

ALGOMA
CENTRAL
RAILWAY
DIARY

C. H. RIFF

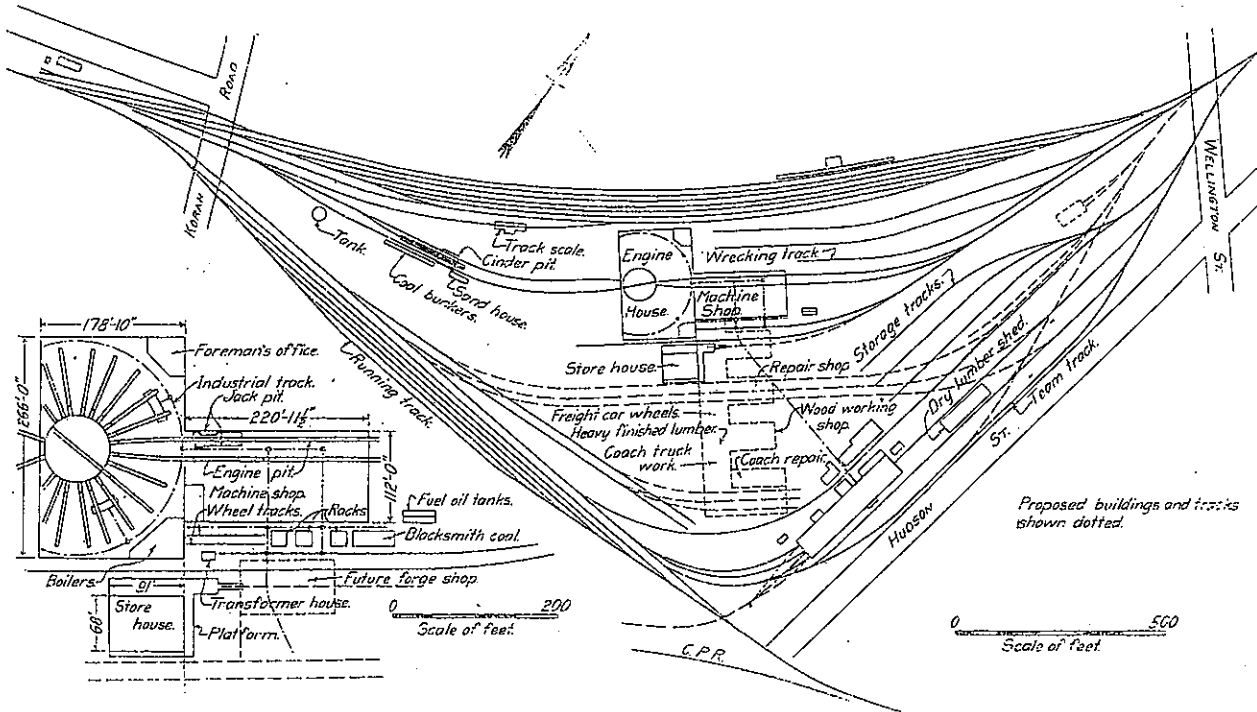
The New Algoma Central Engine House and Shops

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 ac-

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.

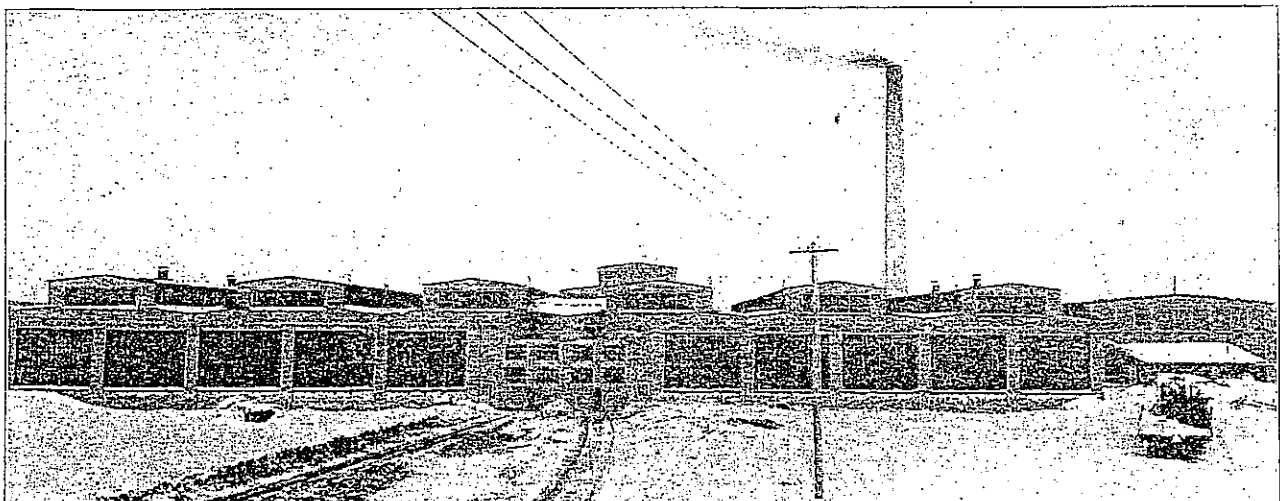
The house is designed to contain 24 stalls, but as this capacity



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

companied 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

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-

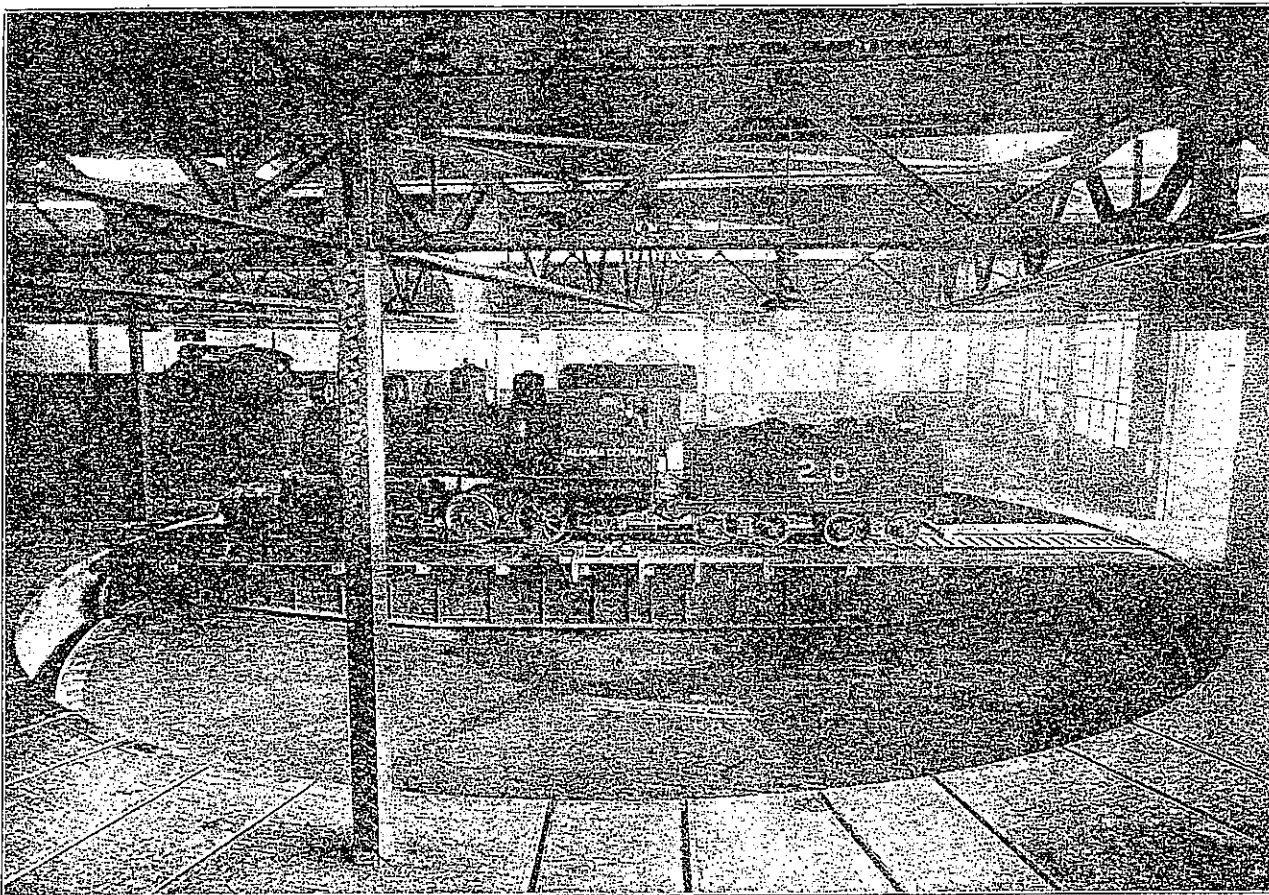


New Rectangular Engine House at Sault Ste. Marie, Ont., Showing Typical Winter Conditions

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

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

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

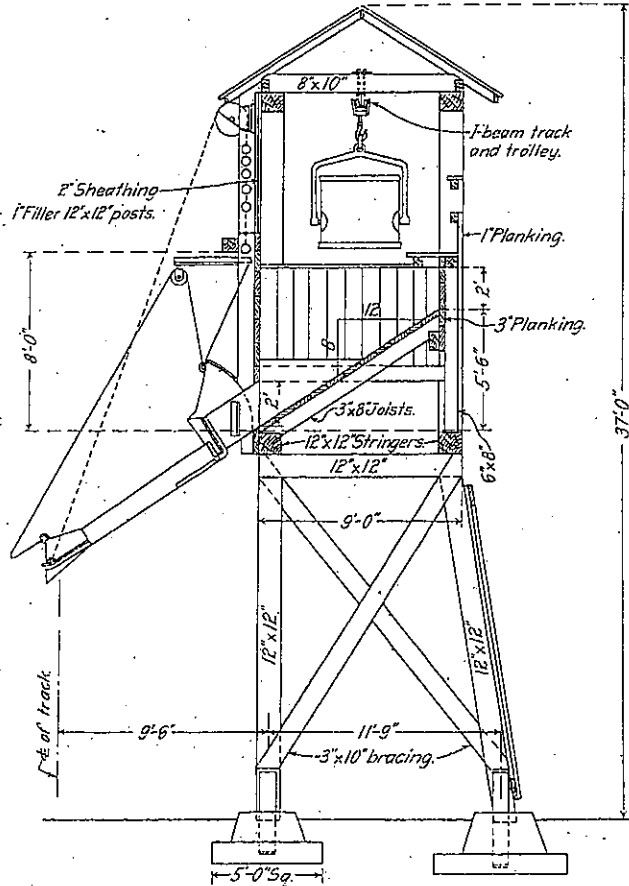
The smokejacks are of sectional cast iron construction, furnished by the Paul Dickinson Co., Ltd.

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 $1\frac{3}{4}$ 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. Bätley, 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 in the Paulista and Mogyana Railways, which own 1,795 miles of line in the state of São Paulo. It has a large interest in the Madeira-Mamore Railway and the Uruguay Railway, and in subsidiary enterprises, which are expected eventually to produce a profit in themselves and also to bring new traffic. An all-rail connection between São Paulo and Montevideo was established during the year by the completion of the bridge over the River Uruguay and of the connection with the Central Uruguay a Sant' Anna.

From the lines in southern Brazil directly operated by the company, gross receipts were secured in 1913 of \$14,479,920 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 5.21 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.

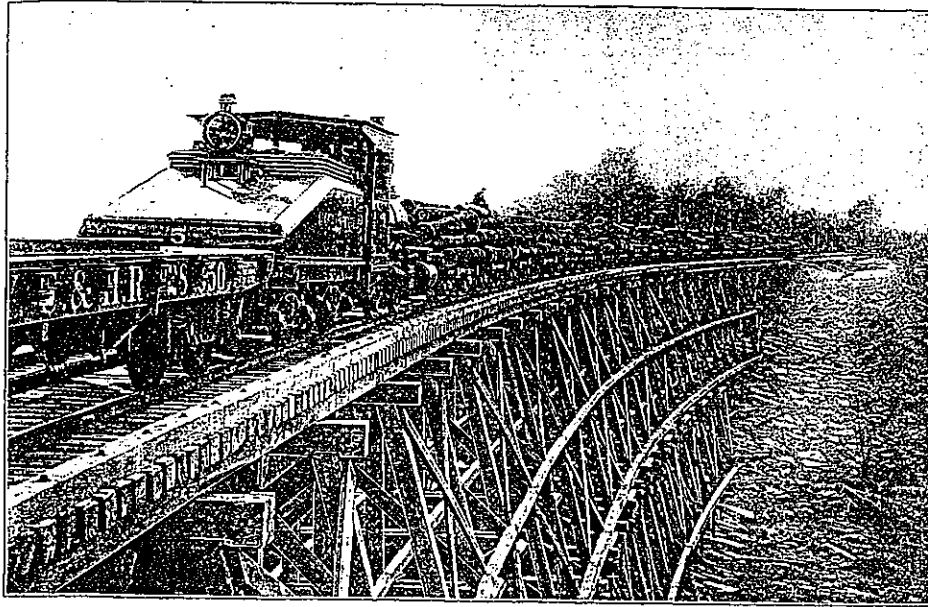


Minor Collision on A.C.R. Yesterday

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 brakeman C. Oakes injured as the result of an accident which occurred last evening about a mile from Mudge 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 thirty 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 brakeman 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.

Brakeman Oakes was only slightly injured and is able to be around the other brakeman, M. Schellin, and the engine crew, Engineer J. Dorn and Fireman J. Thompson, were all injured 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 were 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 Mudge tomorrow evening.

KING CONSTANTINE SICK AND CONFINED TO HIS ROOM

London, Oct. 11.—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 inquire into the cause of the death of Conductor A. Goodel, who was killed on October 11 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 base of his neck. Death resulted almost instantaneously from this injury. Among the witnesses called were Mr. G. A. H. Son, conductor of the mixed train; Guy Moon, a brakeman; William Dyer, a brakeman; L. Case, the engine driver; and engine 29.

Hurry Oakes, the brakeman on the train that was struck, gave the story of the accident as follows: "We started out in the morning, switched at the Helen Mine and put a train of 10 cars on the Steamer Avenue branch to Harbor. We weighed up some 500 tons of iron ore, and switched to the Michipicoten and then to the Helen and switched from the Helen to Maple about 7 p. m. When we left the Helen we went to Maple 'Y,' about 2 1/2 miles from the mine and at the north neck of the 'Y' we took out 13 empties, set them on on the main track, uncoupled them and turned the engine around the 'Y.' We coupled onto our empties and then left our coach, ahead of the empties backing up towards the mine. As we were pulling out I noticed a break in the air line and went back and fixed it, coupling our tail car onto the coach. From there we started towards the mine. The night was very dark. Conductor Goodel and I both played our lanterns on the platform of the coach so that it would throw a light on the rails and so I could see ahead. I was standing on the platform out of the coach and could get a view of the track. I am supposed to be a watchman and I came out and stood beside me. We were not going more than 10 or 15 miles an hour, probably not more than 10. When we got about the 1/2 mile S. Comstock track I directed attention to the fact that the car around the curve was not where it looked like a head of steam. I gave my attention from the track to the fact that was Atkinson's car, and the worst of track. Afterward I learned that one of Atkinson's track men was following along the track which had us away from the mine was leaning toward us. I saw the wheel and not a moment later the car than Goodel. Suddenly I saw the car came up in front of me. I did not hear the car and about 10 or 15 feet I had to get away from the car. I could not see the car as far as I could see. I saw the car about 10 or 15 minutes after the accident. No cars were on the track at that time. I cannot see the car.

The jury returned the following verdict:

"That deceased came to his death by

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 Saull 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 fresher 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.

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 2 1/2 per cent of the population, he said, and five out of every six persons die leaving not a penny behind them.

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 Re- ceived Burns—Five Cars Off Track

4/23/19
23

Engineer Levi Case, aged 43 years, 339 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 trans-

April 23
1923

THREE CARS OF A.C.R. FREIGHT DITCHED

Van Also Left the Track; Had Rails Aboard; Conduc- tor 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 out.

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 HURTTLED 150 FT. THRU SPACE TO SINK IN THE MUD

Engineer Goatbe's Body Re- covered Saturday; Fun- eral 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 auspices. 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 Kystore 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 north-bound 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

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

Northbound Freight Col-
lides 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 southbound train, suffered a sprained ankle, and two members of the northbound 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 wood-working 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 by what is 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 loader with a 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 P.A.C.R. firemen were able to save one or two of the buildings. Lines of hose poured water on houses on nearby Hudson Street which threatened to catch fire as sparks dropped on the roofs. Window panes were scattered 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 wood-working 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 ~~1941~~ 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, south-bound to Steelton pitched into the van of extra engine 60, also south-bound 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 Cambrand, 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 fuseses 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

July 10 1942

Man Killed As Washout Derails Train

Cal Oswin,
Brakeman, Loses
Life at Mile 133

Sept
29
1942

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

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. Plt. Shackleton said and

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 unleashed 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 mile 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

October 27, 1942