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Welcome to Fall. As I write this on a beautiful Fall day, the wind is calm, it’s sunny and the trees are very colorful. It’s hard to believe that Covid in Alberta is at it’s worst since the start almost two years ago.

We have been holding our monthly executive meetings via ZOOM video conferencing and had hoped by this Fall that General meetings could start up again, but unfortunately this is not the case.

We are still hopeful for a Christmas luncheon meeting. The Chateau Nova is following AHS rules and guidelines which includes proof of vaccine or a negative test less than 72 hours prior.

We have been sending some items of interest out to our membership that have shared their email address and we encourage everyone to keep this up to date with Peter Treloar or Butch Whiteman. Since our Newsletter is only sent out three times a year, email is our only means of communication with the membership. Please consider sharing your address so that you can receive any information that we send out. The Newsletter is expensive to print and mail and with Covid restrictions, it is putting an extra strain on the executive to process. A big thank you to those that have chosen email as I believe we have close to one thousand members signed up. Also, thanks to Butch Whiteman for maintaining our email list and sending out any items of interest.

Members have been inquiring about the Santa Train, Waterpark, etc. To our knowledge, nothing has been planned as employees are still working from home and those on the property are required to social distance. It looks like vaccines for employees, contractors and customers may be mandatory this fall.

We have been keeping in touch with our National Executive by email and Zoom until our next annual Directors’ Meeting which is slated for two days mid-November via conference call. I will be participating as one of your three Mountain Region Reps with Blake Olsen and Dennis Jensen.

Stay safe!

**President’s  
Message**

*Al Vadden*

**Mountain Region Scholarship 2021 WINNERS**

Our Mountain Region Committee completed their evaluation of the 2021 applicants. Big thanks to Mary McLaughlin, Mike Englehart, Tony Duhaime and Gordon Wheatley for their due diligence and hard work.

We had 28 candidates again this year compared to a 2019 pre pandemic year of 54. Again, candidates from every corner of BC/AB. With that lower number, our task of finding the “very best 5” out of an excellent group is a little more difficult. We had to reject 4, one due to a non-member grandfather (who now is!), one not eligible due to low marks and two who failed to provide the proper/sufficient information.

Congratulations to our winners, Alan Ogaranko grandson of Murray W. McMillan, Jillian Aisenstat granddaughter of Valerie E. Covey, Kassandra Noel Vandermeer granddaughter of Robert Fallowfield, Grace Hannah Kemp granddaughter of Gerald Hugh Spence and James Price great-grandson of Ivan J. Bud Clark.

## Your Executive

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## RAILROADERS IN THE PARK



Ken King and Rob McCaffrey

Hello to all! I am Ken King, retired CN conductor/locomotive engineer. I hired out of Mirror, Alberta, in August of 1981 and retired out of Edmonton's Walker Yard in April 2019. I could be described as still having an 'uncommon passion' for railroading – even in my post-career days!

At any rate, in June 2021, I saw an online post from retired CN locomotive engineer/supervisor John Armstrong (Walker Yard and Prince George, BC). The post was looking for retired rails, who would be interested in helping operate Fort Edmonton Park's passenger steam train operations.

Roughly twelve retired CN pensioners answered the request and those chosen were trained and qualified for various positions of either locomotive engineer, conductor or 'guide' prior to the Park's July 1st opening day:

- John Reynolds
- Bob Ballantyne
- Mike Johnson
- Rob McCaffrey
- Stan Plociennik
- Craig Berry
- Nigel Hudson
- Rob Crawford
- Rob Damur
- James Harvey Kelly
- Mike Tabachniuk
- Robert Betz
- Leslie Lukan
- and yours truly.

Special note to Gordon Gale, who was retained as a guide from the previous train operations at Fort Edmonton.

Both John Armstrong and retired Jasper/Walker Yard ESO/locomotive engineer John Reynolds were instrumental in our crew having a successful inaugural season at Fort

Edmonton Park. Hats off to these gents for a 'job' well done! Personally, I really enjoyed working the guide's position, and I look forward to participating in this fun project when Fort Edmonton Park reopens next Victoria Day long weekend in May 2022.



Rob Damur, Gordon Gale & Craig Berry



*Ken King*



### Bell Donation

Cliff Gervais, a CN pensioner, has donated a beautiful brass diesel locomotive bell formerly displayed at the old NAR headquarters/CN training centre on St. Albert Trail. Cliff brought the bell out, fittingly, on NAR day on Aug. 2. Thanks for the beautiful donation.



### CN Pensioners' Help Line

For questions regarding your pension or rail pass and to report contact information including change of address, power of attorney or death involving a CN pensioner, please call CN Pension Administration at 1-800-361-0739. Have your CN PIN (SRB) number handy. These changes should also be reported to Peter Treloar 587-338-6014. Pensions Administration does not pass along pensioner information to the RailVets so please report any changes Peter.

### 70th wedding anniversary

In honour of Art and Dorris Rowe's 70th wedding anniversary on September 3rd, Gordon Wheatley of Victoria (on the right in the picture) presented Art with flowers on behalf of Edmonton RailVets. Dorris is now living in long-term care at Saanich Peninsula Hospital where Art and his family later celebrated their anniversary.

Art worked for 33 years with the NAR and finished his career with CN in Edmonton; after 54 years living in Edmonton he and Dorris later moved to Victoria to be closer to their four children and joined the Victoria local chapter. Art was "Mr. Encyclopedia" (quote from his boss) and the expert go-to person for all NAR employee and pensioner information; he served on the Edmonton RailVets executive for a short time before moving to Victoria.



### Eva Radulski



Eva Radulski, widow of Walter Radulski who worked on the CNR for over 30 years (Eva's dad, Joseph also worked on the CNR for over 30 years) in celebration of her 100th birthday on May 5, 2021. Eva was born in Lucerne BC. She lived in a number of places in Alberta, eventually moving to Edmonton in the 1930's during the depression. She married her late husband after his return from WW2. They had seven children: Richard, Theresa, Pat, Rita, Dorothy, Raymond and Lorraine. She enjoys the visits with her children, grandchildren and her great grandchildren while living in the Providence Care Centre in Calgary. Eva celebrated her birthday outside on the Providence patio, with her family, which was her first time in the outdoors in 19 months because of the Covid restrictions. The celebration also included tributes from the Calgary Police and Fire Dept. in drive-bys with their sirens marking the event as the Providence residents took in the view.

### Victoria Deagle

In celebration of her 100<sup>th</sup> birthday on May 21, 2021, the CN Pensioners crystal was presented to Victoria Deagle. Victoria was born in Raycroft, Alberta and moved to Edmonton at the age of 16 to pursue a career in retail fashion and hairstyling. She met her late husband Russell and had two children John and Shirley. She enjoys her visits with her six grandchildren and her seven great grandchildren and marvels at the changes she has experienced over the past century. She has a passion for life, gardens, and the Edmonton Oilers. She remains living independently and has a close network of friends and family who helped her celebrate with a COVID friendly drive by parade on her birthday. (Pictured: Victoria Deagle and Brian Darkes)



## MILESTONES June 2021-October 2021

### 85 Years Old

Donavon G. Miller	Jun 10
Roger Walker	Jun 21
Ernest Callihoo	Jun 28
Pat Bashuk	Jul 1
Janet Knieval	Jul 5
Michael P. Oshaneck	Jul 12
Louie Cardinal	Jul 14
Sophie Buga	Jul 22
George Harris	Jul 25
Roland K. Moir	Jul 26
Eldon Samis	Aug 1
Moe Mahendran	Aug 17
Joseph E Boychuk	Aug 18
Frank Hajjar	Aug 18
Nellie H. Couling	Aug 22
Beverly Bunten	Aug 25
Mary Soltis	Aug 26
Mary Shinkaruk	Aug 27
Delbert G. Mitchell	Aug 29
John Bielefeld	Sep 8
Lilliam Lischewski	Sep 16
Beverly Thomson	Sep 16
Patrick T Ebenezer	Sep 20
Lorraine Duliba	Sep 22
Stan Horodyski	Sep 23
Ernest Lindstrom	Sep 30
John Yakowchuk	Oct 4
Bob Pampu	Oct 4
Sylvia McGinley	Oct 21
Joyce Krotowich	Oct 22
Ishee Mouallem	Oct 26
Roy Schneider	Oct 31
<b>90 Years Old</b>	
Josephine C. Salagay	Jun 17
Loretta June Edgarson	Jun 25

Walter Boston	Jun 27
Anne Kawchuk	Jul 6
Pat Mastre	Jul 10
William J. Rupert	Jul 25
F. Edward Locke	Jul 31
Laura J. Noga	Aug 8
Rita M. Shumka	Aug 12
Larry D. Nisbet	Aug 22
Merle L. Shockey	Aug 28
Robert O. Johnson	Aug 30
Nelson Roberts	Sep 7
Phyllis Kathleen Cairns	Sep 8
Valentine Poldama	Sep 14
Jacqueline Ball	Sep 14
William G. Gordon	Sep 17
David G. McMinn	Sep 22
Abdul Walji	Sep 28
Joseph Samide	Oct 11
Jose M. Cabral	Oct 25
Isobel Barrie	Oct 25
Anne Allison	Oct 29

### 95 Years Old

John Hawreschuk	Jun 26
Nina Ible	Jul 10
Violet James	Jul 22
Joe L. Rosen	Jul 27
Joan Hanasyk	Aug 4
William Kos	Aug 11
Almanzar Michaud	Aug 24
David E. Quilley	Aug 30
Lillian L. Hawreschuk	Sep 1
Joe Romaniuk	Sep 8
Margaret McKenzie	Sep 10
Matthew G. Kohut	Sep 12
Michael Kruper	Sep 19
A. Jim Dove	Sep 20

George Kuziw	Sep 28
Jack P. Fulks	Oct 26

### 100 Years Old

M. Glynn Lyons	Sep 21
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### 50 Years Married

William & Dianne Wakaruk	Jul 3
Tarlochan & Gurshinder Gill	Jul 11
Roger & Diane Morin	Jul 17
Russ & Dorothy Mikolayenko	Jul 31
Ernie & Shirley Platz	Jul 31
Michael & Patricia Lovallo	Aug 21
Dwayne & Carol Murray	Aug 28
Robert G. & Susan Speare	Aug 28
Gerald J. & Shawna Jober	Oct 2
D'Arcy & Lesley Anne Brown	Oct 7
John & Florence Laux	Oct 15
Marian & Anna Marion Zajac	Oct 23

### 60 Years Married

Albert & Victoria Rokovetsky	Jun 3
Louis & Pauline Morin	Jul 3
Robert V. & Gloria Beghin	Jul 22
Robert O. & Marion Johnson	Aug 15
Myrna R. & Oscar Coyle	Aug 19
Raymond & Fay Knight	Sep 23
John & Shirley Magyar	Sep 25
Hassan & Afifeh Smiley	Sep 25
Rose & Edward Yanitski	Sep 30

### 70 Years Married

Mike & Lillian Kulmatycki	Jun 2
Mark A. & Sue Stumph	Oct 20

## New Members Since May 2021

Don Anderson  
Geraldine Anderson  
Shirley Andreeff  
Frank Arsenault  
Gertrude Barilla  
Sandy Barwell  
Lorne Bourke

Larry Breitkreitz  
Larry Breton  
Gord Brooks  
Wilf Bruckmann  
Mary Buba  
Brent Chorneyko  
Eva Dixon

Darren Gagan  
Graeme Grundy  
Kevin Hermer  
Curt Kazakoff  
Dale Kluk  
Robert Martin  
Sylvie Michaud

Ken Roberts  
Duane Rossi  
Burna Tanguay  
Judy Wagler  
Shirley B. Yamkowy



<b>George W. (Bill) Astley</b>	Asst. General Supt. Equipment	<b>Helen Iva Linden</b>	
<b>Harold Craig Atkey</b>	Jct. Facilities Examiner, Edmonton	<b>Sally Majcher</b>	Widow of Theodore, Welding Supervisor, Edmonton
<b>Ted Bartoszewski</b>	Engineer, Jasper	<b>Fred Matwychuk</b>	Asst. Chief Train Dispatcher, Edmonton
<b>Agnes Amelia Bobowik</b>	Widow of Walter, Roadmaster, Edmonton	<b>Michael Mckeever</b>	Extra Gang Foreman MTN Region
<b>Wayne Chromik</b>	Manager, Engineering, Mornville	<b>Beverley Pelechosky</b>	Widow of ???, Track Foreman, Terrace BC
<b>Maxine Creighton</b>	Widow of John, Locomotive Engineer, Edmonton	<b>Maria Pienig</b>	
<b>Myrtle Delmage</b>	Widow of William, Engineer, Edmonton	<b>Ulrich Schneider</b>	
<b>Antoinette Demetz</b>	Widow of Howard	<b>Wayne Smith</b>	Conductor, Jasper
<b>Marten Devries</b>	Locomotive Engineer, Edmonton	<b>Nathalia Sus</b>	
<b>Sohanlall Dewnandan</b>	Welder, Edmonton	<b>Shen Tsen</b>	Machinist Calder
<b>Lyle Dirk</b>	Brakeman, Edmonton	<b>Lynne Williams</b>	ASC Edmonton
<b>Dwain Everett</b>	Senior Administration Clerk Walker Yard, Edmonton	<b>Gordon Worsfold</b>	Work Equipment Clerk
<b>Robert A. Flint</b>	Sr. Fleet Officer - Automotive	We send our sympathies on news of the deaths of the following members' spouses	
<b>Audree Goring</b>	Widow of Robert	<b>Helen Mahoney</b>	Wife of Denis, Supervisor Telecommunications, Edmonton
<b>John A. Grassick</b>	Conductor, Jasper	<b>Jean Arleene Plaquin</b>	Wife of Wife of Bernie Customer Serv. Rep., Edmonton
<b>Rick Howard</b>	Senior Administration Clerk- Walker Yard	<b>Gail(Patricia) Sharek</b>	Wife of Walter, Truck Driver, Edmonton
<b>Frances Johnson</b>	Widow of Harry, Electrician, Calder	<b>Doris Hazel Wirstiuk</b>	Wife of Orest, Signal Maintainer, Evansburg
<b>Richard Jordan</b>	Conductor/Rules, Edmonton		
<b>Theodore Karall</b>	Assistant Supt. Plant Maintenance		
<b>Ethel Ruth Keefe</b>	Widow of George, Area Operations Manager, Edmonton		
<b>Helmond Klut</b>	Locomotive Engineer, Edmonton		
<b>Dwight Landon</b>	Conductor, Mirror		
<b>Jean Langard</b>	Widow of Arthur, Machinist Helper, Edmonton		
<b>Robert Levreault</b>	Crew Dispatcher		

### Meeting Information

Because of safety concerns, health restrictions and Covid numbers all general meetings - including our December Christmas dinner - will be considered on a month-to-month basis and are likely to be cancelled until next year; our October luncheon has been cancelled. Advice regarding our general meetings will be sent out monthly to those with email, asking them to help spread the word to those members without email. For those without email access, if in doubt about our general meetings contact a member who has email or an executive member for information.

During this time the executive will continue to meet by zoom to deal with pension, benefits and other matters of interest to our membership.

Over the past year and a half Covid restrictions and health safety has also prevented the executive from getting together to prepare the mail-out version of our newsletter. We all owe a big "thank-you" to executive members Diana and Andy Novak for volunteering to stamp, stuff and seal envelopes and to Editor Peter Treloar for envelope labels, arrangements with and pick-up from the printers and delivery to the post office. Mail-out versions number approximately 1400 members ... it's a huge undertaking to get our newsletters in the mail!

## CNPA Mountain Region

### Pension & Health Care – Blake Olson Fall 2021 Update



#### CN Pension Committee

The CN Pension committee met on September 22, 2022 – While this meeting was intended to be in Saskatoon, due to Covid-19, it was Virtual. Regular members only attended. As is usual, there are no Actuarial or CN Investment Division updates at this meeting. We are now scheduled to meet in Saskatoon in Sept. 2022, including a session with local pensioners.

- CN Executive Sean Finn – reviewed the recent initiatives related to the aggressive proposed bid acquisition for the Kansas City Southern RR (KCS). The US - Surface Transportation Board (STB) **rejected** the CN / KCS request for a voting trust, which allows transfer of control while the STB is reviewing the merger and related requirements. As a result, the KCS Board decided to reject the CN merger agreement and went with CP. The prior CP/KCS merger agreement voting trust had already been approved by the STB. As a result, KCS paid CN a \$1.4B merger breakup fee. CN decided not to enhance its bid for KCS. Over the next year or so, the STB will study the KCS/CP merger. This includes input from customers, state governments, Unions and other railroads.
- Sean Finn also briefly explained the aggressive approach CN is now taking to drive productivity, operating efficiency and manage costs. This is to restore CN as the premier railway in North America
- Stephen Covey – Chief of Police & Security spoke about CN's Railway Safety Week initiatives ending Sept. 26
- We reviewed and approved the last 4 months of new retirees and discussed various unusual cases
- We evaluated the performance of Plan administrator Morneau Shepell (which is now called Life Works) as excellent
- I reported earlier this year on a review of Pension Plan solvency evaluation rules by the government Office of the Superintendent Financial Institutions (OSFI). CN had taken a strong position with OSFI and their proposed regulations on how certain calculations on liabilities and assessments are performed. Following CN's recommendations this summer, OSFI has revised their approach which is positive and accordingly reduces what could have had a negative albeit minor impact to the PLAN. Our Plan is very solid and well managed.
- The FULL committee will again meet virtually in mid November, which will include an Investment/Financial update. Both Mary McLaughlin (alternate) and myself will attend.
- As a side item, we continue to review a training package for new and current Committee members designed to improve and clarify Plan provisions and requirements

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**CNPA Health Care Committee (HCC)** meets twice a year. On September 16, the regular & Alternate Regional representatives as well as the CNPA president met virtually. The **CNPA Health Care Plan** is solely managed by the CNPA Health Care Committee members. The Plan is fully funded completely from the 22,000 participant's premiums which total about \$20M annually. Mountain Region committee members are Blake Olson and Michael Petrescu (alternate). Blake also chairs the national committee.

As usual, at this annual September HCC meeting, we look primarily at the previous calendar year financial results and develop premium rate adjustments for the following year (2022). We also receive a forecast on the constantly increasing drug prices, issues facing the insurance marketplace & changes to government programs and taxes all of which affect our future Plan performance. Here are the meeting highlights:

- The **2020 results** were overall slightly lower than budgeted. Quebec, Central and Western Canada were on or just slightly better than budget. The Atlantic Provinces were over budget.
- We continue to benefit from special programs/initiatives introduced over the past 5 years to reduce administrative costs, provincial taxes and aggressively manage the cost related introduction of new high cost drugs.
- A continuing critical issue having a major impact to our annual budget and reviewed this year again is the cost of high claimants. **High claimants** are those who claim more than \$10,000 individually annually AND these **168 people account for \$4.1M or 22% of all claims** nationally:
  - ◇ There were some minor claimant additions/reductions in Quebec, Ontario and the West. In the Atlantic Provinces however, where few provincial drug assistance programs are available, the number of claims rose by 12 or 20%.
  - ◇ The Atlantic region accounts for **42%** of all national Plan high claimants. This totaled **\$1.82M or 41% of ALL claims for all Atlantic Region members**. The Atlantic Provinces premium increases each year are driven generally by this small member group.
  - ◇ The committee looked briefly this year at some available options to address this concerning area and will develop proposals in 2022 to potentially ease this constantly increasing financial burden on the plan and its members.
- This year there will be **no Premium increase** for all provinces **except the Atlantic**, where a limited increase will be applied. Quebec will see a decrease based on lower high claimant projections. With the exception of Atlantic (2021/2022) and BC (2021), there have been essentially no general premium increases over 4 years. In each year there have been some positive Plan revisions/benefit improvements.

- The Plan continues to be generally **financially secure**. The continued loss of members due to dwindling new CN retirees and increasing annual pensioner deaths is resulting in accelerated aging of our pensioner members and by default Plan costs. We need to be actively addressing the above concerns to ensure continued Plan long term viability.
- There is a major Plan change occurring in **Quebec** in 2021/2022 due to revisions in the eligibility for CN pensioners to join the **Government Drug program RAMQ**. As a result the under age 65 Plan will be eliminated at year end to allow current and new under 65 retirees unrestricted access to the Government program and the resultant significant annual premium savings.
- **Covid-19** continues to affect our Plan in certain benefit areas but not as significantly as 2020. We continue to monitor this monthly.
- We introduced a **Mail Order Pharmacy** option a year ago and have seen a steady rise of members joining this program (not available in Quebec). This option provides savings to the member on lower prescript fees and drug costs and with included delivery to their address.

The **CNPA Health Care Committee** team members should be commended for the excellent job they do administering the Plan, addressing member concerns and making tough but necessary decisions.

## "Only Up North" or "A Surprise Lunch"



During my time in Gillam, fishing was one of my favourite pastimes. Like most avid fisherman, I have many stories and recollections (some true) of fishing in the north.

Most have little connection to the railway, but I will leave it to the reader as to whether this is a fishing yarn or a railway story, or something else entirely.

While pickerel and pike were accessible almost anywhere, it took a bit more effort to find a good brook trout location. On days off we would often walk the three or four miles to the CN bridge over the Nelson River and then another mile or so along the river to the mouth of Kettle Creek where the trout were plentiful and plump. On a hot day this could be an arduous hike especially the return trip.

If our timing was right we would sometimes meet the CN section crew when we arrived back at the bridge, sit and have lunch with them and then get a ride back to town on their motorcar. We usually gave them our catch of the day as our cooking facilities were limited. It was crowded but it beat the long walk. Willie Massan was the foreman and he enjoyed telling us stories about hunting, fishing and other native lore. One day we mentioned to Willie that we had seen a groundhog at the bridge which was unusual as this is far north of their normal range. Willie said he had never seen one but would watch out for it.

About a week later we made another trip to our trout fishing spot. The fishing was good. The Nelson River subspecies of brook trout is one of the largest in the world and while we didn't get a monster, we had several two and three pounders. They gradually got heavier and heavier as we hiked out during the mid-afternoon. As luck would have it we met the section crew having tea at the bridge and they invited us to join them. Willie told us some stories about growing up with his family and living on the land during summer and fall. The crew had some sandwiches left over from their lunch and they offered a couple to us. They tasted pretty good and I thought maybe Willie had smoked some beef or maybe moose meat.

I happened to ask him if he ever spotted the woodchuck we had seen last week. Willie looked over at me and gave me that sly old grin of his and said – you're eating it right now.

Well that was a surprise but just one of the many I enjoyed over the years up north.

*Gerry Fox*

## Happy 100th birthday, Glynn Lyons

A big Happy Birthday to our newest Edmonton Railvet Centenarian Glynn Lyons who turned 100 on September 21, 2021.

Glynn's birthday was celebrated with a small family gathering with son Robert and daughter Penny to note the occasion.

Sending best wishes but not in attendance were also 4 grandsons and one great grandson.

Glynn's career with CN started in Rainy River, ON as a Call Boy in the roundhouse in 1938. He transferred to the running trades working for many years as a trainman/conductor before moving into management as a Trainmaster in Winnipeg in 1970. After also working in Sioux Lookout, he then moved to Toronto and into Labour Relations. From there the family again moved to Jasper where he was the Asst. Superintendent from 1974-78. Lastly it was on to Edmonton and his last posting was as Sr. Transportation Officer till his retirement in 1986. Per Glynn his 48 years with CN "was long and enjoyable" as has been his 35 years of retirement which has been filled with golf, friendships and family. Congratulations Glynn!

I was responsible for "buying" a large proportion of the government grain hopper fleet.

It should be noted that the bulk of the brown and yellow fleet as well as all the red and black cars were purchased by the federal government. The Canadian Wheat Board acquired a smaller number of brown and yellow cars. The provinces of Saskatchewan and Alberta also bought some cars. The brown and yellow scheme was chosen by Otto Lang, then Minister Responsible for the Canadian Wheat Board, as being non-partisan. The red and black scheme was chosen by Senator Argue, a later Minister Responsible for the Canadian Wheat Board.

The steel hoppers were put into service very quickly and were praised at the time for their greater capacity and lower center of gravity with their four unloading hoppers. Initial problems were experienced both on the prairies and at the ports. On the prairies the country elevators had to be modified with higher loading spouts. A number of elevator managers fell into the hoppers through the top hatches and could not get out on their own. We solved this by putting a grating over the opening. At the ports some difficulty was experienced in opening the discharge gates. Some gates had to be cut off to allow unloading. Eventually the gates were modified to a more satisfactory system which could be operated with mechanical assistance.

One of the problems experienced with the steel hoppers was harmonic motion. The distance between the leading wheel of the front truck and the leading wheel of the rear truck was forty feet. This was the same as the rail lengths used at the time - before extensive use of continuous welded rail. With rail joints staggered a dangerous harmonic motion could develop. For this reason trains which had these cars in the consist could not be operated between 18 mph and 22 mph (I believe this was the range). Engineers were only allowed to accelerate or decelerate their trains through this speed range. There was another danger range around 60-70 mph I believe. For similar

reasons CNR would not allow these hoppers to be used on the line to Churchill, which was always difficult because much of it was laid on permafrost. This was why the federal government agreed to renovate a number of 40 foot boxcars for use on the line to Churchill.

The aluminum hopper cars were built for CNR which had a large mileage of lines with 60 pound rail. The CPR Prairie lines were all with 85 pound steel and did not need these cars. The aluminum cars were only built by National Steel Car in Hamilton, Ont., which had the ability to weld aluminum. The first large batch was built straight off the drawing board and went successfully into service. There was an initial problem with cracking around the top hatches which was resolved by shortening the hatches by a couple of feet.

The government cars were built in several orders. We obtained prices and delivery from the three suppliers, National Steel Car, Hamilton, Ont., MIL, Sorel, Que., and

Trenton, NS., In each case the cabinet chose to spread the order rather than choosing the lowest cost from one manufacturer.

One of the pleasures of my job at that time was to attend the sample car inspections. At the commencement of each order the manufacturer would complete one car and the railway mechanical people would go over that car in fine detail to ensure that it conformed to the plans. The car was then kept at the plant so that if there were any problems later on in the production process these could be verified by reference to the approved model. I am attaching two pictures I took at Hamilton in August 1982.



*Colin Churcher*