

ONTARIO
NORTHLAND
RAILWAY DIARY

ONTARIO
SESSIONAL
PAPERS

1918-1923

Painting.

Under contract with the O'Boyle Bros. Construction Co., the following buildings were painted one coat:—

<i>Trout Mills.</i> —Station.	<i>Temagami.</i> —Restaurant, water tank, freight shed, section house.
<i>Widdifield.</i> —Station, water tank, section house.	<i>Rib Lake.</i> —Section house.
<i>Mulock.</i> —Section house.	<i>Johnson.</i> —Section house.
<i>Moose Lake.</i> —Water tank, section house.	<i>Latchford.</i> —Station, freight shed, water tank, section house.
<i>Riddle.</i> —Section house.	<i>Cobalt.</i> —Section house.
<i>Otter.</i> —Section house.	<i>Haileybury.</i> —Station, freight shed.
<i>Bushnell.</i> —Section house.	<i>New Liskeard.</i> —Station, freight shed.
<i>Redwater.</i> —Two section houses, water tank.	
<i>Doherty.</i> —Section house.	

Ties and Track Material.

Ties.—John Cahill, contractor, Bonfield, has completed delivery of ties on both contracts.

At Nellie Lake the soil is sandy and the growth principally jack pine. It was here necessary to maintain a constant watch and to employ fire rangers to protect the ties. In this locality 150,000 were piled. To guard against spread of fire, from clearing operations or from other causes, the right of way was cleared for an extra width of 100 feet. Several fires occurred, caused principally by labourers walking out of the country and leaving small camp fires burning. No ties were, however, destroyed. Some of the standing tie timber adjoining the right of way was somewhat damaged.

Rails.—To provide rails for the terminal yards at Cochrane a contract was entered into with the Algoma Steel Co., of Sault Ste. Marie, for the delivery of 650 tons of 80 pound open hearth steel rails, low in phosphorous. These were delivered in October.

Main Line Construction, A. R. Macdonell, Contractor.

The work of filling trestles from mile 200 northward was continued during the winter of 1907 from the Wataybeag Pit.

Until March 23rd the contractor operated the line north of Englehart. On that date the contract was taken off the contractor's hands as completed, and the first train operated by the Commission went over the height of land.

During the past summer many settlements occurred in the fills made during the fall and winter of 1907. These were brought up to grade by the Commission. For this purpose steam shovel outfits were placed in the pit at Dane, and in the southern Wataybeag pit.

The Canada Foundry Co. let us cross the Wataybeag bridge on April 20th, after being at the bridge site almost four months.

By arrangement with McRae, Chandler & McNeil track laying between the Wataybeag bridge, mile 208, and the southern end of their contract, 212.4 was done on force account basis. The ballasting over this portion was done by these contractors at the price per cubic yard for which they tendered to do ballasting on their own contract.

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ACCIDENTS:

Date, 1916.	Name of Person Injured.	Nature of Employment.	Place of Accident.	Work at which Employee was Engaged at Time of Accident.	Extent of Injury.
Nov. 2	Edward Rose	Blacksmith	North Bay	Upsetting shackle bar	Ruptured.
" 7	Geo. Bernette	Laborer	North Bay	Loading Timber	Foot crushed.
" 15	Jos. Sasseville	Sectionman	Widdfield	Handling rails	Finger jammed.
" 29	Geo. Goli	Laborer	Dane Pit	Picking clay	Foot bruised.
Dec. 1	T. Forzezuk	Laborer	North Bay	Handling rails	Toe bruised.
" 5	Enos, Scobie	Laborer	Mileage 6 1/4	Handling rails	Left shoulder and back bruised.
" 6	Wm. Swain	Helper	North Bay	Cleaning coach	Hand, arm and side bruised.
" 11	Fred. Palmer	Laborer	Mileage 76	Handling rails	Finger bruised.
" 15	Robert White	Car Repairer	North Bay	Handling foots	Toe broken.
" 19	Chas. C. Miller	Car Inspector	Englehart	Attending heaters	Foot hurt.
" 20	Louis Rousson	Carman	Cochrane	Handling coal	Back injured.
" 30	Vincenzo Deluca	Laborer	Temagami	Riding on hand car and fell off in front of car	Back injured.
1917.					
Jan. 2	Hugh Allan	Inspector	Matheson	Drilling concrete	Hand injured.
" 3	Wm. Hiltz	Sectionman	Porquis Junction	Pulling on line and block at coal chutes	Leg injured.
" 5	W. Hilton	Helper	North Bay	Assisting boilermaker at work on engine	Cheek cut and eye bruised.
Feb. 1	B. Cipparone	Helper	North Bay	Holding clamp on tire, when it slipped and fell on his foot	Toe bruised.
" 2	J. Lamarche	Helper	North Bay	Fell into engine pit while walking in round-house	Knee bruised.
" 13	Geo. McIntosh	Laborer	North Bay	Planing a piece of board	Two fingers crushed.
Mar. 2	W. Silverthorn	Machinist's Apprentice	North Bay	Carrying tools in machine shop	Three fingers cut and bruised.
" 4	G. Travo	Sectionman	Cochrane	Unloading coal at coal chutes	Collarbone broken.
" 19	Jno. Belleveau	Laborer	Cochrane	Coaling engine	Foot bruised.
" 19	Mike Rota	Laborer	North Bay	Moving turntable	Side and back strained.
Mar. 23	Edward Thorning	Helper	Cochrane	Working on engine	Thumb smashed.
" 24	Edward P. Leach	E. & B. Foreman	Redwater	Building chimney, fell from scaffold	Two ribs broken.
April 22	Geo. Main	Section Foreman	Dane	While riding on hand-car, blasting caps which were on the car exploded	Leg injured.
" 7	Wm. Cripps	Machinist	North Bay	Repairing locomotive	Thumb cut and bruised.
" 13	Geo. W. Powles	Machinist	North Bay	Repairing locomotive	Finger broken.
" 28	Enos Scobie	Laborer	Wabun	Handling ties	Arm fractured.
June 11	Wm. Munroe	Sectionman	Haileybury	Pumping hand-car	Finger bruised.
" 14	F. Cipparone	Blacksmith's Helper	North Bay	Handling tools	Toe injured.
			Iroquois Falls	Cleaning locomotive	Back strained.
					Back scalded.

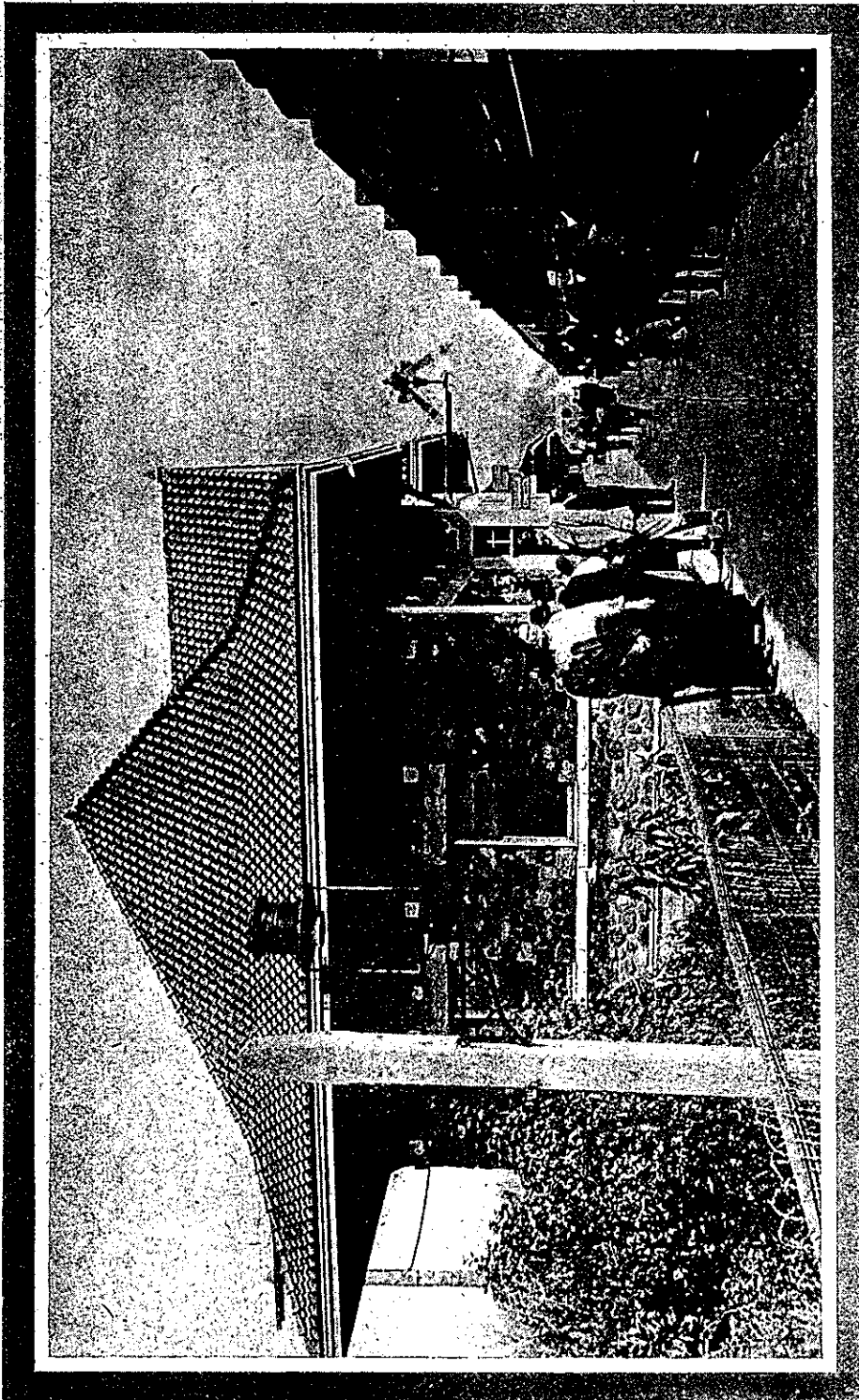
Mar. 23.....	Edward Thorning	Helper	Cochrane	Working on engine	Thumb smashed.
" 24.....	Edward P. Leach	B. & B. Foreman	Redwater	Building chimney, fell from scaffold	Two ribs broken.
April 22.....	Geo. Malin	Section Foreman	Dane	While riding on hand-car, blasting caps which were on the car exploded	Leg injured. Thumb cut and bruised.
May 7.....	Wm. Cripps	Machinist	North Bay	Repairing locomotive	Finger broken. Arm fractured. Finger bruised. Toe injured. Back strained. Foot scalded. Foot injured. Hand bruised. Back injured.
" 13.....	Geo. W. Powles	Machinist	North Bay	Repairing locomotive	Hand cut.
" 28.....	Enos Scoble	Laborer	Wabun	Handling ties	Fatally burned.
June 11.....	Wm. Munroe	Sectionman	Haileybury	Pumping hand-car	Finger crushed.
" 14.....	F. Cipparone	Blacksmith's Helper	North Bay	Handling tools	Thigh scalded.
" 22.....	F. Tignaneli	Hosfler	Iroquois Falls	Cleaning locomotive	Legs and hands burned.
" 27.....	A. Jensen	Sectionman	Porquis Junction	Rerailling locomotive	Toes bruised.
July 10.....	Allan Johnson	Section Foreman	Kenabeek	Mowing grass	Hip bruised.
" 22.....	Edward Rose	Sectionman	North Bay	Repairing locomotive	
" 24.....	Albert Marleau	Sectionman	Widdfield	Handling ties	
" 27.....	Frank Duff	Pipefitter	North Bay	Repairing steam line	
" 28.....	Chas. Rose	Water Boy	Haileybury	Lighting fire for supper	
Aug. 4.....	Jas. Martin	Laborer	North Bay	Lifting automatic jack	
" 4.....	Chas. W. Mould	Tenderman	North Bay	Repairing locomotive	
" 14.....	Robert Roddy	Section Foreman	Mileage 7	Pouring coal-oil on fire	
" 24.....	Nap. Dubois	Sectionman	Sesekinika	Lifting track	
Sept. 17.....	N. Kalynick	Sectionman	Cobalt	Repairing track	
Oct. 7.....	Wm. Baronet	Steam Shovel Cranesman	Barber's Bay	Removing steam shovel boom	
" 15.....	Nathan Abramson	Laborer	Englehart	Handling ice	
" 30.....	Francis Leppan	Machinist	North Bay	Placing piston rod in lathe	

The accompanying report of the Motive Power and Car Department for year ending October 31st, 1917, prepared by Master Mechanic Thomas Ross, contains additional detailed information in reference to the operation of this department.

In conclusion, I would take this opportunity of expressing appreciation of the faithful and efficient service rendered by the officers and employees.

Respectfully submitted,

S. B. CLEMENT,
Chief Engineer and Superintendent of Maintenance.



T. & N. O. Railway Depot, Temagami, Ontario, September, 1917.

MOTIVE P

S. B. CLEMENT, Esq.,
C. E. & S. of M.

DEAR SIR,—Beg to sub
Department for the year en

New Locomotives:

In November, 1916, t
delivered the remaining for
1916. A general descripti
the Motive Power and Car

During the year that
very satisfactory.

Alterations and Repairs to

With the view of effec
tion, it has been the inte
superheaters, brick arches,
built for the road since 1
thoroughly proven their n

Owing to labor condi
go ahead with these chang

The matter has been
the Canadian Locomotive
ten-wheel-engines with th
complete overhauling.

New Freight Cars:

In May, contract was
for 100 box cars, deliver
are to be 36'-80,000 lbs.
They will be equipped w
roofs.

New Conductor's Caboos

During May, June
the six caboose cars on t

These cabooses are
steel underframes and e

NIPISSING CENTRAL RAILWAY

ANNUAL REPORT CHIEF ENGINEER AND SUPERINTENDENT OF MAINTENANCE, NIPISSING CENTRAL RAILWAY,

Year ended October 31st, 1916,

NORTH BAY, ONTARIO, December 7th, 1916.

W. H. MAUND, Esq.,

Secretary-Treasurer,

Toronto, Ontario.

DEAR SIR,—I beg to submit my annual report, as Chief Engineer and Superintendent of Maintenance, for the fiscal year ended October 31st, 1916.

Mileage.

The mileage now operated is as follows:—

Main Track:

Owned and maintained by Company	4.92 miles	
Lease from T. & N. O. Rly. Commission:		
Maintained by Company	5.28 miles	
Maintained by Commission	5.17 miles	
	15.37 miles	

Sidings and Spurs:

Sidings on that part of the line owned by		
T. & N. O. Commission:		
Yard Tracks and Sidings	1.65 miles	
Private Sidings	1.16 miles	
	2.81 miles	

Sidings on that part of the line owned by
N. C. Rly.:

Company Spurs
 2.00 miles |

Total Track
 20.18 miles |

Equipment.

Rolling equipment consists of the following:

- 8 Electric Motor Passenger Cars.
- 1 Combination Switching Locomotive, Express Car and Snow Plow.
- 2 Freight Cars.

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Additions to Road and Equipment.

During the year a spur track was laid on to the new Government dock at Haileybury 500 feet long and a private siding was installed for the Right-of-Way Mines at Cobalt 262 feet long.

No additions to the rolling stock during the year.

Maintenance.

The property of the railway, including roadbed, track, buildings, electrical equipment and rolling stock has all been maintained in good condition.

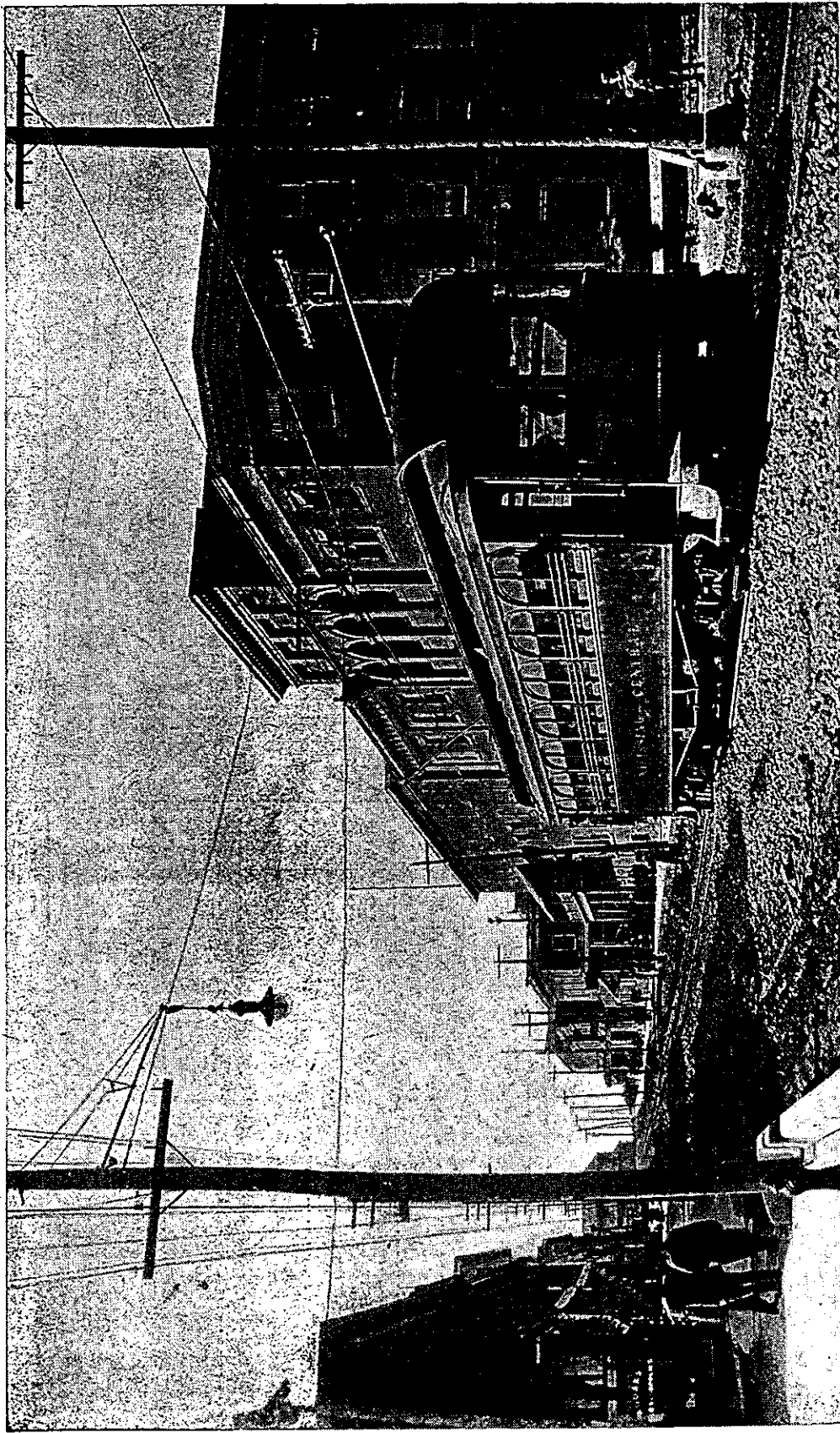
Accidents.

The only accident occurring on the Nipissing Central Railway during the year was:

January 30th, 1916. Harry Andrews, line foreman, North Cobalt, while operating snow plow caught the thumb of his left hand in piston of plow and it was necessary to amputate it at the first joint.

Respectfully submitted,

S. B. CLEMENT.



Street view, Haileybury, Ontario, showing electric car of Nipissing Central Railway Company.

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