

ONTARIO
NORTHLAND
RAILWAY
DIARY

1903 - 1908

C H RIFF

1903

Commission accordingly endeavored to obtain such grades and curvatures as would be consistent with this governing idea, and the Commission's contracts have been entered into and their arrangements have all been made with this object in view.

Below is an estimate of the cost of the road complete with an appropriate equipment of rolling stock:

Grading, including trestle work, bridging, etc.....	\$18,000 per mile.
Rails and fittings, ties, ballasting, telegraph line, track-laying, etc.....	7,000 " "
Terminals, sidings, stations, water-tanks, etc.....	1,755 " "
Rolling stock.....	3,000 " "
	\$29,755 " "

Having regard to the foregoing and to the liability that there always is of the most careful estimates being exceeded, the Commission felt it might be impracticable, although every effort would be made to keep down the cost of the road, to limit the expenditure to \$25,000 per mile, the limit of the bond issue stipulated in the Act, without adopting a policy which would be destructive of the whole character of the enterprise. In this connection it now seems necessary to make some provision for the operation of the road. Accordingly, it may be necessary later on to supplement the proceeds of the bond issue from some other source (unless the limit per mile of the bond issue be increased), and as neither the original Act nor the amended Act of last Session authorizes the Government to finance the enterprise in any other way than by the issue of bonds, it would seem prudent to make some provision for the raising of any additional funds that may be required.

TERMINAL ARRANGEMENTS AT SOUTHERN TERMINUS.

The matter of effecting a satisfactory agreement with either the C.P.R. or G.T.R. received the consideration of the Commission in the fall of 1902, and communications were addressed to the General Managers of the C.P.R. and the G.T.R. in this connection. The General Manager of the G.T.R. stated his willingness to enter into a joint agreement with the Commission for the construction and use of a line from Nipissing Junction to North Bay, including the putting in of a terminal yard and engine-house at the latter point, but that he would hardly feel warranted in going to the expense necessary for the establishment of these terminal facilities unless supported by an agreement for some fixed period of time, say, at least five years; that if the Commission thought it undesirable to enter into such an agreement he would suggest that an arrangement be entered into with the C.P.R. on a trackage rate for the use of the C.P.R. line between North Bay and Nipissing Junction—the Commission making deliveries to and taking business from the G.T.R. at the last-named point.

The General Manager of the C.P.R. expressed his willingness to permit the Commission to use the terminal facilities of the C.P.R. at North Bay, including the round house, station, yards and freight and passenger arrangements on terms to be agreed upon; and a committee was appointed to go to Montreal and negotiate with the C.P.R. and G.T.R. with a view of making terminal arrangements at North Bay or Nipissing Junction, or at both points. The Committee visited Montreal during the month of January, and the result of their visit was the execution of the agreement with the C.P.R. for terminal facilities and services which follows:—

THIS AGREEMENT, made the sixth day of April, one thousand nine hundred and three, between *The Canadian Pacific Railway*, hereinafter called "The Pacific Company," and of the first part; *The Temiskaming and Northern Ontario Railway Commission*, hereinafter referred to as "The Commission," of the second part;

Whereas, the signature of the Pacific Company railway from North Bay to Nipissing Junction. And Whereas the right to run its Pacific Company railway from North Bay to Nipissing Junction. And Whereas the Pacific Company has the yard and telegraph track and yard at Nipissing Junction. And Whereas the Commission has the right to use the Pacific Company railway from North Bay to Nipissing Junction. Now therefore, for itself, its heirs, assigns and assigns, it is hereby agreed that is to say:

1. (a) The Commission, subject to the approval of the Pacific Company and North Bay, shall have the use of the Pacific Company yard and telegraph track and yard at Nipissing Junction.
- (b) And also the use of the Pacific Company last-named point for the purpose of the Commission.
- (c) The use of the Pacific Company amongst other things for the purpose of station and yard facilities, to be used away by the Pacific Company and handling business of the Commission in connection therewith.
2. The Commission is granted of using the Pacific Company siding Junction and Nipissing Junction for passenger train, freight train, or any other class of train.
3. For the transportation of freight, the Commission shall pay to the Pacific Company cents per car for freight, and a similar charge for engine fuel. The Pacific Company shall not charge freight destined to Nipissing Junction taken out of the siding of carload freight from the Pacific Company destined to Nipissing Junction taken out of the siding of the Pacific Company that the minimum charge to any one train shall not be four dollars. That is, engines will be taken out of the siding to the above siding by the Pacific Company for the purpose of the transportation of freight to North Bay and which is the property of the Commission. The telegraph operator with the railway Commission such operator is not such operator.

1903

1903

grades and curvatures as Commission's contracts all been made with this

ete with an appropriate

.....	\$18,000	per mile.
.....	7,000	" "
.....	1,755	" "
.....	3,000	" "
<hr/>		
	\$29,755	" "

y that there always is of mission felt it might be eep down the cost of the limit of the bond issue h would be destructive nnection it now seems he road. Accordingly, of the bond issue from nd issue be increased), last Session authorizes way than by the issue the raising of any

R.N TERMINUS.

with either the C.P.R. on in the fall of 1902, anagers of the C.P.R. anager of the G.T.R. with the Commission nction to North Bay, ine-house at the latter g to the expense neces- unless supported by an five years; that if the n agreement he would C.P.R. on a trackage nd Nipissing Junction iness from the G.T.R.

willingness to permit C.P.R. at North Bay, nd passenger arrange- ras appointed to go to ith a view of making ion, or at both points. of January, and the with the C.P.R. for

one thousand nine hereinafter called aming and North- to as "The Commis-

Whereas, the Commission is under the authority of the Act of the Legislature of the Province of Ontario, 2 Edward VII. chapter 9, constringing a railway from North Bay to Lake Temiskaming.

And Whereas the Commission desires to secure for a limited period the right to run its trains, both passenger and freight, over the railway track of the Pacific Company between Nipissing Junction and North Bay, and to use the yard and terminal facilities of the Pacific Company at North Bay, which track and yard facilities are hereinafter called "The Joint Premises."

And Whereas the Pacific Company is willing to grant the said right to the Commission upon the terms and conditions hereinafter contained;

Now therefore this agreement witnesseth, that the parties hereto, each for itself, its successors and assigns, hereby covenant and agree as follows, that is to say:

1. (a) The Pacific Company shall, during the continuance of this agreement, subject to the conditions hereinafter contained, allow the Commission to use the Pacific Company's track either way between Nipissing Junction and North Bay for trains, both passenger and freight.

(b) And also to use the yard and facilities of the Pacific Company at the last-named point.

(c) The use of the said terminal facilities at North Bay shall include, amongst other things, the use of switching engines, the services of all the station and yard staff of the Pacific Company, the making up and setting away by the Pacific Company of the trains of the Commission, the conducting and handling by the Pacific Company of all the freight and passenger business of the Commission at North Bay, and the ordinary station accounting in connection therewith, the Commission providing its own blank forms.

2. The Commission shall pay to the Pacific Company for the right above granted of using the track of the Pacific Company either way between Nipissing Junction and North Bay the sum of two dollars and forty cents for each passenger train, and two dollars and eighty cents for each mixed or freight, or any other class of train, run either way between the said two points.

3. For the terminal facilities above mentioned at North Bay the Commission shall pay to the Pacific Company the following compensation:—Fifty cents per car for each and every car, empty or loaded, arriving at, and a similar charge for each and every such car leaving the North Bay yard of the Pacific Company in the trains of the Commission, except cars of carload freight destined to points on or via the railway of the Pacific Company, and taken out of the said North Bay yard in the trains of that Company, and cars of carload freight arriving at the North Bay yard in the trains of the Pacific Company destined to points on or via the railway of the Commission, and taken out of the said yards on trains of the Commission; provided, however, that the minimum sum that shall be paid to the Pacific Company in respect to any one train of the Commission arriving at or leaving the said yard shall be four dollars. No charge shall be made under this clause for light engines, that is, engines without cars which arrive at or leave the said yard. In addition to the above-mentioned sums the Commission shall pay to the Pacific Company for the same facilities the sum of twenty-five cents per ton for every ton of freight handled at the freight sheds of the Pacific Company at North Bay and which is destined to or which originated at a point on the railway of the Commission. The Commission shall also pay the cost of providing a telegraph operator at the point of junction of the railway of the Commission with the railway of the Pacific Company (if the Pacific Company decides that such operator is necessary) and the cost of the necessary accommodation for such operator.

1903

4. The Pacific Company shall give the same care and attention and do the same work to the passenger and freight cars arriving at and leaving North Bay in the trains of the Commission as it does at that point to its own cars of the same class in similar service, including, in the case of passenger cars, any labor engaged and the use of any tools required in the cleaning and lubricating of said cars and in supplying them with ice water, fuel and oil and other materials for lighting and lubricating, and the Commission shall pay the Pacific Company for the same the sum of one dollar for each passenger and baggage car so cleaned and cared for, and also the actual cost, plus ten per cent., of any ice water, fuel, oil, waste or any other supplies or material furnished, and of any inspection and repairs to the said passenger cars, including labor and material (the cleaning in the case of sleeping and parlor cars to be what is known as "railroad cleaning"), and in the case of freight cars arriving and leaving North Bay in the trains of the Commission, the Commission shall pay the Pacific Company the actual cost, plus ten per cent., of any inspection and repairs made, including labor and material, and of any oil, waste or other supplies furnished to such cars by the Pacific Company.

5. The Pacific Company shall for and in consideration of the amounts hereinafter specified respectively which the Commission hereby covenants to pay to the Pacific Company, perform the following services and furnish the following supplies for or in connection with the engines of the Commission at North Bay:

Handling, turning, housing and cleaning locomotives, including labor, dumping and lighting up fires	\$1.40 per engine.
Repairs	Cost plus 10 p.c.
Water	25 cents per tender.
Coal, cost, including freight charges plus 10 cents per ton for accounting	
Oil, waste and other running supplies	Cost plus 10 p.c.

6. Bills for moneys due the Pacific Company each month under Clauses two and three, four, five and seven or otherwise under this agreement are to be rendered by that Company as soon as possible after the end of that month, and the Commission shall pay any moneys so due within thirty days after the receipt of the bill for the same. If the Commission fails to make payment to the Pacific Company for thirty days after notice in writing from the Pacific Company to the Commission of such failure, this Agreement shall at the option of the Pacific Company cease and terminate.

7. The Pacific Company shall construct and maintain the necessary switch connection at the East end of the said North Bay yard, and the Commission shall reimburse the Pacific Company the cost of the same.

8. The Commission shall handle and move its train between the said switch connection and the North Bay yard, and between Nipissing Junction and the North Bay yard with its own engines and engine and train crews, entirely at its own expense. The enginemen and trainmen and other employees of the Commission when on its trains or engines or elsewhere on the joint premises shall be governed by the rules of the Pacific Company, and the movement and handling of the said trains and engines on the said premises shall be subject to the rules and regulations and to the directions of the Pacific Company.

9. The trains of the Pacific Company shall have preference on the joint premises over the trains of the Commission of the same or inferior class, and the trains of the Commission shall have prefereneec over the trains of the Pacific Company of an inferior class.

1903

r all amounts owing to him for
rmed, subject, however, to the
all such losses and damages as

per cent. of the value of the
to the Contractor monthly on
ch ties have been so delivered
aforesaid, and the said certifi-
t of the Contractor to be paid

The remaining ten per cent.
he whole work to the satisfac-
all be satisfied that all wages
aid Contractor and of all Sub-
all ties purchased by the Con-
whereupon the Engineer shall
emaining ten per cent., or the
the Engineer shall be paid to
r the granting of such final
ritten certificate of the Engi-
ontract as aforesaid shall be
actor to receive or to be paid
reof.

s work, notwithstanding any
satisfaction of the Engineer
ted dates as above provided,
liability to pay damages
s, pay to the Commission
dollars for each day which
ted dates as aforesaid before
to the satisfaction of the

hout the consent in writing
e of, assign, sub-let or re-let
thereof.

premises, hereby covenants
to time, and in all respects
erein contained and on the
paid on the terms aforesaid
ove as follows: For Cedar
ur cents; for Hemlock ties,
nts.

ears in this contract shall
irs, executors and adminis-
e Chief Engineer for the
ing control of the work of

n duly signed, sealed and
d by the said Commission
Chairman and Secretary.

(SEAL.)

ING & NORTHERN
WAY COMMISSION.

(SEAL.)

man.



Unloading Ballast, T. & N. O. Ry.

1903



Steam Shovel Loading Bullhead Train to E. N. C. Tr.

1904

PART III.

ROLLING STOCK AND EQUIPMENT.

Rental of Rolling Stock.

In the month of February the Grand Trunk Railway Company made application to the Commission to rent two locomotives which were then completed and stored at Kingston, and later extended the request to cover the four locomotives of the Commission. With the consent of the Government, the four locomotives were accordingly rented at \$10 per day each; the Grand Trunk Railway guaranteeing that they would be used only on such portions of their system as had the best roadbed and undertaking to return them in ample time for the requirements of the Commission, and subject to proper inspection of their condition on return. Under this arrangement engines Number 1 and 2 were under rental to the Grand Trunk Railway from February 12th to April 24th, and engines Number 3 and 4 from February 12th to April 8th.

The Contractor had before that time applied for the use of these engines and a number of flat cars, when the season for ballasting should open, and after the return of the engines from the Grand Trunk they, and flat cars, were handed over to the Contractor under the following agreement:

MEMORANDUM OF AGREEMENT made this fifth day of March, 1904, between ALLAN RANALD MACDONELL hereinafter called the Contractor, of the first part; THE TEMISKAMING AND NORTHERN ONTARIO RAILWAY COMMISSION, hereinafter called the Commission, of the second part; and THOMAS LONG of Toronto, JOHN J. LONG, of Collingwood and the HONOURABLE WILLIAM HARTY OF KINGSTON, hereinafter called the sureties, of the third part.

WHEREAS, By Indenture dated the 3rd day of October, 1902, the Contractor agreed with the Commission to furnish all necessary materials, labor, tools, machinery and plant, and to execute and complete all the works required in connection with the building of the Temiskaming and Northern Ontario Railway according to certain plans profiles and specifications as in said Indenture is more fully set forth.

AND WHEREAS, the Contractor is required by the Commission's Engineer in pursuance of the terms of the said contract, to provide for the said work on said railway, on or before the first day of May, 1904, one additional steam shovel, with the necessary additional plant and appliances which the Contractor represents to the Commission would involve large expense to him in the purchasing or otherwise procuring of additional engines and flat cars in consequence of which the Contractor has requested the Commission to rent to him for use on the said work, certain engines and flat cars now being built for the said Commission.

1904

wenty-seven
tanding the
Commission
rve of such
t exceeding
satisfactory
elivery to be
y the Engi-

ract shall be
administra-
for the time
work of con-

l, sealed and
Commission,
tary.

(Seal).
RN ONTARIO
N.

ian. (Seal).

7.

the telegraph
he line on the
ed on Decem-
tion next sea-

re as per our

er thousand
8 wire. 2256,

wire, as per our
If shipment
gation in the
orth Bay
nd placed with
subject to the
he order placed

1907

townsite, and many parties, to get early on the ground, have put up buildings. Rights of these parties will be respected as far as possible in making subdivision.

Cochrane.—Sufficient land for townsite and railway purposes has been reserved at junction with National Transcontinental Railway. This townsite has been named Cochrane. Detailed surveys are now being made so that a proper relation may be established between station grounds and subdivided townsite.

Sesikinika.—Surveys were made for land required for townsite purposes at Sesikinika Lake. Plans have been submitted to Department of Lands, Forests and Mines for approval.

Dane.—At Dane, formerly called Boston, land has been secured and surveys are being made for townsite. Location will be at west end of road leading into Larder Lake. There is a possibility of this becoming an important traffic point.

TERMINALS (NORTH BAY JUNCTION).

Engine House and Machine Shop.—The Forest City Paving Co., contracted work on their contract and completed machine shop and eight stalls of engine house. Side walls are up for seven additional stalls, and concrete roof has been put upon three of these. Concrete work in connection with engine pits in seven extra stalls has been completed.

Seldons, Limited, of Galt, Ont., installed hot air, blast system of heating in above buildings. As far as tested, system works satisfactorily.

Two 75 h.p. boilers have been set, to furnish power to machine shop equipment, and supply steam for heating coils, over which air passes to the fan in connection with heating system.

In addition to equipment, which is now being moved from temporary machine shop, new building will be equipped with one 50 k.w. generator with direct connected engine, air compressor, 40 h.p. stationary engine, dotting machine, lath polishing wheel, etc.

Foundations for all machines are of concrete.

Blacksmith Shop.—Under contract with Clarke and Monds of Toronto, a concrete blacksmith shop 30 ft. x 60 ft. was built. This building is completed with exception of waterproofing of roof. Forges and other machines are being installed.

Turntable.—A 75 ft. turntable was supplied and placed in position by the Locomotive & Machine Co., of Montreal. Concrete pit required in connection with this table was built by the Forest City Paving Co.

Coal Shed and Trestle.—Messrs. Wyse & Middlemist, of Toronto, completed their contract for coal shed and trestle in April. It has been in successful operation since that date.

Water Supply.—Under contract with the O'Boyle Bros., Construction Co., of Sault Ste. Marie, Ont., 40,000 gallon standard tank was built near new engine house.

An agreement was entered into with the Town of North Bay for supply of water. Pipes were laid from end of town system, at corner of Railway and Golf Sts., to tank. Meter was placed in the supply line.

Distributing system to the different buildings, engine pits, etc., was installed by our Mechanical Department.

Hydrants have been placed on this system, and thus good protection from fire is afforded.

Tank in east end of yard is kept in order so that in case of failure on part of town to provide water we will not be left without supply.

1907

ENGLEHART

Drainage.—Complete drainage system was provided to take care of waste and surface water. Pipes are double strength vitrified so that they may be laid over them to any part of yard.

Stores Building.—Under contract with the O'Boyle Bros., Construction Co., concrete stores building, 30 ft. x 106 ft, containing two stories and basement, is being built. It is situated along our line between North Bay Junction and Regina St. Delay in delivery of steel work prevented this building being roofed in before the severe weather. Will be completed next season.

Freight Shed.—Concrete floor was placed in new freight shed, 30 ft. x 170 ft., which was built last season.

Chippewa Creek Bridge.—The Locomotive & Machine Co., of Montreal, supplied and placed in position steel span across this creek. This was done in the early spring.

Road Diversion.—The dividing road between townships of Ferris and Widdifield, crossed the centre of our terminal yards.

During the year this road was closed by permission of the township and two roads opened to take care of traffic. The first, which serves people going to Callender and other southerly points, now crosses main line just north of north switch and does not again come near the track.

Arrangements were made with the Grand Trunk Railway Company, who own a large block of land south of the Canadian Pacific Railway, between Chippewa Creek and road between Widdifield and Ferris, to grant a roadway along their southwest boundary. This was graded, bridge was built across Chippewa Creek, road graded across lot 914, facing Monek St., and the good entrance made to the town. People living along the lake shore now cross the Canadian Pacific Railway at Golf St., as formerly, and from Monek St., south of the C.P.R., use the roads and bridge provided by the Commission to reach their homes.

ENGLEHART.

Engine House and Machine Shop.—It was well on in June before the Forest City Paving Co. again started work on their contract for these buildings. The weather during May and early part of June was very cold and backward. On May 28th, there was a snowfall at Englehart of about nine inches.

On account of soft nature of ground it was necessary to pile all important foundations.

These buildings are enclosed. The boiler, heating system, engine, etc., have been placed in position and steam connections are at present being made. The curbing on top of five engine pits will be at once placed in position so that engines can be housed for the winter. On account of late date on which concrete roof over last three stalls of engine house was completed, it was considered inadvisable to remove the supporting timbers and forms. These will be allowed to remain in position until spring.

Turntable.—A 75 ft. turntable was put in position by the Locomotive & Machine Co., of Montreal. Concrete foundations were built by the Forest City Paving Co.

Coal Shed and Trestle.—Messrs. Wyse & Middlemist, of Toronto, have completed their contract for coal shed and trestle, with exception of rivetting and painting the galvanized iron roof. This work will be done in seasonable weather. The trestle and chute are at present in service.

Station.—Station has been occupied by Operating Department since March 21st last.

Tank.—Standard 40,000 gallon tank on pile and concrete foundations was built by our forces.

Water Supply.—To obtain a quick, locomotive purposes, it was necessary to drive a tank, a distance of a mile. Tank is about 95 ft. Pump and bridge, and necessary pump and operation.

To secure a supply of pure water for domestic use, one deep well. After consulting Wright Bros., of Petrolia, and location of station and west of track.

The water was struck in limestone. Analysis of the water from this well is suitable for domestic use; but slightly hard for other purposes. The addition of a small amount of lime is suitable for any purpose. The yield is 100 imperial gallons per hour.

Results from well No. 1 were satisfactory. Location made farther north. Rock was found at 305 ft. and quartz at 305 ft.

Analysis of water from this well from well No. 1. It is not as hard and gallons to make suitable for 100 imperial gallons per hour.

Both these wells the strata above the casing varies from ten to fifteen feet to bottom of well.

It is intended to put down a third well. This will be sufficient water for a large amount of use. In case of obtaining water from the river, and plant at present in use.

Grading.—All grading, ballasting and work done by A. R. Macdonell and his forces.

Cattle Pen.—A cattle pen 30 ft. x 30 ft., etc.

BRU

Our regular bridge gang was kept busy repairing and keeping the numerous trestles. At the following points permanent ballasting and the track ballasted over the trestles.

Mile.	
52 1/2
88 1/2
104
137 1/2

On all open culverts between North Bay Junction and permanent ballasted decks.



LOCATIONS

Bibliography 2nd floor

1905

ND No. 48

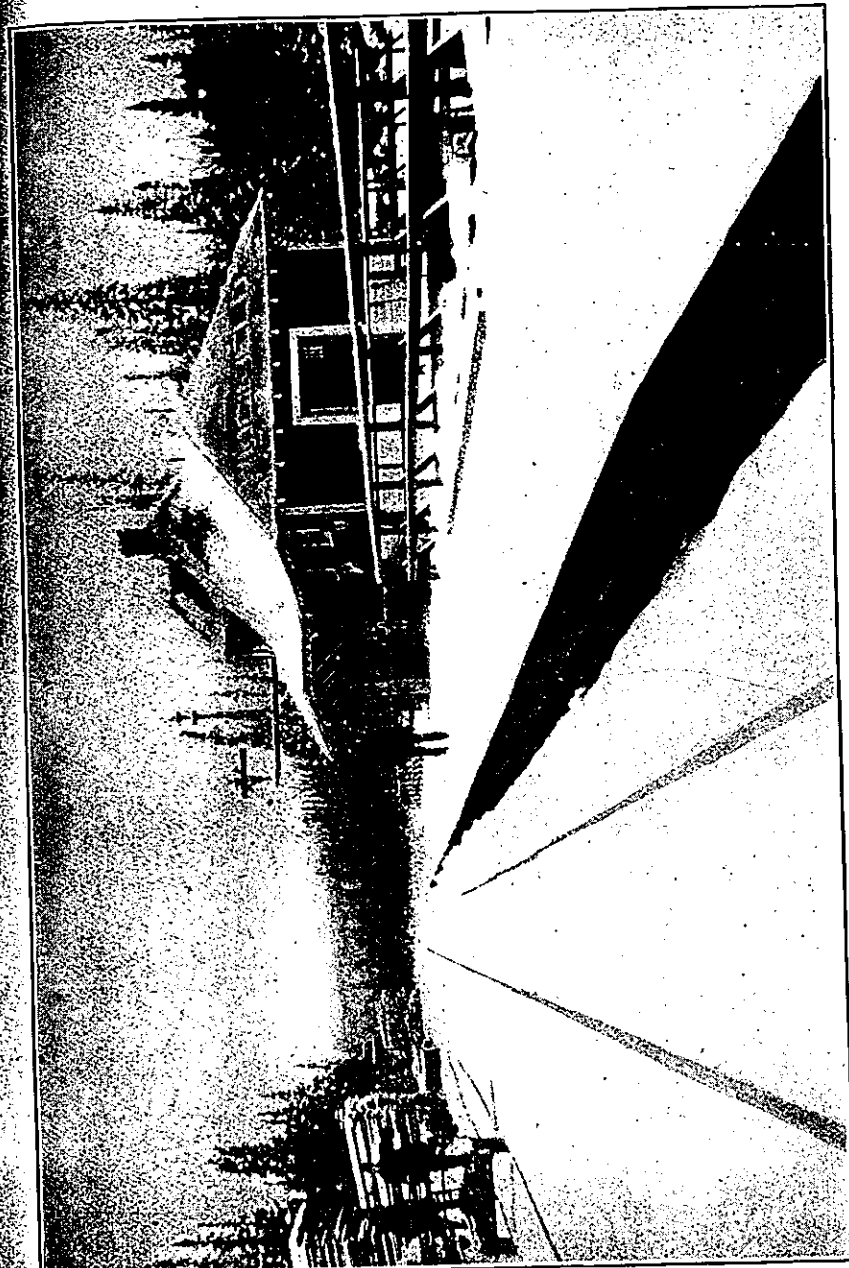
al rights of certain sites will be trans-
 antime, in order to
 the town sites at
 nto lots and agree-
 or Temagami, \$11.
 e general method
 first two mentioned
 ed with a building
 the Chief Engineer
 es were fixed in a
 onsidered advisabl-
 ist 18th. Since the
 nner as that of the
 lvisable to insert a
 the respective stan-
 ntendent's office at
 of hotels, business
 y promise of pros-

half of school and
 price, and such
 proper to assist in

and at Cobalt
 to the depot.
 probable mineral
 ers were employed
 doing systematic
 e the Commission
 ie town site which
 ations.

nd of December.
 completion of the
 railway. As this
 uired expenditure
 aming and North-
 overnor in Coun-
 nue Fund of the
 tion of said rail-
 ion in the month
 ,636,164.27 were
 of the year, said
 on with renewal

19th, 1904, pro-
 of the sum of
 ission under the
 anuary.
 ulated statements
 penditure to



Station at Widdfield.

1905



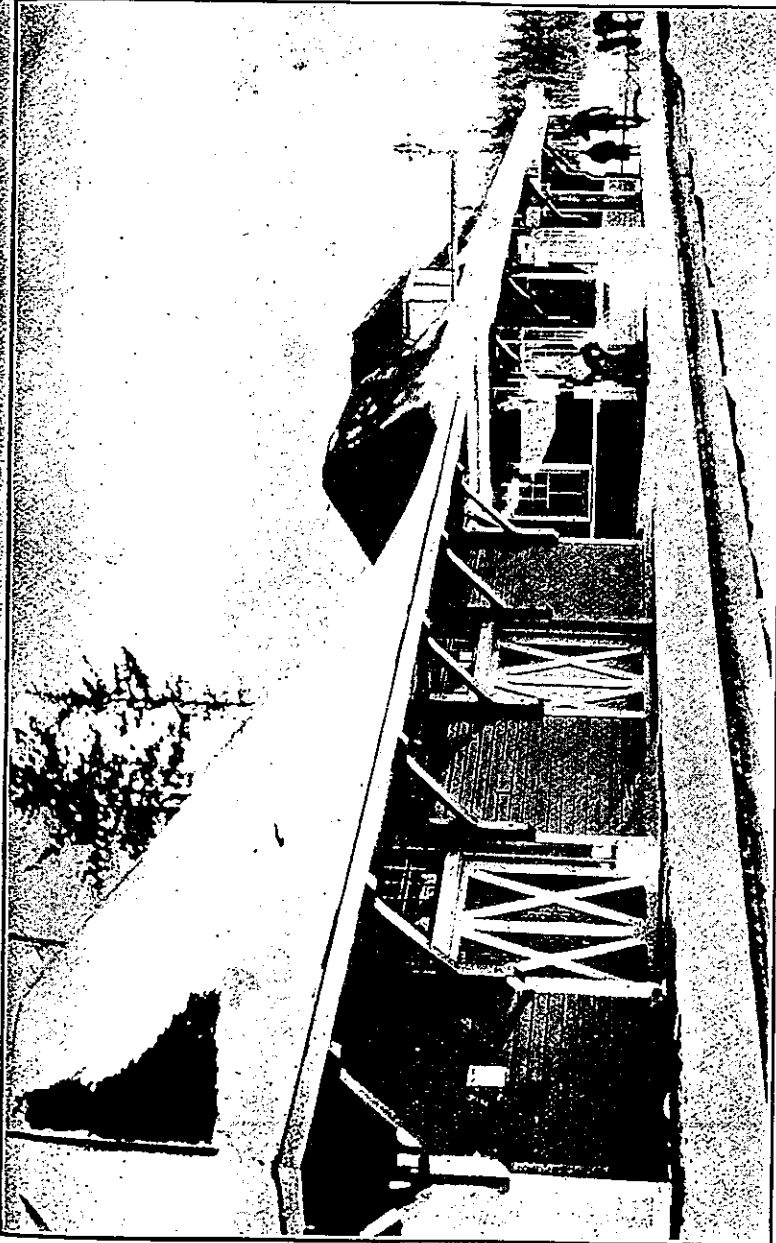
Library Location Call Number
MILLS Bookstacks PR 448 P38R58 1994

LOCATIONS

Bookstacks

Bibliography

2nd floor



Station at Tenagami.



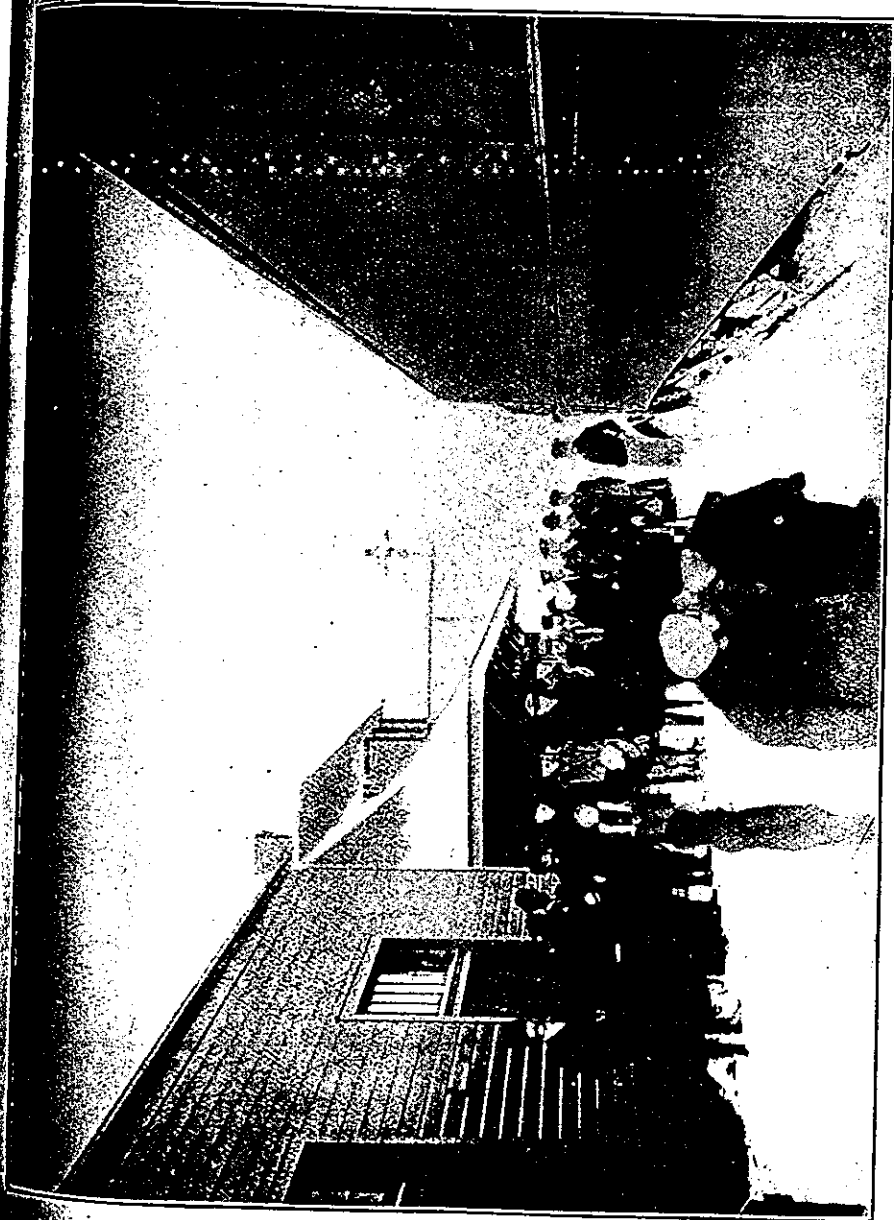
LOCATION GUIDE

Library Location	Call Number
MILLS Bookstacks	PR 448 F68R58 1994

LOCATIONS

Bibliography

Bookstacks



Station at Latchford.