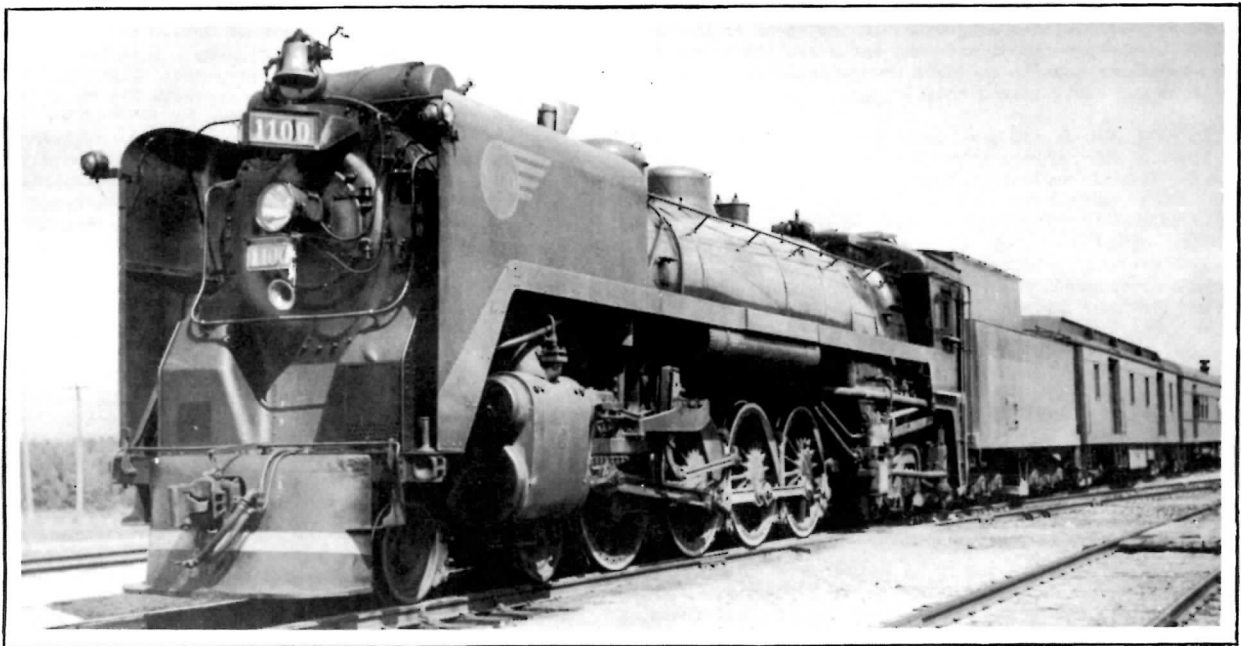


Upper Canada Railway Society

BULLETIN 29

THE ONTARIO NORTHLAND RAILWAY

By A. ANDREW MERRILEES



1100 leading "The Northland" at Porquis.
J. Norman Lowe Photo.

The discovery of natural resources in an undeveloped area has in the past been the traditional reason for the opening of the district by railway construction. Few, indeed, have been the lines successfully built on faith alone - on an assumption that by providing transportation, settlement and traffic would surely follow.

The Temiskaming & Northern Ontario, or as we now know it, the Ontario Northland, was one such line. At the time it was projected through the forests and wilderness extending from Lake Nipissing toward James Bay, it was purely and simply a development road - built by the Provincial government because the area did not show sufficiently attractive traffic possibilities to attract private railway promoters.

Today, the district it serves supports a prosperous and rapidly growing population, and whole new industries previously unknown in the Province of Ontario. The railway has repaid the vision and faith of the Province and its people a thousandfold.

At the beginning of this century, the town of North Bay was a division point on the Canadian Pacific main line from Montreal to Vancouver, while a secondary route of the Grand Trunk Railway reached up to it from Toronto far to the south. No line of railway extended northward from the C.P.R. main line within the Province of Ontario.

As many as twenty years earlier, lumbering interests had begun to penetrate this region to harvest the virgin pine and spruce. Their only highways were Lake Temiskaming and its tributary streams, but these were often unreliable in winter, as well as during the spring break-up, and the fall freeze-up. In this period, also, a few settlers had made their homesteads at the head of Lake Temiskaming, in the vicinity of the present town of New Liskeard. These hardy families were almost completely isolated from their fellow men, their markets, and their sources of supply, and had for some years been making insistent demands for rail connection with the south.

A series of surveys conducted by the Provincial government in the year 1900 showed, in addition to extensive stands of valuable timber, large areas of arable land, and hinted at the possibility of discovering important mineral deposits. In 1902 a board of commissioners, to be known as the Temiskaming & Northern Ontario Railway Commission, was appointed by the legislature, with authority to build a line of railway from North Bay to a point on Lake Temiskaming.

The first contract was let by the Commission to A.R. Macdonell on October 3, 1902, covering the complete construction of the 110 miles of railway from North Bay to New Liskeard, the first sixty miles to be completed by December 31, 1903, and the remainder by December 31, 1904.

The formality of turning the first sod having been executed with suitable ceremony by the Hon. F.R. Latchford at North Bay, May 10, 1902, construction was commenced on October 14 of the same year, and on January 16, 1905, the completed railway to New Liskeard, 114 miles in length, was turned over to the Commission for operation.

In August, 1903, even before the line was completed, a construction employee accidentally uncovered a slab of virgin silver near mile post 103. The investigation which followed disclosed the presence of rich mineral deposits spread over a large surface. The once-roaring boom town of Cobalt was thus quickly born, and prospectors and settlers flooded into the area.

On June 7, 1904, a further contract was awarded A.R. Macdonell covering the construction of a forty-mile extension northward from New Liskeard. Steel had reached Boston Creek, the terminus of the contract by December 31, 1905, and regular service as far as Englehart was established on October 1, 1906. Two short branches were also built during 1906. One extended six miles from Cobalt to the new mining centre of Elk Lake, while the other, seven and a half miles long, ran from Englehart to Charlton.

Between New Liskeard and Englehart the line emerges from the heavily forested country onto a huge fertile northern plain - the famous Clay Belt of Northern Ontario. The phenomenal possibilities of growth in an area so far north amazed both the government and the early settlers, many of whose wilderness homesteads have by now been developed into prosperous and well-ordered enterprises.

In 1907, a contract was let to extend the line northward to a junction at Cochrane with the National Transcontinental Railway, then under construction by the Dominion government from Quebec to Winnipeg, there to meet the Grand Trunk Pacific Railway. The T. & N.O. reached Cochrane on November 26, 1908, while the N.T.R. arrived on the scene in 1910, and continued westward, reaching the Prairie gateway in 1915. Ontario's development road then became an important link in transcontinental travel, through trains being routed from Toronto to Winnipeg over its line.

Gold was discovered in the Porcupine area in 1909, and in the following year the Commission started work with its own forces on a 33-mile branch from Porquis Jct. (now called simply "Porquis") to the new mining area. This branch reached South Porcupine on June 16, 1911, and Timmins on July 1, 1911. This town became a larger and much more permanent mining camp than Cobalt, and is now perhaps the most modern and progressive city in all Ontario's Northland.

In 1911, also, the Commission bought all the outstanding capital stock of the Nipissing Central Railway, which operated a small electric line between the adjacent towns of Cobalt, Haileybury and New Liskeard. This little line had a Dominion charter, which gave it the right to build into Quebec Province, a privilege which the Ontario road lacked. This was to become of value to the T. & N.O. Commissioners some time later. In this year, also, surveys were started into the country north of Cochrane, but construction of this extension was not commenced until 1921.

The year 1912 saw construction crews at work on the 28.5 mile branch from Earleton to the mining area at Elk Lake, this line being opened on February 5, 1913. Also during 1913 a branch was built from Porquis Jct. to Iroquois Falls, to serve the huge plant of the Abitibi Power & Paper Co. Ltd., then under construction. This is now one of the largest newsprint mills in the world, and a great owner of trackage and railway equipment in its own right. This branch is seven miles long, and was open for business by September 9, 1913.

While running rights over the T. & N.O. were granted in 1912 to the National Transcontinental, a part of the Canadian Government Railways, these were not exercised until 1915, when a through service between Toronto and Winnipeg was instituted, using the T. & N.O. main line as a link between the Toronto-North Bay line of the Grand Trunk Railway and the Cochrane-Winnipeg portion of the N.T.R. By 1922 this train had been discontinued as a result of the construction of the Longlac-Nakina cutoff connecting the main lines of the former Canadian Northern and National Transcontinental Railways. However, until 1930 the Canadian National's "Continental Limited" continued to use the T. & N.O. as part of its route between Montreal and Vancouver. This route consisted of the

former Canadian Northern main line east of North Bay, thence the T. & N.O. to Cochrane, the former N.T.R. to Winnipeg, and a combination of the main lines of the former Canadian Northern and Grand Trunk Pacific systems to Vancouver.

The outbreak of war in 1914 put an end for several years to ambitious railway construction projects, and may be said to mark the close of the first chapter in the life of Ontario's Development Road. The second chapter opened in 1921, with the approval by the Provincial government of an extension of the line northward from Cochrane, with the object of eventually reaching James Bay, and of giving Ontario a seaport of her very own. A contract covering the construction of seventy miles of line, from Cochrane to Fraserdale, was let on January 7, 1922, and the line was open as far as Coral Rapids by November 1, 1923. The building of this branch was designed to make possible the construction of a huge hydro-electric power plant in the canyon of the Abitibi River.

Also in 1923, work was started on a branch from Swastika northeastward to the bustling new gold mining area around Kirkland Lake and Larder Lake. This was built under the Nipissing Central charter, with a view to eventually entering Quebec. This branch was completed to Larder Lake on November 10, 1924, to the Quebec border in 1925, and to Rouyn and Noranda in 1927.

On November 10, 1924, a twenty-mile branch was completed from a point south of Cobalt to Silver Centre, in the Lorrain silver mining region. This was one of the Commission's shortest-lived projects, however, as it was abandoned in 1935, the mineral deposits having been found to be of less value than anticipated.

The short branch to Kerr Lake was abandoned in September, 1927, thus becoming the T. & N.O.'s first abandonment. The general decline in activity in the once-fabulous Cobalt silver mining area was the reason for this retrenchment.

From 1928 to 1932 construction was underway on the extension of the Fraserdale line through barren and uninhabited country to Moosonee, near the ancient Hudson's Bay Company trading post of Moose Factory, on James Bay. Steel reached the final terminus in the fall of 1931, and on July 15, 1932 the golden spike was driven home by the Hon. George S. Henry, then Premier of Ontario, exactly 300 years after the English explorer, Captain James, had arrived at the spot in his sailing ship. Among those present, and assisting at the ceremony, was Mr. Justice Latchford, who had officiated at the turning of the first sod at North Bay in 1902, barely thirty years earlier. A monumental job of construction and development had been accomplished in those thirty short years by the people of Ontario and their government.

In April, 1946, the old name of Temiskaming & Northern Ontario was changed to Ontario Northland Railway, to avoid confusion with another railway using the initials T. & N.O., the Texas & New Orleans, a unit of the Southern Pacific system. The present O.N.R. includes the Swastika-Noranda line of the Nipissing Central Railway, the electric operation of this subsidiary having been abandoned years ago. The Ontario Northland Transportation Commission operates, in addition to the railway, steamboat services on Lake Nipissing and the Temagami chain, and a motor bus system paralleling the main line, and replacing passenger trains on the Elk Lake, Charlton and Iroquois Falls branches. Ontario's own system is thus leading the way in operation of co-ordinated transportation services by different types of carriers under unified management.



Bulletin 29 March, 1951

UPPER CANADA RAILWAY SOCIETY
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DIESEL-ELECTRIC LOCOMOTIVES

ROAD NUMBERS	TYPE	WHEEL ARRGT	YEAR BUILT	BUILDER	SERIAL NUMBER	TRACTIVE EFFORT (CONTINUOUS)	HAULAGE RATING	DRIVERS	MAX SPEED	ENGINE WEIGHT
1200 to 1202	1000 HP Switcher	B-B	1946	Alco-GE	77479-81	34000 lbs	34%	40"	60	230,000
1203	" "	"	1950	MLW-GE	77586	"	"	"	"	"
1300 to 1301	1500 HP Road Switcher	"	1949	Alco-GE	76824-25	42500	43%	"	65	245,000
1302 to 1303	" "	"	1950	MLW-GE	76096-97	"	"	"	"	"
1304 to 1307	1600 HP Road Switcher	"	1951	"	77742-45	52500	53%	"	"	"
1500 to 1505	1500 HP Road "A" Units	"	1951	GM-Dies	"	40000	40%	"	"	"

All these locomotives (except 1203) are equipped with multiple-unit control. 1300 - 1307 and 1500 - 1505 have train heat boilers.

SELF-PROPELLED CARS

ROAD NUMBERS	TYPE OF CAR	YEAR BUILT	BUILDER	CAR WEIGHT	REBUILT	DISPOSITION
Original 1939						
1002	1000 73 ft. Gas-Electric Combination Car	1926	Brill	116400	Rebuilt to Diesel-Electric car, baggage only, with 250 HP Cummings engine, 1939.	Stored
1000	1001 Storage Battery Combination Car (DE)	1924	C C & F	55400	Rebuilt 1939 as combination trailer for 1000	I/S
1001	1002 " "	"	"	57300	Rebuilt 1939 as first-class trailer for 1000	I/S

GENERAL REMARKS

1. The all-time roster is complete to February 15, 1951.

2. Column Details

- Tractive effort, cylinders, drivers and engine weight details are for locomotives as originally built. Subsequent rebuildings of locomotives has changed much of this data.
- Tractive effort shown is without booster.
- Haulage rating is new haulage rating of locomotives in service as of February 15, 1951. 1% approximately equals 1000 lbs. tractive effort. Where two figures are given, second is H.R. with booster.
- Engine weight is weight of locomotive less tender.
- Locomotives were rebuilt by Kingston (K), Montreal (M), and North Bay shops (N).

3. Renumbering Details

- All locomotives retained road number assigned on acquisition by T. & N.O. until the general renumbering in 1935, with the exception of the following special renumberings:
 - Locomotives 1 to 4 renumbered as 101 to 104 in 1905 to initiate the general numbering system with the coming of new locomotives 105 to 114.
 - Locomotive 150 (0-6-0) renumbered as 154 on December 19, 1920 when locomotives 147 to 150 (2-8-2) ordered in same year.
 - Locomotives 141 to 150 (2-8-2) renumbered as 300 to 309 in 1929 when locomotives 141 to 144 (2-8-0) ordered in the same year.
- First general renumbering took place November 1, 1935.
- Second general renumbering took place in December, 1940, and is still in effect. At that time locomotives 851 to 854 were assigned numbers 800 to 803, but the locomotives were disposed of without having their numbers changed.
- Locomotive 312 had number changed to 317 about 1943, following collision with 311 about 1938.

NOTES ON STEAM LOCOMOTIVES

- Locomotives 109 and 110 were purchased in October, 1905 from Pittsburgh & Lake Erie R.R. 48 and 49, and were the only second-hand locomotives purchased by the T. & N.O. or O.N.R.
- Valve gears on Locomotives 111 to 132 were changed from Stephenson to Walchaert during 1918 to 1922. These locomotives were equipped with superheaters during 1918 to 1923.
- Locomotives 133 to 136 were superheated when rebuilt by Montreal Locomotive Works in June, 1914.
- Locomotives 141 to 146 originally had Russian style cabs.
- Locomotives 150 and 157 to 160 (later 309 and 700 to 703) were first locomotives in Canada to be equipped with boosters; these were applied when the locomotives were built. Boosters have since been removed from 159, 160 (702, 703).
- Valve gears on 306, 307, 700, 701 (formerly 306, 308, 157, 158) were changed from Young to Baker in 1941 and 1942.

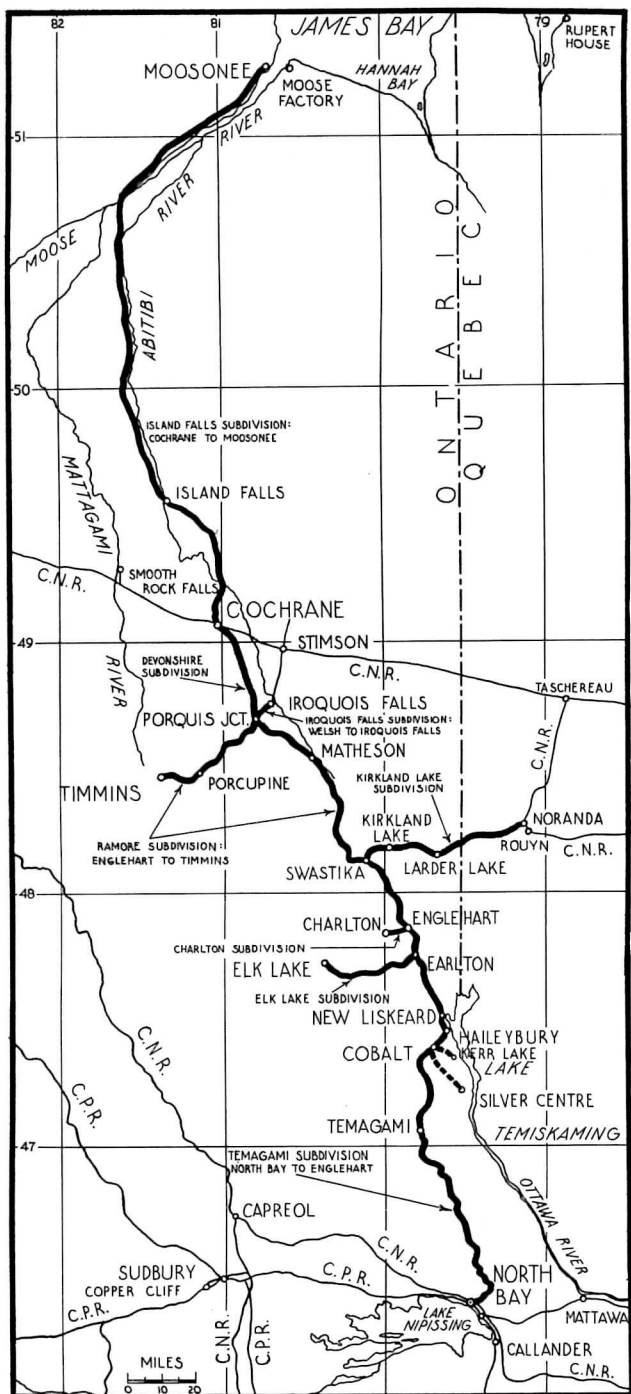
G. Locomotives 700 and 701 (originally 157 and 158) were streamlined, painted green, given new A.A.R. front ends, Baker valve gear, BK boosters, Elesco exhaust steam injectors, Barco power reverse gear, and had tenders lengthened to give a capacity of 8500 gals. and 13 tons, in December 1940 and January, 1941.

H. Booster applied by builder.

DISPOSITION OF STEAM LOCOMOTIVES

The following locomotives removed from service prior to February 15, 1951 are listed in the same order as they appear in the roster and by their original numbers. Locomotives removed after 1935 have the numbers that they bore at time of removal shown in brackets after original numbers.

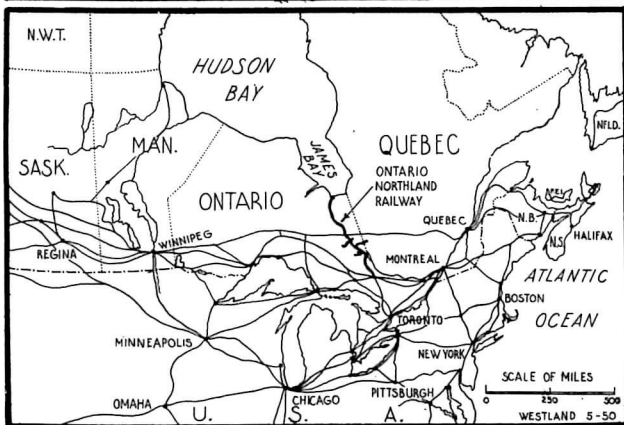
- Sold to Canadian Equipment Co., June/20; resold to Alberta & Great Waterways Rly., June 9/21 as #30; now scrapped.
- Sold to Baldry, Yerburgh & Hutchinson (contractors on Welland canal), May 8, 1914.
- Sold to Canadian Equipment Co., June/20; resold June 9/21, probably to contractor on Welland canal
- Sold to Canadian Equipment Co., June/20; resold to Alberta & Great Waterways Rly, Aug. 19/20 as #29; now scrapped.
- Sold to Canadian Equipment Co., June/20; resold to Roberval & Saguenay Rly, July/20, as #10; scrapped.
- Sold to Canadian Equipment Co., June/20; resold August 19, 1920, probably to a contractor on Welland canal.
- Sold to Canadian Equipment Co., June/20; resold June/20, probably to a contractor on Welland canal.
- Sold to Canadian Equipment Co., June/20; resold to Roberval & Saguenay Rly., Sept./20 as #11; scrapped.
- (109) - Scrapped November, 1940.
- (110) - " " "
- (111) - " July, 1940.
- (112) - " December, 1947.
- (114) - " July, 1940.
- (215) - Sold to Mattagami R.R., Smooth Rock Falls, Ont. in July, 1941 as #102; still in service.
- (216) - Scrapped July, 1940
- (217) - " December, 1940
- (218) - " July, 1940
- (219) - Sold to Normetal Mining Corp., Normetal, Que., January, 1938, as 219.
- (220) - Scrapped July, 1940
- (202) - " December, 1947.
- (203) - " " "
- (205) - " " "
- (102) - " " "
- (103) - " April, 1949
- (206) - " December, 1947
- (209) - Written off December, 1947; in storage at North Bay shops, February 15, 1951.
- (307) - Scrapped July, 1940.
- (309) - " " "
- (851) - " December, 1940
- (852) - " " "
- (853) - Sold to Normetal Mining Corp., June, 1941 as #853, resold to Manitoba Paper Co., Pine Falls, Man., 1946.
- (854) - Sold to Abitibi Power & Paper Co., Iroquois Falls, Ont., December, 1941, as #60; still in service.
- (1101) - Stored at North Bay shops for scrapping, Feb. 15/51.



- 102 - (ex 127) at Cochrane station, hauling Cochrane - Porquis local - J. Norman Lowe photo
- 1301 - 1500 h.p. road-switcher at North Bay roundhouse, July 19, 1943 - from Frank J. Bechtel
- 117 - (later 217) at North Bay, July, 1934 - James H. Allen photo
- 1200 - 1000 h.p. switcher in North Bay yards

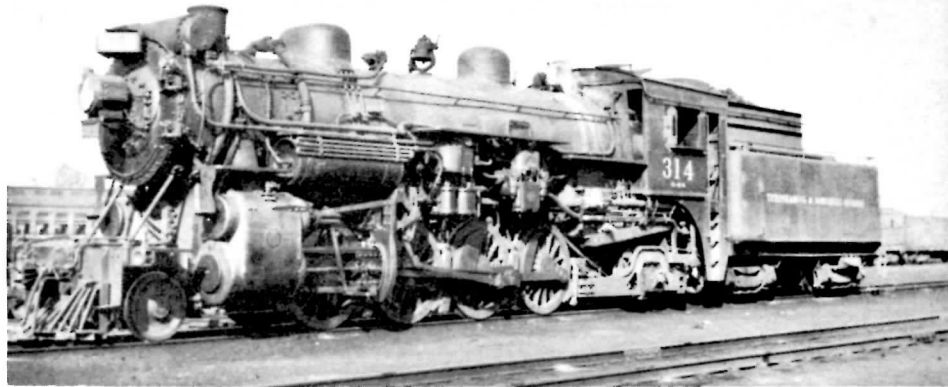
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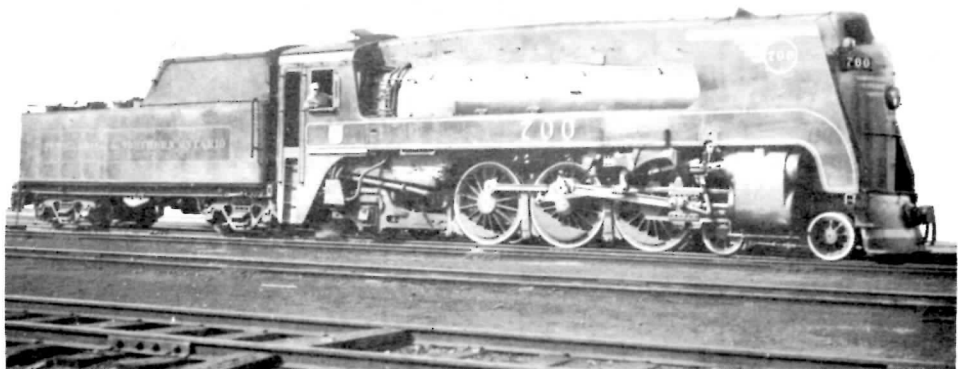
Detail and locational maps of Ontario Northland Railway

ONTARIO NORTHLAND RAILWAY



TOP - 314 at
Englehart, about
to be coupled to
a Timmins freight.
J. Norman Lowe photo

RIGHT - 700
before removal of
streamlining.
From John R. Lee



LEFT - 110 at
North Bay in
July, 1934.

BOTTOM - 136
on train 18 at
New Liskeard,
July 24, 1934.

James H. Allen
photos



ONTARIO'S
DEVELOPMENT
ROAD

ALL-TIME LOCOMOTIVE ROSTER

STEAM LOCOMOTIVES

ROAD NUMBERS			WHEEL ARRGT	YEAR BUILT	BUILDER	SERIAL NUMBER	TRACTIVE EFFORT	HAULAGE RATING	CYLINDERS D x S	DRIVERS	ENGINE WEIGHT	REBUILT	NOTES	DISPOSITION	
Original	1935	1940													
1 &	101		4-6-0	1903	Kingston	611	23671 lbs		19" x 24"	56"	135000			Sold	
2 &	102		"	"	"	612	"		"	"	"			Sold	
3 &	103		"	"	"	613	"		"	"	"			Sold	
4 &	104		"	"	"	614	"		"	"	"			Sold	
	105		"	1906	"	689	"		"	"	138000			Sold	
	106		"	"	"	690	"		"	"	"			Sold	
	107		"	"	"	691	"		"	"	"			Sold	
	108		"	"	"	692	"		"	"	"			Sold	
	109		4-4-0	1892	Pittsburgh	1295	13240		17" x 24"	68"	88500		A	Scrap	
	110		"	"	"	1296	"		"	"	"		A	Scrap	
	111	111	4-6-0	1906	Montreal	40873	23400		19" x 24"	62"	142000		B	Scrap	
	112	112	"	"	"	40874	"		"	"	"	M 1919	B	Scrap	
	113	113	101	"	"	40876	"	23%	"	"	"	M 1919	B	I/S	
	114	114	"	"	"	40877	"		"	"	"		B	Scrap	
	115	215	"	1907	"	44165	25740		"	57"	145000		B	Sold	
	116	216	"	"	"	44166	"		"	"	"		B	Scrap	
	117	217	"	"	"	44167	"		"	"	"		B	Scrap	
	118	218	"	"	"	44168	"		"	"	"		B	Scrap	
	119	219	"	"	"	44169	"		"	"	"		B	Sold	
	120	220	"	"	"	44170	"		"	"	"		B	Scrap	
	121	221	200	1908	Kingston	841	26301	26%	"	56"	143800	K 1918	B	I/S	
	122	222	201	"	"	842	"	26%	"	"	"	K 1922	B	I/S	
	121	221	202	"	"	843	"		"	"	"	K 1922	B	Scrap	
	124	224	203	"	"	844	"		"	"	"	K 1922	B	Scrap	
	125	225	204	"	"	845	"	26%	"	"	"	K 1922	B	I/S	
	126	226	205	"	"	846	"		"	"	"	K 1922	B	Scrap	
	127	127	102	1909	"	905	23379		"	63"	150200	M 1919	B	Scrap	
	128	128	103	"	"	906	"		"	"	"	M 1919	B	Scrap	
	129	229	206	"	"	907	25840		"	57"	149000	M 1919	B	Scrap	
	130	230	207	"	"	908	"		"	"	"	M 1919	B	I/S	
	131	231	208	"	"	909	"		"	"	"	M 1919	B	I/S	
	132	232	209	"	"	910	"		"	"	"	M 1919	B	Stored	
	133	633	600	4-6-2	1911	"	961	30422	33%	21" x 28"	69"	203100	M 1914	O	I/S
	134	634	601	"	"	"	962	"	30%	"	"	M 1914	O	I/S	
	135	635	602	"	"	"	963	"	30%	"	"	M 1914	O	I/S	
	136	636	603	"	"	"	964	"	30%	"	"	M 1914, 30	C	I/S	
	137	437	400	2-8-0	1912	"	1039	42598	43%	23" x 30"	57"	210600	"	I/S	
	138	438	401	"	"	"	1040	"	43%	"	"	"	"	I/S	
	139	439	402	"	"	"	1041	"	43%	"	"	"	"	I/S	
	140	440	403	"	"	"	1042	"	43%	"	"	"	"	I/S	
141 &	300	300	300	2-8-2	1916	"	1345	45530	45%	25" x 30"	63"	258040	"	D	I/S
142 &	301	301	301	"	"	"	1346	"	45%	"	"	"	"	D	I/S
143 &	302	302	302	"	"	"	1347	"	45%	"	"	"	"	D	I/S
144 &	303	303	303	"	"	"	1348	"	45%	"	"	"	"	D	I/S
145 &	304	304	304	"	"	"	1349	"	45%	"	"	"	"	D	I/S
146 &	305	305	305	"	"	"	1350	"	45%	"	"	"	"	D	I/S
	141	541	500	2-8-0	1930	"	1899	45030	48%	23" x 30"	57"	238250	"	"	I/S
	142	542	501	"	"	"	1900	"	48%	"	"	"	"	"	I/S
	143	543	502	"	"	"	1901	"	48%	"	"	"	"	"	I/S
	144	544	503	"	"	"	1902	"	48%	"	"	"	"	"	I/S
147 &	306	306	306	2-8-2	1921	"	1688	45535	51%	25" x 30"	63"	261800	N 1923	F	I/S
148 &	307	307	"	"	"	"	1689	"	"	"	"	"	"	"	Scrap
149 &	308	308	"	"	"	"	1690	"	45%	"	"	"	"	"	I/S
150 &	309	309	"	"	"	"	1691	"	"	"	"	"	E, H	"	Scrap
	151	851	(800)	0-6-0	1906	"	747	31913	"	19" x 26"	50"	121000	"	"	Scrap
	152	852	(801)	"	"	"	748	"	"	"	"	"	"	"	Scrap
	153	853	(802)	"	1909	"	903	31286	"	"	51"	123200	"	"	Sold
150 &	154	854	(803)	"	"	"	904	"	"	"	"	"	"	"	Sold
	155	955	900	0-8-0	1920	Montreal	62498	42570	43%	23" x 28"	53"	208500	"	"	I/S
	156	956	901	"	"	"	62499	"	43%	"	"	"	"	"	I/S
	157	757	700	4-6-2	1921	Kingston	1692	36493	38-48%	"	69"	250500	N 1940	E, F, G, H	I/S
	158	758	701	"	"	"	1693	"	38-48%	"	"	"	N 1941	E, F, G, H	I/S
	159	759	702	"	"	"	1694	"	36%	"	"	"	"	E, H	I/S
	160	760	703	"	"	"	1695	"	36%	"	"	"	"	E, H	I/S
	310	310	310	2-8-2	1923	"	1740	45500	51-61%	25" x 30"	63"	278700	"	"	I/S
	311	311	311	"	"	"	1741	"	51-61%	"	"	"	"	"	I/S
	312	312	317	"	1924	"	1742	"	51-61%	"	"	"	"	"	I/S
	313	313	313	"	"	"	1743	"	51-61%	"	"	"	"	"	I/S
	314	314	314	"	1925	"	1770	"	51-61%	"	272700	"	"	"	I/S
	315	315	315	"	"	"	1771	"	51-61%	"	"	"	"	"	I/S
	316	316	316	"	"	"	1772	"	51-61%	"	"	"	"	"	I/S
	1100	1100	4-8-4	1936	"	"	1919	54500	55-65%	22 1/2" x 30"	69"	371320	"	H	I/S
	1101	1101	"	"	"	"	1920	"	"	"	"	"	"	H	Stored
	1102	1102	"	1937	"	"	1921	"	55-65%	"	"	"	"	H	I/S
	1103	1103	"	"	"	"	1922	"	55-65%	"	"	"	"	H	I/S