

ONTARIO  
NORTHLAND  
DIARY

FRANK VOLLARDT  
CORRESPONDENCE

Lorne Fleece retired off the communications dept. and was made the very first archivist. He showed me a complete collection of T&NO public timetables. Very colorful. Just too much to cover in such a short time.

Lorne retired from the Archives, and in 1988 I visited again with Jane Calcaterra as the new archivist. She was most pleasant and helpful and by this time they were accumulating a lot of picture copies. I found this most helpful in my studies.

Not too long after this, ONR ran onto hard times and the Archives were closed. It is not known what became of the material. Our ONRHT group does not have any of the commission reports. The new group doesn't really have any archives at all right now.

Yes the reports have a wealth of info. I like the details concerning the locos. I have not read through yours yet, but I remember some of them mentioning repairs to D&OR locos.

Lorne sat for many days in Ottawa sorting through the material trying to locate ONR material, and did find a builder shot I needed. Lorne has a passion for anything Abitibi and thus the main reason for his visit.

I bought some prints from Ontario Archives many years ago. They have a website on the internet which I need to check out again to see if they posted anything new. The internet is a vast help.

I used to correspond with Elmer Treloar. He told me he donated 400 8x10s of trains to Railroad Magazine because they were showing too many non RR subjects. He was miffed that they didn't use his pix but continued to show non RR subjects instead.

I tried to deal with Smithsonian, but they are understaffed and over priced. Mr. Smithson would turn in his grave if he saw how wasteful the place was today. Half a million locomotive negatives just rotting away. Nobody to sort them or print them. If you do buy an 8x10 they want a king's ransom. Very sad, for they are discouraging young people from entering the RR hobby. There is only a dollar's worth of material in an 8x10, but by using professional labs they boost the price to over \$25. a print. No way a man today can afford to build up a collection for research. A friend owns 100,000 negatives mostly taken by himself in his lifetime. He keeps asking me where to donate them. I keep telling him not to send to the greedy places as the material will never be used. One local chap also with 100,000 old negs is so angry with these institutions that he has vowed to have his negs burned with him when he dies. Eccentric, but it does make the point.

I was friends with the late Mr George, and got most of what he had at the time. I have never been able to get Mr Paterson to answer a letter. I assume he has added more material since Mr George's passing. Mr. Shaw has some pix too, but likewise will not answer a letter. Very frustrating, but this is what I have dealt with for 50 years. Fred Sankoff shot many of the Paterson George collection. I wrote him 40 years ago a couple times. No answer.

I corresponded with Mr Lowe 40 years ago also. He has a big amount of high quality pix shot by himself.

It is disappointing that ONR Archives no longer exists. I was hoping one day to leave my material there. I am constantly gathering up pictures, negatives and slides of anything ONR.

Yes I'd like very much to know what Mr. More has to offer in Can car xeroxes of T&NO material. I liked that wooden box you enclosed this time. It was entirely new to me. In fact most of what you sent was new to me. I knew some existed, but no opportunity to read it. I greatly appreciate your thoughtfulness.

Yes Keith Sirman is a good friend. A busy man he can be a little bit hard to get a

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letter out of him, but when he does send me some pictures they are very exciting. He is big into TH&B and I try to find him some pix when I can. In fact I stumbled onto some nice TH&B steam negs which I bought for him recently. Normally I would have kept them for my files, but knowing how much he loves the TH&B I thought he might appreciate them more. He has been most helpful to me too.

As for Spruce Falls I have a couple pix of their 102 and 105 steam locos and a few diesels. There is a nice article about the line in the book *Steam and Thunder in the Timber*, by Michael Koch. He tried to cover all N. Am. lumber lines. A small article on D&OR for which he has the name wrong.

I should have some roster material on Quebec Central somewhere. I have this big old house full of loco papers and thus finding things can be an adventure in itself. I try to get organized but I get sidetracked and it never gets done.

Hope I covered everything in your letter. I'll get your notebooks back to you soon. Sincerely, Frank

P.S. That information on the 1923 was quite helpful. The commission report of 1924 helps too. It mentions 146 and 125 both being sent for rebuild. However it also mentions 200 going too. This loco has always been suspect to me as the other one involved in the wreck. Very good chance it could be the one. Charles Heels shot the 146 in several pieces being hauled to CLC for rebuild in 1923 after the head on. I also have a shot of it sitting at North Bay after the wreck. With it is a wrecked 133-136 series. No doubt about the two of them hitting head on. You can see from the damage how the 4-6-2 drove straight into the 146 lifting the boiler off the wheels. I think you have helped me to identify it.

*Carl, please accept the enclosed \$10. for  
your postage.*

# TANO/OMR WRECKS

1934 TO DATE

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1-1-34	312 & 311	SOUTH OF TOMIKO
3-2-36	307 & 309	KENOGAMI LAKE
9-27-39	437	HITS REAR END OF 415 NEAR SWASTIKA
3-5-41	700 & 316	LATCHFORD
1-1-48	312 & 1103	PICKERAL LAKE
5-26-51	1201 & 1103	TEMACAMI
10-6-60	1520	ON SIDE AT POPQUIV
1-23-65	1304	HITS 1302-1506 CONNAUGHT
2-22-65	1303 & 1516	KIRKLAND LAKE
★ 8-1-50	(MAYBE GALLIA) 1101	HITS WASH OUT <sup>SOUTH</sup> OF SWASTIKA
4-25-60	1511	ALMOST TIPS OVER
1-8-75	1517-1509	DEGALLS FOXVILLE
8-12-68	1520	<sup>DEGALLS</sup> NELLE LAKE
1-29-52	1311-1308	REAR ENDS 306 SOUTH, MATHESON
7-22-96	1730-1736-1734	DETAILED TOMIKO
12-01	1721	

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USA

2-11-05

Hello Carl.

Very good to hear from you. Greatly appreciate the newspaper copies.

Thanks for pointing out 311. I just didn't read the second column.

Some Mike Runey pix were recently auctioned off on E-BAY. Have no idea where his negatives went.

Color shots of ONR 1100z and 700z are very rare. I'll see what I can find.

Enclosed for you are TEMISCOUATA, all that I can find. Also enclosed \$2.00 for your postage.

I like the idea of keeping the copies and will gladly pay the costs to make them plus postage. Make it much easier for me.

1-17-05

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USA

Hello Carl,

Your booklet arrived in good order, and I want to thank so much for your efforts. I'll mail it back to you 1-18-05.

I enjoyed reading through the paper a few times. I never did find a mention of 311 in the May 18, 1944 week. I read it several times, but never could find it.

You may well be correct about a crown <sup>1101</sup> sheet failure. If not robust, it would never make the papers. Many failures were quiet but did ruin a loco. With diesel coming it would not warrant repair. In US crown sheet failures could result in massive explosions. Cooke found a way around this hazard. ACP 4-6-2 on the Gettysburg RR failed a few years ago

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USA

1-24-05 Hello ~~Bob~~ Carl

Many thanks for the xerox sheets on ONR today. Made for some interesting reading. Those 1965 wrecks were the first detailed ones I have read. I knew one of the crew members, Alvie Fleming. He told me how he had to jump out of the 1500 and no time to save his brand new artics which were crushed in the wreck. What amazes me is that all 4 trains were so short. I suppose it was snowing with bad visibility.

Yes I read about J Norman Lowe passing on the internet. In fact I sent an E mail note to his family explaining how he had influenced my life greatly. I had seen his RR magazine article in 1943 when I was 7 and living in California. 11 years later I'd become a regular visitor to ONR and a die hard fan. In 1943 I had no clue what the T&NO was, but when we returned to Ohio my best freind had an island on Lake Temagami, and thus I had a close connection to the line.

That is good that Mr. Shaw has the Lowe negatives. Many date back to the early 1940s at Cochrane. Mr. Lowe did sell me prints 40 years ago, plus some I picked up from other collectors. Last time I corresponded with him was to ask permission to use a couple of his pix in my ONR loco book. He was most gracious and cooperative.

I hope one day I can buy some more ONR prints from Mr. Shaw. Friends have bought from him at RR shows, but I never get to any of the Ontario shows. Thanks for his website and address. I will keep an eye on it to see for updates.

That was interesting on the scrapping of 224 and 112. Never saw these shots before. I do have pix taken just prior to their going for junk. I do have a list of the seven that were cut up around the same time. All were small 4-6-0s. All were modrnized with superheaters and outside valve gear and piston valves. Thus they were worth saving as possible yard locos. Buying three Alco diesel switchers ended the need to keep them any longer.

Of the seven locos scrapped in 1948 only the 102 was given the 1940 number as well as lettered ONR. The rest kept their 1935 and pre 1935 numbers. Example 112 and 224. However 129 and 132 kept original numbers to the end, and even had Temiskaming lettering to the very end.

Yes I have read Doug Smith's book cover to cover a couple times. Very informative and covers aspects I had not got into.

Thanks again for your kind effort and the copy sheets. Please accept \$2.00 for your postage.

*Take care,*

*Frank*

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May 6,2004 Hello Carl,Thanks for your note of a few days ago. I am so far behind that I keep sidetracking mail.Thanks for the enclosures.

Rob sent me a couple pages initially and then I had him to xerox the booklet you gave him .

That was something to see that fire train with a sought after loco number.Like to find an original shot of it.102 was the final number i needed to complete the set. Rob. bought me a postcard of 102, which is quite nice but heavily airbrushed.At least it completed the roster in pictures. Most of the early series 101-108 are poor pix.I have a nice builder shot of 107, but the rest are not too hot.Beggars can't be choosers however.

I have not heard of that Nipp Central wreck 8-21-45 that you mentioned.

I'll make you a list of ONR wrecks from 1935 up.

Is that Canadian Rail the magazine of Upper Canada Ry Society.?If so I have it, as I was a member from 1960 until they went kaput a few years ago.

ONR looks to be very interesting this year as they have bought a 10 car dinner train from BC. From the internet the views look like they are fine cars. 3 of them have domes.Now if they just buy some handsome locos to pull it. GP types look horrid on a passenger train.Hope they get some F40s and rebuild them into new engines.

That 1101 caught in a washout near Swastika in 8-1-50 or before that is still a mystery.I would have thought that would have been big news at the time.Even ONR says it has no records of it. We know it happened for they destroyed the 1101 in that tumble.

Take care. Have a nice summer.I appreciate yuor fine work. Frank

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June 8,2004 Hello Carl,

Very good to hear from you. Thanks for the loan of the ONR T&NO material, and all your hard word hunting it down. I especially liked that article on the new paint of the caboose 85. I was not certain of the colors, but now we know them exactly, plus what date they adopted that slogan.

I'll mail the booklet back to you tomorrow along with this note. Enclosed is \$5. USA for your postage, and a couple extra prints I have on hand for you.

Using the pages you loaned me before, I am making a list of all the major wrecks T&NO ONR had for easy reference. I'll likely have a chapter just on major wrecks in my book. My interest is to illustrate why certain locos got major rebuilds or were scrapped way too young.

Modern day ONR is making news with the buying of 10 cars from the BC dinner train. Pictures of the cars are on the ONR website. Very impressive purchase.

Thanks again. for the paapers. Sincerely, Frank

Sept 21, 2004 Hello Carl. Very good to hear from you a few days ago. Greatly appreciate your efforts. Some of those wrecks are new to me, like the one from Noranda that hit the pass train. I am wondering if this could have been the 1101 because it said the loco was extensively damaged. However I don't know if 1100s were allowed to run to Noranda. Amazes me how it could go unrecorded. The dates I have are hearsay, so are flexible to a certain point. I can understand them scrapping a new steam loco only if the damage was extensive, but even so they were just getting their new diesels. The road diesels came in 1949, so it would make sense if the loco was mangled in that time period. 1103 was involved in two head ons as your notes show, in 1948 and 1951. I suppose both were so minor that repair was easy.

I once knew an ONR engineer who dated back into the 1920s. He was more than just an engineer, as he truly liked the locos, and thus would be considered a railfan. I am certain I asked him about this wreck, and I should dig out his letters to see what he replied. His info was 80% accurate. I mean I know he made some errors at times. Anyway I need to check because my memory of the letters could have faded enough that I may have more info.

I have a retired engineer friend at Englehart with a good mind. I should ask him too. He would know approximately. He dates to 1943. I better hurry up though. I see some of the younger men are now taking retirement.

That was very helpful info on the 102 rear ender. This is why wreck info is so important. I have a shot of 102 in fresh paint at Moosonee and next thing I know it was junked. Why would you repair a loco then promptly junk it?. The wreck explains it. Most of the T&NO locos that were junked in 1947 never got ONR lettering. 102 is an exception.

On that Hill Clark Frances loco, I have a shot of it at New Liskeard and it is an 0-6-0T. Might be narrow gauge too.

I told Rob to return the booklet to you, and he promised to do so soon. Had he mailed it to me, I would have returned it soon after I read it. I will mail #14 back to you tomorrow along with \$5. to cover your postage, and a few Wabash pictures taken in Ontario.

Thanks for the J.N. Lowe address. Sad about his wife. He was supposed to be doing a book on ONR 1100s. I'll bet he would know the approx date of the 1101 wreck. He may even have pix of the wreck. No doubt he has a lot of ONR material salted away. He lived in Cochrane in the early 1940s and his pix were the first I'd seen of the RR. He had several in March 1943 Railroad Magazine which introduced me to the T&NO.

I think the August 1950 wreck date came from Don McQueen. Maybe he found it in CLC records. I should contact him to see if he has any fresh info. on it.

Let me thank you again for the loan of this material. It is much appreciated. Take care.

*Frank*

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Nov. 23, 2004 Hello Carl. Always good to hear from you. I greatly appreciate all the wreck info this time. Some of it is new to me, like the extra wreck 307 had. That one was mild compared to what lay ahead for it. A wreck that destroyed it and the 309. T&NO made my life more complex when for no good reason they changed the 308 into a second 307 to replace the wrecked one. Must have sounded good to them at the time.

Three wrecks in a month in 1952 is really something. I was aware of the rear ender at Matheson, but not the others. A railroad was a dangerous place to work. Single track, and horrible weather in winter. The people had to be a very tough bunch.

My interest in these wrecks is to aid me in finding out why some locos vanished early and others were so heavily rebuilt. I need to tabulate them for easier reference.

That was a new one for me about the rear ender with the 2 diesel units. That must have broken their hearts in that the locos were so new at the time. May have been the first serious diesel wreck too. The similar one in Matheson had a unit just a year or so old too. Almost destroyed the unit. The two 1300s rammed a standing train and the caboose rode up onto the 1311 tearing the diesel engine loose and depositing it on the freight station. They evidently rebuilt the 1311 like new.

I'll enclose \$2. for your postage, plus some more Wabash in Canada pictures you may keep. As for Pere Marquette in Canada, I need to check and see what I have. Take care. Frank

I know for certain that I have no BR&P  
in Canada. Being a B&O fan, I have never  
heard of any used in Canada.

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the D&OR unless some of the absorbed odd locos from lines like Grand Rapids & Indiana might fit in.

NYC had a big presence in Ontario too, and some of their Brooks 4-6-0s had Belpaire fireboxes. Still it does not ring a bell with my memories of them. The thing that stands out to me is the way too tall steam dome. The only RR I can think of that used that exaggerated steam dome was Grand Trunk who had many such examples. That is why GT was always my first choice as a possible D&OR match.

I didn't now that D&OR let the 60 foot flats off their property. I was wondering if they transloaded the logs onto shorter cars and if they had a wood mill on the line. Very interesting.

I can see how easy it would be to be interested in a line like Quebec Central. Stop me if I am wrong, but besides the many CP steam locos they ran, didn't they also have a few GT cast offs? I find it a novelty when any RR owns second hand locos from both the big Canadian lines. Tiny Spruce Falls P&P owned both and even a couple TH&B locos.

Like you I research other lines, because they are all intertwined with loco resales etc. Because of the family resemblance of steam locos on giant lines like PRR it is easy to see what I call "errant locos". Locomotives sold to other big lines and which look out of place. Like the PRR 2-8-2s on the Santa Fe. The GN 4-6-2s on the ACL. The list is long and complex and a lot of fun. It helps to have a large photo library too. Even big PRR was not immune. They had a few ex N&W 2-8-8-2s.

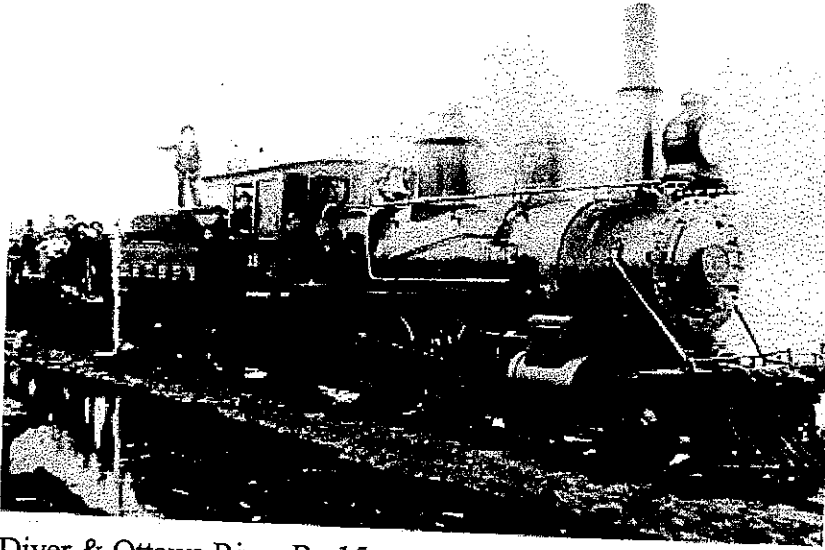
The couple years that PRR controlled the B&O they ordered them some examples of PRR designed 2-8-0s, 4-4-2s and 0-4-0s. The 2-8-0s lasted until the very end of B&O steam operation in 1957.

I too like to help RR historians and railfans when I can. By covering so many lines, my material can be rather thin at times. Not like the people who have just one favorite RR and cover it in great depth. As much as I love the B&O, my studies have been entirely locomotive oriented. I find the RR too vast to cover everything, like rolling stock and operations. I do cover their family tree of lines to be able to trace the origins of various locos.

I know Dale Wilson. He is the real authority on Algoma Central. His passion for AC is similar to mine for ONR. I never corresponded with Mr. Lavelle, him being a CP fan. I did correspond with Mr. Merrilees who was a big TH&B fan. He was able to correct a builder number error for me (even the Alco records were wrong). He was going to stop by for a visit but passed away way too young. He invited me on a trip to tear up the SFP&P and I am still sorry today that I didn't go.

I have seen an issue or two of the Can. Transp. articles, and maybe one of the Ry. and Marine World, but not the extensive collection you sent. I immediately started learning new things. I never knew that some steel cabooses were built in North Bay back then. The exact colors of the 1000 motor car are interesting too.

As for the N. Ont Ry Commission reports, I called them Annual Reports for want of a better name. Although I had seen them, I did not have a way to copy any of the pages like you have. First time I saw these books was at the Englehart Silver Jubilee in 1968. I rode the train up and back and did not have time to look through the pile of them. The next time I would see these books was in mid 1980s when ONR was forming their Archives. Once again not enough time to look at them, but I did snap a few pix out of some of them. At this early date the Archives was just one empty room in the old office building, with a desk and many cardboard boxes full of paper material. My good friend



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Youngstown

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Sept. 13, 2001 Hello Carl. I have your letter a couple weeks ago. You mention the D&OR. Very interesting subject with so little known about it. My first notice of it was when I found the above picture hanging in the little museum at Latchford. I discussed the above loco with Ray Corley years ago. We can't seem to find a previous owner of it either. Sometimes the road number isn't changed by the new owner and can be a clue. My leanings were toward a former Grand Trunk loco, or possibly Canadian Northern who bought up all sorts of bargains from everywhere.

I can't find any connection from the Quebec Central roster to this particular type of loco. One thing for certain is we can rule out Algoma Central ex Lehigh Valley 4-6-0 locos as they were very peculiar with the main rod connected to the first set of drivers. A long and lean and very old loco they were more like a 4-8-0 with an axel missing.

Yes my favorite RR is the Ontario Northland (T&NO). I try to gather as much locomotive and rolling stock info. as I can find. ONR has to be one of the least photographed RRs in North America. There were steam locos still existing into the 1950s of which I can't find a single picture. I walked right by ONR 901 in 1954 in the North Bay roundhouse (too dark and cramped for photos), but to this day I have yet to get a single picture of it lettered ONR. There are shots as T&NO, but not as ONR. This amazes me. Other like 301 and 401 seem not to exist also.

I have a vexing mystery maybe you can help with. Ray tried his ONR contacts, but could never come up with all the details. It concerns a wreck T&NO had in August 28, 1923. Two trains hit head on. Supposedly at milepost 158 south of Swastika. Extra 146 was headed south and at 0120 it was struck by 97 north. One report says the 97 pulled out of a siding too early and struck the south bound wheat train hauled by loco 146. The 146 we know is a fact for pictures exist of it heading in pieces to Kingstown for a rebuilding. The other loco number is unknown but suspected to be 133-136 of the later 600 series. It obviously took on less damage and likely repaired at North Bay. I have tried to construct a scenario of what happened to the two locos. It looks like the main shock of the impact was absorbed by 146 with the boiler breaking loose from the wheels allowing the other loco to ride up onto the drivers. Thus the more extensive damage on the 146. I would like to learn the exact number of the north bound loco.

Engine  
125  
CR

I have never seen equipment listings in T&NO commission reports (are these the same as their annual reports?). Have never seen Canadian Ry and Marine World either.

I really enjoy the ONR T&NO study. It has been a life long undertaking. It has been made more difficult by the long distance from Ohio, plus the impossibility of getting the residents of the far north to write letters. Thanks again for your letter. Sincerely, F. L.

E MAIL

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Montreal Loco Works 1501 RS2 demonstrator testing with CP dynamometer car on ONR 1949

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Sept.28,2001

Dear Carl, What a very pleasant surprise to get your two envelopes with the two notebooks full of interesting T&NO ONR material. This was most thoughtful and generous. I glanced through it and find it most illuminating. I want to thank you for the gesture. I will absorb the material, and return the notebooks back to you very soon.

Although the ONR is my favorite smaller RR, I study all the lines in North America to different intensities. My favorite large line is B&O because it runs through my city and it has been very friendly to me as a child and even now. Locomotive cab rides as well as caboose rides and the fellowship of the train crews has endeared the B&O to me, much as the ONR has likewise. I have spent my lifetime studying the ONR and the B&O, and it has been most entertaining. Thus when you mention lines like Pere Marquette and BR&P, they are quite familiar. B&O bought the BR&P in 1932 (bad timing during the depression). The BR&P was a very modern coal hauler and B&O got hundreds of good locomotives with the deal. I have seen most of the roster of BR&P back to earliest times, but never saw a loco close to the D&OR 4-6-0. BR&P did use a lot of Brooks products and the D&OR 15 resembles a Brooks. (I am not saying it is a Brooks though). Belpaire firebox was very popular with Brooks turn of the century. Very few class 1 lines in N. Am. did not own at least one such loco. Even T&NO had four 4-6-0s as such by CLC.

I never thought about PM as having a possible similar loco. So I checked out their roster. They have around 5 Brooks 4-6-0s with a very similar layout as the D&OR 15, but records show them all scrapped, plus they are a bit too modern to be D&OR 15.

Here is a curious thing to link PM with B&O. At one time the PM and the CH&D were closely connected. Their steam locos were ordered from the same plans. Somehow through economics the CH&D and PM split wide apart with CH&D becoming absorbed by the B&O and the PM becoming absorbed by B&O's arch enemy the C&O. Thus the student with a very keen eye can see how the PM locos lettered to C&O, and the CH&D locos lettered to B&O are identical. Very curious situation. Our government made B&O sell off its coal interests, but never did the same to N&W and C&O, and thus the latter thrived when B&O became extremely poor. As a result the C&O eventually absorbed rival B&O and still exists today as CSXT. N&W, a small coal hauler, has absorbed many lines and is now a prosperous giant.

Yes the PRR loved the Belpaire firebox and it became their trademark. PRR steam power was so standardized that nothing looks like theirs. I can't recall anything similar to

material. In 1979 Paul Pietrak did do a BR&P history book. It may still be available and I think they plan another upgrade of it.

The Ry & Loco Hist. Society Bulletin 120 covers the BR&P roster in great detail. Most big libraries have complete sets of these books the size of a national geographic. The organization itself sells back issues in xerox form too. They also sell loco rosters.

I have many studies going on at the same time. I am a big fan of the 4-8-0 type steam loco because they were fairly rare. They were the perfect shortline locomotive, but most shortlines could not afford new ones, and the bigger lines did not need them. Thus in all of N. America less than 900 were built. There were barely over 5000 world wide. My late friend D. Rock Carling in England did a book on 4-8-0s in 1971. I exchanged info with him as he was weak on N. American details. I had covered USA in great detail by then. He would later give me his collection of world wide builder photos of 4-8-0s. This got me every interested in adding to his 4-8-0 lists and making them more accurate. I also have added builders numbers for each loco. This got especially tricky in places like USSR where I just now have learned how many 4-8-0s they owned. Some locos he didn't have pictures of, and I have managed to scrounge up one of each. There were some tiny errors, like he shows some Hungarian 4-8-0s going to China. Actually they went to North Korea. they were standard gauge, so had to be hauled through Russia on flat cars. They were unloaded in China and assembled and run into N. Korea. I think this is where he got confused. All of this series still exists in NK and it is a shame they are so unfriendly today.

I see I am off the track a bit. Anyway the very first 4-8-0 was sold to B&O in the 1860s. They never bought any more. However BR&P owned 55 of them and all 55 were resold to shortlines etc. before the 1932 B&O take over, thus B&O didn't inherit any. Well almost none. When B&O absorbed the Cincinnati Indianapolis & Western along came a former BR&P 4-8-0 which had the front truck changed to 2 wheels. Technically a 2-8-0, but looks much the same as it did when built new. No B&O books bother to illustrate this rare beast. In fact it would take over 600 pictures to show each B&O steam class and sub class. A book like that is so badly needed. I fear the interest in steam is waning fast.

There is a great club for Pennsylvania RR but no decent book on it either. Everybody knows what a K4s looks like or a J-1 or a T-1., but what about the roster of 36" gauge locos PRR had. These are never shown. How about the oddball steam used on the Grand Rapids & Indiana which PRR absorbed. That is the type material I would like to see in a book. Something that could teach us how diverse their roster really was. There are expensive PRR steam books out there, but they are all pot boilers. Throw together some nice pix, but no complete coverage.

It took me 40 years of hunting to compile a decent B&O roster. Today Bill Edson sells a wonderful B&O roster book for \$15. that lists not only all the B&O lettered locos, but their predecessor rosters too. Chaps today have it too easy. However I really enjoyed the struggle piecing the roster together one loco at a time. It is very complex as they took many locos and rebuilt them into other types and reclassified them over and over as well as renumbered them.

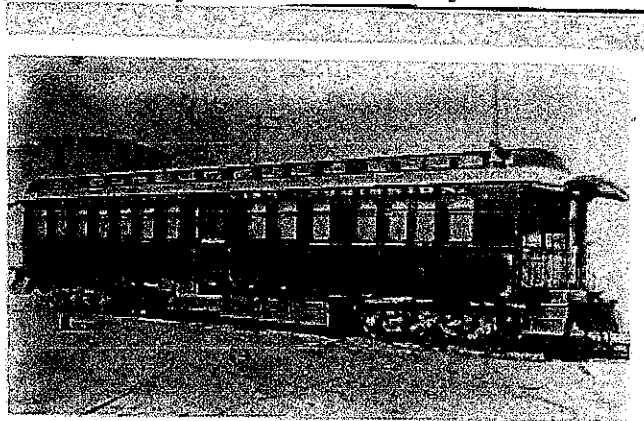
Yes that fish car article sounds interesting. Rob and I are trying to figure out the layout inside the car. Did it have one or more big tanks or what? Until you sent this car shot, the only one I had seen was a US version.

Good luck in finding the Mike Runey material. It has to be somewhere. I know that

3

Trains Magazine has a cache of his prints and uses some now and then. Mike ran an ONR article in Trains back around 1949-50. It told about the line to Noranda with many nice pictures.

I had a friend in Cleveland named Edwin Wilde who shot lotsa negs including a trip on the T&NO to Moosonee in 1939. I traced his negs back to some relative who never answered. Probabaly burned the lot by now. I must make sure he gets credit for his pictures. I see that most fans using his pix have ignored his name. I like to make sure each chap gets his credit. He went to the trouble to take the picture so it is his forever. Such a small favor to do., but very respectful. I'll print this US fish car just to show what it looks



like. G. Votava sent it.

US Fish Commision 1 being rebuilt at Jackson & Sharp co. in Wilmington, Del. 1898

Hope you have luck finding the 1949 wreck of 1101. It is the least known to me. Another wreck I am interested in was I think 10-6-60 at Porquis with a diesel flipping onto its side.

Yet another is loco 437 sliding down an embankment 9-27-39 near Swastika,  
Yet another 1-29-52 diesel 1311 south rams a standing freight at Matheson

Thanks so very much. Frank

P.S. What are you looking for in Dominion Atlantic?

*Enclosed \$7 CAN and \$1 US for your postage.*



①

FRANK VOLLHARDT JR.  
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Mar. 15, 2002 Hello Carl. Want to thank you for the 9 and 10 vols. you sent this time. I am amazed at all the new material in them. It even has the Shaniko wreck with the loco in the gully. On the 1928 T&NO minutes page it mentions 302 hitting a rock slide 8-17-28. It does not go into details, just said derailment. A slight understatement since the loco slid down a steep bank. They had to lay a special temporary track down to the loco to upright it with their steam cranes. No wonder the mere derailment cost \$10,500. in damage to the loco. This date and info is much appreciated.

Glad to get proof that 125 actually hit the 146. The reason I was off base is that the two pix I have show the 146 and also a shot of a 600 series. Logic would say they hit, but they came from two separate wrecks. Too bad the chap didn't shoot all 4 locos.

I'll bet the North Bay Nugget would have mention of the Temagami wreck of 1951 and the 1101 in 1949. Maybe even the Temiskaming Speaker too if it was around then. I think you have found the most difficult ones. The more recent ones should have had more extensive coverage in modern newspapers.

Shaniko is listed as MP 24.75 on the Englehart sub division which would put it around 144 mile snorth of North Bay. I can check it on a timetable. Likely south of Swastika.

Many thanks for that improved shot of the Fish Car, and also for the rear end of the 1002 motor car. I have a modeler friend who is doing this car and needs a rear end shot. This should help him greatly.

Yes the wreck at Latchford in 3-5- 1941 was between the streamlined 700 northbound with #47 and southbound 316 2-8-2. This tells a story in that the usual power for express 47 would have been an 1100, but the 700 was so improved and modernized that the smaller loco was capable of hauling the heavy express train instead of its usual task on the lighter Northland 49.

Enclosed for you is the requested shot of the very first Northland at Timmins hauled by loco 759. This loco still exists and on display at Sept Isles, Quebec. Also enclosed are two old box cars and a rack car.

Now about collections. My old friend Paul Prescott passed away a couple years ago after suffering from a stroke for many years. He gave the collection to his son who has since then sold it off.

My friend George Votava passed away several years ago I learned much later on. He had a daughter who sold off his collection.

I knew Ted Gay in 1960 and he was dying of cancer at the time, so was hurriedly selling off his collection to the four winds. I bought a few of his negs. but most were way too high priced for me to buy more.

Bill Hicks was also a friend from Maryland and he sold me lots of prints from RRs in the east that he had shot. I am a B&O fan, so he had a lot of them. I think some of his negs were given to a historical outfit, and some were sold to a dealer in Pittsburgh who used to offer prints for sale. Bill only took one roll of locos on the T&NO while passing through in 1939. They were excellent and I wish he had taken more. Keith Sirman has most of the roll. I have just two.

Being a B&O railfan most of my life, I have had to study BR&P and all the other predecessor line that form B&O. I was especially interested in BR&P because they contributed several hundred steam locos to the B&O roster. Some I even got to see working in the 1950s. I had a friend named Fred Hunter who was a fanatic on BR&P collecting every detail he could find. He planned a BR&P book, but death cut him short. Sometimes people plan way too long and never seem to feel they have enough

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Feb.22,2002 Hello Carl. Nice to talk to you this evening.I feel badly about not making it to Copetown.Looks like even the weather would be favorable. However I am still very ill from the flu and a cold.I seldom get them, but when I do it takes me a month to recover.I have a low white cell count, thus the problem gets worse.I think i have always had it because colds always last a month with me.I used to get a smany as 3 a year, but lately down to one a year.

You asked the date of the Temagami wrcek. so I'll list a few that I have exact dates.

1 I wish i knew the exact date of the 1949 wreck by 1101 south of Swastika.Rolled down an embankment

2 Temagami head on wreck 5-26-51 right in front of the station

NR STAR NR Globe

3 South of Swastika 9-27-39 loco slides down hill

4 Latchford head on 3-5-41 ✓ STAR ✓ Globe

5 Matheson rear ender 1-29-52 ✓ STAR ✓ Globe NR

6 headon 1-23-65 at Connaught

NR STAR / Globe NR

7 head on 2-2-65 east of Kirkland Lake. Two workmen killed.

NR STAR / Globe

Cochran  
320

8 loco falls into gully at Shaniko 1928

8/17/1928

9 8-28-23 head on. Loco 146 and ~~one unknown loco.~~ 125

Maybe you will bump into some of these. I really apprecaite all of your kind help.  
Sincere, Frank

Nov 15 1922

Aug 23 1923

3/27/1918 NR Globe

6/23/1919 NR Globe

March 17/1950

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Feb.22,2002

Helo Carl. Thank you very much for the loan of ONR vol 8.I always find soemthing of interest. I especially liked that photo of the fish car "Beaver".I had seen it listed on T&NO lists long ago, but never though I'd ever get to see it.Greatly appreciate the loan.

Enclosed are the QC prints you requested.

Also enclosed \$5. for your postage.

The wrcek of 1101 is still a mystery. Have not been able to get any info. even from ONR.The only info. I have is that it likely happened in 1949 when the 1101 rolls down an embankment south of Swastika.I show it scrapped 10-1950 which is very early for such a new loco(1936).I think the decission to scrap her was part because of extensive damage and also because new diesels were on order.I certainly would like to learn more about this wreck.It is amazing how such stuff can go on unnoticed.

I thought I saw a picture of the loco laying in a deep gully on display at Engelhart in 1968 Silver Jubilee. I tried in vain to borrow the picture, but never could make connections.I even advertsied in the newspaper. People hate to answer letters up north.

Would be great if you can find some more info on this wrcek. Maybe the ONR Annual reports would emntion it. Thanks again for your kind help.

*Frank*

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Dec.26,2001

Hello Carl. I am never this slow to answer any letter, but the holidays make life hectic for everybody I suppose. I want to thank you for the loan of Vol 7 of your ONR material. It fills in some of the gaps.

Your second letter came with the xerox of the 1948 head on wreck. I had never seen this picture. Most of the wreck pix were after the locos had been moved on their way to North Bay for rebuild. Thus this was very interesting to me. To see two semi streamlined steam locos locked in the kiss of death. 312 and 1103 locked horns on 1-1-48, a big coincidence as 312 hit the 311 in a head on exactly 14 years earlier on 1-1-34. ONR considered this enough of a jinx to change the number of 312 to 317. The loco then ran well until the end of steam. However 1103 would once again be in another head on in 1951. It would also be rebuilt and last until the very end of steam.

It always amazed me why ONR would streamline the 312, but not paint it green like the 700s and 1100s. If it ever was green, we have no record of it.

As for the shooters of the Quebec Central pictures, the cars and some steam were shot by my late friend George Votava. The other steam was listed as shot by the late Ted Gay. The print 2588 has the stamp of my late friend John Allen. The shot of 45 is labelled by my late friend Bill Hicks. Although these chaps have their stamps on the prints it doesn't always mean they took the picture, as they traded material among themselves. A few of the early fans did record the actual photographer at times, and list the print as just "Collection of themselves". So if Mr Lowe shot any of these I have no record. None are marked as his.

You asked about print outs on sheets 8x10 of certain QC pix. Can you list which ones you need, and I can try to get them done. I forget what shots I sent you.

Hope you had a wonderful Christmas holiday and look forward to an interesting 2002. I really appreciate all your help. I'll mail Vol 7 back to you very soon. I hope Rob Godby will soon do likewise with your Vols 1-6.

Enclosed is \$5. for your postage. Thanks again. Sincerely,

*Frank*



Me and 2002 at Cochrane 1998.

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330-395-5847

Oct.21,2001 Hello Carl. I enjoyed our conversation the other night.I also want to thank you for the loan of the ONR xeroxes. I will mail all 6 in a box tomorrow to Robert Godby in Wyoming, and he promised to return them to you as soon as he can.

Enclosed in this envelope are the xerox copies of the lumber book section for Ontario.. These are for you to keep. Coming in 2 other envelopes are some pictures of QC, Spruce Falls, the Mattagami, and the Abitibi. which you also can keep for your collection.I hope you find something of interest.

I made a lot of notes from your papers as I am sure to use some of the material in my next loco book.

You asked what Annual Reports you had, and they were 1903-1905,1907-1909,1911,1913-1924. Thus only 1906,1910 and 1912 were missing. I have never seen any newer than your 1924, so don't know if they have anything of value in them or not.Some of the early ones you sent like 1908 only had 2 pages, so I assume they didn't have much other meaty information.

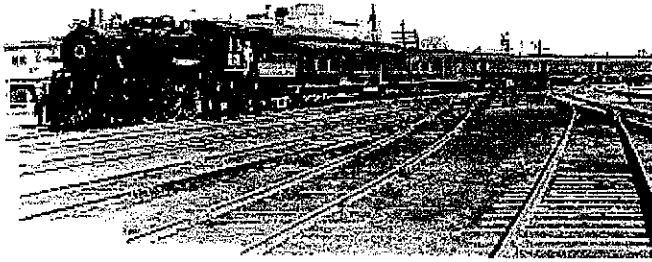
We talked about Abitibi. I have seen steam locos 30,40,50,60,70,but nothing earlier except for an 0-4-0T number 2.If this one became 20 which seems logical, we still need a 10.

On Mattagami 100 2-6-0 is on display, 101 is unknown, 102 was ex T&NO 215.The 103 was a diesel as was 104.

We have seen SFP&P 102,103,104, and 105 steam,106 up were diesels. I don't know what 101 was unless it was the Morrow & Beatty 0-6-0 1.Or possibly that old GT loco.

Thanks again for your generous help. Sincerely, Frank

*Frank*



First Northland run into Timmins 1936

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E MAIL VOLLHARDT@ONECOM.COM

Oct. 6,2001 Dear Carl. I want to acknowledge the 3 more interesting packages of documents you sent. I now have your 1,2,3,4 and 5 at hand.I am so grateful to you.I am learning new things in each one that you sent.Solving old mysteries and new ones arising.I am reading every line.I was especially interested in the head on wreck in 1923 involving extra 146 south as I have photos of the loco in pieces headed for CLC for rebuild.I have always wondered what hit the 146 and unfortunately all records show the train number and not the actual loco.I have a shot of one of the 600 series sitting wrecked at North Bay about the same time, so sort of thought it might have been the culprit. Not so, thanks to your papers. Seems the wrecked 134 actually hit the 138 earlier than the 146 wreck. Since 125 also received heavy repairs at the same time as 146, I can almost assume it was the loco that hit 146.

125  
m

Always wondered why 134 was renumbered to 200 all by itself in that series.It could be that it got the number after the heavy rebuild.ONR must have been contiplating a new complete numbering as the 300 series evolved and it never did fit in correctly with the 1935 number series.Had the 300s followed the 1935 series the 142-150 would have become 342-350.They never did, and thus stayed in what would become the 1940 renumbering series as 300-309.

I'd like to pay you for the 3 addition<sup>v</sup>envelopes you sent, plus at least one more, so enclosed is \$20. at this time.

Do you think I can mail all your books back to you in one box or is it better seperately as you did? I will do whatever you say.

Once again thank you so very much. You info. has been very helpful.

I am looking for some Quebec Central roster info. I sort of rememebr having something if I can just locate it. My first search came up empty, but I have other places to look.Sincerely,

Frank

1917

29 No.

460 Baldwin  
1912