

ONTARIO
NORTHLAND
RAILWAY DIARY
NORTH BAY
NUGGET 1925-1940

C. H. RIFF

Royal Train
engine 136

party. This was pro-
Nugget.

T. & N. O. ST.

The T. & N. O. ap-
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The T. & N. O. also pro-
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Nugget. W. A. Griffin, s
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North Bay to Timmins,
Colo. mining engineer. J.

(Continued on Pa

October 16 1919

WHOLE SILVER CAMP TURNED OUT TO GREET PRINCE TODAY

Prince's Reply to Town's Address

Mr. Mayor and Mr. Reeve:

I am much pleased to have been able to include a visit to this important part of North Ontario on my return journey from the West. The development of Cobalt and Coleman has been wonderfully rapid, and I know that this area is likely to become one of the wealthiest and most thriving portions of the great Dominion. I particularly wished therefore to make some acquaintance, however brief, with the country itself and with its citizens, and I am most grateful for the very cordial welcome which you have extended to me.

I am greatly touched by your much too generous reference to my service in the great war. It was small enough as compared with that of the many thousands of brave men who sacrificed life or health in defence of our British liberties. I congratulate you on your fine contribution, both in men and material, to the fighting strength of the Empire, and I offer my sincerest sympathy to all among you who have suffered loss.

I shall be proud to convey to my father, the King, your warm assurance of loyalty to his Throne. In his name I wish the Town of Cobalt and the township of Coleman a long enjoyment of peace, prosperity, and happiness.

Cobalt, Oct. 16th, 1919.

Royal Party Tendered a Tremendous Ovation as His Train Pulled into the Depot --- Two Busy Hours Were Spent Here --- Reception Was Followed By Visit to Mining Properties.

"Veni, vidi, vici."

So ran the tidings sent back to his capital city by the proud Roman almost two thousand years ago, and Caesar's expression, with the substitution of "he" for the personal pronoun, describes fully the visit of the Prince of Wales, heir to the Empire's throne, and already crowned in Canadian hearts, for his sunny smile and his modest, unassuming ways, to the Silver City of the Dominion to-day.

"He came, he saw, he conquered."

For two brief hours the guest of the citizens of the camp, His Royal Highness captivated the people, and the rousing cheers borne on the wings of the October wind bore eloquent testimony to the completeness of his triumph. The famous "sunny smile" of which so much has been heard in advance, was in evidence from start to finish of the crowded program which had been arranged and the quiet boy who was borne away north by the special train carried with him memories of a hearty and spontaneous welcome from the people of Cobalt.

PULLED OUT LATE

Ten minutes behind scheduled time, the special train slowly pulled (Continued on page 3.)

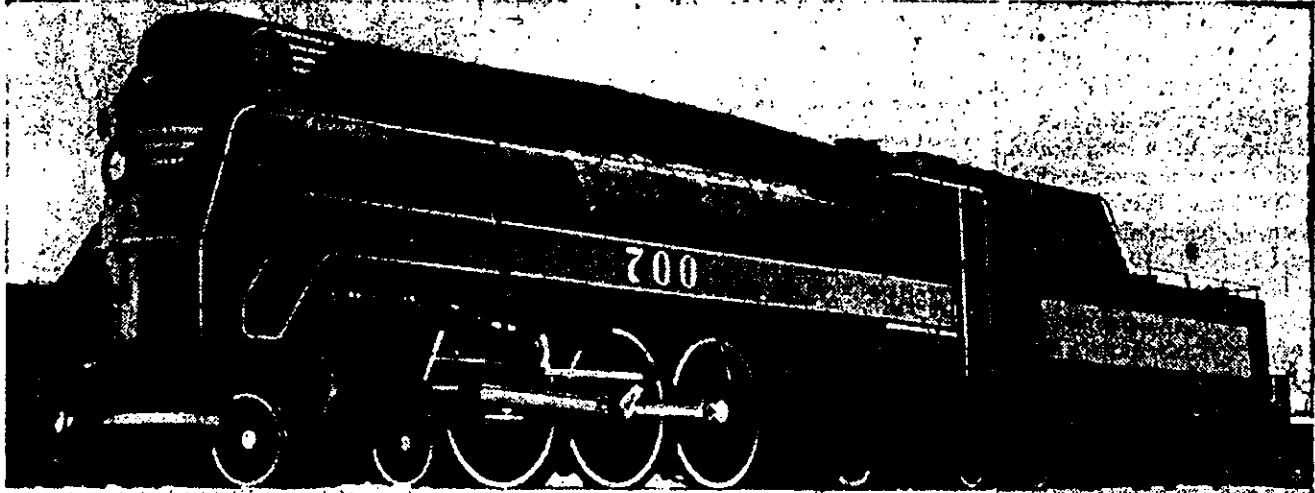
October 16
1919.

Royal Train 1919

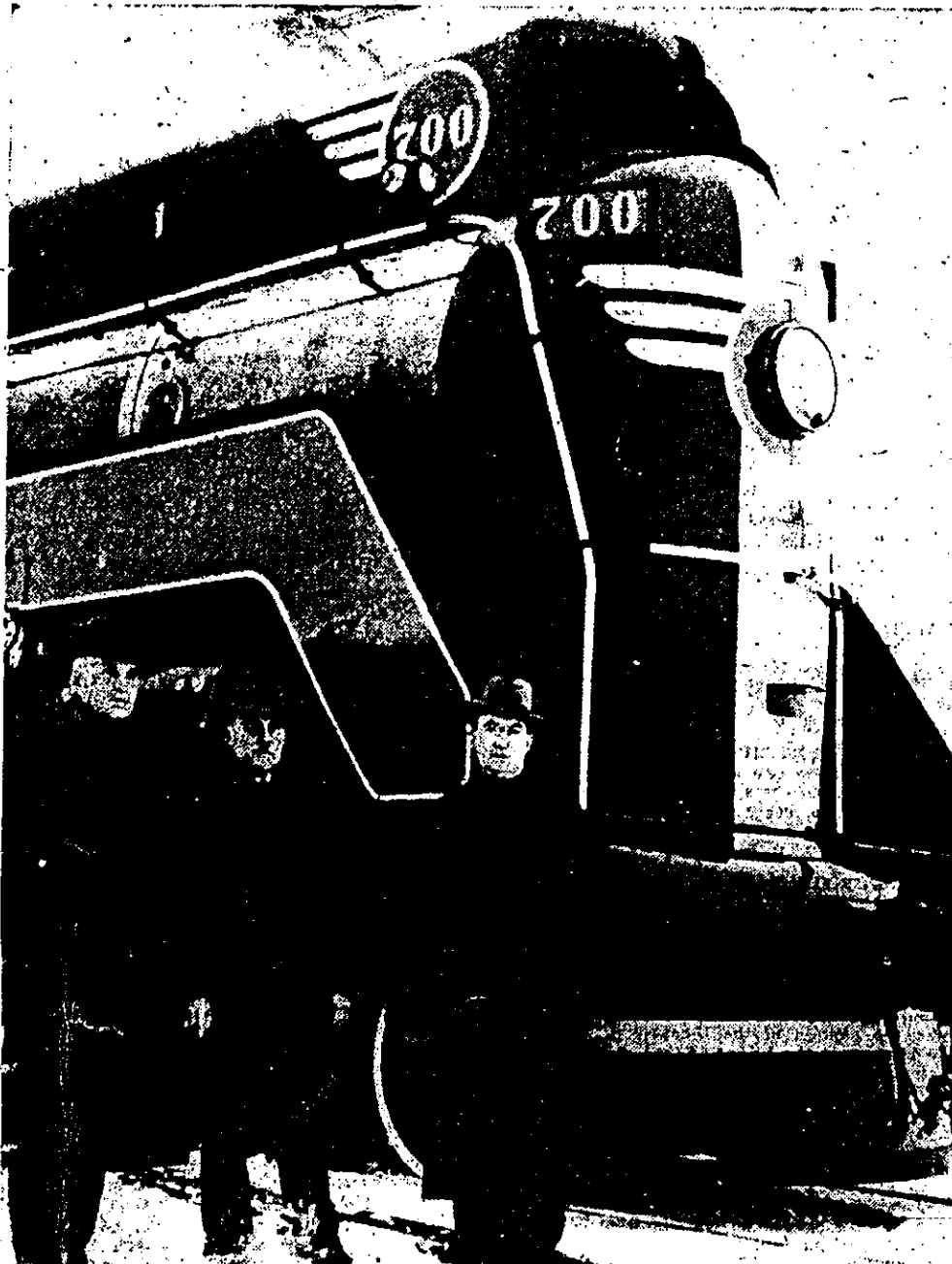
The North Bay Nugget

North Bay, Ont., Monday, Dec. 23, 1940

HANDSOME STREAMLINER IS PRODUCT OF T. & N. O. SHOPS



With her exterior streamlined and her "in-nards" brought up to date, No. 700, a 20-year-old engine modernized in the T. & N. O. shops here, is a match for any of the newest locomotives in Canada. New devices and equipment never before used on Canadian railroads have been incorporated in the rebuilding work. In the upper photo the engine is seen on a siding near the T. & N. O. offices where it was inspected by (lower photo, left to right) A. J. Parr, general freight and passenger agent; A. H. Cavanagh, general manager and chairman of the T. & N. O. Railway Commission, and F. G. Foster, superintendent of motive power and car equipment. The locomotive was rebuilt under Mr. Foster's direction. (Nugget Photos)



December 23
1940

From The ONR: "Last Word In Rolling Restaurants"

railway circles, Ontario Northland Railway has earned a reputation for all proportion to its actual size as a trailblazer in the application of advanced engineering and scientific principles in the operation of its service. Innovations in railway dining service and equipment brought in by the ONR have been widely copied on other lines. The new restaurant Meechim is certain to enhance the railway's reputation as a leader in the field. The Meechim, fresh from the Ontario North Bay shops is the last in a line of rolling restaurants. The conversion of a former U.S. Army ambulance car, required the skill of mechanics and craftsmen to apply manufacturing techniques as sophisticated as any in the country.

The Meechim will succeed the railway's restaurant car Agumik. The Agumik, brainchild of engineers of the railway's mechanical department, made railway history when it went

into service in September 1940. The car length counter of the Agumik allowed for rapid service of many more passengers than could be accommodated in the standard table service dining cars. Since it went into service, the Agumik has logged more than three million miles of service and its design has been copied and recopied by railways around the world.

The Meechim is sheathed in gleaming stainless steel with the exception of a green band running the length of the car. In bold relief and full colour, the coat of arms of the Province of Ontario are mounted near both ends of the car. Its name comes from the Cree Indian word for "eating place".

Inside the Meechim, the main body of the car is decorated in soft shades of primrose, coral and turquoise. The counter is at normal table-top height and seating is provided by 24 pedes-

tal type swivel chairs. At either end of the counter is a large mural showing the route of the railway along with scenes of lumbering, mining, farming, manufacturing, hunting, fishing and other scenes representative of the territory served by the railway. Picture windows five feet in width give the interior of the car an airy atmosphere.

Behind the counter, a back bar provided full ice cream freezer and soda fountain facilities along with a sandwich counter and six unit vacuum coffee maker. Under normal conditions it will be staffed by three stewardesses.

It has been said that railway chefs are expected to repeat the miracle of the loaves and fishes from the small galleys in which they work. The galley on the Meechim is 14 feet long and seven feet wide, and from this space the chef and his assistant will be expected to turn out up to several hundred meals a day. To help them, they will have every convenience engineers have been able to fit into the space. The galley is sheathed in stainless steel. A six burner range fed by bottled gas is the heart of the galley which also contains a portable steam table, counter space, a four compartment sink, a walk-in refrigerator and a deep freeze chest. An intercom links the galley with the far end of the car.

Mechanically-refrigerated air conditioning will keep the dining area cool in summer. Heating and cooling are thermostatically controlled in keeping with the outside temperature. The galley is on a separate air conditioning circuit and an air barrier maintained at the galley doorway to prevent food odors from passing through.

To operate its air conditioning, light, food refrigeration the Meechim is equipped with the largest type of railway generator equipment manufactured. When not running, the car can be hooked up to an outside electrical source, which operates a motor which in turn spins the generators. In this way, the car can be pre-cooled prior to setting out on a run without drawing heavily on its banks of 57 batteries.

The car is 85 feet long and weighs 82 tons. It is equipped with roller bearing wheels and tests indicate unexcelled rideability. It will go into service on Ontario Northland trains



Inside the "Meechim": efficiency and gleaming steel

New T. & N. O. "Streamliner" Is Now in Service

Three months of careful planning and hard work were culminated at the shops of the Timiskaming and Northern Ontario Railway Thursday, as sleek and streamlined engine No. 700 rolled quietly out into the daylight.

Once an "ugly duckling" of the railway's motive power fleet, today "700" vies for honors with the streamliest of streamliners anywhere in Canada.

With her face lifted and her "innards" renewed, No. 700 literally purred as she gilded up through the railway yards for inspection by officials of the T. & N. O. She was a pretty sight, a veritable railroad-er's dream in olive, red and gold.

All the usual bulky "superstructure" of the engine is hidden beneath a bonnet of streamlined metal, extending from the front of the engine to the cab. The fore end is smoothly sheathed into a gleaming half-round nose.

Brand New Mechanism

The general appearance of the engine is pleasing. It somewhat resembles the new streamlined diesel trains of the U.S.A. from the front end. But beneath the smooth exterior the railway machinists have incorporated mechanism never before used in Canada, making the engine as modern as 1941.

According to A. H. Cavanagh, general manager of the railway, the new reconditioning job has proven so successful that three more engines will be similarly modernized in the near future.

"The work was done by the mechanical force at our shops here and took approximately three months," said Mr. Cavanagh. "As this is the first engine to be modernized in this manner, everything had to be worked out carefully ahead of time. But with the actual development completed, the other engines will be made over in much less time."

The designs for the engine were worked out by F. G. Foster, superintendent of motive power and car equipment, and H. W. Sharpe, chief draftsman for the railway. Mr. Foster directed the actual reconstruction of the engine.

All sorts of new equipment,

meaningless to the layman but all-important to the railroader, have been incorporated in the modernized engine. For instance, there is a duplex siphon, the first of its type used in Canada, which increases circulation around the firebox and gives more heating surface. Then there is a Baker Multitrol valve gear, installed with roller bearings for the first time in Canada. "Floating bushings" have been installed on the side rods all around the engine and there is also a new type of exhaust injector for the water from the exhaust steam. A "booster" increases the motive power of the engine by making the usual "trailer" wheels help drive and a new type stoker has been added.

Longer Tender

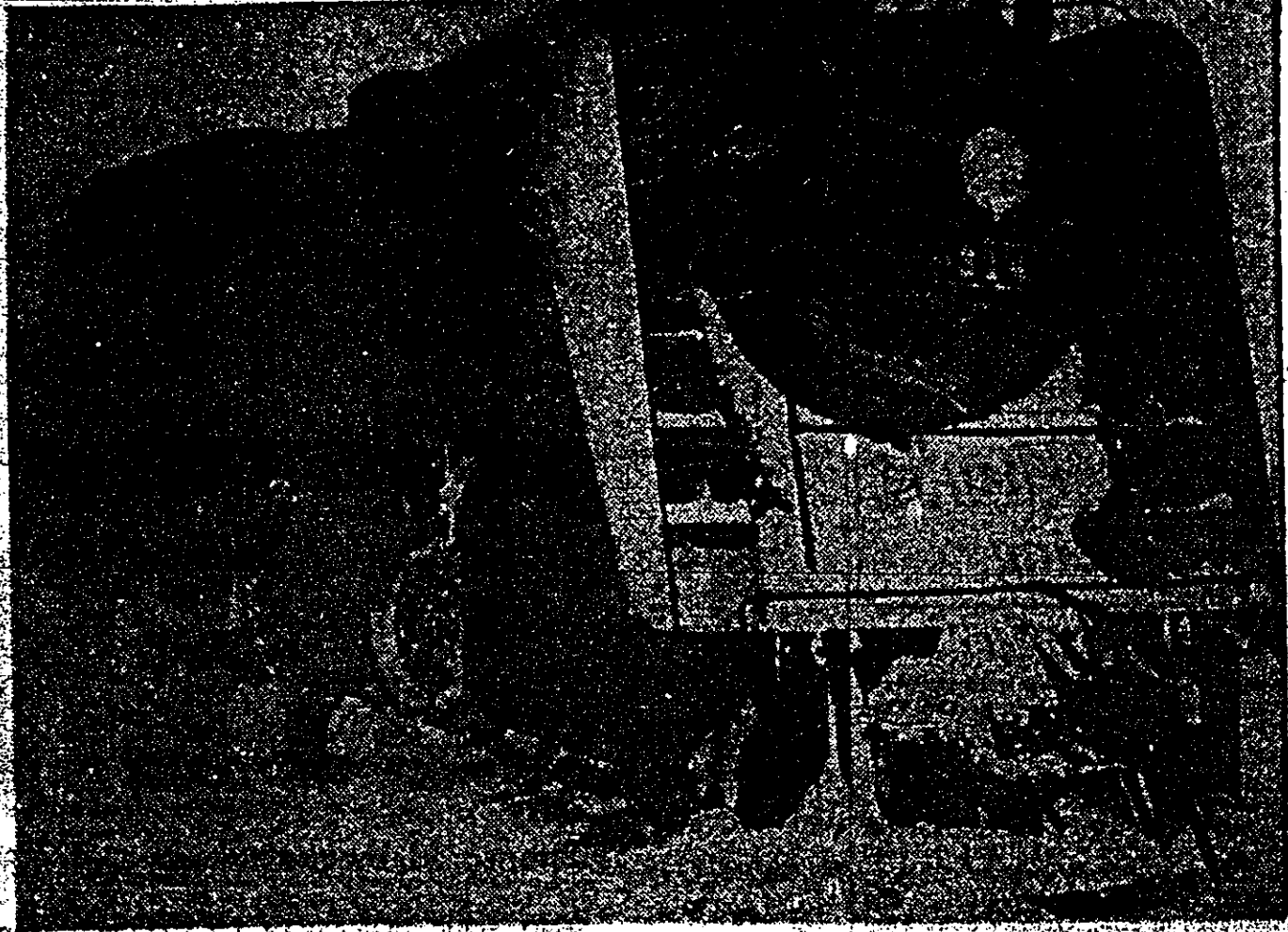
The tender of the engine was lengthened by nine feet during the reconstruction, and cast steel truck sides were used.

According to Mr. Cavanagh, the engine used in their first modernizing experiment is 20 years old. Perhaps we should say 20 years young, for locomotive engines never wear out, but merely become "dated" and outmoded. No. 700, despite the fact that she has rolled the length of the T. & N. O. lines for two decades, is now considered as modern and good as anything else in motive power equipment on Canadian railroads.

Thursday the engine was put through extensive tests in the yards along the T. & N. O. line near North Bay. She passed with flying colors and today "700" began a new career hauling the railway's crack "Northland" passenger train.



Railroading In Snowland



—Special Photo by Ontario

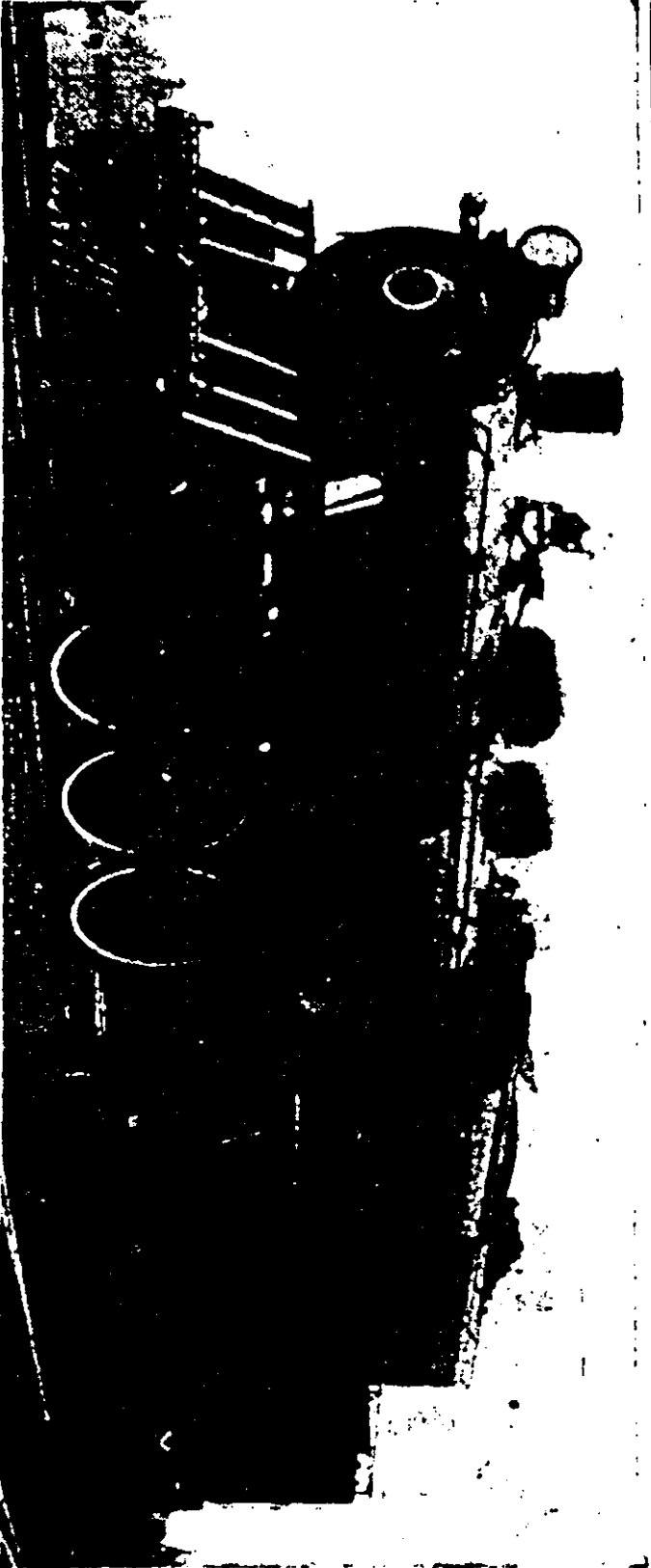
Northern Ontario has been pelted with some of the heaviest snowstorms of the year this week. This Ontario Northland Railway engine No. 314, its front end decked with

white, pauses at Temagami after bucking a heavy storm northwards from North Bay. At the left Engineer Bill (Pop) Gard of Ferris does some oiling.

MARCH 3 1951

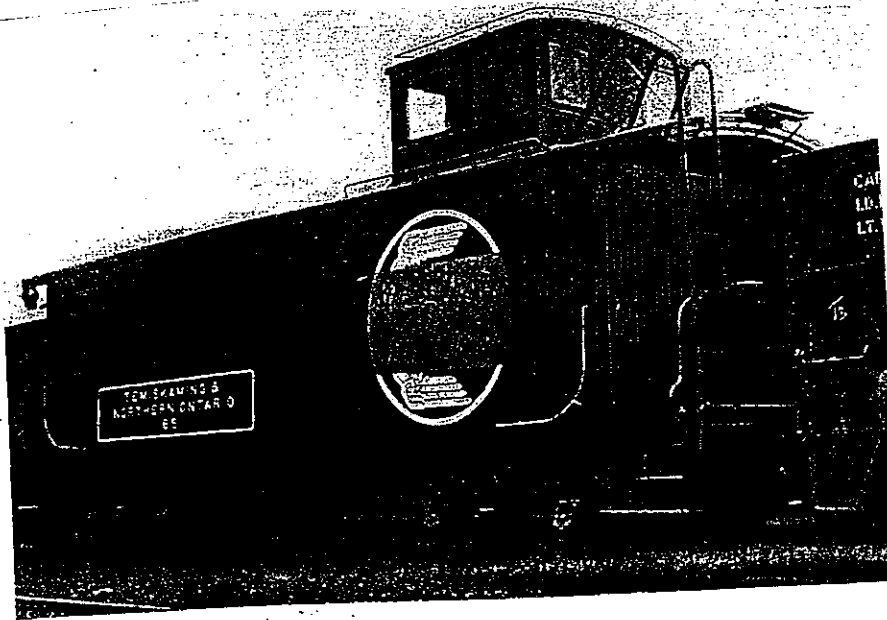
THE NORTH BAY NUGGET, WEDNESDAY, MAY 26, 1937

Newly-Adorned Motive Power



This modern Temiskaming and Northern Ontario locomotive is one of the engines which pull The Northland, the new overnight train operating between Toronto and northern mining regions. The Northland locomotive has special markings. Its name, The Northland, and Temiskaming and Northern Ontario are written in gold colored letters on a maroon background. The numbers stand out in the same distinguished colors.

(Nugget Photo)



This T. & N. O. Caboose Attracts Attention

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Temiskaming Cabooses Embody New Decorative Features

Having a body of vivid red, trucks and end railings painted black, steps and end sills of dark brown, and side grip irons covered with yellow, a group of recently shopped cabooses of the Temiskaming & Northern Ontario, provincially-owned Canadian road, represent a recent wrinkle in railroad equipment "face-lifting." In addition to this combination of vivid and attractive colors, the caboose bodies carry a panel in deep black with white border and lettering bearing the railroad title and car number and a large circular slogan sign in bright yellow with white design and black lettering blazoning forth the suggestion "Ship and Travel by Your Railway."

Age

Oct 2 1937

Railway Age

October 2 1937

tually profitable relations" that have long existed with the MOP, but it asserted that the MOP is not an interested party in the Western Pacific reorganization within the meaning of the Bankruptcy Act.

The road said that it was not willing that its properties, particularly the new and profitable northern California extension, should be appraised for the purpose of a consolidation with or sale to any carrier. Replying to the contention of the MOP that that road had expended \$20,000,000 to develop the transcontinental route with Western Pacific and the Denver & Rio Grande Western, the Western Pacific said that the money was not spent in reliance upon the securing of a proprietorship in the Western Pacific, through consolidation or otherwise.

This week brought several replies to the proposed report of the Bureau of Finance of the commission in the Western Pacific reorganization case. All of the parties filing exceptions to the proposed plan of the Bureau strenuously opposed the treatment which had been accorded to them. Exceptions were filed by the following parties: A. C. James Company, Western Pacific, Irving Trust Company, Railroad Credit Corporation, Crocker First National Bank of San Francisco, and a committee composed of Frederick H. Ecker, John W. Stedman, and Reeve Schley, representing as a committee a group of not exceeding 25 bona fide holders of first mortgage bonds.

Labor Rivalries on Pacific Greyhound Lines

The long-standing rivalry between the Brotherhood of Locomotive Firemen and Enginemen and the American Federation of Labor's Amalgamated Association of Street Railway and Motor Coach Employees for the right to become the collective bargaining agency for bus drivers of the Pacific Greyhound Lines, affiliate of the Southern Pacific, was before the National Labor Relations Board again on September 28 when a hearing was held in Washington, D. C., on the motion of Amalgamated for permission to file a closed-shop contract which it signed with Pacific Greyhound on September 7. The Brotherhood of Railroad Trainmen has recently been certified by N. L. R. B. as the exclusive bargaining agency for bus drivers of nine other Greyhound units, as reported in the *Railway Age* of September 25.

The September 7 contract between Pacific and Amalgamated, which was the subject of this week's hearing, was unusual in that it carried the signatures of individual employees. It was, however, received by the Board, which has now to make its findings in the case.

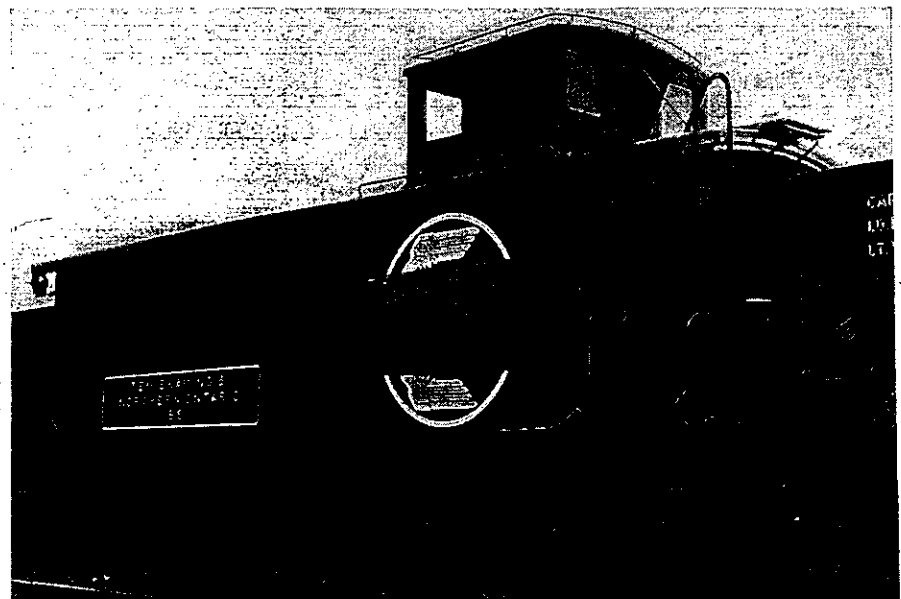
The controversy is of some three years standing but recent phases of it began in December, 1936, when N. L. R. B. issued a cease and desist order against the company for alleged support of a company union. This order of the Board was subsequently upheld in the Circuit Court of Appeals at San Francisco, Calif. On April 20 the B. of L. F. and E. asked Pacific to open negotiations, claiming to rep-

resent a majority of Pacific's bus drivers. On the following day, Pacific entered a closed-shop contract with Amalgamated, and the brotherhood filed a petition with N. L. R. B. for an election. Following hearings in July, the trial examiner recommended an election, which, of course, would have the effect of leaving the Amalgamated contract in abeyance. The latter then came through with its September 7 contract bearing signatures of individual workers, and which, like the April 21 contract, covers all employees of the company.

J. Warren Madden, chairman of the N. L. R. B., at this week's hearing expressed the view that it was "extraordinary" that any contract should be granted in view of outstanding orders of the Board. Counsel for the Amalgamated contended, however, that both the April 21 and the September 7 contracts are valid, although he thought that the closed-shop feature was a mistake. B. of L. F. and E. counsel took the position that the Board should certify the brotherhood as the exclusive agency for drivers on the basis of its showing of a majority as of April 20.

Temiskaming Caboose Embodies New Decorative Features

Having a body of vivid red, trucks and end railings painted black, steps and end sills of dark brown, and side grip irons covered with yellow, a group of recently shopped cabooses of the Temiskaming & Northern Ontario, provincially-owned Canadian road, represent a recent wrinkle in railroad equipment "face-lifting." In addition to this combination of vivid and attractive colors, the caboose bodies carry a panel in deep black with white border and lettering bearing the railroad title and car number and a large circular slogan sign in bright yellow with white design and black lettering blazoning forth the suggestion "Ship and Travel by Your Railway."



This T. & N. O. Caboose Attracts Attention

Canadian Roads' Net Decreases

The Canadian National had net operating revenue in August totaling \$558,530, as compared with \$680,581 in the same month a year ago. Net for the eight months was \$8,185,377, compared with \$3,242,824 in the corresponding period of 1936.

Operating revenues in August were \$16,485,561, as compared with \$15,733,625 in August, 1936. Operating expenses were \$15,927,031, against \$15,053,044 during the similar period of last year. For the eight months operating revenues were \$128,144,860, against \$116,491,348 in the corresponding period of last year. Operating expenses were \$119,959,483, compared with \$113,248,524 for the similar period of 1936.

The Canadian Pacific reports net operating revenues for August at \$576,613, compared with \$634,484 in the same month last year, while net for the eight months was \$9,932,228, a gain of \$1,527,643, compared with the net of \$8,404,584 in the corresponding period of 1936.

In August operating expenses were slightly lower, at \$11,338,316, but gross also showed a decrease of \$94,709, at \$11,914,929, compared with \$12,009,638 in August, 1936, with the result that net for the month showed a decrease of \$57,871.

For the eight-month period gross, at \$90,746,718, was \$5,115,303 higher, while operating expenses also increased by \$3,587,660 to \$80,814,490, leaving a net of \$9,932,228, comparing with \$8,404,584 in the corresponding period a year ago.

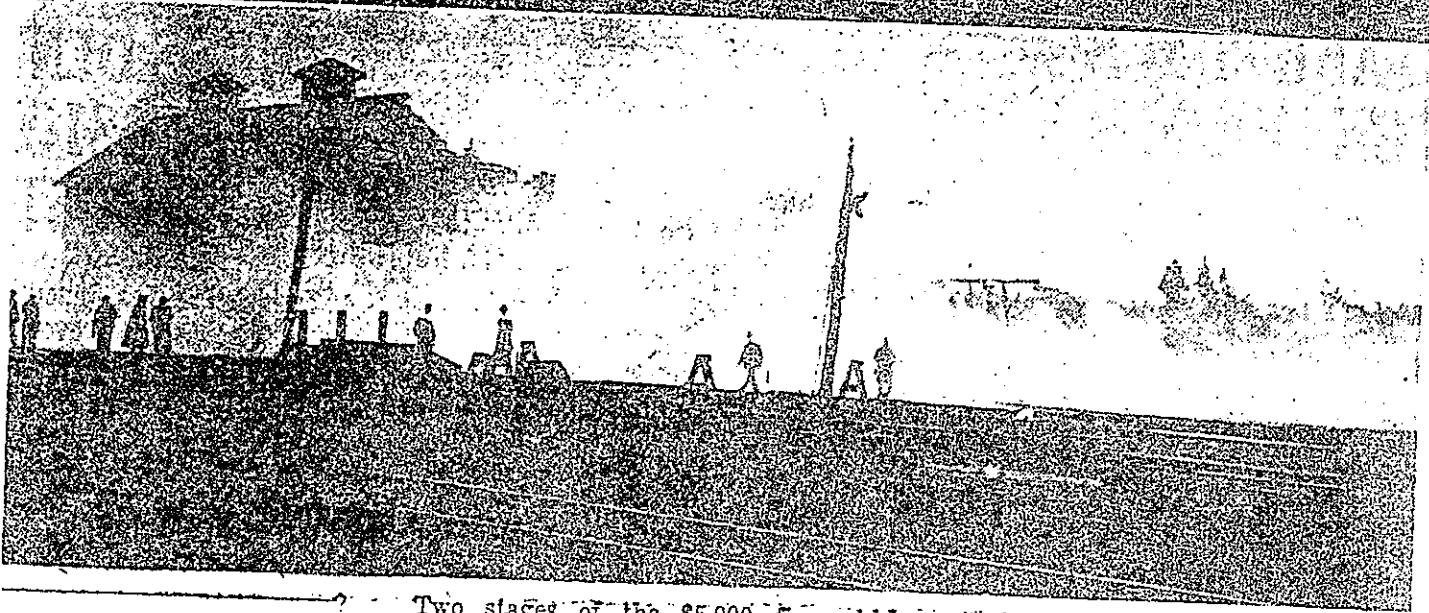
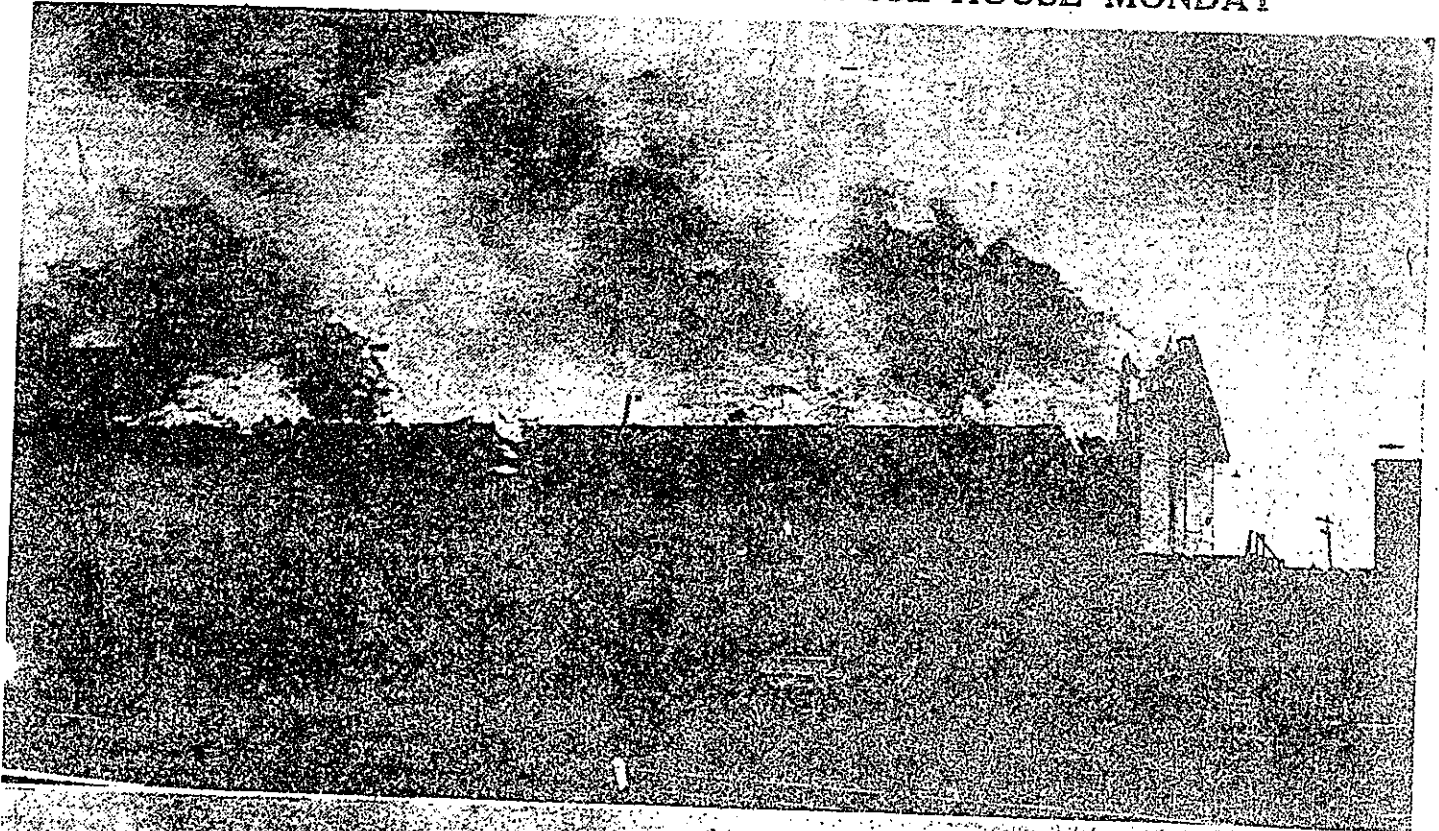
New Haven Seeks to Curtail Boston Suburban Service

Printed letters signed by the trustees of the New Haven have been placed in the hands of patrons of local passenger trains operated by the Old Colony, a lessor road, between Boston, Mass., and points in southeastern Massachusetts, containing an announcement of the proposed discontinuance of a number of "off-peak" suburban runs and of stops at a selected group of lightly-

October 16 1939

ONT READY FOR

WHEN FLAMES SWEEP T. & N. O. ICE HOUSE MONDAY



Two stages of the \$5,000 fire which swept the T. & N. O. ice house Monday, are shown above. The upper photo, taken at about 11 a.m., shows the roof of the building in flames, but the walls still untouched. Only the smoldering ruins show in the lower photo taken about three hours later. The small section of the building, seen at the left, was all that was saved. A spark from a passing engine is believed to have been the cause. (Nugget Photos)

FREIGHTS CRASH AT SWASTIKA

October 27 1939

North Bay Fireman Severely Burned; Second Wreck in 48 Hours

The second T. & N.O. Railway accident in 48 hours this morning sent Fireman William Brousseau, 188 Kennedy avenue, North Bay, to the Kirkland Lake district hospital suffering from severe burns.

Freight Crash

Escaping steam when two north-bound freight trains crashed about a mile and a half south of Swastika, hurling one engine part way down a 50-foot embankment, caused the North Bay man's injuries.

Other members of the crews of the two trains were forced to jump to safety. The crash took place at 7.30 o'clock this morning.

At 10.10 o'clock Wednesday night another T. & N.O. mishap resulted in the derailing of 16 cars of freight train No. 418 about three miles south of Matheson. Cause of the derailment has not yet been determined. Nobody was injured.

Rear-End Smash

The accident this morning occurred when one freight train crashed into the rear of another. The rear train was proceeding through a rock-cut on a turn when the caboose end of the front train was sighted.

Engineer Dave Pilsworth, Englehart, and Brakeman Bailey Smith jumped for their lives. Harry Brennan was conductor of the rear train.

The rear freight was an extra which was following the regular northbound train. When it loomed out of a fog just after the first

(Continued on Page 5, Col. 5)

OCTOBER 27
1939

ONR PROBES WRECK; MAIN LINE CLEARED

Investigation by Ontario Northland Railway officials has not yet disclosed cause of the derailment which flipped a locomotive and 21 freight cars off the main track near Bushnell, 49 miles north of here, Tuesday night.

Meanwhile, ONR freight and passenger trains resumed traffic over the main line this morning after auxiliary train crews from North Bay and Englehart completed the work of clearing the wreckage and repairing the torn and twisted track.

Working under floodlights through the night, the cleanup crews finally flashed word to North Bay at 8:30 a.m. EST today that the line was open for traffic. The ONR's main artery to the north was back in use less than 30 hours after the derailment.

No estimate of the damage has yet been made by the railway but it will probably be extensive. Several of the cars involved in the wrecking were torn to pieces when

the train, travelling between 40 and 45 miles an hour, left the track and strewed all but 14 units of its 35-car load along the embankment.

A. Jardine of Englehart, ONR superintendant, was in charge of the clearance work and is heading the investigation into cause of the derailment. A careful study will be made of the track and car-wheels before a decision can be reached. The accident could have been caused by a wide variety of defects. A passenger train headed south passed over the same track-way just an hour before the accident and a rail may have been damaged at that time.

Work of repairing the damage is still far from finished. With the initial task of re-opening the track now complete, work crews will turn to the tough job of hauling the smashed boxcars onto the track and salvaging the goods in the load. One of the freight cars was filled with ale bound for Cochrane.

(Continued on Page 19)

No Clues Found To Cause of Wreck on ONR

A careful examination at the scene of Tuesday night's smash of a locomotive and 21 freight cars of the Ontario Northland Railway is still continuing but it seemed apparent to ONR officials today that the cause of the derailment may never be known.

Since the freight jumped its track 49 miles north of here near Bushnell an investigation party has been probing the shattered cars and crumpled rails for signs of a defect that would have caused the accident. So far no clue to the cause has been turned up.

Work crews are still at the task of cleaning up the wreck, one of the worst in the railway's history. An entire carload of stoked coal was spilled along the embankment by the terrific jolt of the derailment to add to the general mess.

Box cars, or the remains of them, are still being righted on the track.

Chief factor holding up the investigation is the complete destruction of the rails. If the locomotive hit a defective track it would be almost impossible to prove it. After jumping the track the engine plowed along the ground at better than 40 miles an hour pulling its box-cars off behind it. The box-cars, derailing as they followed the locomotive, churned the track into ribbons.

Another probable cause of such a wreck would be a broken wheel but it would be difficult to ascertain whether a wheel was broken before or after the derailment.

MAY 2