

2009 Field Trip

RTA Members Visit Calgary, Canada

40 members of the Railway Tie Association visited CPR and wood product facilities representing railroad and cross-tie operations for this year's trip.

Evening Reception



An evening reception before the field trip was sponsored by Canadian Pacific Railway.



And in attendance was VP of Strategic Sourcing Dave Sisson and VP of Engineering Gord Pozzobon...



...both of whom spoke to the members in attendance...



Then, CPR's Tom Price took the stage and was engaging as he gave a lesson about the history of CPR and a complete overview of the ensuing three-day trip.



And it didn't end there. The entire group was treated to a full tour of the CPR fully restored business cars...



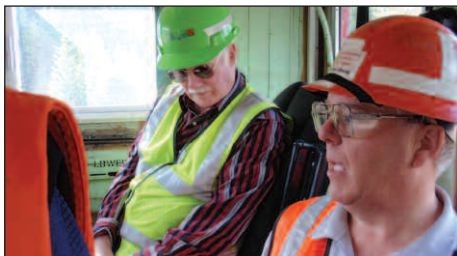
Day 1



With a busload of RTA producers and railroad members, we set off. Trip coordinator and RTA Executive Committee member Rob Churma is shown front left.



Our first stop was near Banff, where Tom Price and other CPR staff demonstrated snow equipment used to fight the many, many feet of mountain snow that falls on CPR right-of-way each year.



Many in the group were given the opportunity to work the controls. Here, Price shows Committee Chairman Harry Bressler how to raise and lower the guard on the snow plow.



Our first group picture, taken before we drove through the town of Banff in route to Morant's Curve.





Morant's Curve is named for Nicholas Morant. He was responsible for much early photography of CPR operations through the mountains and on to the Pacific.



After a quick rest break at Lake Louise and then lunch...



...we traveled west through the mountains to the famous CPR spiral tunnels. We timed it just right and got to see a long west bound train snake its way through the tunnels heading to Vancouver.



That evening we stayed in Golden and were joined for dinner by one of the locals.

Day 2



There's a lot of ground to cover over the next two days, so we head out early. Before the first stop at the CPR car shop in Golden Rob Badmington gives us a safety briefing.



Then, Bruce Roseberry tells us about the coal car fleet that this operation serves.



One of the coal cars in for renovation is shown here.



Keeping track of where the cars are in the process that go in for servicing is taken care of in this office—and it's a tightly run ship.



Wheel sets can be changed out at this facility.



Using a specially built hydraulic table to dismount a wheel set...



...the same table is used to raise the new wheel set into place to be installed.



Along the way to our next stop, we found the Brisco General Store, where...



...they were really glad our members produce wood cross ties.



Now, driving through eastern British Columbia the scenery changes. Out of the bus window, we see many hoodoos.



During another quick stop along the way to the next CPR facility, we get to tour several vintage Canadian Pacific railcars in Cranbrook.



Finally, we arrive at the Swansea Ballast Quarry where Rob Churma and Facility Manager Ken Murley give us an overview of what we'll see.



Then, it's to the top of the mountain where you can see the massive amount of ballast in inventory and...



...where it comes from. This facility is taking off the top of the mountain in its drive for the perfect railroad ballast



Then it's back down to view a ballast train get loaded.



Another one of our tour guides, CPR's Rob Page, is also an avid photographer. He's set to take in the action.



A large front end loader is the vehicle of choice for this job.



And what a job it is loading 37 tons of ballast in just a couple of minutes.



Another group photo for the record.



This looks like a ballast quarry, but it isn't. The bus stopped here at Turtle Mountain near Fernie, B.C., for a photo-op. In 1903, in the middle of the night, in just 90 seconds, this whole side of the mountain came crashing down on the town of Frank, B.C., killing 70 of the 100 people in its path. The "ballast" it left covered three square kilometers. If you look very closely near the center of the picture, at the bottom of the shot, you can see a truck (red cab, double trailer). This gives you a perspective on the size of this catastrophe.

Day 3

On the third day of the field trip, RTA visited Stella-Jones' Carseland plant, which became the company's ninth treating plant. This plant was previously owned by Bell Lumber and Pole Co. and is located on 150 acres. The plant was constructed in 1978. A fire destroyed much of the treating plant in 1995 and was rebuilt. Carseland has three treating plants: full length Pressure Pentachlorophenol, butt-treated Pentachlorophenol and ACQ. The following photo captions were supplied courtesy of Robert Stewart, sales and operations manager for Stella-Jones.



Stewart, foreground, addresses the RTA tour group.



Western Red Cedar poles are prepared for treating. Most specifications call for groundline incising.



The incising penetrates the wood surface to approximately 1/8 inch, allowing for additional preservative protection in the groundline area.



Ron Zeegers, left, plant manager, addresses the group at the treating plant. ▶

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Poles are vertically introduced into the butt-treating tank. Some utilities require butt treating only for Western Red Cedar poles. The treated portion helps protect the groundline from decay attack.



Ron is explaining the new addition of the wrapping station for consumer lumber. This facility allows final preparation in an enclosed area, which has eliminated double handling of the ACQ-treated consumer wood products.



All tankage and piping are color coded and labeled in accordance with Canadian regulations.



The transfer deck allows for cylinder ready white wood to be staged for entry into the treating vessel while holding a freshly treated charge of Pentachlorophenol. This unique design eliminates the need for trackage throughout the plant.



This electrical room illustrates the sophisticated controls used in the treating plant.



This is the Pentachlorophenol pressure vessel. This cylinder is eight feet in diameter and 108 feet long. Stella-Jones Inc. can produce approximately 2,000 cubic feet of Cedar poles in an eight-hour treating cycle.



Treated and untreated poles are kept in storage to meet a multitude of customer needs. Up to 100,000 distribution and transmission poles are processed through Carseland on an annual basis.



A freshly treated charge of Pentachlorophenol Western Red Cedar poles. Stella-Jones Inc.'s enhanced treating process ensures a clean, dry product that meets customer and industry specifications.

A BIG THANK YOU

from RTA and all 2009 field trip attendees to Canadian Pacific Railway's Rob Churma, who spent many months organizing the details of the annual field trip. We'd also like to thank our sponsors—Ashcroft Treating for lunch on Tuesday; Canadian Pacific for the Sunday night reception; Hot Springs County Tie & Timber for breakfast on Tuesday; Intermountain-Orient Inc. for lunch on Monday; Koppers Inc. for the Sunday night reception and snacks and beverages on the bus; MiTek Industries for snacks and beverages on the bus; Stella-Jones Inc. for lunch at Head-Smashed-In Buffalo Jump; Stella-Jones Corp. and Stella-Jones/BPB Corp. for breakfast Wednesday; and Thompson Industries for breakfast Monday.

ATTENDEES

Roy Henderson and John Reinmann of Appalachian Timber Services; Larry Fines of Ashcroft Treating; Rob Cunningham of Canada Crossties; Rob Badmington, Rob Churma, Greg Kravtsov, Robert Page and Tom Price of Canadian Pacific; Jimmy and Brenda Watt of The Crosstie Connection; J.D. Deisher of Georgia-Pacific West; Matt Clarke of Gross & Janes Co.; Billy Davis of Tight Spike; John and Shalon Doss of Hot Springs County Tie & Timber; Wes Piatt of Intermountain Orient; Gary and Jan Williams of Koppers Inc.; Bill and Jane Moss of MiTek Industries; David and Cindy Boehm and Will Cumberland of North American Tie & Timber; Sam and Debbie Corallo and Jim and Susan Gauntt of the Railway Tie Association; David Whitted of Stella-Jones Corp.; Harry Bressler and Mike Neidert of Stella-Jones/BPB Corp; George Caric of Tangent Rail; Jeff Broadfoot of Thompson Industries; and Dave Koch of Wheeler Lumber.



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