly pass, the group pays only \$3.00 for the family pass - and if both adults have monthly passes, they all ride free!

(GO Transit)

AND THIS MONTH, OUR GOOD FRIEND AND MEMBER JOHN WELSH KEEPS US posted on matters financial - CP Rail is calling for tenders for a \$6 million No. 1 Spot Repair Facility near its Dever Road station in Saint John, N.B. In addition to the repair of freight cars of all types, light repairs to diesel units will also be carried out.

(The Telegraph Journal)

NOTHING SEEMS TO ATTRACT THE ATTENTION OF OUR READERS AS DOES A good Traction Issue. For all your kind comments regarding our July, 1979 Canadian Rail magazine we thank you. At the same time we wish to point out that the Winnipeg Streetcar as pictured on the cover is leaving Broadway Ave., and turning north onto Main St. in Winnipeg. Mr. Dennis Furnish and Mr. Charles Evans brought this point to our attention, Mr. Evans goes on:

" Please note the square topped chimney on the left front corner of the car. It provided the exhaust from the stove used to heat the car in winter. It usually burnt Winnipeg Coke provided by the Winnipeg Electric Company's gas plant. The cars went through the streets trailing an exhaust of coal smoke, much like a locomotive, but despite the heater and storm windows clamped over the sides during winter, the cars were seldom warm."



CP RAIL'S NEW DITCH LIGHTS ARE GETTING A LOT OF ATTENTION these days, especially at night. Burt Van Rees of Beachville, Ontario caught this Extra West 5723 SD 40-2 power climbing out of Woodstock, Ontario heading for London on CP's Galt S/D. The date was August 18, 1977.

WHILE THINGS ARE ROSY NORTH OF THE 49TH PARALLEL, AMTRAK DIRECTORS proposed eliminating six major trains: North Coast Hiawatha Chicago-Seattle, the Lone Star Chicago-Dallas/Houston, the National Limited New York-Kansas City, the Floridian Chicago-Florida, the Hilltopper Washington-Catlettsburg, Ky., and the San Joaquin Oakland-Bakersfield. In addition they propose to combine the Silver Meteor and the Champion between New York and Jacksonville. Bills passed by Congress specify that to continue to exist, a train must average 150 passengers per mile, and lose no more than 7 cents a mile. The trains to be dropped do not meet these criteria.

(Chicago Tribune)

VANCOUVER'S LOWER MAINLAND POLITICIANS AND TRANSPORT PLANNERS described their dream for a two-line LRT system designed to whisk commuters from the suburbs to the City and back again. But, after spending \$475,000 to design route alternatives, investigate types of trains and locate stations, the local authorities have yet to investigate the stickiest problem of all: coaxing most of the cash from cost-conscious politicians in Victoria and Ottawa.

(The Vancouver Province)



GENERAL MOTORS LTD. OF LONDON ONTARIO HAS STARTED ROLLING off a series of locomotives for the Burlington Northern Ry., 8076 and 8077 are the third and fourth SD 40-2's in the series. Gord Taylor pictured the units on July 31, 1979 shortly after the units were switched out on the CN line.

AND FROM ISLE ROYALE' BARRIE MACLEOD REPORTS THAT CAPE BRETON STEAM Railway's engine 926 "Repton" has gone back to Steamtown, and the railway is operating only their No. 42. At a ceremony in Glace Bay, Devco took delivery of four new GP 38-2 locomotives from General Motors. They are the first new ones purchased since 1960, when the old S&L bought three new RS-23's. The new units are unique in that they have special electric generators which allow them to become mobile generators. They can be plugged into the electrical systems of Devco's collieries during a power failure and supply vital power to the mines.



Gard Taylor happened upon No. 926 at Rouses Point N.Y. on a D&H siding on May 18, 1979. The locomotive was in transit to Steamtown U.S.A.

