

ONTARIO
NORTHLAND
DIARY

WRECKS AND
COLLISIONS

12 T. & N. O. Cars Go Over a Bridge From Broken Truck

Twelve cars of a 61-car paper train, bound south from Irroquois Falls to North Bay, went over the high trestle over the Krugerfort River on the T. & N. O. Railway on Friday. Traffic was delayed a few hours as a result of the accident.

Drawn by one of the big Mikado engines of the system, the train approached the long bridge at medium speed. The engine, tender and 31 cars crossed safely but the next twelve cars somersaulted into the river. The next four cars were derailed but remained on the trestle while the remainder of the train did not even leave the rails.

Investigation showed that something had been trailing along the ties for about 10 pole lengths, indicating that a broken truck had been the cause of the accident. This can only be confirmed when the cars are fished out of the river.

The cars leaving the rails were all loaded with pulpwood and saw shingle and it is said that all will be salvaged with but little loss.

The southbound trains on Friday evening were somewhat delayed on account of the wreck but fast work was done by the auxiliary crew in clearing the line.

The work of fishing the cars from the river will be undertaken this week.

August 19

1921

FIREMAN KILLED IN HEAD-ON COLLISION; TWO OTHERS INJURED

Gordon Kay of Way Freight
Crew, Crushed Between
Engine and Tender

ONE REMARKABLE ESCAPE

Crash Occurred as Engineer
Applied Brake---Moguls
Interlocked on Track

Fireman Gordon Kay, 158 Wyld street, was killed and Engineer W. Ross, of train No. 134, southbound from Englehart to North Bay, experienced a miraculous escape in an accident at Mileage 68, T. and N.O. Railway at 12.30 p.m. Wednesday when this train collided head-on with train No. 85, second section. The accident is alleged to have been caused by a misapprehension on the part of Engineer Ellatrault, of train No. 85, as to orders issued relating to the disposition of the trains on arrival at Doherty, Stop 64.

In order to apply the emergency brakes Engineer Ross worked just a few moments too long at the throttle, with the result that the engine of train No. 85 was on the top of his engine before he could make his escape. He was thrown violently out of the cab of his engine, and knew no more until he found himself lying beside the wrecked monster lying across the track. He was very slightly injured, and other members of the crew who had time to jump, with the exception of Gordon Kay, also suffered very slight injuries. All were present at the inquest held Thursday afternoon in North Bay.

The accident occurred at 11.24 a.m. just after the southbound train from Englehart with engine No. 134 had rounded the curve near Milepost 68, three miles south from Temagami. The southbound train was in charge of Conductor W. Bourret and Engineer William Ross. On this train Gordon Kay was fireman, and Larry Brennan and Alec Jarvis were brakemen. The northbound train from North Bay was in charge of Conductor Jack Kennedy and Engineer Z. E. Ellatrault. Thomas Doherty was fireman on this train, and Edward Larome was brakeman.

The trains were two hundred yards apart when the crews saw that

a collision was inevitable. Engineer Ross applied the brakes, and trainmen and engine men then made a jump for the embankment, except Engineer Ross. All except Fireman Kay were more or less successful. Doherty, Larome and Conductor Kennedy of the northbound train jumped without hurting themselves in the least, as did Conductor Bourret of the southbound train. Engineer Ross of the southbound train, Engineer Ellatrault of the northbound train, and Larry Brennan and Alec Jarvis of the southbound train suffered very slight injuries to the legs in effecting their escape from the oncoming wreck.

Between Engine and Tender.

It was at this moment that Fireman Kay who had been busy at the tender and had failed to hear the cries of his comrades noted his own plight. He ran forward and clambered over the end of the tender. The two engines battered into each other at the moment Kay had reached the step outside the end of the engine cab. The next instant the engine tender and the engine-roper closed together, and he was crushed in between the two.

This was followed by the crashing forward of the tender of engine 138 upon the debris of 134. The engine proper of 138 crashed up and over into its own tender, and a box car immediately behind the engine crashed up onto the debris of the other two. In this impact the body of the fireman was released, and fell on one side. Two of the cars were demolished besides the engines, and six others damaged by derailment.

The fireman was found to be terribly injured about the head and body. He was in agony for 61 minutes before he finally died. The body was removed, and later taken by the southbound passenger No. 1 which arrived at North Bay at 1.25 a.m., seven hours behind time. The injured men went straight to their homes upon arrival, and were able to get about with some difficulty, but will not be laid up more than a few days.

Medical Aid from Cobalt

Auxiliaries which had been sent to the scene of the wreck from Englehart and North Bay arrived at Mileage 68 at four o'clock in the afternoon, and the wreckage was cleared away before eleven o'clock the next night. A full complement of nurses and medical help had been sent, or with them, and every assistance was rendered the injured men. The remains of the dead man were taken to F. G. Martyn's under taking parlors in North Bay.

North Bay Men Victims

All the men affected by the accident are residents of North Bay. Gordon Kay, who was killed, was one of the best men in the

November 17 1922

The Nugget

NORTH BAY, ONTARIO, FRIDAY, NOVEMBER 17, 1922.

NEGLIGENCE VERDICT DECIDED BY JURY AT GORDON KAY INQUEST

Conductor Kennedy and Engineer Filiatrault Blamed for Collision

INQUIRY ROOM CROWDED

North Bound Train Overrun Orders to Stop at Doherty ---Crash Near Temagami

That negligence on the part of Jack Kennedy, conductor, and Z. E. Filiatrault, engineer of train No. 85, second section T, and N. O. northbound, was responsible for the head-on collision at mileage 68, which caused the death on Wednesday, of Gordon Kay, fireman on train No. 134, southbound, of the T. and N.O., was the verdict of the jury which investigated the cause of the fatality, at four o'clock yesterday afternoon, before Coroner Hanney, at the Town Hall, North Bay. A feature of the inquest was the candid admission of Engineer Filiatrault, who accepted full responsibility for the accident. The courtroom was filled with interested railwaymen.

Mental Aberration?

The jury comprised, John Murphy, chairman; Fire Chief Brady, Constable Lefebvre, Edward Bunyan, Thomas Burns, R. Vallancourt and G. H. Mills. They were out an hour, the contentious point being whether or not Engineer Filiatrault should be given full responsibility or any responsibility for the accident. Evidence had shown that the three messages he had received had caused a temporary aberration of the mind in which he had confused names in the order, and in the full belief that he was interpreting the order correctly. It was finally decided by the jury to make both engineer and conductor equally responsible, and the crew partly responsible for the accident.

The Witnesses.

The chief witnesses were Engineer Filiatrault of train No. 85, second section, bound north from North Bay to Englehart; Conductor Jack Kennedy, the same train; Engineer William Ross, engineer of train No. 134, bound south from Englehart to North Bay, and Russell Workman, chief dispatcher, T. and N. O.; Conductor W. J. Bourret, train No. 134, and brakeman Larry Brennan, same train.

The evidence was that there were three orders delivered to the conductors and engineers of the two trains subject of the inquiry. These were read out to all members of the crew of each train by the conductor. One was received by train 85 at North Bay prior to departure for Englehart at 5.35 a.m. This was an order to stop at Rib Lake. Order No. 2 was received at Rib Lake, and was worded, "Meet train at Temaga-

NEGLIGENCE VERDICT DECIDED BY JURY AT GORDON KAY INQUEST

(Continued from Page 1)

he was certain as to his duty, and acted accordingly.

Engineer William Ross, of train 134, stated that just after the train, which was southbound, had passed the curve at Mileage 68, his attention and that of Fireman Kay was drawn to the inevitable collision by brakeman Larry Brennan. Larry had a better view of the oncoming train than either he or the fireman. He followed the brakeman's advice to put on the emergency brakes. While he was doing so the oncoming engine crashed into his. The next thing he knew he was sitting huddled near the overturned debris. Shortly after he saw the fireman, Gordon Kay, plumed between the cab end and the tender, and was in a position from which he could not be extricated. The fireman lived fifty minutes more, and died in the upright position in which he had found him.

Brakeman Brennan corroborated the evidence of Engineer Ross, and stated that Gordon Kay had apparently tried to get away from the engine on the opposite side to himself. The few moments delay had occasioned his death.

Assistant Superintendent Lamb stated that it was a rule of the Commission's Operating Department to place equal responsibility for negligence on both engineers and conductors of their trains.

November 17
1922

TWO ARE INJURED IN FREIGHT CRASH

Fireman Newell and Brakeman
Cameron of North Bay Are
Hurt---15 Cars Derailed

Fireman Lorne Newell, son of Mrs. A. Newell, 18 First avenue east, North Bay, and Brakeman Ewart M. Cameron, 181 Worthington street east, North Bay, were both slightly injured as a result of a wreck which occurred at Healsip, Allouez 132 on the T. and N.O. about 4:30 o'clock this morning. The accident which derailed in the neighborhood of 15 cars of freight occurred when a northbound and a southbound freight met in a headlong collision. The original cause of the collision has not yet been announced but will be the subject of an investigation, according to Secretary Treasurer W. H. Mann.

Fireman Newell, who was a member of the crew of Freight 2nd 83 was taken to Englehart hospital suffering from a dislocated knee and will be brought to his home in North Bay on Number 18 this evening. Mr. Cameron was reported to have been slightly cut in the back of his head but was able to resume work shortly after the accident.

April 10 1923
Engines 126 137

BATTERY CAR ON TRIAL ON THE T. N. O.

One Ordered for the Kirkland Line

Announcement was made by Geo. W. Lee, Chairman of the T. and N. Commission, this morning, that a storage battery, self-propelled railway coach had been ordered by the commission, and will be tried out on the Kirkland Lake branch of the T. and N. O., in the spring. Mr. Lee states that he hopes to have the car in operation by May or June, and it will be given a thorough test.

The T. and N. O. has been watching with considerable interest, the operation of these cars on other lines, notably on the C. N. R., between Beaverton and Toronto, and their success has had much weight with the officials of the northern line.

The car will be operated by storage batteries, and this will mean that a battery charging outfit will have to be established somewhere along the branch line.

Toronto had a report that the cars would also be operated on the Elk Lake and Charlton branches, but Mr. Lee stated that this is a mistake. For the present, only the Kirkland Lake line will get the new style of equipment, but if it proves a success other short branch lines will likely be similarly equipped.

These self-contained cars will permit a more frequent service at a much lower cost of operation than the steam trains.

February 1 1924

on. 2/11/1924
**Deep Snow Saves
the Paper Train**

Deep snow saved the T. and N. O. Railway from considerable loss in connection with the derailment of the paper train at a point one mile north of Matheson, on Tuesday night, about 9 o'clock. Just what caused the accident is unknown, but the engine passed safely and 23 cars of paper were derailed. The track was but very little torn up, and the cars went only a short distance along the right of way, and were so little damaged that the greater number were able to proceed on their journey when placed back on the rails.

No passenger trains were delayed by the accident, and the tracks were all clear the following morning at 10 o'clock.

February 24

1924

NORTH BAY, Ontario,

April 18th., 1923.

Meeting of Commission held in Executive Offices,
North Bay, above date.

PRESENT

Mr. Geo. W. Lee	Chairman
Col. J. I. McLaren	Commissioner
Lt. Col. I. T. Martin	Commissioner
Mr. W. H. Mamnd	Secretary Treasurer

also in attendance.

Minutes of previous Meeting having been forwarded
Commissioners, same were considered as read.

Chairman reported verbally on matters arising
out of previous Minutes - action taken - approved.

Various letters read and approved.

RE. HEAD-ON COLLISION BETWEEN EXTRA 126, SOUTH,
AND 2/83, ENG. 137 - 7 POLES NORTH OF NORTH SWITCH - HEASLIP
6.20 A.M., APRIL 10TH. 1923: Superintendent's report cover-
ing investigation into this accident very carefully noted
and discipline meted out to Despatcher LeGallais - Operators
McCleary and Stewart - approved.

REQUEST - ORDER RAILWAY CONDUCTORS' COMMITTEE
FOR RE-INSTATEMENT CONDUCTOR J. KENNEDY: Conductor Kennedy
was dismissed by the Superintendent account failure to observe
'31' Order '32' - resulting in head-on collision between
2/85, Engine 139, and Extra 134, South, M.P. 68 $\frac{1}{2}$, Nov. 15th.
1922 - alleged fatally injuring Fireman Gordon Kay.

The Committee's plea for sympathetic consider-
ation, for reinstatement of Kennedy, was favorably considered,

7-NO Minutes
Ontario Archives

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CAR SHORTAGE - E.L.B. - BATTLESHIP CARS, MESSRS

DAVIE BROS. CONTRACTORS. - Letter from Hon. G.H. Ferguson,

Minister Lands, Forests and Mines April 12th. re car shortage

Elk Lake District - settlers difficulties, etc. Noted.

COLLISION EX. 146 SOUTH - EX. 134 NORTH, FOUR

POLES SOUTH OF M.P. 21 - 3.55 A.M. MARCH 27TH. 1918. -

Reports noted. Verdict rendered by Jury at

Coroners Inquest April 2nd. as follows :

"That Engineer A. McLeod came to his death on account of over-running his meeting point for South Extra 146.

We also wish to draw to the attention of the T. & N. O. Rly. that they did not provide sufficient aid to deceased Engineer in not providing him with a Conductor, Pilot, or experienced Firemen, and we recommend in future that the T. & N. O. Rly. put Conductor in charge of light engines running over a distance of twenty-five (25) miles"

(S'G'D) E.B. Edey,
J.W. Sewell
Geo. Phillips,
Max Clivir,
John Stockdale,
A. Craig,
Dan Smith,

Dr. Brandon's letter commending action of train crews et al.

in rendering "First Aid" especially Brakeman Frances.

Preliminary estimate Master Mechanic, damage to engines #134

and #146. - \$40,000.00. M.E. Rodgers, interviewing Canadian

Locomotive Coy. Kingston, re repairs.

NOTED.

CLAIM - MAPLE LEAF MILLING CO. LOSS WHEAT - SHORTAGE

23,700 lbs. CARS G.T.P. 309612 - I.R.C. 81300, ACCOUNT COLLISION

MARCH 27TH. 1918 - M.P. 21 - MAIN LINE. - Awaiting report

after investigation.

DERAILMENT G.T.P. #305017, WHEAT M.P. 156 EX 143

SOUTH, MARCH 23RD. 1918. - Awaiting complete report.

1918

Nov. 21st., 1922.

(3)

expenses - in lieu of all expenses while at Cochrane; and that Mr. Maher's salary be increased \$25.00 per month, and Mr. McRobert's \$20.00 per month, effective November 1st., 1922.

REVENUE FROM OPERATION T & N.O. RAILWAY-

FISCAL YEAR ENDED OCTOBER 31ST., 1922: During the month of October the Provincial Government were given a cheque for \$350,000.00 - account of proceeds from operation for fiscal year ended October 31st., 1922; since then September accounts have been closed out, and it was determined that a further amount could be given, so another cheque for \$250,000.00 was sent forward under date November 14th., making \$600,000.00 for the year.

HEAD-ON COLLISION - 2/85, ENGINE 138 AND EXTRA 134, SOUTH - MILEAGE 68½ - 12.25 P.M. NOV. 15TH/22:

As a result of this pitch-in Fireman Gordon Kay was alleged fatally injured, and Engineer Ross and Brakeman Brennan received slight injuries.

Inquest into the fatality was held by Dr. Ranney, Coroner, on Thursday, Nov. 16th - the Jury bringing in the following Verdict:

"That Gordon Kay came to his death at Mileage 68½ - T & N.O. Rly - at about 12.30 P.M. Nov. 15th., 1922, the result of a collision between freight trains #134, southbound, on which Fireman Kay was Fireman, and Second Extra #85 - Northbound. Accident was due to negligence on part of Conductor and Engineer of train #85 as regards carrying out of their orders. We also place a certain amount of responsibility on the rest of the crew."

Following this Enquiry, investigation was conducted by Superintendent, as result of which the following employees implicated were dismissed from the Service:

Nov. 21st., 1922.

(4)

Conductor J. Kennedy
Brakeman A. T. Larone
Brakeman T. J. Dougherty
Engineer Z. E. Filiatrault
Fireman C. H. Lord

account failure to observe '31' Order No. 32.

Damage to engines and equipment estimated
at \$20,326.00.

All circumstances carefully reviewed,
and Superintendent's action, in dismissing employees
concerned, approved.

DERAILMENT - TRAIN #2 - MILEAGE 153½ -

NOVEMBER 16TH., 1922: Five coaches were derailed, delay-
ing train 5' 15". Cause has been determined as piped
rail, and matter is to receive most rigid investigation.

RE. GRAND TRUNK RUNNING RIGHTS AGREEMENT:

Owing to recent fires on Line the proposed
conference with Grand Trunk Officials has been postponed;
matter to be kept on agenda and arrangements to be made
for meeting to be held at earliest convenient date.

JAMES BAY EXTENSION REPORTS OF PROGRESS:

Reports of the Chief Engineer very carefully
noted; and in conference with Mr. Clement it was arranged
that the Abitibi bridge should be completed immediately;
temporary trestle to be erected at Red Succor Creek; Steel
now at Jawbone Creek, Mileage 27; and no doubt will be at
Mile 42 with steel at end of current year.

The Commission to inspect the work on their
trip over Line following Meeting.

CONSTRUCTION OF TELEGRAPH & TELEPHONE LINE-

JAMES BAY EXTENSION: The Chief Engineer reported that

Dec. 6th., 1922.

(4)

of Canada that negotiations now proceeding between the Association's Wage Sub Committee and Representative - Maintenance of Way Employees with object of reaching an understanding as to definite rates of pay.

The Association has been authorized to include this Railway in any agreement reached with the Committee, subject to the approval of the Operating Committee of the Association.

RE. REVISED SCHEDULE - SHOP CRAFTS:

Tentative arrangements have now been made for resumption of negotiations between the Railway's representatives and the Committee representing Employees in Shop Crafts, with the object of reaching a definite understanding as to revision in rates of pay.

The Association have been authorized to include the T & N.O. Railway in their negotiations.

REPAIRS TO T & N.O. ENGINES 121 TO 126 - CANADIAN LOCOMOTIVE COMPANY - KINGSTON:

The conduct of this work was very carefully reviewed, and Secretary directed to write the Chief Engineer - that it was the unanimous opinion of the Board that the contract was one of the most unsatisfactory that had ever been undertaken by the Railway.

RE. REPAIRS TO ENGINES 134 AND 138:

After very carefully discussing this question with Chief Engineer, it was decided that these two engines should be stripped immediately and put in condition for shipping; then arrangements were to be made to have a representative of the Canadian Locomotive Works examine the engines, with a view to submitting a quotation to cover the repairs required.

Dec. 6th., 1922.

(5)

Meantime, the Locomotive Works to be allowed to order certain castings and material that may be required for repairs, but it is to be distinctly understood that there will be no obligation on the part of Commission to place the order with this Company - other than material so ordered to be taken off their hands.

REPAIRS TO T & N.O. BOX CARS: Chief

Engineer's report covering the delay to the delivery of these repaired cars very carefully noted, and great disappointment was expressed at the manner in which this work has been taken care of. Secretary instructed to write Mr. Clement, expressing the disappointment of the Commission in this regard.

CHANGE IN TRAIN SERVICE - EFFECTIVE DECEMBER

4TH., 1922; The train service agreed upon at last Meeting of the Commission, whereby trains 46 and 47 were to operate through to Timmins, became effective Monday, Dec. 4th., and everybody is delighted with the service.

TEMISKAMING TESTING LABORATORIES: Communicat-

ion having been received from the Provincial Treasurer - suggesting that the Commission include the deficit of \$11,000. in its Estimates this coming year - Chairman replied, pointing out that this would not be possible, and requested that the Department of Mines be required to take care of this item.

T & N.O. RAILWAY PENSION FUND: Commission feel

that the time has arrived when some provision should be made for Officers and permanent employees who, after long years of faithful service, have reached an age where they are unequal to the further performance of their duties. With this

Jan. 15, 1923.

(3)

ADVANCE - T.&N.O. RAILWAY TO NIPISSING CENTRAL

RAILWAY: Cash on hand to credit of Nipissing Central Railway having become exhausted, it was decided to make a further advance and Secretary to arrange for a further loan of \$10,000.00. This will bring the operating advance made by the T.&N.O. Railway to the Nipissing Central Railway \$125,452.84 to date.

LEWIS DRAFT APPLIANCE: Chief Engineer's report of Jan. 3, 1923, covering his further investigation into this appliance very carefully noted, and recommendations contained in the last sentence of the last paragraph of this report were approved. These recommendations are as follows:-

"However, as the Lewis Engineering Company is prepared to make an installation on locomotive 138 without cost to us unless a 15% reduction is obtained, and as we found the application of the Governor on the locomotive at Lindsay does not interfere with its operation if due precautions are taken, we are probably not justified in refusing to consider the offer."

Installation on locomotive 138 of one of these appliances is to be made under these conditions only.

REPAIRS TO LOCOMOTIVES 134 and 138: Quotation received from the Canadian Locomotive Works, covering cost of repairing engine 138, in accordance with specification submitted, was \$14,500.00 F.O.B. works; for renewing necessary stay-bolts \$3.00 per bolt and \$5.00 for crown stays, was quoted. This offer was accepted and engine went forward Dec. 30, 1922.

Quotation covering the cost of repairs to engine 134 was \$11,500.00. This offer was also accepted and engine was shipped Jan. 13, 1923.

PROPOSED SPECIAL - COCHRANE TO NORTH BAY, SUNDAY

DECEMBER 24TH:

Owing to wreck of No. 2, running late, and in order to take care of Christmas traffic, it was arranged to run a "Special" out of Cochrane. This train's revenue amounted to \$527.30. Noted with satisfaction.

Jan. 15, 1923.

(4)

DERAILMENT - 11 CARS - STOCK - EXTRA 143, SOUTH

MILEAGE 226½ - 2.20 A. M. - NOVEMBER 10, 1922: Correspondence

covering investigation of this accident very carefully noted, particularly the reference to grain alleged to have been picked up by the auxiliary crew and others. Secretary instructed to advise Superintendent that his handling of this wreck was far from satisfactory and full explanation is demanded as to why proper steps were not taken to protect Commission's property at time of derailment.

DERAILMENT - TRAIN NO. 1 - ENGINE 158 - TEN POLES

SOUTH OF M.P. 67 - 11.48 A.M. - DECEMBER 9, 1922: Result of investigation into this accident very carefully considered, and surprise was expressed at the large amount of equipment out of the dining car and sleepers, that is supposed to be missing. Secretary instructed to take up with Superintendent for explanation as to why conditions were allowed to exist, that would permit such pilferages of this nature, and further report to be ready for Commission at its next meeting.

MILEAGE ON PULLMAN SLEEPING CARS - T.&N.O.

RAILWAY: Correspondence between G.F. & P.A. Parr and P.T.M. Bell of the Grand Trunk Railway, with reference to Grand Trunk Railway's claim for mileage on Pullman Sleeping cars, was carefully considered and action taken approved.

FIDELITY BOND - EMPLOYEES: Contract with the

Dominion of Canada Guarantee and Accident Insurance Company, which was taken out for period of four years, expires on January 20th, 1923. Total of bond is approximately \$150,000.00, and Premium amounts to about \$550.00 per year, at rate of 40¢ per hundred. This bond covers T.&N.O. employees, Nipissing Central Railway employees, and T.&N.O. employees handling express business jointly. The express company are charged their proportion in accordance with employees bonded. On consideration, it was decided that the present contract should be renewed for further

TWO Minutes

Sept. 7th., 1923.

(3)

\$1500.00 and Englehart \$300.00.

In addition to this, it was decided to put new roofs on the Machine Shops - both at North Bay and Englehart, at estimated cost \$1000.00 (North Bay) and \$750.00 (Englehart). Total work not to exceed the sum of \$5500.00. Work to be taken in hand earliest possible date.

RE. MCINTYRE MINES TRESTLE - PORCUPINE

BRANCH: It has been decided to go ahead and fill this trestle; the Chief Engineer to communicate with the McIntyre Porcupine Mines Ltd. with view to obtaining a quotation for the material put into the trestle.

CONTRACT - CREOSOTING TIES - CALDERS LTD:

This question still being held in abeyance - latest advice from the Premier having been received, to the effect that so far the Government has not come to any definite decision in the matter.

RE. HEAD-ON COLLISION BETWEEN EXTRA 146,

SOUTH AND NO. 97, ENG. 125 - M.P. 157 1/2 - 10.20 A.M., AUG. 28/23:

All reports covering the investigation into this accident very carefully perused and the matter fully discussed.

Keen regrets were expressed at the fatal injuries sustained by Engineer Woollings and Brakemen Kirkwood and Foulkes - and telegrams of sympathy to the deceaseds' relatives confirmed.

After most serious consideration the dismissal of Operator Gilliece and Despatcher Dwyer, owing to their responsibility in connection with this collision, was approved.

October 3rd., 1923. - 7 -

RE. HEAD-ON COLLISION - EMPTY COACH TRAIN
EXTRA 146, SOUTH - AND NO. 97, NORTH - MILEAGE 157½, AUGUST
8TH., 1923: Paper Reports indicate that Operator Gillice

and Despatcher Dwyer are being proceeded against by the Crown
on charges of 'Criminal Negligence. Noted.

COLLISION - TRAIN NO. 47 AND EXTRA 150 -
SOUTH - NORTH SWITCH - HAILEYBURY - 10.53 A.M., JULY 23rd/23:

For their responsibility in connection
with this accident, Conductor McTavish has been assessed
thirty (30) "Demerit" marks and reduced to position of Freight
Conductor - to run 25,000 miles in this capacity, when at
the expiry of this period, if his services have been sat-
isfactory, he will be permitted to assume position of passenger
Conductor - taking whatever run his seniority will entitle him
to; Brakeman J.W. Dwyer assessed thirty (30) "Demerit"
marks; Baggage W. J. Seguin assessed thirty (30) "Demerit"
marks; Fireman J. Anderson assessed thirty (30) "Demerit"
marks - and to run 20,000 miles as Fireman on yard engine;
Engineer Fry assessed twenty (20) "Demerit" marks - and will
take freight run on the Iroquois Falls Branch.

EQUALIZATION OF PASSENGER EQUIPMENT-TRAINS
46 AND 47: Effective October 1st. it has been arranged
that both C. N. R. and T & N.O. equalize passenger equipment
on the above trains.

RE. HAILEYBURY STATION: As the Station
is nearing completion Chief Engineer and Superintendent in-
structed to draw material to fill in the approaches - thereby
placing the roadway in condition for use.

RE. WAGE AGREEMENT NO. 6 EFFECTING RATES

October 3rd., 1923.

necessary sleeping accommodation provided.

This arrangement is satisfactory to Commission and necessary authority given to Mr. Griffin to deal with.

CONDITIONS - PORQUIS JCT. STATION -

LAVATORIES, ET AL:

It has been found, as result of investigation, that a cesspool could not be satisfactorily installed and Chief Engineer instructed to continue his investigation and make necessary changes to take care of the conditions complained of.

RE. WYE AT CHARLTON:

The installation of a Wye has received very careful investigation and it was found that the work could not be done under approximately \$7000.00; as there is no appropriation under which the work could be undertaken this year, the Committee were advised that it would have to be held over until the Spring of 1924.

ALLEGED COMPLAINT REGARDING UNSANITARY

CONDITIONS EXISTING - NORTH BAY JCT. TERMINALS: This matter has received very careful investigation, and as there is no provision in this year's Estimates the work will have to be postponed until the Spring of 1924, and Committee advised accordingly.

REPAIRS - LOCOMOTIVES 125 & 126: Quotation

received from Canadian Locomotive Works, Kingston.

- \$24,700 - engine 125
- \$21,500 - engine 146

accepted, and Chief Engineer authorized to ship the engines as quickly as possible.

146

Dec. 12th - 13th., 1923.

(7)

first anticipated by the Commission, the cost exceeded the original estimate by \$3000.00.

Under the circumstances further expenditure approved.

RE. BUNKHOUSE - ENGLEHART: On consideration it was agreed that an amount should be included in this year's Estimates for the erection of a new Bunkhouse at Englehart.

RE. SANITARY CONDITIONS - NORTH BAY JCT. TERMINALS: On consideration it was agreed that an amount should be included in this year's Estimates to cover the installation of sanitary facilities at North Bay Jct.

RE. WYE AT CHARLTON: On consideration it was agreed that an amount should be included in this year's Estimates to provide a Wye at Charlton.

REPAIRS TO LONG LAKE SIDING - CHARLTON:
The first time Commission are North it is the intention to talk over this matter with the Town Officials.

Meantime, an Estimate is to be included in the Maintenance Appropriations next year to take care of this work.

RE. FOUR ADDITIONAL MIKADO LOCOMOTIVES PURCHASED FROM CANADIAN LOCOMOTIVE WORKS - KINGSTON: Three of these engines will be delivered before the end of the year and the fourth in the early part of January.

Invoice to be rendered and the four paid for this year.

REPAIRS TO LOCOMOTIVES 125 & 146: These two engines, which are being repaired by the Canadian Locomotive Works, Kingston, will be returned for service on or before the 20th. of this month.