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donia Junction--see? (So it's not just a matter of grab coal and dump it.) Aw, no, there was all different kinds of coal. There were certain coals were suitable for bunker. Now 24, what they call the Emery Seam--24 colliery. Number 11 colliery, and Number 10 colliery Reserve were on the Emery Seam--now that was a good coal for bunker, for boats and locomotives, because it didn't clinker. No clinker, but there was high ash. And so it wasn't so good for the kitchen stove. Now, Number 2 coal, Caldonia coal. Number 3 colliery--they'd clinker. So anybody was going to use it for thermal purposes, they didn't want that kind of coal. Then you had Number 9 coal up at Table Head, out there where the coal yard is now in Glace Bay; and you had IB coal up there where 26 is now--and that was metallurgical coal, full of tar and chemicals--the tar'd bulge out of it--and hot. Well, if a boat wanted to go across the Atlantic, no good putting metallurgical coal in her--she couldn't carry enough. She'd burn too hot; she'd burn it up too quick--you want a good even fire for steam-making, see. Then, full of tar, the stuff would stick on the grates. Then you had your Waterford coal--there were three different kinds of coal from there--yes, there was the Lingan seam and there was the Harbour seam--Number 12 was the metallurgical, 16 was a household coal more or less. Now if I got Number 12 coal and brought it in the kitchen stove, it's so hot that it would bum the grates out of her. If it didn't burn the grates, it would burn the linings--it was too hot. So it was suitable for the steel plant where they had furnaces all lined with firebrick. (I suppose some people think coal is coal.) Coal is not coal. If you're running a steel plant, boy, I tell you, you won't produce much steel on thermal coal. And if you're running a power plant and you want steam to generate electricity, you won't last long with metallurgical coal--melt the iron in your grates. Coal is the same as the forest. It depends on the age it was laid down, and what kind of vegetation there was. Charles Bagnell, Louisbourg: The engine was Number 59. It's pretty well over on its side. This was a derailment. And what actually happened that day, they brought a crane out from Sydney, from the CNR--the S & L didn't have a crane capable--that locomotive was too heavy for any crane they had. But what the picture doesn't show is, there was a bridge at Dominion, an overhead highway bridge; it was what we called the Red Bridge, and the railroad ran underneath it. And the top of the crane was too high for the bridge, and they went underneath the bridge, and they knocked the bridge down. (But that was separate from this derailment?) Oh, yeah. After they knocked down the bridge, the crane kept on coming. See, they got a hook, they got a strap on the locomotive, and they're lift-

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