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Rail and Transit

Canada's Railway Magazine

March - April 1978

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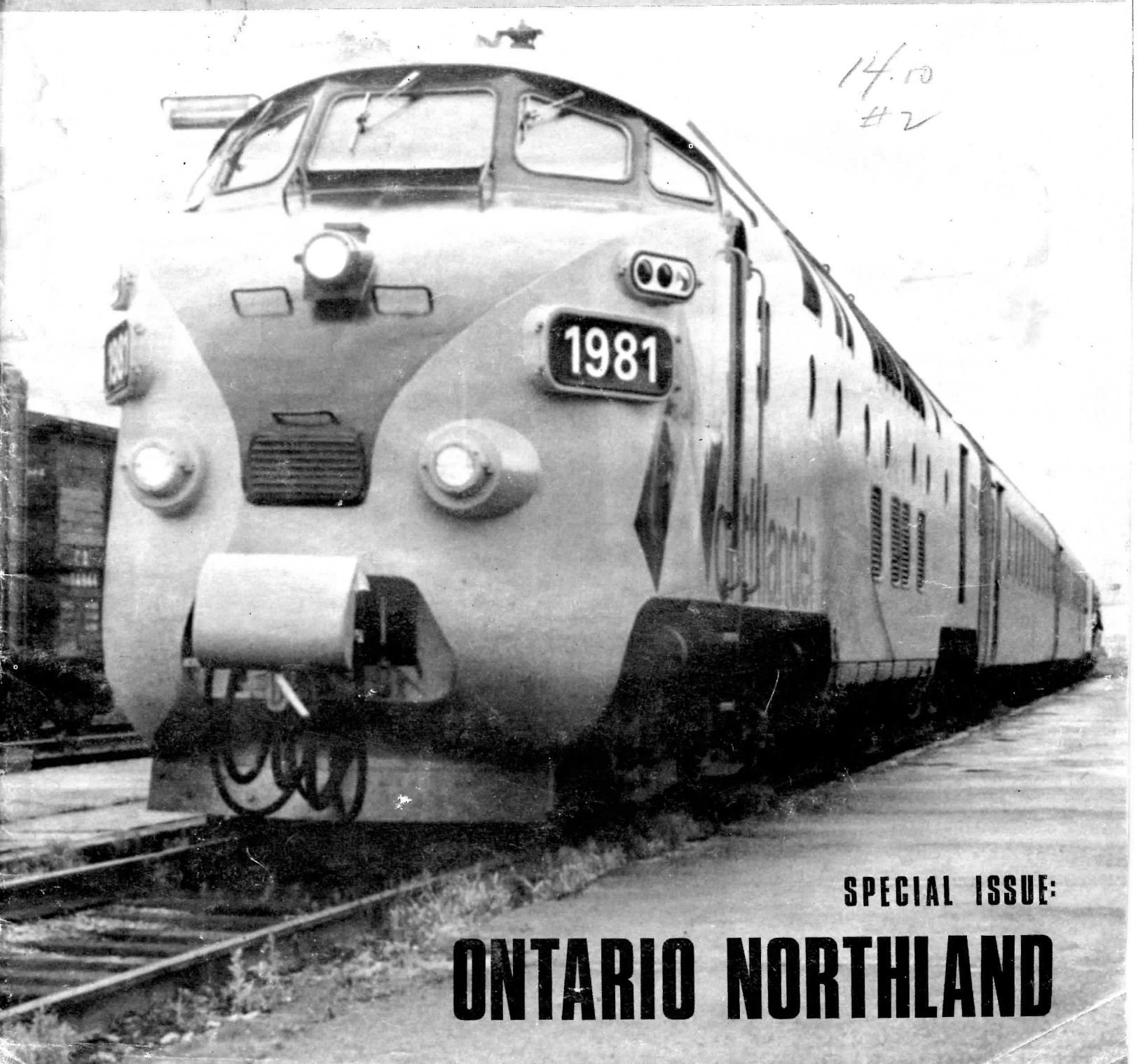
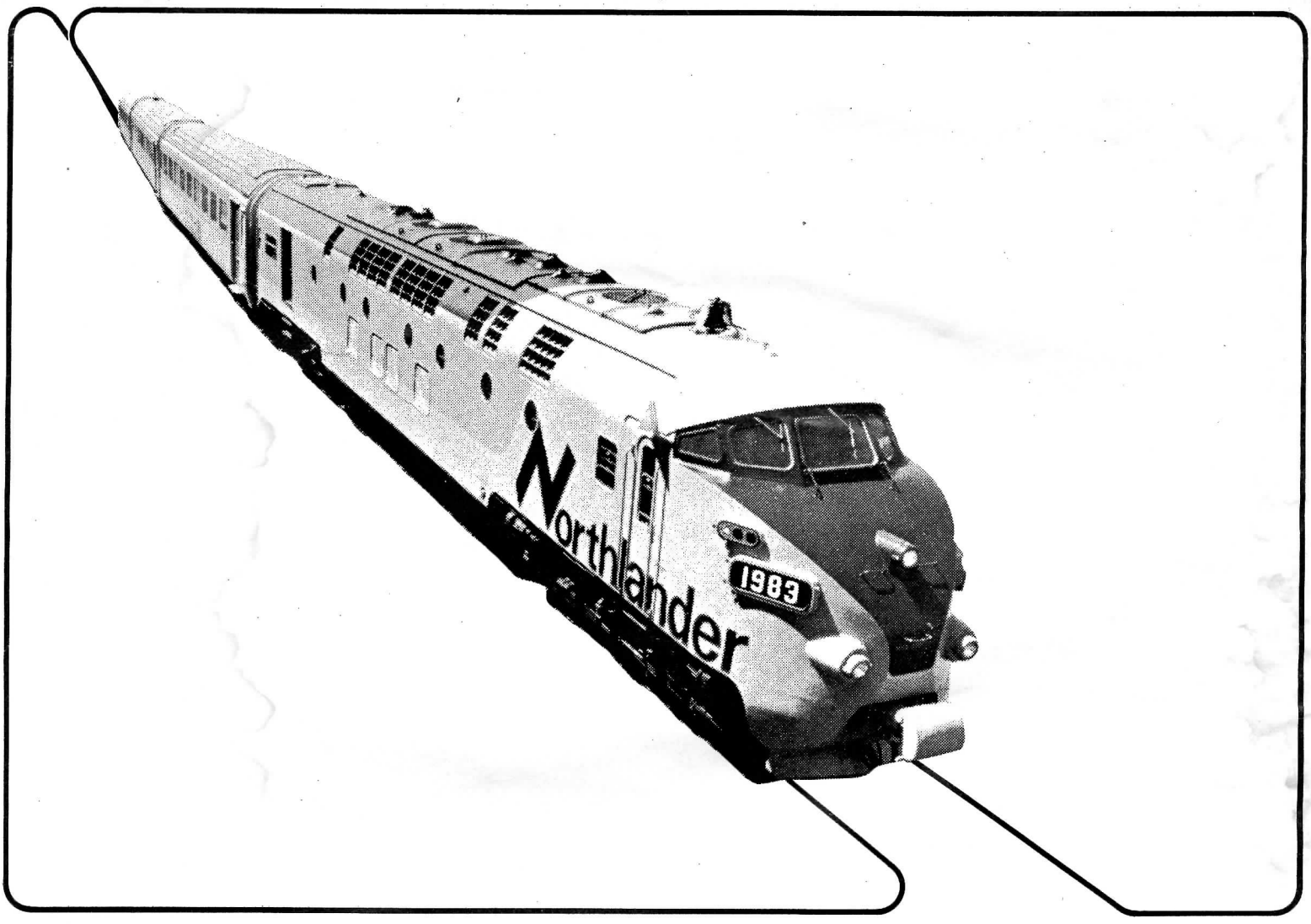


SPECIAL ISSUE:

ONTARIO NORTHLAND


Northlander
1983

Rail and Transit

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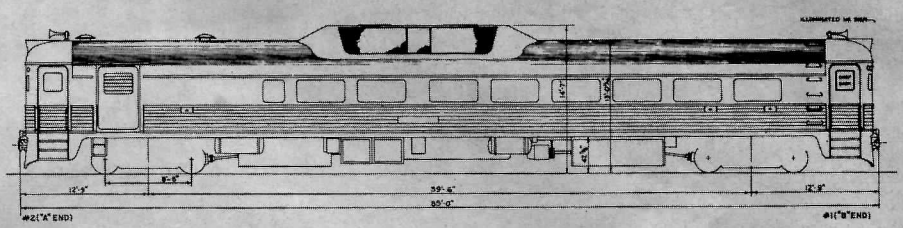

MARCH - APRIL 1978

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ANNUAL SUBSCRIPTION RATE

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FRONT COVER
Northlander unit #1981 arriving in North Bay (CN/ONR) station shortly after the service was inaugurated. (R.G. Eastman)

(Advertisment)

THE Northlander

Now you can travel in luxury between Toronto, North Bay and Timmins aboard the Ontario Northland's exciting new single-unit, four-section "NORTHLANDER".

The "NORTHLANDER" - a new concept in Canada in a single-unit passenger train... styled in the manner of the famous Trans-Europ-Express.

- Seat reservation service
- Coach or compartment accommodation
- Dining car meal service
- Snack cart service
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Ontario Northland

Head Office - North Bay, Ontario

BUILDING NORTH

The Ontario Northland story

The idea of building a railway north through Northern Ontario to a point on James Bay had occurred to a number of dreamers from at least as early as 1884. For most of these, the goal was to create an ocean port through which might be developed the fabulous but quite unknown resources of the country around James and Hudson Bays. Perhaps the most fantastic proposals made in those early days was drafted by Charles Harvey in 1897. This was for the installation of the Great Northern Ontario and Northwest Canada Transit Route, a composite of railways and boat lines extending from Sault Ste. Marie via Moose Factory, Chesterfield Inlet, Great Slave Lake, the MacKenzie River and the Yukon to the Bering Straits. For all the impracticability of such a project, Mr. Harvey alone seems to have had a just appreciation of the potential value of the territory to be traversed in Northern Ontario. In the summer of 1897, Mr. Harvey, accompanied by Mr. W.A. Charlton, MPP, made a trip for a considerable distance down the Missinaibi River, no doubt starting their canoe trip at Dog Lake on the CPR. Although such a trip was quite unlikely to disclose any evidence of valuable minerals, it would have shown tremendous resources in timber and pulp wood and wide areas of arable land. The important point is that Mr. Harvey took a hard look at Northern Ontario instead of contemplating the end of the rainbow at the Bering Straits.

It is narural that the early schemes for railway construction should have concentrated on the valley of the Missinaibi River. The headwaters of this river extend to within a few miles of the CPR and the height of land in that area presented no barrier to railway construction. However, when the building of a railway became a practical problem, the onlt route fiven serious consideration was one directly north from North Bay. On the principle that a straight line is the shortest distance between two points, such a railway would bring whatever developments resulted into a direct line with Toronto and the area of greatest industrial activity. As an immediate objective, the railway would afford an outlet for the farmers settled at the head of Lake Temiskaming and there was a g-od prospect that profitable lumbering operations could be established along the line. Little more was contemplated or hoped for and the outlook was bleak enough to cause much vocal opposition and no interest at all on the part of either of the two great Canadian railways.

The first step towards the construction of a railway took place in 1900 when the Ontario Legislature appropriated $40,000 to defray the cost of locating a railway from North Bay to New Liskeard. W.B.Russell was the engineer appointed to carry out the survey and he began work in May 1901. It was rugged country all the way with rivers and streams crossing the line but seldom affording valleys to permit easy grades and alignments. Since the country to be traversed was devoid of roads, supplies were taken in by canoe. Ottertail Creek gave access to the line at Bushnell, the Matabitchiwan at Temagami and Lake Temiskaming at Haileybury and New Liskeard. The Temiskaming and Northern Ontario Railway Act was passed at the 1902 session of the Legislature and given Royal Assent on March 17, 1902. The Hon.F.R. Latchford, Ontario Minister of Public Works, turned the first sod on high ground at the west end of Trout Lake. On May 24, a contract was let by the Department of Public Works for the clearing of the first twenty miles of the right-of-way. Under the authority of the Act, the first Temiskaming and Northern Ontario Railway Commission was appointed by order in council on July 24, 1902. The Commission consisted of:

A.E.Ames, Toronto, Chairman
E. Gurney, Toronto, Commissioner
M.J. O'Brien, Renfrew, Commissioner
B.W. Folger, Kingston, Commissioner
F.E. Leonard, London, Commissioner
P.E. Ryan, Toronto, Secretary-Treasurer

At the first Commission meeting, held on July 29, Mr. W.B. Russell was appointed Chief Engineer.

Since the first contracter had failed to make satisfactory progress, that contract was abrogated and the Commission awarded its first contract on October 3, 1902, to Allen Ronald MacDonnell. It covered all phases of construction work for 110 miles of railway. The first sixty miles were to be completed by December 31, 1903, and the remainder by December 31, 1904. Actual construction work began on October 14, 1902.

During 1903, construction of the National Transcontinental Railway was being discussed. The Commission, in anticipation of a possible connection with this railway, that year began exploratory and location surveys north from New Liskeard. It was on August 7, 1903 that James H. McKinley and Ernest J. Darrah made the first discovery of valuable minerals in what was to become the Cobalt mining field. It is interesting to note what the Chief Engineer's Annual Report for 1903 had to say on the subject of minerals:

> When the surveys of the railway were commenced, it was known that there existed a mineral belt of some considerable extent near Temagami Lake, principally of iron ore. With the railway passing through the belt no doubt development work will commence, which was practically impossible before. During the construction of the railway near the 103rd. mile, mineral deposits were discovered, which proved to be nickel ore. The Provincial expert reports these finds of great value. There appears to be little doubt that the Northern portion of the railway passes through an exceedingly valuable mineral territory.

On June 7, 1904, A.R. MacDonnell recieved an additional contract for one hundred miles of railway from New Liskeard north to the vicinity of Watabeag River. Under this contract, steel reached the Blanche River, immediately south of Englehart, by the end of 1904.

Completion of the first contract to New Liskeard was delayed by half a month and so it was on January 16, 1905, when the Commission took over that section of the railway for operation. The first superintendant of the railway was J.H. Black, who had been appointed General Freight and Passenger Agent on September 27, and was promoted to Superintendant and Traffic Manager on December 5, 1904. The functions of general management were at that time and for many years ferformed by the Commission.

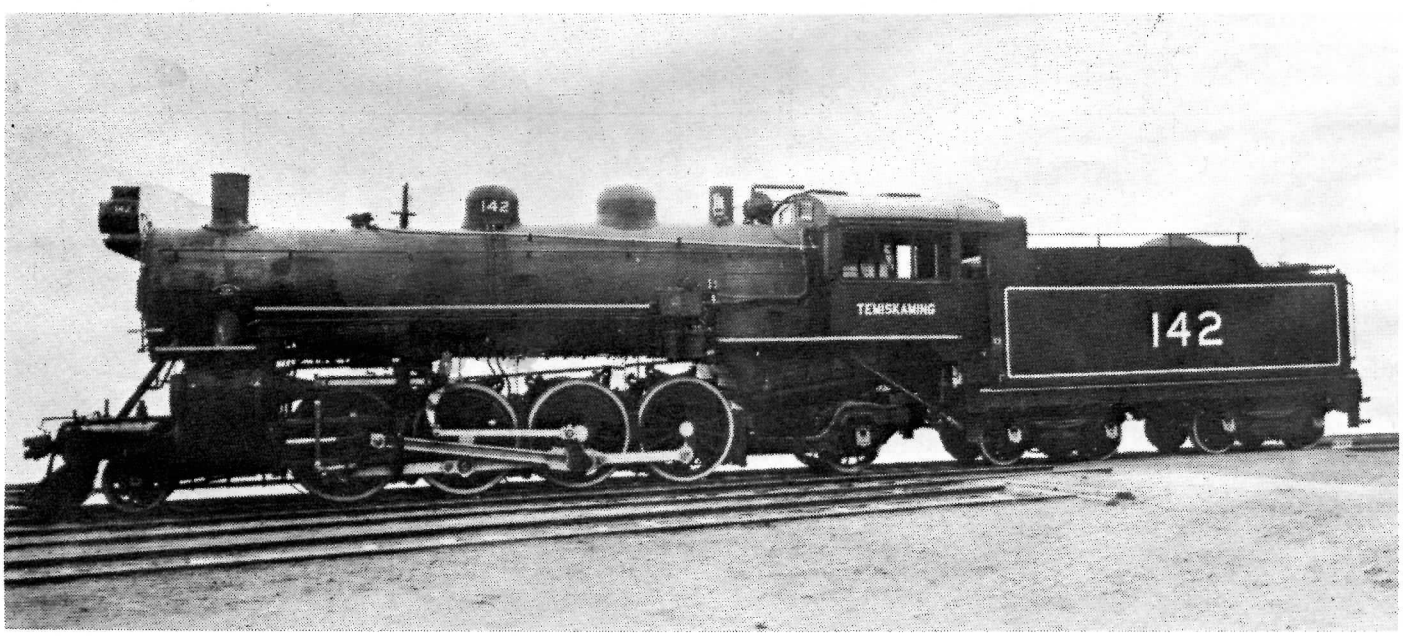
Crowds wait on the platform at Cobalt in 1906. This was the first of the T&NO silver boom towns. (Ontario Archives)

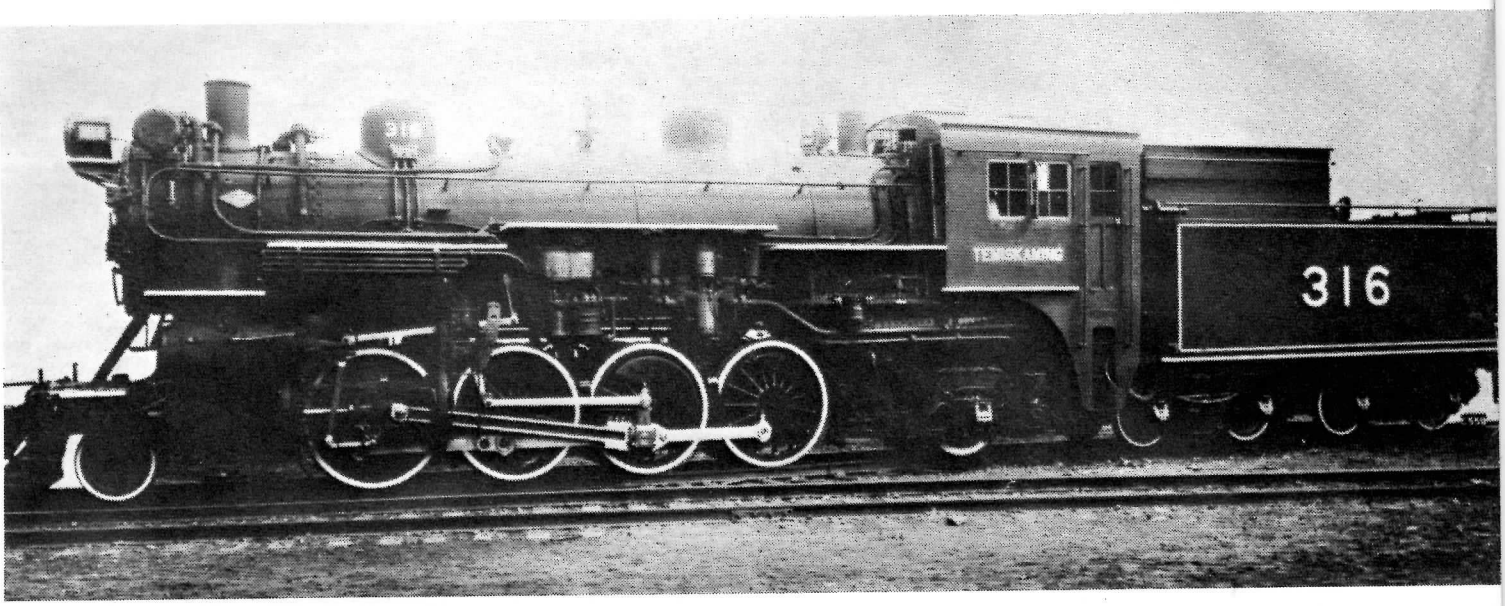
A Nipissing Central trolley in "downtown" Haileybury in the early days of the line. We are not certain whether the people are on the roof as line crew or as a typical period pose (Ontario Archives)

To haul the heavier loads that came from the mines, the T&NO ordered 6 of these 2-8-2's in 1916. They remained in service until 1957. (ONR)

Steel was laid to Boston Creek by December 31, 1905. and on October 1 of the following year, the line between New Liskeard and Englehart was taken over for operation by the Commission. In 1906, contracts were awarded for two short branch lines, from Cobalt to Kerr Lake and from Englehart to Charlton. Both were in operation by 1907, which was the year when twelve inches of snow fell at Cobalt on May 28. By 1907, the main line had reached Matheson and on February 28 of that year, a contract was awarded for the extension of the line to Cochrane to effect a junction with the National Transcontinental Railway then being constructed to the west from Quebec City. Steel reached Cochrane on November 26, 1908.

In 1912 running rights were granted to the National Transcontinental Railway, by then a part of Canadian Government Railways, but these were not excercised until 1915, when a through service from Toronto to Winnipeg was introduced, using the T&NO main line as a link between the Toronto - North Bay line of the Grand Trunk Railway and the Cochrane - Winnipeg portion of the NTR. By 1922 this train had





#316 represented an order of 3 Mikes from CLC in 1925 (ONR)

been discontinued as a result of the construction of the Longlac (-Nakina) Cutoff, connecting the former Canadian Northern and National Transcontinental Railways. However until 1930 the Canadian National's "Continental Limited" continued to use the T&NO 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&NO to Cochrane, the former NTR to Winnipeg,and a combination of the main lines of the former Canadian Northern and Grand Trunk Pacific systems to Vancouver.

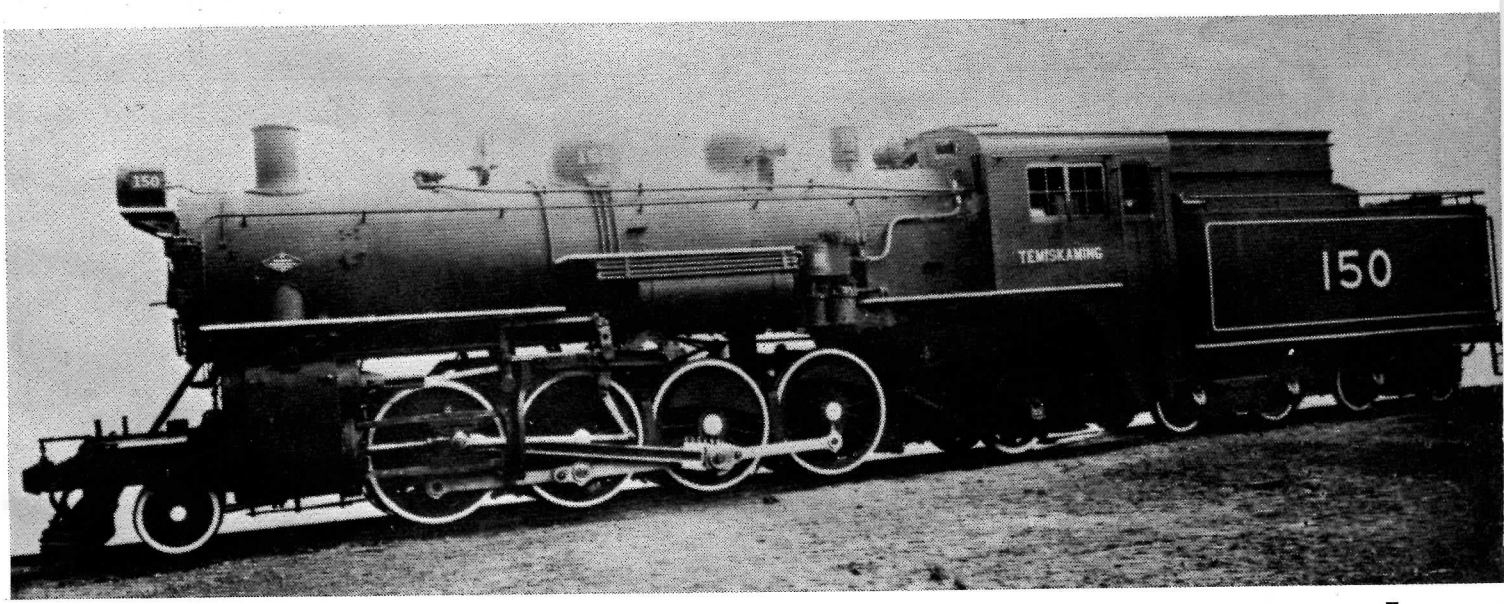
Explorations made to the Larder Lake area and to the Gowganda country in that year did not result in further action in either direction. In 1909, preliminary surveys were made into the Porcupine, where the discovery of gold had been reported and construction work, undertaken by the Commission's own forces began from Mileage 224, at that time known as Iroquois Falls. Track laying was started in February, 1911, and reached South Porcupine on June 16. Regular services were in operation on July 1, 1911, most opportunely, since a disastrous fire, which took seventy-two lives, swept the mining area just ten days later.

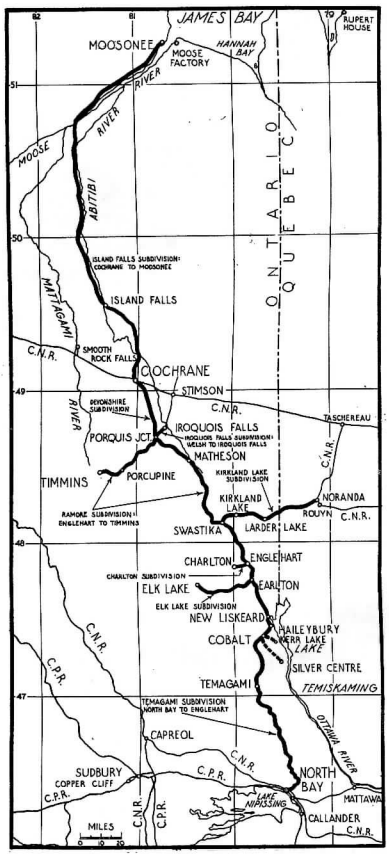
As early as 1905, a survey, exploratory in nature, had been made to James Bay and, in 1911, a party went in under S.C. Ells, an engineer of wide experience in Northern Canada, for the specific purpose of determining the best location for a terminus on James Bay. His report strongly recommended a point on the Moose River in the neighbourhood of Moose Factory.

On June 21, 1911, the Commission purchased the Nipissing Central Railway, an electric line operating between Cobalt and Haileybury. As this railway was operated under the authority of a Federal charter, its aquisition gave the T&NO the right to cross Provincial boundaries. The NCR was extended to New Liskeard and the extension was in operation on November 2, 1912.

Because of increasing silver production in the Gowganda area, a preliminary study and survey of a branch line from Earlton to Elk Lake was carried out between 1906 and 1908 with actual construction commencing on April 1, 1912, with the last spike being driven on January 30, 1913. The Elk Lake branch is 28.5 miles long and in earlier days a fair sized station existed at Earlton from which point the Elk Lake branch commences. The total cost of construction of the subdivision, not including bridges was $180,398.50. The contractor was McCaffrey & McQuigge of Toronto. At mileage 11.6 a timber trestle now stands over the Jean Baptiste Creek, the track being some 75 feet above water level. This is the third trestle at this location. The original, constructed in 1912 was badly burnt in a fire in 1922, was later repaired and finally replaced in 1938. The 1938 trestle was demolished when the present structure

Most T&NO freight was handled by 2-8-2's such as #150. (ONR)





Map of the Ontario Northland Railway at the end of the steam era.

was erected alongside it in 1962. Built by Leo Allaire & Sons of Matheson, the present structure cost $126,662. At mileage 23, a through truss span, 225 feet in length was built in 1914 over the Montreal River. Known as the Wobin Bridge, the total cost including concrete work was $80,368.

In 1913, another branch line was constructed to serve the Abitibi Power and Paper Company mill being constructed a few miles to the east of the main line. As a result a change of names took place, the junction point becoming Porquis, a synthetic name, and the new paper town was called Iroquois Falls. The construction of this branch was a combined effort, with the Abitibi Company clearing the right-of-way, McDougall and McCluskey doing the grading and the Commission laying the track. Regular service began on September 9, 1913, the last passenger train ran in 1938.

This marked completion of the early phases of railway construction in Northern Ontario. With the outbreak of World War I, all the resources of Canada were directed to that end and further expansion of the T&NO ceased during the war years and for a year or two later.

Construction began once more in 1922, a contract being awarded late in the previous year for seventy miles of track north from Cochrane. The completion date was stipulated as October 31, 1923. The line was opened for traffic only as far north as mileage 44.4 on November 1, 1923. The Commission completed the work to Fraserdale. This extension, while probing in the direction of James Bay, was made chiefly to facilitate the construction of Hydro-electric power plants on the Abitibi River at Island Falls and Abitibi Canyon.

Because of the increasing importance of the Kirkland Lake gold mining area, the Commission decided to construct a branch line east from Swastika to Larder Lake. The work was done under the authority of the Nipissing Central Railway charter with a view to extending ultimately to Noranda, Quebec. The first contract, awarded on June 24, 1923, was subsequently taken over by H.F. McLean, who completed the section to Larder Lake by December 31, 1923. Construction work was resumed and carried to the Quebec border in 1925 and again after a lapse to Noranda, Quebec on October 15, 1927, Angus and Taylor Ltd. of North Bay being the contractors for the final stage.

In 1924 a branch line was constructed from a point south of Cobalt to Silver Centre to serve the South Lorrain silver mining area. Subsequently, this branch and the Kerr Lake branch, having fulfilled their purpose, were taken up, as was the short branch between Englehart and Charlton.

From 1923 to 1932, the railway was carried by stages from mileage 70 north of Cochrane to Moosonee. The formal ceremony of driving the "last spike" was performed on July 15, 1932. it was well and truly performed since three "last spikes" were driven; a solid gold spike by the Hon. George S. Henry, Premier of Ontario, a silver spike by Mr. Justice Latchford who thirty years earlier had turned the "first sod", and an iron spike by Mr. George W. Lee, chairman of the Commission. Ontario was thus given formal rail access to salt water. At the time, however, this construction was carried out more for humanitarian reasons than to obtain an ocean port. It afforded urgently needed employment in the time of the depression, not only to the northland but even more particularily to manufacturing plants in Southern Ontario.

The driving of the last spike marked the end of major construction until the early 1960's when a branch was built from a point north of Englehart to Adams Mine. This allowed the shipment of iron ore concentrates from the mine direct to the foundries at Hamilton, Ontario. In addition to the railway developments, new services to suppliment the railway were introduced. With the completion of a highway to the north, a highway bus service was introduced in 1936 between Iroquois Falls and Timmins. Subsequently, routes linking North Bay and Timmins, New Liskeard and Elk Lake, Porquis and Iroquois Falls, Cochrane and Timmins were put into operation to give rapid and more frequent service between these points. In 1944, the existing boat services on Lake Temagami were aquired and greatly improved. The following year service was given on Lake Nipissing and the French River, using the motorship "Modello" soon to be replaced by the all-steel diesel craft "Chief Commanda" which was assembled and launched at Callander. Both of these services have since been expanded by the addition of self-propelled barges for freight service.

ONTARIO'S DEVELOPMENT ROAD

In the 1960's paint scheme, an ONR caboose brings up the rear of a freight in the North Bay area. (R.G.Eastman)

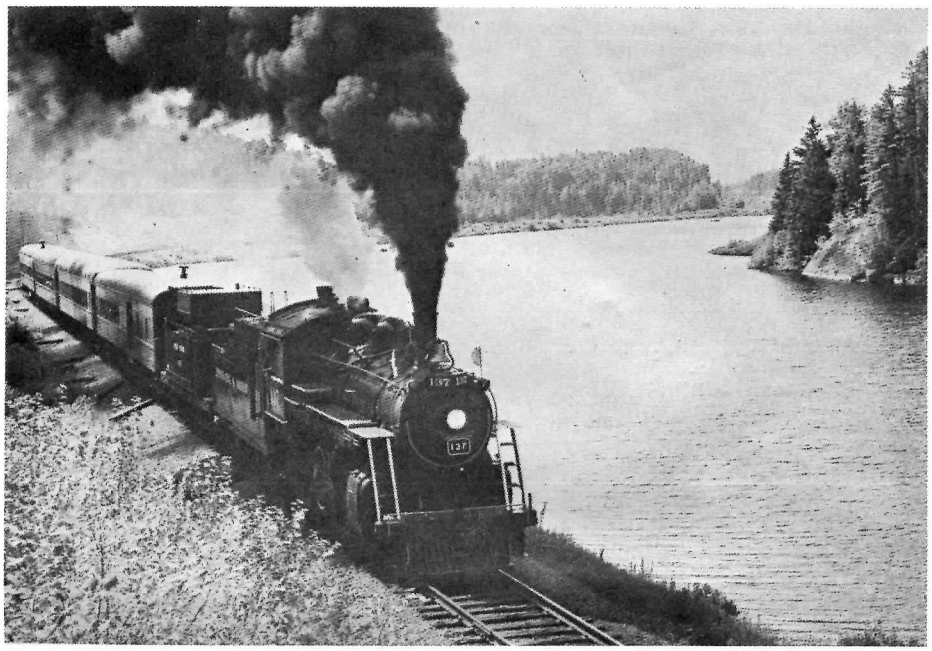
ONR #1502, one of the first FP-7 units delivered. Seen here in its original paintscheme. #1502 now works for GO-Transit as an APCU. (D.W. Smith)

It was in 1945, that the historic name "Temiskaming and Northern Ontario" gave place to "Ontario Northland". Even those making the change had nostalgic regrets for the neccessity. Great confusion had for years been occasioned by the existance of another T&NO, the Texas and New Orleans Railroad. Repairs done in remote parts of the continent for one railway would be charged to the other. The other was generally the Temiskaming and Northern Ontario because it appeared first on the alphabetical railway list. A change of name was the only solution to a continually recurring accounting muddle. Since the railway had been extended far beyond Temiskaming, it was felt that a name of wider implication would be more suitable. Under the new act providing for the change, the Commission became the Ontario Northland Transportation Commission and the operating facilities were named Ontario Northland Railway, Ontario Northland Hightway Services, Ontario Northland Boat Lines and Ontario Northland Communications.

Since the name change marked the end of an era, it may be fitting here to quote from Mr. Sidney Norman of the Globe and Mail, Toronto, in 1945.

> Perfume of the rose would not be lost if the flower were known by another name; neither will the changing name of Temiskaming and Northern Ontario Railway to Ontario Northland Railway, as now proposed, obscure the fact that it is for its size the most valuable work of its kind in the history of Canada, and has not been exceeded in economic effect by any other railway of equal length on the American Continent, perhaps anywhere in the world.

The year 1945 saw the beginning of another dynamic period for the railway and its allied services. From the early thirties to the end of World War 2, there had been little incentive or opportunity for expansion. Especially during the years of the war, the utmost that could be done was to hold the line with essential maintanence work. Inevitably a backlog of desirable undertakings accumulated. Perhaps the most notable incident during the period of stagnation, had been the putting into service, in 1940, of the restaurant car "Agumik". This car was designed and fitted out by the railway's mechanical department and it was a unique departure from standard dining car design. With no increase in staff, it could serve at least twice the normal number of passenger in a given time. Modifications of the design have been successfully introduced on the Moosonee and Noranda runs and adaptations of the car are in wide use on the two large Canadian railways.



With the relaxation of tensions and controls after 1945 a broad programme designed to improve services and facilities and to reduce the cost of operation was put into effect. To reduce the cost of operation was more than ever important since uncontrollable factors such as cost of materials and labour were increasing at a sharply ascending rate. Despite the fact that revenue was rising constantly, from approximately $6½ million in the war years to $15 million in the late 1950's, the operating ratio was increasing at an alarming rate. In 1942, it had been 71.3%, in 1959 it was 95.7%.

The plight of the Ontario Northland Railway differed in no way from that of the other railways. While giving service essential to the national economy, it was facing ever-increasing competition, much of it unfair, from air-lines, highway trucking and private automobiles. For Ontario Northland this has been particularly galling, since many of its commodity rates had been set and maintained at low levels to encourage regional development, while its less-than-carload traffic was being skimmed off by undercutting competition.

Since little could be done to correct these adverse conditions, other steps had to be taken. The only field in which the rising tide of costs could be combatted was in efficiency of operation. In consequence, the Commission decided, as a first step, to abandon steam locomotion and substitute diesel power. The first diesel locomotives were Alco (built by MLW) RS-3 switchers, which went into service in June 1946. The diesel purchasing policy continues, the latest being a batch of GP-38-2's from GMD. The last steam run was made in June 1957. However steam was not completely dead on the Ontario Northland, as a centennial project the railway rebuilt a CNR 2-8-0 and ran her in excursion service as Temiskaming and Northern Ontario #137. The fates were not kind to this little locomotive because she was burned in a roundhouse fire at Englehart in 1974 and has since been placed on display at Cochrane station.

The economies of die sel operation were of immediate importance bur could not yield their optimum advantage until the transformation was complete. At that time water tanks coaling stations and the hauling and storage of coal could be abandoned. The greater availability of the diesel locomotive made fewer units necessary than in the days of steam and their greater tractive effort resulted in longer and heavier trains, also a source of economy.

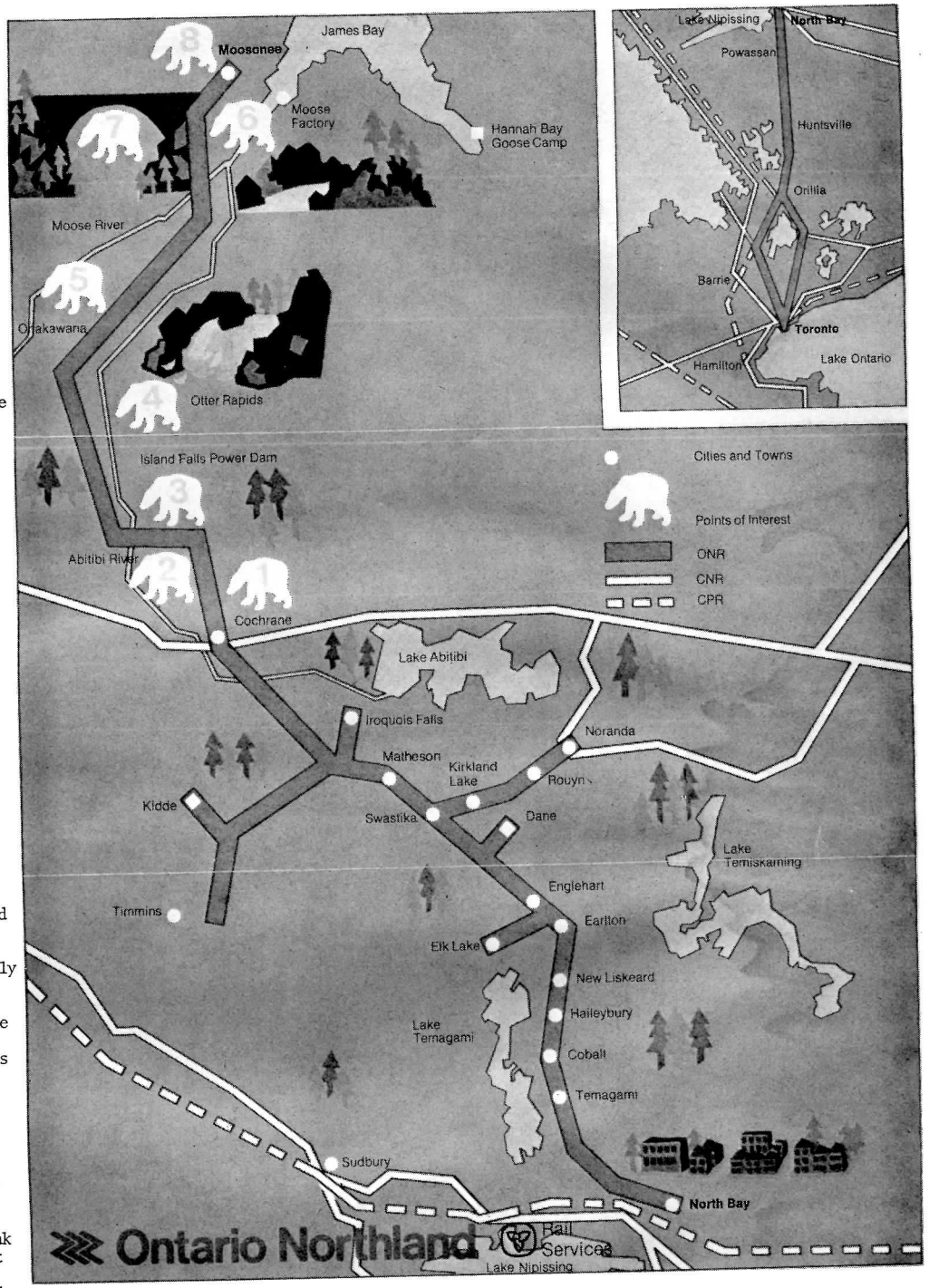
Centennial locomotive #137 passing Redwater Lake on a UCRS excursion in 1968. (T. Henry)
RIGHT - A current styalised map of the ONR system.

While the expansion phase of the railway, for the time being at least, had halted in 1932, construction of a different kind was once more at a high level. Dieselisation required repair and maintanence shops. An extremely efficient shop, largely designed by the railway's engineering department, was built at North Bay and this was followed, on a more modest scale by a shop at Cochrane. Diesel sheds with provision for inspection and minor repairs have also been constructed at Moosonee and Rouyn.

Because of the increased length of trains under diesel operation, many of the existing passing tracks were lengthened and a number of new tracks were built. Avigorous program of roadbed improvement is continuously being pursued. This involves such operations as widening cuts and embankments, rock ballasting, the use of treated ties for all replacements and the use of 115 lb. on the mainline. The rails on the branch lines are generally 90lb.

Another undertaking which began in 1950, was the installation of a system of automatic block signals on the main line. Annual increments have now carried the system from North Bay to Timmins. The system is designed for conversion, at moderate cost, to a full centralized traffic control, which as far as operation is concerned has the same effect as double tracking the line. In 1952 Ontario Northland was the first railway in Canada to adopt the radio telephone as a secondary medium for the operation of trains. In that year an installation was made which permitted the yard office to speak directly with the crews of switching locomotives anywhere in the North Bay Yards. This was followed quickly by equipping locomotives in freight service to give them communication with their cabooses. All locomotives and vans in road service were equipped by the end of the 1950's. This resulted in great time savings. No longer was it necessary for train men to walk, in some cases, almost the full length of the train to communicate with the engineer. This was not only time consuming, but in winter particularily, very arduous work. Ontario Northland is still a leader in on-train radio equipment. All trains can talk between themselves or with a local operator, the normal switched frequency changer is used.However, should an engineer or conductor wish to speak to another train or a dispatcher who was not in radio range, he merely uses a telephone type touch-tone pad mounted on the radio and after pressing the correct access code is automatically routed to the person he wishes to call by linking in the lineside radio recievers with the ON Communications microwave network. It is theoretically possible for the engineer of a train leaving Moosonee to talk directly with the conductor of a train leaving North Bay.

A very notable improvement has also taken place in accomodation provided for work crews and extra gangs alon the line. Steel coaches and troop carriers have been rebuilt as boarding cars. In addition all cabooses are of all-steel construction. Passenger equipment it also constantly overhauled to ensure the highest possible standards of passenger comfort.



Ontario Northland has from its earliest operations been a progressive road and in many facets of its operations has been the leader in Canada, if not in North America. Although classified by many reference works as a "Short Line" the ONR is big railroading in theory and in fact. In today's world of Federally assisted passenger services ONR still has kept its passenger identity, not being swept up up VIA's tide. In the use of its ex-TEE diesel unit trains it has shown North America that if passenger comfort and convenience is supplied, they will return to the rail s in droves, a fact that is born out by Ontario Northland having to regularily operate multi-unit consists over the 1977 Christmas season.

If you are looking for a well run railway you need look no further than Ontario Northland.

We would like to thank Mr. Wayne Antler of Ontario Northland Transportation Commission for supplying information and permission to reproduce parts of the ONTC publication "Yesterday and Tomorrow" by O.T.C. Williamson. We would also like to thank Mr. Harvey Middaugh of ONR for suppling information on the Elk Lake Subdivision.

NORTHWARD TRAINS — INFERIOR DIRECTION

FOURTH CLASS	THIRD CLASS				FIRST CLASS			Station Numbers	Kilometres from Englehart	Miles from Englehart	Yard Limits
205 Freight Daily ex.Saturday and Sunday	209 Freight Daily	207 Freight Daily ex. Sunday	213 Freight Daily ex.Sunday	211 Freight Daily	221 Passenger Northlander Daily ex. Tuesday	283 Passenger Daily	287 Passenger Daily				
					2115	0555	0545	162	0.0	0.0	↓ 1.8
					2132	0611	0601	173	20.2	12.5	14.7
	2000	0915	0650	0620				175	23.8	14.8	15.1
	2020	0935	0706	0640							
	2025				2143	0625	0615	178	33.6	20.9	24.2
					2148	0631		179	41.2	25.6	↓
		0950	0720	0655							27.8
				0705				s 0627	180	41.8	26.0
		1005	0735		s2151			0639	182	55.8	34.7
		1018	0747		2200			0652	184	71.2	44.3
		1031	0759		2209			f 0706	188	90.4	56.2
		1047	0815		2220			s 0720	191	106.9	66.4
		1105	0830		s2230			f 0732	195	122.9	76.4
			0842		2240			322 0745	199	137.9	85.7
					2255				204	154.3	95.9
					2307				208	165.4	102.8
									209	167.4	104.0
									213	176.5	109.7
									214	181.0	112.4
										191.0	118.7

To Adams Subdivision

To Kirkland Lake Subdivision

To Kirkland Lake Subdivision

Porcupine Subdivision

RAMORE SUBDIVISION

STATIONS	Automatic Block Signal System	Miles from Englehart	Kilometres from Englehart
ENGLEHART ... V ... CKPWYZ		0.0	0.0
12.5		12.5	20.2
MINDOKA ... P			
2.3		14.8	23.8
ADAMS JCT ... PRZ			
Junction with Adams Subdivision			
6.1		20.9	33.6
JARDINE ... P			
4.7		25.6	41.2
SWASTIKA JCT ... PYWZ			
Junction with Kirkland Lake Subdivision			
0.4			
SWASTIKA ... PRZ			
8.7			
STEELE ... P			
9.6			
BOURKES ... P			
11.9			
RAMORE ... P			
10.2			
MATHESON ... PW			
10.0			
VAL GAGNE			
9.3			
PORQUIS ... KPWYZ		84.8	117.2
Junction with Devonshire Subdivision		86.5	
10.2			
CONNAUGHT ... P			
6.9			
KEYSON			
1.2			
KIDD ... P			
5.7			
PORCUPINE ... P			
2.7			
SOUTH PORCUPINE ... P			
6.3			
TIMMINS ... CKPWYZ			

11 applicable.

NORTHWARD TRAINS INFERIOR DIRECTION

Station Numbers	Kilometres from Earlton	Miles from Earlton	Yard Limits
159	45.9	28.5	↓
153	23.7	14.7	27.6
147	0.0	0.0	↑

ELK LAKE SUBDIVISION

STATIONS	Train Order or Telephone Offices
ELK LAKE ...	
13.8	
OSSEO ...	
14.7	
EARLTON ...	
Junction with Temagami	

Rule 41 and Ru

Daily ex. Saturday and Sunday 205 | 209

ISLAND FALLS SUBDIVISION

Station Numbers	Kilometres from Cochrane	Miles from Cochrane	Yard Limits
234	0.0	0.0	↓
	0.6	0.4	1.1
5.8			
9.8			
25.9			
12.3			
5			
5			
1			

STATIONS	Train Order or Telephone Offices	Sidings	Other Tracks	Car Capacity
COCHRANE ...	C	YARD		
0.4				28
COCHRANE JCT. ... CKPWYZ				44
Junction with C.N.Rly				22
9.4				32
CLUTE ...				
15.1				
WURTELE ... P				
16.4				
McINNIS ... P				
13.3				
BROWNRIGG ...				
6.4				
KILLORAN ... P				
7.2				
FRASERDALE				
16.8				
FOXVILLE ... PYZ				
7.5				
OTTER RAPIDS ... P				
2.8				
CORAL				
15.8				
RANOKE ... PY				
14.0				
KAWANA				
5.9				
RIVER ... P				
N				
CKPWYZ M H		YARD		

THIS TRAIN WILL ONLY OPERATE JUNE 21st TO SEPT. 5th INCLUSIVE

Daily Ex. Friday 624	Tuesday Thursday Saturday 622
2055	1355
2035	1330
2012	1305
1951	1235
1931	1210
1923	1201
s 1910	s 1150
1848	1116
1838	1105
1835	1055
1816	1031
1759	1005
1740	0940
1722	0929
1704	0855
1645	0830

N 3

SOUTHWARD TRAINS SUPERIOR DIRECTION

FIRST CLASS	THIRD CLASS
624 Passenger Daily Ex. Friday	622 Mixed Tuesday Thursday Saturday

NORTHWARD TRAINS INFERIOR DIRECTION

THIRD CLASS	FIRST CLASS	Station Numbers	Kilometres from Porquis	Miles from Porquis	Yard Limits
213 Freight Daily ex. Sunday	287 Passenger Daily				
	0755	199	0.0	0.0	↓
		222	1.3	0.8	1.9
0910					
	0802	226	7.3	4.6	
	0811	231	20.3	12.6	
0918					26.9
0928	0830	234	45.4	28.2	↑
0950					
Daily ex.Sunday 213	Daily 287				

DEVONSHIRE SUBDIVISION

STATIONS	Train Order or Telephone Offices	Sidings	Other Tracks
PORQUIS ... KPWYZ	S F	47	11
Junction with Ramore Subdivision			
0.8		YARD	
WELSH ... Z			
Junction with Iroquois Falls Subdivision		14	S 6
3.8			
NELLIE LAKE ... P		36	
8.0			
POTTER ...		YARD	
15.6			
COCHRANE ... CKPWYZ	C		

Rule 41 applicable.

SOUTHWARD TRAINS SUPERIOR DIRECTION

Car Capacity	FIRST CLASS	FOURTH CLASS
	488 Passenger Daily	414 Freight Daily ex.Sunday
	2040	1740
	2033	1732
	2023	1722
	2005	1700
	Daily	Daily ex.Sunday
	488	414

TEMAGAMI SUBDIVISION

Station Numbers	Kilometres from North Bay (C.N.R.)	Miles from North Bay (C.N.R.)	Yard Limits	STATIONS
101	0.0	0.0		NORTH BAY ... CKPWYZ
		1.6		1.6
103	2.6			CTC NORTH BAY C.N.R. ... PK
102	1.0	0.6		1.0
				STAFFEND ... P
	1.1	0.7	↓	0.1
107	14.3	8.9	2.9	C.N. CROSSING ... PZ
110	29.5	18.3		8.2
				FERONIA ... P
112	44.3	27.5		9.4
114	60.6	37.6		MULOCK ... P
118	75.9	47.1		9.2
120	89.7	55.8		TOMIKO ... P
123	103.0	63.9		10.1
			71.0	OSBORNE ... P
126	115.7	71.9	74.0	9.5
	126.3	78.5		BUSHNELL ... P
	138.4	86.0		8.7
	151.6	94.2	101.5	REDWATER ... P
135	164.8	102.4	↑	8.1
136	165.5	102.8	103.9	DOHERTY ... P
142	173.0	107.5	111.5	8.0
144	181.3	112.7	113.9	TEMAGAMI ... PWZ
145	190.1	118.1		6.6
146	200.9	124.8	127.7	OWAISSA ... P
147	207.0	128.6	129.9	7.5
			137.0	FREEMAN ... P
	222.9	138.5		8.2
				LATCHFORD ... PZ
				8.2
				COLEMAN ... PZ
				0.4
				COBALT ... P
				4.7
				HAILEYBURY ... PZ
				5.2
				NEW LISKEARD ... P
				5.4
				UNO PARK ... P
				6.7
				THORNLOE ... PZ
				3.8
				EARLTON
				Junction with Elk Lake Subdivision
				9.9
				V ... ENGLEHART ... CKPWYZ

Automatic Block Signal System

Daily Ex. Sunday 414
1815
1825
1836
1849
1901
1912
1923
1933
1942
1946
1950
1935
1950

Daily 488
0150
0200
0215
0229
0242
0255
0308
0321
0332
0335
0350
0405
0420
1505
1520
1450
1505
0320
0335
0350
0405
0420

KIRKLAND LAKE SUBDIVISION

STATIONS	Train Order or Telephone Offices	Sidings	Other Tracks	Car Capacity
SWASTIKA JCT. ... PWYZ				
Junction with Ramore Subdivision			52	
0.8				2130
SHANIKO ... Z				
4.8				
KIRKLAND LAKE ... PZ	K I	26	72	2127
8.4				
NORTHLANDS PARK ...		48		s 2117
8.4				
LARDER LAKE ... P		41	S 12	2105
9.6				
CHEMINIS ... P				f 2052
17.2		24	9	
ALDERMAC ...				f 2037
8.4		20		
LOOP				f 2009
0.8				
C.N.R. CROSSING ... Z				
0.4				
ROUYN ... CWYZ				
1.2				
NORANDA ... PKZ	NX	33 YARD		
		YARD		

Rule 41 applicable.

SOUTHWARD TRAINS SUPERIOR DIRECTION

FIRST CLASS	FOURTH CLASS
584 Passenger Daily	512 Freight Daily
2130	1340
2127	
s 2117	1325
2105	1300
f 2052	1239
f 2037	1225
f 2009	1148
1952	
1945	1130
Daily 584	Daily

Daily 211	Daily 283
0705	0645
0725	0648
0739	s 0659
0755	0711
0810	f 0725
0855	f 0741
	f 0809
	0821
0920	
	0825

Station Numbers	Kilometres from Swastika Junction	Miles from Swastika Junction	Yard Limits
179	0.0	0.0	↓
321	1.3	0.8	1.6
328	9.1	5.6	3.9
332	22.7	14.0	7.2
336	36.0	22.4	
339	51.6	32.0	
348	79.3	49.2	
	92.7	57.6	55.7
356	94.0	58.4	
357	94.6	58.8	
358	96.6	60.0	

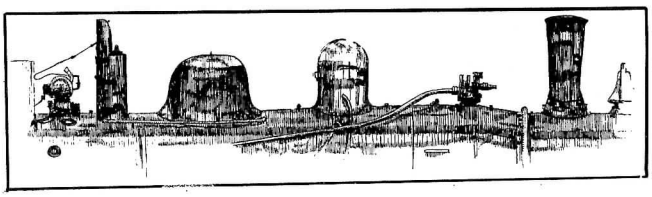
IROQUOIS FALLS SUBDIVISION

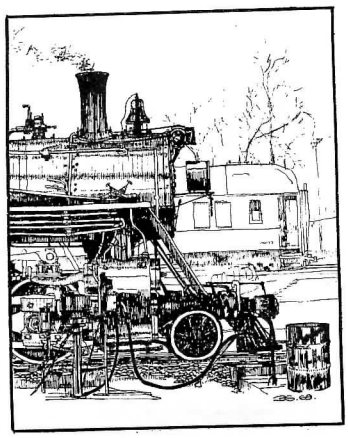
Miles from Welsh	Yard Limits	STATIONS	Train Order or Telephone Offices	Sidings	Other Tracks
0.0	↓ 0.6	WELSH ... Z			YARD
		Junction with Devonshire Subdivision			
0.0	6.2	6.2			
6.2	↑ 5.0	IROQUOIS FALLS ... PRYZ	S Q		YARD

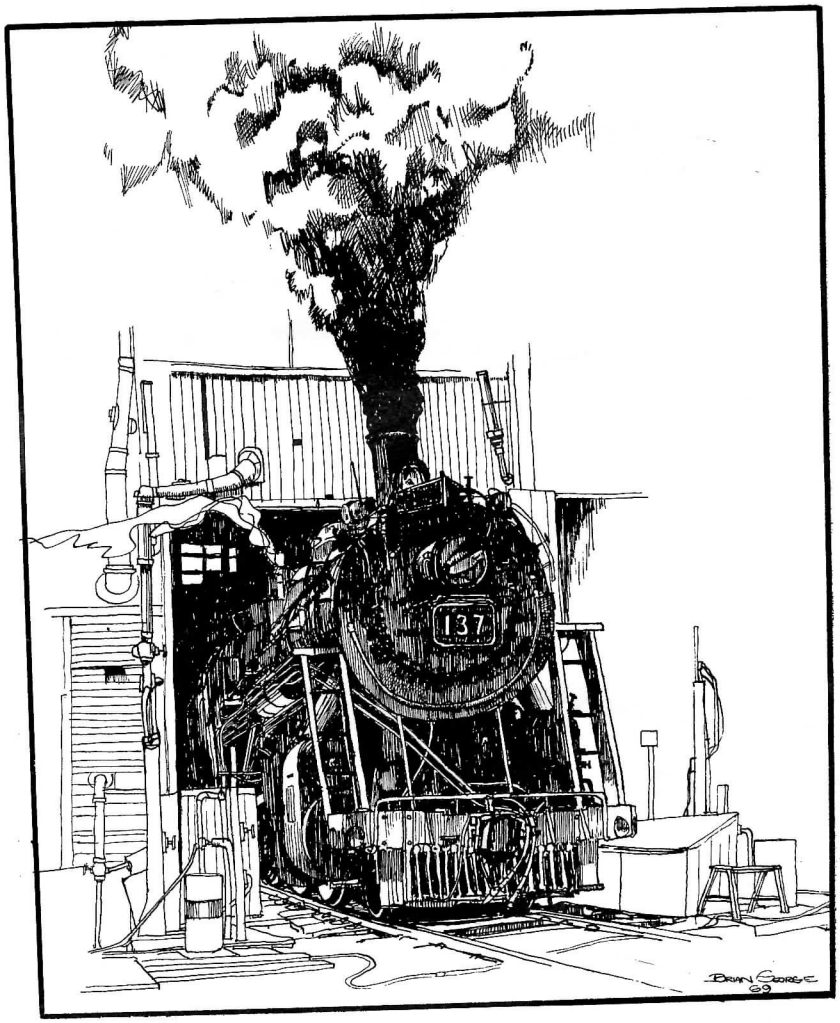
Rule 41 applicable.

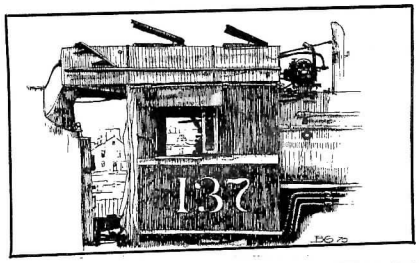
SOUTHWARD SUPERIOR DI

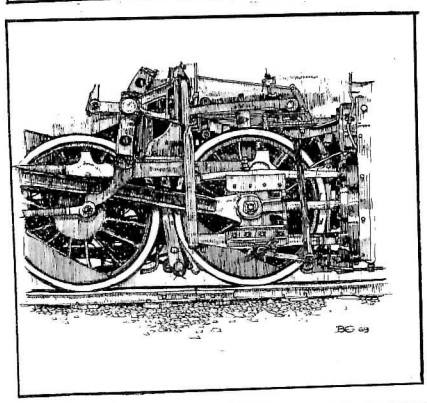
ONR STEAM

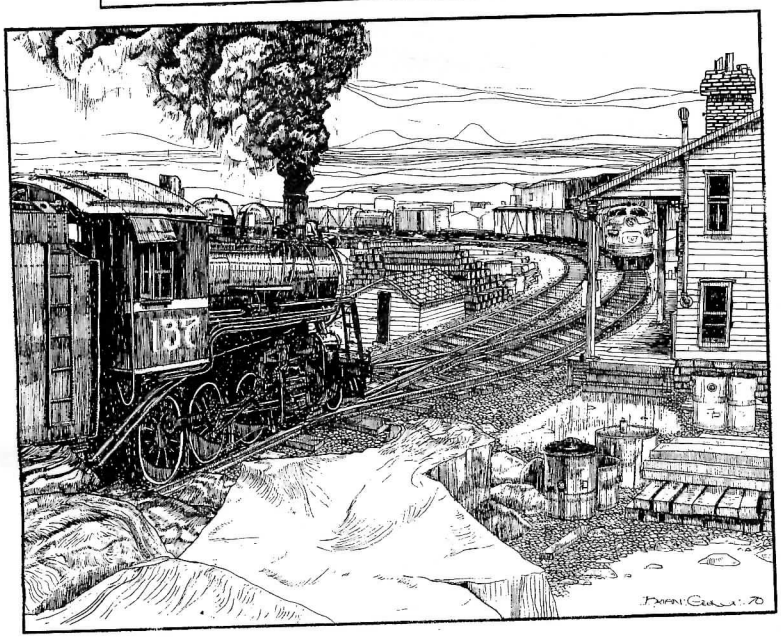




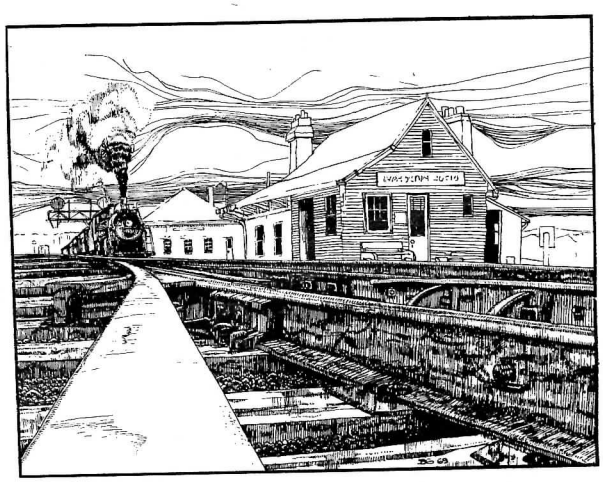








DRAWINGS BY BRIAN GEORGE



O.N.T.C. ANNUAL REPORT

Consolidated net income of the Commission's operations for 1976 is shown as follows:

	1976	1975
Rail	$ (343,744)	$(3,738,998)
Telecommunications	4,050,233	3,641,346
Remote North Power and Communications	(286,061)	(259,846)
Bus	54,586	162,643
Lake Nipissing Marine	(84,130)	(213,794)
Hotel and Camp	(14,546)	(16,782)
Hydro and Water	36,691	(99,691)
NorOntair	(1,284,889)	(1,029,363)
Owen Sound Marine	118,702	216,432
Transport (Star Transfer)	277,410	(179,728)
Net Income Before Interest on Debt and Unfunded Liabilities of Pension Fund	$ 2,524,252	$(1,517,781)
Net Interest on Debt and Pension Fund	$ 8,371,239	$ 6,016,580
Deficit Before Government Subsidies	$(5,846,987)	$(7,534,361)
Government Subsidies	$ 8,413,605	$ 6,562,735
Net Income (Loss) for the Year	$ 2,566,618	$ (971,626)

GENERAL

A review of the income statistics indicates an overall improvement in the net financial position for 1976 as compared to the previous year. Most of the specific services reflected a better net than in 1975 while the ones that were not as effective were hit by abnormal conditions and situations that affected their operations. Nevertheless the overall income from operations prior to other charges and government subsidies was some $4,000,000 better than in 1975 and highlights of these operations are outlined later in this report.

Other charges affecting the Commissions operations increased by approximately $2,300,000. The triennial actuarial study of the Pension Fund indicated a further short-fall in the liquidity of the fund, and this together with the initial funding of Star Transfer Ltd. Pension Fund added an additional $1,600,000 burdon that the commission has to carry. Interest on demand loans throughout the year, caused primarily by higher interest rates other than in the last quarter, contributed the remaining $700,000 to the increase in other charges.

Government subsidies increased by $1,900,000 in 1976 as compared to the previous year. These were subsidies from the Federal Government on freight rate settlements for years prior to 1976 and on an adjustment in passenger rail subsidy for 1975. These are one-time payments only and will not be reflected in reports of subsequent years.

Capital expenditures amounted to $7,800,000, a record low over the past number of years and was due to the most unfavorable financial position of the Commission.

A more detailed review of each segment of the Commission's operations is contained in the following reports.

RAIL SERVICES

A major and significant accomplishment in rail operations was the fact that there was not one major derailment during the year, the first such year that this has been the case since 1962. The last major derailment occurred in February 1975, and subsequent operations certainly indicate the excellent condition of the railway right-of-way and the importance the railway places on safety standards.

A decision to aquire four trainsets of the original Trans Europe Express trains was made in 1976, and these will present a major challenge to the Mechanical Department in 1977.

The ninth and last unit of retired ONTC diesel locomotives was converted to an auxiliary power control car unit for GO Transit of Ontario.

A programme to rebuild the motive power fleet was instituted late in the year, and will run for an estimated three years. This will result in the conversion of the older portion of the fleet to an almost new condition.

Due to capital monetary constraints, no major rail or ballasting programmes were undertaken.

Tonnage of 5,458,000 net tons in 1976 represented a 9.9% increase over the preceding year; however it cannot be considered to be of much significance due to a five month newsprint industry strike in 1975. Total carload revenues amounted to $23,360,648, well short of earlier forcasts.

The continuance of the 1975 newsprint strike into February of 1976 and a somewhat less than predicted economic upturn were the major factors for the reduced revenue position.

The past year saw the first unit train of tree length logs from Fraserdale to Cochrane; however due to economic and market conditions volumes handled fell approximately 40% short of those projected.

United Asbestos Corporation of Matachewan incurred many and various problems, which affected the level of asbestos prosuction, and environmental conditions forced closure of the processing plant for various periods. This resulted in a shortfall of approximately 77% in projected tonnages. The mine and plant have subsequently closed indefinately due to financial problems.

Canadian Johns-Manville talc processing plant at Timmins, Ontario, ceased operations permanently, citing economic and competitive conditions as their reasons. The owners are reportedly exploring disposition.

The newsprint industry resumed work in February 1976, after a seven month strike, but numerous reductions and partial layoffs were evident after resumtion of work, which resulted in lower than normal production through 1976 in a soft demand market.

The depressed copper prices during 1976 resulted in a considerable decline in both recieved Bunker C fuel oil and forwarded copper anodes at Noranda.

As a direct spinoff of the newsprint strike and the soft demand market, pulpwood chip tonnages fell 24,000 tons below original projections.

Construction has commenced on Texasgulf's new copper smelter and refinery, and it is anticipated that this expansion will generate increased activity until late 1979.

EXPRESS SERVICES

A joint transport and express services terminal was opened in North Bay in December 1976 which will reduce operating costs and provide a combined service to customers in this area.

A direct connection by highway with the Canadian Pacific Express at North Bay was instituted, improving service on shipments originating with Canadian Pacific.

All Canadian National Express continued to be handled by highway by Ontario Northland Transport Services from Toronto to northern terminals, and thus providing overnight services to northern communities.

In spite of some rate increases, local rates are still 15% below those charged nationally. Revenues increased 7% over the previous year.

TRANSPORT SERVICES

The first quarter of the year evidenced a d down swing in freight hauled, but a recovery in mid year returned operations to the level experienced in 1974. This trend was general in the industry. Emphasis on cost reduction and an updated fleet contributed to this result.

TELECOMMUNICATION SERVICES

The operating profit of over $4 million was almost 11% higher than in 1975, and was largely due to the increased use of long-distance which drew 16% more revenue in 1976.

Much of the activity during the past year was focused on technical updating and expansion of the services. Work was well under way to bring Direct Distance Dialling to Cochrane and communities in the north and west of this centre early in 1977. A new microwave system north of Timmins, to be used in conjunction with the Direct Distance dialling in this area, neared completion. Replacement of the of the main heavy route microwave system from North Bay to Timmins was begun in order to be ready for the expected increase in traffic in the summer of 1977.

The provincial Government is funding new long distance facilities from Moosonee north to communities on James Bay's west coast, and the preparation of five microwave sites and most of the tower construction on them is expected to be done during the 1976-77 winter season.

AIR SERVICE

Despite another off year in the airline industry, NorOntair continued to forge ahead, as traffic grew 31% to 82,070 passengers in 1976. At the same time, improvement in the reliability of the service continued for, despite the vagarities of the climate,labour strife and the state of navigation aids in the area, better than 97% of scheduled flights were completed. Late in the year two tenders were issued for contracts to operate the flight line. For the northeast contract portion of the system, the successful bidder was Air-Dale Limited of Sault Ste. Marie. It was necessary to retender the northwest contract because the bids recieved were considered far in excess of an exceptable level and the sucessful bidder as a result of this retender was On-Air Limited.

BUS SERVICES

Passengers carried in 1976 were slightly less than the number carried in 1975. Revenue from this segment of the operation showed an increase of 6%.

Tours continued to be a very lucrative part of bus operations. Some 12,000 fewer miles were operated than the previous year, yet revenues increased by 15% because of increased nukbers of passengers.

The charter sector increased by about 12,000 miles over 1975, resulting in a 12% increase in revenue.

The total number of miles operated in 1976 was 2,272,133, only 2,811 miles more than in 1975.

Revenue from BPX suffered a drop of 7% in 1976, largely accounted for by the increased use of this service during the postal strike in 1975.

TOURIST SERVICES

MOOSONEE LODGE

A decline in tourist and general traffic in the Moosonee area resulted in the decrease in the occupancy ratio at the Lodge. There was however, a significant increase in the number of canoeists entering this area, and it is expected that the number of this type of tourist will continue to increase. The growth in revenues in 1976 was mainly in the area of sundries and beverages, with lodging and meal revenue remaining fairly constant.

HANNAH BAY CAMP

The 1976 season again provided many hunters with an exciting and challenging five-day experience.
General revenues for Hannah Bay were down from the previous years due to a slight decrease in the number of hunters attending the camp. This decline was evidenced at other camps in the area. Despite the drop in reve-

ONTARIO

MINISTRY OF TRANSPORTATION AND COMMUNICATIONS

The Honourable Pauline M. McGibbon
O.C., B.A., L.L.D., D.U. (Ott)
Governor of the Province of Ontario

MAY IT PLEASE YOUR HONOUR:
I beg leave to present the 75th annual report of the Ontario Northland Transportation Commission for the year ending December 31, 1976.

Respectfully submitted,

JUNE 3, 1977

J. W. Snow,
Minister.

ONTARIO NORTHLAND TRANSPORTATION COMMISSION

Honourable James W. Snow
Minister of Transportation and Communications
Parliament Buildings
Toronto, Ontario

Sir:
I beg to submit the Annual Report for the year 1976 of Ontario Northland Transportation Commission, and I have the honour to be, Sir,

Yours faithfully,

Roy K. McChesney,
Chairman.

JUNE 1, 1977

nues, expenses were held to a minimum, resulting in another sucessful year for this operation.

MARINE SERVICES

The second operating season of the "Chi - Cheemaun" was a mixed affair. Throughout the spring and summer, traffic was good despite below par weather and a generally poor tourist year. Then, late in August, the ship suffered serious damage resulting from a landing mishap at Tobermory. Repairs shut down operations for five days and this fact plus a very poor fall weather resulted in a sharp decline in late season boardings. The annual result was thus a dissapointingly small 3% growth to 75,392 total vehicles carried.

On Lake Nipissing, the "Chief Commanda II" had a quite satisfactory season in the face of otherwise declining tourist demand. A total of 31,346 people were carried during the season. The new "Chief" is clearly growing in local popularity and has become, more than ever, the keystone of the district's recreational package.

CORPORATE SERVICES

PLANNING AND DEVELOPMENT
Plans for the construction of a new Transport Services Terminal in Toronto have been approved, and it is hoped that construction will be completed by December 1977.

The introduction of a ferry service between Moosonee and Moose Factory has been planned, and this service is expected to be ready by June 1977.

To ensure the popularity of the Commission's tourist oriented services, public surveys were carried out on the Polar Bear Express, Chi-Cheemaun and Chief Commanda II.

Of considerable significance was the integration of the data processing operations into this department. Computer services will be provided to all branches of the Commission.

PERSONNEL AND LABOUR RELATIONS
Collective agreements covering the majority of Ontario Northland's unionized employees was renewed for the years 1976 and 1977 as a result of settlement achieved early in the year folling negotiations which were conducted on a national basis in concert with other Canadian railways. The federal government's inti-inflation guidelines were a major factor in the settlement.

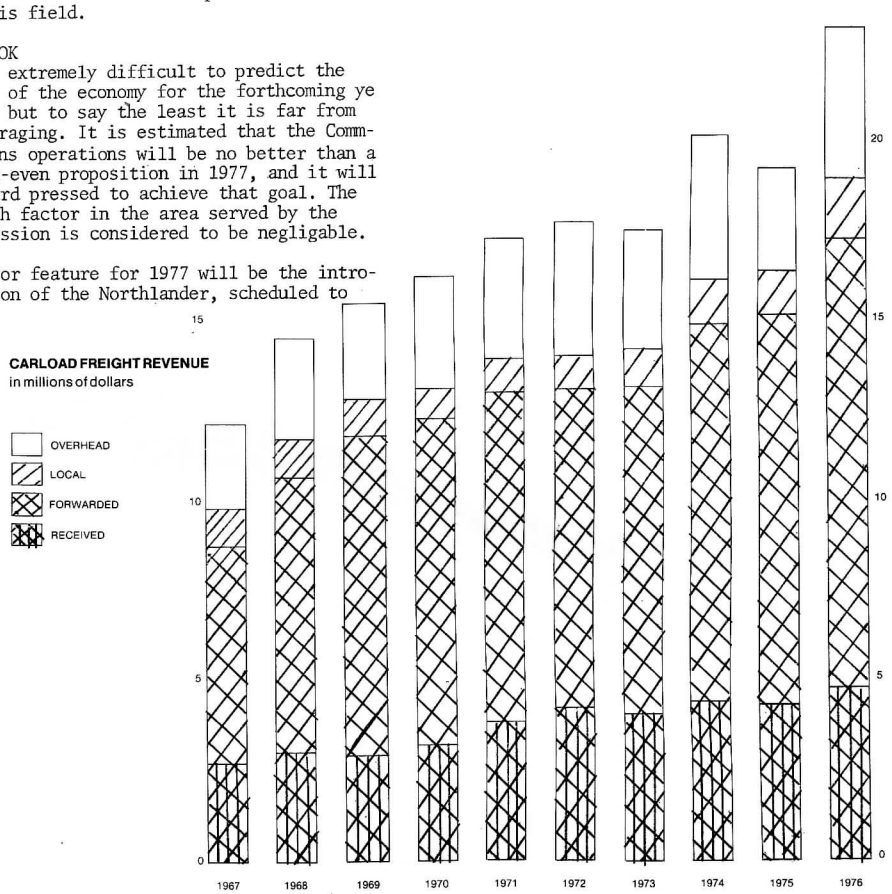
Numerous discussions took place between representatives of individual unions and supervisory personnel at all levels during the course of the year. In addition, following a practice established many years ago, larger meetings were held on a regular basis, attended by senior management personnel and employee representatives of all unions. This continues a useful forum for discussing matters of mutual and general interest.

A formal policy on safety and accident prevention was introduced during the year. It provides for the creation of an Accident Review Committee comprised of senior officers who will meet monthly to study all phases of accident control and take necessary corrective action. Responsibility for coordinating the handling, transporting, storage and use of dangerous commodities on the property was assigned to the safety department in 1976, and a member of this staff has been trained to function as a dangerous commodity specialist.

PUBLIC RELATIONS
The need to increase revenue and fulfil underused capacity factors, together with the critical requirements to broaden the economic base in northern Ontario, contributed to the Commission's decision late in the year, to play a more aggressive role in the further development of the tourist industry. The Public Relations Department will be expanded to enable a much deeper involvement in this field.

OUTLOOK
It is extremely difficult to predict the state of the economy for the forthcoming ye year, but to say the least it is far from encouraging. It is estimated that the Commissions operations will be no better than a break-even proposition in 1977, and it will be hard pressed to achieve that goal. The growth factor in the area served by the Commission is considered to be negligable.

A major feature for 1977 will be the introduction of the Northlander, scheduled to take place on June 9th. This European equipment, which consists of four train sets, each having a capacity of 114 passengers and dining car facilities seating 32 passengers, has been completely refurbished and mechanically updated. Two sets will inaugurate the service on June 9th., while the other two sets are scheduled for delivery by the end of September.



GOVERNMENT SUBSIDIES

	1976	1975
RECIEVED FROM PROVINCE OF ONTARIO:		
Cochrane - Moosonee branch line		
Re: 1974	-	296,751
Re: 1975	-	2,451,000
Re: 1976	2,070,000	-
	2,070,000	2,747,751
Main line passenger train		
Re: 1974	-	60,924
Re: 1975	-	2,017,000
Re: 1976	2,214,996	-
	2,214,996	2,077,924
Remote North communications	283,274	286,672
Air services (NorOntair)	1,489,717	1,120,112
Total Provincial Subsidies	6,057,987	6,232,459
RECIEVED FROM GOVERNMENT OF CANADA:		
Rail passenger	744,217	238,236
Rail freight	1,611,401	92,040
Total Federal subsidies	2,355,618	330,276
Total Government Subsidies	8,413,605	6,562,735

NORTHLANDER WEEKEND

NOVEMBER

11th. - 14th. 1977

by Mary F. Layton

The Northlander Weekend was the UCRS' first weekend excursion with an all first-class accomodation.

We were to leave Toronto Union Station at 18.20 but the train was late in arriving from North Bay. We loaded our passengers before the regular portion of the train and the personnel from Ontario Northland were surprised to see how quickly we did it. After leaving Union a welcome was said by the organisers with supper soon following. To our surprise the Ontario Northland Railway had special menus printed for us. Supper was excellent with no complaints to the chef. UCRS member Mike Lindsay and his wife were celebrating their wedding anniversary so a cake was presented to them at their table. Due to a delay south of Washago we arrived in North Bay about an hour late with North Bay Transit on hand to take us to our hotel, the train having been completely drunk dry.

On Saturday morning upon leaving North Bay at 07.30, breakfast was had by all. There had been a photo stop scheduled at Haileybury but due to late running it was changed to Coleman. It was here we met southbound Northlander train #222.

At the Jean Baptiste trestle on the Elk Lake Subdivision a double runpast was held, first without the headlight, the second with the headlight operating. A runpast had been scheduled at the Wobin Bridge but was cancelled due to ground conditions. We found out that the steward, Bob Singleton, had an interest in the bridge because his grandfather, Bill Wally, had been responsible for building it. As a substiute for the runpast the bridge was crossed at a slow speed.

Upon arrival at Elk Lake, Peter Oehm, President of the UCRS, recieved the silver key of the town on behalf of the Society. At this time the people of Elk Lake were allowed to view the train and surprisingly enough about fifty people made the tour.

After we left Elk Lake the kitchen staff got a little larger as three of our passengers assisted in the clean up. I believe along with the rest of the passengers that Hugh Cameron, Dave Stremes and Charlie Bridges deserve special thanks.

A photo stop was made at Englehart so the passengers could see and photograph steam locomotive No. 701 and the Northlander, but for the diesel fans they travelled down to the roundhouse to photograph the RS-3 yard switcher.

We ran into the spur that goes to Adams Mine, where a runpast was staged using the European horns that remain on the non-powered end of the units. A selection of "Taps" and "Down by the Swannie River" was attempted.

TOP - The first runpast of the day over the Jean Baptiste trestle on the Elk Lake Subdivision. On this occasion we were operating with the power car trailing. (M.F. Layton)
ABOVE - Northlanders meet at Coleman. The left hand unit (#1981) is southbound on the regular train, whilst the U.C.R.S. excursion unit (#1980) waits in the siding. (M.F.L.)

"NORTHLANDER WEEKEND" SCHEDULE

FRIDAY				
Dep.	Toronto Union	18.20	0.0	miles
Dep.	Washago	20.24	88.9	miles
Dep.	Gravenhurst	20.49	102.3	miles
Arr.	North Bay	23.05	218.1	miles
SATURDAY				
Dep.	North Bay	07.30	218.1	miles
Arr.	Earlton)	10.45	347.6	miles
	) Reverse train			
Dep.	Earlton)	10.50		
Arr.	Elk Lake)	12.25	376.1	miles
	) Reverse train			
Dep.	Elk Lake)	12.40		
Arr.	Englehart	14.15	414.5	miles
Dep.	Englehart	14.25		
Arr.	Dane (Adams Mine))	15.05	434.1	miles
	) Reverse			
Dep.	Dane)	15.35		
Arr.	Adams Jct.)	15.40	438.9	miles
	) Reverse train			
Dep.	Adams Jct.)	15.45		
Arr.	Swastika)	16.05	450.1	miles
	) Reverse train			
Dep.	Swastika)	16.25		
Arr.	Kirkland Lake)	17.00	455.7	miles
	) Reverse train			
Dep.	Kirkland Lake)	18.00		
Arr.	North Bay	22.50	625.4	miles
SUNDAY				
Dep.	North Bay Shops	11.30	625.4	miles
Dep.	North Bay	12.30	627.0	miles
Arr.	Gravenhurst	15.15	742.6	miles
Arr.	Washago	15.32	756.0	miles
Arr.	Toronto Union	17.50	868.2	miles

TOP - The "lights out" runpast at Jean Baptiste trestle. This trestle is one of ONR's newest wooden structures. (M.F. Layton)

ABOVE - More of the multi - unit m-et at Coleman. As #1981 passes south the head-end crew of our northbound #1980 gives a wave from the cab door. (RWL)

Upon arrival at Swastika Station a double runpast was held but by this time it had become very cold, for the photographers, the cold did not seem to matter at all. After leaving Swastika we travelled to Kirkland Lake by way of the little used north leg of the Swastika wye. We arrived a little ahead of time but were welcomed by the mayor and the high school band. About 250 people responded to an invitation to visit the train which was really surprising.

Supper as usual was superb with no complaints from anyone. Two night stops were then held firstly to photograph the meet with northbound Northlander train #221 and secondly at Temagami Station. Then it was off to North Bay for the night. North Bay Transit met us again and took us to our hotel, plus we had drunk the train dry again - railfanning is thirsty work! In the evening a cocktail time was had at the hotel, which a number of us made use of.

On Sunday morning breakfast was served at the hotal, then North Bay Transit took us to the ONR shops for a tour. I know for a fact that there were a lot of people wanting little trinkets from the shop but knew they didn't dare. The tour took us in every area of the Ontario Northland Shops except the paint shop which was locked. A lot of pictures were taken in the yard with all the different types of power.

We boarded the train at the shops, grudgingly, to go to the station for our return trip to Toronto. We were attached to the regular Northlander train from Timmins. On our way north on the Friday evening we didn't know but the PA operates throughout the train if the units are running in multiple, so the passengers on the other half of the train were hearing our announcements.

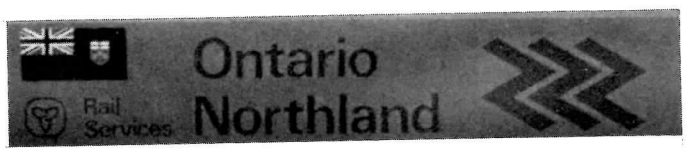
I believe, along with everyone else who helped organise the trip and also the passengers, we all would like to thank again the Ontario Northland Railway for making the trip a success and also special thanks to the kitchen and diner staff for all their patience with us as I realise along with the others that it was hectic at times.

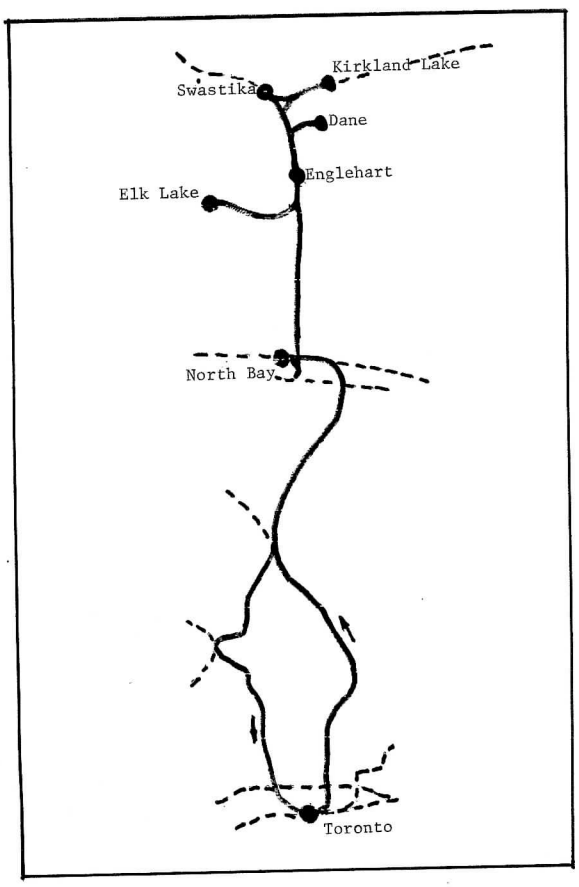
Special thanks should also go to Harvey Middaugh, of Passenger Operations and to Wayne Antler of the Public Relations and Tourism Development Department for all their help and organisation in the trip before and during the weekend.

Thank you Ontario Northland Railway and we'll be back.

Adams Mine, or Dane station as it is in the timetable. Northlander #1980 makes a slow but tuneful runpast. (M.F. Layton)

TOP - The last runpast of the day. A double high speed effort at Swastika. (M.F. Layton)
ABOVE - The phantom Northlander inside North Bay shops during the U.C.R.S. tour. #1903 was renumbered to #1983 prior to entering service. (R.W. Layton)
BELOW - The Ontario flag and ONR logos on the side of the Northlanders. (M.F. Layton)





Toronto - Washago	CNR Bala Subdivision
Washago - Nipissing	CNR Newmarket Subdivision
Nipissing - North Bay	CNR Alderdale Subdivision
North Bay - Earlton	ONR Temagami Subdivision
Earlton - Elk Lake - Earlton	ONR Elk Lake Subdivision
Earlton - Englehart	ONR Temagami Subdivision
Englehart - Adams Jct.	ONR Ramore Subdivision
Adams Jct. - Dane - Adams Jct.	ONR Adams Subdivision
Adams Jct. - Swastika	ONR Ramore Subdivision
Swastika - Kirkland Lake - Swastika	ONR Kirkland Lake Subdivision
Swastika - Englehart	ONR Ramore Subdivision
Englehart - North Bay	ONR Temagami Subdivision
North Bay - Nipissing	CNR Alderdale Subdivision
Nipissing - Parkdale	CNR Newmarket Subdivision
Parkdale - Toronto	CNR Weston Subdivision

NORTH BAY SHOPS

With the construction of the main line underway, it was neccessary for the Temiscaming and Northern Ontario to set up a locomotive facility. The location chosen was alongside the yard at North Bay and north of the Canadian Pacific and Grand Trunk mainlines. A roundhouse and repair shops were built which served the line, with minor modifications, to the end of steam.

With the beginning of the diesel era it was neccessary to built a repair shop that was set apart from the steam locomotion and was purpose built for diesel traction. Such a facility was constructed during the early 1950's and contained the heavy equipment neccessary to roll out the trucks of the un units and to carry out electrical and engine repairs. New wheel and axle turning lathes were also installed making the ONR mostely self - supporting for its routine maintenance and repair.

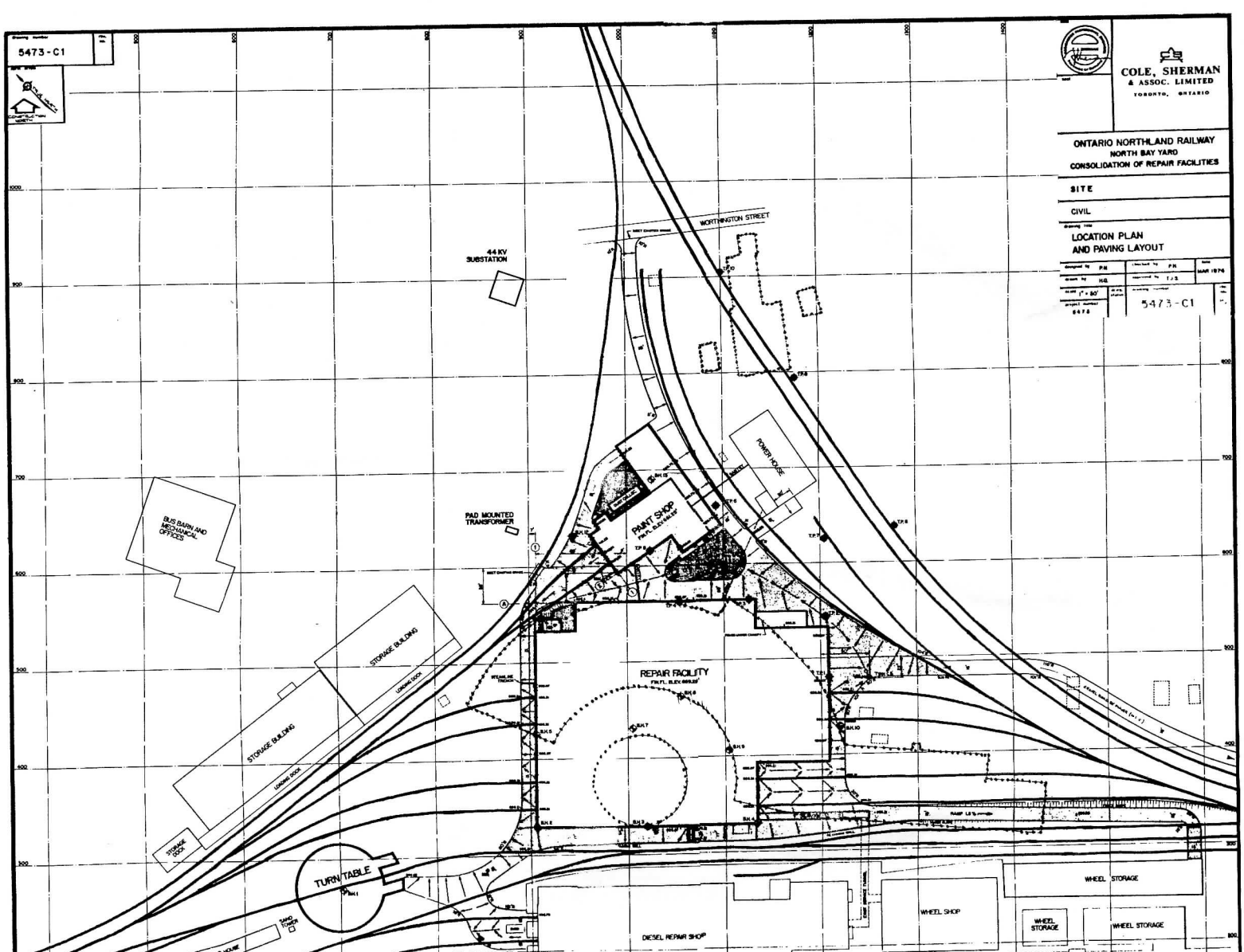
In the early 1970's with steam long-gone, there was a need to develop a more efficient car repair facility. The location chosen was the site of the old steam roundhouse. Plans for the new repair shops were drawn up in 1974 and construction started soon after. To provide space for this and a new paint shop, the wye around the shops was enlarged so that its apex reached closer to the station lead and the diamons across the CNR (ex-Canadian Northern) mainline.

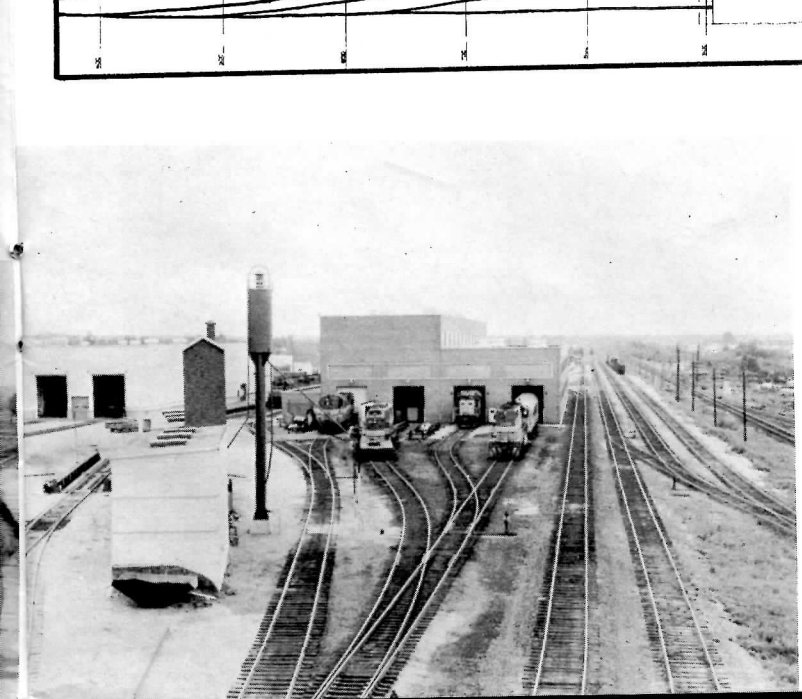
The new shops were designed on a production-line basis, where the car under repair is moved to the work crew rather than the other way around. This led to better work conditions, where the crews had heavy equipment on hand and because they were in a fixed location the productivity of the manpower increased. With all four tracks in operation the shop can deal with a large number of cars at once. The southernmost two tracks are mostely for freight car repairs whereas passenger cars can be found on the two northernmost tracks. The building is large enough to house an entire Northlander unit with room to spare.

The paint shop is located to the north of the new repair facility and is built on a two road stub end arrangement. This shop is equipped with the latest dust and vapour extraction and collection equipment as an insurance against environmental and work-place pollution.

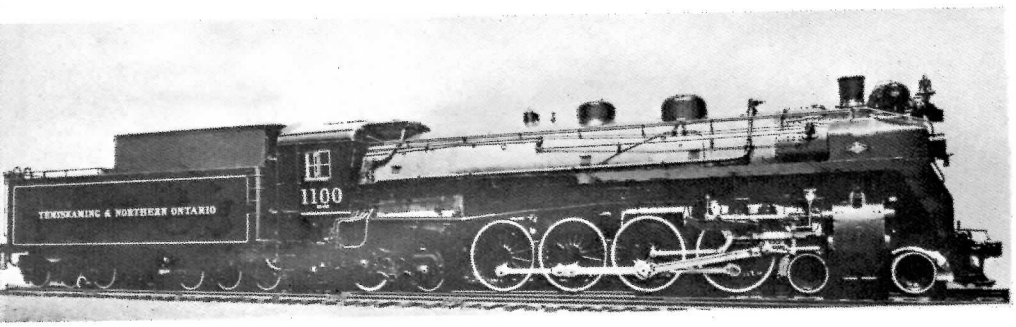
Just outside of the wye there is located anorther aspect of the North Bay Shops operation. Adjacent to the parking lot is the bus barn where routine maintenance of the ONTC bus fleet can be carried out. One can find anything from long-haul highway buses to GO dial-a-bus vehicles around this area.

ABOVE - An aerial view of North Bay shops. From the left is the power house, paint shop, car repair facility and diesel shop. Both CNR and ONR power can be found dotted around the yard. (ONR)
BELOW - FP-7A #1508 mu'ed with an SD-40 wait alongside the diesel shop for their next assignments. (R.G. Eastman)
OPPOSITE TOP - A general plan of the shop area.
OPPOSITE LEFT - The ONR shops as seen from the highway. The sand tower and turntable are in the left foreground, whilst on the right beyond the telephone poles is the CPR main line. (R.G. Eastman)
OPPOSITE RIGHT - A Northlander in freight service? Not really. A trackmobile is providing the power as the dead power car of unit 1903 is manouvered into the shop. (RWL)

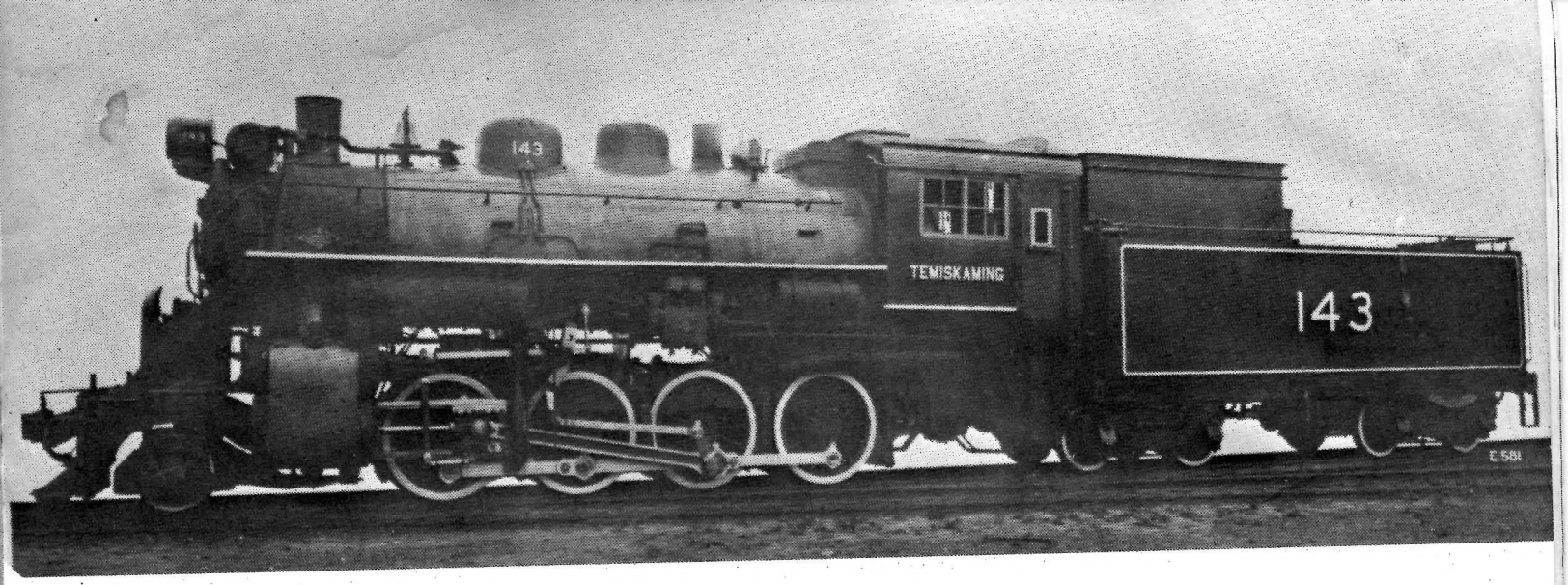

5473-C1
COLE, SHERMAN
& ASSOC. LIMITED
TORONTO, ONTARIO
ONTARIO NORTHLAND RAILWAY
NORTH BAY YARD
CONSOLIDATION OF REPAIR FACILITIES
SITE
CIVIL
LOCATION PLAN
AND PAVING LAYOUT
5473-C1
WORTHINGTON STREET
44 KV
SUBSTATION
PAD MOUNTED
TRANSFORMER
BUS BARN AND
MECHANICAL
OFFICES
STORAGE BUILDING
STORAGE BUILDING
STORAGE
DOOR
PAINT SHOP
POWER HOUSE
REPAIR FACILITY
TURNTABLE
SAND
TOWER
SAND HOUSE
DIESEL REPAIR SHOP
WHEEL SHOP
WHEEL
STORAGE
WHEEL STORAGE
WHEEL STORAGE




1903



ABOVE - A GP-38 and SD-40 lash-up ticks over in the sun outside of the Cochrane diesel shops. #1802 and her companion are both in the new colour scheme. (R.W. Layton)
LEFT - As impressive as any Northern anywhere, T&NO #1100 was a CLC product of 1936. The 69" drivers helped power the "Northland" and the "Continental Limited". (ONR)
BELOW - Fresh out of the paint shop, FP-7A #1518 leads a freight north out of North Bay. Credit Rick Eastman for this shot.



RAILFOTOS

ABOVE
Mainstay of Temiskaming and Northern Ontario power for many years was the 2-8-0. Number 143 is shown here. Built by CLC at Kingston in 1930, she worked until 1957. (ONR Photo)
RIGHT
A contrast in front ends. On the left a CN comfort cab equipped GP-40-2 #9638 waits alongside a conventional ONR SD-40 #1733. Seen here at North Bay shops. (I.C. Platt)
BELOW
ONR #1802 is seen here again with SD-40 #1736 taking a unit ore train north from North Bay. (R.G. Eastman)
CENTRE PAGES
The ONR's northernmost terminal, Moosonee. FP-7A #1519 heads the "Polar Bear Express" tourist train. Seen here during the afternoon layover. (R.G. Eastman)
PAGE 26
Front end detail of #1519. (R.G. Eastman)

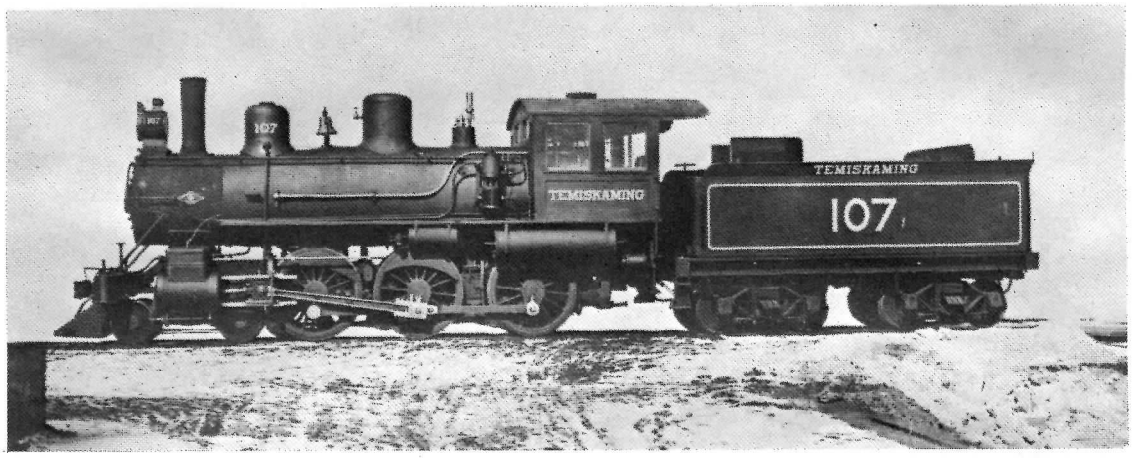

1519


ONTARIO NORTHLAND
WELCOMES YOU
TO
MOOSONEE
ON
ARCTIC TIDEWATER
MOOSONEE
GATEWAY TO THE ARCTIC

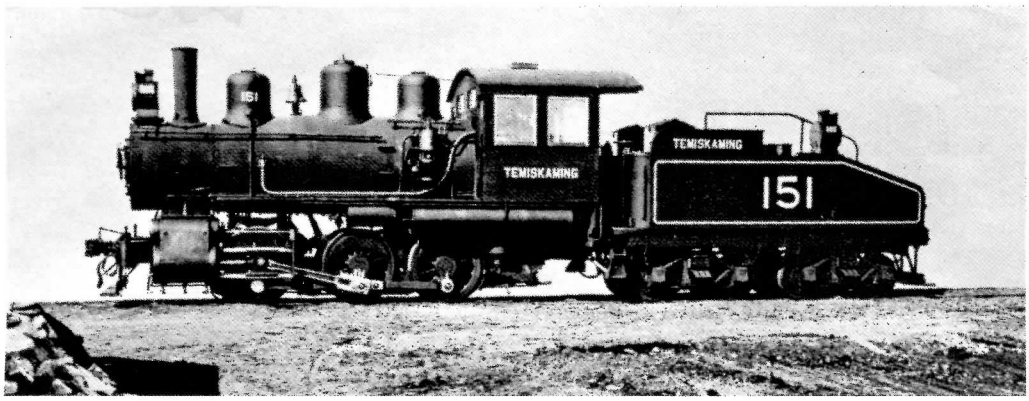

1519

T&NO ONR

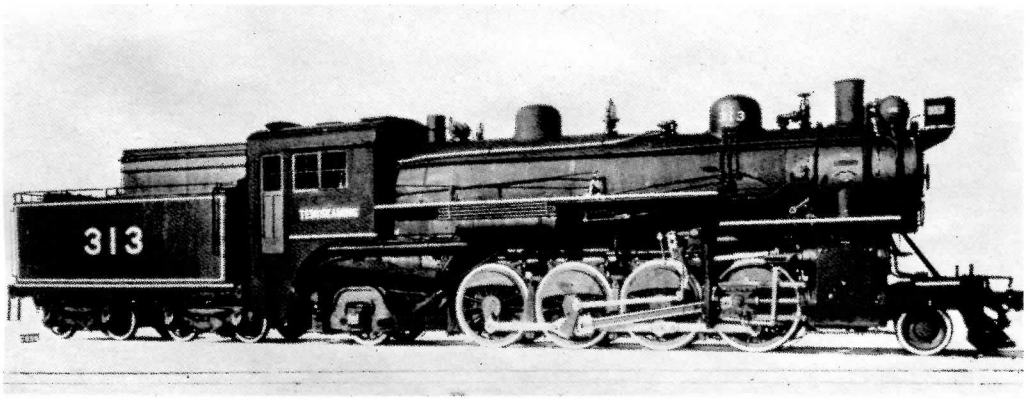
ALL-TIME STEAM ROSTER

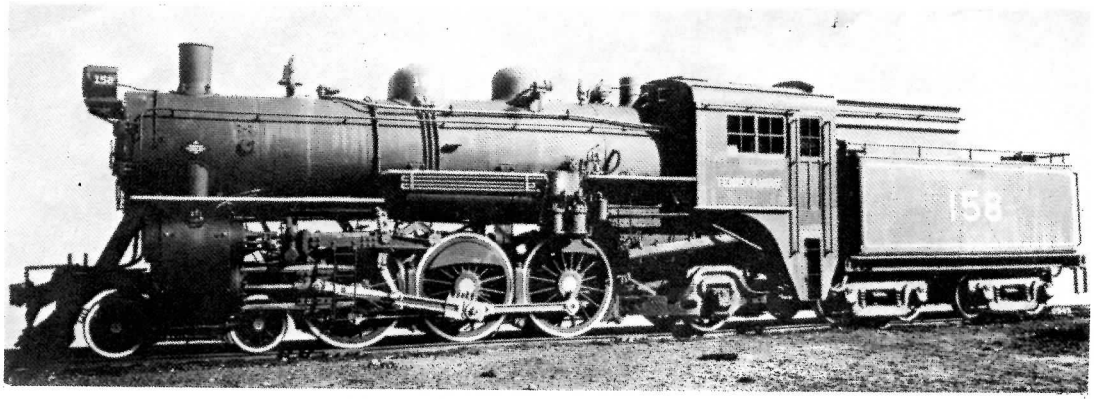


1st.	ROAD NUMBERS 2nd.	1935 renumbering	1940 renumbering	Wheel Arrangement	Builder	Built	Cylinders	Drivers	Tractive Effort	Notes
1	101	-	-	4-6-0	CLC	1903	19"x24"	56"	23671 lbs.	1
2	102	-	-	"	"	"	"	"	"	1
3	103	-	-	"	"	"	"	"	"	1
4	104	-	-	"	"	"	"	"	"	1
105	-	-	-	"	"	1906	"	"	"	
106	-	-	-	"	"	"	"	"	"	
107	-	-	-	"	"	"	"	"	"	
108	-	-	-	"	"	"	"	"	"	
109	-	-	-	4-4-0	Pittsburgh	1892	17"x24"	68"	13240 lbs.	2
110	-	-	-	"	"	"	"	"	"	2
111	-	111	-	4-6-0	MLW	1906	19"x24"	62"	23400 lbs.	3
112	-	112	100	"	"	"	"	"	"	3,4
113	-	113	101	"	"	"	"	"	"	3,4
114	-	114	-	"	"	"	"	"	"	3
115	-	215	-	"	"	1907	"	57"	25740 lbs.	3
116	-	216	-	"	"	"	"	"	"	3
117	-	217	-	"	"	"	"	"	"	3
118	-	218	-	"	"	"	"	"	"	3
119	-	219	-	"	"	"	"	"	"	3
120	-	220	-	"	"	"	"	"	"	3
121	-	221	200	"	CLC	1908	"	56"	26301 lbs.	3,5
122	-	222	201	"	"	"	"	"	"	3,6
123	-	223	202	"	"	"	"	"	"	3,6
124	-	224	203	"	"	"	"	"	"	3,6
125	-	225	204	"	"	"	"	"	"	3,6
126	-	226	205	"	"	"	"	"	"	3,6
127	-	127	102	"	"	1909	"	63"	23379 lbs.	3,4
128	-	128	103	"	"	"	"	"	"	3,4
129	-	229	206	"	"	"	"	57"	25840 lbs.	3,4
130	-	230	207	"	"	"	"	"	"	3,4
131	-	231	208	"	"	"	"	"	"	3,4
132	-	232	209	"	"	"	"	"	"	3,4
133	-	633	600	4-6-2	"	1911	21"x28"	69"	30422 lbs.	7,8
134	-	634	601	"	"	"	"	"	"	7,8
135	-	635	602	"	"	"	"	"	"	7,8
136	-	636	603	"	"	"	"	"	"	7,8
137	-	437	400	2-8-0	"	1912	23"x30"	57"	42598 lbs.	
138	-	438	401	"	"	"	"	"	"	
139	-	439	402	"	"	"	"	"	"	
140	-	440	403	"	"	"	"	"	"	



1st.	ROAD NUMBERS 2nd.	1935 renumbering	1940 renumbering	Wheel Arrangement	Builder	Built	Cylinders	Drivers	Tractive Effort	Notes
141	300	300	300	2-8-2	"	1916	25"x30"	63"	45530 lbs.	9
142	301	301	301	"	"	"	"	"	"	9
143	302	302	302	"	"	"	"	"	"	9
144	303	303	303	"	"	"	"	"	"	9
145	304	304	304	"	"	"	"	"	"	9
146	305	305	305	"	"	"	"	"	"	9
147	306	306	306	"	"	1921	"	"	45535 lbs.	10,11,12
148	307	307	307	"	"	"	"	"	"	10
149	308	308	308	"	"	"	"	"	"	10
150	309	309	309	"	"	"	"	"	"	10,13,14
141	-	541	500	2-8-0	"	1930	23"x30"	57"	45030 lbs.	
142	-	542	501	"	"	"	"	"	"	
143	-	543	502	"	"	"	"	"	"	
144	-	544	503	"	"	"	"	"	"	
151	-	851	(800)	0-6-0	"	1906	19"x26"	50"	31913 lbs.	15
152	-	852	(801)	"	"	"	"	"	"	15
153	-	853	(802)	"	"	1909	"	51"	31286 lbs.	15
150	154	854	(803)	"	"	"	"	"	"	15,16
155	-	955	900	0-8-0	MLW	1920	23"x28"	53"	42570 lbs.	
156	-	956	901	"	"	"	"	"	"	
157	-	757	700	4-6-2	CLC	1921	"	69"	36493 lbs.	12,13,14,17,18
158	-	758	701	"	"	"	"	"	"	12,13,14,18,19
159	-	759	702	"	"	"	"	"	"	13,14
160	-	760	703	"	"	"	"	"	"	13,14
310	-	310	310	2-8-2	"	1923	25"x30"	63"	45500 lbs.	
311	-	311	311	"	"	"	"	"	"	
312	-	312	312	"	"	1924	"	"	"	
313	-	313	313	"	"	"	"	"	"	
314	-	314	314	"	"	1925	"	"	"	
315	-	315	315	"	"	"	"	"	"	
316	-	316	316	"	"	"	"	"	"	
-	-	1100	1100	4-8-4	"	1936	22½"x30"	69"	54500 lbs.	14
-	-	1101	1101	"	"	"	"	"	"	14
-	-	1102	1102	"	"	1937	"	"	"	14
-	-	1103	1103	"	"	"	"	"	"	14
-	-	-	137	2-8-0	"	1913	23"x26"	57"	35000 lbs.	20





STEAM ROSTER NOTES

1. Locomotives 1 to 4 were renumbered as 101 to 104 in 1905 to start the general numbering system with the coming of locomotives 105 to 114.
2. Locomotives 109 and 110 were purchased in October 1905 from the Pittsburgh and Lake Erie RR (P&LE #48 &#49) and were the only second hand steam locomotives purchased by the T&NO or ONR until 1963 when #137 was obtained from the CNR.
3. 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.
4. Locomotives 112,113 and 127 to 132 were rebuilt by MLW in 1919.
5. Locomotive 121 was rebuilt by CLC in 1918.
6. Locomotives 122 to 126 were rebuilt by CLC in 1922.
7. Locomotives 133 to 136 were superheated by MLW in June 1914.
8. Locomotives 133 to 136 were rebuilt by MLW in 1914. #136 had a second time by MLW in 1930.
9. Locomotives 141 to 146 originally had Russian style cabs.
10. Locomotives 141 to 150 (2-8-2) were renumbered as 300 to 309 in 1929 when locomotives 141 to 144 (2-8-0) were ordered.
11. Locomotive 306 was rebuilt at North Bay in 1923.
12. Valve gears on 306, 307, 700, 701 (formerly 306, 308, 157, 158) were changed from Young to Baker in 1941 and 1942.
13. Locomotives 150 and 157 to 160 (later 309 and 700 to 703) were the first locomotives in Canada to be equipped with boosters. These were applied when the locomotives were built. They were later removed from #159 and #160 (702, 703).
14. Boosters applied by the manufacturer.
15. Locomotives 851 to 854 were scheduled to be numbered 800 to 803 but were scrapped before the new numbers were applied.
16. Locomotive 150 (0-6-0) was renumbered as 154 on December 19, 1920 when locomotives 147 to 150 (2-8-2) were ordered.
17. Locomotive 700 was rebuilt at North Bay in 1940.
18. Locomotives 700 and 701 were streamlined, painted green, given new AAR front ends, Baker valve gear, BK boosters, Elesco exhaust steam injectors, Barco power reverse gear and had tendered lengthened to give a capacity of 8500 gallons and 13 tons during rebuild.
19. Locomotive 701 was rebuilt at North Bay in 1941.
20. Locomotive #137 was purchased from Canadian National in 1963. It was intended for display but was returned to operating condition as a Centennial project. It operated on excursions until damaged in a roundhouse fire. It is now on display at Cochrane. #137 was CNR class M-3-e #2164 (ex-Canadian Northern)

STEAM LOCOMOTIVE DISPOSITIONS

All steam locomotives were scrapped by T&NO or ONR with the exceptions noted below. The numbers used were their road numbers at the time of disposal.

101 -Sold to Canadian Equipment Co., June 1920; resold to Alberta and Great Waterways Railway as #30 in June 1921.

102 -Sold to Baldry, Yerburgh & Hutchinson in May 1914.

103 -Sold to Canadian Equipment Co., June 1920; resold June 1921 - new owner unknown.

104 -Sold to Canadian Equipment Co., June 1920; resold to Alberta and Great Waterways Railway as #29 in August 1920.

105 -Sold to Canadian Equipment Co., June 1920; resold to Roberval & Saguenay Railway as #10 in July 1920.

106 -Sold to Canadian Equipment Co., June 1920; resold August 1920 - new owner unknown.

107 -Sold to Canadian Equipment Co., June 1920; resold June 1920 - new owner unknown.

108 -Sold to Canadian Equipment Co., June 1920; resold to Roberval & Saguenay Railway as #11 in September 1920.

215 -Sold to Mattagami Railroad of Smooth Rock Falls, Ontario as #102 in July 1941.

219 -Sold to Normetal Mining Corporation as #219 in January 1938.

503 -Donated to the City of North Bay. Now on display within sight of the ONR shops

701 -On display alongside station at Englehart, Ontario.

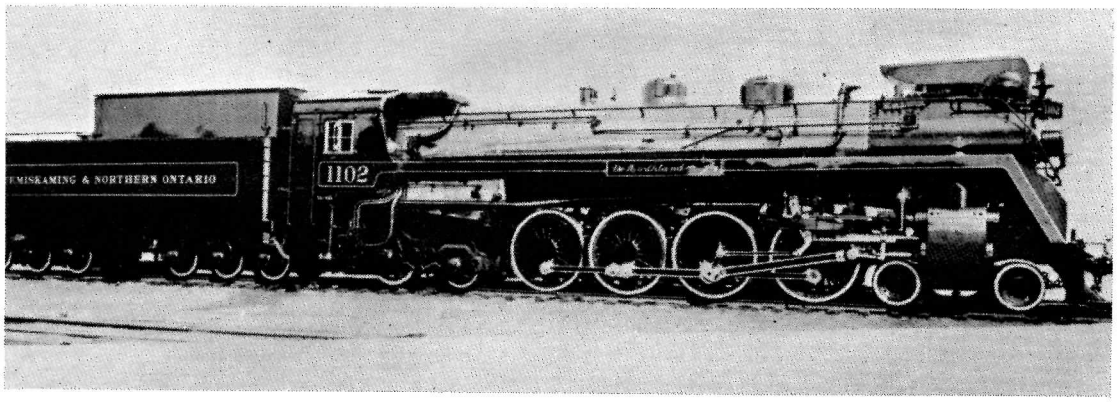
853 -Sold to Normetal Mining Corporation as #853 in June 1941; sesold to Manitoba Paper Company, Pine Falls, Manitoba in 1946.

854 -Sold to Abitibi Power and Paper Company, Iroquois Falls, Ont. as #60 in December 1941.

ONTARIO NORTHLAND RAILWAY

Service - Comfort - Speed

All photos in steam roster section, courtesy of Ontario Northland.



ALL TIME ROSTER:
SELF PROPELLED UNITS

ROAD NUMBERS 1st	ROAD NUMBERS 2nd.	IN SERVICE	BUILDER	TYPE OF CAR	NOTES
1000	1001	1924	C C & F	Storage Battery Combination Car	1
1001	1002	1924	C C & F	Storage Battery Combination Car	1
1002	1000	1926	Brill	73ft. Gas-electric Combination Car	2
1900	1980	1977	Werkspoor	Northlander	3
1901	1981	1977	Werkspoor	Northlander	3
1902	1982	1977	Werkspoor	Northlander	3,4
1903	1983	1977	Werkspoor	Northlander	3,4

SELF-PROPELLED UNIT NOTES

1. Cars 1000 and 1001 were rebuilt in 1939 to operate with G/E #1002. Car 1000 was rebuilt as a first class trailer, car 1001 as a combination trailer. With rebuilding they were renumbered to 1001 and 1002 respectively.
2. Car 1002 was rebuilt as a diesel - electric baggage car in 1939 and renumbered to 1000.
3. Northlander units 1900-1903 (later 1980 - 1983) are leased from the Urban Transport Development Corporation. Previously owned by the Swiss Federal Railways for Trans-Europe Express service.
4. Northlander units 1902 and 1903 entered service as 1982 and 1983. Units renumbered at North Bay during pre-service check over. The units were renumbered to avoid a computer clash with the CNR 1900 series GMD-1 switchers.

ABOVE
Northlander power car #1900 as delivered at the North Bay shops. (R.G. Eastman

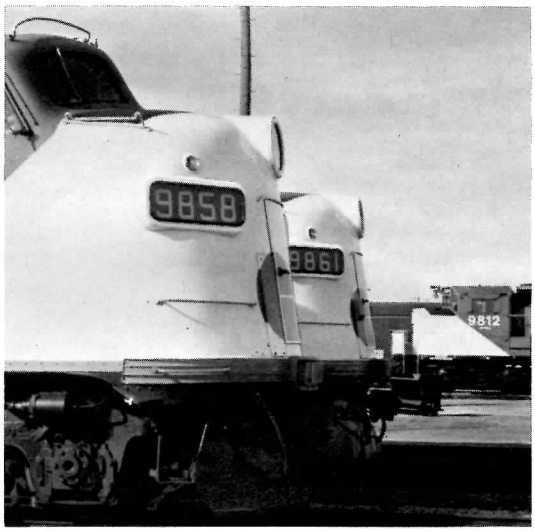
ABOVE
Detail of the unpowered end of Northlander unit #1981. Seen here at Gravenhurst. (M.F. Layton)

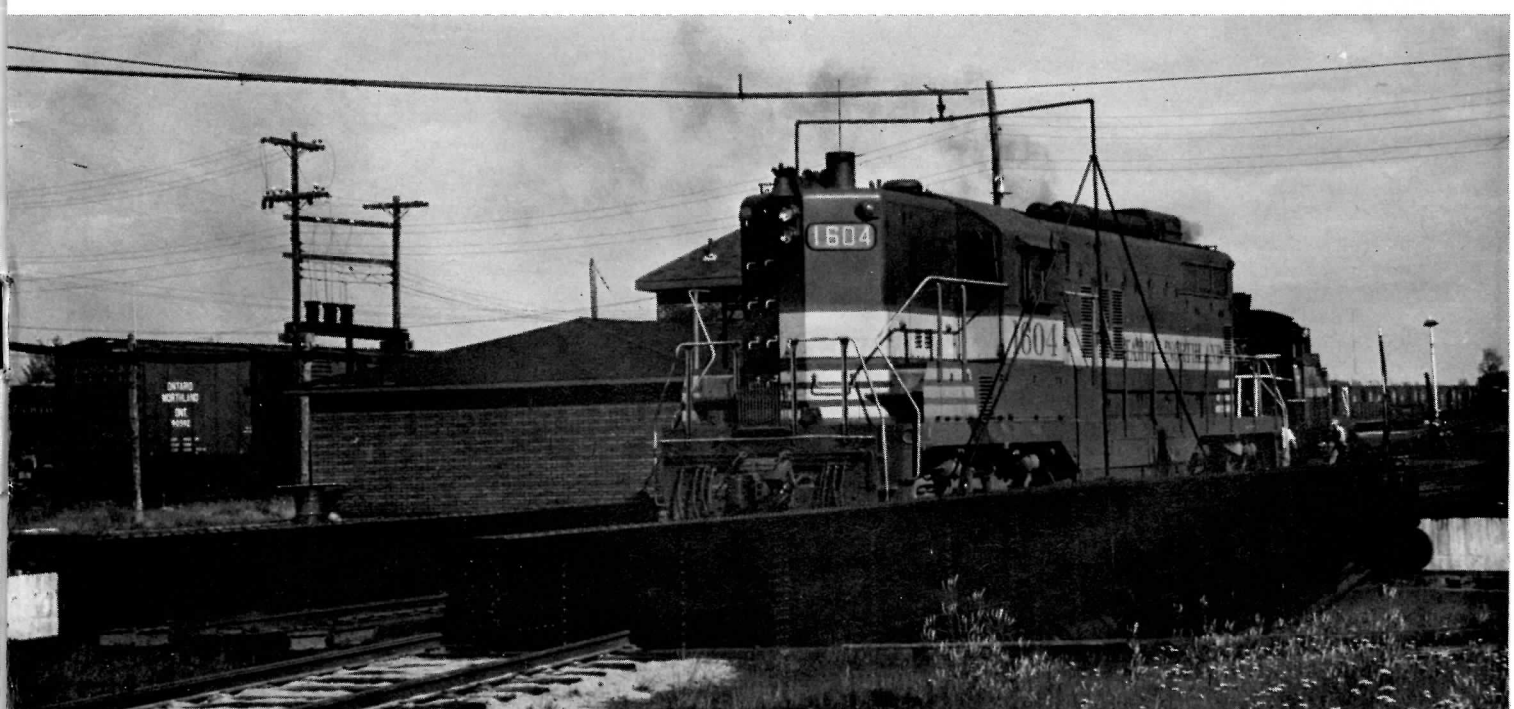
BELOW
FP-7A's #1519 and #1509, complete with "Polar Bear Express" decals lay over at Moosonee. (R.G. Eastman)

LEFT
For light freight and switching duties, the ONR uses two MLW built RS-105's. #1400 is seen here in sub-zero weather at Rouyn, Quebec. (RWL)
BELOW
ONR's lost F-units. Demotored and working for GO Transit as Head (or tail) end power cars. Seen here at Willowbrook depot. (R.W. Layton)
BOTTOM
GP-9 #1604 on the turntable at Englehart. Photo taken by David Smith in May 1968.

CURRENT DIESEL POWER

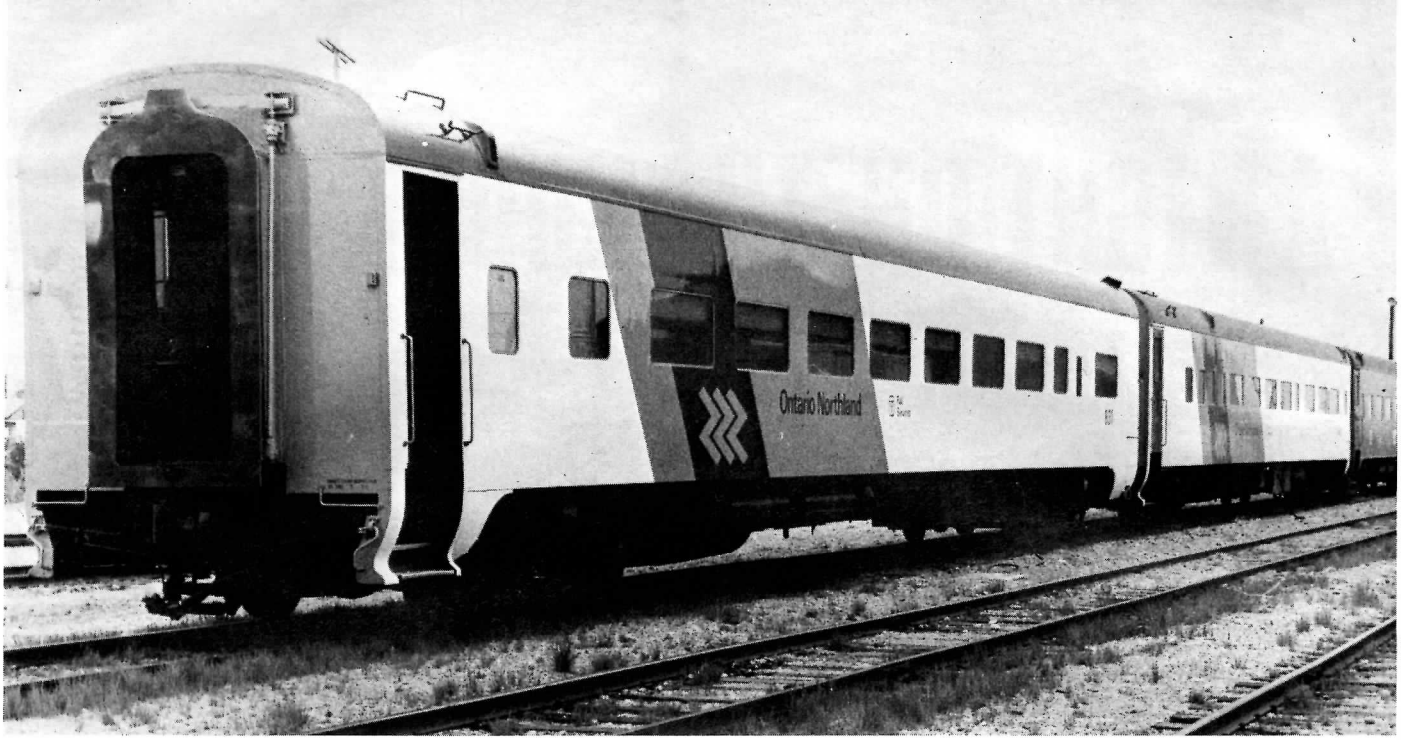
Road Numbers	Builder	Model	Horsepower	Date Built
1306,1308,1310	MLW	RS-3	1500	Nov. 1951
1400,1401	MLW	RS-105	1500	Jan. 1956
1500-1502,1504	GMD	FP7A	1500	Apr. 1951
1508-1511	"	"	"	Jun. 1952
1514,1515	"	"	"	Jul. 1953
1517	"	"	"	Aug. 1953
1518,1519	"	"	"	Sep. 1953
1520,1521	"	"	"	Oct. 1953
1600,1601	GMD	GP9	1750	Aug. 1956
1602,1603	"	"	"	Feb. 1957
1604,1605	"	"	"	Mar. 1957
1730-1734	GMD	SD40-2	3000	Mar. 1973
1735-1737	"	"	"	Jan. 1974
1800-1803	GMD	GP38-2	2000	Nov. 1974





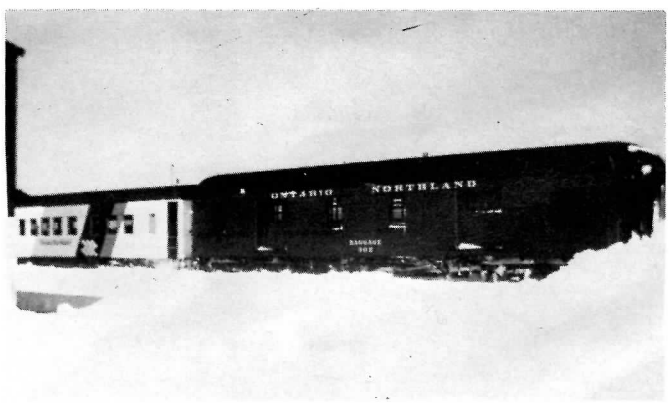
BAGGAGE, PASSENGER AND BUSINESS CARS

Name and/or number	Builder
200	National Steel Car
203 - Moosonee	Unknown
Onakawana	Pullman
301, 302, 303	Pullman
401	National Steel Car
410, 411, 412	National Steel Car
801 - 806	National Steel Car
810, 811, 812	Pullman
820, 821	Canadian Pacific
830 - 836	Pullman
840, 841, 842	Pullman
1101	Pullman
1404 - Meechim	American Car & Fndry.
1405, 1406	Canadian Pacific
1502	Pullman



Location	Year	Previous Owner(s)	Previous Numbers	Previous Type	ONR Type	ONR Purchase	Electrical
Hamilton, Ont.	1960	-	-	-	Steam Generator	1960	NA
Unknown	1927 Rblt 1955	SL & SF RR	#2 and #X "Tennessee"	Business Car	Business Car	1965	32V
Chicago, Ill.	1949	Wabash Norfolk & Western	Wabash 1553 Wabash 400 N&W "Exporter"	Chair/lounge Car Business Car Business Car	Business Car	1971	110V
Chicago, Ill.	1914	-	211, 212, 213	-	Baggage Car	1914	32V
Hamilton,Ont.	1926	-	215	-	Baggage Car	1926	32V
Hamilton, Ont.	1953	-	-	-	Baggage Car	1953	32V
Hamilton, Ont.	1936	-	-	-	A/C Coach	1936	32V
Worcester, Mass.	1949	Bangor & Aroostook	B&A 250 - 252	-	A/C Coach	1959	32V
Montreal, Que.	1949	Canadian Pacific	CPR 2281, 2287	-	A/C Coach	1968	32V
Chicago, Ill.	1941	Norfolk & Western	N&W 1725-1729,1731,1733	-	A/C Coach	1971	110V
Chicago, Ill	1949	Norfolk & Western	N&W 511,532,535	-	A/C Coach	1971	110V
Chicago, Ill.	1914	-	201	Baggage/Mail	Baggage	1914	32V
St. Louis, Mo.	1944	US Army Detroit & Mackinac	D&M 471	Hospital Car	A/C Lunch Car	1952	110V
Montreal, Que	1949	Canadian Pacific	CPR 2243, 2275	Coach	Coach/Lounge	1968	32V
Chicago, Ill.	1913	Pullman S.C. Co. DL&W RR	PSC Co. "Imola" DL&W RR 205	Sleeping Car	Rule Car	1954	32V

OPPOSITE PAGE
TOP - For yard switching, ONR use RS-3's. The remains of the fleet can be found at Englehart and North Bay. Seen here is #1308 caught at North Bay yard in 1977. (I.C. Platt)
MIDDLE - Ontario Northland still use F-units extensively in freight consists. #1518 trails two later road switchers with a main-line freight. (R.G. Eastman)
BOTTOM LEFT - The workhorses of the ONR system are the GMD built SD-40's. #1735 is seen here on the point of a mixed freight.(RGE)
BOTTOM RIGHT - FP-7A with ownership lettering a little worse for wear is seen here in North Bay yard. (I.C. Platt)
THIS PAGE
ABOVE - Two tones of blue with an additional broad yellow stripe embellish a plain white base. These are the new ONR passenger car colours. The car ends are yellow, the vestibules blue. Car #381 started out as Norfolk and Western #1726 in 1941.(RGE)
RIGHT - Still in traditional green, baggage car #302 is seen at Rouyn, Quebec. It was built for the T&NO by Pullman in 1914.(RWL)



A NIGHT ON 'THE NORTHLAND'

by Jim Walther

It isn't every night that you get the chance to ride on the headend of a train,but on the night of 26 June,I had the chance to see what it was like.The Ontario Northland Railways' "The Northland" left the station in Temagami Ontario at 12.45 am.The only night life in Temagami at 12.45, other than the train departure is a hotel which featured a live band.

When the train was half an hour out of Temagami,the Station Master 'phoned ahead to the train to arrange for the Engineer's approval in order that I could ride in the engine. Train no. 288,southbound for Toronto arrived right on time.) Climbing up into the cab,I was greeted by two very attentive engineers who offered me a chair so that I would be comfortable during the long winding ride south to North Bay.

On my left was Engineer Harvey J. Sasseville,to my right was Mike Main ville who was the engineer to North Bay. The distance from Temagami to North Bay by rail is seventy five miles. Harvey,who is now retired, talked about the winter nights when they often met moose on the line below Temagami.

In the north,all you have to do in order to be picked up at trackside, is to inform the nearest station of the mileage point,and be there with a lantern.They'll stop for you.We had a couple of pickups on the way down - one of the, at 1.30 am.

Passing work trains and sidings,the Northland made its way south.It was a bit foggy and as we made our way towards North Bay,signals appeared ghostly and lost in the north woods. About three miles out,the lights of North Bay became visible,when Mike began to receive instructions from the Yard Master at North Bay.We learned that the northbound counterpart of the Northland was 20 minutes late at the station.Our orders were to allow 187 to back off the wye and then back ourselves into the CN station.Mike had detrained at the yard, and it was Harvey who backed us in. Once into the North Bay Station,Harvey detrained and a CN crew took over for the run to Toromto.I also made my exit and boarded the train with the rest of the passengers.

When you are in North Bay at 2.30 am, there is not that much to do,so I made myself at home in the sixth car of the train.We were shuffled around the station from track to track until we were coupled to some other cars, which I found out were two of ONR's business cars,Moosonee and Onakawana.

Sleeping on a moving train is not the easiest thing in the world,even for a railfan and I woke up around 5.30 am with an early morning sunrise beginning to break.Towns and villages passed by the window,Burk's Falls,Huntsville and Gravenhurst.The diner was opened for breakfast at 6.00 am on this Sunday morning.

Travelling on a train is an easy way to become friends with people-the baggagemen,the chef,the waiter and the conductor.Through them,I was able to get a grand tour of the train.The highlight of the tour was a quick inspection of both Moosonee and Onakawana.In these two cars,the comforts of home were obvious in the wood paneling,soft furniture,carpeting,telephones,radio,elegant bedrooms,kitchen lounge and dining area.

Heading south,near Vandorf,the familiar skyline of Toronto became visible on the horizon-the CN Tower,Toronto Dominion Center,commerce Court,and soon we were running through the urbanized belt surrounding the city.It is amazing that the whole group of us in a long Steel Snake came from a mass of forest and rocks in the north to materialize in a mass of steel and concrete in the south.

As we wound our way down the Don Valley and along the bank of the Don River,our journey was coming to an end.As we rolled into Union Station, a glance at my watch revealed that we had arrived right on the advertized.

Unless you actua-ly take the trip,it is difficult to describe it and it is a thing that can not be readily imagined.From Temagami to Toronto, I rode the train they call the "Northland".It was a truly worthwhile experience.

PHOTOS: BELOW LEFT: Engineer Harvey J.Sassiville in the cab of the Northland.BELOW RIGHT:The Northland at Kapuskasing ready for the run back to Toronto.TOP RIGHT:The conductor on the southbound Northland.MIDDLE RIGHT: Ontario Northland business cars Moosonee and Onakawana on the rear of the Northland.All photos by Jim Walthers. BOTTOM RIGHT: ONR 1508 and 1501 on the southbound Northland at Flemindon Park Toronto. Photo by T.Wickson.

TORONTO — NORTH BAY — TIMMINS — COCHRANE — KAPUSKASING

READ DOWN ▼ DE HAUT EN BAS — READ UP ▲ DE BAS EN HAUT

Km		"The NORTHLANDER"/"Northlander" No checked baggage/bagages non enregistrés. Coach & Bus Seats reserved at no extra charge. Sièges de trains et d'autobus réservés sans frais supplémentaires. Train 123 Fri. & Sun. Only Ven et dim. seul.	Train 121 Daily Quot		Train 99 Daily Quot	Table No. 1/ Tableau N° 1 Connecting times are subject to change Les heures de correspondance sont sujettes à changement	Train 98 Daily Quot	"The NORTHLANDER"/"Northlander" No checked baggage/bagages non enregistrés Coach & Bus Seats reserved at no extra charge Sièges de trains et d'autobus réservés sans frais supplémentaires Train 120 Sat. only samedi seul	Train 124 Sun. only dim. seul		Train 122 Daily Quot
0		1900	1435		2125	Dp . . . . TORONTO (C.N.) . . . . Ar	0810	1245	2250		1820
103		. .	. .		. .	. . . . . BARRIE		1121	2130		1655
						. . . . . ORILLIA		1058	2104		1635
143		2100	1625		2325	. . . . . WASHAGO	0505	1043	2049		1620
181		2119	1645		2350	. . . . . GRAVENHURST	0545	1023	2029		1600
235		2206	1725		0038	. . . . . HUNTSVILLE	0456	0944	1945		1525
295		2253	. .		0121	. . . . . SUNDRIDGE	0414	0903	1903		. .
302		2301	1810		0128	. . . . . SOUTH RIVER	0407	0857	1856		1435
367		2359	1910		0230	Ar . . . . NORTH BAY (C.N.) . . . . Dp	0310	0800	1755		1335
					Refer to Table #2 for VIA transcontinental service Voir table #2 pour service transcontinental VIA						
			⊗		TRAIN 87 Daily Quot	ONTARIO NORTHLAND	TRAIN 88 Daily Quot				⊠
367			1920		0250	Dp . . . . NORTH BAY (O.N.) . . . . Ar	0250				1320
485			2058	TRAIN 283 Daily Quot	f0446	. . . . . TEMAGAMI	f0055	TRAIN 584 Daily Quot			1142
520			. .		f0519	. . . . . LATCHFORD	f0020				. .
534			2134		0534	. . . . . COBALT	0006				1106
542			. .		0542	. . . . . HAILEYBURY	2356				. .
550			2149		0554	. . . . . NEW LISKEARD	2346				1052
570			. .		f0614	. . . . . EARLTON	f2322				. .
592			2220	0655	0645	. . . . . ENGLEHART . . . . . Dp	2310	2220			1020
634			2255	0740	0727	Ar . . . . . SWASTIKA . . . . . Dp	2210	‡2140			0945
0				0745		Dp . . . . SWASTIKA (O.N.) . . . . Ar		2130			
9				0759		. . . . . KIRKLAND LAKE		2117			
36				f0825		. . . . . LARDER LAKE		f2052			
52				f0841		. . . . . CHEMINIS		f2037			
95				0925		. . . . . ROUYN		1952			
97				0935		Ar . . . . . NORANDA . . . . . Dp		1945			
634		BUS AUTOBUS 521 Daily Quot.	2255	BUS AUTOBUS 387 Daily # Quot #	0727	Dp . . . . SWASTIKA (O.N.) . . . . Ar	2210	BUS AUTOBUS 388 Daily Quot		BUS AUTOBUS 522 Daily Quot.	0945
682			2335		f0806	. . . . . RAMORE	f2122				0905
699			. .		f0832	. . . . . MATHESON	f2109				. .
715			‡2354		0845	. . . . . VAL-GAGNE	f2056				0845
730			. .		. .	Ar . . . . . PORQUIS . . . . . Dp	2045				. .
730		2359	2359	0900		Dp . . . . PORQUIS (O.N.) . . . . Ar		2040		0840	0840
773		. .	. .	0940		. . . . . SOUTH PORCUPINE		2000		. .	. .
783		. .	0040	0950		Ar . . . . . TIMMINS . . . . . Dp		1945		. .	0800
730		. .	. .		0855	Dp . . . . PORQUIS (O.N.) . . . . Ar	2040			. .	
775		. .	. .		0930	Ar . . . . COCHRANE (O.N.) . . . . Dp	2005			. .	
0		0035			0950	Dp . . . . COCHRANE (C.N.) . . . . Ar	1932			0800	
10		. .			. .	. . . . . FREDERICK	f1922			. .	
49		0115			1035	. . . . . SMOOTH ROCK	1850			0720	
67		. .			f1050	. . . . . STRICKLAND	f1835			. .	
80		. .			1100	. . . . . FAUQUIER	1825			. .	
90		. .			1110	. . . . . MOONBEAM	1815			. .	
112		0200			1130	. . . . . KAPUSKASING	1755			0635	
208		. .			1300	Ar . . . . . HEARST . . . . . Dp	1615			. .	

Snack-Lounge Car Service between Cochrane and Toronto. Service de voiture-salon et casse-croûte entre Cochrane et Toronto

Snack-Lounge Car Service between Toronto and Cochrane. Service de voiture-salon et casse-croûte entre Toronto et Cochrane

Equipment

"The NORTHLANDER" — Compartment and Coach seating. No checked baggage. Coach and Bus seats reserved at no extra charge. Dining-Lounge Toronto-Timmins

98-99 — Coaches—Toronto–Kapuskasing, Englehart–Noranda. Sleeping Cars—Toronto–Kapuskasing—Nos. 8730-8830, 6 Section–6 Roomettes–4 D.B.R. (Daily). Dining-Lounge—Toronto–Cochrane

87-88 — 421-822—Coach and Snack Lounge—Cochrane—Moosonee

THE NORTHLANDERS

Unit 1980 makes up the inaugural run. Seen here passing under the CPR in the Don Valley (Ted Wickson)

The Northlander story began in 1957 when five 4-car units were ordered from Workspoor for pool service by Swiss Federal and Dutch National Railways to work the Trans-Europe-Express service. The carbodies were constructed by SIG (Swiss Industrial Company), the engines and trucks were built by the Dutch company of Workspoor, who also drew up the designs and did the final assembly. Electrical equipment was supplied by Brown - Boveri & Co. of Switzerland. The units were numbered by Workspoor 1055 - 59 prior to entering service.

For TEE service the order was split, three units going to the Dutch National as NS class DE #1001 - 1003 and two units going to the Swiss Federal as SBB class RAm TEE1 #501 - 2. Exturnally the units were identical except for small ownership and unit number markings below the cab windows at floor height.

They first saw service on the Amsterdam - Brussels - Zurich - Milan TEE route but as their popularity grew, they proved to be too small for the loadings and inconvenient multi-unit operation was often neccessary. When the loading situation became acute, th they were substitued by conventional equipment and moved to the Paris - Zurich "L'Arbalete" service (TEE train #8). Electrification of the route and the age of the units led to their withdrawal in 1974, by this time there were only four units as SBB #501 was scrapped due to wreck damage.

When the units were withrawn, Ontario's Urban Transit Development Corporation became aware of their existance. It had already been decided that Ontario Northland needed to upgrade their passenger fleet and various options had been investigated. The choice of the TEE units was made for two reasons. Firstly, purely financial, new equivilent train sets of a Turbo or LRC type would cost approximately $1,000,000 each, the TEE units were available at a price that including a major overhaul amounted to $200,000 each. Secondly, they were of proven design and we were known to operate reliably mid-winter in alpine snows and mid-summer in Italy. this was not true of Turbo equipment. In order to expedite the purchase, overhaul and shipment of the units Robert Withrow, retired GO Transit Equipment Supervisor and George Armstrong, retired CN Master Mechanic spent parts of 1976 and 1977 shuttling across the Atlantic supervising the operation for UTDC. The Swiss Federal Railways shops carried out the pre-sale overhaul which included the addition of number boards, marker lights and a bell. A new coat of yellow and blue paint was then applied. The units were mothballed and shipped as deck cargo. The first section to arrive being the power car of unit 1900 (now 1980) on the container ship S.S. Wolfgang Russ. In the transfer of the units to North America SBB #502 became ONR #1900 and NS #DE1001 - 1003 became ONR #1901 - 1903. The units have Workspoor builders numbers 1055,56,57 and 59.

After off -loading, the cars of the Northlanders, as they had now become, were towed to a siding at Malton, to the north - west of Toronto, where the units were assembled and the various logos were applied. All of the lettering used is of the plastic stick-on type rather than painted on.

The first two units entered service between Toronto and Timmins in September 1977 and soon ran into reporting problems. As nearly a third of the Toronto - Timmins run is over CNR tracks, the ONR's 19XX series was clashing in the CNR computer with their own GMD-1 switchers which see service in the Prairie Provinces. The Northlanders' numbers were consequently changed to the 198X series. The

Now ONR #1980, SBB unit 502 at speed in its native Switzerland on a TEE assignment. (Swiss Federal Railways)

One of the Dutch owned units operating as the TEE "L'Arbalete" seen here at Mulhouse in France. (J. Wozniczka)

odd unit out was the current 1983 which was the last of the units to be shipped over and arrived at the North Bay shops as #1903 but never entered service numbered thusly.

Mainenance of the units is carried out at the ONR's North Bay shops. It is here that the complex job of coupling and uncoupling the cars takes place. Each car is semi - permanently coupled to its neighbour. Tension and buffing between the cars is achieved by a full width spring buffer bar which when held tight by a screw coupler slides against its neibour to give lateral and vertical movement. Passenger movement between the cars is achieved by a "floating" box section of corridor rather than the conventional diaphragm. The whole car joint is then covered withrubberised canvas to give a smooth external appearance and to reduce wind drag. It takes a crew four hours to couple or uncouple each car. The power car is similarily coupled to the trailer cars with the exception of a conventional diaphragm connection for train personnel. Air and electrical connections between the cars are also semi-permanent.

Coupling between units is achieved by Scharfenburg automatic couplers. They are normally retracted and covered with a steel hood to protect them from dirt. When in operation they extend and as well as making drawbar and buffing connections, also make all airline, mu line, and electrical connections in one operation. They can be operated manually from outside the train or automatically from the cab.

As the screw coupler and the Scharfenburg coupler are not standard North American equipment (until recently the Scharfenburg coupler was not standard European equipment either!), each unit carries a coupler converter which fits the Scharfenburg coupler and allows the other end to fit a standard AAR buckeye coupler, neccessary air connections are also built in. Units can be towed at up to 50 mph. To move individual cars about the yard at North Bay, ONR have returned to the link and pin. A steel drawbar is used to tow or push cars at low speed, no air connections being neccessary.

The units consist of four cars of which three are used by paying passengers. Although they are bidirectional, the power car is usually considered to be the leading car. The interior contains a control cab, power units for traction and on train services, baggage compartment and a customs compartment. This customs compartment seats eight and is laid out on a standard European 2+2,2+2 facing pattern. Unlike the remainder of the train which has been refurbished, this compartment still has leatherette seats and Swiss photographs on the walls. It was included in the unit for the customs officials of the various countries to ride in before and after on-the-move customs inspections. It is now used as accomodation for train crew or maintanence men.

The first passenger car behind the power-car, now designated "Car A", has two washroom compartments at the extreme front, a large carpeted vestibule area leading to nine, 6-seat compartments with side corridor. At the rear of the car is a small storage room equipped with a water cooler.

Northlander unit #1981 southbound at CN's Washago station. (Ted Wickson)

The second car,"Car B", is a combination open seating and diner. Like the first car, washrooms and vestibule are at the leading end. After passing storage lockers a passenger would enter a small open seating area. Seats are grouped as facing two or facing four sets with an off-centre gangway. Moving to the rear of the car, a sliding door separates the seating from a 32 seat dining area. Dining is on a four to a table basis. At the rear of the dining area, the centre gangway doglegs to become a side corridor past the food preparation area. This area is divided into two sections, the leading area is for washing-up and china, cutlery, drinks and sncks storage. The rear area, which is reached from a separate entrance, contains the kitchen. A serving hatchway is used to transfer the meals from the kithchen to the serving crew in the storage area. The kitchen is all-electric. It is Ontario Northland's policy that all meals should be prepared on board and not served "airline style". Plastic plates and cutlery are stricktly taboo.

The rear of the train, "Car C", is led by a washroom, vestibule, storage arrangement, the same as Car B. This leads to a full open car. Seats are again 4+2 facing for the entire length. At the rear end is a washroom and full width conductors office which leads to the rear control cab.

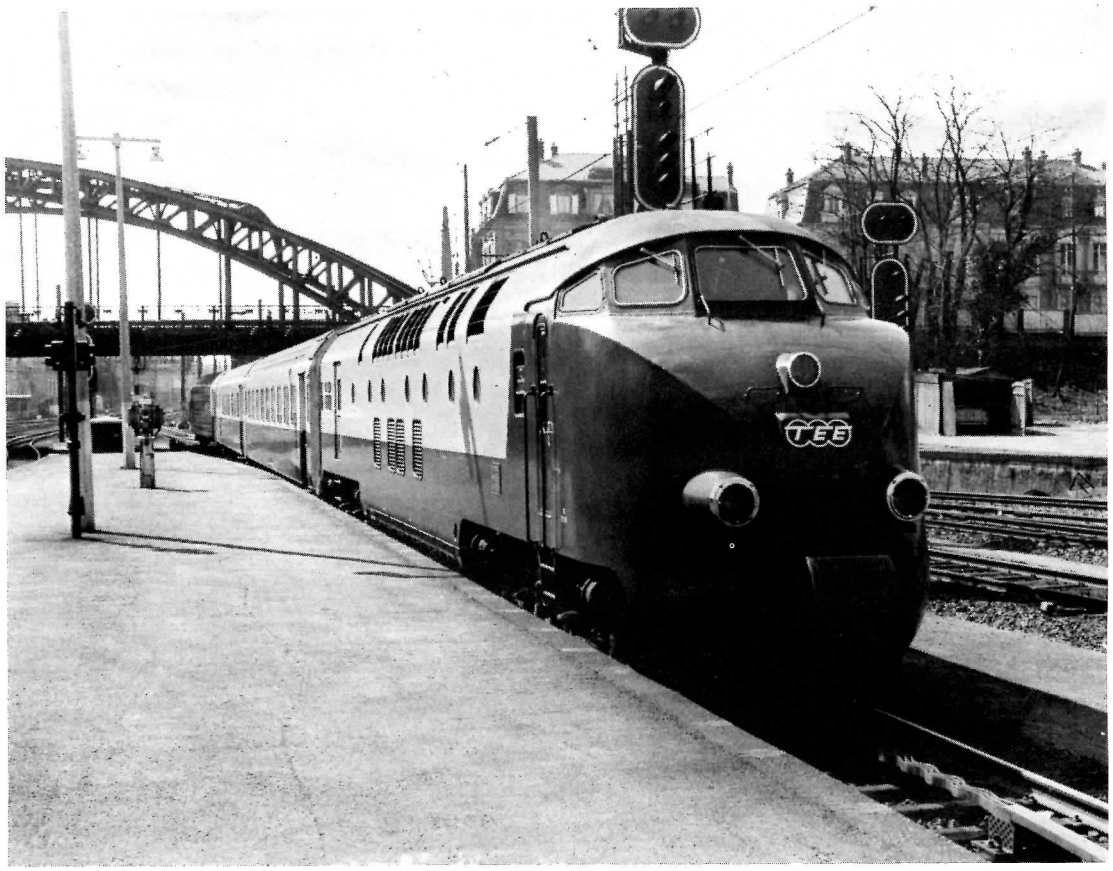
Although CN has decreed that the units shall operate with the power car leading, ONR and their previous European owners operate(d) the units in either direction at full speed. from the passenger's point of view there is no difference in comfort operating in either direction.

THIS PAGE ABOVE - The Swiss crossing guard stands to attention as the TEE "Edelweiss" passes on its way out of Zurich. (Swiss Federal Railways) BELOW - Train #123 heads north out of Toronto under the Prince Edward Viaduct in June 1977. (Ted Wickson)

OPPOSITE PAGE ABOVE - Five miles out of Union Station and apparantly in the country. #123 comprising of Northlander unit 1981 crosses the Don River at Wynford Park. (Ted Wickson) BELOW - The Amsterdam - Zurich "Edelweiss" passes Mulhouse on the French portion of the run. (Jim Wozniczka)

NORTHLANDER STATISTICS

Unit Length	318 ft.
Unit width	9ft.6in.
Unit height	13ft.7in.
Traction power	2000 HP
Auxiliary power	300 HP
Maximum speed	93 mph
Maximum service speed	87½ mph
Acceleration (0-43.5mph)	180 secs.
Service braking(87½ - 0mph)	3936 ft.
Emergency braking (87½ - 0mph)	3116 ft.
Fuel consumption	1.1 mpg
Fuel capacity	1268 gals.
Unit weight (operating condition)	248 tons
Axle loading (power car)	41,895 lbs.
Axle loading (trailer car)	21,500 lbs.
Seating capacity	114 persons
Dining capacity	32 persons



CAR "A"

	11	13	15	NON-SMOKING ↑
	12	14	16	
	21	23	25	
	22	24	26	
	31	33	35	
	32	34	36	
	41	43	45	
	42	44	46	
	51	53	55	
	52	54	56	
	61	63	65	
	62	64	66	
	71	73	75	SMOKING ↓
	72	74	76	
	81	83	85	
	82	84	86	
	91	93	95	
	92	94	96	

CAR "B"

35	33		31	SMOKING ↑
36	34		32	
25	23		21	
26	24		22	
15	13		11	
16	14		12	SMOKING ↓

CAR "C"

85	83		81	NON-SMOKING ↑
86	84		82	
75	73		71	
76	74		72	
65	63		61	
66	64		62	
55	53		51	
56	54		52	
45	43		41	
46	44		42	
35	33		31	SMOKING ↓
36	34		32	
25	23		21	
26	24		22	

10 YEARS AGO

March - April 1968

CP APPLIES TO CLOSE 84 PRAIRIE STATIONS

The Canadian Transport Commission will hold hearings on April 22nd and 29th at Regina, Sask., and Medicine Hat, Alta., respectively, on applications by Canadian Pacific to close 84 small station offices. The applications also provide for the removal of caretakers or caretaker-agents from a further 44 stations.

CP plans to establish customer service centres at Regina and Medicine Hat to handle by telephone those customers normally served by local station agents.

The stations involved are listed below:

REGINA AREA:

Agents removed from:

Antler, Sask.
Arcola, Sask.
Balcarres, Sask.
Bromhead, Sask.
Bulyea, Sask.
Carlyle, Sask.
Creelman, Sask.
Cupar, Sask.
Drake, Sask.
Earl Grey, Sask.
Fillmore, Sask.
Gladmar, Sask.
Govan, Sask.
Grenfell, Sask.
Holdfast, Sask.
Imperial, Sask.
Indian Head, Sask.
Kayville, Sask.
Kisbey, Sask.
Lemberg, Sask.
Liberty, Sask.
Manor, Sask.
Midale, Sask.
Milestone, Sask.
Neudorf, Sask.
Ogema, Sask.
Ormiston, Sask.
Pangman, Sask.
Pipestone, Man.
Qu'Appelle, Sask.
Redvers, Sask.
Reston, Man.
Rouleau, Sask.
Sintaluta, Sask.
Simpson, Sask.
Southey, Sask.
Stoughton, Sask.
Strasbourg, Sask.
Torquay, Sask.
Viceroy, Sask.
Wilcox, Sask.
Wolseley, Sask.
Yellow Grass, Sask.

Caretaker-agents removed from:

Dilke, Sask.
Dysart, Sask.
Horizon, Sask.
Lake Alma, Sask.
Lipton, Sask.
Lockwood, Sask.
Nokomis, Sask.
Silton, Sask.
Sinclair, Man.
Verwood, Sask.
Wauchope, Sask.

Caretakers removed from:

Abernethy, Sask.
Crane Valley, Sask.
Craven, Sask.
Drinkwater, Sask.
Duval, Sask.
Forget, Sask.
Francis, Sask.
Heward, Sask.
Lang, Sask.
Macoun, Sask.
Markinch, Sask.
McLean, Sask.
Minton, Sask.
Pense, Sask.
Readlyn, Sask.
Sedley, Sask.
Summerberry, Sask.
Tribune, Sask.

MEDICINE HAT AREA:

Agents removed from:

Abbey, Sask.
Acme, Alta.
Bassano, Alta.
Beiseker, Alta.
Bindloss, Alta.
Brooks, Alta.
Burstall, Sask.
Cabri, Sask.
Carbon, Alta.
Duchess, Alta.
East Coulee, Alta.
Empress, Alta.
Fox Valley, Sask.
Gleichen, Alta.
Gull Lake, Sask.
Hazlet, Sask.
Hilda, Alta.
Hussar, Alta.
Lancer, Sask.
Langdon, Alta.
Leader, Sask.
Lomond, Alta.
Maple Creek, Sask.
Mendham, Sask.
Nacmine, Alta.
Patricia, Alta.
Pennant, Sask.
Piapot, Sask.
Prelate, Sask.
Richmound, Sask.
Rosemary, Alta.
Redcliff, Alta.
Sceptre, Sask.
Standard, Alta.
Strathmore, Alta.
Suffield, Alta.
Tilley, Alta.
Tompkins, Sask.
Vauxhall, Alta.
Walsh, Alta.
Wimborne, Alta.

Caretakers removed from:

Carseland, Alta.
Cluny, Alta.
Golden Prairie, Sask.
Hatton, Sask.
Irricana, Alta.
Irvine, Alta.
Jenner, Alta.
Buffalo, Alta.
Lemsford, Sask.
Millicent, Alta.
Namaka, Alta.
Schuler, Alta.
Shackleton, Sask.
Success, Sask.
Torrington, Alta.

PGE TURNS OUT NEW CABOOSES

Pacific Great Eastern's Squamish (B.C.) Shops recently outshopped a homemade steel caboose, No. 1851, which is reportedly the prototype for a fleet of five vans. Like CN's new cabooses, No. 1851 has a bay-window cupola, electric lighting (and toilet) and radio racks.

Evidence of the recent Penn Central formation has been discovered on PC's Canadian lines. A PRR Century 425 in company with an NYC B-unit visited CP's St. Luc yard the other day, while PC vans are becoming commonplace on the road's Windsor-Niagara Falls line. Ex-NYC 2544, carrying the Penn Central herald, passed through Canfield Junction early in March.

NEW UNIT TRAIN SERVES DOFASCO MILLS

A CN/ONR unit train -- first in Canada to employ rolling stock specifically designed for unit train service -- made its inaugural run to Hamilton, Ont., on March 27th, carrying the first iron pellets from Ontario's newest mine.

Three 35-car trainsets make up the operation. They run continuously on 72-hour cycles between an automatic loading dock at the still-unfinished Sherman Mine near Temagami and an elevated unloading track over the blast furnace bins at Dominion Foundries and Steel in Hamilton.

Loading and unloading hatches on the cars open and close automatically -- actuated by the 'brake wheel' devices atop each car. A 35-car train can be loaded at Temagami in two hours. Although each car can discharge its load in 60 seconds, the Dofasco mill consumes just 12 carloads per shift, or a trainload each 24 hours, seven days a week.

CN owns 85 of the stubby ore cars, while Ontario Northland contributes the remaining 35 cars. A surplus of 15 cars over normal requirements is available for a scheduled maintenance program.

Load-adjusting brakes are an unusual feature of the ore cars. This device varies the braking effort according to the load in the car, so that the stopping distance for a full train is nearly the same as for a trainload of empties returning to the mine.

'EXECUTIVE', 'BISTRO' CARS FOR THE 'RAPIDO'

CN plans to introduce two new innovations on its afternoon Rapidos between Toronto and Montreal within the next few weeks.

Entering regular service at the end of April are the seven compartment/buffet/lounge cars 'Burrard' and 'Bedford', in a new role as 'Executive Club Cars'. Privacy, convenience and elegance are stressed in the Executive Club, where a businessman and his associates may confer or enjoy fine food in the privacy of their own room, or relax in the lounge at the end of the car. For large groups, the lounge may be set up as a dining or conference room. Setting off the rear end of Rapido in fine traditional style with their open platforms, 'Burrard' and 'Bedford' will be isolated from the rest of the train to respect the privacy of their occupants.

How much does 'Executive Club' travel cost? The lone businessman will pay $45 for his Toronto-Montreal ride; two persons pay $35 each, and $90 will cover a group of three. Large parties of not more than 21 passengers may charter the entire car for $490.

The 'Bistro' cars -- rebuilt from coaches 5292 and 5300 and renumbered 3100 and 3101 -- will be rolling nightclubs. One is to have the atmosphere of an English pub, while the other will take on the form of a modern discotheque. The 'Bistros' should be on the rails by the end of May.

TWO KILLED AS CN FREIGHT TRAINS COLLIDE

A head-on collision between two Canadian National freight trains at Pefferlaw, Ont., 55 miles north of Toronto, resulted in the deaths of two crewmen on March 16th.

The collision occurred when southbound train 310, entering the CTC-equipped siding at Pefferlaw, was struck by northbound train 451 at about six o'clock in the morning, in dense fog. Fuel tanks were wrenched free by the impact and fire ensued, which burned furiously for over an hour. Two crewmen -- the engineer of No. 310 and a brakeman on the northbound train -- died after jumping from their locomotives, when debris landed on them. Several other crew members were seriously injured.

All four locomotives involved suffered extensive damage and repairs, in at least one case, may well prove uneconomical. Engines 3238 and 3212 were handling No. 310, while 3874 and 3869 headed up No. 451. (Unit 3212 was featured in a series of 'fast freight' promotion photographs taken last year at Montreal Yard; the best known of these is probably the large mural at the west end of the concourse in Montreal's Central Station.)

About a dozen cars were derailed, mostly empty steel frame boxcars. Contrary to impressions given by the press, there were no stock or tank cars derailed, although the trains' consists could well have included such equipment.

Wreckers from Toronto Yard and Capreol cleared the line. Although track was relaid through the wreck site by midnight March 16th, the Toronto Auxiliary continued cleanup operations until the morning of March 22nd. While the line was blocked, Bala Sub. trains between Toronto and Washago were rerouted via the Newmarket Subdivision.

As if to prove that lightning can strike twice in the same place, the engineer of No. 451 was a survivor of an earlier head-on crash at Pefferlaw, on December 23rd, 1943, when a doubleheaded northbound train met a southbound extra just south of Pefferlaw station. In that affair the engineer, H.A. MacDonald, was firing the southbound train, and in both cases he stayed with his locomotive. (Incidentally, can anyone supply details of the engines involved in the 1943 affair? The leading engines were a 4-6-2 and a 2-8-2, numbers unknown.)

B.C. Hydro has placed a new steel caboose in service, numbered A-1. Tenders have been called for three more.

TRAIN DERAILS ON BRIDGE -- 3 KILLED

Three crewmen died in the flaming wreckage of their diesel locomotives following a derailment at St. Lazare, Man., April 23rd. The train, Canadian National's westbound freight 409, left the rails as it approached the bridge over the Birdtail River, between Rivers and Melville. The four diesel units and 24 cars plunged off the bridge, pulling part of the structure down. The wreckage ignited and burned furiously for several hours.

CN's main line is expected to be closed for ten days as repairs are made to the bridge. In the meantime, trains are detouring via Dauphin and experiencing delays of from five to 12 hours.

Locomotive casualties were Nos. 9108, 4804, 4819 and 4113. All will likely be retired.

Garbage Car RT-10 (nicknamed by one and all 'Tokyo Rose' for two very apparent, including one sarcastic, reasons) was tested over the BLOOR line to Keele on the afternoon of March 20th, and has been making regular training runs since then. Garbage Car RT-4 continued to make its rounds pending the entering of regular service of RT-10. Flat car RT-11 has been in use on the easterly extension of BLOOR-DANFORTH, being towed by Truck 72. The locomotive and crane ordered from Japan are due in May.

The number of air-electric cars to be retained after the abandonment of the BLOOR, DANFORTH and (part of the) DUNDAS route has been set at 17, with an additional 4 retained for standby service. Cars which will see regular service are 4199, 4220, 4226, 4228, 4245, 4247, 4253, 4261, 4275, 4290, 4578, 4586, 4589, 4593, 4597, 4599 and 4600, with 4210, 4236, 4250 and 4582 as the standby units. All other cars will be placed in storage for the time being, probably at Russell, and should eventually be offered for sale.

The TTC will issue 1,000,000 special commemorative tokens with the opening of the subway extensions on May 11th. One half will carry the Scarborough coat of arms on one side, the other 500,000 having the Etobicoke shield. Each token will have the usual 'TTC Subway' on the other side. Most of the tokens are expected to become collectors items.

Cardboard Tokestrips for subway tokens have been discontinued and replaced by plastic holders. Only one million have been made - be sure to get one early.

The overhead at Roncesvalles and Grenadier came down just before the evening rush hour on March 8th, resulting in several interesting routings for cars of various routes entering rush hour service. CARLTON cars operated via King and Bathurst to College, DUNDAS cars on the City Hall section operated via King, Bathurst, College and Spadina to Dundas, while Broadview Station cars ran out via King and Church to Dundas. BLOOR cars entered service via King, Bathurst and Dundas Streets. KING cars were cut back at Roncesvalles Carhouse for 45 minutes with buses used on Roncesvalles Avenue.

Considerable minor trackwork has been carried out recently. Remnants of the W-to-N and S-to-E curves at Bloor and Dundas have been removed, as have the diamonds and the former, serviceable E-to-N curve. The trailing switch on the S-to-W curve at Gerrard and Carlaw was lifted but the curves were left in. The W-to-N and S-to-E curves at College and Lansdowne have been cut, and the long-unused diamonds at Queen and Bay were lifted in early April. Flat motor W-4 has been carrying rail recently while C-2 is in the shops. Rail in the Bay Street Subway has also been paved under, and the diamonds at Carlton and Church have been removed.

The two trolley coaches being rebodied are both running into difficulties. 9020, at Western Flyer in Winnipeg, has been completed, although unknown difficulties have been experienced. 9144, sent to England, has become involved in bankruptcy proceedings at the builders and latest word is that it is in a stripped-down state.

Power was turned on in the subway extensions April 16th, with RT-5, the original subway Rail Grinder being the first unit over each extension. Regular trains were in use shortly after to check signals and structure clearances. Following is a timetable of training operation on the subway, with all trains operating between Warden and Islington Stations: --

April 22/24/26/29, May 1/3/6/7/8:

Six trains in operation, 10.00 a.m. to 2.00 p.m. and again from 6.00 p.m. to 10.00 p.m.

April 23/25/30, May 2:

As above, but during evening period only.

April 28, May 5 (Supervisors only):

Up to six trains in operation, 8.00 a.m. to 4.00 p.m.

April 21/27, May 4:

Open dates, for use only if necessary.

All trains in operation for testing purposes will carry identra-coils to operate the destination signs located in each station, to advise intending passengers that the approaching train is not in service. Trains will operate on an approximate 15-minute headway, intermingling, as stated above, with regular trains running only between Keele and Woodbine. A total of 465 personnel will each be given four hours of familiarization with the extensions. A complete listing of running times will be published in the next issue, together with headways and equipment requirements for both the extended BLOOR-DANFORTH and the YONGE-UNIVERSITY lines.

CANADIAN NATIONAL MOTIVE POWER NOTES

Deliveries:

From Montreal Locomotive Works, 3,000 h.p. Century 630's, class MR-30b;

2018 - Feb 24/68	2021 - Mar 8/68
2019 - Feb 27/68	2022 - Mar 13/68
2020 - Mar 1/68	2023 - Mar 20/68
2024 - Mar 21/68	2028 - Apr 9/68
2025 - Mar 27/68	2029 - Apr 10/68
2026 - Mar 29/68	2030 - Apr 20/68
2027 - Apr 3/68	2031 - Apr 23/68

Units 2000-2023 are assigned to Montreal Yard. Nos. 2024-2043 are assigned to Moncton as deliveries are made.

From General Motors Diesel Ltd., 3,000 h.p. SD-40's, class GR-30d:

5040 - Apr 15/68	5041 - Apr 15/68

CANADIAN PACIFIC MOTIVE POWER NOTES

CP's eight Century 630's, slated for delivery in mid-summer, will be classified DRF-30c, Nos. 4500-4507.

Two 1,200 h.p. road switchers, Nos. 8148 and 8156, suffered fire damage in separate incidents recently in the Toronto area and are undergoing repairs.

Unit 8160, not 8161 as stated last month, was involved in the derailment at Dutton, Ont., on the LE&N.

RAPID TRANSIT RECOMMENDED FOR OTTAWA AREA

A recent report of the Ottawa Transportation Commission has recommended a rail rapid transit system to serve the Metropolitan Ottawa area.

The report stresses that public transportation should be one of the first considerations in any area planning when the proposed regional government takes over on January 1st, 1969. Considering proposed developments at Tunney's Pasture and the LeBreton Flats area, each of which will be a working centre of between 16,000 and 18,000 employees, the report says there is a pressing need to plan transportation for them.

A rail rapid transit system, with surface feeders, could serve the whole national capital area, but would require coordination of federal, provincial and regional authorities.

EXPO EXPRESS CARS TO RUN AT MONTREAL FAIR

The fate of Montreal's Expo Express appears to be on the way to resolution. It will be recalled that the automated rapid transit system was among the disposable assets of Expo 67 after the fair terminated last October. In the following months, the city of Montreal proposed a continuing exhibition -- to be known as 'Man and His World' -- and successfully negotiated the transfer of the majority of the structural assets of Expo to the City for this purpose. As far as transit is concerned, this included the three minirail systems and the permanent installations of Expo Express; it excluded the 48 automatically-controlled air conditioned Hawker Siddeley transit cars themselves.

The cars were offered for sale by tender, with bids closing in mid-March. Among the transit authorities known to be interested in bidding were those of New York, Toronto and Edmonton. Montreal indicated that it would not bid, due to heavy financial commitments towards other costs of the continuing exhibition, and indicated that the tracks and facilities of Expo Express might be used by employing cars temporarily surplus on the Montreal Metro.

Just before the bid closing in March, however, it was announced that the closing date for tenders had been deferred until September, and that the cars -- which make up eight six-car trains and which are now in storage at CP's Angus Shops in Montreal -- would be available for use for the 1968 season of 'Man and His World'.

A cryptic remark made by the Mayor of Montreal in a radio interview to the effect that, far from being further depreciated, the transit cars may be worth "even more" by September, would seem to indicate that Montreal is prepared to purchase the equipment for use in 1969 and thereafter, should the 1968 season indicate that a continuing 'Man and His World' is financially feasible. Between $3 and $4 million is involved.

GTW locomotives (4900-series) are no longer operating through to Toronto on GTW-CN Chicago-Toronto trains. Engines are now changed at Port Huron, and CN 4100-series road switchers with steam generator cars handle the Canadian portion of the run. The move is presumably necessitated by power requirements on GTW lines.

A rockslide south of Boston Bar, B.C. recently precipitated GR-17 4286 into the Fraser River, killing the engineer. It is doubtful if the locomotive will be recovered.

CN HIKES FARES, INTRODUCES INCENTIVES

Following the lead of air and bus companies, Canadian National has announced increases in its passenger fares of up to ten per cent, effective June 1st.

The maximum increase will be felt in the main travel corridor -- between Windsor and Quebec City. Travel to the Atlantic provinces is unaffected for distances of over 600 miles. Travel in western Canada and on transcontinental runs will cost ten percent more except for long haul journeys of over 1,500 miles, where a five per cent boost applies.

Family discounts of up to 25 per cent will be offered; businessmen and those under 21 will also benefit from this reduced rate.

'HURON' DAMAGED IN ALTERCATION WITH TRUCK

Four cars of CN's ex-Crusader stock were damaged in a derailment following the collision of the Huron and a flat bed truck west of New Hamburg, Ont., on April 19th. After the Sarnia-bound train struck the truck at high speed, killing the driver, the entire consist left the rails. The locomotives -- 4132 and 4156 -- steam generator 15452 and the leading coaches suffered moderate to heavy truck and underbody damage. Three conventional coaches augmented the Huron's consist on April 19th.

The derailment blocked the Guelph Subdivision from early Friday evening until Sunday morning, forcing trains to detour via Brantford. Auxiliaries from Toronto and London cleared the line.

CP PLOW, CABOOSE SOLD TO NEW U.S. LINE

On January 24th, Canadian Pacific sold snow plow No. 400639 and caboose 435210 to the Ogdensburg & Norwood Railroad, which is an organization that has taken over the former Rutland Railroad line between those two New York State points. The O&N owns one Alco diesel-electric road switcher, and is said to be planning a part-commercial, part-tourist operation.

The two pieces of equipment were sent to Ogdensburg by way of the Prescott-Ogdensburg car ferry operated by Canadian Pacific Car & Passenger Transfer Limited.

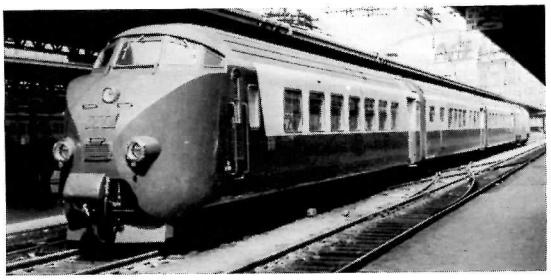
WORTH NOTING

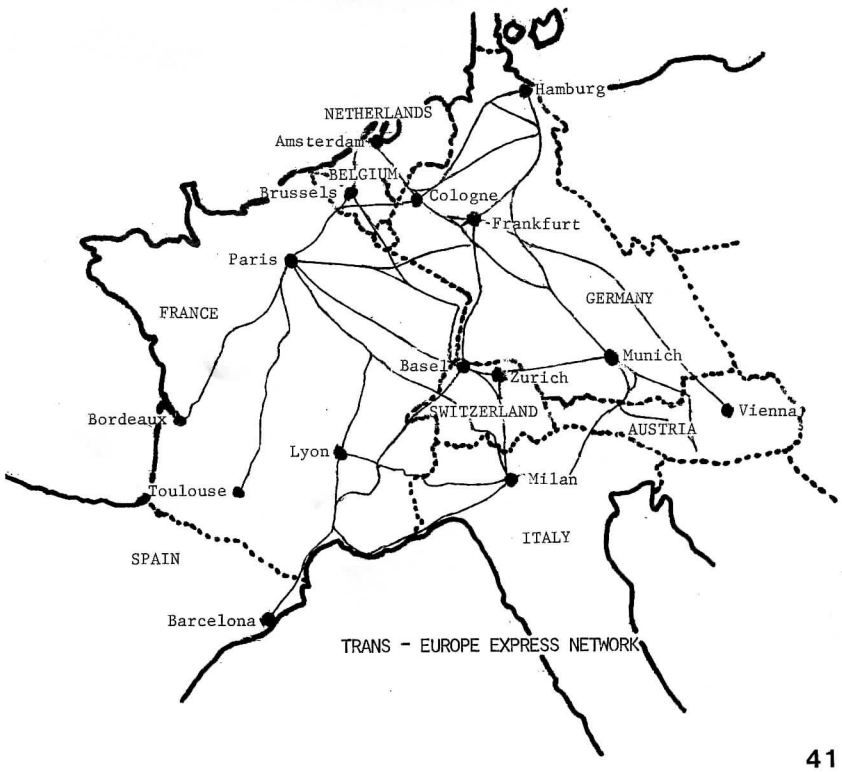
Compiled by Mary F. Layton

"L'Arbalete" makes up one of the Paris - Zurich TEE services. This diesel unit is now Ontario Northland #1982. (J. Wozniczka)

The Trans-Europ-Express (T.E.E.) service was first proposed in 1954 by Den Hollander, the President of the Netherlands Railways. Services began on June 2nd. 1957, and they now cover nine countries: Austria, Belgium, France, West Germany, Italy, Luxembourg, Netherlands, Spain and Switzerland. Thirty-five trains a day operate over twenty seven routes and serve 125 stations, carrying 500,000 passengers a year in first class accomodation with all seats reserved. The offices of the T.E.E. system are located at the headquarters of the Netherlands Railway at Utrecht. The trains are all painted red and cream.

Motive power and rolling stock is owned by the various administrations. The first trains were diesel multiple units. In 1961 the Swiss Federal Railway introduced four,5-car multi-current electric trains. In 1972 only seven out of thirty five trains were diesel operated.





IN TRANSIT

Edited by Rod and Pat Semple

ABOVE:

The southbound inaugural train passes through Eglinton West Station southbound, en route to the opening ceremonies at St. Clair West, on 27 January 1978.
(Ted Wickson)

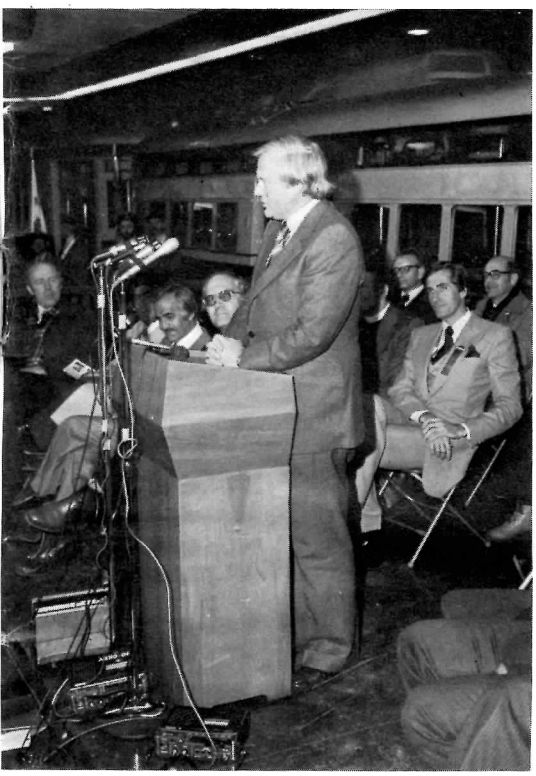
Spadina subway opens

At approximately 2.00pm on Friday January 27th 1978, two special subway trains, each headed by a pair of new H-5 subway cars departed Wilson and St.Andrew stations respectively for a common destination. The destination was St.Clair West Station and the purpose of these trains was to transport official guests to the opening ceremonies of the new Spadina Line.

Greeted on their arrival by the skirl of bagpipes from the Station P.A. system, the guests were guided upstairs to the sub-surface streetcar/bus loop, which was the site of the proceedings. At this location they were greeted by the newly formed T.T.C. Pipe Band, playing at full volume, surely the only way to open a new subway! Behind the temporary stage was an impressive display, CLRV 4002 PCC 4527 and Witt 2766, three generations of T.T.C. streetcars.

The entourage of politicians and officials was then piped onto the stage where the ceremonies began. Ontario Premier Bill Davis and other Metro politicians made several light-hearted speeches, which were followed by the unveiling of two commemorative plaques and short prayers. Everyone present was then invited to tour the station and the CLRV, and to partake in light snacks.

At the conclusion of the ceremonies, the inaugural trains were used to transport those who wished to ride north to Wilson or south to downtown. Passengers on the southbound trip, in car #5780, were treated to a raucous rendition



LEFT:

Ontario Prime Minister William Davis addresses the assemblage of dignitaries and citizens during the opening ceremonies at Saint Clair West Stn. Sitting behind the premier, smiling is TTC Chief General Manager R. Michael Warren. Immediately ahead of Davis's chest, with glasses, is TTC Chairman G. Gordon Hurlburt. (Ted Wickson)

RIGHT:

Two days prior to the official opening, on 26 January 1978, test trains are in operation and workmen add finishing touches to the interior of Dupont Station. This is one of only three subway stations in Toronto in which one can observe passing trains from a mezzanine vantage point (the others are St. Clair West and Eglinton West). (Ted Wickson)

BELOW:
The opening of the Spadina Subway resulted in the rush hour only EARLSCOURT streetcar line being cut back from the Yonge Subway to the new St. Clair West Station. Here, PCC #4509 ascends the ramp from the underground loop at St. Clair West, heading west to Lansdowne Loop.

BELOW:

For many, the most beautiful piece of artwork in the Spadina Subway, "Spadina Summer Under All Seasons", is a 130 square metre mosaic tile adorning both walls of Dupont Stn. The artist is James Sutherland. (Ted Wickson)

ABOVE:

"Tempo", probably the most colourful artwork on the new line, adorns the mezzanine level of St. Clair West Station. (Ted Wickson)

BELOW:

A scene which emphasises the obvious superiority of rapid transit for intraurban transport. H-1 class subway car 5465 leads a southbound train into Eglinton West Station on the first day of revenue service, 28 January 1978.
(Ted Wickson)

of music by the infamous University of Toronto Engineering Department's Lady Godiva Memorial Band, who had given the occasional performance of irreverent music during the opening ceremonies!

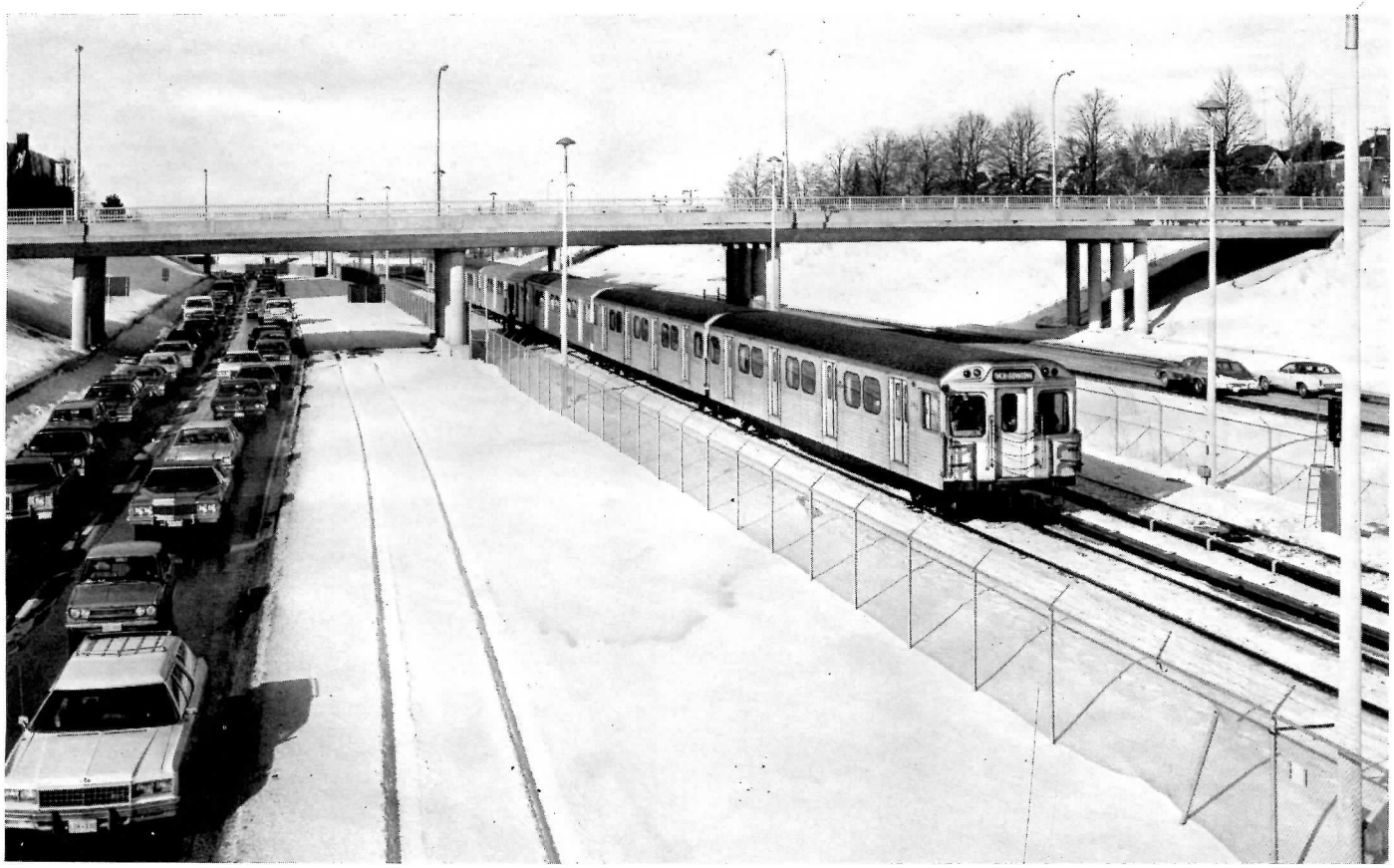
First Day of Public Service

On Saturday January 28, 1978, the first day of service, the public had the opportunity to ride the new line free between the hours of 6 a.m. and 5 p.m., provided they entered at a new Spadina station. The early part of the day was relatively quiet, but in the afternoon the opposite was true as thousands turned out in the brisk and sunny weather to explore the new line. Souvenir buttons and brochures were distributed at all new stations and rapidly became collectors items along with " first day " transfers.

Service on the first few weeks was rather spasmodic, signal and switch problems appeared, particularly on open cut sections of the line, and there were lengthy delays in service. Most of these problems have now abated and all seems to be operating smoothly. Patronage, which was low at first, is now slowly rising to a predicted 8000 passengers per day. The Spadina Subway is a long-term investment, and as developement in North York increases, patronage will, in turn, increase on the new subway line.

ABOVE:

Two Gloucester trains pass near Glencairn Station, in the median strip of the William R. Allen Road. The two closest cars are of the G-2 "aluminium" type.
(Ted Wickson)



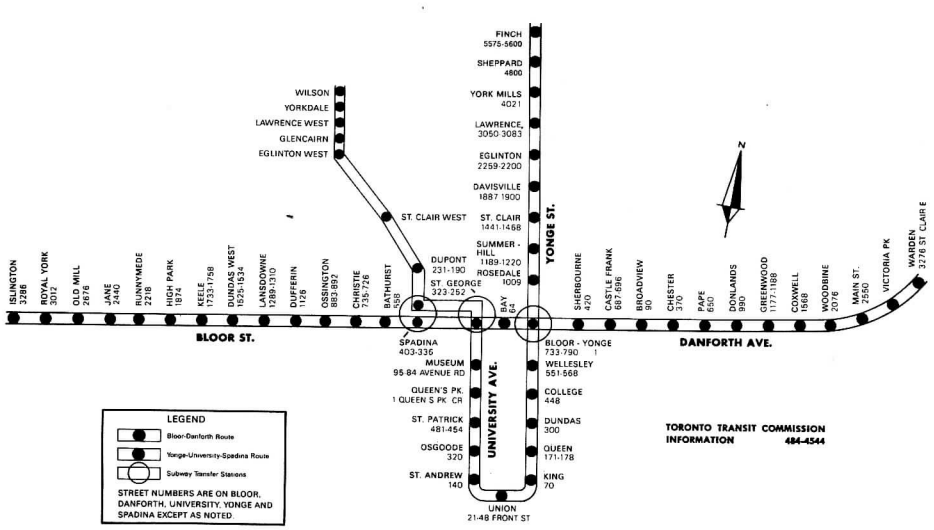
ABOVE: An OSSINGTON-63 trolley coach lays over at its new route terminus, Eglinton West Stn., on the first day of operation. (Ted Wickson)

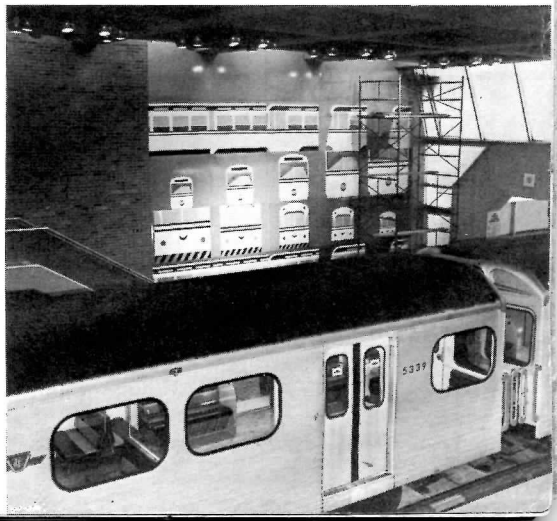
ABOVE: The platform level of Wilson Station, one of two stations on the line designed by the TTC's own staff (the other is St. Clair West). (Ted Wickson)

ABOVE: "Barren Ground Caribou" is found at the northern entrance to Spadina Station. (Ted Wickson)

ABOVE: A new airport express bus service commenced with the opening of the new line. The route runs to the airport from Lawrence West Stn. via Yorkdale, at which point we see Gray Coach 1415.

BELOW: "summertime Streetcar", on the west wall of Eglinton West Stn. (both photos - Edward A. Wickson)



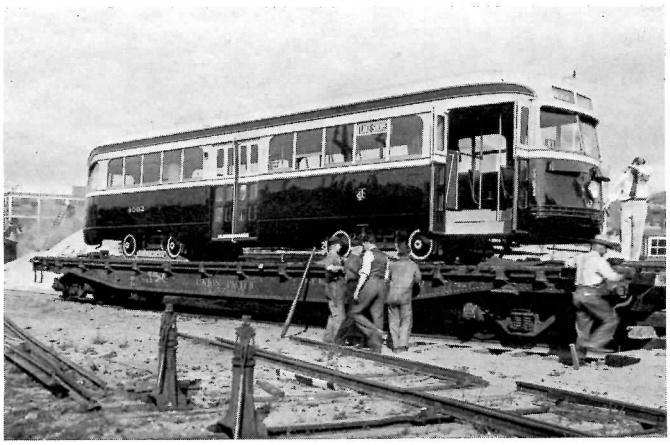


LRV's ARRIVE

DAWN OF A NEW ERA

RIGHT:

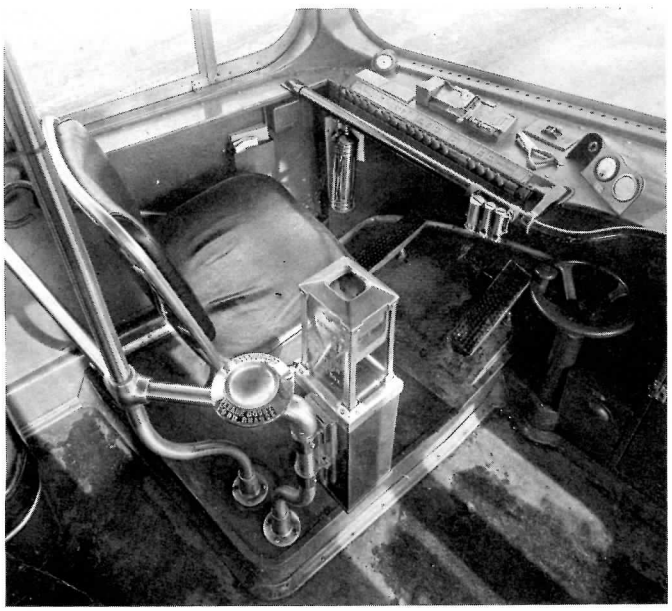
Toronto Transit Commission CLRV #4002, the first car to arrive from the SIG (Schweizerische Industrie Gesellschaft) plant in Switzerland, is seen en route to CP Rail's Hochelaga Yard in Montreal on 26 December 1977. From this point, the car was marshalled into a freight train bound for Toronto. The car arrived by ship at the port of Montreal on Thursday 24 December 1977.
(Corporate Archives, Canadian Pacific)



ABOVE: The first generation #4002, the first PCC car to arrive in Toronto, is unloaded at Hillcrest Shops on 20 August 1938, some forty years earlier.
(Toronto Transit Commission)

ABOVE: History is repeated 39.5 years later, as the second 4002 is welcomed upon its arrival at Hillcrest Shops on 29 December 1977.
(Toronto Transit Commission)

BELOW: A view of the operator's controls of an A-1 class PCC car when new, taken on 20 January 1939.
(Toronto Transit Commission)



BELOW: The operator's cab and control area sports foot controls and an endless array of coloured lights.
(Edward A. Wickson)

ABOVE: With temporary TTC and fleet number stickers in place, 4002 is seen on its first day of operational testing around Hillcrest Yard, on 11 January 1978.

BELOW: The interior of the CLRV prototypes sports angled seating ahead of the centre doors. It remains undecided whether this option will be included in the final specifications for the remaining 190 units.
(Both photos - Ted Wickson)

BELOW:

Three generations of Toronto tramcars participated in the ceremonial opening of the Spadina Subway on Friday 27 January 1978. Here we see brand new CLRV 4002. In behind are PCC 4527 and Peter Witt 2766. The location is the underground loop at St. Clair West Station.
(Ted Wickson)