



Canadian Rail

THE MAGAZINE OF CANADA'S RAILWAY HISTORY

No. 524 • MAY - JUNE • 2008



Published bi-monthly by the Canadian Railroad Historical Association
Publié tous les deux mois par l'Association canadienne d'histoire ferroviaire



CANADIAN RAIL

ISSN 0008-4875
Postal Permit No. 40066621

PUBLISHED BI-MONTHLY

BY THE CANADIAN RAILROAD HISTORICAL ASSOCIATION

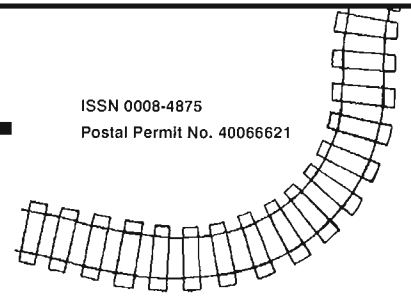


TABLE OF CONTENTS

History of the Eastern Car Company, by Jay Underwood and Douglas N. W. Smith	87
Atlantic Canada Photo Gallery, By Stan J. Smaill	102
Business Car.....	118

FRONT COVER: Bound for Upper Canada, CNR's first FPA-4 6760 is on the point of No 15, the Ocean Limited, as the storied train approaches Folly Lake, Nova Scotia in May 1975. Stan J. Smaill

PAGE COUVERTURE: En route vers l'Ouest, la locomotive FPA-4 du CN No 6760 est en tête du train No 15, le « Océan Limitée », alors qu'il arrive à Folley Lake en Nouvelle-Écosse, en mai 1975. Photo Stan J. Smaill.

BELOW: This outside braced wooden Grand Trunk box car No. 105000 was the first car out shopped by the Eastern Car Company in 1913. Jay Underwood collection.

CI-DESSOUS: Ce wagon fermé construit en bois avec renfort extérieur en acier; le No 105000 du Grand Tronc, fut le tout premier à être fabriqué par l'usine de la Eastern Car Co. en 1913. Image de la collection Jay Underwood.

For your membership in the CRHA, which includes a subscription to Canadian Rail, write to:

CRHA, 110 Rue St-Pierre, St. Constant, Que. J5A 1G7

Membership Dues for 2008:

In Canada: \$45.00 (including all taxes)

United States: \$43.00 in U.S. funds.

Other Countries: \$80.00 Canadian funds.

Canadian Rail is continually in need of news, stories, historical data, photos, maps and other material. Please send all contributions to Peter Murphy, X1-870 Lakeshore Road, Dorval, QC H9S 5X7, email: psmurphy@videotron.ca. No payment can be made for contributions, but the contributor will be given credit for material submitted. Material will be returned to the contributor if requested. Remember "Knowledge is of little value unless it is shared with others".

INTERIM CO-EDITORS:

Peter Murphy, Douglas N.W. Smith

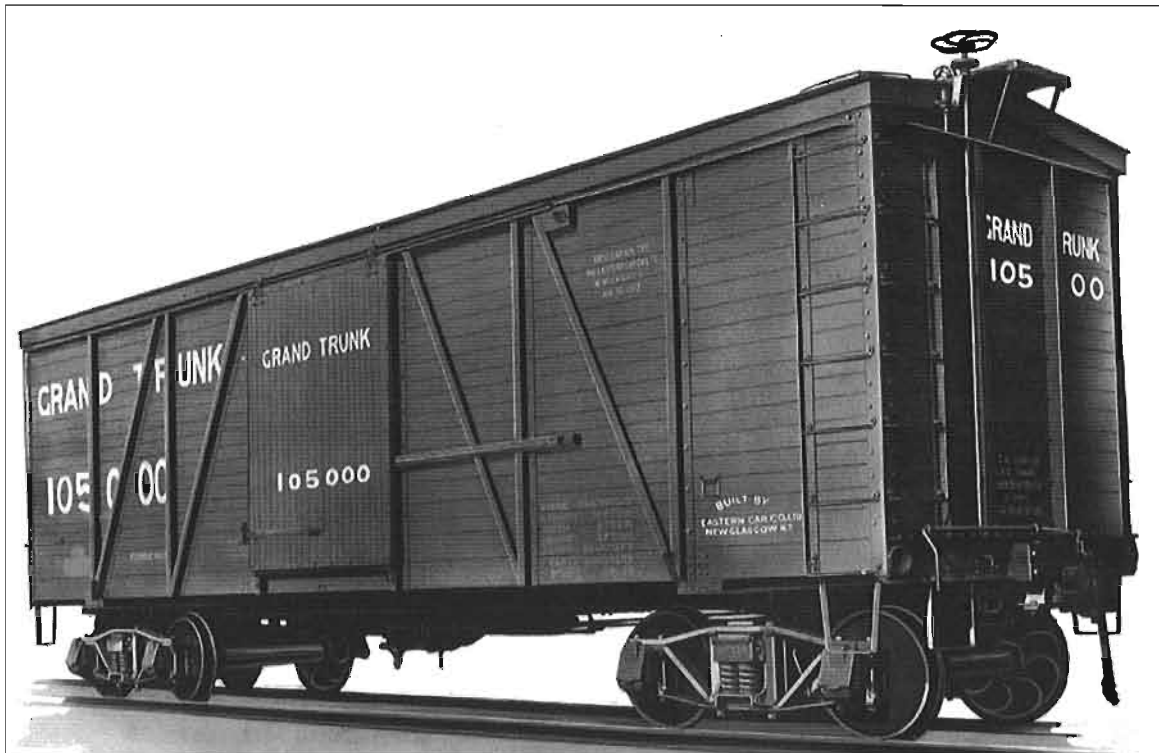
ASSOCIATE EDITOR (Motive Power):
Hugues W. Bonin

LAYOUT: Gary McMinn

PRINTING: Impression Paragraph

DISTRIBUTION: Joncas Postexperts Inc.

The CRHA may be reached at its web site: www.exporail.org or by telephone at (450) 638-1522



HISTORY OF THE EASTERN CAR COMPANY: Rail Car Building in Trenton, Nova Scotia

By Jay Underwood and Douglas N W Smith

The closure of the Trenton Works railcar plant at Trenton, Nova Scotia in 2007 heralded the death of heavy metal manufacturing industry in Pictou County dating back to the early 1820s. The county has long prided itself as the birthplace of the province's steel and railway industries.

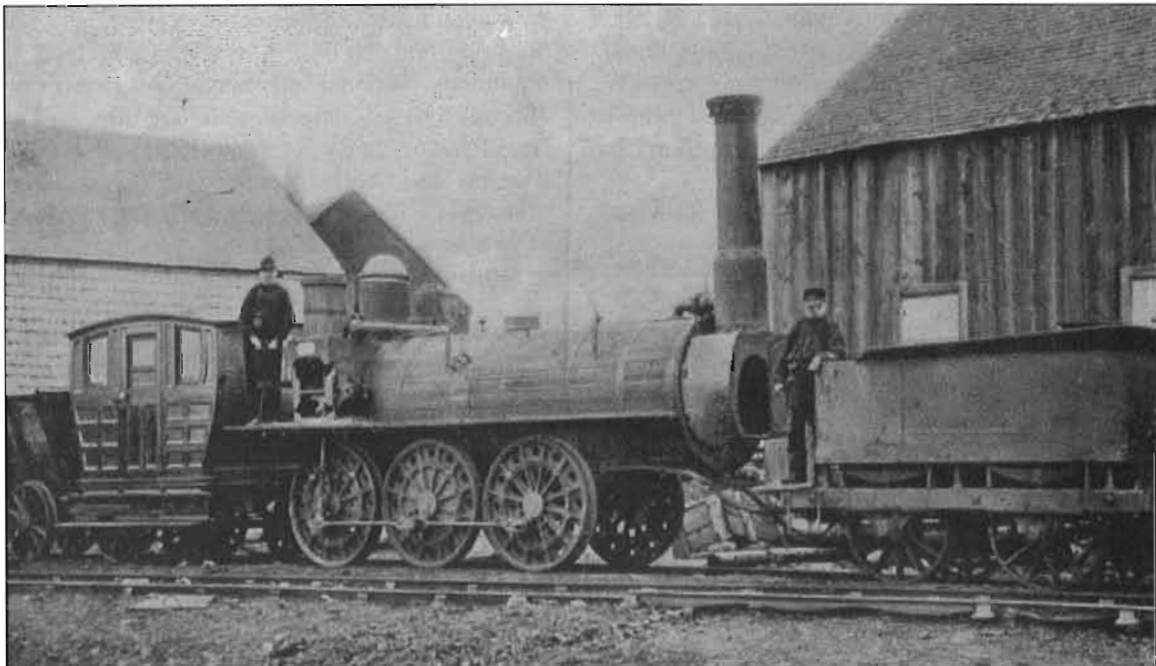
PICTOU COUNTY, AN IMPORTANT RAILWAY HERITAGE

The first railway in British North America to operate on standard gauge all-metal rails was in Pictou County. The General Mining Association (GMA), a London, England based syndicate of investors, began mining coal at Albion (now the present day city of Stellarton) in 1827. Two years later, the GMA built the Albion Colliery Tramway, employing what were the first iron rails cast in Canada.

The Pictou Patriot of January 29, 1829 reported, "The progress of the Mining Company appears to be daily becoming more important. The foundry is in successful operation, and railway [rails] are now casting, and will be ready for laying down in the spring, for the purpose of facilitating the conveyance of the coals to the navigable part of the river."

The wharf was built on the East River opposite the site of present day Trenton. The railway used horsepower to move the coal wagons. The same year, the GMA opened an iron smelter eight miles from Albion. One of its products was iron rails – the first to be produced in Canada and perhaps North America. These early rails were produced in three foot lengths in the fish belly design.

The original coal unloading wharf proved a hindrance as the depth of water prohibited any vessel drawing more than six feet of water. In 1836, as the tramway and shipping facilities could not keep up with demand, GMA decided to move the wharf to a site with deeper water and replace the horse tramway with steam locomotives. The following year an order was placed with Timothy Hackworth at Newcastle-Upon-Tyne for three locomotives. Weighing twenty tons and designed to haul trains of more than 100 tons, these 0-6-0s were the most powerful locomotives in Canada and the first steam locomotives in the Maritimes when placed in service in 1838. Delivered in kit-form, the first of the three locomotives to be assembled and placed in service was the Samson. As part of the move to steam power, the Albion Railway was constructed from the mines to Dunbar's



Timothy Hackworth's 'Samson' went into service in Nova Scotia in 1838 and is the oldest Canadian locomotive preserved today. It is a prime exhibit at the Nova Scotia Museum of Industry at Stellarton, Nova Scotia. Jay Underwood collection.

Point (opposite Pictou) employing both heavier weight iron rails and with extensive cuts and fills to reduce gradients. The extension brought the rails to deepwater, thereby eliminating the need for tenders to move the coal to shipside. Regular service over the new line began in September 1839, making it the second steam railway in British North America. The Samson ran until the 1880s and, by several fortunate accidents of history, has been preserved. It is the oldest steam locomotive in existence in Canada and is on display at the Nova Scotia Museum of Industry in Stellarton. Also in the collection of the museum are rails cast in the late 1830s.

The next railway to enter Pictou County was the Nova Scotia Railway (NSR). It was the first main line railway in the province. The line from Halifax to Truro was completed in 1872. The 51 mile extension from Truro to Pictou Landing (across the East River estuary from the Town of Pictou) was finished in 1867. The new railway passed through New Glasgow and the as yet unoccupied site of Trenton. With 112 miles of track from Halifax to Pictou Landing, the NSR had the longest rail line in the Maritimes when completed. It was swallowed by the Intercolonial Railway in 1875 and then became part of the Canadian National Railways in 1919.

The railway was extended to Sydney in two stages. The Eastern Extension Railway branched off the NSR's Pictou line at Trenton and reached the Straits of Canso about 1882. The ICR line opened the line from Point Tupper to Sydney on January 1, 1891. The rail car ferry operation between the two segments was terminated in 1955 when CN laid its tracks on the Canso Causeway.

The GMA sold out its interests to the Halifax Company (also known as the Albion Company) in 1872. It remained the largest coal producer in the county until 1871. The Acadia, Intercolonial (a separate company from the railway of the same name) and Vale coal mines all built short railways in the 1860s and 1870s to connect with the ICR and/or the Middle River.

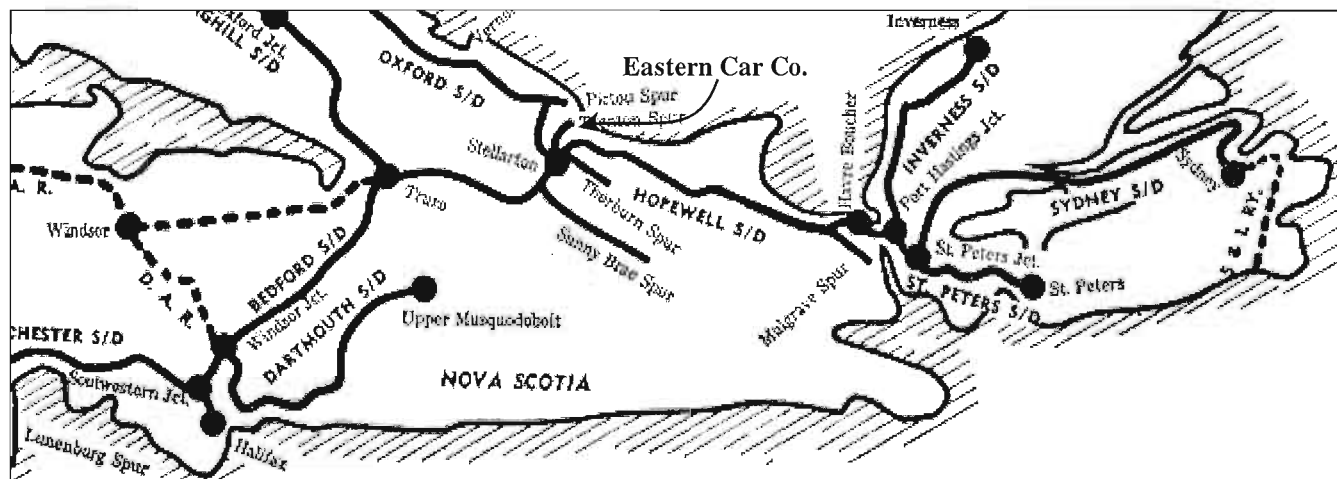
The New Glasgow Iron, Coal & Railway

Company (NGIC&R) was incorporated in 1888 to exploit the iron and coal deposits lying east of New Glasgow. Part of the company's success was due to the discovery of a natural source of iron ore on the upper reaches of the East River, which reduced the company's reliance upon imported iron. To connect the blast furnace it established in 1890 at Ferrona with limestone deposits at Springville and iron deposits at Bridgeville and Iron Hill, the NGIC&R built a 13 mile railway from Ferrona Junction to Sunny Brae in 1892. Once the railway was completed, the company began into full-scale iron production, with the iron shipped by rail over the NGIC&R and ICR to the foundry at Trenton. After the furnace at Ferrona was closed and the mineral deposits exhausted, the line became a financial albatross. The Nova Scotia Steel and Coal Company, the successor to the NGIC&R, could not abandon the operation given the use made of the line by the local populace and remaining shippers.

The February 12, 1909 edition of the *Moncton Daily Times* reported on the deliberations of a parliamentary commission established to investigate the potential of adding private roads to the Intercolonial's network stating: "The Ferrona Junction to Sunny Brae line has lost its iron ore business, and traffic is now almost limited to lumber. The commission doubts if it could be made a good business proposition."

Politics triumphed over profit and the politicians ordered the ICR to acquire the Sunny Brae track in 1911 with the full knowledge that it would not add to the railway's bottom line. The branch remained in service until abandoned by the Canadian National in the 1970s.

In this first decade of the twenty-first century, the railway industry in Pictou County struggles. The Albion Railway and NGIC&R tracks have long vanished. Canadian National no longer operates the railway through New Glasgow and Trenton. The entire Truro-Sydney line was sold in 1993 to the Cape Breton & Central Nova Scotia Railway (CBNS), now a subsidiary of RailAmerica Corporation, based in Boca Raton, Florida.



CN employees timetable, CRHA archives

THE EASTERN CAR COMPANY

The Trenton factory has struggled to survive ever since the British engineering giant Hawker Siddeley abandoned its Canadian operations in 1988. The end came on April 4, 2007 when William Furman, the CEO of the American firm Greenbrier Industries that has operated the 40 hectare (99 acres) plant since 1995, announced that its two plants in Mexico – one just recently opened - could produce railcars at less cost thanks to a lower Mexican peso, better railway connections over which to move the finished product, and lower wages and benefits being paid to Mexican workers. The announcement meant that 330 workers would be out of work once the final order for railcars was completed, and more than 700, who have been laid off since 2005, would never go back to work.

For Pictou County the news came as the final nail in the coffin of a 160 year old metal industry that began as a small forge using pig iron imported from the United Kingdom.

The antecedents of the car manufacturing company – according to the 1916 book *Nova Scotia's Industrial Centre* published to celebrate the success of several Pictou County towns – dates back to 1872 when Pictou County businessmen Graham Fraser and George Forrest MacKay started the Hope Iron Works. The book states the Hope Iron Works was started "...with a \$4000 capital and ten employees, [it was] destined to become in the next forty-three years the Nova Scotia Steel and Coal Company with \$16,000,000 capital and 7, 000 employees, whose steel forging and railway car axle plant (employing more than 2300 people) is located in Trenton adjoining the town limits."

Initially the company produced iron forgings such as anchors for use on wooden sailing ships. The product line expanded to railway axles in 1876. The reorganization of the Hope Iron Works as the Nova Scotia Forge Company in 1874, was followed by its move to a 160 acre site about two miles below New Glasgow on Smelt Brook in 1878. The three partners in the company profited from the sale of the land around their plant for residential and business lots as the town of Trenton grew up around the plant.

The adoption of the National Policy by the Dominion Government in 1879 erected protective tariffs that spurred the development of domestic manufacturing industries. Behind the tariff wall, Canadian producers blossomed. The gross value of iron and steel products for the country increased from \$34.1 to \$55.9 million from 1880 to 1890. The number of employees almost doubled from 10,000 to slightly over 16,000 in the same period. While growth slowed during the recession of the 1890s, the literal explosion of railway construction in the first two decades of the twentieth century saw the value of iron and steel production almost triple.

Fraser and MacKay's company rode on the crest of this boom. The two men were resourceful and relentless, and their business grew exponentially, undergoing a number of name changes as finances were reorganized. They established the Nova Scotia Steel Company in 1882 to supply steel to Nova Scotia Forge. The Nova Scotia Steel plant, which built beside Nova Scotia Forge, produced the first steel in Canada using the Seimens process in an open-hearth furnace in 1883 thereby giving Trenton the proud title of "the birthplace of steel in Canada." The two firms merged to form the Nova Scotia Steel and Forge Company shortly thereafter.

The growing industrial complex not only absorbed the labourers thrown out of employment by the decline of wooden ship construction, but also attracted men anxious for work from all parts of the province. The employee wages were not lavish, running from one to four dollars per day. It was reported by *The Enterprise* of October 13, 1888: "J.H. Bartlett, of Montreal, has contributed an article to the Canadian Mining Review on "Steel Manufacture in Nova Scotia," and describes our steel works ... The steel works pay out nearly \$100,000 a year in wages. When the additions to the works are completed, 300 men will be employed..."

A dispute over securing coal from Cape Breton's larger deposits led to a schism between Fraser and MacKay over just how big the company should become. Fraser favoured an integrated approach whereby the company would own the sources of iron, coal and other ingredients needed for the steel mills. He founded the New Glasgow Iron, Coal & Railway Company (NGIC&R) in 1888 to secure and exploit the iron deposits in Pictou County after his partners disagreed with his integrated manufacturing approach. The NGIC&R built an oxygen blast furnace at Ferrona with coke coming from local coal mines in Stellarton, Westville and Thorburn, limestone from Springville and iron from small mines in Pictou County and Londonderry, N.S. The venture proved a great success for Fraser. When the NGIC&R was taken over by Nova Scotia Steel in 1895, the assets of the two firms were of equal value.

The next development in the Nova Scotia Steel's success came almost as an accident, when it was discovered that ballast used by ships arriving at Sydney from Newfoundland, to take on coal from the Cape Breton collieries, was iron ore from Bell Island near St. John's. Nova Scotia Steel was bringing coal in from Sydney as the Pictou County coal was found to be of poor quality for making coking fuel. The company was faced with a choice: to bring the Newfoundland iron and Cape Breton coal to the Trenton mills or to relocate to the Sydney area. The decision was made to construct an integrated steel mill at Sydney Mines. The new steel mill and coal mines in Cape Breton, along with the Bell Island ore mine, and the steel mill and forge in Trenton and blast furnaces in Ferrona were all merged into a new entity in

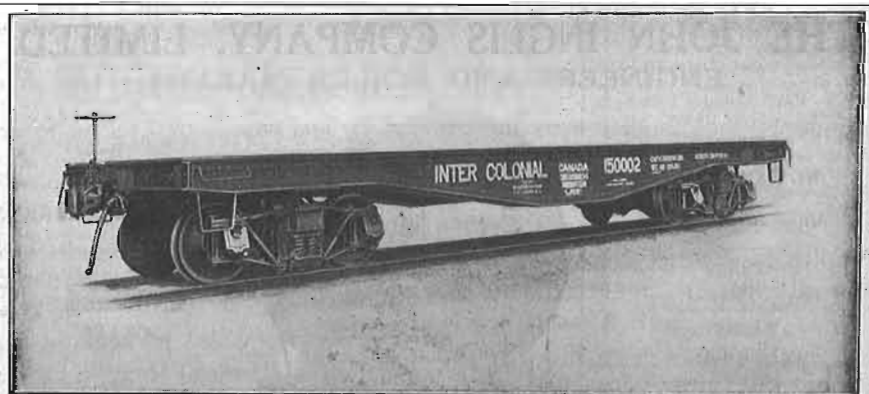
1901 called Nova Scotia Steel and Coal Company, popularly known as SCOTIA.

Direction of the company had migrated to R.E. Chambers, his son A.R. Chambers and partner Henry Ritchie. From that year on, the Trenton facility's fate lay in the hands of owners from beyond Pictou County. By 1909 SCOTIA had moved almost all its steel-making operations to Cape Breton, but kept the Trenton plant open as the foundry for producing railcars and other heavy products.

The opening years of the twentieth century were marked by a sharp jump in population as Canadian industry began a rapid expansion based upon bountiful electric supplies and Canadian agriculture lands expanded as settlers poured into the prairie provinces. Manufacturers and farmers joined together in berating the railways' monopolistic tariffs and service breakdowns as the surging tide of raw materials, manufactured goods and agricultural products swamped the railways. The popular solution was the construction of more railways and the politicians – both federal and provincial – were more than ready to accommodate the demand by voting charters for hundreds of railways and lavish subsidies.

By 1907 railway construction boom was in full bloom as two new transcontinental railways – the Canadian Northern and Grand Trunk Pacific-National Transcontinental – raced to complete their lines. So rosy was the outlook that the Dominion Minister of Railways and Canals predicted yet another transcontinental line would soon be needed to carry the flood of western grain. Each of the transcontinental railways thrust out branch lines to tap the other's territories across the prairies.

Canadian Pacific began to double track the key parts of its main lines in Central and Western Canada. New railways such as the Halifax & South Western; Atlantic, Quebec & Western; Algoma Central & Hudson Bay; Temiskaming & Northern Ontario; Kettle Valley and Pacific Great Eastern



75 on Special Pit Car For Canadian Government Railways.

FLAT CARS, CABOSES AND MINE CARS

We make a specialty of Flat Cars, Caboses and Mine Cars for both Home and Foreign Markets in Wood, Steel Frame or "All-Steel" and shall be pleased to quote against all capacity requirements and quantities.

Eastern Car Company, Limited

General Offices and Works, New Glasgow, N.S.

Montreal Office, Room 14 Windsor Hotel

brought rail service into large areas. Between 1900 and 1912, the country's total railway mileage almost doubled, while the amount of freight and railway gross income tripled (see Table 1).

The opening of new territory and the consequent increase of trade and population created a brisk demand for rolling stock. Between 1900 and 1912, the number of cars rostered by the railways doubled with the number of new cars being added averaging 6,000 cars per year – this was a remarkable jump from the 1,200 cars per year added during the 1890s. As Canadian car builders could not keep up with their needs for freight car cars, the railways turned to American firms for timely delivery of urgently needed cars.

This situation led to the decision by the Nova Scotia Steel Company to create a new subsidiary, dubbed the Eastern Car Company. The \$100,000 paid by the Dominion government to NSS&C in 1911 for the Sunny Brae rail line helped SCOTIA to fund the construction of

TABLE 1: GROWTH IN CANADIAN RAILWAY NETWORK

	1900	1912	1917	Change 1900 to 1912	Change 1912 to 1917
Track Miles In Operation*	17,824	34,629	50,253	94%	45%
Tons of freight (millions)	35,946	89,400	121,900	149%	36%
Net Earnings (millions)	\$23.0	\$68.7	\$87.9	199%	28%
Railroad Investment (millions)	\$998.3	\$1,588.9	\$1,985.1	59%	25%
Number of Freight Cars	64,979**	140,918	203,499	117%	44%
Country's Population (thousands)	5,301	7,389	8,060	39%	9%

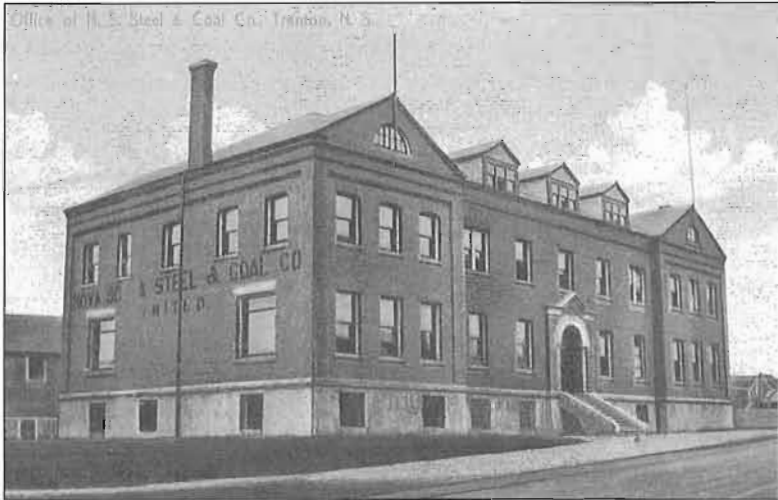
Notes:

* Track mile count includes all yard, siding and double track

** Count may be lower than actual due to reporting standard

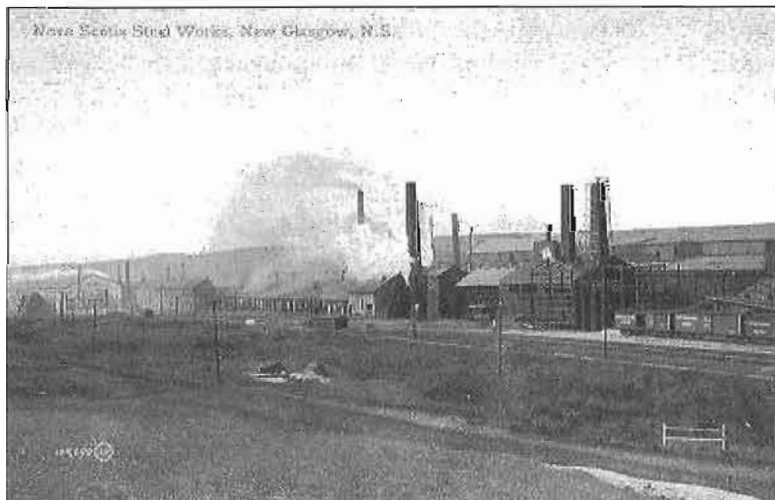
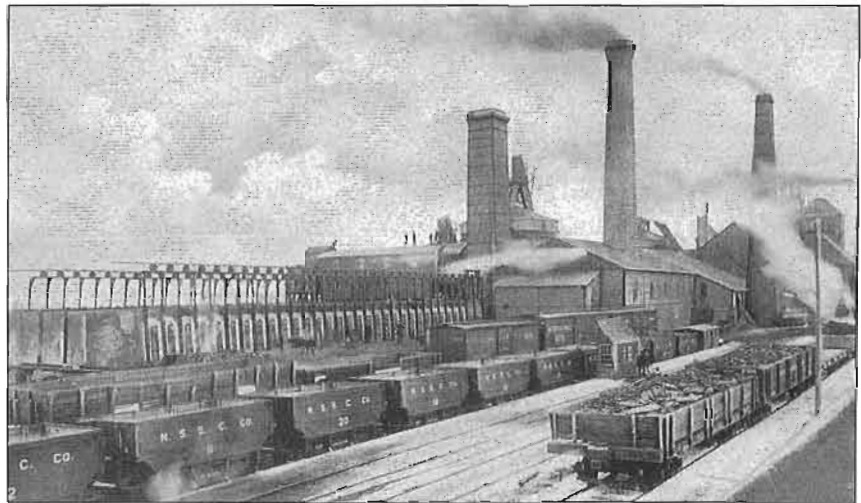
two new rolling mills, acquire new equipment to forge and machine heavy forgings, and pay for the new car building plant. SCOTIA incorporated the Eastern Car Company in 1912 to serve the booming rail car market in competition with other established firms such as Rhodes

Curry in Amherst, N.S. and Canada Car in Montreal. This was the same year that American interests, with the backing of the Magor Car Corporation of Clifton, New Jersey, launched the National Steel Car Corporation rail car manufacturing plant in Hamilton, Ontario.



The head office block of the Nova Scotia Steel / Eastern car Company in Trenton, Nova Scotia. Jay Underwood collection.

Early photo of the Winning Pit coal mine and coke ovens at Sydney Mines, Nova Scotia. Jay Underwood collection.



A view of the Nova Scotia steel plant from the west side of the East River, what is now known as the Ambercrombie Road, from roughly the area where the Albion Mines Railway once ran. Jay Underwood collection.

BIRTH OF THE EASTERN CAR COMPANY

Eastern Car, the most significant incarnation of the Trenton, NS rail car plant's modern life, was born amid almost anti climactic press coverage, despite the involvement of one of the province's premier industries.

The *Halifax Herald* of Thursday, May 30th 1912 covered the announcement of the creation of the company in a front-page story:

**“TO BUILD STEEL CARS
AT NEW GLASGOW”**

President R. E. Harris Announces the Organization At New Glasgow of the Eastern Car Company

The Capital is \$2,500,000

Nova Scotia is to have a new industry, the Eastern Car company, having been organized in New Glasgow yesterday, with a capital of two and a half million dollars. This company proposes to construct steel freight cars, and will shortly erect a plant probably at New Glasgow, for this purpose, with it is stated an initial capacity of twenty-five cars a day, giving employment to eight hundred to a thousand men.

It is generally understood that the Nova Scotia Steel and Coal company is deeply interested in this new company. If the “Scotia” corporation is not actually behind the car works, many of the men on the big corporation board are connected with the car building project. Following a meeting of the “Scotia” directors, in New Glasgow yesterday, President Harris gave the following statement to the *Halifax Herald* on his arrival in Halifax last night:—

“The Eastern Car company was organized at a meeting held in New Glasgow today. It will at once proceed to build a plant for the construction of steel

freight cars. The capital of the new company is \$2,500,000 and it will erect a plant with an initial capacity of twenty-five cars per day. A master car builder, formerly with the American Car and Foundry company, of Detroit, has been engaged to construct the plant and is now preparing plans. The exact location of the company's works has not yet been determined as several properties are now under consideration by the board of the new company. The whole of the bonds and preferred stock of the company have been underwritten.”

Further than this, Mr. Harris would say nothing, as the organization of the company was, of course, not completed yet and any other details would be premature.

Advice to *The Herald* from New Glasgow last night were that that town was deeply stirred by the new proposal and that high hopes were entertained that it would be located there. The chief industry of New Glasgow now is the works of the Nova Scotia Steel and Coal company, at which are employed some twelve hundred men. Should the Eastern Car company also locate there, it would give a tremendous impetus to the town and would mean one of the busiest summers that New Glasgow has known. Much is hoped from the evident close connection between the Scotia company and the new concern.

The directors present were President Harris, Honourable J. D. MacGregor, General Manager Cantley, Senator Jaffray and W. D. Ross, of Toronto, G. F. MacKay, R. E. Chambers, J. C. McGregor, G. S. Campbell and Frank Stanfield. The meeting was the first business transacted in the new head office building of the company.”

— Courtesy Art Clowes

The new car manufacturing plant was located adjacent to the SCOTIA facilities in Trenton. Designed by an American, Horace Lane, from ground breaking to the production of its first car occupied 22 months. The first car – Grand Trunk steel-framed, wood sheathed box car number 105000 – emerged from the plant in September 1913. It was part of a massive 2,000 car order. Almost all the steel used in these cars was rolled next door in the parent company's mills, including the heavy bar stock for the arch bar trucks. The plant turned out its first all-steel car – a gondola – in 1916.

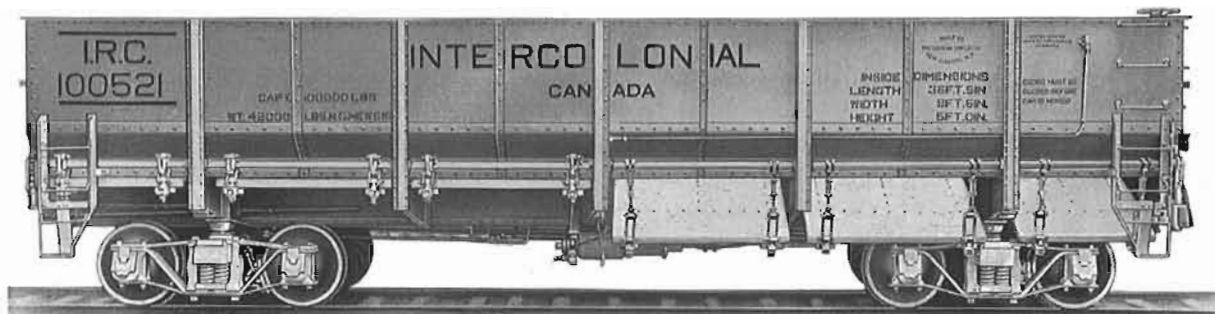
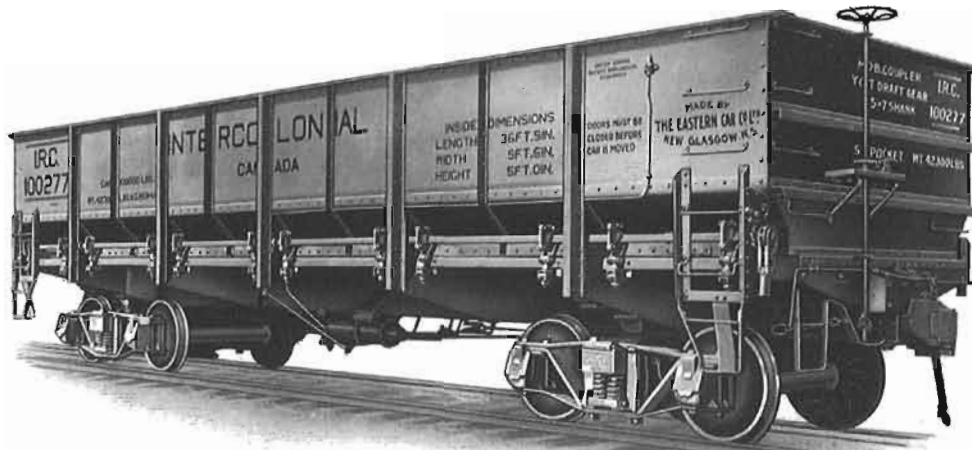
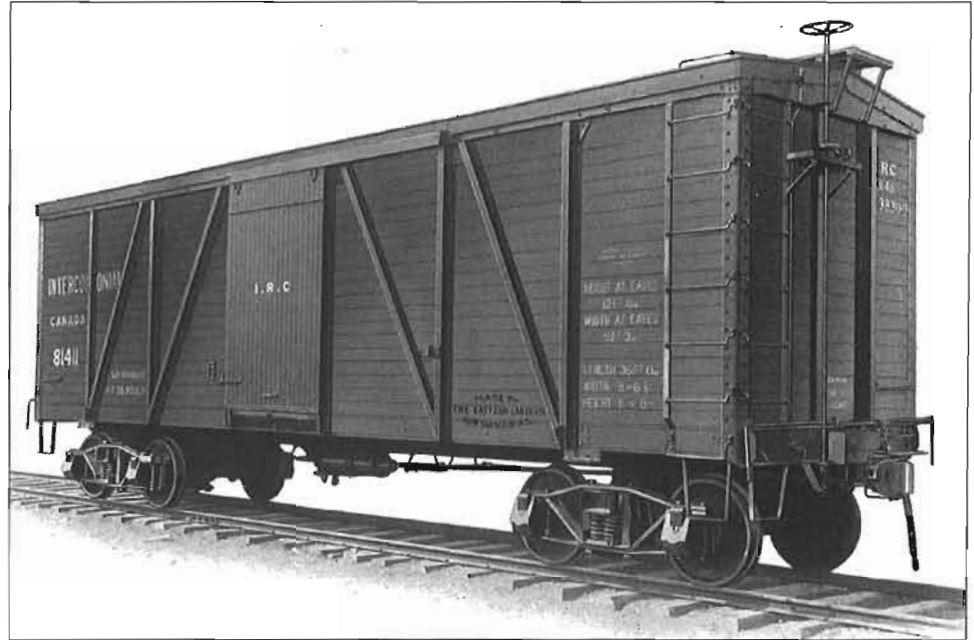
In 1912, SCOTIA also established the Dominion Wheel Foundry to cast iron railway wheels (Dominion Wheel) beside the Eastern Car plant. The following year it added a bolt and rivet factory as the competing foundry at Londonderry, N.S. had failed. The Acadian works at

Londonderry had been one of the principal suppliers of cast wheels to the Intercolonial Railway.

The First World War brought new challenges and opportunities. The Trenton steel plants and associated foundries in New Glasgow turned to munitions production, mostly artillery shell casings. The car plant also expanded into shipbuilding, producing six steel steam-powered cargo ships (totalling 10,395 tons) and rebuilding one sailing ship as well as continued railcar production. During the war, the railway line from Sydney to Truro was as busy moving steel and coal as the line from Halifax to Montreal was carrying troops.

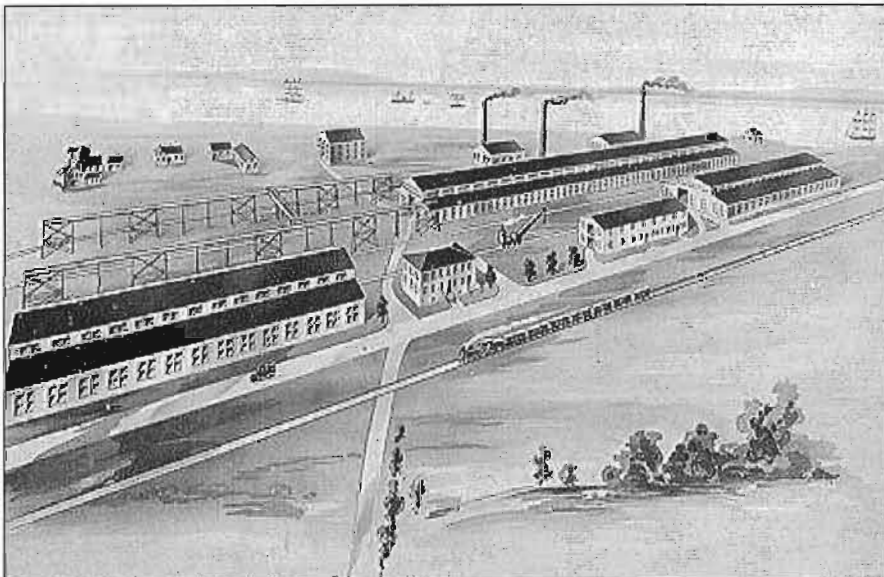
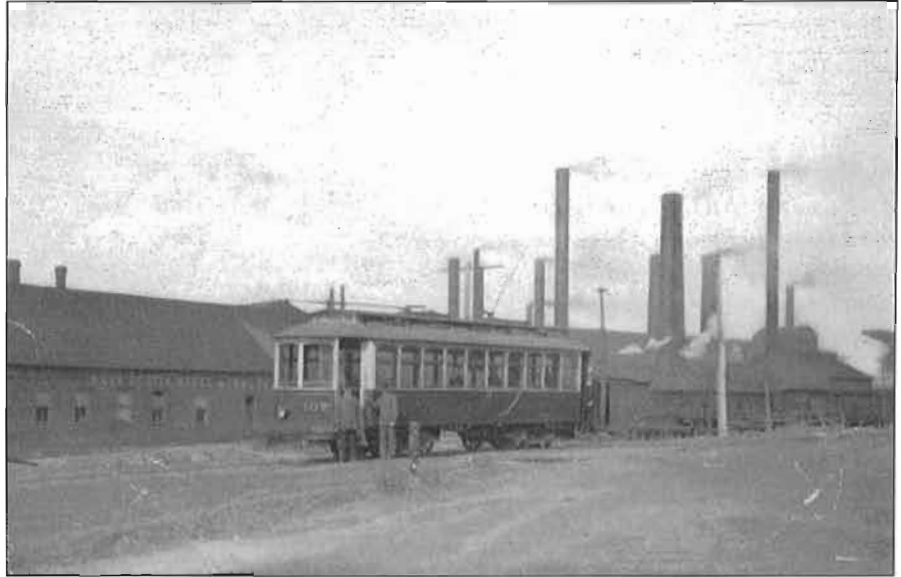
During the early part of 1915 the Czarist Russian Railways and the French government were in the market for a large number of cars. After demonstrating the position the Eastern Car Company Limited was in to

A boxcar built for the Intercolonial Railway, perhaps the first in a series of federal contracts awarded to the Trenton railcar plant throughout its life.



Two views of Intercolonial Railway 100,000 series all steel bottom / side dumping coal cars. These photos figure prominently in corporate promotional literature of the time and may have been the first all steel cars produced by the plant. All three photos Jay Underwood collection.

An Edgerton electric tramway car awaits workers coming off shift at the Eastern Car plant in this First World War photograph by Rice. Employees came from all over Pictou county, most notably from the upper reaches of the East River valley, beyond the company's original blast furnace at Ferrona Junction. ICR and CNR railway timetables were arranged to meet shift rotations. The Edgerton tramway was part of the Pictou County Electric Railway which operated from 1905 to 1929. Jay Underwood collection.



This idyllic 'aerial' postcard view of the rail car plant pays a high compliment to the East River of New Glasgow, which is shown as a vast sheet of water. Jay Underwood collection.

deliver cars by their own steamers to any port desired, the first order was secured from the Russian government for 2,000 forty-ton steel frame box cars.

The Russian car was exceptionally large and, in a number of ways, resembled a Canadian Pacific Railway boxcar. It was unusually long – 43 feet – and had a carrying capacity of forty tons of grain. Built to run on the Russian gauge of 5 feet, the wheels were cast iron – 41-3/8 inches in diameter. The roof followed the design generally used in Russia, consisting of sheet steel on pine boards. There were no holes whatever through the sheets or the lap of the roof, therefore no danger of leakage. The running boards were protected by a railing, thus safeguarding the trainmen, who are not in the habit of walking along the roof of the small two axle cars common in Russia.

The knocked down cars were shipped to Vladivostock by ship from Pictou Landing. One vessel, carrying 175 cars, was torpedoed by a German submarine in the Mediterranean Sea. Eastern Car sent a supervisor to Vladivostock to oversee the assembly of the cars that was performed by Korean labour.

Eastern Car established a factory at LaGarenne, near Paris, France, in August 1916 to fill an order for one thousand 20 ton box cars from the French government. These were built to the famous French design capable of holding 40 men or eight horses. Five Eastern Car employees supervised the work in the factory. Later an assembly yard was established at Tours. Material for the cars was shipped from the Eastern Car Trenton factory and assembled at these two locations by prisoners of war. A total of 3,000 box cars and open-end gondolas were built for the French.

THE EASTERN CAR COMPANY LIMITED

Description of the Plant in 1916

The directors of Nova Scotia Steel Company recognized that Canada's demand for railway equipment was increasing faster than its car-building capacity, and as keen business men they also saw that a car-building company in close alliance with them could not fail to prove a good customer for their Sydney Mines ingots and for the products of their New Glasgow forges. The Eastern Car Company was the result.

A splendid site for it, of 65 acres, on the east bank of the East River, Pictou, was first secured. This property is within a few miles of all the collieries of the Pictou coal field, thus insuring a supply of cheap fuel, and it possesses the further advantage of adjoining the northern boundary of the property of the Nova Scotia Steel and Coal Co., upon which the latter's forges, rolling mills, finishing mills and engineering shops are situated. By means of the tidal waters of the East River,

heavy materials, such as southern pine timber and pig iron, will be delivered directly to the Car Company's plant by ocean-going steamers.

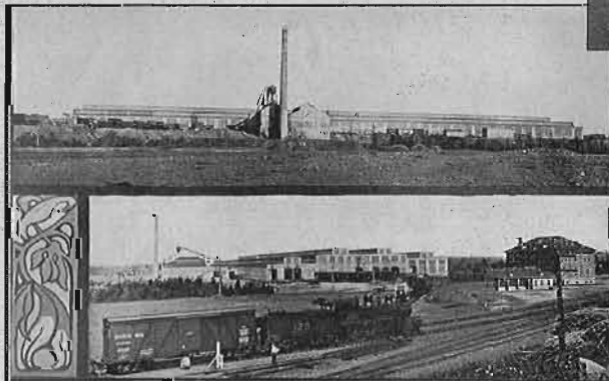
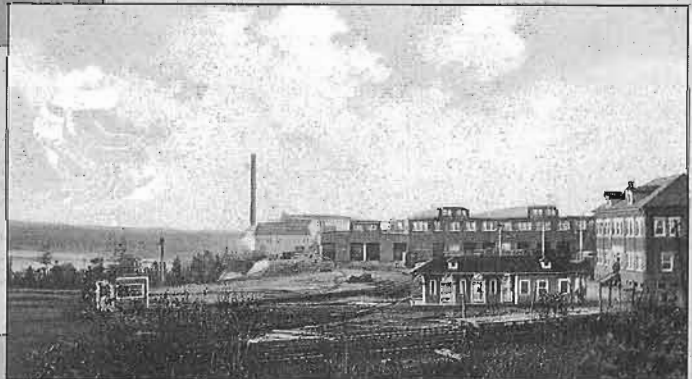
The Eastern Car Company, Limited, began operation in September 1913, and has since that time developed a system of manufacturing capable of producing thirty cars daily. There is a market for these cars capable of absorbing the entire output. All types of freight cars of wood or steel are being manufactured there.

The shops in which the cars are built are the last word in industrial construction as to light, air warmth and convenience of arrangement. They consist of four parallel buildings, each 1,100 ft. long and 90 ft. wide, all of steel, with concrete foundations and reinforced concrete walls, and are so arranged as to permit of progressive construction, so that the raw material enters at one end of the range and leaves it a completely finished car at the other end.



An early post card view of the Eastern Car / Nova Scotia Steel plant when it was located in what was then New Glasgow, later Trenton, Nova Scotia. Jay Underwood collection.

The axle forge building at the west end of the Eastern Car plant, a sight deemed scenic enough to grace this 1910 era Valentine's Company postcard. Jay Underwood collection.



Two scenes from the Trenton rail car plant during the First World War, showing the familiar low-lying buildings and an Intercolonial Railway locomotive entering the yard. Jay Underwood collection.

The first building contains air brakes, forge, bolt and rivet machine and truck departments. In the next two buildings all the steel is prepared for the end-framing of cars. The machinery consists principally of punchers, shears, riveters and hydraulic presses. The railway tracks upon which the cars are built are located here, and in connection with each track there is an overhead crane runway. On each of these runways are located twelve 5-ton hoists, or two hoists for each successive position reached by every car as it approaches completion. The fourth shop is used exclusively for wood-working machinery. The floors of each of the three last mentioned buildings are controlled throughout the whole length by two 10-ton cranes. The central powerhouse provides current for the electrically-driven machines throughout the plant, also water for the presses at a pressure of 1,500 lbs., and compressed air of 200 lbs.

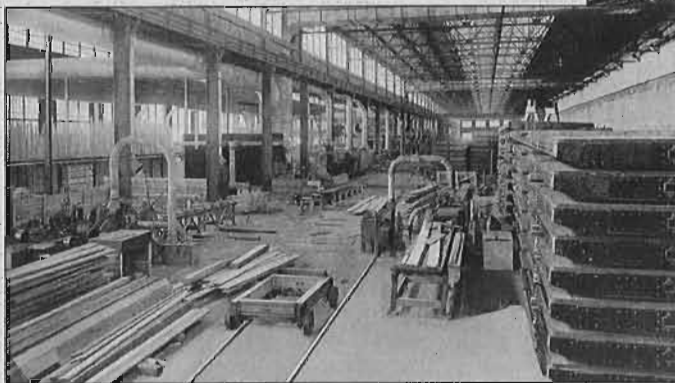
All the shops are equipped throughout with the most modern car-building machinery, each piece being fitted with individual drive, thus doing away with all line shafting and belting. In order to handle material between the different shops, two outside crane-runways running across the end of the four buildings,

have been provided and equipped. The paint shop to the north of the main building is 1,100 ft. long by 150 ft. wide. It is not only used by the paint department, but also as a storage for cars; it has room for about 250 cars. In addition to the travelling cranes, each of the buildings has a system of narrow gauge tracks, with turntables at intersections, thus giving a very flexible transportation service.

The foundry department consist of two buildings, one containing the wheel foundry and the other the steel and gray iron foundry, with floor areas of 60,000 and 30,000 square feet respectively. The capacity of the iron foundry is 400 wheels per day.

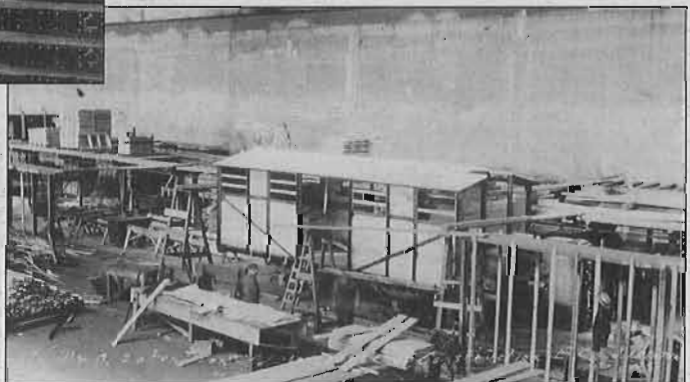
The powerhouse is 113 ft. by 120 ft., and it is divided into two rooms, the boiler room and the engine room proper. The boiler room contains five modern water-tube boilers of a combined capacity of 3,000 h.p. The boilers are equipped with super-heaters and chain grate stokers, the coal for which is supplied from overhead bins through chutes, the ashes being removed by chain and bucket carriers, all mechanically operated. These boilers are also equipped so that they will burn the refuse from the wood-working shops of the car plant.

The erecting shop at the Eastern Car Company in 1916. CRHA archives.



The planing mill at Eastern Car; note the floor assemblies piled 8 high at right. CRHA archives.

Four wheel 20 ton export box car in production at Eastern Car Company in 1917. Nova Scotia Museum – Images Nova Scotia No. 97.23.23



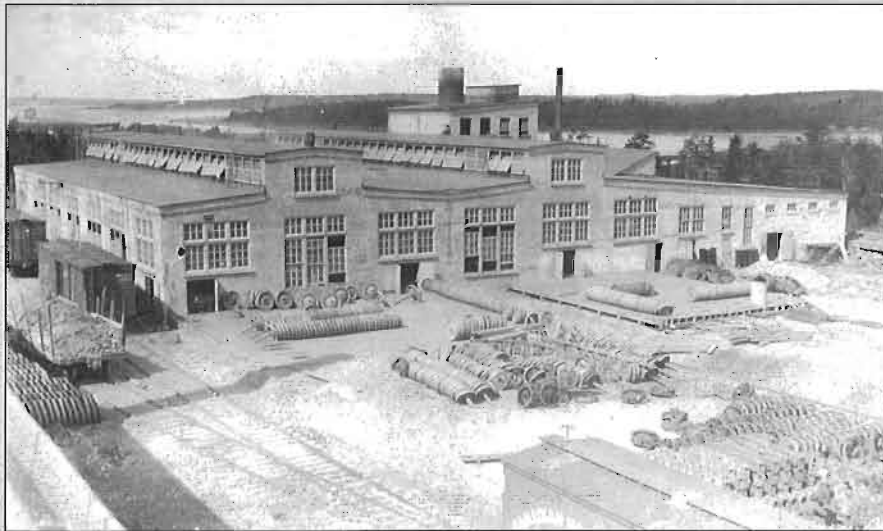
The engine room proper contains two 750 k.w. mixed-pressure steam turbines, one mixed-pressure turbine 300 k.w. generator, and one 200 k.w. motor generator, supplied with necessary exciters, etc. Besides these there are two 300 gallon pumps operated at a pressure of 1,500 lbs., and one 3,000 feet capacity Corliss steam-driven air compressor. The above machinery is laid out and piping arranged so that the exhaust steam from the air compressors and pumps may either be utilized by running through the mixed-pressure turbines or through low pressure exhaust steam lines for heating purposes.

All the buildings are warmed thoroughly by these pipes of the low pressure exhaust steam, which are also carried from the power house through tunnels to the various buildings. Alternating current is used throughout the shops for constant-speed machine tools. Steam is also supplied direct from the boilers to the drying kilns, in which lumber is dried. Water for

ordinary purposes at the power house is pumped from the East River at a distance of 200 yards. Water for boiler and general purposes is supplied free by the town of New Glasgow.

From the power house to the car building there is a subterranean passage large enough for men to walk in, besides sufficient space to carry all the pipes necessary for hydraulic power, compressed air and steam, as well as for the electric cables which are required. These subterranean passages travel the full length as well as the full width of all the buildings.

The wheels come to the car shop in rough casting; here the hub is turned to the measurement required with the utmost exactitude. The axles are brought in from the foundry also in the rough state. Having been turned down on the lathe to the required size, the wheels are squeezed on to the axles with such overwhelming force by hydraulic power that they become immovably attached one to the other.

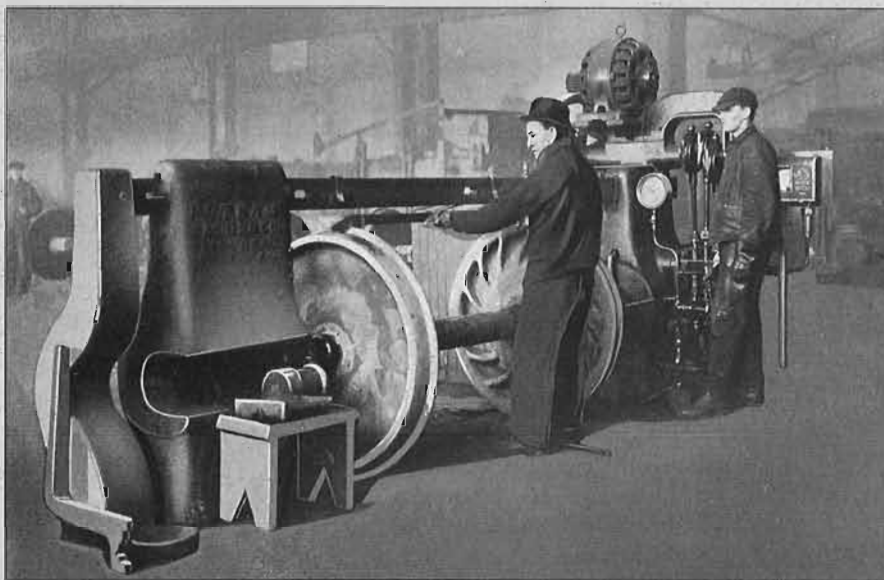
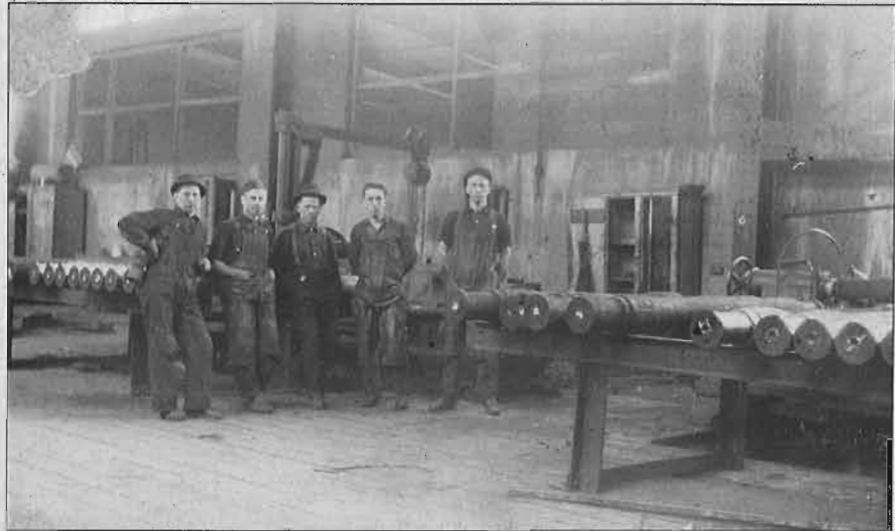


A black and white post card high vantage exterior view of the wheel foundry building at the Eastern Car Company in 1917. Numerous rows of rough cast car wheels grace the yard, the castings were machined in another section of the plant. Nova Scotia Museum – Images Nova Scotia No. 97.23.1

Workers wearing divided leather aprons pose for the photographer atop neatly stacked rows of axles, cast wheels on display in the foreground. Nova Scotia Museum – Images Nova Scotia No. 97.23.20



Lathe workers in the axle shop pose for this 1917 scene at the Eastern Car Company. Nova Scotia Museum – Images Nova Scotia No. 97.23.19



Two workers operating the 'auto pressure wheel press' at the Eastern Car Company in 1916. This plant was constructed late enough that electricity and compressed air were available to operate machines such as this. CRHA Archives.

The buildings have steel frames with concrete walls. Generous daylight illumination is supplied through the sides by numerous windows and monitors. The monitors also provide for ventilation.

The shops are so arranged that all work moves in a straight line. At the north end of the plant, steel and lumber are unloaded and stored. From this point the raw material moves south through the shops, finally emerging at the north end in the form of finished cars.

The main building is divided into four parts. The first section contains the machine shops, air brake department, bolt and rivet storage, truck shops and forge departments. The second division is devoted entirely to the steel car department, the material being successively sheared, punched, pressed, riveted and erected. At the point where the erecting trucks begin they are intersected by a cross track upon which the trucks from the shop are transferred directly to the

point where they are needed in the erection shop. In the third division is the wood car department. There are two erecting tracks here.

The fourth section has a mezzanine floor running about one third of its length, on which are located the pattern and template shop and the foremen's offices. Under the floor is the general stores department. The rest of this span is taken up with wood-working machinery.

All machines, so far as possible, are individual motor driven, electricity being used wherever possible. Very few air hoists are employed, nearly all of this work being done by electricity. Three of the four spans are supplied with ten-ton travelling cranes, seven being provided for the three spans. Two of these are in the wooden car shop, three in the steel car shop. These cranes travel the entire length of the building.

One feature of the plant equipment is four

large Thomas spacing table with William White punches arranged to handle all classes of car material. The shears are Hilles & Jones heavy type. The two presses already installed were furnished by R. D. Wood & Co. Most of the machine tools were furnished by John Bertram and Sons Company and the Canada Machinery Corporation.

The wheel foundry is housed under a separate roof, and has a capacity of 200 wheels per day. Provision has been made to increase the daily capacity to 400. This foundry is built on the straight floor plan, and has the latest system and equipment for handling both flasks and metal. The wheels can be rolled directly from the wheel foundry to the truck shop, a distance of only 60 feet, thus saving considerable time and effort.

In a short time a large 700-foot shop containing four tracks will be erected to house the painting and finishing department. Among the other accessory buildings which go to make up the plant are the power house, dry kiln, lumber storage, general storeroom, paint and oil storage, locomotive house, general office and a number of minor departments.

The boiler room is laid out for five 600 h.p. Edge Moor water tube boilers, equipped with Green chain grate stokers, making total of 3000 h.p. at nominal rating. The boilers are guaranteed for a continuous overload of 50 per cent. Three of these boilers have been installed and are now in service.

Both direct and alternating current electric power is used. The alternating current is 3-phase at 600 volts, and the direct current, which is used on cranes and variable speed motors, is at 220 volts. The electric power plant consists of two 750 kw. turbines, and there is provision for a third unit of the same size. A turbine of 125 kw capacity has been installed to take care of overtime loads, such as night and Sunday lighting, etc. A motor generator set provides the direct current, with both steam driven and electric driven exciters.

The main circuits leave the power house in conduits, and the whole system of electric connections in the power house is arranged with ample space to afford ready accessibility. The turbines are provided with synchronizing motors and are also controlled by a Tirrill regulator from the switchboard.

One compound, two-state air compressor of 3,000 cubic feet capacity has been installed and provision made for a second unit of the same size. A hydraulic system has also been provided. One three-cylinder, compound flywheel, high-pressure pump is now in service, and an additional double unit is now being installed. Two large accumulators are furnished in the power house to take care of fluctuation in this connection.

Piping systems and main cables are carried in

conduits and tunnels from the power house to the various parts of the plant.

The heating of the plant is done largely by exhaust steam, which is carried in mains through these tunnels to four large heating units consisting of large stacks of indirect radiation, about which air is passed by fans and distributed throughout the shop.

The principal lighting of the plant is done by flaming arc lamps, while in the power house and smaller buildings large tungsten lamps are used. The illumination is exceptionally good, affording the workmen plenty of light at all times.

A large modern office building of brick and cement, with hardwood finish, has been erected. Like the other buildings throughout the plant, it is of a specially substantial type. Practically all material is stored under cover so that there will be no interruptions by inclement weather.

The Company has just added three additional hydraulic presses, and is thoroughly equipped for the manufacture of "all-steel cars", in addition to all varieties of freight cars, cabooses and mine cars. At the present time it is engaged in filling an order for "all-steel" coal cars of 100,000 lbs. capacity for the Canadian Government Railway, and has just completed 2,000 75-ton cars for the Russian Imperial Government, and is working on 3,000 Standard cars for the French Government.

River improvements are now completed which allow large ocean vessels to land and unload docks on East River, and the Pictou branch of the Intercolonial Railway passes along the whole front of the property. Direct rail connection is thus afforded with all points in Canada and the United States.

Labour conditions are very good in this section in Canada, and this, together with unexcelled facilities for water and rail shipments, places the Eastern Car Company, Limited, in a foremost position among the world's car building enterprises. The illustration on the preceding pages show the buildings and works and the exterior and interior views of the main plants, including the power house.

During the past two years the management of the Eastern Car Co has devoted a great deal of attention to the foreign market. The successful manner in which it has handled the large European orders already secured is a good indication of the position the company is in to take care of future orders from abroad.

In addition to the very large and complete equipment described, the Nova Scotia Steel & Coal Company, Limited, own and operate a large fleet of ocean steamers for freight carrying purposes, All of which are at the disposal of the Eastern Car Company,

Limited, for taking care of their shipments of cars, car parts and equipment to European and other foreign market.

The Company has developed a system of manufacturing capable of producing forty cars daily. All types of freight cars, of wood or steel are being manufactured both for the Canadian and for the foreign market. The first order received was for two thousand standard box cars for the Grand Trunk Railway System, and since the commencement of this order the plant has been kept running at full capacity.

Dock and piers

To cope with the hauling and shipping required by the enormous tonnage of the productions of the company, large dock accommodation is required at Sydney, Wabana [Newfoundland], Montreal and Quebec.

At North Sydney the coal-loading and ore-discharging piers are all pitch-pine structures. There are two coal-loading piers, high and low level. The high level pier is 60 feet above high-water mark, and, including approach, is 1,900 feet long. It is equipped with bins to hold 5,000 tons, has chutes spaced 15 feet centres, which are operated with Denton hoists; its great capacity and efficiency is shown by the fact that 7,000 tons have been handled over this pier in six hours. The low-level pier is 34 feet above high-water mark, and, including approach, is 1,300 feet long.

The St. Lawrence business of the Company is continuously expanding, and the Company has extensive docks both at Montreal and Quebec. The Montreal plant consists of two quick-acting Brown hoists, with a capacity of 1,000 tons per day, located on a Bickerdike pier on the tracks of the Grand Trunk Railway.

The Quebec plant, situated on the lower basin, consists of two gantry cranes and two smaller hoists, which discharge direct into cars of for local delivery without further handling. The plant has a capacity of 2,000 tons per day.

Lumbering department

The Company controls, in its Newfoundland and Nova Scotia timber areas, 107 square miles of timber land, consisting of spruce, fir, hemlock, birch, beech and maple, from which the average yearly output of lumber is from five million to six million feet board measure.

In Nova Scotia, most of the lumber is sawn by portable mills which are taken into the district being lumbered, and the sawn lumber is hauled to the nearest railway siding.

In Newfoundland, the logs are stream driven down the Gander River, and the sawmill is situated on an arm of Gander Bay, where steamers load for the Ore Mines at Wabana.

Practically all of this lumber is used for the Company's requirements at Wabana Mines, Newfoundland; Sydney Mines, C.B.; and Trenton, N.S.

Source: *Nova Scotia Steel and Coal Limited and Subsidiaries, The Eastern Car Company Limited, New Glasgow N.S., 1916*. This book is in the CRHA Archives.

EARLY EMPLOYEES OF EASTERN CAR COMPANY

The first plant manager was H.B. Douglas, who left the Standard Steel Car Company of Indiana, to take up the position. Douglas brought with him a group of fellow Americans, including several family members, to fill key senior posts. These included Douglas' brother, John Douglas, who served as the first mechanical superintendent and his brother-in-law, W.H. Hankie, as the purchasing agent. George I. King, like Douglas a native of Pennsylvania, was the first car building engineer.

M. A. Doak was assistant secretary. When H. B. Douglas left after two years, King assumed his position for four years when Doak took over the general manager's position. Doak was transferred to Sydney in 1920 to serve as comptroller of the British Empire Steel Company. He was the last official to bear the title general manager of the Eastern Car Company as later managers were also general managers of the steel works in New Glasgow.

The first chief engineer, subordinate to the car building engineer, was a Swedish American named Jessen who was succeeded about 1915 by Issac Moeller, the company's first chief draftsman. Moeller, a native of Norway, came to Eastern Car after practical experience in the United States.

Assistant foreman of wood erection was Reuben Arkwright, an Englishman. Between the time he came to Canada in 1902 and started with Eastern Car in 1912, he worked for the Hart-Otis Car Company, Warden King Furnace Company, the Canadian Pacific Railway and the Silliker Car Company in Halifax. Silliker, which had been founded in 1909, entered bankruptcy in 1912. It was reorganized as the Nova Scotia Car Works, but exited the business in 1915 as it lacked the resources to make the shift from wood to steel cars. Walter Conrad, the lumber yard foreman, also came to Eastern Car from the Silliker plant.

The first chief of the stores department was a Peter L. Maher, a German American. He left during the First World War as a result of complaints from the fathers of the men serving in the Canadian military in Europe.

Source: Cameron, James. *Industrial History of New Glasgow, Horton Press, Pictou, 1960*.

The post-war years were not as kind to the industry, as recession, and then depression, followed in the wake of the Armistice. For much of this time the management of Eastern Car and the SCOTIA's Trenton works was overseen by Thomas Cantley, whose reward would be an appointment to the Senate and a seat on the first board of directors of Canadian National Railways.

American investors had assumed control of the company in 1917. They closed the steel mill in Sydney Mines and transferred iron ore production in Newfoundland to rival Dominion Steel Corporation. In 1921 SCOTIA merged with the Dominion Steel Company to become the British Empire Steel Corporation (BESCO). Roy M. Wolvin, a Montreal capitalist, headed the new company that was backed by a British syndicate.

Known as "the Wolf" by the miners who would come under his control, Wolvin's tenure was stormy. During its short eight year history BESCO remained in a state of financial crisis, mainly because it needed an annual operating profit of eight million dollars to meet its financial commitments. The coal mines were expected to provide the profits to support other areas of the faltering organization. BESCO began its campaign to reduce

wages that culminated in the famous miners' strike at the Sydney mines in 1924.

Despite government support, which included tariffs on imported coal and mobilization of troops to quell mine strikes and riots on Cape Breton Island, Wolvin's empire collapsed as BESCO was unable to raise new capital or to return a satisfactory profit. In 1927 Wolvin sold his holdings and resigned as president of BESCO.

C.B. McNaught became Wolvin's successor, and in 1928, he engineered the incorporation of a new holding and operating company with the British investors, forming Dominion Steel and Coal Co (DOSCO) which took over the BESCO properties. The Pictou County factory, largely insulated from Wolvin's confrontation with the miners, continued to thrive and became Trenton Industries.

DOSCO ownership brought about a golden age in the coal and steel industries of Nova Scotia, a benefit in which the Trenton plant shared as the company became the largest private employer in Canada. The next great international conflict brought more work and wages to Pictou Count, but also major changes.

CHANGING PRODUCTION TECHNIQUES

A major difference in car building operations that developed gradually over the years was the partial replacement of riveting with welding. During the riveting era, about fifty riveters were needed to keep up with a ten car production day. With the welding process, approximately twenty men could do what the fifty riveters had done. Wrongly placed rivets were laboriously knocked out with cold chisels and sledges.

A second major difference in car building, which has adversely affected the number of men employed, came from the increased use of pre-assembled components for the cars. Before this, some of the car parts were made in the plant, particularly the forge; foundries near at hand in Pictou County cast parts, and the plant's machine shop not infrequently turned parts to fit. Starting in the 1930s, parts were cast, welded and otherwise fashioned by outside suppliers. This situation was partly caused by the railways demanding that parts come from specific suppliers. This reduced employment. Formerly eight men assembled one car truck in a half hour. In modern days, three men assemble a truck from cast and welded components in fifteen minutes.

The first sand blast shop, the last operation before painting, was built from the 1930s. When it was replaced with a more modern one in the 1940s, steel grit replaced sand as the blast medium. Once placed in the blast shop, the cars were removed from their trucks by being air-jacked upwards; the trucks were run out of the blast shop, the cars then grit blasted, the trucks are returned, the cars are lowered on them and the cars go to the paint shop.

Cars were dried at first in the paint shop simply by being exposed to the air. In 1948 heated booths were built, wherein each car could be sprayed and then dried quickly.

Source: Cameron, James. *Industrial History of New Glasgow*, Horton Press, Pictou, 1960

FIRM CONTROL OF ITS MARKETS

"In vertical integration, a firm that first engaged in only one step in the-making and selling of a product might integrate backward to supply its own materials and might also integrate forward into the marketing and distribution of its goods."

Henry Cornelius Klassen
A business history of Alberta
University of Calgary Press 1999

continued on page 112

Maritime Photo Gallery

By Stan J. Smaill
French Version, Michel Lortie

In this issue Stan takes a look back at Maritime railroading primarily in the 1970's. In May 1975, Stan made a 'Maritime Swing' with Philip Mason and captured the best of Atlantic Canada railroading on film! The *Ocean*, the *Scotian*, FPA's, short lines, diesel-hydraulics, and more! All photos by the author unless otherwise credited.

Galerie de photos des Maritimes

Par Stan J. Smaill
Traduction française : Michel Lortie

Dans ce numéro, Stan jette un regard sur les chemins de fer dans les provinces Maritimes au cours de la décennie 1970. Il y a effectué un voyage en compagnie de Fred Mason en mai 1975. Ils ont alors photographié de très belles scènes où l'on peut voir des trains tels le « *Ocean* » et le « *Scotian* », des locomotives FPA, des petites lignes, des locomotives diesel-hydraulique, etc. Toutes les photos sont de l'auteur à moins d'indication contraire.



Credit famous photographer Jim Shaughnessy with this wonderful image from the spring of 1962 as GE 70 tonners 38 and 37 leave Emerald Jct., P.E.I. with CNR M251 heading "up Island" for Tignish. The 37 still sports her original as-delivered paint scheme.

Jim Shaughnessy a réalisé cette magnifique photo printanière en 1962 alors que deux locomotives de 70 tonnes du CN, les Nos 38 et 37, quittent Emerald Junction, Île-du-Prince-Édouard, avec le convoi mixte M251 en direction de Tignish. À noter que la 38 a conservé sa livrée originale.

Two brotherhood men discuss the merits of diesel traction as CNR FA2 9422 looks on at Edmunston, N.B. in the early fifties. Odd numbered FB2 9423 is 9422's running mate. Locomotive 9422 was the last CNR FA to retain the old CNR green and yellow paint scheme. Her horns now adorn Exporail's Porter gas electric switcher No 9. CN photo, Smaill collection



Deux cheminots en conversation devant la FA-2 du CN No 9422 à Edmunston, Nouveau-Brunswick, au début des années 1950. La FB-2 à l'arrière est la No 9423; c'était sa compagne de travail. La FA-2 fut la dernière locomotive de type FA à porter les couleurs vert et jaune du CN. Ses anciennes flûtes ont été posées sur la locomotive de manœuvre No 9 du musée Exporail. Photo CN, collection Smaill.

A late April blizzard in 1975 creates a wintry setting for CNR No 12, the Scotian in the charge of FPA-4 6772 as she approaches Routhierville, Quebec with a vengeance. John Cooper, this one's for you! Stan J. Smaill



Le train No 12 du CN, le « Scotian », avec la locomotive FPA-4 No 6772 en tête, passe devant la gare de Routhierville au Québec pendant une tempête de neige de fin avril. Cette photo est dédiée à John Cooper par Stan J. Smaill.



Tidehead, New Brunswick, just west of the old ICR division point town of Campbellton, finds the "INR Job" accelerating eastward behind RSC13 No. 1706 and three of her sisters in May, 1975. The INR was the old International New Brunswick Railway, which linked the ICR with the state of Maine. Like so many light rail CNR Maritime branch lines that survived well into modern times, the INR required light-weight diesel units for its operation.

Mai 1975. Tidehead, Nouveau-Brunswick, un peu à l'ouest de Campbellton. On peut voir le convoi INR en direction est, tracté par trois locomotives de type RSC13 avec la No 1706 en tête. Le INR est l'ancien chemin de fer International du New-Brunswick qui raccordait le Intercontinental Railway avec l'État américain du Maine, comme beaucoup de petites lignes du CN dans cette région. Le ICR a pu continuer à fonctionner pendant de nombreuses années grâce à des locomotives diesel de type allégé.



On a beautiful May morning in 1975 in Souris, P.E.I, CNR 70 tonner No. 30 “smokes it up” as she and two mates run around their train. The lightweight General Electric 70 tonners were used to dieselize the CNR’s Prince Edward Island territory in 1950. No. 30 survives at Exporail and is presently undergoing a major operating restoration.

Par un beau matin de mai 1975, nous voici à Souris, à l’Île-du-Prince-Édouard. La locomotive No 30 du CN, une GE de 70 tonnes, crache un jet de fumée noire alors que, avec deux de ses compagnes, elle va s’accoupler à l’autre bout de son train. Ces petites 70 tonnes ont converti au diesel les opérations du CN dans l’île. La locomotive No 30 survit toujours au musée Exporail, où elle est en voie de restauration.

Brake shoes grind as CNR FPA-4 6761 slows No 11, the Scotian, to a stop at legendary Springhill Junction, Nova Scotia in early May 1975. The Cumberland Railway and Coal Company connected Parrsboro and Springhill with the CNR main line the outside world until the late nineteen-fifties. A terrible explosion closed the Springhill coal mine for good in 1958. Much of the rail in the yard at Springhill Junction was used to build the upper yard at Exporail / the Canadian Railway Museum in the nineteen-sixties.



Dans un grincement de freins, la FPA-4 du CN No 6761 s’arrête avec le train No 11, le « Scotian », en la légendaire gare de Springhill Junction en Nouvelle-Écosse, au début du mois de mai 1975. À cet endroit, le chemin de fer de la Cumberland Railway and Coal Co. raccorda les villes de Parrsboro et Springhill au monde extérieur jusqu’à la fin des années 1950. Une terrible explosion en 1958 a entraîné la fermeture définitive de la mine. Beaucoup de rails provenant de la défunte cour de triage de Springhill ont été utilisés pour la construction du site d’Exporail, en 1960.

Hauling Cape Breton coal was the main work of the Devco Railway and its predecessor, the Sydney and Louisbourg Railway. With a coal supply readily available, the S&L ran steam until 1961, then dieselized with second hand Alco RS1's from the Minneapolis and St. Louis Railway and the Soo Line. Cape Breton coal is burning in the stove of Devco van no 2 as RS1 No. 300 prepares to leave for Victoria Junction and Lingan from Glace Bay back in May 1975.



Le transport du charbon du Cap-Breton était le principal usage du chemin de fer Devco ainsi que de son prédécesseur, le Sydney & Louisbourg. Ayant accès à une grande quantité de charbon, le S&L utilisa des locomotives vapeur jusqu'en 1961, puis se convertit au diesel avec des locomotives de type RS-1 achetées du Minneapolis and Saint-Louis et du SOO Line. Du charbon du Cap-Breton brûle toujours dans le poêle du fourgon de queue N2 alors que la RS-1 No 300 se prépare à partir de Glace Bay pour Victoria Junction et Lingan, en mai 1975.



By the 1960s, the washer plant for Sydney - Glace Bay coal was located in Sydney Mines. This meant S&L and later Devco coal trains had to operate over the CNR between Sydney and Sydney Mines. As the S&L RS1's did not have multiple unit (MU) control capabilities, a trio of new MLW RS23s handled the heavy washer plant trains. The S&L shop forces at Glace Bay added the MU controls. In this May 1975 view, the washer plant train has arrived at Sydney Mines with Devco 202 in the lead.

Durant les années 1960, l'usine de lavage du charbon pour la région de Sydney Glace Bay était située à Sydney Mines. C'est pourquoi les trains de charbon du S&L devaient emprunter les voies du CN entre ces deux villes. Comme les locomotives de type RS-1 n'avaient pas les raccordements nécessaires pour fonctionner en groupes, ce train était tracté par un trio de locomotives de type RS23 achetées neuves chez MLW. Sur cette photo prise en mai 1975, on voit ce train arrivant à Sydney Mines avec la 202 en tête.



The washer plant train is in the distance as ex-Soo Line RS1 204 prepares to “pull the tipples” at Sydney Mines. A unique feature of the S&L RS1’s was steam locomotive bells mounted on the front end of the units. The S&L / Devco fleet of RS1’s, which was the largest in Canada, was built in the USA by Alco. Montreal Locomotive Works did build RS1’s, but they were exported to Mexico.

La locomotive de type RS-1 No 204, anciennement de la SOO Line, attend dans la cour de Sydney Mines pour amener des wagons à l’aire de déchargement. Toutes les RS-1 du S&L étaient munies d’une ancienne cloche de locomotive à vapeur à l’avant. La flotte de RS-1 du S&L construite aux États-Unis était la plus nombreuse au Canada. Des locomotives de type RS-1 furent construites par MLW à Montréal par Alco, mais elles ont toutes été exportées au Mexique.

Martin Boston is the operator at Grand Narrows on this fine May day in 1975 as CNR RS18 3834 slows the Sydney train for a brief flag stop. Grand Narrows, Iona and Orangedale were all classic wooden stations of ICR heritage. Today, only the Orangedale building survives. It is one of the best railway station restorations in Canada and Martin Boston will greet you should you visit!



Martin Boston est le chef de gare de Grand Narrows en cette belle journée de mai 1975, alors que la RS-18 du CN No 3834 ralentit le train de Sydney pour un arrêt sur demande. Les gares de Grand Narrows, Iona et Orangedale étaient d’une architecture classique liée à l’époque du chemin de fer Intercontinental. Seule celle de Orangedale survit toujours, parfaitement restaurée, et Martin Boston sera heureux de vous y accueillir si vous désirez lui rendre visite.

Train time at Hantsport! The Rockingham turn powered by CP SW1200RS is in the clear at Hantsport for DAR Kentville to Halifax Train No. 4 with RDC 9058 still lettered Dominion Atlantic. The 9058 was one of the two RDC's that replaced conventional passenger equipment on the "Land of Evangeline Route". The GM SW1200RS's were the mainstay DAR diesel motive power and were maintained at Kentville, Nova Scotia.



Nous sommes à Hantsport, Nouvelle-Écosse. La SW1200RS du CP est sur la voie d'évitement pour laisser place au train No. 2. L'automotrice RDC No 9058 porte toujours le nom de Dominion Atlantic Railway. C'est l'une des deux automotrices qui ont remplacé les trains conventionnels sur la fameuse ligne « Land of Evangeline Route ». Les diesel GM SW1200RS du CP, entretenues aux ateliers de Kentville N.-É, étaient les principales locomotives utilisées par le « Dominion Atlantic Railway ».



While Budd RDC's operated on the DAR main line, but the Windsor to Truro branch still hosted a classic mixed train well into the 1970s. Passenger accommodations were usually provided by a heavyweight standard car such as 1303 seen here at Mosherville bound for Truro in May 1975. The ubiquitous wooden CP van is ahead of 1303, but painted in the yellow multi-mark scheme usually reserved for the steel "run-through" cabooses.

Même si les automotrices Budd RDC avaient remplacé les trains de passagers conventionnels sur la ligne principale du DAR, l'embranchement secondaire Windsor-Truro continua à utiliser, et ce jusqu'à la fin des années 1970, un train mixte : les passagers montaient à bord d'un wagon standard, comme le No 1303 que l'on peut voir sur cette photo prise à Mosherville en mai 1975, accouplé derrière un antique fourgon de queue en bois, repeint en jaune avec le nouveau lettrage du CP.



Weymouth, deep in Evangeline country on the Acadian shore sees Yarmouth bound DAR No. 1 arriving from Kentville. Today, this wonderful right of way is gone as are most remnants of the Dominion Atlantic Railway. D10 4-6-0 No. 999 survives in the Exporail collection. At one time, she was painted red and named "Fronsac".

Voici la gare de Weymouth, au cœur du pays d'Évangeline sur la côte acadienne. Le train No 1 du DAR en provenance de Kentville, en direction de Yarmouth, y est à l'arrêt. Aujourd'hui, ce pittoresque chemin de fer n'est plus et il n'en reste que peu de souvenirs, sauf la locomotive à vapeur No 999 préservée au musée Exporail. Il s'agit d'un type D-10 4-6-0 qui fut déjà peint en rouge; il s'appelait alors « Fronsac ».

The Halifax and South Western Railway (H&SW) operated on the south shore from Halifax to Yarmouth and at one time competed with the DAR for boat traffic at Yarmouth bound for the "Boston states". Bridgewater was the operating headquarters for the H&SW well into the CNR era. As late as May 1975, Bridgewater still had full motive power servicing facilities as seen here in this view which features rare RSC24 No. 1801, 1300 series SW1200RS's and, incredibly, two Vanderbilt tenders from retired CNR 4-8-4's. The recycled tenders were used for company water service on gangs and for fire protection.



Le chemin de fer « Halifax & Southwestern » desservait la côte sud de la Nouvelle-Écosse entre Halifax et Yarmouth. Il fut un temps le concurrent du DAR pour le trafic de passagers vers le traversier vers Boston et les États-Unis. La ville de Bridgewater demeura son quartier général même après son intégration au CN. Sur cette photo datant de mai 1975, on peut voir les ateliers d'entretien. Près de la table tournante se trouvent une RSC-24, la No 1801, ainsi que deux RSW1220 de la série 1300 et deux anciens ravitailleurs de type Vanderbilt récupérés sur des locomotives à vapeur de type 4-8-4 hors service. Ces ravitailleurs recyclés servaient au transport de l'eau pour les équipes d'entretien ou pour combattre les feux de brousse.

Highball French Village! The “swift” style order board is “clear” as the Halifax freight approaches French Village on a beautiful Sunday afternoon in May 1975. The old H&SW still had a full telegraph circuit from Halifax to Yarmouth and was often used as a backup wire when the train dispatcher’s telephone circuit was down.



Le signal est au vert pour le train de marchandises en provenance de Yarmouth en direction de Halifax. Il arrive à French Village par ce beau dimanche après-midi du mois de mai 1975. L’ancien chemin de fer H&SW possédait encore son vieux système télégraphique, toujours en bon état, qui était bien pratique quand le téléphone du répartiteur tombait en panne.



A rare one! CNR RSC-24 1800 suns herself outside the Bridgewater engine house anticipating tomorrow’s trip over the Bridgetown branch. Because of light rail on the branch (56LB!), the 1800 series units are the only CNR road diesels permitted on the line. The 1800 once powered a CRHA Apple Blossom Special to Waterloo, Quebec.

Une locomotive rarissime! Cette RSC-24, la No 1800 du CN, se repose près des ateliers d’entretien de Bridgewater avant d’aller, le lendemain, travailler sur l’embranchement de Bridgetown. Les rails très légers (56 lbs) de cet embranchement faisaient que seules les locomotives diesel de la série 1800 pouvaient s’y aventurer. La No 1800 a déjà tracté un train d’excursion de l’ACHF en direction de Waterloo au Québec.



The mighty Saint John river is in the background as CPR RS18 8735 leads freight 983 northward on the CPR Shogomoc Subdivision near Aroostook, N.B. in May 1975. Many times, the Saint John River flooded the railway right of way. In fact, two CPR RS18's sleep out eternity as landfill following a run-off caused by a bad stretch of flooding. Number 8735 was not one of these unlucky units!

Le convoi de marchandises du CP No 983 en direction nord, sur la subdivision Shogomoc, longe la rivière Saint-Jean près de Aroostook, au Nouveau-Brunswick, en mai 1975 avec en tête la No 8735, de type RS-18. La rivière Saint-Jean, visible à l'arrière-plan, a souvent inondé la voie ferrée; deux RS-18 du CP y sont même enterrées à jamais dans un remblai de protection. La 8735 n'est pas l'une de ces malheureuses.

Canadian Pacific Railway HS-5d diesel-hydraulic switcher No. 22 was built by Canadian Locomotive Works in Kingston, Ontario in 1960. Here she reposes in front of the Chipman, N.B. engine house – the famous home base for CPR's trio of A class 4-4-0's, which operated between Chipman and Norton, N.B. on CPR's Woodstock Subdivision. Diesel hydraulics like No. 22 were light enough to cross the flimsy Salmon River bridge in Chipman whose weight limitation guaranteed the survival of the vintage 4-4-0's until 1959!

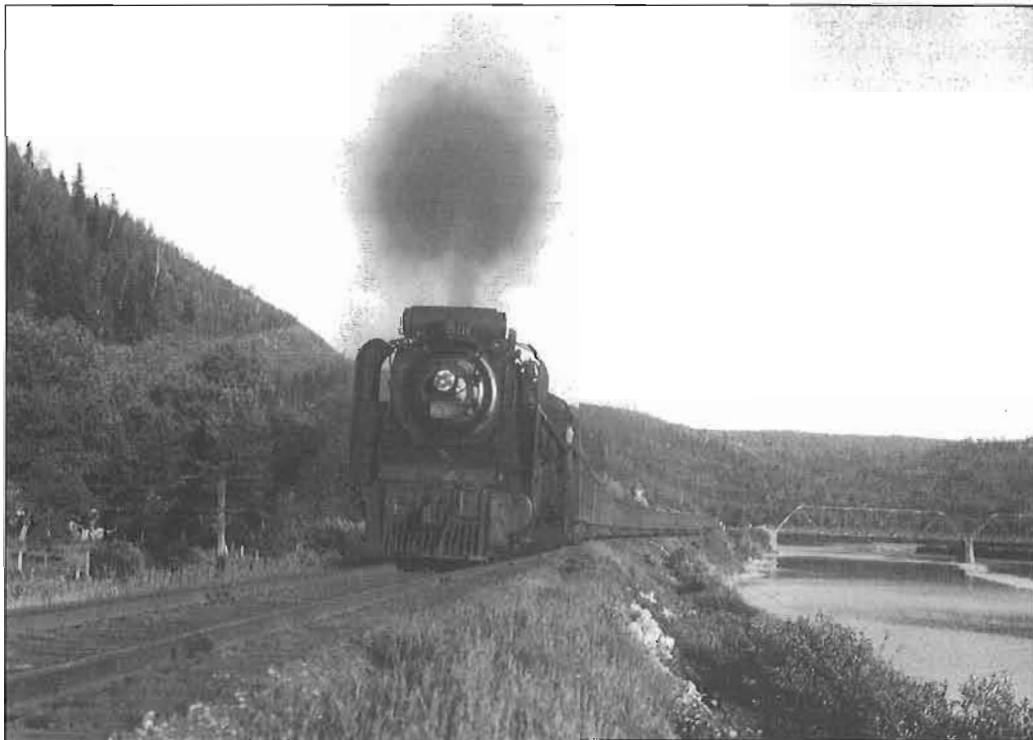


Un autre oiseau rare! La No 22 du CP, une locomotive de manœuvre de type HS-5d diesel hydraulique, construite par la Canadian Locomotive Works de Kingston, Ontario, en 1960. On la voit au repos devant l'atelier d'entretien de Chipman, Nouveau-Brunswick. Cet endroit est légendaire pour avoir abrité trois antiqués locomotives vapeur de type 4-4-0 du CP qui restèrent actives jusqu'en 1959 sur la ligne entre Chipman et Norton de la subdivision Woodstock. Ces petites locomotives étaient les seules assez légères pour traverser le pont de la rivière Salmon à Chipman. Elles furent remplacées par des petites diesel, comme la No 22.

This mystery photo is thought to be at Newcastle, N.B. on what might be the CNR Maritime Express. The Alemite has been administered to the rods and the shop staff are almost finished cleaning the fire on 4-8-4 No. 6227. Soon, the locomotive and her charge will be off. CN photo X33446, Smaill collection.



Cette photo aurait été prise à Newcastle, au Nouveau-Brunswick, et le train serait l'express des Maritimes du CN. La locomotive est de type 4-8-4, la No 6227. On a presque terminé l'entretien et, dans peu de temps, la locomotive s'élancera avec son train. Photo CN X-33446, collection Smaill.



Probably Canada's most beloved and famous 4-8-4 is seen here in the early years of her career running along the Restigouche River near Matapédia with the Halifax bound Ocean Limited in fall 1942. The 6218 was retired in 1971 and now is on public display in Fort Erie, Ontario. CN photo X29019, Smaill collection.

Cette légendaire locomotive à vapeur; probablement la 4-8-4 la plus connue au Canada, longe la rivière Ristigouche près de Matapédia, en tête de l'express « Océan Limitée » en direction de Halifax à l'automne de 1942. La 6218 fut mise à la retraite en 1971 et est maintenant en montre à Fort Érié, en Ontario. Photo CN X29019, collection Smaill.

Eastern Car's early success can be attributed to another factor beyond the business acumen of its executives, for the company was among the first in the region to practice what is today known as "vertical integration."

As a subsidiary of an empire that owned coal mines and steel mills, Eastern Car found itself the sole supplier of rail cars to the Cape Breton mines and was the first large corporation in Atlantic Canada to engage in "backward" integration. This form of corporate strategy came into polar use with the development of the automobile industry, and its benefits and evils have been debated at all levels by academics, capitalists and politicians.

To some the prime evil is that such integration empowers monopolies to expand their control of the marketplace and effectively choke off innovation and competition. To others the benefit is that a vertically integrated business can better control its costs and is not subject to shortages of essential materials arising from labour or production difficulties faced by its suppliers.

The early history of Eastern Car shows that, for better or worse, vertical integration worked, and only when BESCO and DOSCO began to shed their steel and coal mining operations, did the Eastern Car plant have to start relying upon contracts from outside sources such as foreign railways and the federal government.

DOSCO's empire included collieries at Stellarton, Glace Bay, Springhill, and Sydney Mines, and three railways; the Cumberland Railway at

Springhill, the Sydney & Louisburg on Cape Breton island, and the Essex Terminal Railway at Walkerville, Ontario giving the Eastern Car Company ready market for any railcars.

A simple illustration of this can be found in the postcards that, for whatever reason (certainly the scenic nature of the subject cannot be among them) were sold and circulated throughout the region in the early 1900s. Industrial themes appear to have been very popular in the postcard industry in the first part of the Twentieth Century, panoramas of factories and quarries were almost as frequent as scenic vistas and imposing architecture. Such was the case for the postcard shown here, depicting the Nova Scotia Steel and Coal Company's winning pit (later called the Princess Colliery) and coke ovens at Sydney Mines.

The photograph is stark in its presentation, hundreds of coal cars lined up on dozens of tracks ready to receive coal from the pithead prior to transport to either the marine loading docks or markets inland, and delivering coal from the other colliers to the coking oven. Most of these cars were made by Eastern Car, and for as long as the coal and steel industries of Cape Breton thrived, Eastern Car would have a ready-made customer, even if it was merely a sister industry.

Critics of vertical integration have pointed to the control it allows corporations to exert over the local economy, but this surely mattered little to the employees at Trenton, who were taking home handsome paycheques almost from the day Nova Scotia Steel and Coal began its operations.

DOSCO established Trenton Industries Limited in October 1941 as a subsidiary in the planing mill of the wood shop of the car works. The facility, measuring 550 feet by 90 feet, was outfitted with the machine shop equipment financed by the Dominion government. During the war years, Trenton Industries manufactured four inch guns for the Royal Navy. After the war, the plant turned out mining equipment, metal stamping presses, and bottle washers.

Eastern Car secured foreign orders for rail cars from the Soviet and Belgium governments. Fifteen hundred flat cars were built for Russia late in war under

the terms of the Allied Lend-Lease Plan. When the war ended, Russia refused to accept the cars. They were stored in the plant yard for several years. A few wound up as road bridges in Prince Edward Island, others were sold to Argentina and some were sold to DOSCO for use on its railways at Springhill, Trenton and Cape Breton Island.

The Belgian order had a much happier history with the 1,200 gondolas being delivered in 1946. Change, however, was in the air. DOSCO had closed the Trenton steel works' rolling mill in 1943 and the bolt shop was shuttered after the war in order to concentrate work at its steel plant in Sydney.



For years, Thomas Cantley was the driving force behind the success of what would become the Trenton railcar works. He was rewarded for his work in the First World War with a seat in the Canadian senate. Jay Underwood collection.

THE HERO OF THE WORKS

It is more often than not a mark of honour for a businessman to earn the soubriquet as a "captain" of industry, but rarely does one deserve the title of "hero."

Such a man was New

Glasgow, NS-born Thomas Cantley, who rose through the ranks of the steel industry to become president and general manager of Eastern Car Works in the First World War.

The New Glasgow

Eastern Chronicle of March 1, 1945 eulogized the executive on his passing:

“New Glasgow lost its Number One citizen on Saturday, when Hon. Senator Thomas Cantley, died at the age of eighty-eight years. He was born in this town and here spent all his home years. From his early days he was a factor in the life of the town, and while he never aspired to Municipal honours he was more energetic and interested in the civic welfare than many who did.

His whole life was marked by activity and his accomplishments were many and on a major scale. He could well be termed a community builder and looking back down the years you find his impress on many of the chief enterprises that helped create the prosperity that this section enjoyed.

And during his life his unbounded energy marked his career and when he believed he was right he threw himself into the task wholeheartedly.

Our first recollection of Thomas Cantley was as a merchant, when he conducted a tea, crockery, brick and lime business . . . The old advertisements in this paper of that date indicate that it was a business of considerable proportions. Personal merchandising not giving him scope enough for his activities, he joined the staff of the Nova Scotia Steel Company as sales representative and he marketed the product of that industry in Upper Canada in great quantities.

The industry hummed under his salesmanship and on its list of eager customers were particularly the leading manufacturers of agricultural implements. His co-operation with Graham Fraser and especially Simon A. Fraser, the chief engineer enabled the concern to grow to huge proportions.

Mr. Cantley, along with the late R.E. Chambers, shared in acquiring the iron areas at Belle Isle and from then on the future of the industry was on secure footing. On the retirement of Mr. Graham Fraser, Mr. Cantley became the President and General Manager of the Steel company and for several years he was chief moving factor in all the enlargements of that industry.

To him must go the credit for the first manufacture of shells in the First World War. This was a personal triumph and while he became a member of the Shell Committee it was under his direction at Trenton that the first Canadian shells were made and manufactured.

In fact his foresight and initiative marked his activities. It will be recalled that at Trenton during the First War were built the first Canadian steel ships. The young shipbuilder Levy MacMillan came here surcharged with the idea that he could build ships at Trenton that were so badly needed. When he interviewed some of the heads at Trenton, Colonel

Cantley was not at home.

Mr. MacMillan did not get much encouragement. So he took the train for Cape Breton and met Colonel Cantley at Antigonish. On the return trip to New Glasgow he laid his plans before the Colonel, who at once seized with the idea, told MacMillan to go ahead. He made quick decisions and when he did he stood behind them. Seven steel vessels were launched from that yard and they were the handiwork of Nova Scotians.

One thing that distinguished Colonel Cantley was his loyalty to the local workmen. He never in public lost an opportunity to extol the ability of the Pictou County workers as mechanics and men to be depended upon. The men in his employ reciprocated and it is not on record that any strikes or tie-ups featured his operations.

From the start of the Aberdeen Hospital he was one of its most indefatigable supporters and for twenty years president of the Hospital Board, He was a staunch member of the Presbyterian Church and during the days of strife for its continuance, he was one of the outstanding supporters of the Church of his Fathers, and remained so.

Colonel Cantley first entered the political field in 1921 when he contested this County as Conservative candidate but was unsuccessful. He was elected in 1925, 1926 and in 1930 and in 1935 he was appointed to the Senate.

That was an especial tribute to him. For Pictou County already had a Senator, but Prime Minister Bennett of that day deemed that Colonel Cantley was more worthy of the appointment than any of his Nova Scotia supporters, and called him to the Senate. The *Eastern Chronicle*, not a political supporter in tendering its sincere congratulations to the new Senator, declared that it was one of the acts of Premier Bennett deserving of highest commendation. In his political life, Senator Cantley carried no personal animus. He never parted friendship with those who opposed him. He had few as warm friends in Pictou County as the Honourable E.M. Macdonald and James A. Fraser, both of whom opposed him in a federal election, and both reciprocated his friendship. They like the Colonel were to big for trivialities.

As a representative at Ottawa, Colonel Cantley was splendid and had the confidence of all his constituents regardless of their politics. And now passes into revered memory this loyal Pictonian and one who exercised a notable influence upon the place of his birth, which he loved above all other and for which he spent his great talents and energies. The place will know him no more but he will long be kindly remembered...”

The company's fortunes slid despite the economic boom that followed the Second World War. By the mid-1950s, as Canada's railway industry began to lose freight to highway trucking, and passengers to private automobiles, the boom years began to wane.

There were a variety of other influences at work during this period; waning government subsidies, the rise of cheap oil as a fuel, and above all cheaper sources of foreign steel that all took a toll on DOSCO's performance, and pressure on the company to rid itself of subsidiaries in order to improve its profitability.

By 1957 the ownership of Eastern Car and Trenton Industries shifted from DOSCO to A.V. Roe Canada Limited, a branch of the large British aircraft manufacturing company of the same name. A.V. Roe was hoping to diversify from its ill-fated aviation and defence related enterprises (A.V. Roe had been the developer of the Avro Arrow, Canada's state-of-the-art jet interceptor that was summarily cancelled by the government of Prime Minister John Diefenbaker). Shortly after the sale, A.V. Roe closed the car works office and moved the engineer and clerical staff into the old SCOTIA main office at the steel works. Part of the old office building was reopened in 1959.

By the end of the 1950s, Eastern Car had produced 72,800 freight cars, including 9,300 for use in Nova Scotian coal and ore mines. The list of car types produced include ordinary box, auto box, heated box, gondolas, refrigerator, hopper cars, flat, air dump, stock, coke, ore, ballast, hot metal ladle, scale test, snow plough and steel and aluminium pit tubs. Eastern Car first made aluminium cars in 1947 when it built box cars of this material for the Roberval & Saguenay Railway. CN followed with a trial order for five aluminium box cars in 1952. The plant specialized in freight cars and never built a passenger car.

Shortly before acquiring Eastern Car, A.V. Roe had become the owner of another major rail car manufacturer when it acquired the Canada Car & Foundry Company (CC&F). The situation created apprehension in Trenton which was partially resolved when A.V. Roe closed the CC&F's Montreal plant in 1961. The following year, A.V. Roe was absorbed by Hawker Siddeley Canada Inc., the subsidiary of another British conglomerate that dominated the aerospace and shipbuilding industry in the United Kingdom. Eastern Car employees suddenly found themselves in the same fold as their former competitors, as Hawker Siddeley also owned a rail car plant in Thunder Bay. (Despite the several other corporate identities by which the Trenton factory would become known, many in Pictou County today still refer to the site as "Hawker Siddeley".)

1962 also saw the Canada Iron Foundries Limited, which had taken over the Dominion Wheel Foundry in Trenton, close.

Seven years later, in a cycle that was becoming all

too familiar to the employees and the communities that had depended upon the plant for their livelihoods, Eastern Car/Hawker Siddeley found itself changing hands back to Canadian ownership, this time the Sidbec Crown corporation of Quebec. This ownership lasted long enough for the Quebec government to sell all the non-Quebec assets back to Hawker industries!

By this time Pictou County had found other industries on which to rely for its industrial growth, as the French tire manufacturer Michelin and the American Scott Paper company built plants at nearby Granton and Abercrombie Point, and the Trenton factory found itself relying upon a few foreign contracts to build cars for African railways, and projects such as grain cars from the federal government.

It was a hand-to-mouth existence that was relinquished by Hawker Siddeley in 1987 after several strikes, and a year later Montreal-based Lavalin Industries purchased the Trenton facility and changed the name yet again, this time to TrentonWorks.

Some offshore oil developments added to the optimism for Trenton's future, but even this hope was short-lived, as railcar orders continued to decline nationally, Lavalin gave up the business in 1992 obliging the provincial government to take control of the railcar plant, which had survived almost entirely on a contract to build coal cars for the newly developed Westray mine at nearby Plymouth, N.S. The Westray venture came to a tragic end in May of that year, however, when twenty six miners died in an underground explosion that ended Pictou County's ambition to revive its coal mining past.

Three years later Americans again took control of TrentonWorks. Greenbrier Corporation, which purchased the plant, closed it temporarily in what was called a move to "adjust" the manufacturing process to increase production and improve quality.

There was less local optimism associated with the new owner. Greenbrier had already sent several assembly contracts to a Polish subsidiary, noting that wages in that country, newly freed from the Soviet bloc, were much more competitive. The sale of the plant's forge operation to a Texas company (renamed Nova Forge Corp.) in 2004 only heightened suspicion that the end was near.

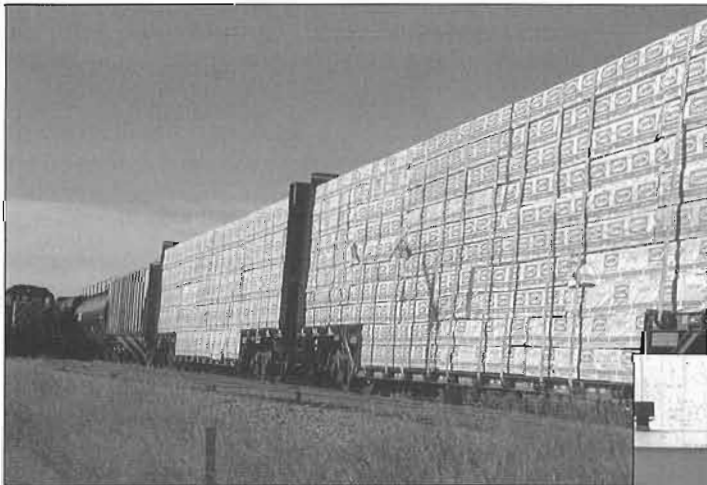
The axe, fell, perhaps finally, on April 4 2007, just weeks after the union had grudgingly accepted a new contract in the wake of a brief strike over wages and job security.

Many residents feel the death of the Trenton railcar plant will mean the death of the local railway. It was one of three Pictou County industries (Michelin Tire and the Neenah kraft mill at Abercrombie are the others) that were seen to be keeping the Cape Breton & Central Nova Scotia Railway in business.

The CBNS had applied to abandon its line from Port Hawkesbury to Sydney — the entire length of Cape Breton Island — in 2006, after losing business from the



Trenton Works produced a wide variety of car types for the railroad industry over its many years in existence. Pictured here are a Devco hopper car; Box cars and a Pool grain hopper car. All four photos Glen Smith.



Two Trenton Works depressed centre lumber cars 'loaded to the gills' caught at Penhold (near Red Deer), Alberta. David Othen.



The Texas-based Nova Forge Company is the only heavy industry still in operation at the former Greenbrier plant in Trenton, Nova Scotia. Andrew Underwood.

decline of the island's steel and coal industries. The future of that track was placed in further doubt when Stora, the Swedish paper producer, threatened to close its plant at Port Hawkesbury in 2006.

The loss of the Trenton works, it is believed, will put additional strain on the Truro-Pictou end of the line. That stretch of railway, built by Sandford Fleming, celebrated its 150th year of operation in 2007, and much of the competition for business along the entire length of the CNBS line has come from the province's plan to twin Highway 104 between New Glasgow and Port Hawkesbury. The road from New Glasgow to Truro is already a twin highway.

In the wake of Greenbrier's announcement local politicians and the union (Local 1231 of the United Steelworkers) talked about new ownership and a diversified product, perhaps leaving the railcar market entirely. MP Peter MacKay and Premier Rodney MacDonald both hinted at defence contracts and offshore oil as holding new opportunities for the beleaguered shops, but critics said that could only happen if the workers

reduced their wage expectations.

Former provincial premier Gerald Regan, who sits on Greenbrier's board of directors, has criticized the union for driving up wage and benefit costs knowing full well the competition they faced from Mexican workers. Reports have indicated a Nova Scotia employee costs Greenbrier more than \$45 an hour in wages and benefits, while someone doing the same job in Mexico costs only \$12 an hour. The blame, however, cannot fall entirely upon the shoulders of employees who have no control over the value of the Canadian dollar at any given time.

The Nova Scotia premier has ruled out a government takeover and Greenbrier has refused more than \$18 million in incentives from both the federal and provincial governments. The plant was placed under receivership in February 2008 after efforts to find a buyer failed.

Given the difficulties the remaining Canadian railcar builders are facing - competition from foreign manufacturers and the increased value of the Canadian dollar - it appears unlikely the Trenton rail car plant will ever produce another railcar.

HISTORY OF THE TRENTON WORKS

1872	Two blacksmiths, Graham Fraser and George Forrest MacKay, form the Hope Iron Works in New Glasgow to make anchors and iron fittings for sailing ships and axles and spikes for railways.	1921	Expands into shipbuilding, producing six steam cargo ships and one sailing ship.
1874	Name changed to Nova Scotia Forge Company	1928	As the era of rapid rail expansion comes to an end, the Nova Scotia Steel and Coal Company merges with Dominion Steel to become the British Empire Steel Corporation (BESCO).
1876	Business is good and Hope Iron begins to produce railway parts.	c. 1939 to 1945	BESCO suffers numerous problems and company dissolves, transferring assets to Dominion Steel and Coal Corp. Ltd. (DOSCO).
1878	Move to new site on East River two miles from New Glasgow in what became Trenton.	1957	Trenton Industries established in part of Eastern Car plant to build naval guns for war effort.
1882	The Nova Scotia Steel Company, the first steel-making plant in Canada, is established on the site, specifically to supply Nova Scotia Forge.	1961	A.V. Roe Canada Ltd. acquires controlling interest in Dominion Steel and Coal.
1883	First steel in Canada produced at Trenton using open-hearth furnace.	1962	Dominion Wheel Foundry closes.
1888	Merger of Nova Scotia Steel Company and Nova Scotia Forge to create Nova Scotia Steel and Forge Company	1968	Hawker Siddeley acquires A.V. Roe.
1890	New Glasgow Iron, Coal and Railway Company incorporated	1988	Hawker Siddeley plans to close steel mill and coal mines in Sydney. Government steps in and nationalizes them as Devco and Sydney Steel Corp. (Sysco). Hawker Siddeley sells DOSCO assets, including Trenton site, to Sidbec, a Quebec government Crown corporation, which then sells non-Quebec assets to Hawker Industries.
1895	Nova Scotia Steel merges with Sidney Mines to become the Nova Scotia Steel and Coal Company.	1988	Hawker sells Trenton to Lavalin Group.
1900	Nova Scotia Steel and Coal Company acquires the New Glasgow Iron, Coal and Railway Company and is renamed Nova Scotia Steel Company.	1991-1992	Lavalin experiences financial difficulties. Nova Scotia government takes over Trenton Industries.
1901	Nova Scotia Steel acquires Sydney mines from General Mining Company	1995	Greenbrier Companies, largest manufacturer of railroad freight cars in North America, buys Trenton Industries from the government and renames it TrentonWorks. Plant closes temporarily as new owner "adjusts" manufacturing process to increase production and improve quality.
1910	Nova Scotia Steel Company reorganized as Nova Scotia Steel and Coal Company Limited	2004	Greenbrier sells forge subsidiary to a Texas company that renames it Nova Forge Corp.
1912	Two rolling mills added and heavy forgings produced.	2007	Greenbrier closes the plant
1913	The company forms the massive Eastern Car Company at a site adjacent to the forge to manufacture railroad cars.		
1914 to 1918	Eastern Car starts production. Dominion Steel Corporation establishes a cast-iron railway wheel foundry company, Dominion Wheel Foundry, adjacent to the site. Adds a bolt and rivet factory.		

Sources: Greenbrier Companies, Wikipedia, Canadian Dictionary of Biography and Industrial History of New Glasgow

A loaded flat car blocks the east gate at what was once the thriving Trenton, Nova Scotia railcar plant, which has now ceased operation after more than 125 years. Andrew Underwood.



THE “ENRON EFFECT”

Everyone in North America has come to accept “Enron” as a euphemism for everything that is wrong and unethical about the way private enterprise conducted its affairs in the stock exchange bubble that was a hallmark of the years of the Clinton administration in the United States.

The accounting frauds that were so prevalent in the Texas based electricity, natural gas, pulp and paper, and communications company prior to its application for bankruptcy protection in 2001 (enriching its top executives and ruining the pension savings of thousands of small investors), led to as many as 30 Enron executives being charged and convicted, while president Ken Lay escaped prison only by virtue of an untimely death.

The reaction from the US government was swift, in the passage of the Sarbanes Oxley Act that imposes strict regulations on corporate accounting, and because of which more than 250 U.S. public companies had to restate their accounts in 2002, up from 92 five years earlier.

This reaction may have helped clean up the tarnished image of American business, but it has had a negative effect that came as a surprise to the Canadian Railroad Historical Association (CRHA) and the Nova Scotia Railway Heritage Society (NSRHS).

Both groups had been co operating in the wake of the announcement by Greenbrier Companies that the former Eastern Car/Hawker Siddeley plant at Trenton, Pictou County Nova Scotia was closing for good after more than 120 years of manufacturing rail cars.

As the result of several requests for donations of material, from both the CRHA and NSRHS, and others the company approached the Nova Scotia Museum of Industry in nearby Stellarton to assess the holdings that

remained in Trenton, and determine which archives might find room for them.

Previous Greenbrier records had been donated to the Dalhousie University Archives, but that was before Enron.

Both railway history societies have now been advised that Greenbrier, as with many other U.S. corporations, have begun destroying records older than the eight years required by federal legislation.

American companies are audited to ensure compliance with this rule, and the benefit to them is that far less space is now required for the storage of material that might otherwise be considered surplus to their needs.

The backlash may be that archives in both the U.S. and Canada will find their sources of material drying up rapidly unless they establish programs of constant communication with target industries, like railway companies.

This will allow the archives and historical societies to set up a means by which to assess what material is worth preserving for the sake of railroad history and what items can be safely sent to the corporate shredders.

This experience should serve as a warning to all Canadian railway museums to improve their channels of communication with railway industries in their areas, in case Canadian companies that are subsidiaries of American firms follow the same practice.

Jay Underwood, president of the Nova Scotia Railway Heritage Society, began his career as a journalist with the New Glasgow Evening News in 1979, and covered the Trenton railcar plant extensively, with friends who worked in the shops. He now resides in Elmsdale NS, and writes about Nova Scotia railway history.



CN's Contribution to the BC 150 Celebration

CN announced the creation of the CN Community Celebration Fund in support of BC150 celebrations. The \$150,000 fund will support community-based initiatives celebrating 150 years of the founding of the Crown Colony of British Columbia in 1858.

Communities throughout BC are planning events that showcase the province's cultural diversity, rich history and significant achievements. The CN Community Celebration Fund will provide assistance to those communities along CN's rail corridor. "CN is pleased to offer its support to local communities as BC celebrates this important milestone," said Jim Vena, senior vice-president Western Region. "Our own connection with BC dates back over 100 years and the CN Community Celebration Fund demonstrates our commitment to the communities through which we pass, and where many of our employees live and work."

One of the major projects CN's Community Celebration Fund will sponsor is RiverMania which involves a fleet of boats leaving Prince George on August 24th, and traveling down the mighty Fraser, arriving in Steveston on September 28th. Communities along the Fraser River route are already planning a number of events to mark the fleet's passage. The CN Community Celebration Fund has set aside \$50,000 to support RiverMania through this vital trade route, much of it shared with CN.

The remaining \$100,000 will be directed to other BC communities, not along the RiverMania route, but along other CN corridors. In all cases, community donations will range from \$2,000 to \$5,000, based on the size of the community. In addition to the CN Community Celebration Fund, CN donated \$100,000 to partner with the Historica Foundation and others sponsors to publish and distribute 200,000 calendars to high school students.

BUSINESS CAR

May - June, 2008

By John Godfrey

The 2008 calendar chronicles the history of the province with captivating photos, quotes, events, pop culture, and great moments in the province's history.

With so much to celebrate this year, CN hails BC for its immense progress and looks forward to helping create a vibrant economy and an even brighter future. For the CN Community Celebration Fund criteria and the application form, please contact the community fund office at 604-638-7455. The deadline for submitting applications is March 17, 2008.

CN investments strengthen national rail network

Hunter Harrison, president and CEO of CN, said the company's investments in recent acquisitions, continued infrastructure improvements and new locomotives strengthen Canada's domestic rail network and bolsters its position in the international market place. Harrison said: "CN's purchase of regional railways in Alberta and our commitment to upgrade these railways, our substantial investments in network capacity and new locomotive acquisitions, along with the investments to support global trade at the Port of Prince Rupert and inland at Prince George, BC, are significant for the economy of Canada.

"We are protecting and ensuring the sustainability of rail service to resource industries in Alberta and investing in plant and equipment to provide quality rail infrastructure and service to all Canadian shippers. CN's investments are strengthening the Canadian rail network and helping to support the competitiveness of Canadian industry in North American and global markets."

CN has targeted its significant investments on the following additions and improvements to its rail infrastructure: In December 2007, the company announced the \$25-million acquisition of the Athabasca Northern Railway and plans to rehabilitate ANY's rail line for \$135M over three years; CN in 2006 purchased the Mackenzie Northern Railway and Lakeland & Waterways Railway for \$26M and the Savage Alberta Railway for \$25M. The company spent more than \$60M

upgrading the three railways in 2006 and 2007, and will spend another \$26M on further upgrades to the properties in 2008; and, CN invested almost \$300M in Canada during 2003-2007 to extend sidings for more efficient train operations, to increase network train speeds and to improve the fluidity of yards and terminals.

CN's extended siding program includes longer passing tracks on the company's BC North Line to the Port of Prince Rupert, home of a new international container terminal that opened in October 2007. As part of its Rupert investments, CN committed approximately \$100M to the acquisition of new locomotives to handle the container traffic between the port and the principal centres of Canada and the US Midwest. (Market Wire)

CN plans to buy new cars for former DM&IR lines

Canadian National has reportedly notified its unions that it plans to purchase 850 100-ton-capacity ore cars for delivery over the next five years. The cars will be used on the former Duluth, Missabe & Iron Range Railway lines in northern Minnesota. The contract is for \$85 million, or \$100,000 per car, with the first batch of cars

due to arrive in June 2008.

Even before CN purchased the Missabe Road in May 2004, the railroad had studied and tested new cars to replace its aging fleet of ore jennies. The newest ore cars on the railroad were built in 1957 and were once pulled by Missabe's famous "Yellowstone" 2-8-8-4 steam locomotives. Although not confirmed, the new cars may come equipped with electronically controlled pneumatic brakes.

CN is continuing to replace former DM&IR motive power with ex-Illinois Central SD40-3s, of which five have already been put in service. At this writing there are 25 former Missabe diesels still in operation, with 16 of those still in maroon paint. CN plans to retain 10 former DM&IR SD40-3s, rebuilt from ex-Southern Pacific SD45T-2 "tunnel motors" in the mid-1990s, but nine of those have already been repainted in CN colors. All of the ex-Missabe SD38 and SD-Ms (rebuilt SD9s and SD18s) will be retired. (Trains Newswire)

New inland container terminal in Prince George makes first shipments

First Vessel, Cosco Antwerp, on the berth, Nov 1, 2007. Cosco operates the "Pacific Northwest Service - South Loop" in conjunction with their partners K Line, Yang Ming and Hanjin Shipping to form the "CKYH Alliance" operating globally. So far only Cosco and Hanjin are using the Prince Rupert facility although Yang Ming is expected to start in 2008. Port of Prince Rupert.



Aerial view of the City of Prince Rupert. Fairview Container Terminal can be seen in the background (across from the islands). Port of Prince Rupert.



First container train leaving Prince Rupert November 1, 2007. CN Rail.



Further view of the terminal on November 1, 2007. First vessel Cosco Antwerp, 5500 TEU vessel owned by China Ocean Shipping Company, on the berth. CN Rail.

The BID Group became the first major user of CN's intermodal transload facility - commonly called an inland port - in Prince George. The BID Group employs 250 people at Del-Tech Manufacturing in Prince George and Nechako Mechanical. BID Group co-owner Brian Fehr said the inland port allowed the companies to win a \$4 million forestry equipment contract in Russia. "We've got 60 of 100 containers through," Fehr said. "It's \$300,000 we saved in freight. Three-hundred-thousand dollars in this market is a big deal.

The difference between making money on the project and not making money on the project was the freight." The equipment is loaded into containers in Prince George and sent east to Montreal to go to Russia by sea, he said. Without container stuffing capacity in Prince George, the equipment would have had to go to Vancouver to be loaded, he said. "We're bidding on more work in Russia. This puts us into Europe or anywhere," he said. "It's a huge difference that we can ship these containers out of CN.

This is the first example of manufacturing jobs going into containers." With the forestry sector in Canada struggling, being able to bid on offshore projects will keep

the company working, he said. Fehr said he was quite skeptical about the benefits of the intermodal container facility when he first heard about it, but now he's a believer.

CN director of intermodal operations Alistair Duncan said the intermodal facility in Prince George was primarily built to service westbound traffic going to Prince Rupert. However, they were able to arrange a pick up in Prince George on their eastbound trains. "This was our first client for eastbound work. We've done a few loads from Lakeland (Mills) and Carrier (Lumber) sending wood products to Prince Rupert," Duncan said. "We weren't quite ready when it happened. (But) in a year we should be doing everything."

Currently CN is running two trains a week between Prince Rupert and Prince George, he said, but that will increase as the volume of goods coming to Prince Rupert's port increases. Initiatives Prince George economic development director Kathie Scouten said Del-Tech's project is the beginning of Prince George's potential as a manufacturing centre. "This is a real, living example of the expectations we've been putting out there." (Prince George Free Press)

CN budgets more than \$1 billion for Maintenance-Of-Way in '08

As part of a 2008 capital expenditure budget of \$1.5 billion, Canadian National plans to spend about \$1.1 billion on maintenance-of-way in eastern and western Canada, and its U.S. southern region.

CN has budgeted \$430 million for western Canada projects, such as rail, tie and bridge replacements and improvements. CN also will extend sidings and improve terminals, including the new Port of Prince Rupert container terminal, and upgrade the recently acquired Athabasca Northern Railway.

In addition, CN has budgeted \$300 million for eastern Canada projects, such as the continuing reconfiguration of MacMillan Yard north of Toronto, and \$300 million for U.S. projects, including rail, tie and bridge work. The railroad plans to complete a multi-year, \$100-million upgrade to Johnston Yard in Memphis, Tenn., improve other U.S. terminals and build and extend sidings.

The 2008 capital spending program excludes the \$100 million CN plans to spend to upgrade the Elgin, Joliet & Eastern Railway. The railroad will begin the upgrades later this year if the Surface Transportation Board approves its "J" acquisition deal. However, the program does include \$250 million for improvements to facilities, including transload and distribution centers, and information technology upgrades.

To improve day-to-day rail inspections and boost all maintenance programs, CN expects to roll out of the first phase of a "Precision Engineering" program, which features a mobile computer system to help manage engineering processes more efficiently, reduce trackwork-related train delays, and increase material and equipment utilization. (Progressive Railroading On-Line)



**CANADIAN
PACIFIC
RAILWAY**

Steam train to help celebrate B.C.'s 150th birthday

A refurbished steam train will travel along the Canadian Pacific route during June as part of the year-long celebration of B.C.'s 150th anniversary, the provincial government announced in a press release recently. Information about the tour is still being finalized and will be announced later this year. The tour is co-sponsored by Canadian Pacific, which will operate, staff and maintain the train.

The Canadian Pacific BC Spirit of 150 Train includes the vintage Empress 2816 steam locomotive and support cars, two vintage passenger coaches, a vintage business car, a heritage baggage car converted into a

travelling museum and a vintage stage car. Visitors can view historic displays, watch a stage show and interact with costumed performers depicting some of B.C.'s most entertaining and notorious historical figures.

The locomotive is a vintage CP 2816 Empress. Built by Montreal Locomotive Works in December 1930, it's a class H1b Hudson-type steam locomotive. It is now the only surviving H1b Hudson and is one of only a handful of preserved and operating Canadian Pacific steam locomotives in North America.

Initially, the locomotive ran westward out of Winnipeg to Calgary and eastward to Fort William, Ontario (now part of Thunder Bay). Locomotive 2816 then moved into service on the Windsor-to-Quebec City corridor. Its last assignment was at the front of a Montreal-Rigaud commuter train, making its final revenue run on May 26, 1960. It logged more than two million miles before being retired. Rebuilding began in 1998 and restoration was completed in 2002. (Vancouver Sun)

CPR, Consolidated Fastfrate extend intermodal partnership pact

Canadian Pacific Railway and trucking firm Consolidated Fastfrate (CFF) recently reached a \$500 million agreement to extend their intermodal partnership contract another 10 years. Partners since 1966, CPR and CFF offer less-than-truckload shippers the combination of long-haul rail and dock-to-dock transportation services. CFF also provides freight consolidation, deconsolidation, warehousing and trans-shipping services. Under their co-location program, CFF builds all its transportation centers adjacent to CPR intermodal terminals to gain service efficiencies and reduce operating costs.

"Over the past 40 years, we have seen the incredible growth and development of the intermodal industry, from a minor mode of transportation to a multi-billion-dollar global business," said CPR President and Chief Executive Officer Fred Green in a prepared statement. "With this 10-year extension to our agreement, and continued strong global demand for our services, there are great growth opportunities for both CFF and CPR." (Progressive Railroading On-line)

USDA backs Canadian railway takeover of US rails of DM&E

A takeover of a US railway by CP has been given the blessing of the US Agriculture Department. The USDA recently filed comments with the US Surface Transportation Board supporting the takeover of the Dakota, Minnesota, and Eastern Railway. CP said last fall it was buying the railway and its subsidiaries for US\$1.48 billion. The purchase gives CP access to lucrative agricultural transportation markets through the US Corn

Belt and to coal markets in the Powder River Basin in Wyoming.

CP is also eyeing the potential growth in the region's ethanol industry. Total annual ethanol production capacity on the DM&E could hit one billion gallons and this requires the presence of reliable rail transportation. "The CP purchase of the DM&E system is expected to provide access to additional markets, more efficient single line service for some shipments, and the financial resources needed to improve DM&E lines," the USDA said in its analysis of the proposed takeover. The USDA said agriculture producers in the US will benefit from the Canadian takeover by providing two railroad competition in states like South Dakota and northern Iowa. The USDA noted that many farm groups in the US support the merger because it offers a lot of benefits for farmers. (Ontario Farmer)



Via to upgrade 98 cars

\$692 million. Phase 2 tenders part of rail operator's modernization plan

Via Rail is forging ahead with Phase 2 of its \$692-million federally funded modernization program by seeking tenders for the upgrade of its 98 LRC-type passenger cars used mainly in the Quebec City-Windsor corridor. North American car specialists, including Bombardier Inc. and French-controlled Alstom Canada, can bid. The four-year contract will be worth about \$100 million, industry sources estimated. The cars are 25 years old and make up almost 25 per cent of Via's total fleet of 430 cars.

Phase One, a \$101-million contract to rebuild the F-40 locomotive fleet, was awarded in December to Global Railway Industries Ltd.'s Lachine plant. Another \$200 million will go to improve trackage, signalling and other infrastructure while the rest will support Via's operations until the program's benefits kick in. The LRC cars will get new electrical, heating and air-conditioning systems and interiors. As well, they will use less energy and pollute less, CEO Paul Côté told the Canadian Club of Montreal. "When the job's done in 2013, they'll be more reliable and meet modern comfort standards. Corridor ridership capacity will be up 32 per cent over 2007."

The \$692-million program will let Via run its fleet more efficiently and provide more frequent service without adding new equipment, he said. "Rail offers the smartest and safest intercity travel alternative, as the Christmas storms proved." Côté was reticent about the corridor's long-promised high-speed train, while welcoming another new study by the federal, Ontario and Quebec governments. "Rail's potential has never been higher and we want to exploit it," he said. Setting up the

high-speed link as a separate public-private partnership "is one of many solutions being weighed," he added.

He also said Via is talking again with Canadian National Railway Co., owner of most of the trackage it uses. Historically, they have quarreled bitterly over rent and freight train priorities. Côté insists the benefits of Via's heavy investment must translate into better passenger train punctuality and more frequent service. "It's a big challenge because CN's top priority is moving freight - that's what affects CN's stock, profit and sometimes bonuses."

He said expanding rail is a cost-effective way of improving the country's transportation system. Two rail lines can move 13 per cent more people an hour than six lanes of highway, using 40 per cent of the space, and other modes become less congested.

The five-year, \$692-million investment program is over and above Ottawa's annual subsidy. In 2006, Ottawa covered Via's deficit of almost \$200 million. The 2007 accounts will be tabled early in April. (© The Gazette)

Railways studying passenger train to Sherbrooke

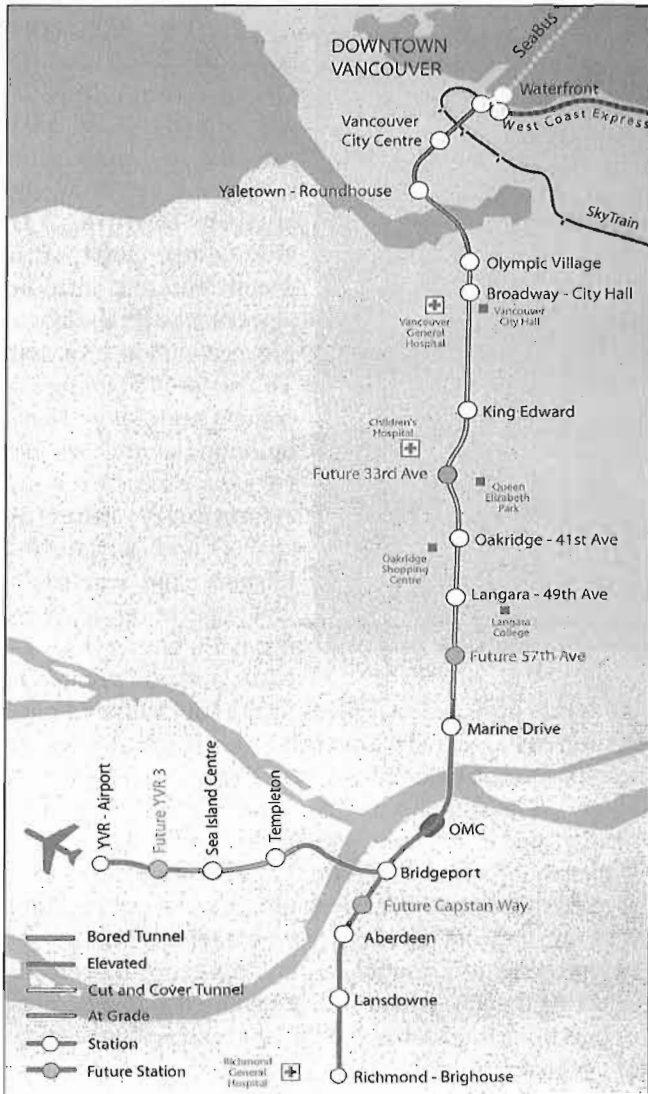
Montrealers may one day again be able to jump on a train to visit the Eastern Townships on a picturesque route running through Farnham, Bromont and Magog before arriving in Sherbrooke. Within weeks, Via Rail and the Montreal, Maine & Atlantic Railway are to issue a preliminary study of a Montreal-Sherbrooke train, a proposal put forward by Brome-Missisquoi MP Christian Ouellet and 27 municipalities in the Townships.

Proponents say the train would reduce the number of cars on Quebec highways, improve the quality of life for students and workers who commute along the route, and boost tourism in the region. Most of the tracks haven't carried passenger traffic since Via Rail stopped using the route in the late 1970s. Montreal-Sherbrooke service continued until 1994, using a different route that went through St. Hyacinthe. The study will estimate the cost of upgrading the infrastructure so that a passenger train could travel at up to 110 kilometres an hour, said Dale Williams, VP for market development at the Montreal, Maine & Atlantic Railway, which owns most of the tracks. (Montreal Gazette)

TRANSIT

Major part of Canada Line completed in BC

The Canada Line rapid transit project that will run mostly underground between the Vancouver waterfront and the airport reached a major milestone recently when a tunnel boring machine broke through the ground into the future site of the Waterfront Station. The breakthrough by the massive, 440-tonne tunnel boring machine was marked by a ceremony attended by BC Premier Gordon Campbell, several Canada Line officials



and the workers who have been on the project. "This will shape the city for the long-term future and it helps open our doorway to the rest of the world and show them what we can do," said Campbell, who handed medals to each worker after the tunnel crashed through the last obstacle.

The premier said the project was on budget and "ahead of schedule, so every time you're ahead of schedule you're in better shape for the long term." But the project also has caused considerable controversy for the section that runs underground along Cambie Street, east of the downtown, because it has disrupted many businesses. Some business owners have said they have been ruined, but the BC government has offered no compensation. "You can't do a major transportation project without some disruption," said Campbell. "It doesn't matter whether it's a major road improvement, a major transportation improvement, there are going to be some disruptions." The Canada Line system will run, completely separated from traffic, between the Waterfront Centre on Burrard Inlet near downtown Vancouver to the Vancouver International Airport in Richmond.

It will have 16 stations, two bridges, and approximately 19 kilometres of tunnel. The line is expected to be in operation in 2009. The tunnel boring machine that has been used on the Canada Line project is used for deep tunnels where there are man-made obstructions above the tunnel that prevent construction from the surface. The machine bore twin 2.5 km tunnels at a rate of about 10 metres a day and was used to tunnel under False Creek and under buildings in the downtown core. Canada Line is a \$1.9-billion expansion of Vancouver's SkyTrain elevated rapid-transit system. (Canadian Press and Ian Smith PCD)

HERITAGE

Wakefield Steam Train for sale

A week after a landslide temporary shut down the Hull-Chelsea-Wakefield Steam Train, the owner of the West Quebec tourist attraction has put the train up for sale. Media reports say train owner Jean Gauthier no longer has confidence in the municipally-owned company that owns the railway.

Mr. Gauthier had been attempting to renegotiate the contract with the municipalities of Gatineau, Chelsea and La Peche, which jointly own the railway. A reported 11th-hour meeting between Mr. Gauthier and several Outaouais provincial politicians was unable to solve the impasse. A company spokesperson was quoted as saying the decision to put the train up for sale means the train is unlikely to carry any more tourists this season.

To date, the train has carried more than half a million riders and made more than 2,000 trips along the Gatineau River, according to the company's website. (Ottawa Business Journal)

Mimico Station Restoration

In the mid-nineteenth century, the railway started spreading through south central and south





western Ontario and was instrumental in establishing settlements in those regions. On December 3, 1855, the Hamilton and Toronto Railway (HTR) opened a station west of Toronto, just east of today's Royal York Road. A village grew up around the railway station, and what would become the town of Mimico was born.

In the late 1880s, the HTR merged with the Great Western Railway, which subsequently merged with the Grand Trunk Railway (GTR). In 1906, the GTR opened its Mimico Yards not far west of the original Mimico Station, and for many years these yards were the main freight terminal for Toronto. In 1916, the GTR built a third Mimico Station building, near Church Street, now Royal York Road.

Another merger took place in 1923, when the GTR became part of the Canadian National Railway (CN). In the late 1960s, Canadian National stopped using Mimico Station as a passenger terminal. GO Transit, a railway system bringing commuters into Toronto, constructed a new small Mimico GO Station to the east of the 1916 building and Royal York Road. The 1916 building was used for some years to provide sleeping quarters for workers on the railway line, but eventually it fell into disuse and disrepair.

Although the Historic Sites and Monuments Board of Canada, in 1991, suggested that the station would be Mimico Station: The 1916 Building in 1960 appropriate for designation as a national historic site, the property remained abandoned until it was sold in 2001. The new owner advised the City of Toronto of plans to demolish the building, and the City indicated its intention to designate the building. In June 2004 a Request for Proposals (RFP) was issued for the relocation (preferably to Coronation Park across Judson Street), restoration, and adaptive reuse of the building.

The Mimico Station Community Organization (MSCO) was formed in April 2004, with the sole purpose of saving and restoring the station building. In November 2004, this group entered into an agreement with the city to proceed with its proposal. The restored building will contain a railway and local museum, an archives and research room, community meeting space, and a catering kitchen. You can see a videotape of this move on YouTube. Go to www.youtube.com. On

the home page, select Videos at the top. Enter Mimico Station in the search bar and click on Search. At the left, select Mimico Station Move, May 2005.

The station was first moved, in May 2005, to a nearby piece of land owned by the City's Works Department, where some repairs and improvements were made to the condition of the building and it was provided with a waterproof covering for the winter. Then began the long process of arranging a 20-year licence agreement, selecting the permanent site, obtaining building permits, undertaking fund-raising events, and achieving the status of a registered charitable organization—and maintaining the building in reasonable condition.

Finally, with all the agreements and permits in place, the Mimico Station was moved, on November 25, 2007, to its final location across the road in Coronation Park, at the corner of Royal York Road and Judson Street. The location is less than a hundred yards from its original site, and quite visible from passing trains. Extensive exterior and interior restoration is still needed. Plans have been made, and the project is a work in progress.

Today Mimico Station sits proudly on its new solid foundation, where it surveys both the community and the passing parade on the rails. For updates on the project and to make a donation, please visit www.mimicostation.ca.

(Carol Fordyce, MSCO)

Wig-wags going soon on old CASO line

The days are numbered for the last two remaining old-style wig-wags in Ontario, which are located just east of Tilbury. The wig-wags, which feature round, flashing stop signs that swing out when a train is passing, were installed between 1910 and 1940, said

Transport Canada spokeswoman Tina Bouchard. "So we're talking about pretty old

Technology, almost a 100 years old in some cases," she said. These working wig-wags are located on Morris Line and Gleeson Line, east of Tilbury. Bouchard said they will likely be replaced sometime in 2009 as part of Transport Canada's grade crossing improvement program. She noted the federal agency has been in talks with CN, which owns the rail line the wig-wags are on, and the Municipality of Chatham-Kent about replacing the wig-wags. CN spokesman Frank Binder said the wig-wags are "definitely unique to us," adding the managers don't know of any others in the system. Binder said Transport Canada wants to standardize the crossings so people are used to seeing the same thing. He noted that although the old-style wig-wags are not standard crossings, they are safe. (Chatham Daily News)

Trestles will re-open in June

The provincial government will pony up \$10,000 for a celebration to mark the re-opening of the Myra Canyon Trestles in British Columbia. In all, 12 wooden trestles were destroyed and two steel structures damaged during the Okanagan Mountain Park Fire of 2003. Myra Canyon Trestle Restoration Society Chair, Ken Campbell, says a day long celebration is being planned for June to mark the re-opening of the trestles and to honour the volunteers that have made it happen.

"There has been a lot of public interest in this project and residents are anxious for the re-opening," says Campbell. The price tag for the reconstruction was \$13.5 million.

The funding, announced by Kelowna-Lake Country MLA, Al Horning, was made possible through a Community Celebrations grant. "Our government is happy to support its re-opening as a part of the BC150 celebrations, showcasing the community's pride and hard work that has gone into restoring this unique and vital part of the Okanagan," says Horning. A firm date has not been announced for the re-opening of the trestles.

(Kelowna Capital News)

The mighty Kinsol Trestle on Vancouver Island on track for restoration

The Kinsol Trestle, the Commonwealth's tallest wood bridge according to rail historians, is on track for a \$5.6-million facelift now that \$4.1M in provincial funding is available. "The goal would be to get going this year," said Jack Peake, chair of the Cowichan Valley Regional District. The trestle, accessible but impossible to cross, is at the south end of the Cowichan Valley, northwest of Victoria. Peake, also mayor of Lake Cowichan, said a group of Cowichan Valley residents plans to raise the remaining \$1.5M needed to restore the Kinsol.

Wood suppliers and tradespeople have also indicated they would provide free material and labour. The 88-year-old Kinsol Trestle, lauded for its scale and complexity, hasn't been used since 1979, when CN's Cowichan line was decommissioned. When writer and historian Tom Paterson heard in 2006 that the Ministry of Transportation, which owns the bridge, was going to tear it down, he and others rallied to save it. The \$1.6M the province was going to spend to dismantle the bridge is part of the \$4.1M that can now be used to restore the



Canadian National No. 1000 and five cars was the last train over the Kinsol Trestle on June 20, 1979. The trestle was located at mile 51.1 on the Cowichan Subdivision on Vancouver Island. Dave Wilkie collection, West Coast Railway Association Archives.

Kinsol, Peake said. Another \$1.5M was approved last year to restore the bridge. A further \$1M is forthcoming as part of a \$1.7M grant to upgrade the Trans-Canada Trail.

Once the Kinsol Trestle can be crossed by pedestrians, equestrians and cyclists, it will eliminate the need for a detour on the trail. Once the Kinsol is restored, Peake predicts it will cost about \$50,000 annually to maintain. (Globe and Mail)

Heritage buffs fear sale of abandoned railway station in Kingston

Local heritage proponents fear Kingston, ON, is on the brink of losing a civic landmark. "It's at the crisis stage," local historian Peter Hennessy said yesterday, reacting to news that CN is in discussions to sell the Outer Station on Montreal Street. Hennessy has been tracking local efforts to see the 148-year-old limestone station turned into a model train museum or other tourism destination. He fears such plans could be dashed if the property is sold to private interests.

Hennessy received an e-mail last week from CN business development and real estate manager Ernie Longo, informing him that CN has entered into an agreement of purchase and sale to sell the property. "Negotiations are currently under way with the Ontario Heritage Trust in order to obtain the necessary concurrence to sell this property," Longo wrote. The building's roof was damaged by fire about a decade ago, leaving it open to the elements. Since then, CN has been covering it with tarps but hasn't done anything permanent to protect it.

CN's hands have been tied because heritage regulations prevent them from easily installing a more solid roof on the building that would better protect it, Hennessy said. It's been estimated it would cost \$1.6 million to restore the station. An environmental review conducted for the city estimated it would cost \$2M to clean up the contaminated site. Members of the Kingston division of the Canadian Railroad Historical Association hope that a model train museum can still be built there. (Kingston Whig-Standard)

ANNIVERSARIES

Centennial of Canadian Pacific's Toronto - Sudbury line

June marked the 100th anniversary of the Canadian Pacific Railway trestle bridge that crosses the Seguin River in Parry Sound. It took over three years to complete the 1,695 foot long, 104 foot high structure.

To mark the crossing of the first train over the bridge on June 14, 1908, a number of events took place in Parry Sound the week of June 15 to 22. Events, ranged from model railroad displays, an art show at the historic CP Station, heritage displays at the West Parry Sound District Museum and a dinner and dance at the Bobby



Parry Sound Museum

Orr Community Centre.

CP Rail had exhibition cars on hand for the public to tour as well as a documentary DVD release about the trestle's history. Additionally, the Friends of the Parry Sound Museum unveiled two railroad-themed murals, while the public library ran a railway-themed poster contest and story time.

The Parry Sound bridge was the largest structure on the new rail line to connection Toronto and southwestern Ontario to CP's transcontinental line. CP used 22 miles of the original Toronto, Grey & Bruce Railway (TG&B) from Toronto to Bolton Junction as part of this connecting line. CP had leased the TG&B, which ran from Toronto to Owen Sound, in July 1883. A new 227 mile line was driven through muskeg and solid rock between Bolton Junction and Romford – a point seven miles east of Sudbury – on the Montreal-Vancouver transcontinental line. The estimated cost of the 227 miles of new line construction \$11 million.

The supervising engineer for the new line was John Sullivan. He had been the Assistant Chief Engineer on the Panama Canal before joining the CPR in 1898. The rail line construction required 5,000 men, 27 engines, 200 Hart ballast cars, 250 flat cars, 150 boarding cars, ten patent unloading cars and ballast spreaders and between 500 and 600 teams of horses. Approximately 45% of the cost was paid out in wages.

Sullivan did not consider the Parry Sound bridge the most outstanding feature of the new line. The through truss, single span steel bridge at French River was his pride and joy. Standing 40 feet above the water, its supporting pillars were driven 196 feet into the ground. Over two million pounds of Canadian steel were used. Its foundations alone cost \$30,000.

The opening of this line shortened the distance traffic had to move from Toronto to western Canada. When the Montreal-Winnipeg section of the transcontinental line opened in 1885, all Toronto and southwestern Ontario traffic was routed via Smiths Falls – at the eastern end of the province. This circuitous 1,510 mile route was chopped to 1,287 miles when the CPR negotiated an agreement with the Grand Trunk Railway in 1892 to handle its western traffic between Toronto and North Bay. As the Grand Trunk began to investigate

building its own transcontinental line into western Canada in the early years of the twentieth century, the CPR management decided that the time had arrived to build its own line to Toronto. The completion of the Bolton Junction-Romford line not only trimmed the distance to 1,231, but gave the CPR complete control over this growing source of traffic.

Interestingly, the Canadian Northern Railway completed the Toronto-Capreol segment of its a-building transcontinental on July 2, 1908.

Because of rapidly rising freight traffic, Canadian National (the successor to the Canadian Northern) and the CPR elected to make their parallel lines between South Parry and Wanup – 9 miles south of Romford – into a double track line with directional running. Starting in December 2005, all westbound trains began to run over the CPR and eastbound trains over the CNR track. VIA Rail's Canadian follows the same convention stopping at the former CPR station (now owned by the town) westbound and the CNR station (now an Ontario Ministry of Highways office) eastbound.

(By Douglas N. W. Smith, based on Beacon Star, March 28, 2008 and Toronto Star, June 15, 1908)

Vancouver to improve streetcar system before 2010 Olympics

The Vancouver City Council recently approved an \$8.5 million project to replace tracks between Granville Island and a future Olympic Village (2nd Avenue) Canada Line Station. The project will enable the Downtown Historic Railway (DHR) to continue operating streetcar service along the corridor.

Canada Mortgage and Housing Corp. Granville Island will help fund the construction of a new station at the entrance to Granville Island.

In addition, the city is seeking funding opportunities for a modern downtown streetcar demonstration project, which would be built in time for the 2010 Olympic and Paralympic Winter Games. (Progressive Railroading On-line)



This may look like the Canadian in high season but in fact it's a joint Chaleur and Ocean Limited at Moncton, New Brunswick on April 21, 2008. This joint movement was caused by spring time high water at Matapedia, the consist was: 6410, 6426, 6427 (to Halifax); 6427, 8126, 8503, Montcalm, Bienville (to Moncton); 8621, 8142, 8106, 8505, Acadian, Laval, Radisson, Lauzon, Rouville, Latour (to Halifax). From David Morris.

BACK COVER TOP: Two brand new Trenton Works depressed centre lumber cars help make up CN train 307 photographed approaching Springhill Junction, Nova Scotia on April 19, 2003. The cars will be turned over to Canadian Pacific Railway and will then head to Toronto and points west. David Othen.

PAGE COUVERTURE ARRIÈRE, HAUT: Deux wagons surbaissés pour le transport de bois d'œuvre qui sortent de l'usine Trenton. Ils font partie du train No 307 du CN qui arrive en gare de Springhill Junction en Nouvelle-Écosse le 19 Avril 2003. Ces wagons seront remis au Canadian Pacific et continueront ensuite leur route vers Toronto et l'Ouest canadien. Photo : David Othen.

BACK COVER BOTTOM: Spuds from the Emerald Isle! The early spring 1975 potato harvest kept trains running on Prince Edward Island long after other traffic sources disappeared. Orange MDT and NRC reefers rendered surplus with the advent of mechanical refrigeration were used basically as insulated boxcars for the rail transport of outbound spuds. Photo: Stan J. Smail.

PAGE COUVERTURE ARRIÈRE: La récolte de pommes de terre à l'Île-du-Prince-Édouard mobilisera le chemin de fer bien après que toutes les autres sources de revenu auront disparu. Sur cette photo, on peut voir d'anciens wagons orange, réfrigérés à la glace, du MDT et du NRC, maintenant déclassés par la réfrigération mécanique. Ils sont utilisés ici comme wagons isolés pour le transport des pommes de terre qui n'ont pas besoin de réfrigération.

Canadian Rail

110, rue St. Pierre, St.-Constant, Quebec
Canada J5A 1G7

**Postmaster: If undelivered within 10 days,
return to sender, postage guaranteed.**

POSTES		CANADA
CANADA		POST
Port payé Poste Publications		Postage paid Publications Mail
40032805		

