ALGOMA CENTRAL RAILWAY DIARY

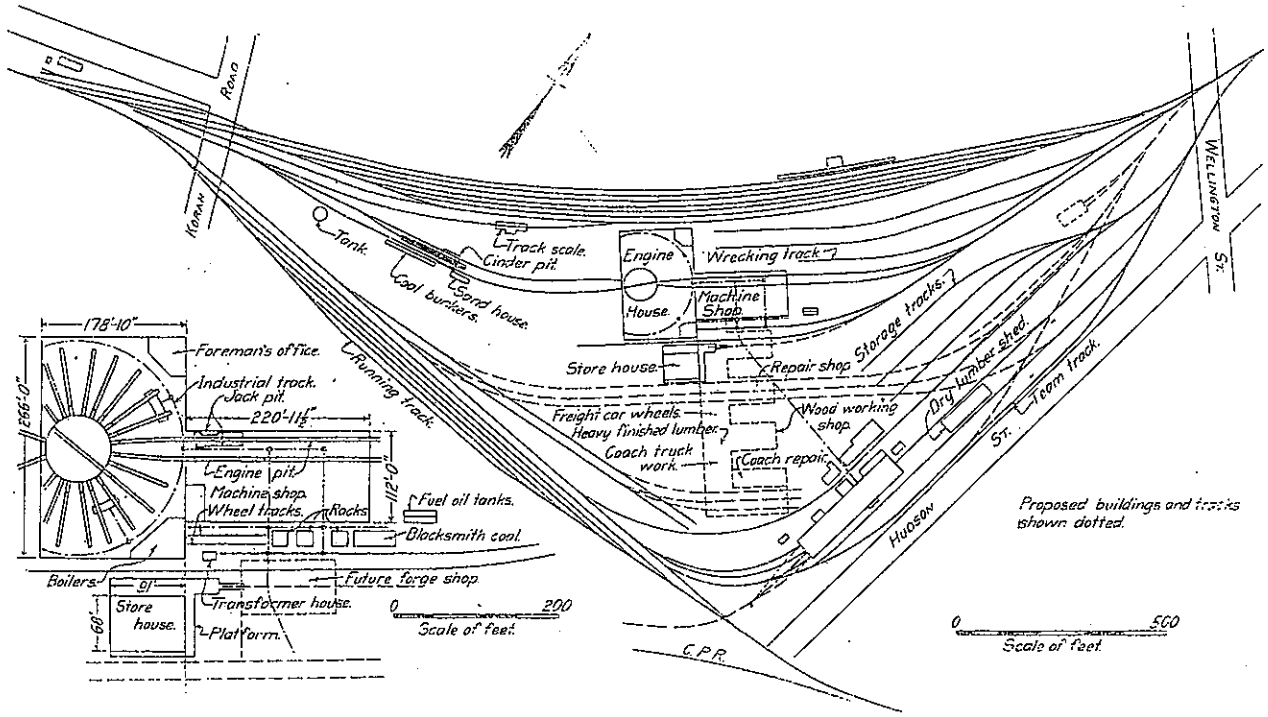
C. H. RIFF

The New Algoma Central Engine House and Shops

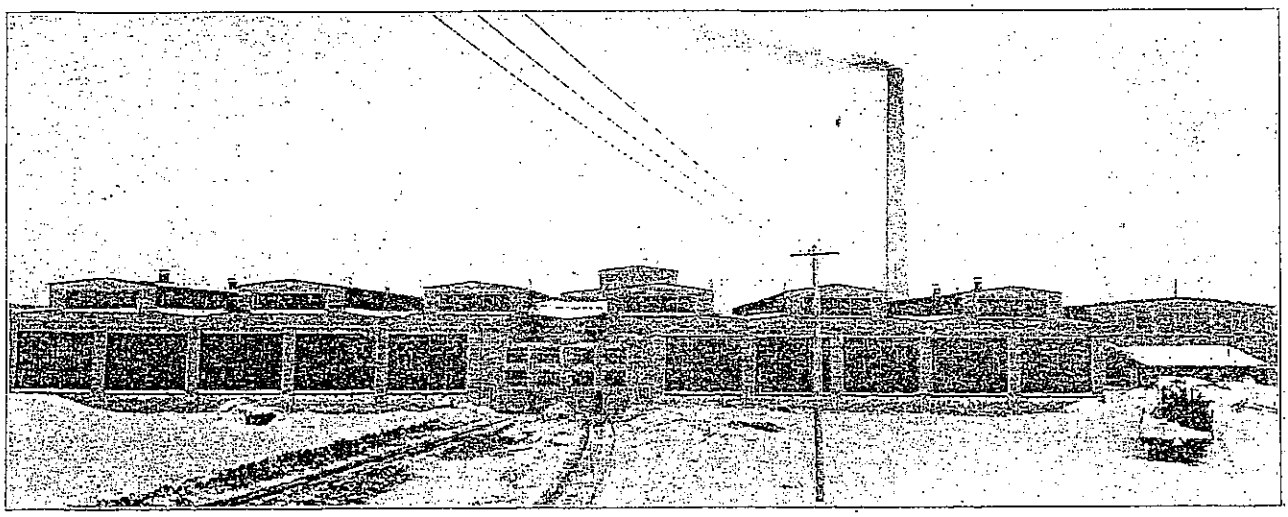
Novel Features Designed to Meet Climatic Conditions Characterize the Terminal at Sault Ste. Marie, Ont.

The Algoma Central Railway recently completed extensive terminal facilities in Sault Ste. Marie, Ont., which include an engine house, shop layout and miscellaneous facilities embodying a number of unusual features of design. The terminal is comparatively small but it was essential in the design of the buildings that unusual precautions be taken to insure its satisfactory operation throughout the winter weather which is severe and is accompanied by almost continuous heavy snow. As the exposed turntable is one of the greatest sources of expense and delay under such climatic conditions, it was determined to enclose the turntable in the engine house. This necessity naturally led to the consideration of a square house as the most economical form of building, and since the number of doors in such a house could be cut down to two, thus greatly reducing the difficulty of heating the house, and the structural features of the building could be readily standardized with the machine shop, storehouse and proposed car shop, this type was finally adopted.

The house is designed to contain 24 stalls, but as this capacity is not required at present, a portion of the building covering 14 pits has been built, with provision for extending this to the full size when desired. The pits are kept close to the turntable, for with the comparatively few radial tracks only about 12 ft. is re-



General Plan of Algoma Central Terminal at Sault Ste. Marie, Ont., with Detail of Engine House and Shops

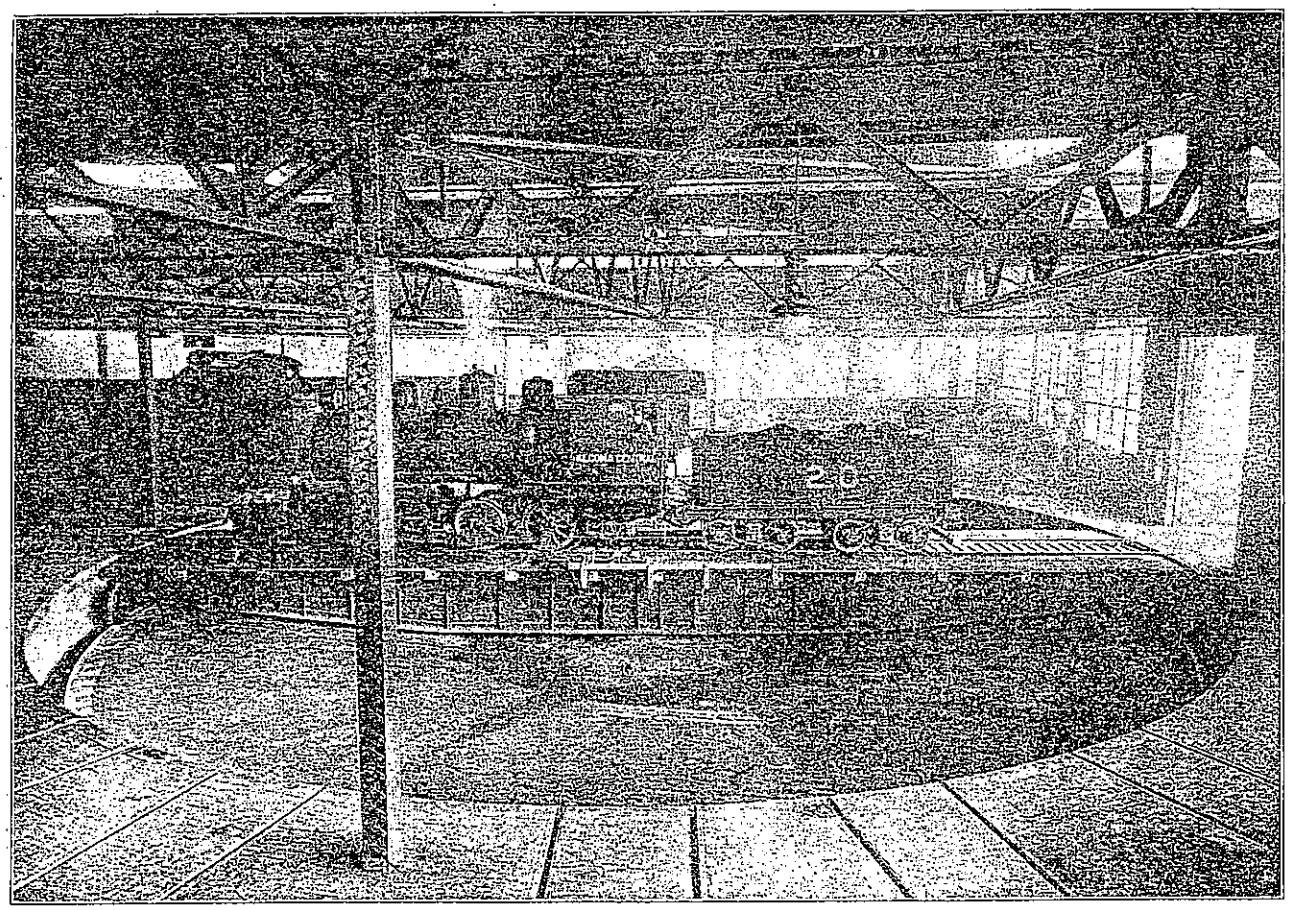


New Rectangular Engine House at Sault Ste. Marie, Ont., Showing Typical Winter Conditions

quired between the end of the 80-ft. table and the 70-ft. pit to secure the necessary clearance. These dimensions would require a house at least 250 ft. square to cover the complete circle, and in order to allow space around the ends of the pits for an industrial track and to enable the roof construction to be arranged in 44 ft. units, which was desirable for the shop buildings, the sides of the engine house were made 266 ft. The present width is 178 ft. 10 in., and the front wall is so constructed that it can be easily removed and the material used in the corresponding wall of the complete house when it is desirable to make the addition of 88 ft. and provide the remaining 10 pits of the complete circle. The triangular spaces in the corners of the building are utilized for a foreman's office and locker room, and the boiler equipment for heating the buildings.

The foundations are of concrete, which is carried up to a height of 5 ft. 6 in. above grade, for the outside walls, above which brick is used, with 3-ft. pilasters spaced 22 ft. center to center. The long spans, the advantage of fireproof construction, and the ability to use the same details as in the other buildings of the group led to the adoption of steel roof trusses supported on the brick walls and on latticed steel channel box columns. Monitors 22 ft. wide are provided over each bay running parallel with the direction of the prevailing wind in order to reduce the accumulation of snow on the roof. The monitors are all equipped with Pond continuous steel sash hinged at the top for ventilation. The roof trusses carry steel purlins on which is laid 2-in. wood sheathing covered by a 5-ply Barrett specification roofing, finished at the edges with a graveled copper guard. The steel roof trusses are protected from corrosion by a special preservative paint known as "Ferro-Rubron," an English product, and the additional precaution of allowing ample metal in all trusses was taken.

The turntable is 80 ft. long, has a capacity of 200 tons, and is operated by a pneumatic tractor. The center pier is of concrete, liberal in size, being 11 ft. 6 in. square at the base. The concrete pit floor is 5 in. thick pitched to drain to a circular gutter 14 ft. from the center of the pit, which carries the drainage to a large sump connected with the sewer. The pits under the engine stalls are 70 ft. long and 3 ft. 11 in. wide, varying in depth from 2 ft. 8 in. to 3 ft. 2 in. The 80-lb. pit rails are spiked to 6 in. by 8 in. by 1 ft. 4 in. creosoted cross ties, anchored in the concrete walls of the pit. The floor consists of paving brick laid on a 6-in. concrete base. A driving wheel drop pit is provided under two tracks and a truck wheel drop pit under two other tracks. These drop pits have a 24-in. gage track from end to end for transferring wheels, which, when lifted to the floor level, can be run out on a narrow gage track connected to the circular industrial track at the ends of the stalls.



Interior View of Rectangular Engine House

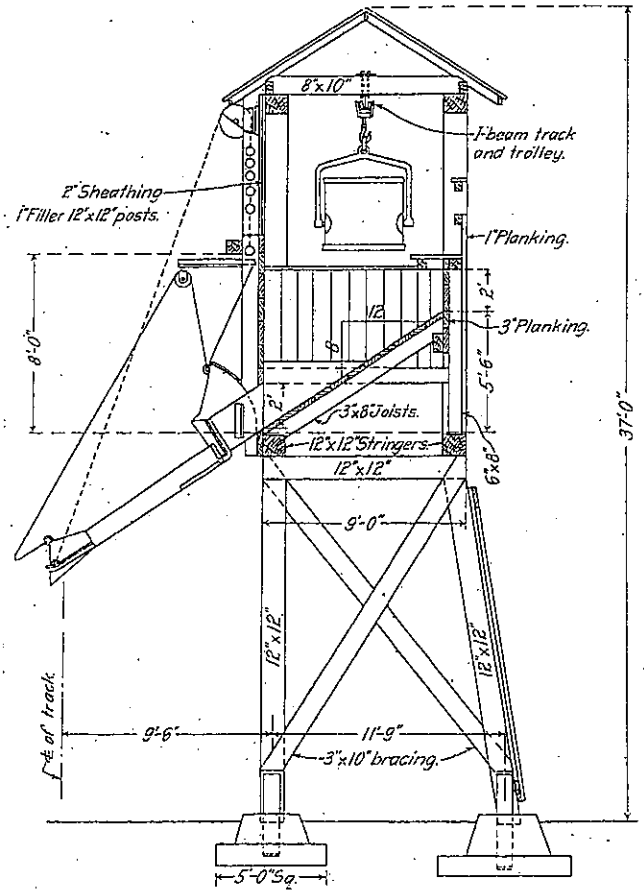
The smokejacks are of sectional cast iron construction, furnished by the Paul Dickinson Co., Ltd.

The building is heated by the indirect system, consisting of a steam driven fan and Green "Positivflow" horizontal heater coils. The hot air is forced through underground concrete tunnels and vitrified tile ducts to the turntable pit and all engine pits. The heating provisions are somewhat in excess of standard practice. Steam is supplied by three internally fired boilers of 150 h. p. each. The building is lighted with large capacity Tungsten units and flaming arc lamps. Electric power for the shops is purchased from a local hydro-electric company.

The machine shop is 112 ft. wide and 221 ft. long, connecting directly with the engine house. Two tracks extend through both buildings passing over engine pits in the machine shop, served by a 10-ton electric crane and an electrically operated locomotive screw jack. A space 54 ft. wide extending practically the full length of the shop is devoted to the machine tools and black-

smith shop, the foreman's office, tool room and toilet room occupies one end of this space.

The foundations and walls of the machine shop are of the same type as in the engine house. The building is divided into two bays, one 44 ft. wide and one 66 ft. wide. The former is covered by a single pitch steel truss roof supported by steel columns at each end, with a clearance above the floor of 18 ft. 2 in. The 66-ft. bay is covered by double steel trusses with steel monitor framing extending the full length of the building. Steel sash and Pond operating devices are used throughout. The roof consists of reinforced cement tiles 1¾ in. thick, cast in slabs about 5 ft. 6 in. long and 2 ft. wide. These slabs bear directly on the steel purlins and on the walls, and are covered with 5-ply Barrett specification roofing finished in the same



Typical Cross Section Through the Coaling Station

manner as on the engine house. The floor of the building consists of 5 in. of concrete covered with a 1-in. sand cushion on which are laid 3-in. creosoted maple paving blocks. The building is heated in the same manner as the engine house, except that the hot air is partially distributed through overhead galvanized sheet metal ducts.

The storehouse, which is 68 ft. by 91 ft. in size, is located with reference to a proposed development of freight and passenger car repair shops arranged along a covered runway for a traveling crane and the storage of material so that in severe weather all work can be handled between the various portions of the shop under cover. The central connecting passage with shops extending at right angles to it allows any desired expansion to be made in the size of the individual shops without affecting the general plan as long as a longitudinal shop is not objectionable.

The coaling station is of an unusual type, similar in general details to a number of stations that have been developed for use in the northern portions of the country where the operating conditions are very severe during the winter. The building is entirely of timber well over-sized to allow for deterioration, and all posts rest on concrete footings with heavy steel plate anchor straps. The supply of coal for the winter months must be purchased during the summer when it can be delivered in lake boats, and it is stored on the ground adjacent to the coaling station. Only a limited storage is provided in the 13 incline bottom coal pockets in the house, the supply being conveyed from the storage pile to the dock in quantities to meet the daily demand. The coal is loaded into one-ton steel buckets with bales which are moved to the ends of the coal dock. The buckets are then hoisted to a trolley track extending longitudinally over the elevated delivery bins by a plain inverted pneumatic hoist operating in conjunction with a jib crane to allow the buckets to be swung around and the bale hooked on a plain I-beam trolley on the runway track. The hoist is then released by the operator, who pushes the loaded bucket along the track directly over the pocket to be filled, and, by releasing an automatic catch on the bale, the bucket empties the coal into the pocket and is then conveyed back to the storage pile for refilling. The delivery pockets are designed to deliver predetermined amounts of coal to locomotive tenders, the capacity ranging from two tons to eight tons. Each pocket is equipped with an Ogle delivery gate and spout which is said to be frost-proof. The entire structure is covered with a wood-sheathed roof and composition roofing.

This work has been carried out under the general direction of R. S. McCormick, chief engineer. The plans were made by The Arnold Company, Chicago, who were also the constructors of the entire plant. P. L. Battey, vice-president of the Arnold company, supervised the work and construction was carried out under the direction of H. H. Dickinson.

RAILWAY AFFAIRS IN OTHER COUNTRIES

Financial conditions in Brazil were not of the best during 1913, and this state of things is reflected in the recently issued report of the Brazil Railway for that year. This company which was incorporated in 1906, operates directly some 3,28 miles of railway in southern Brazil, and has a large interest i the Paulista and Mogyana Railways, which own 1,795 miles c line in the state of São Paulo. It has a large interest in th Madeira-Mamore Railway and the Uruguay Railway, and i subsidiary enterprises, which are expected eventually to produc a profit in themselves and also to bring new traffic. An all-ra connection between São Paulo and Montevideo was establishe during the year by the completion of the bridge over the Rive Uruguay and of the connection with the Central Uruguay a Sant' Anna.

From the lines in southern Brazil directly operated by th company, gross receipts were secured in 1913 of $14,479,92C representing an increase of $1,422,228, or 10.89 per cent. Operating expenses ($9,200,534) were, however, higher by $1,716,639 or 22.94 per cent, leaving net receipts lower by $261,074, or 5.2 per cent. Receipts show increases under nearly all headings because of the stimulus given to low-grade traffic by reductions in tariffs and because of improved train facilities. The higher percentage of operating expenses (63.54 against 57.31) is due partly to the greater mileage of line in operation, 154 additional miles having been opened during the year. There was also a heavier renewal of ties, and an increase in tonnage and train-mileage, consequent on the better service given both for passengers and merchandise, which entailed a heavier coal consumption and a larger wages bill.

In spite of the commercial crisis in Brazil the receipts of the Paulista and Mogyana Railways, in which the Brazil Company is largely interested, showed a steady expansion, and the same dividends of 12 and 10 per cent, respectively, as in the previous year, were declared by each company, and their reserves further augmented. This was done in spite of the increase in working expenses.

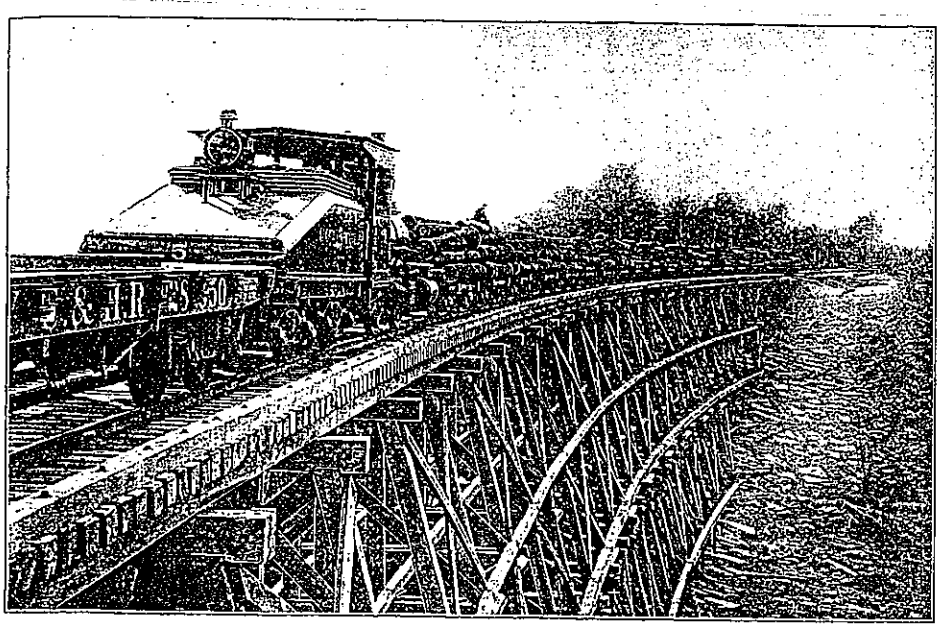
The earnings of the Madeira-Mamore Railway, on the other hand, were affected by the severe depression in the Amazon valley following a severe crisis in the rubber industry.

Minor Collision on A.C.R. Yesterday

The Algoma Central Railway engine collided with a yard engine near the Steelton Station about 9.15 o'clock yesterday morning during the severe storm and slight damage was done to both but no person was hurt, according to information received from Mr. W. C. Paul, assistant general superintendent of the A.C.R. today.

The express started from the Sault at 9 a. m., and ran into the yard engine as it was backing up near Steelton Station. Both engines were going slowly which alone accounts for the slight damage, it is said.

The train bound for up the line was cancelled at Steelton, and points ahead were notified to that effect.



AN ALGOMA CENTRAL LOG TRAIN ON THE ROOT RIVER BRIDGE.

CONDUCTOR GOODELL KILLED IN A SMASH ON ALGOMA CENTRAL

Train in His Charge Collided With Ten Loaded Freight Cars

Conductor A. F. Goodell was killed and Brakesman C. Oakes injured as the result of an accident which occurred last evening about a mile from Magpie Mine on the spur line connecting the mine with the Michipicoten branch of the Algoma Central Railway. A freight extra, which was in charge of Conductor Goodell, was backing up with a coach and thirteen ore cars and was going at a rate of about six miles an hour when it collided with ten loaded freight cars, coming down from the mine.

Conductor Goodell and Brakesman Oakes were on the rear platform of the coach, and upon seeing the ten loaded cars approaching them jumped. The conductor, unfortunately, was caught in the wreckage and was instantly killed, his body being picked up about thirty feet from the rails.

Brakesman Oakes was only slightly injured and is able to be around. The other brakesman, Mr. Schelin, and the engine crew, Engineer J. Doom and Fireman J. Thompson, were uninjured except for a shaking up.

Three of the loaded ore cars are badly smashed up, and the coach and some ten other freight cars on the freight extra are piled up, most of them being badly damaged.

Conductor Goodell's remains will be brought to the Sault today, when further particulars as to their disposition will be received.

The ten loaded cars which collided with the freight extra had broken away and were coming down grade.

Mr. Goodell's widow survives him.

Coroner McCaig will hold an inquest at Magpie tomorrow evening.

KING CONSTANTINE SICK AND CONFINED TO HIS ROOM

London, Oct. — King Constantine of Greece is sick, and is confined to his room.

OCTOBER 12
1915

INSUFFICIENT AND IMPROPER BRAKING KILLED GOODELL

Verdict Returned Last Night In Recent Fatality on Michipicoten Branch

An inquest was held last evening at the city hall to enquire into the cause of the death of Conductor A. Goodell, who was killed on October 1[illegible] up the A. C. R.

The post-mortem examination showed that deceased came to his death from a violent crushing from some large object, which crushed in his skull and fractured the bony framework. Death resulted almost instantaneously from this injury. Among the witnesses called were Mr. G. A. Robinson, conductor of the mixed train, Guy Moon, a brakesman, William Dan[illegible] a brakesman, I. Case the engine[illegible] engine 29.

Harry Oakes, the brakesman on the train that was struck, gave the story of the accident as follows: "We [illegible] out in the morning, switched at the Helen Mine and put a train of [illegible] cars on the Steamer Agawa [illegible] Harbor. We wedged up some [illegible] of E down, and switched [illegible] Michipicoten and Dead [illegible] then we [illegible] the Helen and switched from [illegible] Hecon and switched from the Hel[illegible] to Maple about 7 p. m. When we left the Helen we went to M[illegible] "Y," about 2½ miles from the [illegible] and at the north neck of the "Y" we took out 13 empties, set them on on the main line, uncoupled [illegible] and turned the engine around the "Y." We coupled onto our empties and that left our coach, ahead of the empties backing up towards the mine. As we were putting our [illegible] back in the car line and went back and fixed a coupling our tail [illegible] onto the coach. From there we started towards the mine. The night was very dark. Conductor Goodell and both placed our lanterns on the platform of the coach so that it would throw a light on the rails and we could see ahead. I was standing on the platform on the [illegible] side so I could get a view. [illegible] supposed to be [illegible] came out and stood beside me. We were not going more than [illegible] miles an hour probably not [illegible] fast. When we got about [illegible] Mile 8 Connector from [illegible] attention to the [illegible] around the cars. [illegible] looked like a head [illegible] my [illegible] on from the [illegible] that that was Atkinson [illegible] the brakes on the track. Afterward I learned that one of Atkinson's men was following [illegible] which had [illegible] away [illegible] was leaning forward on [illegible] wheel and [illegible] than Goodell. Suddenly I saw [illegible] cars come up [illegible] I heard [illegible] I had to [illegible] from where [illegible] I could [illegible] than [illegible] Putnam [illegible] the hill [illegible] from the [illegible] about 10 or 15 minutes after [illegible] Nobody was [illegible] [illegible]

The jury returned [illegible] verdict.

"That deceased came to his death [illegible]

October 1915

Algoma Central Prepare For Floods; Most Danger From Batchewana to Eton

Nine Crossings Of the River Agawa in Eleven Miles

With the advent of spring, the officials of the Algoma Central Railway are taking steps to avoid any trouble that might arise from the thaw and the breaking up of the ice in the rivers along the line.

This year the officials do not think they will experience any unusual trouble on account of the thawing of the snow if it disappears slowly, but should the thaw be sudden there is the possibility of washouts of the track, according to Mr. Ralph S. McCormick, general superintendent and chief engineer of the Algoma Central and Hudson Bay Railway.

The snowfall along the Algoma Central Railway for the past winter has exceeded last year's snowfall by about an inch, it is estimated by Mr. McCormick. The record of snowfall on the level on A.C.R. property shows that the snowfall this year was 54 inches, while that of last year was about 53 inches. Snowplow engines have been on duty for the best part of the season and very little trouble has been experienced this year in bringing the trains to its terminal at the Sault on scheduled time. The bridges have been kept in good shape and there has been no trouble experienced in this line. Workmen of the A.C.R. have reported that owing to the severe wind considerable trouble has been experienced in keeping the tracks clear at the stations along the line, the wind having piled the snow back on the track after the snowplow has passed.

Mr. McCormick said that the danger from washouts is usually between March 25 and April 25. It is then that the high water forms in the rivers and should there be any heavy rains there would likely be washouts.

The bridges will have to be watched carefully, for there is a chance that they will be damaged by the ice.

The A.C.R. officials experience the greatest trouble from washouts between Batchewana and Eton, which takes in the Agawa Canyon. There are nine crossings of the Agawa River between Mile 111 and Mile 122 and if there is any trouble from washouts, it is expected that it will be there.

In the past ten years, the last spring freshet that gave any trouble was in 1914 in the Agawa, and then two years previous to this, trouble was also experienced at this place, owing to a spring washout. In June, 1918, two wooden bridges were washed out at the Agawa, but this was the result of a cloudburst. There was also high water in 1916.

Nature must have her way and the only thing that can be done to prevent washouts is to guard against the blocking up of the rivers.

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moving the evil effects of monopoly and waste.

Cites Masses of Unemployed.

"How can you defend a system which, while claiming monopoly of the function of finding employment, is unable to find employment for a million and a half of would-be workers?" challenged Mr. Snowden in proposing the Labor motion.

Eighty-eight per cent of the wealth of the country is owned by 21½ per cent of the population, he said, and five out of every six persons die leaving not a penny behind them.

TODAY'S RECITIS

MARCH 26 1923

Minor Collision on A.C.R. Yesterday

The Algoma Central Railway engine collided with a yard engine near the Steelton Station about 9.15 o'clock yesterday morning during the severe storm and slight damage was done to both but no person was hurt, according to information received from Mr. W. C. Paul, assistant general superintendent of the A.C.R. today.

The express started from the Sault at 9 a. m., and ran into the yard engine as it was backing up near Steelton Station. Both engines were going slowly which alone accounts for the slight damage, it is said.

The train bound for up the line was cancelled at Steelton, and points ahead were notified to that effect.

MARCH 29 1923

LEVI CASE KILLED WHEN A. C. R. TRAIN DERAILED; WRECK RESULTS SNOWSLIDE

Fireman G. A. McLeod Received Burns—Five Cars Off Track

4/23/1923

Engineer Levi Case, aged 43 years, 329 Bloor street, was instantly killed, and Fireman Graham A. McLeod, 6 St. Thomas street, was slightly burned in a derailment which occurred at Mile 115 on the Algoma Central Railway yesterday at noon.

Case and McLeod were the only occupants of the engine, which, operated by the former, ran into a snowslide when turning a slight curve in the railway near the Agawa Canyon. The engine and five succeeding freight cars were derailed.

When the engine left the tracks and headed down the hillside alongside which ran the railway, Case, it is reported, jumped from the cab door in the opposite direction and was struck by the first freight car.

McLeod was the only eye witness to the accident. According to the report received here, he saw his senior jump from the cab. Subsequently he jumped himself. McLeod was unhurt, except for burns received when the crash occurred.

A wrecking train was sent to the scene of the accident as soon as the local officials were notified, and the line cleared for traffic this morning.

The train, which started out early yesterday morning from Frater consisted of 20 loaded freight cars, and it is reported that it was travelling at the rate of about 15 miles an hour when it struck the snowslide.

Mr. Case was a married man with two children. His body was transported to the Soulte on the [illegible]

April 23
1923

THREE CARS OF A.C.R. FREIGHT DITCHED

Van Also Left the Track; Had Rails Aboard; Conductor Walsh Had Nose Broken

The van and three cars, carrying steel rails, of a freight extra running up the Algoma Central Railway yesterday morning at about 7.30 o'clock, jumped the track at Mile 73, in a rock cut.

Conductor William Walsh, who was in the cupola, received minor injuries, having his nose broken. Other men in the van came through the wreck unhurt.

Fortunately the cars jumped the track in a cut, and not near an embankment. A slight incline in the track caused the trouble, it is said.

The passenger train was held up an hour and 50 minutes while the wrecking crew cleaned up the track. Bernard "Dutch" Mertes was engineer. The train left the Sault about 2.45 a.m. yesterday. 3/20/24

MARCH 20 1924

ENGINE HURTLED 150 FT. THRU SPACE TO SINK IN THE MUD

Engineer Goatbe's Body Recovered Saturday; Funeral Tuesday

The body of John A. Goatbe, A.C.R. engineer who was killed at mile 93 1-2 early Saturday morning when the regular northbound freight ran into a washout throwing the engine and following car 150 feet down an embankment to half bury themselves in the mucky soil was brought to the Sault Saturday night on the regular A.C.R. train, and the funeral will take place Tuesday afternoon, under Masonic auspipes. A private service for the relatives only will be held at the residence, 171 John Street, at 1.45 p.m., and there will be a service at St. Luke's Church at 2.30 o'clock. Interment will be made at Greenwood cemetery. Deceased was a member of Keystone Lodge A.F. & A.M., and also of the local lodge of the Locomotive Engineers. Mr. John Goatbe, an uncle, from Comber, Ont., arrived in the Sault yesterday, accompanied by his daughter, Mrs. E. E. Londry, also of Comber, and son, S. J. Goatbe, of Windsor, to attend the funeral.

Fireman A. G. McLeod, 338 Albert Street, who was in the cab with Engineer Goatbe when it reached the gap in the track and hurtled down the embankment to bury itself in the mud, had a very narrow escape. Inside of a second after the break was seen the engine seemed to be on its way through space, he says. McLeod shouted several times for Goatbe to jump and then hurled himself from the cab. The last he saw of the engineer he (Goatbe) was half across the cab. McLeod landed some eight feet from the train, and looking up saw that the engine had disappeared into the chasm. Then

October 17
1927

ENGINEER IS KILLED AS TRAIN IS WRECKED

Washout on Algoma Central Line Causes Derailment of Freight

FIREMAN JUMPS FOR LIFE

(Special Despatch to The Globe.)

Sault Ste. Marie, Ont., Oct. 16.—When the Algoma Central northbound freight train No. 11, which left the Soo at 9 o'clock Friday night, ran into a washout near Mile 93 1-2 early Saturday morning, Engineer John A. Goatbe, 171 John Street, was instantly killed, and Fireman A. G. McLeod, 338 Albert Street, had a narrow escape from death.

Goatbe stuck to his engine when the danger was sighted as the train was almost upon the missing link in the track, but McLeod jumped and escaped injury. The auxiliary from the Soo went out to the scene of the accident immediately after it took place, and was working on the wreck today.

Just past Mile 93 1-2 there is a gravel fill, which apparently had been undermined by recent rains, and some time between the passing of the regular downbound train on Friday afternoon and the arrival of the freight the gravel settled, leaving a gap in the line.

Goatbe was 36 years of age, and was born at Comber, coming to the Soo 23 years ago with his parents, Mr. and Mrs. William Goatbe, since deceased. In 1924 he married Miss Bertha McIntyre, and one young daughter, besides the widow, survives. Goatbe had been in the employ of the A.C.R. since 1906, first as a fireman and later as engineer. Miss Lillian Goatbe, night Nursing Superintendent at the General Hospital, is a sister, and John Goatbe of Comber is an uncle.

Train Strikes Motor Car, But Driver Is Uninjured

(Special Despatch to The Globe.)

Woodstock, Oct. 16.—George E. Otton, President of the Woodstock Pipe Organ Builders, Limited, had a narrow escape from serious injury on Saturday, when the sedan in which he was driving was struck at the Peel Street C.N.R. crossing by the northbound Stratford train. The train struck the sedan on the right side, well forward, and wrecked it. The machine was carried some 20 feet. Aside from shock, Mr. Otton, the sole occupant of the sedan, was uninjured.

TORONTO GLOBE

OCTOBER 17

1927

STAR, SAULT STE. MARIE, CANADA, FRIDAY, MARCH 1, 1929

THREE RECEIVE MINOR INJURIES IN A.C.R. SMASH

Northbound Freight Collides with a Standing Train at Ogidaki

About five o'clock this morning a northbound A. C. R. freight train moving slowly, according to an official statement issued from the offices of the company at 10 o'clock, collided with a southbound freight train which was taking water at Ogidaki at Mile 48.

The damage was slight the announcement said. Engineer W. Routledge, 230 St. George Avenue, of the south bound train, suffered a sprained ankle, and two members of the north bound crew John Arnott, 32 Grosenor Avenue, and Ashton Kennedy, 523 John Street, received some cuts and scratches.

The accident did not interfere with traffic, the Star was told.

MARCH 1, 1929

A.C. and H.B. Car Shop Fire

On March 6, about 8 p.m., fire was discovered by the night watchman in the coach room of the Algoma Central and Hudson Bay Ry. car shops in Sault Ste. Marie, and, by the time the city fire fighting forces had arrived, the main car shop building, a frame structure built in 1900, was burning so fiercely that the fire was beyond control, and the shop, together with two smaller buildings adjacent, were burned to the ground, all contents having been a total loss. The main building was 300 ft. long and varied in width from 60 to 80 ft., with a lean-to galvanized sheet iron boiler house. The main building was of mill type construction, 20 ft. high, on wood block foundation, with tar and gravel roof with lighting monitor. The woodworking mill had plank floor, the balance of the ground area not having been floored. Two standard gauge tracks entered the building, with one running directly through. The coach repair shop portion, partitioned off, was 20 x 65 ft.; it was heated, but the balance of the building was not. The fire originated in this shop, where all passenger equipment painting was done, and it is thought that it was due to spontaneous combustion. One of the auxiliary buildings, 40 x 120 ft., was a combined blacksmith-tinsmith shop and oil waste room, and the other was a carpenter shop, 25 x 80 ft.; both were frame, with the former covered in galvanized sheet iron.

In addition to the buildings, the loss included nine cars, one having been a passenger coach which had been completely repaired and painted, and another having been a caboose, rebuilding of which had been completed the day of the fire. Several other freight cars were more or less damaged. An estimate of the total loss is $100,000, all covered by insurance. Plans for building new car shops are being prepared.

SOO CAR SHOPS RAZED BY FIRE

MARCH 7 1941

Equipment Is Also Lost in Algoma Central Blaze

Sault Ste. Marie, Ont., March 6 (Special)—The car shops of the Algoma Central Railway were burned to the ground last night in the most spectacular fire this city has seen in years.

Officials of the railway said tonight they would not be able to estimate the damage from the blaze for several days. Not only was the main building destroyed, but equipment was a complete loss. Two yard engines pulled several cars to the building to safety. One car loaded with coal caught fire on the way out of the burning shop, but the flames were doused at a water tank.

Many cars in the shops for repairs were burned, as well as new cars under construction. One new passenger car, a caboose, eleven pulpwood cars and coal cars were destroyed. The fire raged for a little over two hours and could be seen from all parts of the city.

Oil, acetylene and other inflammable material added to the flames and frequent explosions could be heard as these caught fire. City and A.C.R. firemen were able to save one or two of the buildings. Lines of hose poured water on houses on near-by Hudson Street which threatened to catch fire as sparks dropped on the roofs. Window panes were shattered by the intense heat.

Cause of the fire is unknown, but it started in the south end of the building and spread so rapidly the telephone wire was burned out as the watchman was turning in the alarm.

MARCH 2
1941

A.C. and H.B. Car Shop Fire

On March 6, about 8 p.m., fire was discovered by the night watchman in the coach room of the Algoma Central and Hudson Bay Ry. car shops in Sault Ste. Marie, and, by the time the city fire fighting forces had arrived, the main car shop building, a frame structure built in 1900, was burning so fiercely that the fire was beyond control, and the shop, together with two smaller buildings adjacent, were burned to the ground, all contents having been a total loss. The main building was 300 ft. long and varied in width from 60 to 80 ft., with a lean-to galvanized sheet iron boiler house. The main building was of mill type construction, 20 ft. high, on wood block foundation, with tar and gravel roof with lighting monitor. The woodworking mill had plank floor, the balance of the ground area not having been floored. Two standard gauge tracks entered the building, with one running directly through. The coach repair shop portion, partitioned off, was 20 x 65 ft.; it was heated, but the balance of the building was not. The fire originated in this shop, where all passenger equipment painting was done, and it is thought that it was due to spontaneous combustion. One of the auxiliary buildings, 40 x 120 ft., was a combined blacksmith-tinsmith shop and oil waste room, and the other was a carpenter shop, 25 x 80 ft.; both were frame, with the former covered in galvanized sheet iron.

In addition to the buildings, the loss included nine cars, one having been a passenger coach which had been completely repaired and painted, and another having been a caboose, rebuilding of which had been completed the day of the fire. Several other freight cars were more or less damaged. An estimate of the total loss is $100,000, all covered by insurance. Plans for building new car shops are being prepared.

April 1947

One Is Dead One Injured In A.C.R. Crash

A. E. Moore, Conductor, Instantly Killed as Engine Smashes Van

One man is dead today and another is in hospital with a broken leg as the result of an accident on the Algoma Central Railway just about 20 miles outside the city early this morning.

The accident occurred at 6:15 o'clock when a light engine, southbound to Steelton pitched into the van of extra engine 60, also southbound which was switching off at the Quartz quarry at the time. The collision smashed the van up, instantly killed A. E. Moore, aged 40 years, conductor, and injuring Bert Smith, general dock foreman, who was riding in the van.

A.C.R. officials, unable to give full details of the accident this morning, stated that a full investigation is being held into the accident.

June 30, 1942.

Train Improperly Protected, Found In A. Moore Death

Jury Finds Distance Allowed Light Train To Stop Too Short

"We, the jury, find that Arthur Elliot Moore came to his death on June 30, 1942, about Mile 21, Algoma Central Railway, from shock, multiple fractures and hemorrhage, the result of a collision between extra train south 60, and extra engine south 28. In our estimation, the rear end of extra train 60 was improperly protected," was the verdict returned by a coroner's jury consisting of Harold Megginson, foreman, Hubert Camirand, Fred Allen, H. G. Graham and Michael Dacey, at last night's inquest.

P. W. Hunter, rear brakeman on the southbound extra train 60, said he remained on the platform of the caboose listening for the light engine he knew to be following, after his train had stopped to switch cars at a spur about Mile 21, Quartz Quarry. Less than 10 minutes after the stop he heard the engine approaching and went back along the tracks equipped with fusees and torpedoes used as warning signals. When the pilot and the fireman failed to see his lighted fusee on the left side of the tracks, he ran to the engineer's side, he added. The engineer saw the signal, he said, but there wasn't sufficient distance to stop the engine and avert the crash.

"I might have got back in time, if I had left when our train stopped," declared Hunter, as he estimated that the light engine should have been allowed about 600 feet to stop. He admitted that it was his duty to protect the rear of the train when stopped. The witness said he has been with the A.C.R. for 25 years.

J. A. Dent, a conductor with the Algoma Central Railway for 35 years, was the conductor on extra train 60, when the light engine crashed into the rear van about 6.20 a.m., June 30, killing A. E. Moore, conductor, and injuring Bert Smith, general dock foreman. He said they had obtained their running orders at Hawk Junction and had stopped on an up-grade at Quartz Quarry to take cars off the spur and put two empties in their

July 10, 1942.

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place. It is the duty of the rear brakeman to drop a lighted fusee a good distance back from such a stop, he said, adding that this can be done while the train is moving, and should be on the straightaway. Then, while the train is stopped, the rear brakeman is supposed to watch the back of the train, he added. The late Mr. Moore was thrown against the car ahead when the van collapsed, but the injured man Smith, was thrown clear, when the whole side of the van gave way.

"It's a common practise for all railroads to stop on main lines to take on or let off cars—they have to be protected, that's all," continued Mr. Dent.

The rear brakeman knows his duties without any further instructions from the conductor, Mr. Dent informed the jury.

"The regular lights were on the caboose, but they weren't necessary, since it was broad daylight anyway," were his concluding remarks.

T. W. Cain, trainmaster, stated that there was a curve of approximately 60 degrees, which the extra engine 28 had to round before it struck the van of the train. From his side, the engineer on 28 could only see the van about 100 feet away, because of the curve, but it would have been possible for the fireman or pilot to see it about 515 feet across the curve. The pilot on the light engine would have the duties of a conductor, Mr. Cain said, adding that the pilot could have seen the train stopped if he had been watching intently. When a train is stopped, he continued, it is the duty of the rear brakeman to go back a considerable distance, lay the torpedoes and stay there with signals, until he is notified that the train is ready to move on. Then, when he is on his way back to the train, he should drop lighted fusees, on the way, to ensure protection for the remainder of the time.

Those on the light engine knew the train was ahead of them and although those on the train knew that the engine was following them, this knowledge on the part of the extra train 60 crew was not necessary, since the rules say the rear of all trains must be protected when stopped in this manner, Mr. Cain pointed out.

W. Crawford, locomotive engineer on the southbound light engine, stated that he saw the caboose first about 150 feet away after he had rounded the curve. He wasn't travelling more than 30 miles an hour and less in some places, all the way from Frater, and upon seeing the van ahead, he applied the emergency and threw the

JuhY 10 1942.

Man Killed As Washout Derails Train

Sept 29 1942

Cal Oswin, Brakeman, Loses Life at Mile 133

Cal Oswin, 67 Birch Street, brakeman with the Algoma Central Railway Company lost his life early this morning when a north bound freight engine was derailed near mile 133. The derailment was caused by a washout along the railway track.

A.C.R. authorities told The Star this morning that freight engine No. 50, dragging 50 freight cars, ran into the washout at 5.45 a.m. just four poles south of mile 133. The washout stretched for only about one pole length.

Exact details as to the accident were not known this morning but A.C.R. officials are investigating. Apparently Oswin was unable to get out of the engine in time. No other casualties were reported.

Oswin operated a tourist camp at Sand Lake and was well known as a guide for many years.

September 29 1942

Bride Loses Husband on Caribou

Mrs. J. H. Barrett, a bride of two weeks, was rescued when the ferry ship Caribou was torpedoed off the Atlantic coast, but her husband Pilot Officer Barrett, is missing. She is now recovering from shock in hospital at Sydney, N.S., and says that if what happened to her will shake many Canadians out of their complacency then it was not in vain.

OSWIN SUFFOCATED WHEN TRAIN DERAILED, JURY FINDS

Washout Caused by Beaver Dam Breaking In Nearby Stream

Clarence Oswin of 67 Birch Street, an A. C. R. brakeman died from suffocation, after being buried in mud and sand when a northbound engine turned over at a washout on the morning of September 29, a coroner's jury decided at last night's inquest. The washout was due to a beaver dam breaking away about one and one-half miles upstream.

Evidence of several witnesses revealed that a tremendous volume of water was suddenly unloosed from a small lake when the dam broke. A steep grade with high banks accelerated the water, which came down so suddenly that a rock fill under the tracks could not carry it away. Two washouts of considerable proportions resulted.

Behind Fireman

Oswin was sitting behind the fireman in the cab of the engine when the derailment occurred at Mile 133, Fred Cleminson, the engineer told the jury. When the locomotive turned over on its left side, mud and sand were scooped up through the windows as it slid along on its side, the engineer added.

With the assistance of the engineer, the fireman, J. Evans was able to extricate himself, but it was another 45 minutes before the engineer was dug out by an extra gang on the train. After further digging Oswin's body was found buried under about three and one half feet of sand, mud and water.

Couldn't Avoid It

The engineer said he had no inkling of the washout before the train was derailed and had no opportunity whatsoever of avoiding the accident. After Mr. Cleminson had been released, he went away to change his clothes and returned in approximately an hour to find that Oswin's body had still not been located. It was extremely difficult to dig in such cramped quarters, he explained, since the cab was about half full of debris. In his 30 years experience with the A. C. R., Mr. Cleminson did not recall of a washout previously, at that particular spot.

Evans, the fireman, said that Oswin was right behind him before the engine left the tracks, but that everything happened so fast, he didn't hear or see the brakeman again. All was confusion and blackness, he recalled as the engine slid sideways along the tracks, scooping up mud and water. He didn't believe Oswin could have moved or could have been able to make himself heard through the debris covering him, if he were still conscious immediately after the accident. Both the engineer and fireman escaped with badly bruised legs and hips.

Conductor First Up

After the wreck, William Walsh, freight conductor was the first man to arrive at the engine from the rear of the train. Steam was flying all around and when he didn't see or hear anyone, he went back for help. Then, when he was returning with aid he met the fireman, who had extricated himself in the meantime. It took about 10 minutes to reach the engine from the rear because 14 cars had been derailed and it was necessary to walk around them. Walsh helped to dig out the engineer and Oswin. He explained that the work was slow because of the awkward position. Only one man could shovel at a time.

Suffocation Causes Death

A post mortem examination by Dr T. A. Breton revealed that suffocation was the cause of death. Discoloration of the upper chest and neck corroborated this finding, Dr. Breton said, adding that the external abrasions and marks of violence were too slight to cause death.

The nose and mouth of the deceased were completely filled with sand and mud, but there were no fractures in any part of his body.

S. L. MacDougall, resident engineer, followed the creek back to where the beaver dam had broken out, approximately one and one-half miles distant, which released the water from a lake he estimated as covering about 20 acres. The original dam, he judged, was 60 feet long and 10 feet high and the flood waters brought the level of the lake down about eight feet. On striking the rock fill under the railway, which will drain away a normal amount of water, the flood caused a washout at this point but the main stream continued to

bombing I had received in Manchester had affected the optical nerves and in March of 1942 I was sent back to Canada. Another examination proved that I was done for active service and was transferred to the recruiting staff where I have remained since.

J. Fowler whose picture appeared in the paper recently as a casualty after the Dieppe raid, was a buddy of mine, Pte. Shackleton said and

October 22, 1942

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When the engine finally stopped moving, the fireman and engineer were standing on the side of the cab's interior, pinned in debris up to their waists and Oswin was nowhere in sight. At the time they believed that the brakeman had been thrown out.

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A. Decona, section foreman, was working along the tracks near the scene of the wreck about six o'clock on the previous evening and said there was no washout as he returned home. He inspects the tracks regularly.

T. W. Cain, trainmaster, explained that the drain under the railway was made of blasted rock and that the water seeps through it. The washout which caused the derailment was about 600 feet south of this spot, however, he added.

Text of Verdict

The text of the verdict returned by a coroner's jury consisted of R. M. McMeeken, (foreman) William Best, Fred Allen, C. Magginson and Ed. Alcock was as follows: "We your jury empanelled to inquire into the death of Clarence Oswin, do hereby find that the said Clarence Oswin came to his death on September 29, 1942, at Mile 133 on the A. C. R. from suffocation caused by being buried in the sand and mud, when the engine turned over in a washout at said Mile 133. From the evidence submitted we find that the said washout was caused by the breaking away of a beaver dam about one and one-half miles upstream."

Dr. J. B. Symington was the coroner in charge. Crown Attorney W. S. Maguire conducted the questioning of the witnesses.

Spitfires: B. Delfre 160, 167, 168; R. Zaffini 141, 180, 161; B. Ciaschini 148, 164, 155; W. Naccarato 168, 78, 171; J. Carbone 140, 175, 168; total 2360.

The following evening the Hamtramicks played the Snappy Five. The Snappy Five were losers, with the following scores:

Hamtramicks: B. Dominick 160, 160, 190, 179; C. Ferris 161, 124, 114; N. Leshuk 141, 155, 135; B. Wasylinuk 101, 151, 171; Andy Kramariuk 154, 178, 154; total 2267.

Snappy Five: A. Zuppa 139, 145, 156; J. Arcangeletti 109, 136, 144; Nick DeLuca 126, 144, 143; M. Sanzosti 142, 135, 156; R. Travaglini 140, 122, 112; total 2049.

On Thursday evening, Leonard Dumbaco's squad were winners over

Docks: T. Berardi G. Gervasi 126, 13 185, 172, 177; L. D 167; G. Caparossi 14 tal 2235.

Snappy Five: F. M etti 125, 150; John 165; A. Zuppa 122, Luca 129, 153, 124 152, 157, 167; total

The Spitfires defe tramicks by an ove the next evening:

Spitfires: B. Delf: B. Ciotti 132, 149, 180, 222; W. Naccar R. Ranieri 166, 177

Hamtramicks: Bill 158, 179; C. Ferris Smith 116, 123, 113;

October 22
1942

Two Killed In Accident At Mile 94

A. Joseph McColl, 456 Charles Street, and James Martin, Great Northern Road, were killed yesterday in a derailment accident on the Algoma Central Railway at Mile 94, two miles north of the Montreal River bridge.

The accident which occured at 12.40 p.m. Sunday involved a double headed freight, Extra 29, which was travelling south pulling 13 loaded cars and 23 empties including the cab. The accident was thought to have been caused when the tender of the head engine derailed, as a result of which the second engine and tender were thrown off the track piling up a number of cars behind them.

Mr. McColl was the engineer on the second engine and Jimmy Martin was his fireman.

The cars went over on the east side of the track where there is an enbankment of 18 feet. The engine caught fire as it went over adding to the difficulties of getting the men out. Martin was removed first, but rescuers were unable to remove McColl for nearly two hours.

Constable Murray Richardson of the Provincial Police investigated.

The conductor in charge was Harvey D. McColl, brother of one of the accident victims. Peter Stewart was engineer in the head engine, J. J. Felix was fireman and Robert Wilson was brakeman.

The tracks where the accident occurred had been repaired recently and new rails and ties had been put in.

Funeral arrangements have not yet been completed, but it is expected that services for both men will be held Wednesday.

Mr. McColl, who was 41 years on March 15, leaves eight children, Richard, Kenneth, Rodney, Judy, Janet, Sharon, Jacqueline and Dawn. His wife is the former Miss Thelma Garland of this city.

Mr. Martin who came here from Morristown, Ontario, leaves his wife, the former Miss Georgina Riddle, and one son, Bruce, who is two years old.

November 27, 1944

JURY RULE ACCIDENTAL DEATH IN ALGOMA CENTRAL DERAILMENT

A coroner's jury returned a verdict of accidental death at the inquest held last night into the deaths of Joseph McColl and James Martin, who were killed as a result of a derailment accident on the Algoma Central Railway at Mile 94, two miles north of the Montreal River bridge, on November 26.

The jury's verdict read: "We the jury find that Joseph McColl and James Martin came to their deaths at 12:40 p.m. on November 26 at Mile 94 on the Algoma Central Railway as a result of a derailment of the engine in which they were engineer and fireman. The cause of the derailment was accidental and unknown with no blame attached to anyone."

Members of the jury were: Boyd Thompson, Carl Williams, James Malone, Tony Yukich and J. D. Mitchell. Dr. J. E. Gimby, coroner, revealed that McColl died as a result of multiple lacerations of the body, severance of the right leg and burns. Martin died from burns and inhaling gas and smoke.

Track Conditions Good

A. M. Wilson, civil engineer, produced a plan of the section railway where the derailment occurred. Mr. Wilson stated that inspections showed the track conditions to be good. "There was an inspection of the tracks just three weeks prior to the accident," Mr. Wilson said. "Gauging and re-spiking work was done and the ties were found to be in good shape." Queried by Crown Attorney Albert R. Hugill as to whether he could give any evidence which would throw any light on the cause of the accident the witness replied that he could not.

It was stated that engine 39 was found upside down 25 feet out from the centre of the main track almost parallel with it. The engine was still attached to its tender. The chassis of the tender of engine 29 was at the head of engine 39. It was revealed by the witness that there is a 13 degree curve on the road bend at the locale of the accident, one of the sharpest curves on the line. There is an elevation of three and a quarter inches on the outside rail over the inside rail.

16 Cars Derailed

It was revealed that 16 cars were derailed, the other cars of the 36-car train remaining on the tracks. Peter Stewart, engineer on No. 29, the leading engine, estimated the speed of the train at 20 miles per hour before the sharp curve was reached. Asked for an explanation of the incident the witness stated: "As we were coming out of the cut we got an awful bunt and our tender was torn from us. We continued on for seven or eight car lengths. The second engine which McColl and Martin were operating was laying on the east side embankment. Smoke was coming from it and we couldn't get into the cab right away." Stewart maintained that there was no evidence which would lead to a suspicion that there was a flaw in the tracks.

"Everything happened so quickly it is difficult to say exactly what took place," testified Robert Wilson, brakeman. Harvey McColl, conductor stated that the train underwent a thorough inspection at Frater. "The engines were in good shape," he said. "A group of us tried to get into the cab of the derailed engine but it was impossible to do so. We couldn't see Martin or McColl." "Do you think that a failure of any man was the cause of the accident?" asked Crown Attorney Hugill. "No sir," McColl replied.

The tender of the head engine was derailed which resulted in the second engine and the tender being thrown off the tracks piling up a number of cars behind them. Crown Attorney Hugill attempted to find out why the tender of the head engine derailed but none of the witnesses could give any evidence upon which the cause could be ascertained. It was disclosed that the leading cast-iron pedestals were broken on two trucks of the leading engine's tender, but B. J. Graham, round-house foreman, said that there was no evidence which would lead him to believe that this could lead to the derailment of the tender.

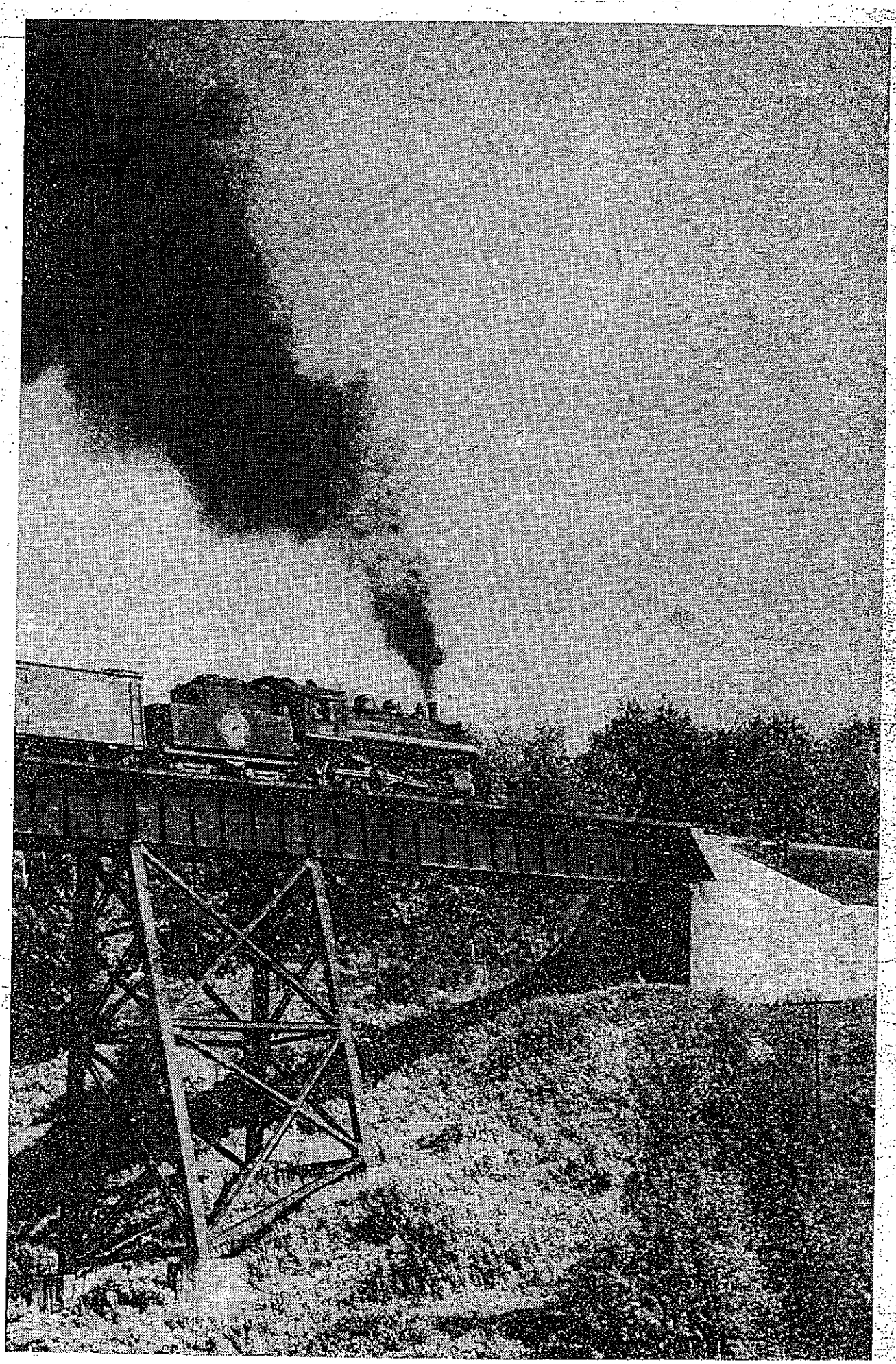
December 14
1944

NORTH FROM THE SOO

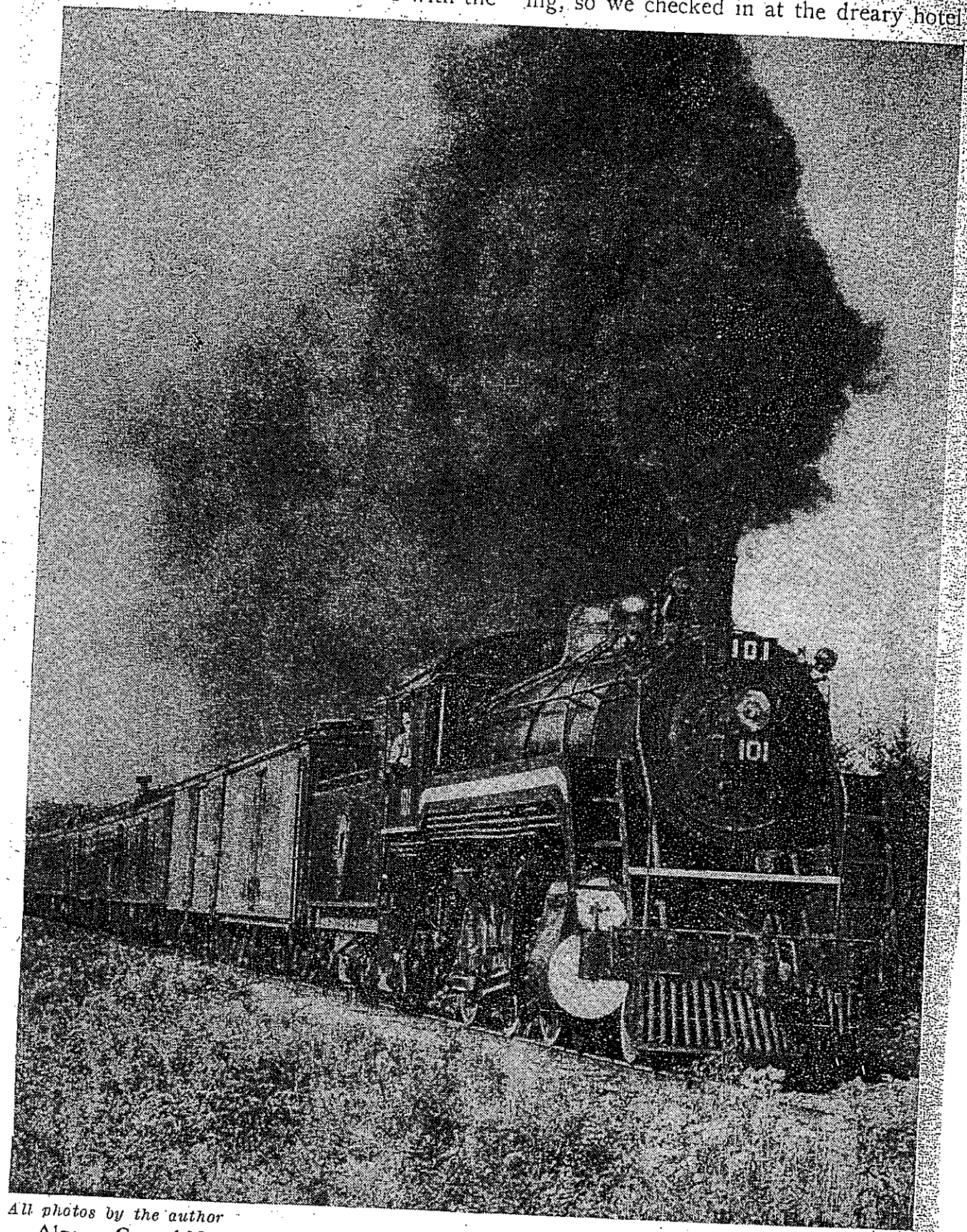
DUE NORTH for more than three hundred miles beyond Sault Ste. Marie runs the Algoma Central & Hudson Bay Railway. Its lonely single track through the great heart of Ontario's silent wilderness is the only access to the vast forests and remote settlements of this little-known region, where moose and bear roam the timber and streams are alive with scrappy fish. Most railroads seem to make a point of not running to at least one of the places which grace their corporate titles, and the Algoma Central is no exception. For all its romantic undertones, the "Hudson Bay" of its impressive name means little, only that the line heads in the general direction of this storied body of water.

The rails end at Hearst, Ontario, a lumber town some three hundred barren

By MIKE RUNEY

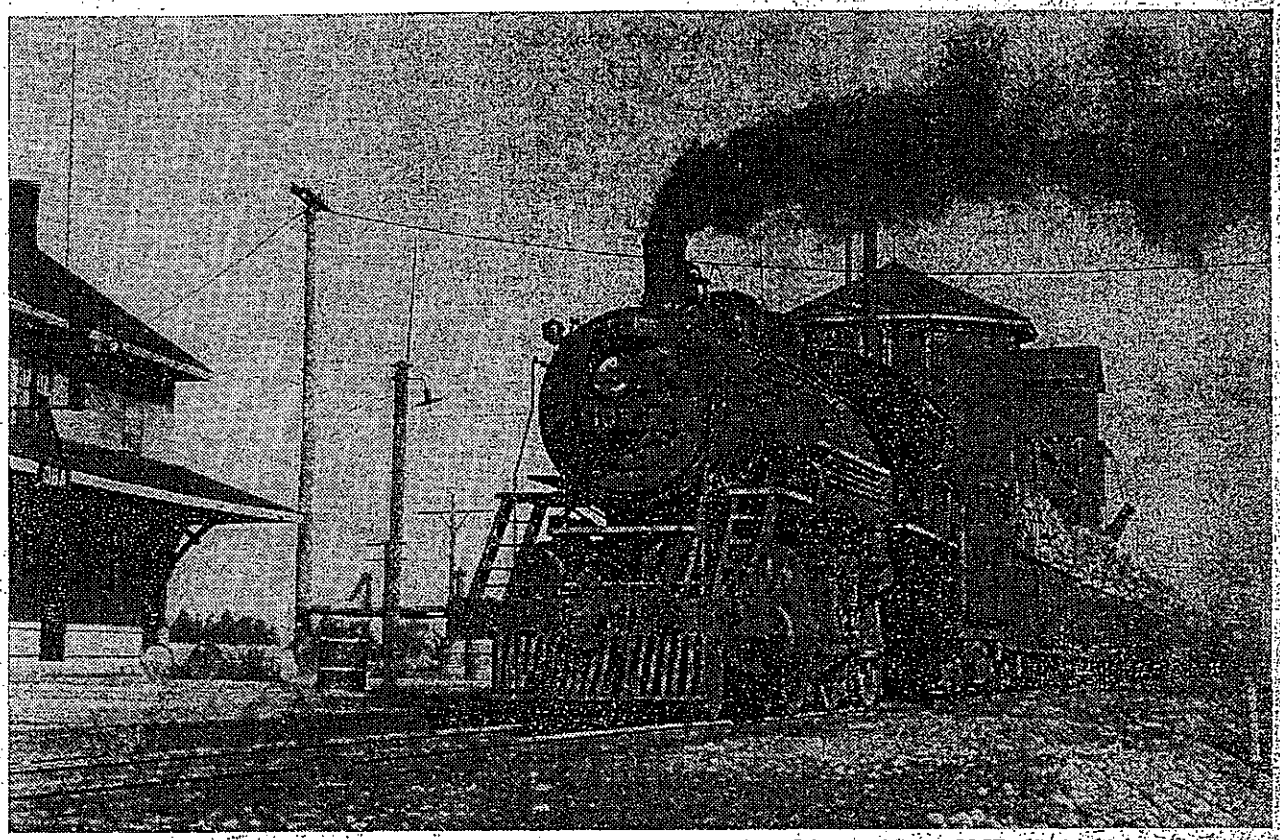


miles short of Hudson Bay's frigid waters. We arrived at Hearst one midnight on the CNR local that runs out of Cochrane, 130 miles east, where it connects with the provincially—owned Ontario Northland. Our plans called for boarding Algoma Central No. 4 at 7:45 the next morning, so we checked in at the dreary hotel



All photos by the author

Algoma Central No. 1 tackles a grade 8 miles north of Sault Ste. Marie on its 296-mile journ[illegible] to Hearst, Ont. During summer months AC&LR [illegible]



Mixed train from Hearst makes a coal-and-water stop at Oba, where CNR branch intersects the Algoma Central. Note carloads of pulpwood hauled by No. 103; this is tall timber country

across from the station, leaving a six o'clock call. Just before we fell asleep, a throaty, faroff whistle came drifting in from the south; it was nice to know there was an Algoma Central train somewhere in the deep woods. A lonesome sound, it was a fitting reward for having traveled the weary miles just to see this backwoods railroad that had so completely captured our imaginations.

In the morning we arrived at the station early enough to put away a big breakfast, for we'd been warned that our train would carry no diner. Familiar with the vagaries of mixed trains, we also knew that it was anybody's guess when we'd get to Hawk Junction and our next meal. The timetable called for five hours and fifteen minutes to cover the 131 miles, but we were assured by others who'd made the trip that the mixed train displayed a flagrant disregard for anything resembling a schedule. The Algoma uses the CNR passenger station at Hearst. We were surprised to find it overflowing with people, nearly all of whom were taking the southbound mixed train.

late destinations listed in the timetable, it had seemed reasonable to suppose that we'd be about the only passengers. We hadn't taken into account the fact that for all its remoteness the region supports many lumber camps and—along the CNR at least—scattered farming communities. This populace, small though it is, must do its traveling by train, so there is a good deal of local passenger traffic between Hearst and the lumber camps deep in the roadless woods. This business, in addition to whatever through traffic from Sault Ste. Marie may be carried, keeps the AC's mixed train comfortably filled.

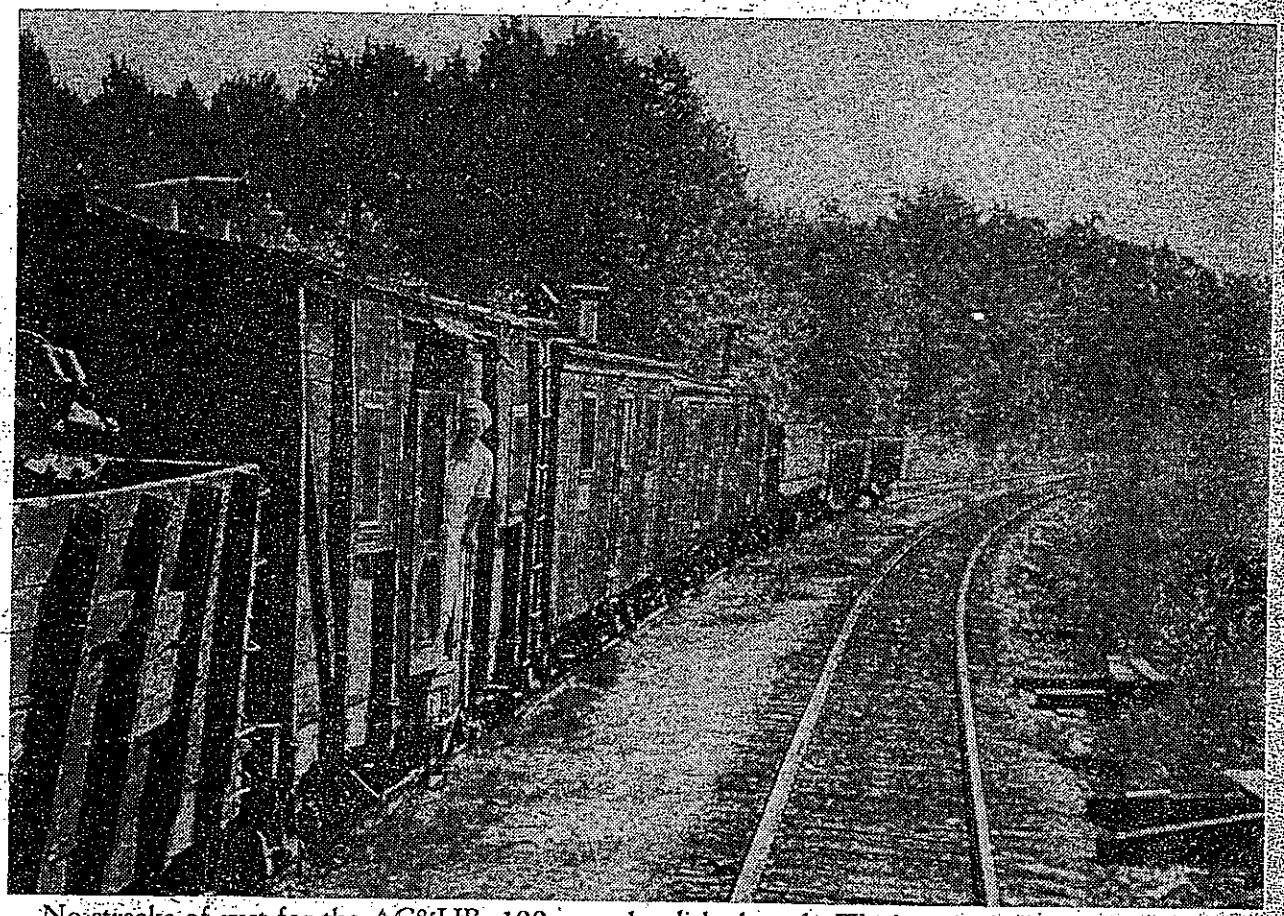
The ticket agent was politely inquisitive when I asked for two round trips to Hawk Junction, wondering perhaps why anyone in his right mind would expose himself voluntarily to 260 miles of backwoods railroading. Since our sanity concerning railroad travel had been questioned many times previously, we didn't offer any detailed explanation. We had no time if we wanted to do so. Our train was backing into the station.

It was an amazing consist of sixteen

by two grimy wooden coaches of dubious vintage. The engine was spic and span; a high-boilered, very capable-looking *ten-wheeler* with driving rods and running boards trimmed in white. On her tank was boldly emblazoned the Algoma Central's glamorous herald of a striding bear, encircled with the road's name in brilliant gold leaf. Our engineer was Larry Watson, and we talked with him while he carefully peered at every moving part of his engine, poking expertly at her entrails with a long-nosed oil can. Fireman Evans leaned out of the cab window and pointed happily to the safety valve as it sighed quietly against a full head of steam.

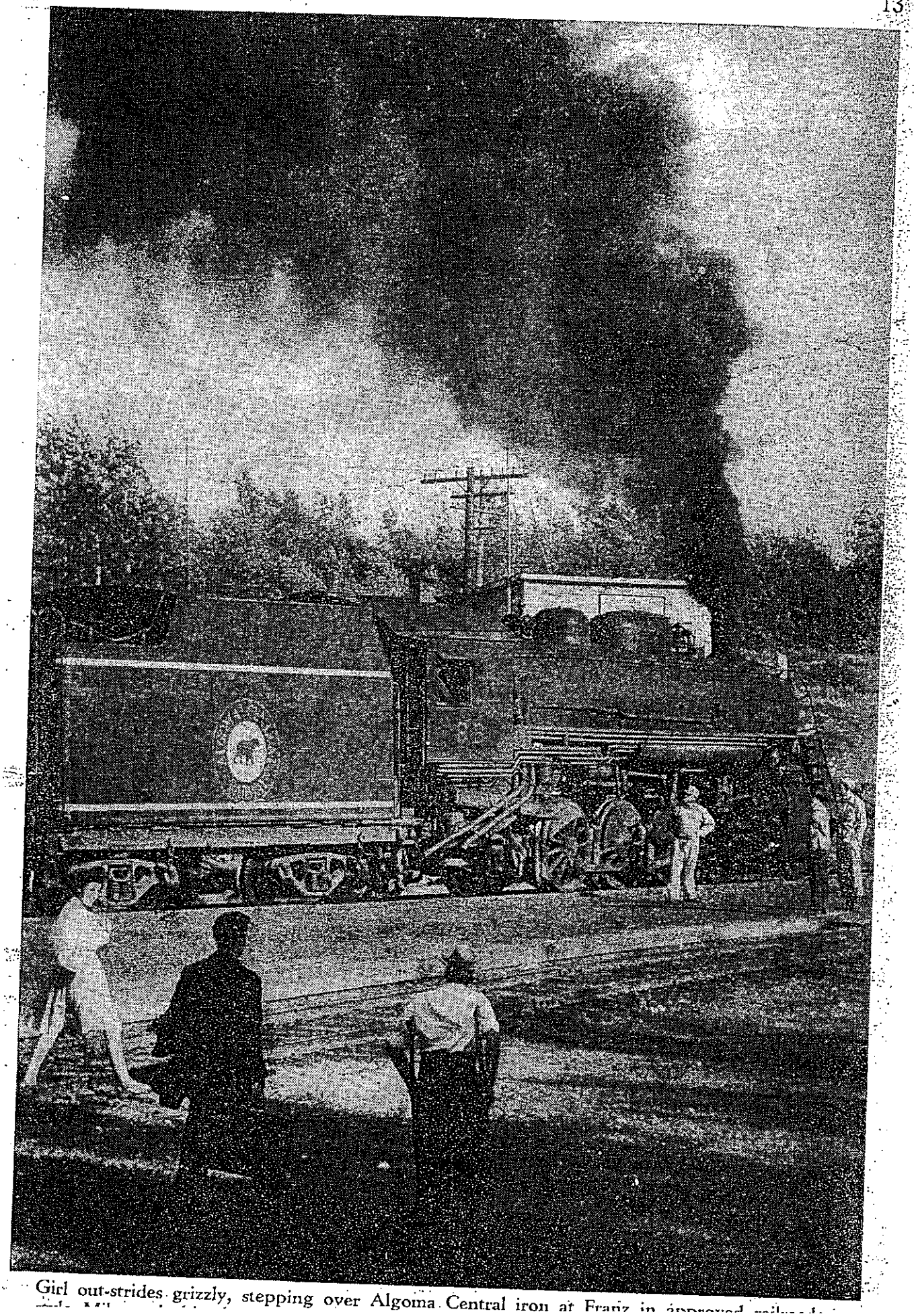
We only had a few moments to talk with the engine crew: it was almost 7:45 and time to pull out. Even though our train was eight-ninths pulpwood and but one-ninth passenger, it was apparent that the crew considered it a full-fledged varnish haul; it would leave on the advertised, whatever delays might beset it further along the line. Conductor C. E. Dent by the steps of the last coach, glancing at their watches and helping late arrivals up the steps. Right on the dot came the "All Aboard," as magnetic and stirring as anything heard on the high iron.

We scrambled aboard, the train crew helping with the cameras, and luckily found one empty seat remaining in the crowded car. As we settled contentedly into the green and springless plush—a part of local trains everywhere—the engine whistled off. The exhaust coughed gently a few times, roared angrily as the drivers slipped for an instant, then settled down to a measured puffing. This latter was definite assurance that we were on our way.



No streaks of rust for the AC&HB, 100-pound polished steel. Work train in long siding near Tatnall houses crews busily engaged in renewing the shortline's worn rails and ties

FOR ABOUT ten miles out of Hearst a rut-torn road follows the track, crossing it a couple of times and then coming to a forlorn end in the middle of the woods. Our engine's whistle drifted back from way up ahead, blowing for the insignificant dirt road crossings. It was the



Girl out-strides grizzly, stepping over Algoma Central iron at Franz in approved [illegible]

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longs and two shorts for the rest of the trip. Ahead of us was a right-of-way virgin of roads and grade crossings, where the trains whistle only for far-apart order boards and desolate way stations.

From the very start of the journey, it was apparent that travel on the Algoma Central, for its regular patrons, was a highly sociable and festive affair. Everyone seemed to know everyone else, or at the very least had mutual friends to discuss. At each station stop windows were raised at every seat while passengers hailed friends and relatives who had come down to find out who was on the train. There was a marked international atmosphere prevailing on our lowly little local; conversation was carried on in a wide variety of tongues. Finnish, Swedish, and French passengers chattered happily together and shared lunchboxes as the train rolled along its carefully ballasted single track through the hinterland.

About an hour's running out of Hearst, we ground to a noisy stop at the Hansen Lumber Camp. This is the biggest lumber operation on the line, and 500 men are employed there getting out pulpwood. An immense mountain of it was piled up near the track, and a dozen Algoma Central gondolas were being loaded on several sidings. A woodsman who had just boarded the train told us that there were more than 50,000 cords of wood in the huge pile; a nice chunk of tonnage for any railroad!

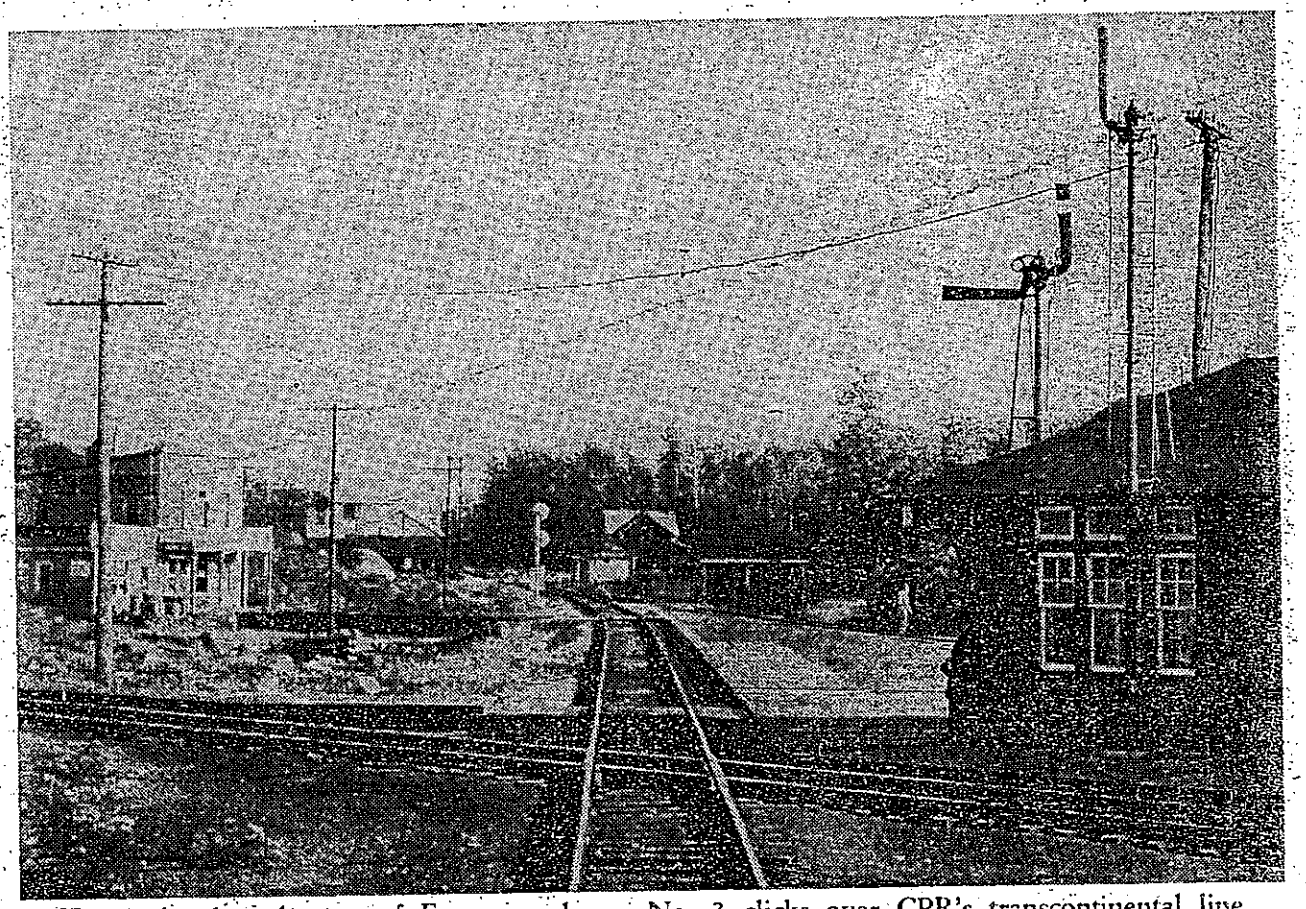
The arrival of No. 4 was obviously regarded as the outstanding social event of an otherwise drab day. It seemed as though everyone in Hansen who wasn't working at the moment had come down to greet the train. The tiny platform was thronged with men, women and children. The train crew, with an efficiency born of long experience, worked up and down the aisle arousing a few sleeping lumberjacks who had been over-zealously spending the weekend at Hearst. Aroused to semi-consciousness, they were carefully deposited on the platform to [illegible] impatiently, and amid a bedlam of last-minute goodbyes and admonitions in various languages, the train puffed slowly away from Hansen.

During our wait, No. 4 had been augmented by a couple of additional pulpwood cars and some new faces among the passengers. Back at the station, clusters of people yelled and waved frantically until our train puffed around a long curve and out of sight. Although the Hansen operations are the largest along the AC&HB, a similar scene was reenacted at every stop; the region around Hearst is dotted with lumber camps, and the Algoma Central provides their only link to the outside.

The comings and goings of the Algoma Central—especially the mixed train—are a welcome diversion in the lonesome existence of those who live within miles of its right-of-way. They are, of course, wholly dependent upon it for nearly everything. The food, supplies and the eagerly awaited packages from the mail-order houses, the letters postmarked in faroff places, the welcome friends that come visiting—all come and go on the railroad. Priests and doctors ride the trains to and from the lonely camps and hamlets, and the bounty of the forests rolls to the outside world in long trains of pulpwood and lumber. The longer we rode the train, the more evident became the vital role that this shortline plays in the exploitation and opening up of its wilderness empire.

There is no alternative route in this desolate region, no highway or waterway to fall back upon for transportation. There's only the Algoma Central with its unpretentious but faithful trains. A glance at any map showing the country north of Sault Ste. Marie will explain why the AC&HB is in fact the life line of this otherwise abandoned territory. For 195 miles north of the Soo (Sault Ste. Marie), the right-of-way is near neither road nor railroad, until at Franz it intersects the single track of the CPR's trans-

of empty woods lie between this crossing and Hearst, end of steel where the Algoma Central connects with the northern transcontinental route of the CNR. At Hearst also is the miserable auto road that someday will be made part of the badly needed Trans-Canada Highway. This rutted road is the first one of any consequence encountered by the AC&HB on its 296-mile run from Sault Ste. Marie. Central crews are always on the watch for signs of danger. All trains carry "telephone sticks" to enable men to cut in on the dispatcher's wire in case of emergency. Sometimes the crews are able to warn the ranger stations when a blaze is spotted from the engine or caboose cupola. Conductor Dent saw to it that the "No Smoking" rule was rigidly obeyed by passengers riding the rear vestibule. One could



The isolated settlement of Franz recedes as No. 3 clicks over CPR's transcontinental line (diagonal foreground). Note modern color-light signals protecting the crossing

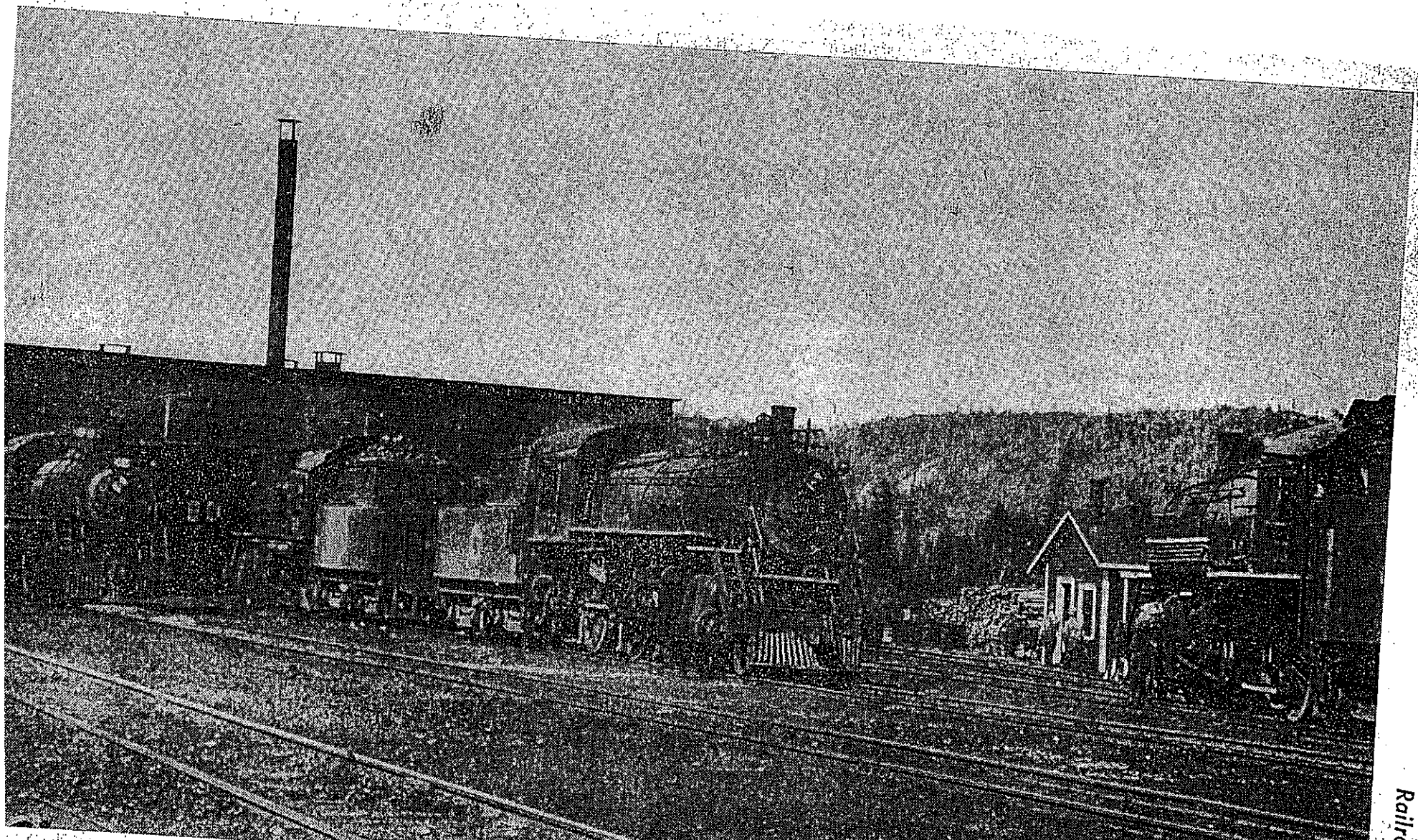
MOST of the country traversed by the northern end of the line is level and unspectacular, interesting mainly because of its rugged logging industry and the vast emptiness of the endless spruce forests. Fire is an ever-present hazard here, as it is all along the AC&HB. It was August when we made our trip, and the woods were tinder-dry; already there were several serious fires raging east of Hearst. Everyone we encountered was praying for rain and alerted for the telltale smell of wood smoke.

The threat of conflagration during prolonged dry spells is real and terrible in this densely wooded country. Algoma

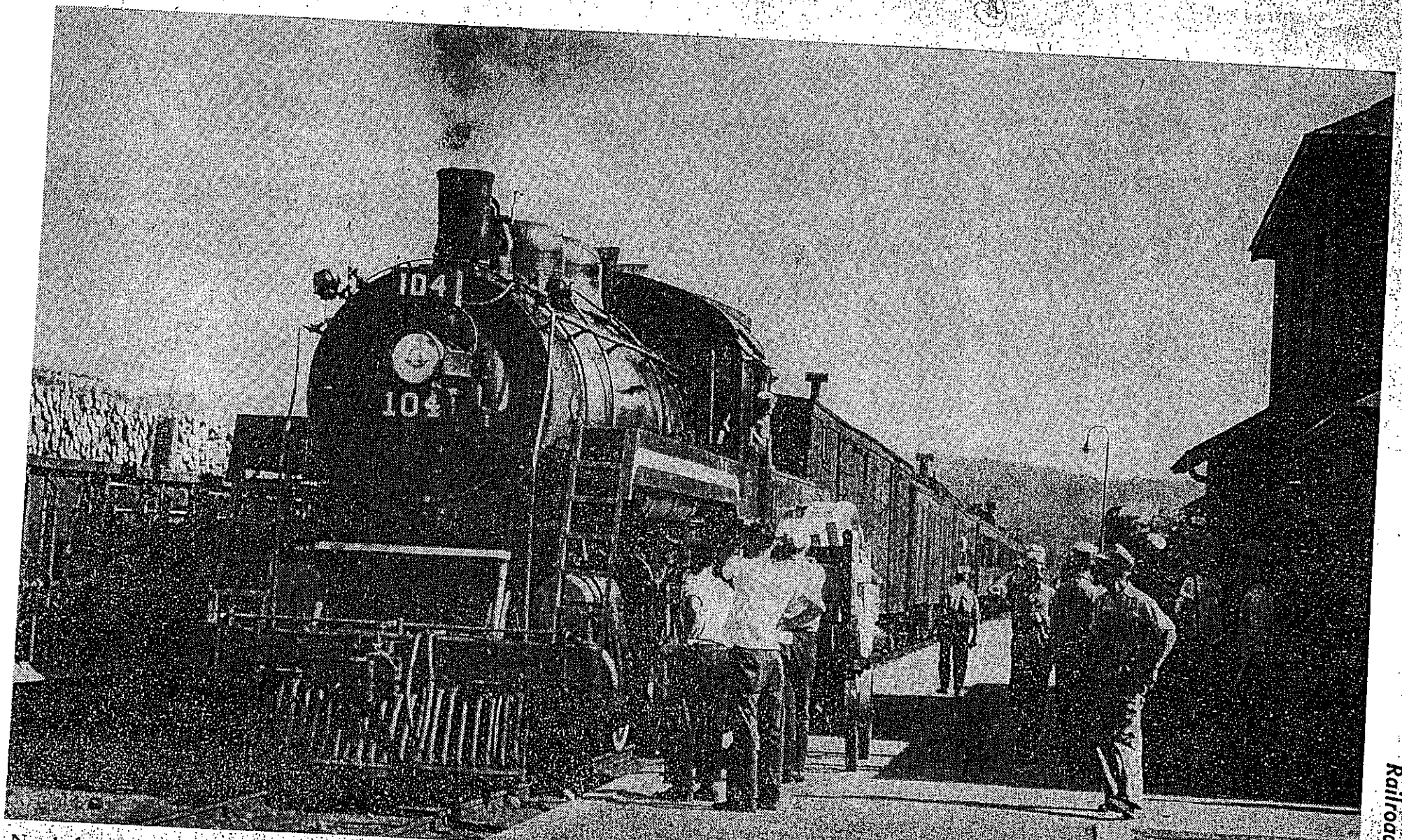
smoke in peace elsewhere on the train.

Stopping for coal and water, Dent came back to tell me there'd be time to get some pictures of the engine while we waited. We walked together up to the engine, but he left me there, entering the station for train orders. Oba is only a clearing in the woods where two railroads happen to cross. It has a coaling station, water tank and depot; nearby there are a couple of stores and saloons with false fronts and a few houses. Like all the stops on the AC&HB, Oba is completely dependent upon the rails for transportation to the rest of the world.

While our engine was taking water, a



wk Junction enginehouse, deep in the spruce woods. Algoma Central operates about 30 locomotives; *10-wheelers, Consolidations, Mikes* and *Santa Fes.* First-named are standard passenger power



North from the Soo, Algoma Central's No. 1 arrives at Hawk Junction bristling with importance—and stovepipes. Pick up your highway map and you'll look in vain for the small communities along the AC&HB; the only way in or out is by rail

long CNR freight rocketed over the crossing, its engine crew waving enthusiastically at all and sundry. It rattled away into the west, trailing a tremendous sooty fog behind it. No. 103 eventually slaked her thirst and pulled away from the water tank, easing the train a few hundred feet ahead to stop at the station platform where Conductor Dent was waiting to check his orders with the hogger. This done, we jogged back to the coach, the slack ran out noisily and we were on our way again.

The complexion of the country began to change after leaving Oba. Soon we were running through a land of spruce-lined lakes and streams. The sun-drenched evergreen forests were fragrant as our train puffed unhurriedly through them. At the marshy edge of a tiny lake we had just rumbled across stood a great bull moose, a majestic statue staring at the train. These awesome, unforgettable creatures are seen quite often by the crews from their vantage points on the engines and cabooses. Bears too are a familiar sight to Algoma Central trainmen.

The railroad used to offer a unique service to hunters and fishermen by providing camp cars and setting them off at various sidings along the line. They made an ideal camp on wheels for sportsmen wanting to take advantage of the superb hunting and fishing in this otherwise inaccessible region. The cars were regular "boarding cars" and were equipped with bunks and a cookstove. As long as they were in service, some patrons booked them year after year.

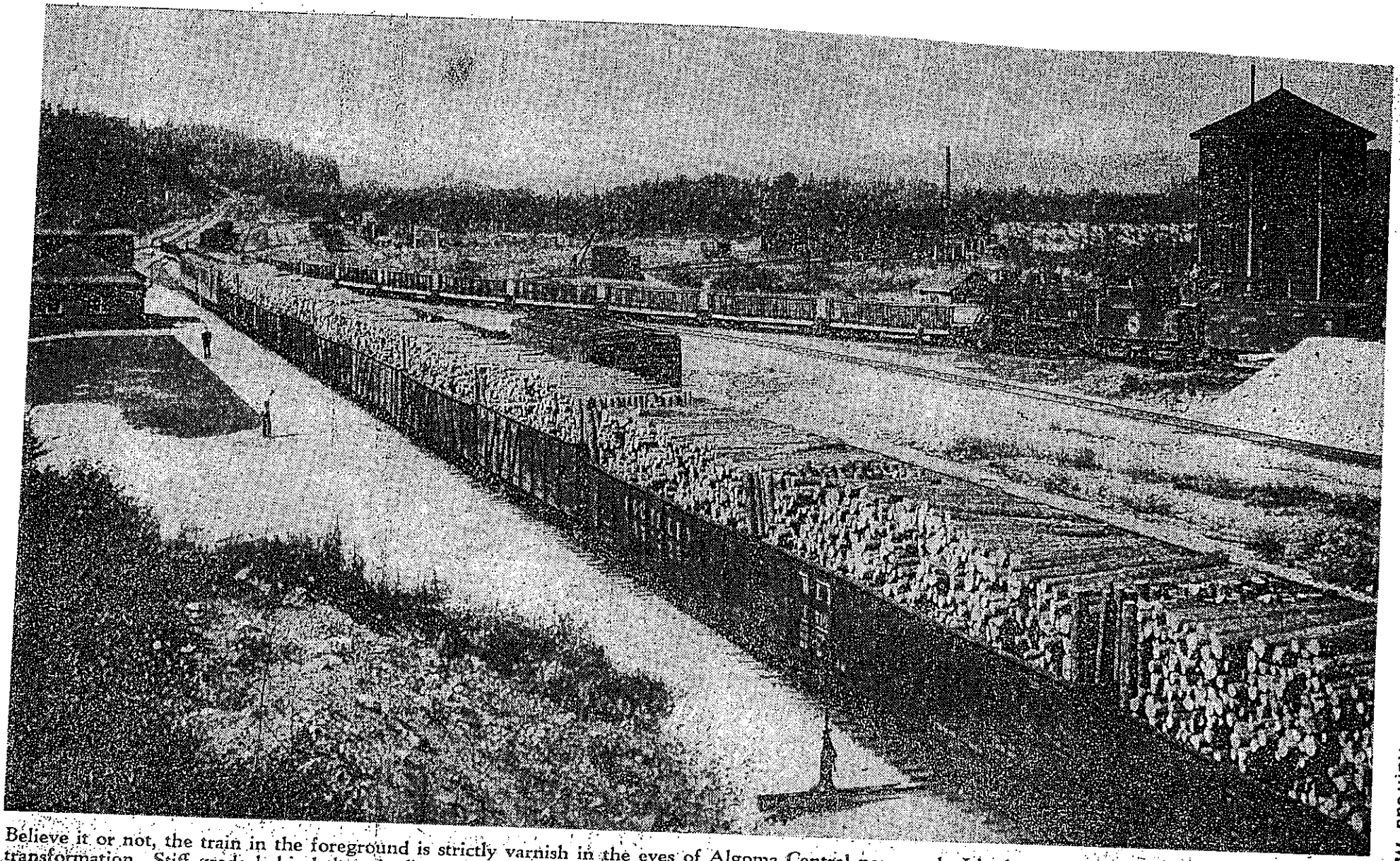
Back at Oba we had picked up a meet order with a northbound freight, so in the middle of nowhere our train suddenly ground to a halt. We held the main. After a long, restless wait, the sound of a tired exhaust heralded the approach of the tardy freight. We were already an hour late, and when the freight pulled past us, creeping through the siding, its head-end crew looked sheepish while our conductor and brakeman shouted a few well-chosen, caustic remarks concerning their slowness. Our *ten-wheeler* whistled impatiently. In spite of our trainload of heavy gondolas, Larry Watson got us off to one of his miraculously smooth starts, which would have done credit to the hogger of a GG-1.

At Tatnall, where the lonely station overlooks a sparkling, forest-lined lake, we stopped. The road was renewing its steel with 100-pound rail, and there was a long work train in the siding. The savory perfume of roasting meat drifted appetizingly from the cook cars, mingling pleasantly with the fragrance of the woods. We remember Tatnall for several reasons, chief among which was the unscheduled loss of two of our fellow passengers.

They were Swedes, quietly drunk in celebration of their anticipated visit to Sault Ste. Marie—an excursion which had obviously been planned during their recent carousing at Hearst. For the past few miles they had shared the rear platform with us, chattering happily to each other and gesturing excitedly as the train rolled past what to them were familiar landmarks. For them, the wonders of the city's lights were understandably glamorous after dreary months of working deep in the bush. But as our train waited at Tatnall, the two city-bound adventurers made the unfortunate mistake of hailing a couple of the track gang.

Soon there was a brisk exchange of words. Both Swedes seemed to be well known, for the whole gang entered into the raucous discussion. Suddenly a stalwart individual appeared on the scene, trailed by a couple of assistants. Spotting our friends, he immediately began yelling at them in Swedish and what were apparently several other languages. His two assistants joined in, and soon the air was blue with heated epithets. It was pretty obvious that our carefree friends were being told to get off the train and back to work on the tracks, but quick!

At first they refused stoutly, laughing and gesturing to each other as the section bosses heckled them with profane persuasion. At length they began to view the situation a little more seriously.



Believe it or not, the train in the foreground is strictly varnish in the eyes of Algoma Central personnel. It's the two cars at the rear that work the transformation. Stiff grade behind them is diverging branch from Hawk Junction to Michipicoten Harbor. Rugged winters account for the completely encased water tank

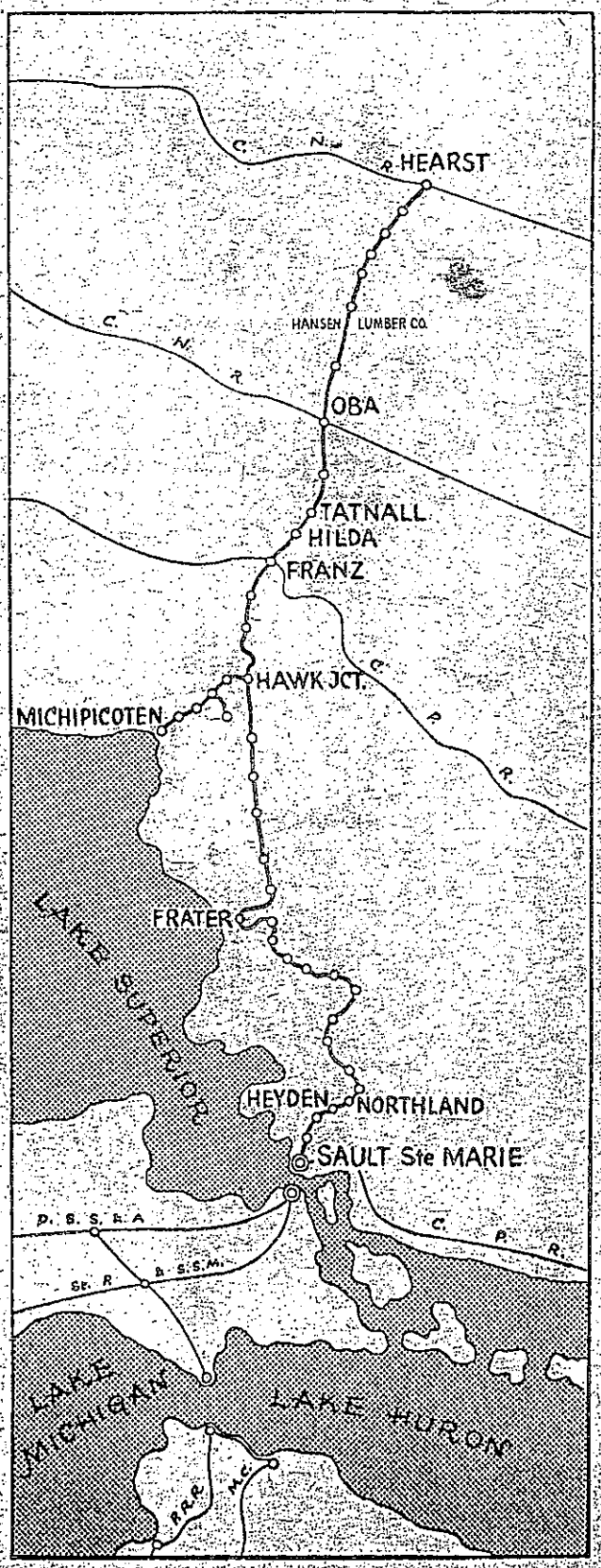
hension. Just as the wheels began to turn, what must have been an ultimatum convinced the pair that they'd be better off in the long run if they disembarked. They looked numbly at each other for a few seconds, then dashed headlong into the coach, returning on the run with their battered paper-board suitcases. In a moment they had tumbled off the rear steps onto the roadbed. The last we saw of them they were walking slowly and sadly back toward Tatnall. They disappeared out of sight around a curve as our train chuckled happily along toward Sault Ste. Marie and the bright lights of civilization.

CANADA'S Forest Service maintains a post at Tatnall. We saw a couple of their bright yellow float planes pulled up near the shore, planes used mostly for fire spotting throughout the area. The fliers and their families live in trim log buildings on the lakeshore. Some of them were swimming as we clattered past and waved at the train until we were out of sight.

At Mile 210, near Hilda, we topped the Arctic watershed. The streams began to flow south, instead of north into Hudson Bay. An hour and a half late, we pulled into Franz. This little settlement differs from Oba principally in that here the Algoma Central crosses the Canadian Pacific instead of the Canadian National; otherwise the setup is about the same. We waited at Franz for an endless half hour, a ridiculous length of time considering the size of the place. Every once in a while our engine whistled despairingly, but nothing happened.

It became discouragingly apparent that we were going to be good and hungry long before No. 4 hauled us into Hawk Junction. We were thankful for the oversize breakfast at Hearst that morning, but the pleasant effect of it was beginning to wear off. Hawk Junction, only thirty miles away, began to take on the lustre of the pot of gold at the rainbow's end. Everyone in the car showed signs of restlessness. The few infants on board began to wail with increasing enthusiasm, and there were many muffled curses and complaints aimed at the company. Suddenly, and with no warning, we lurched ahead. Obviously the engineer was as peeved as everyone else by our long delay.

With the wheels clicking briskly south



Algoma Central dies out some 300 lonely miles short of Hudson Bay

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WE TOOK some pictures from atop a small hill at the south end of the yards; then walked back to Hawk Junction station. A stalwart member of the uniformed provincial police was standing on the platform, balefully eyeing the prospective passengers. In spite of his forbidding appearance, he turned out to be both friendly and helpful; the same proved true of all others we met in the whole North Country.

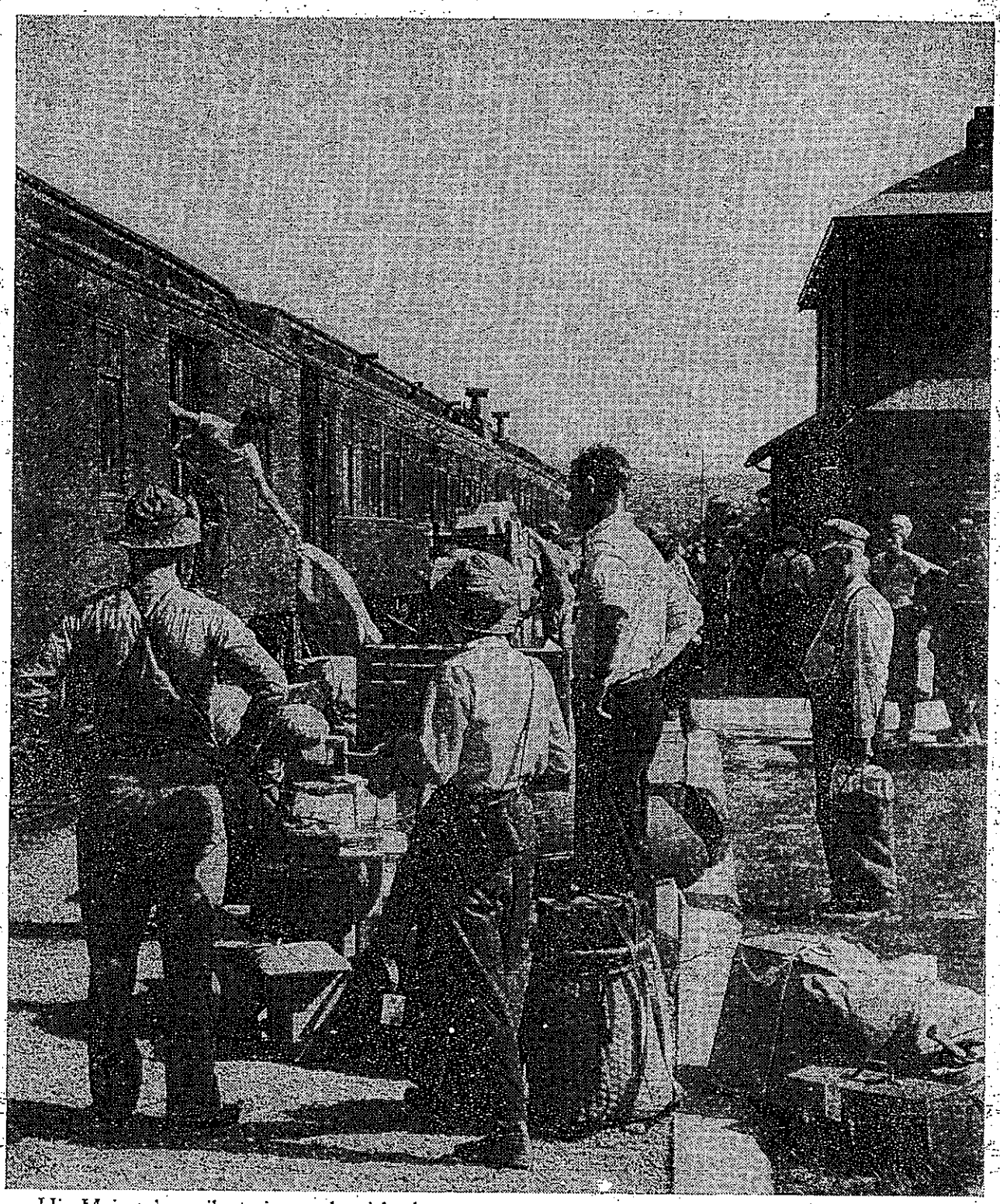
The passenger station was a good-looking, clean brick structure, its tidy waiting room filled with travelers, mostly from our train, who were going through to Michipicoten Harbor. This is a name you hear often in Algoma Central country: in many ways it's the key to the present and future development of the whole region. It is located on a 26-mile branch which leaves the mainline at Hawk Junction and has an excellent deep-water harbor on Lake Superior. The AC&HB owns and operates the extensive dock facilities which handle coal, coke, sulphur, pulpwood and iron ore in tremendous quantities. The Algoma Ore Properties Limited plans to increase its output of finished ore, or siderite, from the present tonnage of 500,000 to better than a million tons per year.

The ore comes from a rich vein known as the Helen Mine, adjacent to the original hematite deposit first mined by the Algoma Steel Corporation around 1901, about the time when construction of the Algoma Central began. The steel firm now operates the Helen Mine through their wholly-owned subsidiary, the Algoma Ore Properties, Limited. The entire mineral output of this rich holding moves to the ore docks over the AC&HB, a large-scale operation throughout. A million tons are hauled annually over the road facilities at Michipicoten, with iron ore ranking first. Coal is a close second, and pulpwood a poor third. Sulphur and coke are handled in relatively minor quantities.

Michipicoten is big business. About two-thirds of the ore moving through the balance being shipped to the Algoma Steel Corporation's plant at Sault Ste. Marie. The scope of AC&HB operations at Michipicoten comes as a distinct shock when one rides through miles of wilderness that is virgin of industry save for logging camps. However, this strange railroad is even in the steamship business; it operates the oldest bulk freight steamboat line on the Great Lakes under the name of the Algoma Central & Hudson Bay Railway Steamship Lines. Michipicoten Harbor and the Algoma Central may increase in importance as the country north of the Soo continues to give up more and more of its bountiful timber and mineral wealth. There is great promise of untouched mineral deposits in the general region served by the railway. Prospects for this richly endowed district and the railroad that has so efficiently tapped it are now extremely bright.

We were still talking to the local policeman about Michipicoten Harbor when a long wail sounded down the track. It was No. 1, which arrived almost on the advertised after the long haul up from Sault Ste. Marie. Engine 104, another *ten-wheeler*, was hauling the seven-car varnish which came sliding proudly into the station, watched by a score of waiting passengers. A feeble attempt to dress up the engine with a white-striped cowling along the running boards fortunately hadn't detracted from her trim and symmetrical lines.

Immediately behind the tank was one of the Algoma's boarding cars deadheading north, followed by a boxcar doubling as a baggagecar and loaded with canoes and other camping equipment. A conventional baggage coach came next, trailed by a sway-backed postal car carrying His Majesty's mails. A string of four wooden coaches, all with stovepipes on their roofs, completed the consist of this backwoods varnish. After a fifteen to twenty-minute wait, during which mail, express and miscellaneous freight were loaded and unloaded and a carful of U. S. Boy Scouts

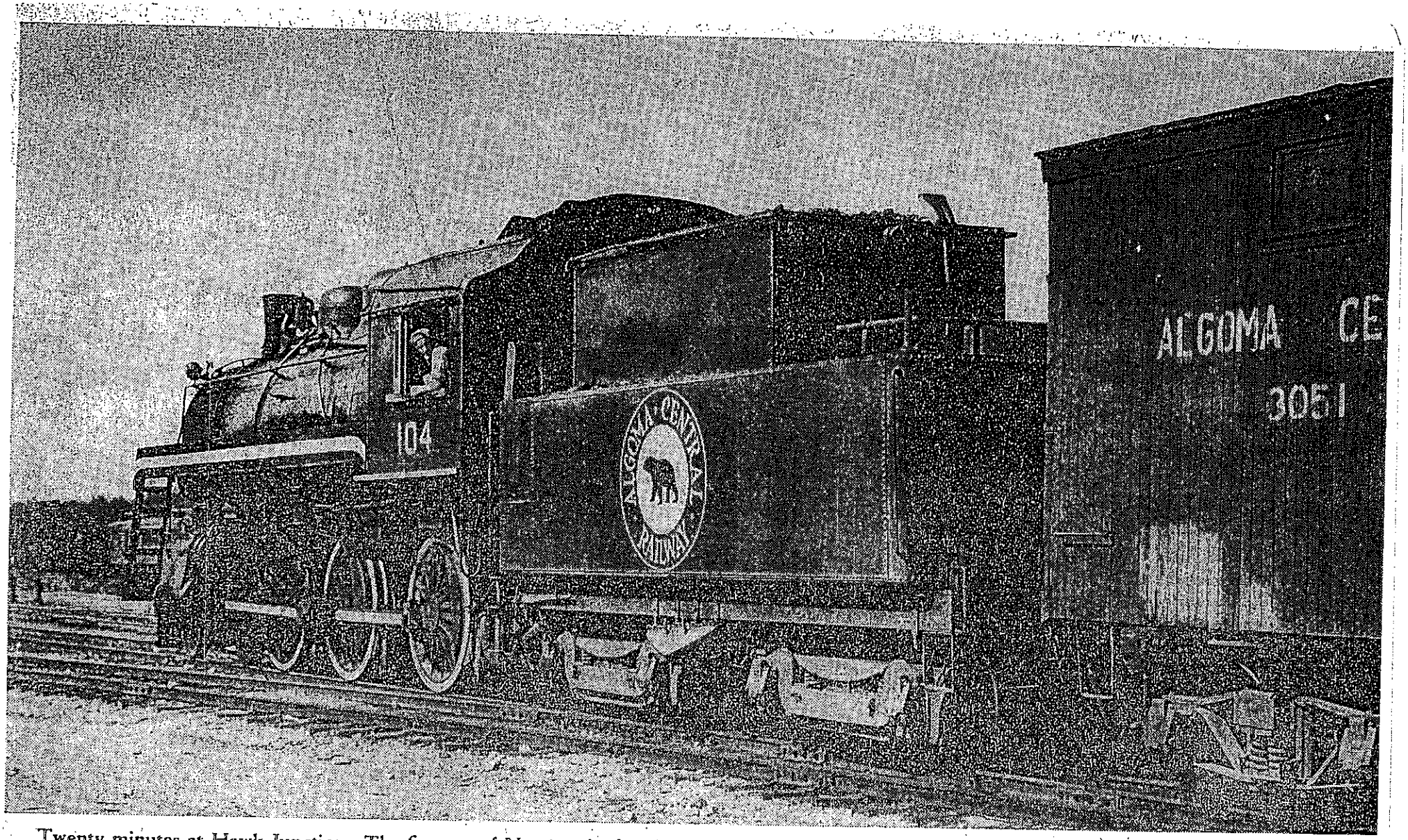


His Majesty's mails arrive and, with them, summer sportsmen and campers with their bulky paraphernalia. They ride the route of the growling grizzly by the thousands each year and at every station the town turns out to appraise their choice of duffle

grade to Michipicoten Harbor. We heard it working steam on the grade long after it had disappeared, leaving a thin haze of smoke among the wooded hills to mark its going.

NUMBER THREE, our train for Hearst, was almost made up. Many 165 miles on the train from the Soo and were transferring to No. 3 for Hearst and other points north. When we rolled out of the station, the coaches were well filled, a state of affairs we had now come to expect on the AC&HB.

Familiar landmarks of our morning's journey came and went as the train clat-



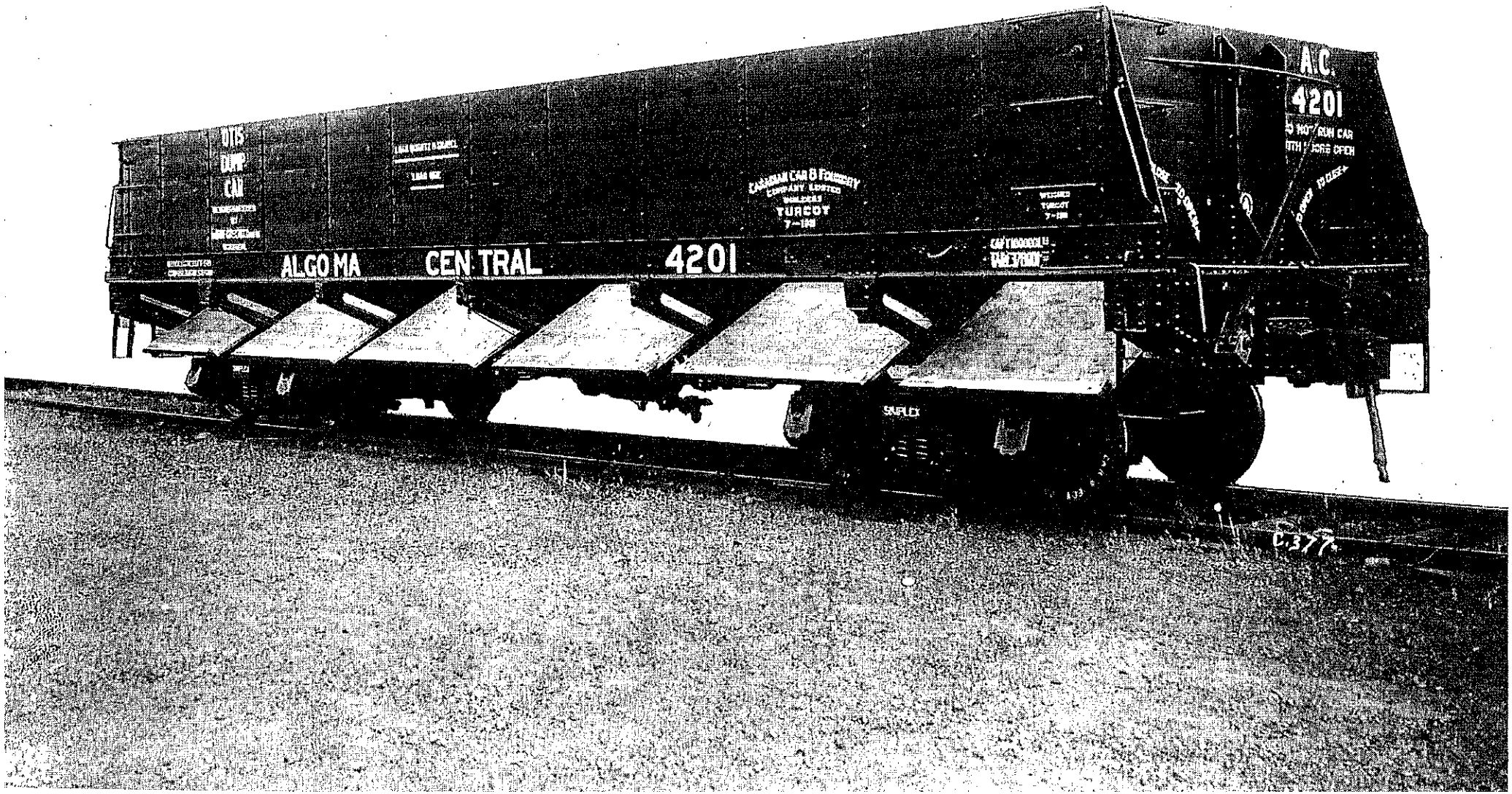
Twenty minutes at Hawk Junction. The fireman of No. 1 waits for the highball which will start the 104 laboring up the slope toward Michipicoten Harbor, 26 miles over the branch line. Archbar trucks are not uncommon on home-road equipment

hashed the events of an exciting day. There wasn't any need to worry about getting hungry on No. 3, either. We'd been told there would be a diner on the northbound train, and anxious to see just what manner of dining car might be found on a train such as this, we were first in line when the call came for dinner. We found ourselves entering what must be one of the most unorthodox diners on the North American continent, one that was completely in keeping with the rough-and-ready Algoma Central. The tables were wooden, of real family size, taking up about half the car. Behind a partition was the kitchen, from which the steamy smoke of things cooking drifted pleasantly into the eating section, as the chef peered through the open door and chatted with the brakeman. Swinging from the ceiling were mantle-lamps, most of them minus their glass globes.

The conductor and brakeman sat across the table from us, and the whole affair was thoroughly enjoyable—as comfortable and informal as a snack in one's own kitchen. No menus were in evidence, and would have been completely out of place. We were soon served by an energetic Canadian prototype of Horatio Alger who had taken our order by assuming we'd want the regular steak dinner. Whether or not there was anything else available wasn't mentioned, nor was it necessary to ask: steaks were being served on all sides and being eaten with obvious enthusiasm. The food was excellent and plentiful which, as far as we were concerned, placed the Algoma Central's diner in a class by itself.

Even the coffee was good, and as any American who has traveled in Canada will testify, this is a rare occurrence—an everlasting tribute to the unknown chef on our mixed train dining car! When finally the check came, after dessert and a second cup of coffee, it totaled an amazing ninety cents apiece! I thought that perhaps Horatio Alger had made a mistake in his arithmetic, and told him so. He smilingly assured us that the total was quite correct. We paid it and walked back through the bouncing cars to our seat, still in a stupor over having just eaten a ninety-cent steak dinner with all the trimmings—and on a railroad diner!

With less switching to handle on the northbound run, our train kept pretty close to its schedule. As the miles clicked away, the sun sank lower and lower in the sky, finally dropping behind the tips of the trees. Dusk came and the woods grew dark, mysterious and forbidding along the right-of-way. After a while the trainmen came through with long-handled flares and lit the gas mantles; pretty soon we dozed off into peaceful sleep. Hearst was only an hour and a half away and our hotel room and a shower were waiting for us. It had been an unforgettable, wonderful day.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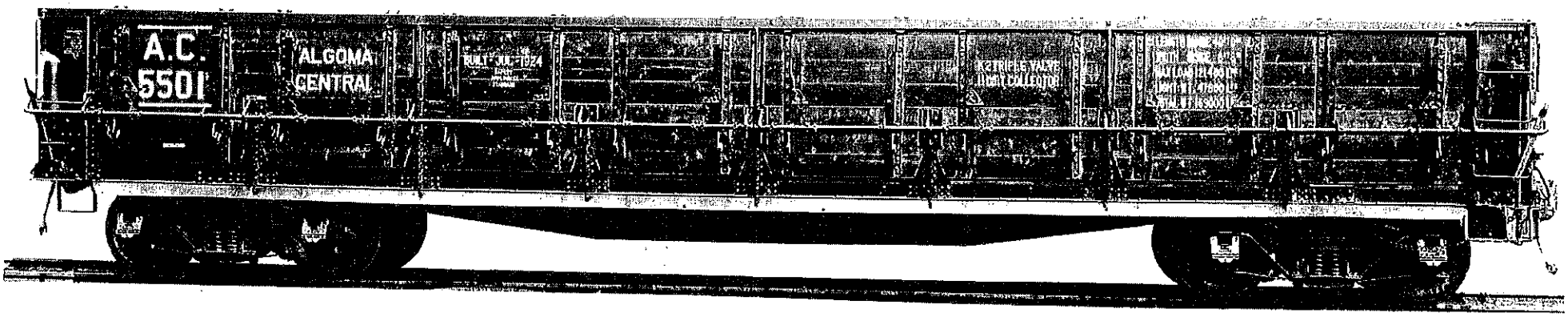
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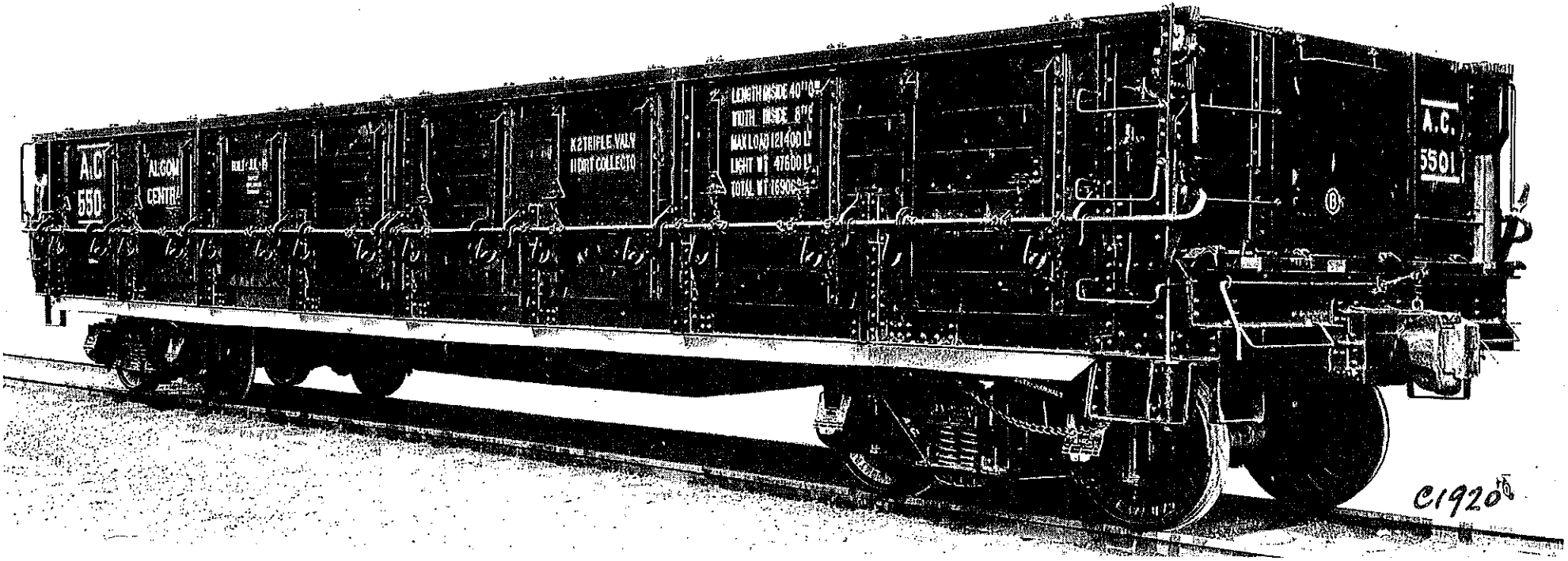
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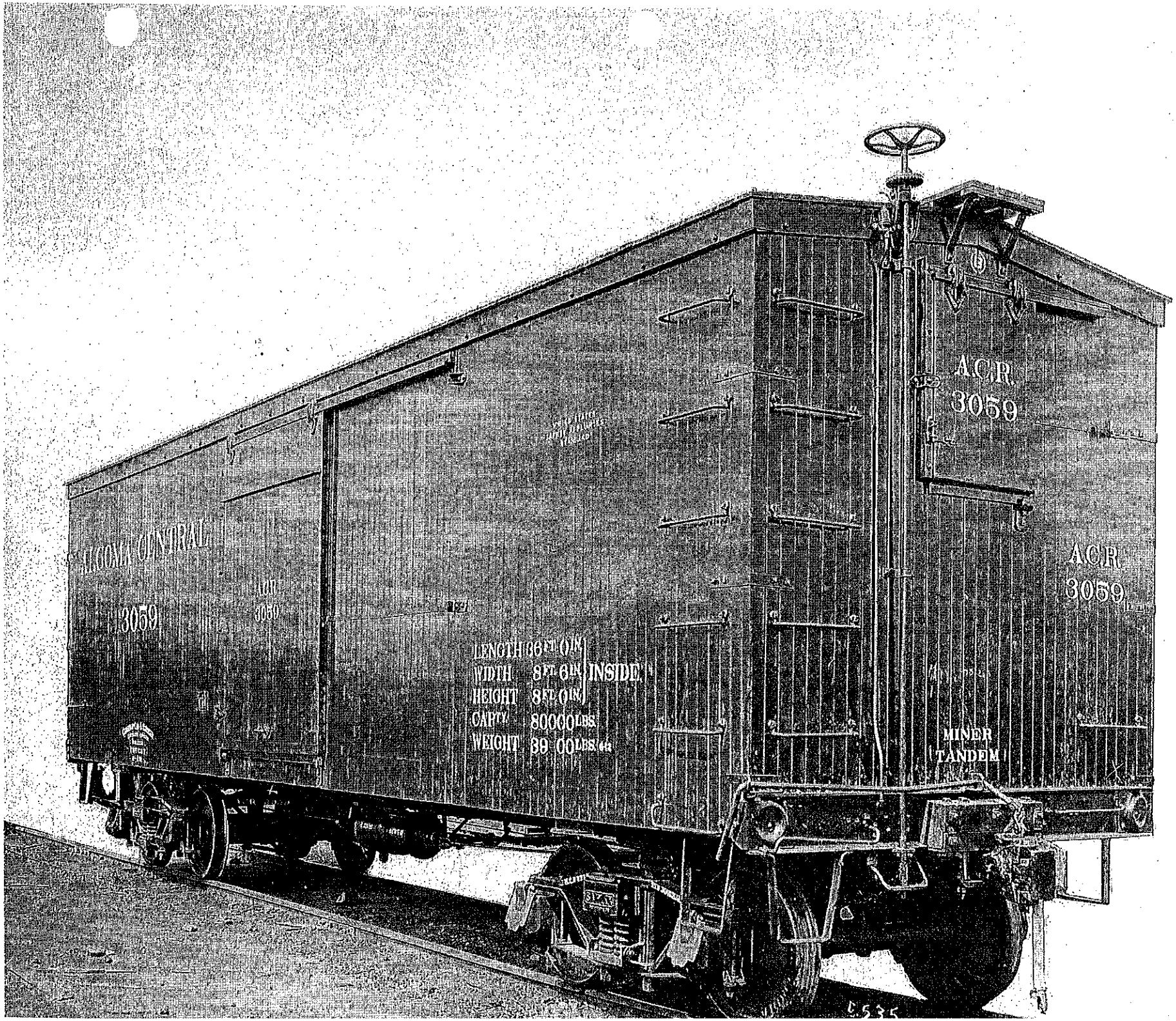
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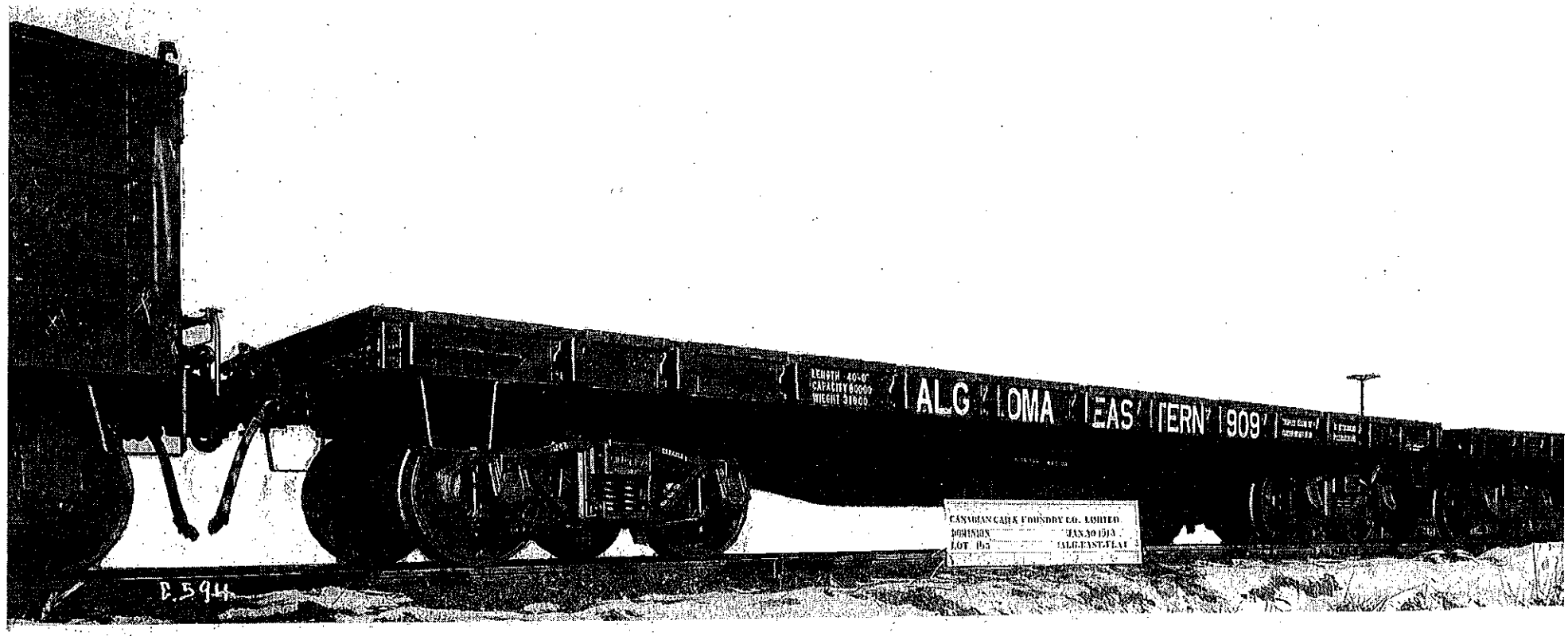
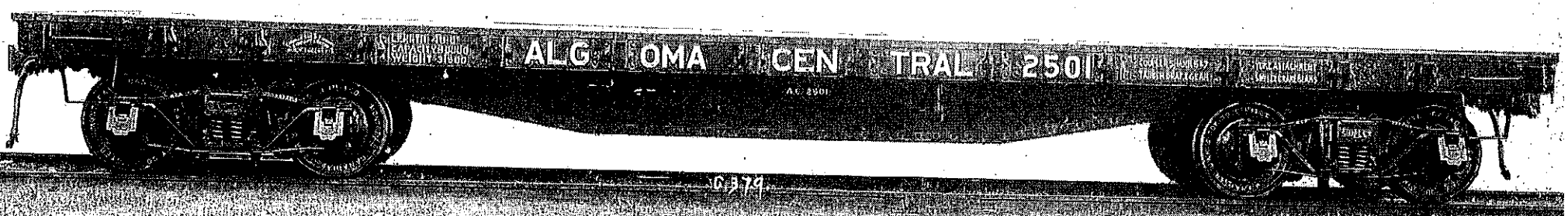
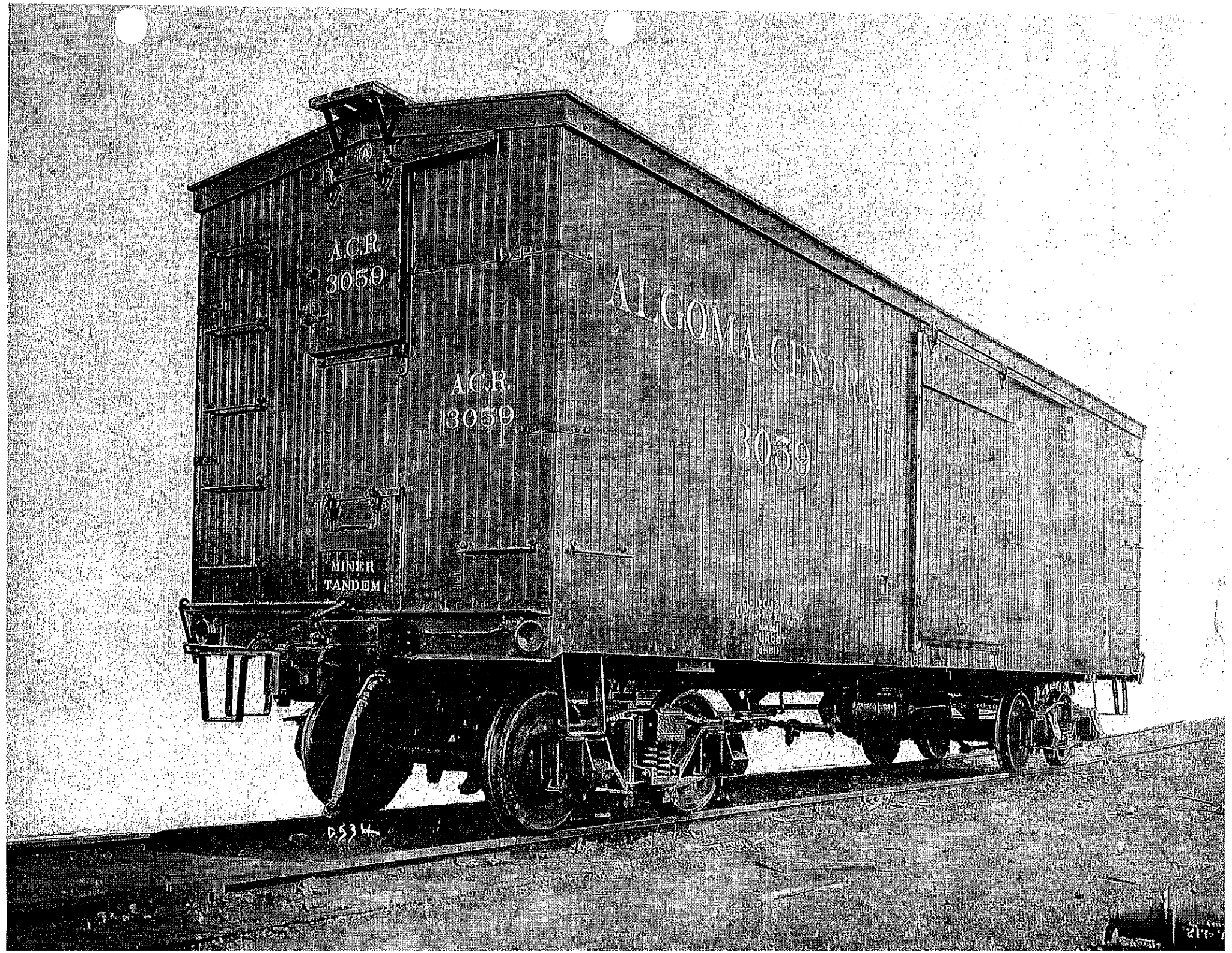
LENGTH 36FT 0IN
WIDTH 8FT 6IN INSIDE
HEIGHT 8FT 0IN
CAPTY 80000LBS
WEIGHT 39 00LBS
MINER
TANDEM


ALGOMA EASTERN
366
A.E.R.
366
CANADIAN CAR & FOUNDRY
COMPANY LIMITED


LENGTH 40'-0"
CAPACITY 80000
WEIGHT 31000
ALG LOMA EAS TERN 909
CANADIAN CARE FOUNDRY CO. LIMITED
DOMINION TANADIA
LOT No. ALG.EAST.FLAT
E.594


ALG OMA CEN TRAL 2501


ACR
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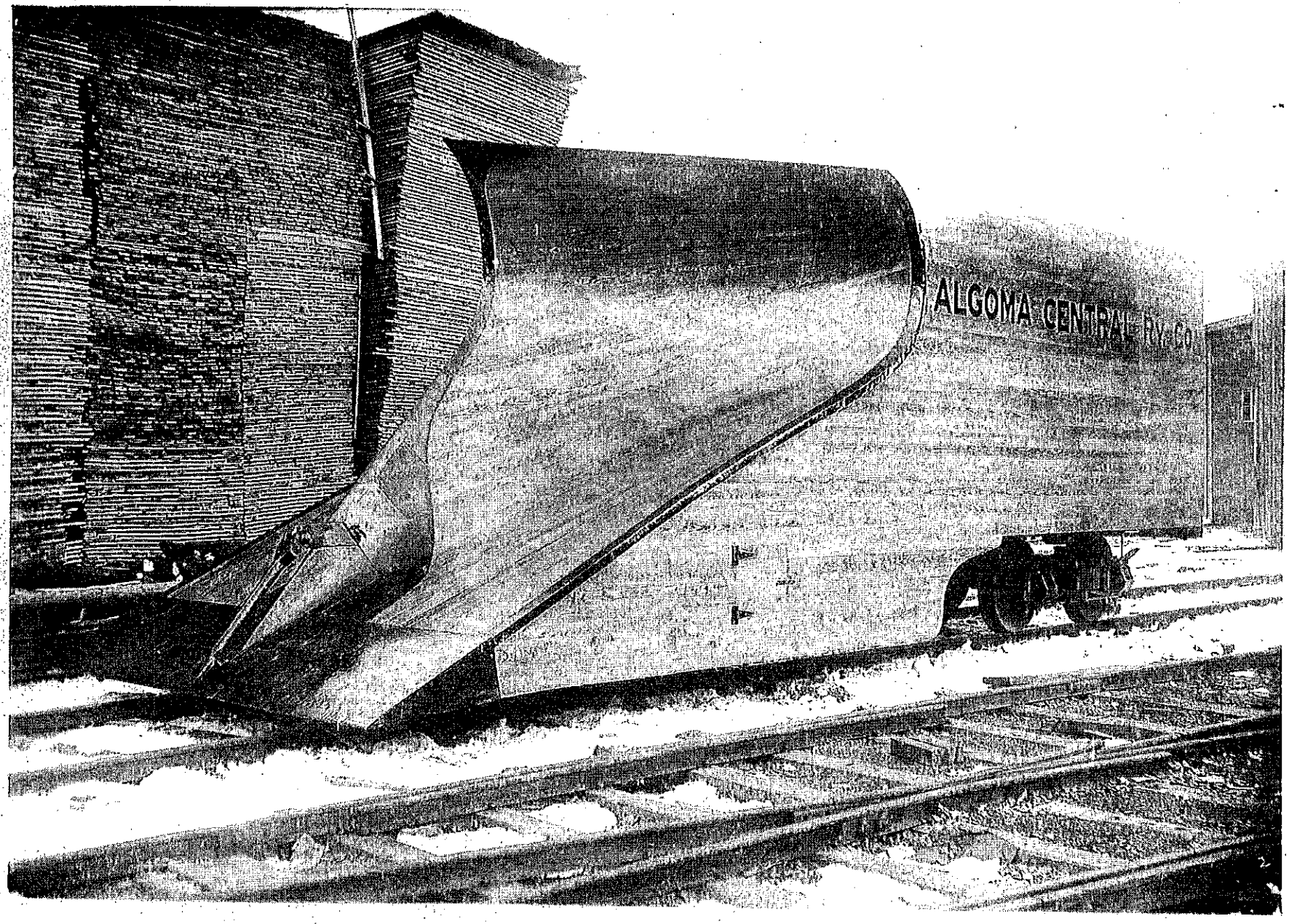
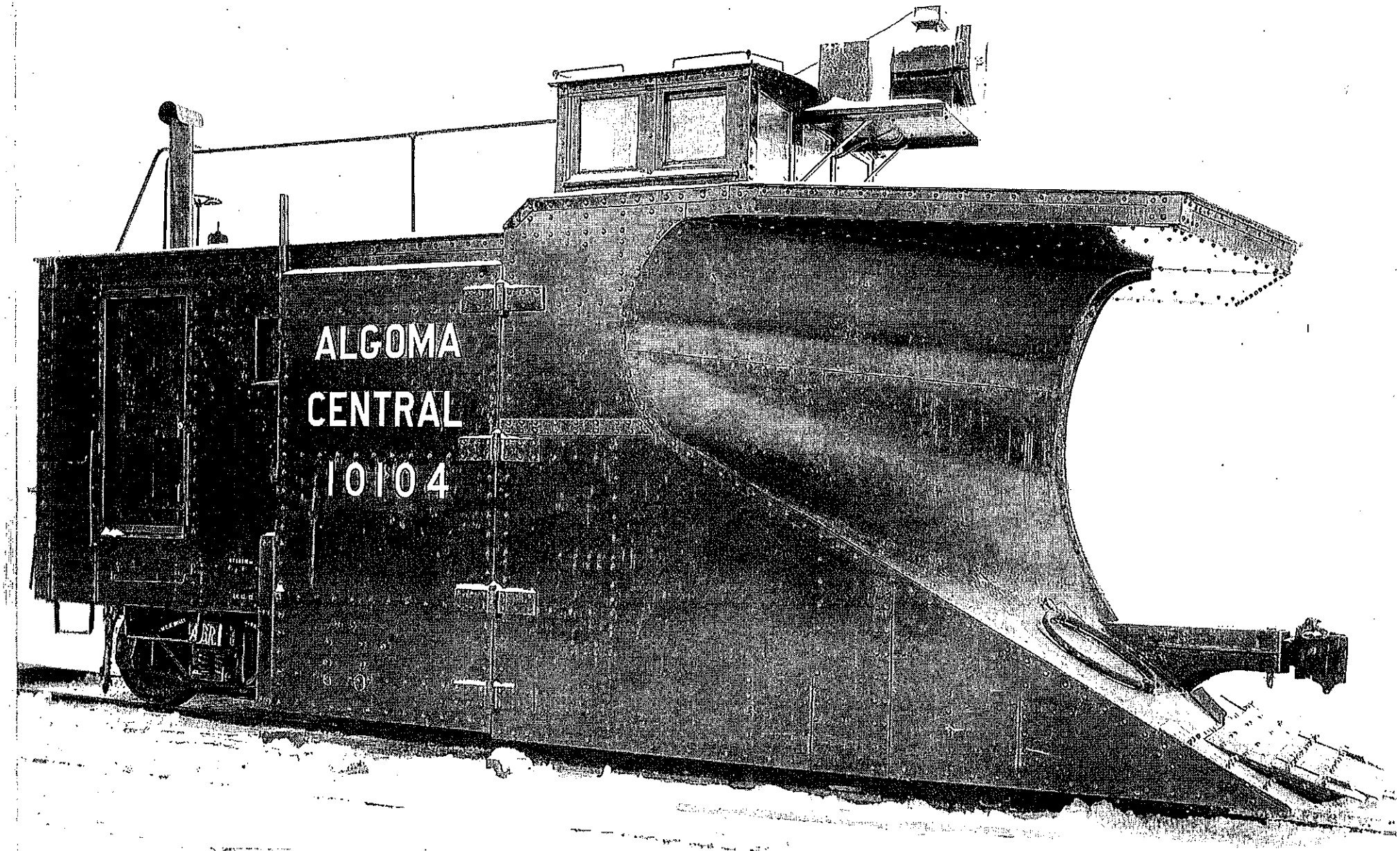
ALGOMA CENTRAL
3059
MINER
TANDEM


ALGOMA CENTRAL RY. CO.


ALGOMA
CENTRAL
10104