THE HEART BEAT OF CAPREOL, A RAILWAY TOWN.

Old highway 69, now referred to as county road 84, winds its way north of Sudbury over a glacier lake bed. Passing through Hanmer the road parallels the present day Canadian National Railway track. The flat, almost treeless country side changes most dramatically as ahead can be seen the beautiful wooded Laurentian Highlands which once contained this ancient lake. The hills gently slope to form a gap which is shared by the highway, the railway track and the sparkling water of the Vermillion River, that for centuries has been a neighbor of the highlands. The highway descends into a small valley where a sign advises you are entering Capreol, population 3800, give or take one or two, or a few. The rugged, natural beauty of this part of the country has always been here, however the Highway, the Railway and the Town of Capreol have not.

History is not clear on who the first people were to come to this beautiful little valley but it is known that the riches of the area attracted the trappers, prospectors and the people intent on harvesting the majestic timber of the Highlands. The natural gravel lake bed of the area, formed eons ago, was ravaged in places, such as the Suez pit, to support the progress of development and can be found in the construction of roads, and buildings with the biggest user being the railway.

The promise of a new life, like a magnet, drew people of all nationalities to this frontier with its natural riches, beautiful summers, harsh winters and of course the black flies and mosquitoes. Many of the newcomers arrived from distant countries bringing their customs, skills and languages to enrich their newly chosen home land. Small clusters of people formed communities at mine sites and lumber camps such as Sellwood and Milnet. As these operations declined so did the population

as the people found employment elsewhere and moved on. Many of the descendants of these industrious pioneers can still be found living in this area.

In 1902 a Canadian Northern Railway survey crew mapped the route of a new westward bound railway as far as Gogama. The actual construction of the railway in 1906, entered the pass through the hills, built a bridge over the Vermillion River rapids near Green's Lake and entered the little valley along the west side of the river. A small station named "Orefield" was built in this area along the foot of the Highlands. The name of the station was due to the finding of small amounts of gold along the river. The track continued west allowing the natural resources to be developed, resulting in new communities being built along the rail line. Within a few years the railway was moving people and material through Northern Ontario. There began talk of building a rail line from North Bay to connect with the new rail line. It was rumored the junction would be in the vicinity of Orefield. The possible building of another rail line attracted the attention of everyone, including Mr. Frank Dennie, a resident of nearby Hanmer and owner of the Hanmer Hotel. He learned from a survey engineer that a "location post" had been placed in the Township of Capreol near Orefield to mark the location of a future railway terminal. He immediately searched and located the "post" and in 1912, shrewdly secured 300 acres of this property on the east side of the river.. He erected a building on his newly acquired property to secure his possession of the land. The railway soon realized there was not sufficient room on the west side of the river for the building of a terminal and was forced to negotiate with Mr., Dennie for the property on the river's east side. Mr. Dennie offered to give the railway 100 acres of property, providing the railway agreed that the new terminal would remain in this location for all time and that the location would be named "Capreol" after the Township in which it was located. The Township had been named after Frederick Chase Capreol, an English civil engineer responsible for the idea of building railways in Ontario. Naturally the railway agreed and during 1914-1915, the rail line was

relocated to its present position, on the east side of the river. The remains of the bridge over the Vermillion river rapids and the old track bed can still be seen on the west side of the river. This old track bed has become a mystical place for a pleasant walk. You can almost hear the noisy pounding of the old steam engines in harmony with the roaring rapids below as trains passed over the bridge into history. With the relocation of the railway the future Town of "Capreol" was born, A RAILWAY TOWN.

Some of the pioneers who ventured into this area became the work force of the railway. The railway became the salvation for these people and as the steam engine was the "heart" of the railway, the "beating heart" of the steam engine pumped life's blood into Capreol and its people. As the railway prospered so did the people and the town. Facilities were constructed for the functioning of the railway, including a "round house" for the repairing and servicing of the steam engines. These facilities were built in a semicircular design to incorporate a "turn-table" in the hub of the circle for the turning around of the engines as they entered or departed the "round house", depending upon which direction the engine was required to travel. Bunkhouse facilities were constructed for the men. In 1913 the town site for "Capreol" was laid out by Cyril T. Young of Toronto. Several of the streets were named to honor Frank Dennie and his family. Dennie St., James St., Lloyd St., Frank St., to name a few. There was plenty of room in the townsite, with only a few homes for railway management but no homes for the employees with families. To retain this valuable work force the railway provided box cars which were converted to temporary homes for families. The families would then build a permanent home as quickly as possible. As a converted box car became vacant another family would move in, repeating the process. A few of the box car homes still exist although now transformed into more modern structures Some of the pioneers built and managed rooming houses while others chose to build stores to serve the needs of the people. Some of these original businesses are still evident today, having remained in the family to be

passed from generation to generation. In the beginning the railway provided a passenger coach for Sunday worship. The first school was a converted box car, which was constantly moved around the rail yard, requiring the pupils to hunt for the car to attend school. There are no records to tell of how many or who the pupils were that conveniently were unable to find the school car. In 1915 a regular school was built replacing the roving box car.

With the expansion of the railway and the limited distance the steam engines could travel before required servicing, it became necessary for the railway to establish servicing facilities and employees at locations approximately every 100 to 150 miles apart. These locations became railway divisional points where the concentration of people was obviously greater. The operation of a single rail line also required siding tracks be built about every 20 miles or so to allow for the passing of trains moving in opposite directions. Some of these passing locations also became home for people controlling the operation of the trains as well as track maintenance people. A few of these locations had facilities to providing fuel and water for the steam engines and the employees necessary to work this phase of the operation. With the development of the natural resources in these areas, isolated locations became permanent small settlements. The railway provided the transportation necessary for these isolated people to obtain the necessities of life and the material of work. The train crews, usually the conductor and brakemen, who rode in their caboose at the rear of the train, provided a personal service to these people by delivering mail, parcels and newspapers. The train crews were well rewarded for this service with fresh baked bread and goodies they received from the grateful recipients. This life of isolation with its lack of electricity, running water and indoor plumbing was usually far better than anything these pioneers had previously experienced. They considered it a good life and an ideal place in which to raise their families, with the exception that there were no facilities to educate their children.

In 1926 the railway donated a freshly painted converted passenger coach which became Canadian National School On Wheels NO.1. One end of the coach became living quarters while the classroom occupied the remainder of the coach, complete with blackboards, maps and all the things found in a regular school room. The Government Department of Education supplied the qualified teacher. Mr. Fred Sloman was selected as the teacher and along with his wife, Cela, and children took up residence in the traveling school house. The school made six stops at designated locations for a week at a time. The traveling school was moved by the railway to a "back track" in each of the designated settlements. The children received their instructions and sufficient home work to occupy them until the "school" returned the following month. The traveling school room became a community center, bingo hall and cinema. Mrs. Sloman, who was also a teacher, doubled as a midwife, counselor, nurse and cook. The roving school car also became a family home as the Sloman's had five children while serving the people of the north. The Sloman's dedication to the people far exceeded that of being just teachers, they became a part of each settlement and friends to hundreds of people. During the depression they provided assistance to a countless number of homeless men who were "riding the rods" across the country looking for work. "riding the rods" was the terminology applied to the manner in which the "Hobos", as they were called, sometimes traveled on the trains. The wooded frames of railway cars during this period of time, were strengthened by two long round iron rods suspended about 20 inches under the floor of the car from one end to the other end of the car. If these travelers were unable to find an empty box car in which to ride, they would fit some old planks across the iron rods and assuming a position on the platform would then "ride the rods" under the car. This is where the term "riding the rods" originated. This practice was extremely dangerous as these passengers were hanging between the car wheels and less than a couple of feet from the rails. The end result for some of these riders can be noted by the grave crosses that can be seen in remote areas along the railway tracks across the country. Not all crosses seen along the track though

belonged to Hobos, some also mark the location where railway employees have been killed. The Hobos developed a system of leaving messages, unknown to other people, advising other hobos where they could always obtain a free meal. Mrs. Sloman's name and location was in these messages. She would not only feed these men but also wash and mend their clothes if necessary. In 1965, as roads began to provide access to many of the isolated areas the era of the school on wheels drew to a close. The old NO.1 School House was retired from service at which time the Slomans' also retired. As a retirement gift the Slomans' were presented with the 300 pound bell taken from the first steam engine that pulled the school car and Mrs. Sloman received a medal for "Good Citizenship" in recognition of her forty years of community work. Years later, the old school car was located in a Mississauga rail yard, burned out and terribly vandalized with no roof or windows and a tree protruding through the top with its branches appearing to protect the remains of this historic memory of the past. The remains were secured by the Town of Clinton, which was the Slomans' home town where they spent every summer of their traveling years. The people of Clinton recognized the historical significance of the school on wheels and restoring it to its former glory, placed it in a position of honor in their memorial park.

Capreol became a railway divisional point in 1915 and by 1916 there were 30 families calling Capreol home who were directly or indirectly dependent on the railway for their survival. Capreol was no longer just a name but had become a living entity. In 1918 Capreol, with a population of 500 people, was incorporated as a town. In 1923, the Government consolidated the Canadian Northern Railway, with several other railways, to form the present day Canadian National Railway. Henceforth Capreol's railway became Government controlled and became known as the People's Railway. By the end of the roaring twenties, the Town boasted of having electricity, water and sewage facilities. Churches for several denominations, medical service, schools, a theater, the Y.M.C.A. a fire station, a skating and curling rink and in

1927 telephone service was available to the people. The railway was pumping life's blood into the town and the continued evolution of the steam engine was responsible for the success of the railway.

The steam locomotive was in its glory days. The efficiency of the first small puffer bellies evolved into larger, faster and more powerful engines. Nothing captured the imagination of the people as did these giants of power as they pounded their way across the country with the smoke billowing from the stack, to occasionally blow a perfect smoke ring, while keeping in rhythm with the exhaust of the boiler in a familiar puff, puff, puffing sound. The newer, faster engines of the 6000 series, with their big wheels and shining coats of paint were assigned the prestigious task of pulling the passenger trains of long colorful coaches with their multitude of windows through which could be seen people enjoying the ride while waving to the spectators who were watching, with envy, the passing train. As the dining car passed, one could see the tables set with bright white tablecloths held in place by vases of fresh flowers. On occasion, the watcher could savor the tantalizing aroma of the food being prepared. The sleeping cars, with their white linen sheets and sweet smelling pillows would smother you with comfort as the gentle rocking movement of the car and the clickety clack of the rail joints would lull you to sleep. The observation car, with its dignified passengers, signified the end of the train as it passed out of view. The most beautiful of passenger trains to ever grace these tracks would be the special Silver and Blue Royal Train of 1939, used to transport King George VI. And Queen Elizabeth on their tour across Canada. The focus of attention was not on the train, but the train was a work of art and proud were the railway employees of Capreol for their part in its operation. The work horses of the railway however were the freight engines. These brutes, with their smaller wheels and big boilers were made to "pull" several thousands of tons of freight of all descriptions. The length of these trains made one wonder how this steam engine, which was only as long as two of the cars it was pulling, could pull such a load. There were times however when one engine was not sufficient to

pull the weight of a particular train and a second engine was added. Such action was referred to as double heading. These puffing monsters gave the appearance that nothing would stop them from doing their job, well this is not entirely true. One of the engines, roaring down the track at full speed, came into the view of a large bull moose standing in the middle of the track. Being the mating season, the moose must have mistaken the approaching engine for a rival moose. With a mighty snort the moose lowered its head and with his huge horns spreading from rail to rail, charged straight at this intruder of his territory. The speed of the train made it impossible to avoid the pending collision. Knowing it was not possible for this crazy moose to win the battle, the crew of the engine watched in amazement as this huge moose never hesitated in his charge and with a shudder felt in the engine, collided head on with the engine. But low and behold, the engine crew then heard the loud rushing of air as the emergency brakes of the train were suddenly and unexplainably activated to bring the train to a stop. Upon inspecting the engine it was found that the moose had broken the air pipe on the front of the engine above the cow catcher, allowing the air to escape and the full force of the brakes to be applied. The moose must have chuckled on his way to heaven as he had succeeded in stopping the unstoppable.

Although the steam engine and its driver drew all the attention, the caboose at the rear of the train, also referred to as a van, was an important part of the operation as it was the combination home away from home and work place for the conductor and brakemen. An attachment developed between conductors and their cabooses which they cleaned, painted and pampered to suit their own tastes The conductor and his crew were responsible for giving the signals to the locomotive engineer, advising him when and in what direction he should move the engine. The conductor was always in charge of whichever train he was assigned, much like the captain of a ship though it is not recorded that any conductor ever conducted any marriage ceremonies. The caboose was assigned to the conductor and was attached to every train for which the conductor was to be responsible. At the end of the

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run the caboose was removed from a train to later be attached to another train moving in the opposite direction, which would return the men to their home terminal. The caboose contained three beds that could be folded against the walls when not in use, clothes closets, a desk for completing the paper work associated with the train, a coal stove, sink with a tank of water, ice box and a multitude of storage spaces with all the necessary items for preparing meals and if need be, repairing many of the equipment failures occurring to the cars on the train while enroute. The cupola, perched on the roof with windows on all sides, gave the caboose a distinctive appearance. This provided the crew with a view as they approached the signals controlling the movement of the train as well as the opportunity to inspect the sides of the train while moving. They were also able to ensure there were no signs behind the train that anything was dragging on the ties that were holding the rail in position under the train. The side view of the train was to ensure that none of the wheel axle bushings were "running hot". The axle bushings were located in journal boxes packed with oily waste for lubrication, on the outer ends of every wheel. The occasional overheating of these bushings were referred to as "hot boxes" and would be detected by smoke and possibly smell. These conditions usually required stopping the train for immediate attention. A minor defective bushing could be replaced or repacked from material carried in the caboose by the crew or the car would be moved cautiously to the next back track and set off from the train to wait for the road repair crew to make repairs. The roll played by the brakemen in the operation is interesting in that in the early days of the railroads, the trains did not have air operated brakes on any of the railway cars. The engine brakes are applied by the engine driver while the mechanical brakes of the caboose and cars were applied by the manual turning of the brake wheel on each car. The original job of the brakeman was to physically turn the brake wheels of each car whenever there was a need to reduce speed or bring the train to a complete stop. This entailed having to climb to the top of the moving train, walk over the roof, winding on the brake of each car and jumping from car to car repeating the process

until the train slowed or stopped. It was then necessary to release each brake in order to again move the train. Ladders attached to the caboose and each car were to provide access to the top of the train. The name of "brakeman was given to the people doing this job. In later years, after air brakes were invented and applied to all railway cars, this hazardous function of brakemen was eliminated but the name continued. They were also responsible for coupling or uncoupling the cars as they were being picked up or set off from the train at various locations.

The sound of the engine whistle could be heard for miles, and it is said that each engine could be identified from the sound of the whistle by the men who worked the trains. Each terminal was assigned a fleet of freight engines. The enginemen would operate whatever engine was assigned to a particular train. The operating run would be over a subdivision, approximately 120 to 130 miles to the next terminal. The engine would usually be removed from the train at this terminal and moved to the roundhouse for servicing and to be turned around for the return trip home. The engineman and fireman were provided with lodging in a bunkhouse while resting for the return trip home, in most cases the next day. The train of cars would be picked up by another engine and crew from another divisional terminal and continued on its journey to the next terminal. This exchange was repeated for trains crossing the country. Continually operating the same engines back and forth from terminal to terminal developed a personal relationship between engineman and fireman with the engines. Each engine had its own peculiarities that became known to these men who lavished attention and yes, affection on these brutes of power. A relationship, difficult to explain. If you were to travel with one of these enginemen you would see the greeting of friend to friend, a few squirts of oil here and there, the wiping off of some surplus oil or grease and perhaps hear the "ping" of a hammer being tapped on the rim of the Big driving wheels telling the engineman that the rim was secure on the wheel. If you were fortunate to ride the engine you would sense a quiet

conversation between the engine and engineman. The "sounds" and the "feel" of the operating engine would be telling the engineman that all was well or that some adjustment was required, a slight adjustment of the valve timing or perhaps hearing the beginning of a knock in the bushings of the side rods. The enginemen didn't just drive the engines, they placed their trust and lives in a relationship they developed with "their" engines. Sure, they were cold in the winter with the rushing wind carrying the snow around the canvas curtains into the cab and the smoke and soot making them look like chimney sweeps, but the satisfaction of being able to get the best effort from this marvelous machine was worth it. The engineman had the glory job of controlling the steam engine, but in order to obtain this exalted position it was mandatory that he serve his apprenticeship as an engine fireman and master the art of making steam while gradually learning to run the engine. The fireman gave life and power to the engine by producing steam from the boiler, lots and lots of high pressure steam. Steam to pump air for the brakes and water for the boiler. Steam for electrical power and heat for passenger cars. Steam, steam and more steam. The early hand fired boilers depended on the fireman shoveling coal, tons of coal, into the roaring fire to satisfy the engines' appetite for steam. Newer engines, thankfully, were equipped with steam operated stokers to feed coal into the fire and the back-breaking labour was all but eliminated. Making steam, lots of steam was an art, a sense of judgment in maintaining control of the amount of coal being fed into the fire as well as the air necessary for complete combustion. The flow of water into the boiler tubes was carefully regulated and with perhaps, a knowing thrust of the poker, the fire produced a sound that was music to the fireman. The fireman's ear was always tuned to the voice of the engine while keeping one eye on the flame of the fire, the steam pressure gauge and the water glass and the other on the track ahead and the train trailing behind. An important job, for without the steam produced by the. fireman, this roaring "King" of beasts was only a sleeping pussy cat.

Children would rush to advantageous positions to be able to see the engine rush past with the smoke billowing from the smoke stack and the steam hissing from its valves. They dreamed of someday sitting at the controls of one of these marvels, and many of them did fulfill their dreams. The employees were dedicated to the railway with sons following in the footsteps of their fathers. Some to operate the trains, others to repair the equipment and yet others to maintain the track. All the employees were proud that their department was responsible for keeping the trains rolling. Each department claimed that theirs was the most important to the railway. The operating people claimed that without them running the trains, there would be no revenue. The repair people claimed that without them to keep the equipment in operating condition the trains would not be able to run. The track maintenance people claimed to be the real key to the success of the operation for without the maintenance crew there would be no track on which to operate the trains. It was generally conceded however that the hazards of actually running the trains made these people the elite of the group. This friendly rivalry and pride in the operation was an important part of railroading. The shared hardships endured by workers and railway management in an overall concern for the operation of the railway, resulted in all the employees being bonded into a "railway family" and Capreol into a railway town. Wages were low, however the railway was secure employment and looked after the welfare of employees. In return the employees were willing to do everything or anything they could to ensure the safe and efficient operation of the railway. Men working 7 days a week, being away for days or weeks at a time or having to work day and night shifts, was reluctantly understood by the families as being necessary for the prosperity of the railroad and ultimately themselves. Look after one another and defend the railway, this was the spirit of the railway family.

The 1930's passed for the people of Capreol with the same hardships that were being experienced by the rest of the country. Perhaps not to the same degree, as a few trains were still operating which generated some income for the people. The remoteness of the area, which in the

good times was viewed by some as a misfortune, became a store house with its plentiful supply of fish and game. The highlight of the dirty thirties was the visit of King George VI and Queen Elizabeth who were able to walk around meeting the Capreol people for 30 minutes as the train was being serviced on their cross country trip.

The beginning of the 1940's found the world engaged in conflict, the Second World War. The Railway Town, being a junction point of the east and south rail lines, was extremely important to the demand for transporting freight and passengers to the coast for movement overseas. Many of the railway men enlisted in the armed forces, some never to return.. The fewer older men remaining behind began a herculean effort to keep passengers and the material of war moving. The task was monumental as the entire railway plant had deteriorated during the depression. The steam engines, railway cars and track were all old and in need of repair. The Government was concerned that even if all the equipment was operational it would not be sufficient to meet the demand. It required 17 loaded trains to fill one ship, the Queen Mary. The Government however failed to understand the tradition of the railway family. Men and women worked countless hours repairing and operating the old equipment which succeeded in moving double the amount of freight and four times as many passengers as it did in peace time. A quarter of the pre-war Canadian National work force had joined the armed forces and of the 21,165 who enlisted, 842 lost their lives and 100 were decorated for gallantry. The Minister of Transport, Lionel Chevrier acknowledged the effort of the railway workers by stating in Parliament that the railways were the backbone of the country's war effort. Thankfully the war was over and peace returned to a tired nation. Capreol continued to prosper and recreational facilities, reasonable property taxes, employment opportunities and the natural beauty of the area, rivaled and in many ways surpassed the neighboring big city of Sudbury. Capreol was proud to be known as a Railway Town and proud of it's Railway..

After the war, new technology was introduced to the railway. The brass bushings on the cars were replaced with roller bearings and the era of the hot box was disappearing along with the employees of the car repair department. Electronic signal systems began replacing hand written train orders together with the station operators who copied them. The cabooses, and some members of the train crews began to disappear from the trains as they were replaced with the new electronic "black boxes" attached to the ends of the trains. The most noticeable transition however was the introduction of the diesel locomotive. Although the diesel engine had been developed in the 1920s, it wasn't until the late 1940s that the railway decided to replace the steam engine with the new diesel engines. The exalted King of transportation was slowly being replaced and with its demise, the heart of the railway ceased to exist. The blood of life that flowed from the railway into all railway communities began to trickle as these new technologies entered the operation. The transition began slowly like a fledgling taking that first step. In the beginning it was not unusual to see a train being pulled by a new diesel, coupled to an old steam engine. It appeared that perhaps the old steamer was there to teach the new kid on the block how the job should be done. In the end it was only the diesels pulling the trains. The diesels did not require the same servicing as did the steam engines and could travel a 1000 miles before being removed from the train. This resulted in the demise of many small servicing divisional towns across the country.

These new machines with their foreign sounding whistles and without the familiar billowing flow of smoke, failed to excite the public or the people operating the trains. The children no longer rushed to admire the new acquisitions as they passed by and the enginemen's only attachment was to drive these engines, much the same as, and in comfort similar to that of a vehicle without having to steer it. In any event the last steam engine was retired from active service in 1960 and with them, a time in history passed that ranks, in the minds of railroaders, as one of the greatest in Canadian history.

Capreol's Mayor at this time, Mr. Harold Prescott, a locomotive engineer, recognized the need to preserve as much of this history as possible so that future generations might grasp some of the feeling, that bond of relationship, that the people of Capreol had with the old railway. He, with the councillors of the town, decided to secure a retired steam locomotive from the railway to be placed on display for all to appreciate and marvel at the magnificence of these knights of the rails. The importance of this acquisition took precedence over developing a new artificial ice arena and the establishing of a town library. This decision marked a ten year struggle to secure one of the most significant steam locomotive of the era. On Canada's one hundredth birthday, Mayor Prescott"s determination and dedication was rewarded as the Canadian National Railway presented engine NO. 6077 the "Queen of Locomotives" as a gift to the people of Capreol. In Mr.Prescott's scrapbook it is recorded that on July 30, 1967, on sales order no. 02-0008, 1 only "Mountain" type locomotive NO. 6077 from Transcona, Manitoba, no charge. The commemorative locomotive was dedicated in 1967 as a Canadian Centennial Project. The town now had the problem of where to display this history of the past. After much deliberation it was decided to establish a new park near the present main line track, over which this engine had operated in its glory days. The new park was aptly named "Prescott Park"

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Prescott Park is now home to Locomotive 6077, Caboose 77562 and Rule Instruction Car 15019.

Locomotive 6077 was built in Montreal by the Montreal Locomotive Company in 1944. She was one of a series of the "Mountain" type U-1-F class locomotives, numbering from 6060 to 6079, ever manufactured. These were the last steam engines purchased by Canadian National. The "Mountain" types were so called because of their 4-8-2 wheel configuration. The 4-8-2 figures refer to 4 leading wheels on the front of the engine, 8 driving wheels and a 2 wheel trailing truck located under the cab of the engine. She was dressed in green running boards, skirts,

cab and tender with white-walled wheels. She became a prime mover of passenger trains and with her six foot driving wheels, traveled twenty one feet with every turn of the wheel. She weighs 320 tons and is 93 feet long and 15 feet high. Her tender, of the Vanderbilt type, could hold 18 tons of coal and 11,700 gallons of water. She was as powerful as two of the replacement diesels and was capable of attaining a top speed of 125 miles per hour. The conical nose gave her a streamlined appearance prompting some unknown person, to nickname her "Bullet Nose Betty". She was the pride of the railway and proud were the crew who were eligible to operate her.

Caboose CN 77562 was built of wood in the late 1800 hundreds however the configuration, with the cupola mounted above the roof line was retained in the construction of subsequent cabooses. The caboose was a traveling home but it also served the people as an ambulance and conveyer of goods and newspapers. It is rumored that on occasion, after work, the van also hosted a few hot poker games.

Rule Instruction Car, NO 15019 had at one time been a passenger car. It was converted in much the same manner as the traveling school car to accommodate the Rule Instructor as he moved over the district testing the qualifications of the operating employees and instructing them on any changes made in the rules as set down by the Government Board of Transport. The safety of the operation of the railway was a first priority. This car is made of steel, a newer vintage than the old wooden car used as a school room however the configuration is much the same with living quarters in one end and a class room in the other. When new methods of conducting rule classes were introduced, the rule car became surplus and became a public library in the town of Gogama. When it again became available it was restored as a rule car and placed in Prescott Park where it is a proud member of the past.

Other features in the park include a huge clinker, hand operated rail drill, track switch and rail hand car and speeder which are both

propelled by man power and were used in the early days by track maintenance crews. Early signaling equipment, an order board and highway wig-wag, are also on display.

TOWN OF CAPREOL TO-DAY;

The People living in Capreol are a family. The influx of the people who work away from Capreol, the few people still employed by the railway, the residents of Capreol's two senior citizens complexes and the retired railroaders who have chosen to remain in their homes, continue as the Family of Capreol. The pass through the Highlands is open to anyone wishing to join the family. The picturesque valley of Capreol is still a jewel of the north and the Vermillion River continues to flow clean and free through the town. The Historical Prescott Park, with its dominating "Queen of Locomotives CN.6077", will assure that the spirit of the railway pioneers will always be in Capreol. Nothing however, will ever spark the imagination and unify the people of this country as did the sight and sound of the trains, with their magnificent steam engines rushing across the country side with distinctive whistles blowing and the smoke pouring from the smoke stacks to mingle with the passing clouds, only leaving behind a memory, of the way it was.

Jim LeCain, June 1995.