

ONTARIO
NORTHLAND
RAILWAY
DIARY

1914-1918

C H RIFF

Locomotive Mileage.

The following statement shows the mileage made by the locomotives belonging to this railway:—

Engine No.	Miles Run, 1913.	Total Mileage of Engines.
101	24,220	275,278
102	24,045	256,824
103	20,528	234,017
104	25,621	253,000
105	20,832	194,620
106	35,679	218,155
107	17,211	206,889
108	35,577	268,423
109	14,244	240,945
110	26,322	220,325
111	40,579	290,924
112	25,173	277,322
113	30,883	285,818
114	46,138	301,716
115	15,972	161,297
116	20,957	156,907
117	24,050	163,308
118	19,160	171,907
119	20,803	178,966
120	27,793	174,128
121	25,776	152,400
122	29,083	165,420
123	38,387	163,436
124	36,510	148,003
125	27,094	167,597
126	18,885	142,993
127	30,572	143,517
128	24,095	136,798
129	24,426	118,575
130	26,464	94,007
131	15,254	115,546
132	17,884	115,663
133	35,896	66,260
134	19,376	81,766
135	56,840	109,693
136	24,552	79,403
137	37,162	48,533
138	40,726	50,442
139	13,346	15,442
140	28,252	34,796
150	26,117	192,911
151	31,788	259,510
152	38,074	115,536
153	18,842	102,708
Total	1,201,688	7,351,724

Repairs to passenger equipment.

Extensive repairs have been made to passenger equipment at North Bay Junction shop, as follows:—

Coach No. 12, turned out of shop during November, 1912, after having been converted into a combination baggage and passenger car.

Coach No. 112, was given a general repair, interior and exterior repainted and varnished, and turned out of shop during November, 1912.

Coach No. 40, was given a general repair to woodwork, trucks overhauled and scraped and turned out in December, 1912. Interior and exterior of car also repainted and varnished.

atives belonging

total Mileage of Engines.

- 275,278
- 256,324
- 234,017
- 253,000
- 194,620
- 218,155
- 206,889
- 268,423
- 240,945
- 220,325
- 290,924
- 277,322
- 285,818
- 301,716
- 161,297
- 156,907
- 163,308
- 171,907
- 178,966
- 174,128
- 152,400
- 165,420
- 163,436
- 148,003
- 167,597
- 142,993
- 143,517
- 136,798
- 8,575
- 94,007
- 115,546
- 115,663
- 66,260
- 81,766
- 109,693
- 79,403
- 48,533
- 50,442
- 15,442
- 34,796
- 192,911
- 259,510
- 115,536
- 102,708
- 351,724

North Bay Junction

having been

repaired

overhauled and

of car also re-

M. & E. No. 23, was repainted and varnished inside and outside, trucks scraped and overhauled, and car turned out in December, 1912.

Bagg. No. 1, had necessary repairs to woodwork, trucks overhauled, was repainted and varnished, and turned out in January.

Coach No. 102, necessary repairs to woodwork, trucks given a general overhauling, exterior and interior of car repainted and varnished, turned out in February.

Coach No. 28, necessary repairs to woodwork, interior and exterior of coach repainted and varnished, trucks overhauled. Turned out in March.

Cafe Cars Tetapaga and Wasaksima, given minor repairs to interior of cars during the month of March.

Coach No. 10, rebuilt into combination first class and baggage car in April.

Coach No. 106.—Had general repairs, repainted and varnished both inside and outside, trucks given general overhauling and car turned out of shop in April.

Coach No. 26, this car was given a general repair, exterior and interior repainted and varnished, slat blinds replaced with roller blinds. Car turned out of shop in July.

M. & E. Car 5, general repairs and painting on both exterior and interior of car. Trucks given a general overhauling. Turned out in July.

Bagg. No. 9, general repair on body and trucks of car, exterior and interior of car repainted and varnished and car turned out of shop in August.

Coach No. 107, trucks given general overhauling, one new outside sill also new sheathing on one side of car (due to derailment on G.T.R.). Exterior and interior repainted and varnished and new blinds applied, and turned out in August.

Coach No. 104, given general repair to woodwork inside and outside. Trucks rebuilt, exterior and interior of car repainted and varnished. Turned out in August.

Exhibition Car, windows and doors repaired, two windows closed up. Trucks repaired, revarnished. Turned out in August.

M. & E. car 23, given a general repair, repainted and varnished, and turned out in October.

Official Cars

Official car "Sir James" was taken into shop during the latter part of October, 1912, was given a general overhaul, repainted and varnished, and the Stone Electric Lighting System installed, necessitating alterations in the location of gas tanks, provision boxes, etc., to make room for the battery boxes. The trucks were also gone over thoroughly and a new set of springs applied. Car was turned out of shop in December, 1912.

The car "Temagami" was given a general repair to interior and exterior of car, was repainted and varnished, and the name changed to "Abitibi." She was also equipped with new carpets. Turned out of shop during July.

Coach Cleaning

Statement showing the number of coaches cleaned at the different stations during the year.

Station	Number of Coaches Cleaned.
North Bay Junction	2,281
Langlois	5,310
Cochrane	3,047
Timmins	1,849
Total	12,487

Repairs to Conductors' Vans.

During the past year vans Nos. 53, 60, 68, 58, 62, 54, 65, 59, 57, and 67 have been overhauled and necessary repairs made and vans repainted.

Repairs to Freight and Work Equipment.

The following cars have been rebuilt at the North Bay Junction shop during the year:—

Numbers 60431, 60639, 60179, 60309, 60111, 60359, 60199, 60393, 60369, 60019, 60769, 60147, 60207, 60633, 60001, 60163.

New sills have been applied to 95 cars.

Ninety-three flat cars have been redecked.

New roofs have been applied to two cars.

Seven thousand four hundred and sixteen cars have been repaired for foreign roads and bills collectible covering the cost of repairs have been rendered against the car owners, in accordance with the standard code of rules governing the conditions of repairs to freight cars, for the interchange of traffic, adopted by the Master Car Builders' Association. In addition to this, bill has been rendered monthly against the Grand Trunk Railway System, covering the cost of repairs to fifteen thousand two hundred and thirty-six cars, under the terms of the Grand Trunk Running Rights Agreement, an actual cost of labor and material plus 10 per cent.

Snow plough No. 3 was released from the shop on November 8th, 1912, after having a new front applied, trucks repaired, and general painting. Flangers Nos. 1 and 2 were also in shop during November, 1912, and were painted exterior and interior. Snow plow No. 2 was repainted in October, 1913. Snow plow No. 4 was taken into shop and had a new front put in, was repainted, and turned out in October, 1913. Necessary repairs have been made to the rest of the work equipment as required. The auxiliary cranes have been repainted and the balance of the auxiliary equipment has been maintained in good condition and ready for immediate service at all times.

Steel Tyres Turned and Wheels Applied to Rolling Stock.

During the year 54 pairs of driving tyres, 78 pairs of coach tyres, 47 pairs of tender wheels, 30 pairs of engine truck wheels, and 12 pairs of wheels for the Nipissing Central Electric cars have been turned on the wheel lathe at North Bay Junction.

The following tyres were bored out before being applied to wheels: 60 coach tyres, 28 tender tyres, 8 driving wheel tyres, 20 tyres applied to Nipissing Central cars.

At Englehart the wheel press, installed during 1912, has been doing good work, 1,106 wheels having been pressed off axles, new wheels bored and remounted on axles.

New wheels have been applied to T. & N. O. rolling stock as follows:—

To Locomotives.

2 pairs 30 in. C.I. wheels mounted on $3\frac{3}{4}$ x 7 in. axles.

6 pairs 33 in. C.I. wheels mounted on $3\frac{3}{4}$ x 7 in. axles.

6 pairs 33 in. C.I. wheels mounted on $4\frac{1}{4}$ x 8 in. axles.

54 pairs 33 in. C.I. wheels mounted on 5 x 9 in. axles.

6 — 57 in. driving tyres; 38 — 33 in. tender-truck tyres; 6 — 28 in. engine truck tyres.

Passenger Equipm

2 pair steel tyre
60 — 36 in. steel
5 pairs wheels c

Freight Equipmen

6 pairs 33 in. C
68 pairs 33 in. C
36 pairs 33 in. C
41 pairs 33 in. C

Work Equipmen

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Foreign Cars.

36 pairs 33 in. C
39 pairs 33 in. C
41 pairs 33 in. C
107 pairs 33 in. C

Rolling Stock Dest

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MOTIVE POWER AND CAR DEPARTMENT

Annual Report for Year Ending October 31st, 1914, of Mr. Thos. Ross,
Master-Mechanic.

New Rolling Stock.

In June the Pullman Company started to make delivery of the steel coaches for which contract was awarded them August 29th, 1913. The first lot was received at North Bay Junction, June 23rd, via G. T. R., and comprised a complete train consisting of one mail and express car No. 201, one baggage and express car No. 211; one second class coach No. 221, one combination second and first class smoking coach No. 231, and one first class coach No. 241. June 24th baggage and express car No. 212 and second class coach No. 222 were received via G. T. R., and on July 1st the remainder of the order consisting of mail and express cars No. 202 and 203, combination second and first class coaches No. 223 and 233, and first class coaches No. 242 and 243 were delivered via C. P. R.

All cars were delivered complete in every respect for service with the exception of the electric lighting dynamo, batteries, switchboard and wiring thereto. The apparatus was supplied by the J. Stone Co., Ltd., and applied by the T. & N. Ry. The first lot of these cars, consisting of baggage and express car No. 211, combination car No. 233, and first class car No. 243, were completed and put in service on train No. 46, North Bay to Toronto, on August 3rd, 1914.

The following is a general description of each of the different classes, from which it will be seen that they are of the most modern steel construction and first class equipment throughout.

Mail and Express Cars.—Length over end sills, 60 ft.; centre to centre of trucks, 42 ft.; length of mail compartment, 30 ft.; width over side sheets, 10 ft.; width over all at eaves, 10 ft. 2 $\frac{7}{8}$ in.; width deck opening, 5 ft. 10 in.; width deck over eaves, 6 ft. 8 $\frac{5}{8}$ in.; height from rail to top of roof sheets, 14 ft. 1 $\frac{1}{4}$ in. The underframing consists of Commonwealth Steel Co's combined cast steel bolsters and platform with fish belly type, centre still composed of two 5-16 in. plates 26 in. deep at centre, spaced 18 in. apart, with two 5 in. by 3 $\frac{1}{2}$ in. by $\frac{1}{2}$ in. angles on the outside, and 3 $\frac{3}{8}$ in. by 30 in. cover plate at top, and four 3 in. by 3 in. by $\frac{3}{8}$ in. angles at bottom. Cross ties, two, Commonwealth Steel Co's cast steel, spaced 6 ft. 3 in. each side of centre of car, with cast steel centre sill spacers also one additional cast steel centre sill spacer at centre of car. Sides consist of a 3-16 in. plate, 34 in. high, with 44 in. by 1 $\frac{3}{8}$ in. by 7-16 in. dropper bar on outside at top, and at the bottom on the inside a 4 in. by 4 in. by 5-16 in. angle rivetted to a 5 in., 11.6 lb. Z-bar, the latter being rivetted to the cast steel bolster and cross ties. The 3-16 in. plates form the side sheathing of car below windows and the openings through same for the baggage and mail side doors are suitably reinforced. The end framing consists of two 12 in.—31.5 lb. I beams, 23 $\frac{1}{2}$ in. each side of centre line of car, with two 4 in.-8.2 lb. Z bar intermediate posts and the corner posts are each composed of a 4 in.-8.2 lb. Z bar and a 6 in. by 4 in. by $\frac{3}{8}$ in. angle. The side sheathing above the belt and the end sheathing is $\frac{1}{8}$ in. plate. The roof is of steel .078 in. thick on upper deck and .063 in. on lower deck with pullman standard roof joints. The inside side and end finish of the mail end is .063 in. flat steel plate with 3-16 in. fireproof agasote ceilings to upper and lower decks, while the express end is finished in .038 in. corrugated steel through

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Mr. Thos. Ross,

of the steel coaches

The first lot was and comprised one 11, one baggage and combination second and No. 241. June 24th, 1914, Nos. 222 were received consisting of mail and class coaches No. 232 red via. C. P. R.

These with the exception of No. 241, were ordered by the T. & N. O. express car No. 212. They were ordered and put in No. 214.

These are of different classes, from steel construction and

centre to centre of side sheets, 10 ft.; width deck sheets, 14 ft. 1 1/4 in. combined cast steel composed of two 5-16 in. by 3 1/2 in. by 1/2 in. top, and four 3 in. by Commonwealth Steel Co's cast steel centre sill spacers car. Sides consist of a 5 in. dropper bar on outside by 5-16 in. angle and the cast steel bolsters of car below window all side doors are suit 31.5 lb. I beams, 23 1/2 in. intermediate posts and a 6 in. by 4 in. end sheathing is 1/8 in. .063 in. on lower deck finish of the mail end is 1/8 in. to upper and corrugated steel through-

out with 3-16 in. agasote ceiling to upper deck and .038 in. steel to lower deck. The floor is of 1 1/4 in. matched maple with two air spaces and two courses of insulation below. The insulation used is 3/4 in. fireproof Flaxlinum on all outside sheets and 3/4 in. Salamander to all inside sheets, these latter being also insulated from the framing of car wherever possible with 1/8 in. agasote. Other items are as follows: Six wheel Commonwealth Cast Steel trucks with 36 in. Schoen solid steel wheels, McCord journal boxes with pinless covers, Vanadium steel springs, Simplex brake beams, journal bearings, Canadian Bronze Co's make; Westinghouse air brake Schedule LN-1812, Westinghouse friction draft gear, Tower couplers, National centering device, Forsyth friction buffing gear, Ajax diaphragms, Stone Co's electric lighting system (24 volts), 10 Automatic Ventilator Co's intake and exhaust ventilators, Gold Car Heating Co's straight steam heating system with electric thermostat control (also Chicago Car Heating Co's No. 800 stove as auxiliary in mail end), equipment of mail end steel throughout, arranged to conform to the U. S. R. M. S. specifications and plans for 30 ft. mail compartment cars; hand brakes, steps, handholds, etc., to Railway Commission's standards.

Baggage and Express Cars.—Length over end sills, 60 ft.; centre to centre of trucks, 42 ft.; width over side sheets, 10 ft.; width over all at eaves, 10 ft. 27/8 in.; width deck opening, 5 ft. 10 in.; width over eaves of deck, 6 ft. 8 5/8 in.; height from rail to top of roof sheets, 14 ft. 1 1/4 in. The general description of the mail and express cars, with the omission of that re the mail end, is also applicable to these cars, the same design and equipment being followed throughout.

Passenger Coaches.—The three classes of cars under the above heading, i.e., second class, combination first and second class smoking, and first class cars are practically similar, the main differences being in the seat upholstery and the addition of a partition in the smoking car. Length over end sills, 71 ft.; centre to centre of trucks, 55 ft.; width over side sheets, 10 ft.; width over all at eaves, 10 ft. 27/8 in.; width deck opening, 5 ft. 10 in.; width over eaves, 6 ft. 8 5/8 in.; height from rail to top of roof sheets, 14 ft. 1 1/4 in.; seating capacity 80. The underframing consists of Commonwealth Steel Co's combined cast steel bolsters and platforms with fish belly type centre sill composed of two 5-16 in. plates 26 in. deep at centre, spaced 18 in. apart, with two 5 in. by 3 1/2 in. by 1/2 in. angles on the outside and 3/8 in. by 30 in. cover plate at top, and at the bottom four 3 in. by 3 in. by 3/8 in. angles. Cross ties, two, Commonwealth Steel Co's cast steel, spaced 12 ft. 9 in. each side of centre of car with cast steel centre sill spacers, also one additional cast steel centre sill spacer at centre of car. Sides consist of a 3-16 in. plate 34 in. high, with 4 in. by 1 1/8 in. by 7-16 in. dropper bar on outside at top, and at the bottom on the inside a 4 in. by 4 in. by 5-16 in. angle rivetted to a 5 in.-11.6 lb. Z bar, the latter being rivetted to the cast steel bolsters and cross ties. These 3-16 in. plates form the side sheathing of the car below the windows, the sides above being 1/8 in. plate. The side posts are of pressed steel 1/8 in. thick, 5 in. deep. The "Dean" Anti-telescoping device has been included in the end framing. This consists of two 6 in.-23.9 lb. I beams, bent in one continuous piece to form both the car end door posts and the vestibule centre posts; there are four 4 in.-8.2 lb. intermediate end posts and the corner posts are each composed of a 4 in.-8.2 lb. Z bar, and a 4 in. by 4 in. by 1/4 in. angle. The end sheathing outside is 3-32 in. plate and inside 1/8 in. plate. The roof outside is of steel .078 in. thick on upper deck and .063 in. on lower deck. The flooring is Flexolith throughout (except the saloons and lavatories—white tile) laid on Keystone corrugated steel; below this is provided two separate courses of 3/4 in. insulation and air spaces.

Fireproof agasote is used for the ceilings and also on the side walls below the window sills to the top of heater pipe angle or about 10 in. above top of floor, the window sills, window casings and sash being of Mexican mahogany. The remainder of the interior finish is of steel grained mahogany in the body of the car and enamelled white in saloons and lavatories.

Other items are as follows: Six wheel Commonwealth cast steel trucks with 36 in. Schoen solid steel wheels, McCord journal boxes with pinless lids, vanadium steel springs, simplex brake beams, Canadian Bronze Co's journal bearings; Westinghouse air brake Schedule LN-1812, Westinghouse friction draft gear, Tower couplers, National centering device; Forsyth friction buffing gear, Ajax diaphragms, National steel trap doors; Gold Car Heating Co.'s straight steam heating system with electric thermostat control, Hale & Kilburn No. 194 pressed steel seat (upholstered in imitation leather in second class and smoking cars and in plush in first class cars), McCord weatherstrip and window fixtures on all side windows, sash, pantasote window curtains with Curtain Supply Co's ring curtain fixtures, Stone Co's electric lighting system (24 volt) with twelve two light centre fixtures in body of car and single light fixtures in saloons, lavatories and vestibules; McCarthy continuous basket racks, air pressure water system, The Automatic Ventilator Co's intake and exhaust ventilators are used, there being ten ventilators per car; Duner cast iron flushing closets, white metal wash stands and water coolers, the latter having separate ice compartments. These cars are also equipped with two electric fans each.

They have proved very satisfactory, being very smooth riding and there is very little of the metallic sound which is sometimes very noticeable on steel cars. The ventilation appears to be very good and judging from their action during the short spell of cold weather which occurred recently, it is thought that there will be no difficulty in maintaining them at a comfortable temperature during the severe winter weather.

Equipment Pacific Type Passenger Locomotives with Superheater:

From the economical results obtained by the use of the superheater on the Consolidation freight engines, it has been decided to apply them to our larger passenger engines and offset to some extent the extra cost of fuel for hauling and heating the new steel passenger equipment. At the same time we somewhat increased the tractive power of these engines by putting on new cylinders 22 in. by 28 in. (as against 21 in. by 28 in.) and decreased the boiler pressure from 200 lbs. to 190 lbs. These new cylinders are equipped with 12 in. piston valves. The superheater adopted is the Schmidt type A, top header with outside steam pipes.

The work of installing the superheaters, etc., was allotted to the Canadian Locomotive Co., Kingston, Ont., and three engines Nos. 133, 135 and 136 have been completed. Tests made of these engines before and after superheating show that although the weight of train has increased nearly 30 per cent. there has been a reduction in fuel consumed of approximately 15 per cent.

Electric Cars for Nipissing Central Railways

In July two new cars were received from the Preston Car and Coach Co. These are double end, interurban type, with single arch roof, 51 ft. in length overall, arranged with smoking and baggage compartments, and have seating capacity for 52 persons. The underframes are of steel and the bodies of wood finished in cherry inside. The Smith hot air system is used for heating and the roof is

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Boston Creek:

A public spur siding 349 ft. long was constructed to take care of the business developments around this locality due to the numerous gold discoveries.

Porquis Junction:

A spur siding 450 ft. long was laid in connection with the new coaling plant now being erected.

M.P. No. 233:

A public spur siding 678 ft. long was built at M.P. 233 to take care of the pulpwood being cut in this locality. This siding is about half way between Nellie Lake and Holland.

M.P. No. 245.5:

This public spur was extended 362 ft. to provide additional shipping facilities for the pulpwood being cut in that vicinity.

Cochrane:

A connection was installed between the T. & N. O. Railway and the Transcontinental Railway main lines at the diamond crossing west of the Union Station for the interchange of through passenger traffic from one line to the other. This allows the T. C. Railway passenger trains to use the south side of the station. A similar connection was installed east of the station for the same purpose.

Iroquois Falls:

It was found that the facilities provided at this point for the handling of cars to and from the Abitibi Power and Paper Company's mill were inadequate, so to provide the additional accommodation required, three new transfer sidings were constructed, one of 2,872 ft., one of 1,390 ft., and the third 1,152 ft.

Additional Yard Facilities under Construction at the Close of Year.

North Bay Junction:

No. 10 yard track is being extended to serve new boiler plant at carpenter shop:

Ramore:

An eight car siding is being constructed at this point.

Industrial Tracks Constructed.

Temagami:

Milne's spur at M.P. 73.6 was extended 251 ft.

Iroquois Falls:

The coal spur of the Abitibi Power and Paper Company was extended 175 ft.

M.P. 11.0, Porcupine

A private spur three cars for the s

M.P. 23, Porcupine

A private siding This siding is 277 f

M.P. 39.2, Porcupi

A spur 2,079 division to the Ho. the end of the on

Timmins:

A spur siding warehouse.

North Bay Junction

The coach an new paint shop a water main was e ings for fire prot round-house.

Haileybury:

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Elk Lake:

A coal shed

Nushka:

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Hoyle:

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Porquis Junction

There is u mechanical coal Johnston stand with.

M.P. 11.0, Porcupine Sub-division:

A private spur siding at M.P. 11.0 for M. Holgevac. Siding 251 ft. to hold three cars for the shipment of pulpwood, etc.

M.P. 23, Porcupine Sub-division:

A private siding was constructed for Crawford & Levison at M.P. 23.0. This siding is 277 ft. long to hold four cars for the shipment of forest products.

M.P. 39.2, Porcupine Sub-division:

A spur 2,079 ft. long was built from the main line of the Porcupine Sub-division to the Hollinger Mine mill. A short spur 420 ft. long was built near the end of the one mentioned above.

Timmins:

A spur siding 528 ft. long was constructed to serve Marshall-Ecclestone's warehouse.

New Buildings.*North Bay Junction:*

The coach and carpenter shops were enlarged and rearranged, including a new paint shop and a new frame boiler house. In this connection a four inch water main was extended to the boiler house with branches in the various buildings for fire protection. A new sand house 18 x 22 ft. was erected near the round-house.

Haileybury:

The freight shed was raised one foot and an eight foot platform was constructed. The tracks were rearranged to suit this improvement.

Elk Lake:

A coal shed 11 x 21 ft. was built for hard coal storage for passenger cars.

Nushka:

A new standard section house was built at this point to replace section house at Monteith which was transferred to the Department of Agriculture.

Hoyle:

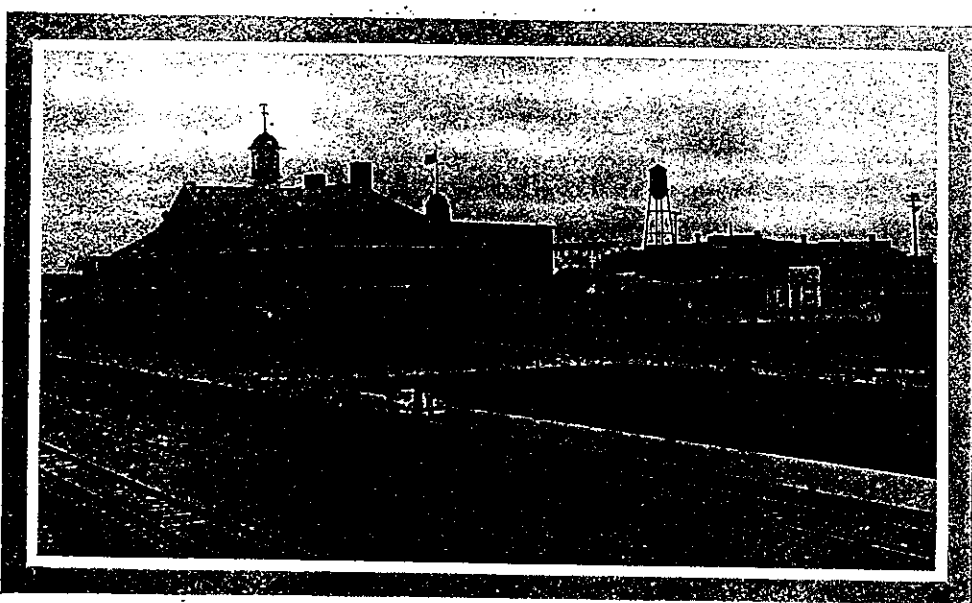
A standard shelter station was built just west of the Porcupine River.

Porquis Junction:

There is under construction at this point a 100-ton Roberts & Schaeffer mechanical coaling plant, also a 41,600 gal. steel water tank with two Sheffield-Johnston stand pipes and frame pump house pipe lines, etc., in connection therewith.



First "National" Train Leaving Cochrane Station for Winnipeg, July 14th, 1915.



Union Station, Cochrane, July, 1915.

GENERAL

Annua

The amount of 1915, and the gross : 1914:

Tonnage 1915
Tonnage 1914

Decrease,

The above show 1915 our revenue de fact that in 1914 ou in 1915 the average

Pulpwood, and stone, etc., made up On these comm per ton per mile.

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- Engine No. 130, light repair in April and again in August.
 Engine No. 133, heavy repair during September.
 Engine No. 134, heavy repair in December, 1912.
 Engine No. 137, heavy repair in May.
 Engine No. 140, tires turned in March.
 Engine No. 150, heavy repair during May.
 Engine No. 151, general repair and new boiler tubes applied during August, 1913.
 Engine No. 152, heavy repair during April.
 Engine No. 153, general repair and new boiler tubes applied during April.

NOTE: The term "General Repair," as used above, refers to cases where an engine has received a thorough overhauling and rebuilding. "Heavy Repair" refers to cases where an engine has been given such repairs as driving tires turned, driving boxes renewed, valves, piston rings, and side rod bushings renewed. "Light Repair" refers to cases where an engine has received minor repairs, such as renewals of side rod bushings, piston rings and valve rings.

Each engine has had the boiler washed out once every two weeks when in regular service. Staybolts in fire boxes have been regularly tested and renewals made when necessary. Nettings, ash pans, and dampers have been regularly examined at the end of each trip during the summer season, as a precaution against fire. During damp weather and at such times as the danger from this source is reduced to a minimum, the nettings, ash pans, and dampers have been examined twice a week.

Engine Dispatch.

Statement showing the number of engines dispatched from the different terminal and divisional points during the year:—

Station.	Number of Engines Dispatched.
North Bay Junction	6,203
Cobalt	320
Englehart	3,786
Elk Lake	248
Timmins	927
Cochrane	1,044
Total	12,528

The Motive Power has been generally assigned during the year as follows:—

- Engine No. 101, work service.
 Engine No. 102, work service.
 Engine No. 103, work service.
 Engine No. 104, work service.
 Engine No. 105, work service.
 Engine No. 106, freight service.

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Number of Engines

Dispatched.

6,203

320

3,786

248

927

1,044

12,528

ar as follows:—

- Engine No. 107, passenger service.
- Engine No. 108, passenger service.
- Engine No. 109, passenger and work service.
- Engine No. 110, passenger service.
- Engine No. 111, passenger service.
- Engine No. 112, passenger service.
- Engine No. 113, passenger service.
- Engine No. 114, passenger service.
- Engine No. 115, freight service.
- Engine No. 116, freight service.
- Engine No. 117, freight service.
- Engine No. 118, freight service.
- Engine No. 119, freight service.
- Engine No. 120, switching service.
- Engine No. 121, freight service.
- Engine No. 122, freight service.
- Engine No. 123, freight service.
- Engine No. 124, freight service.
- Engine No. 125, work service.
- Engine No. 126, freight service.
- Engine No. 127, passenger service.
- Engine No. 128, freight service.
- Engine No. 129, freight service.
- Engine No. 130, work service.
- Engine No. 131, freight and passenger service.
- Engine No. 132, freight service.
- Engine No. 133, passenger service.
- Engine No. 134, passenger service.
- Engine No. 135, passenger service.
- Engine No. 136, passenger service.
- Engine No. 137, freight service.
- Engine No. 138, freight service.
- Engine No. 139, freight service.
- Engine No. 140, freight service.
- Engine No. 150, switching service.
- Engine No. 151, switching service.
- Engine No. 152, switching service.
- Engine No. 153, switching service.

MOTIVE POWER AND CAR DEPARTMENT

Annual Report for the Year Ending October 31st, 1913, of Mr. T. Ross
Master Mechanic.

New Rolling Stock.

Electric Cars for Nipissing Central Railway.

In January, two street cars were received from the Preston Car and Co. Company. These are of the double end, interurban type, 47 feet 6 inches long over all, arranged with smoking compartment, and have seating capacity of fifty people.

In June, 1913, a combination car was received from the Russell Car and Snow Plow Company, Ridgeway, Pa., for use as switching locomotive, baggage and express car, and snow plow. It is of the double end type, equipped with detachable snow plows at each end, four 75 h.p. motors, and weighs complete without plows, 52,000 lbs.

New Passenger Cars.

A further addition to the passenger equipment of the Temiskaming and Northern Ontario Railway being found necessary, a contract was let in June to the Pullman Company for thirteen cars, comprising three mail and express cars, two baggage cars, two second class cars, three combination first and second class smoking cars, and three first class cars. These cars are to be of modern steel construction, equipped with six wheel steel trucks and electric lighted throughout.

Electrical Work.

The new carpenter shop of the Bridge and Building Department and the Department storehouse at North Bay Junction have been equipped with the necessary wiring and electrical equipment for lighting service. New electric machinery has been installed at the stock yards and also at the ice house. Necessary repairs have been made to the electrical plant and equipment at North Bay Junction to keep them in good running order. Alterations on transmission line to general office building have been made in connection with new C.P.R. entrance.

Electric lights have been installed in section house at Cobalt, and general electrical repairs in station, freight shed and agent's house have been attended to.

At Kerr Lake the station has been equipped with electric lights.

Electric lights have been installed in station and freight shed at North Cobalt. At Halleybury and New Liskeard the electrical equipment has been kept in good repair over from time to time, and necessary repairs and renewals made.

The station at Elk Lake has been wired and electric lights installed.

The ice house at Englehart has been furnished with electric lights. The electrical equipment in station, freight shed, greenhouse, tenement and section houses, round house and bunk room have had necessary maintenance repairs and renewals. Generator and entire plant and transmission line have been kept in good repair.

DEPARTMENT

31st, 1913, of Mr. T. Ross,

from the Preston Car and Coach
 ban type, 47 feet 6 inches long
 and have seating capacity for
 derived from the Russell Car and
 is switching locomotive, baggage
 double end type, equipped with
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 a contract was let in June to the
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Building Department and Road
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 and freight shed at North Cobalt
 electrical equipment has been gone
 and renewals made.

and electric lights installed.
 furnished with electric lights.
 greenhouse, tenement and section
 necessary maintenance repairs and
 transmission line have been kept in

The station and freight shed at Charlton have been wired and installed
 electric lights.
 At South Porcupine, the freight shed has been installed with electric lights,
 and general electrical repairs have been made in station.
 The Agent's house at Schumacher has also been installed with electric lights.
 At Timmins, general repairs have been made to electrical equipment in
 station, freight shed, and engine house, but no new equipment has been installed
 at this station.
 At Cochrane, the necessary maintenance repairs and renewals have been taken
 care of.

In addition to the above work, the electric headlights on all engines, snow
 plows, and wrecking cranes, have been maintained in good condition throughout
 the year.

The following tabulated statement shows a comparison of the number of
 kilowatt hours used each month at North Bay, Englehart and Cochrane, during
 the years 1911, 1912 and 1913.

Month	NORTH BAY			ENGLEHART			COCHRANE		
	1911	1912	1913	1911	1912	1913	1911	1912	1913
January	5,261	8,574	9,979	6,160	6,590	6,480	1,251	3,034	1,437
February	4,168	6,225	7,063	5,316	5,785	6,099	913	3,714	1,638
March	3,018	5,684	6,090	6,539	4,834	6,132	936	4,521	1,137
April	2,227	3,427	4,993	3,669	5,100	3,949	609	619	917
May	1,750	2,934	3,182	5,743	4,029	3,973	663	471	1,229
June	2,250	3,119	3,181	3,662	2,476	2,949	287	353	1,555
July	2,268	2,343	3,181	3,779	2,055	3,388	603	435	1,453
August	2,042	3,000	3,181	4,243	2,848	3,576	754	530	1,716
September	3,091	4,133	4,897	4,890	4,570	3,881	1,044	691	867
October	4,859	6,260	6,378	6,277	6,963	5,134	1,663	871	1,063
November	7,134	7,363	.....	7,551	7,363	.....	1,757	1,071	.....
December	9,280	7,652	.....	6,304	6,627	.....	2,223	1,683	.....
Total	47,348	60,714	52,125	64,133	59,240	45,561	12,703	17,993	13,012

New Equipment Applied Locomotives and Cars.

During the year alterations have been made to cupboards in several of our
 baggage cars and gunracks have been applied to express cars for the use of express
 messengers. The Safety Car Heating Company's standard heating system has been
 installed in combination car No. 10. Coach No. 30 has been equipped with the
 Parker Straight Steam Heating System.

Air Brake Equipment.

During the year the air brake equipment of 54 coaches, 257 60,000 lb. cars,
 52 80,000 lb. cars, 57 100,000 lb. cars, and 25 miscellaneous equipment have been
 cleaned, repaired, and tested as per M.C.B. rules.

Schedule L.N. Brake Equipment has been installed on the following passenger
 cars—First class coaches Nos. 10, 101 and 109; second class coach No. 2; work-
 ing coaches Nos. 26 and 28, mail and express cars Nos. 1 and 23. New founda-
 tion break gear and high speed brake beams have been applied to these cars to

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