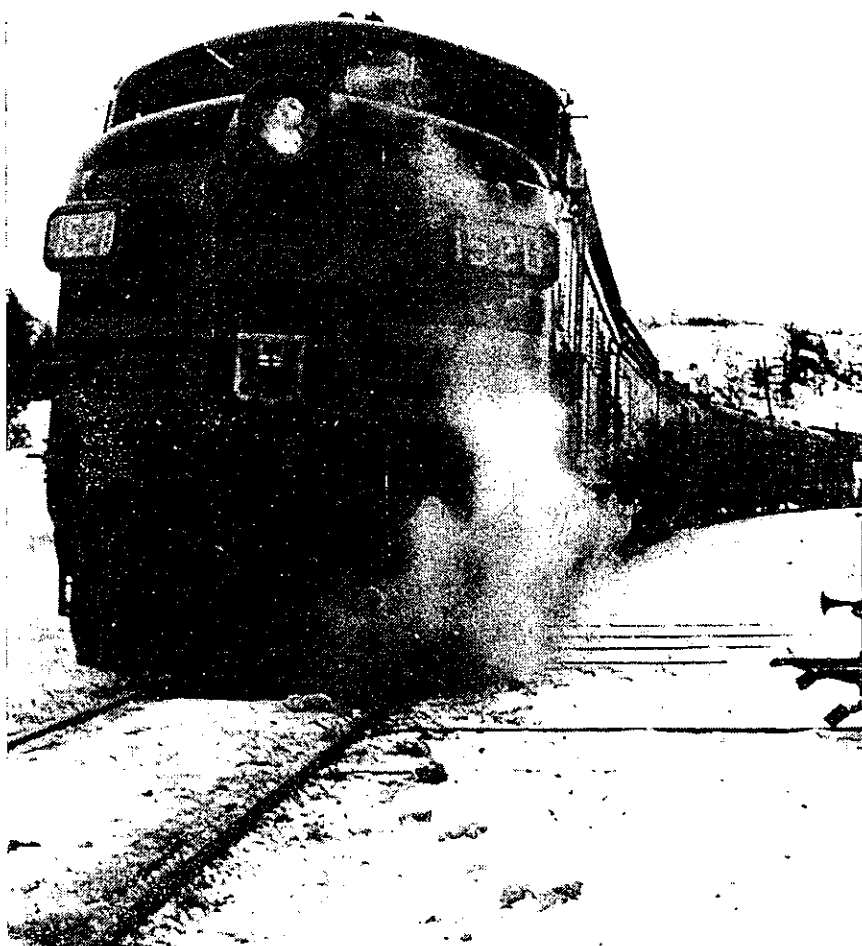


ONTARIO  
NORTHLAND  
RAILWAY  
DIARY  
THE ONR  
QUARTERLY

# Winter on the Railroad

By LEN PARKER



"And tell me Conductor, does the railway run in the wintertime?"

Among the standard questions that Ontario Northland employees have been getting from tourists for the past fifty years, the one above is near the top of the list. O.N. employees, mindful of the reputation for friendliness that the railway has built up over the past sixty years, make a point of answering with a straight face and courteous tone.

The fact that the railway operates throughout the winter is taken for granted by the people involved in the operation and there is little they see difficult or unusual about temperature extremes and snowfall. With a practiced shrug, the railway slips into its winter garb without breaking stride. Let the weather do its worst; let the planes and highway vehicles take shelter, the people of the north country know that the trains are running.

The people of the railway have done it so often that the job of getting ready for winter seems automatic. Yet, the battle with the weather is a carefully planned campaign. Every man knows his job. Every contingency has been taken into account. It's tough work, but work that must be done if the trains are to go through. As the trains reel through the frosty miles, the passenger lounging in snug comfort probably gives little thought to the labour that has gone into making his trip safe

and comfortable. And yet if one man had slipped up on the job, this trip would be abruptly terminated. An ice-clogged switch point, a few drops of condensation in a steam line, or any one of a dozen other details would be sufficient to force the multi-ton train to a halt. Old Man Winter has a bagful of tricks and it is up to the railroaders to be onto them all.

## Temperature Changes

Winter is something that the north country railroader has learned to live with. From experience he knows that every project undertaken must be capable of standing up to weather extremes ranging down towards fifty below and upwards to ninety above. Thus equipment, roadbed, buildings and other facilities must be capable of full operation over a temperature range of up to one hundred and forty degrees. Sudden changes in temperature are to be expected.

Snow piles up in the bushland to an average depth that is measured in feet. A sudden thaw will see an abrupt run-off straining culverts to capacity. And then a sudden cold snap will in a matter of hours reduce

Forty-five below zero makes for a frosty morning at Temagami as Train No. 47 pulls in. It is taken for granted that no matter how cold the weather, the trains will go through.

the flowing water to solid ice, locking switches and other moveable objects in a concrete grip. With ice chippers and steam hoses the ice is forced away only to have the thaw-and-freeze cycle take place a few days later.

The winterizing program on the railway never stops. It is only a matter of increasing the tempo as the autumn months draw on. Miles of snow fencing go into place along the right of way to cut down the drifting of snow on the tracks. Culverts are marked with stakes which will later show work crews where they are hidden beneath the snow. In the scores of buildings along the line, heating plants are checked over and storm windows and doors are installed. At main terminal points where big heating plants operate to provide steam heat to buildings and parked passenger equipment, a thorough overhaul and inspection takes place.

The big V-type snowplows are readied for operation. One by one, the defences against winter are erected.

Around the first of December, Old Man Winter fires the opening gun in the battle. Across the land frost clamps down with frigid grip. For the next five months, that grip will remain unbroken, bearing down on everything that lives, moves or flows. Sometimes, for a few days in January or February, winter stages a phony retreat. A sudden thaw set snow to melting and water is everywhere. And then, just as suddenly, the temperature drops and the water is suddenly a rocklike mass. Ice jams running gear on the trains and forms in every nook and cranny where it can do damage. The thermometer ranges over the lower scale, edging up a few degrees above zero only to dump several inches of fresh snow, and then plunging once again.

### On the Line

Out along the line the section men keep at their daily chores, working with wooden shims to level the track where the frost causes it to heave or sink. Their work outdoors in winter is not for softies. Every man has his own favorite formula for dressing against the weather. Their gasoline-powered motor cars

(Continued on Page 14)



Train service in cold weather calls for extra care and attention. At Engleh No. 47 stops for a long drink. BOTTOM, No. 209 heads north through snow-cove Cobali.



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## Winter On the Railroad (continued)

are also ready for winter travel. A raised head on the wheel tread helps give them traction on snow-covered rails.

As the yearly snowfall goes on, it is plowed away week after week. Eventually a spreader is needed to push back the snow banks to give elbow room for still more plowing.

In the yards and terminals, the steam hose is the prime weapon in the war with the cold. Thawing frozen water or steam lines, melting down ice on rolling stock and equipment, the steam hose makes a handy tool.

Bananas and oranges form a staple in the north country winter diet and insulated cars carry these. Charcoal heaters in the carloads of perishable freight are tended carefully at each stop-over. In passenger equipment steam heat lines feed out from the diesel locomotive and stretch down the length of the train. Moisture condensation is the thing to be guarded against in the steam lines. A few drops of water in the steam lines will quickly freeze and turn passenger coaches into rolling ice boxes.

## Tricks of the Trade

A few tricks of the trade are also used to keep the big diesel engines running during the winter months. Except when they are in heated storage, the diesel engines run continuously to prevent freeze-up. Hot air, which during summer months goes up the chimney is re-circulated, creating air pressure which prevents snow and moisture from entering the engine grillwork. Excess moisture can cause trouble in the engine's electrical system.

Winter is bad enough on the attack but in retreat, it is even nastier to deal with. Thawing in the bright sun and freezing hard again at night, the snow and ice gradually diminishes. Culverts become plugged with ice that does not melt quickly enough to let the spring waters through. Digging and chopping, the section men work to keep the culverts open so that the water can get away. The creeks and rivers break free and carry the remnants

of their winter ice towards the sea. Ice must be kept from jamming up bridges. To prevent this many bridges are constructed with their decking on the bottom of the steel span, rather than on top. This allows for a maximum of clearance for the ice underneath. Creeks and rivers rise to the very limit of their banks. Weakened beaver dams often give way under the pressure and a crest of water comes sailing down the already overburdened waterway.

## Last of the Snow

Towards the latter days of April the sun assumes more authority, gradually drying out moist ground. The frost bubbling its way out of the ground continues its efforts to heave the tracks out of level, only to be forestalled by alert maintenance crews. Finally winter consents to an armistice. The last trace of snow sneaks out of the bush and the north country comes to life. Before many weeks have elapsed the tourists will be back and one of them is bound to ask the favourite question:

"Does the railway run in the wintertime?"

As a matter of fact, the railway is the one thing they can count on to run in the wintertime. There is more hard work than glory to the task but it is a job that must be done. It has been going on for more than sixty years now and while new ideas and new equipment are continually being utilized, it is still essentially a struggle of the railroader's brawn and brain pitted against the worst that winter can offer. Each man has his own job to do and upon the successful completion of that job depends the railway's reputation for reliability. Upon it depends the movement of fuel, food and shelter for the population of the north country; upon it depends the safety and comfort of the travelling public. It has come to be taken so much for granted that the traveller will seldom give a thought to the work behind the scenes that make his journey so pleasant; nor do those at home give thought to the miracle of bananas in February.



The weather outside may range far below zero but the interior of the passenger coach gives no indication. It's a point of pride to get the trains through on schedule during the winter months.

## RETIREMENTS

NAME	RETIRED	ENTERED SERVICE
TRIVETT, B. G. ....	August 1, 1963	February 27, 1942
LeBRASSEUR, J. A. ....	August 1, 1963	August 21, 1928
READ, THOS. ....	September 10, 1963	September 10, 1923
STRATTON, H. R. ....	September 24, 1963	September 19, 1923
CASSELMAN, A. A. ....	November 12, 1963	August 23, 1926
ARMSTRONG, R. W. ....	January 1, 1964	May 29, 1919
BARNES, C. F. ....	January 1, 1964	January 27, 1939
BOILEAU, J. E. F. ....	January 1, 1964	December 4, 1918
BOULANGER, A. ....	January 1, 1964	December 5, 1922
BUCKLEY, H. ....	January 1, 1964	September 20, 1926
BURNS, A. ....	January 1, 1964	October 29, 1918
HALL, W. A. ....	January 1, 1964	July 13, 1920
HILL, W. J. ....	January 1, 1964	November 20, 1918
HOTTE, V. ....	January 1, 1964	May 1, 1927
KANT, F. E. ....	January 1, 1964	June 8, 1923
KENNEDY, E. A. ....	January 1, 1964	January 8, 1945
McCALLUM, W. ....	January 1, 1964	October 3, 1933
NELSON, J. M. E. ....	January 1, 1964	June 4, 1927
ROBINSON, A. ....	January 1, 1964	August 23, 1930
SCOTT, F. W. ....	January 1, 1964	July 22, 1919
SHARPE, W. H. ....	January 1, 1964	October 1, 1935
SNEDDON, M. ....	January 1, 1964	November 6, 1922
SOUCIE, J. J. ....	January 1, 1964	October 26, 1920

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## A WINTER'S DAY ABOARD TRAIN 47

By E. C. LUKE

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Chilled Tread  
Car Wheels

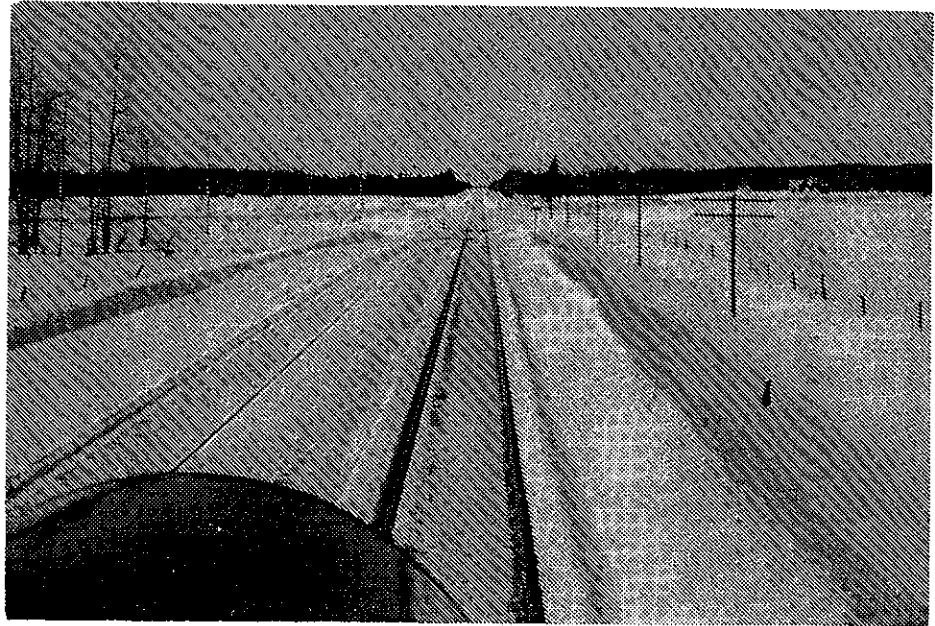
Brake Shoes

Industrial  
Machinery

Bumping Posts

Cast Iron Pipe &  
Fittings

Sluice Gates



Even in this jet age, anyone who does not still enjoy a train journey, through places he has never seen before, has NO romance in his soul.

Over the snout of the diesel locomotive, shadows on the snow form a pattern.

Photos By the Author

### ALL ABOARD!

In a very few minutes the Ontario Northland Railway's train number 47, out of North Bay one day in mid-winter, was thrusting its round nose in the direction of Cochrane, Moosonee, and James Bay. It began slicing almost through the middle of our great Pre-Cambrian shield country. My eyes were soon sweeping across this peaceful-looking quiet expanse, whose rocks have already borne us millions in mining wealth, and which now holds promise of yielding even more to those who will come, and work, to get it. The journey provided a passing parade of snug mining towns, some of their names now famous in Canada's mineral history—Cobalt, Haileybury, Kirkland Lake, and Timmins. New ones are joining them.

### NATURE AT EYE-LEVEL

Everywhere there was Nature at its Winter best. Acres and more acres of snow, curving and folding over the sleeping ground. Here and there the trees and rocks, and a few fence posts, stuck up through it toward the sky, looking as if the white blanket was torn. Foot tracks of animals came close to view and wandered away again. Occasionally long twin ridges of snow marked the route of a plowed highway. Folks waved to us from door-step and window. You can't see these things from 20,000 feet

up in the air, at 500 miles an hour.

But what of the train? The old black steam locomotive, exuding its white vapours in all directions, has gone—maybe sadly to many, but engineering marches on. In its place a new young giant, the sleek and confident diesel—making new and interesting noises, does the hauling job with almost insolent ease. O.N.R. Number 47 was pulled by two power units known as General Motors F.P. 7, each one capable of 1,500 horsepower. Inside the cab, in charge of the two throbbing diesels, was engineer Wilf Church, a veteran of many years. At the left window a younger man, fireman Doug Pillsworth, assisted him. Watching this two-man team work for a few miles can't fail to impress you, the way they perform their tasks with business-like efficiency.

### FROM FATHER TO SON

As it is so often in railroad life, these jobs are virtually handed on from one generation to the next. In one of the yards we passed a freight train, and engineer Church waved a greeting to his son, at the controls in the other cab. Fireman Pillsworth spoke of the days when his father handled a steam engine on the O.N.R. So it goes in railroad families.

To the rear, behind the mail, express, and baggage, the passengers' interests were being looked after by another two-

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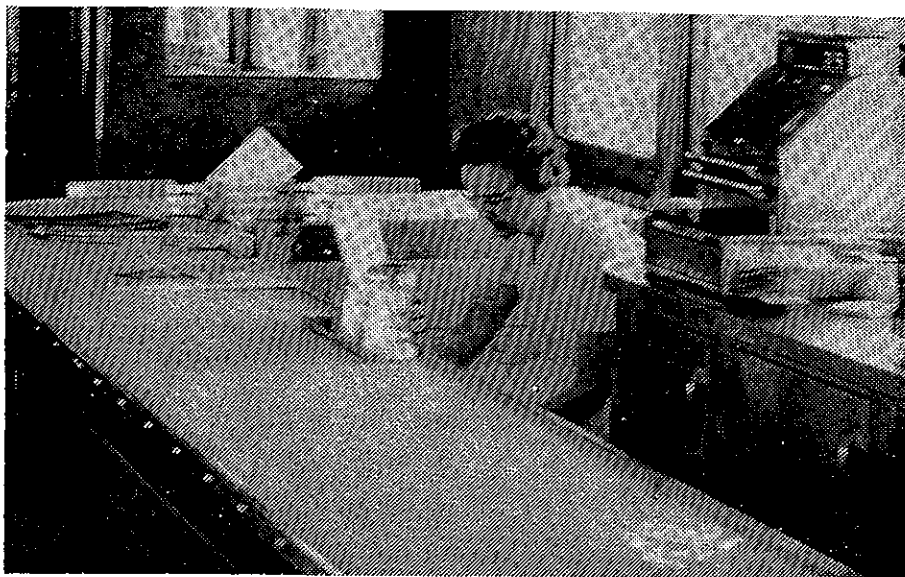
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man team, in the bright air-conditioned coach. Conductor Clarence Connelly and trainman Norm Martin treated everyone, the very young and very old, with friendly courtesy. These people are interested in their passengers, which means going out of their way to see that you are kept comfortable, and well informed about your trip. At meal time, your nose led you by savoury aroma still farther back, to the small restaurant car. In his kitchen, in white uniform, Chef Eddie Granner prepared snacks or full meals, and they were served to you over the broad counter by waitress Ida Rowlandson. I did not look for white table linen or cut flowers, but I did find the important essentials—a spotless car, tasty food, and low prices. The smiles were free!

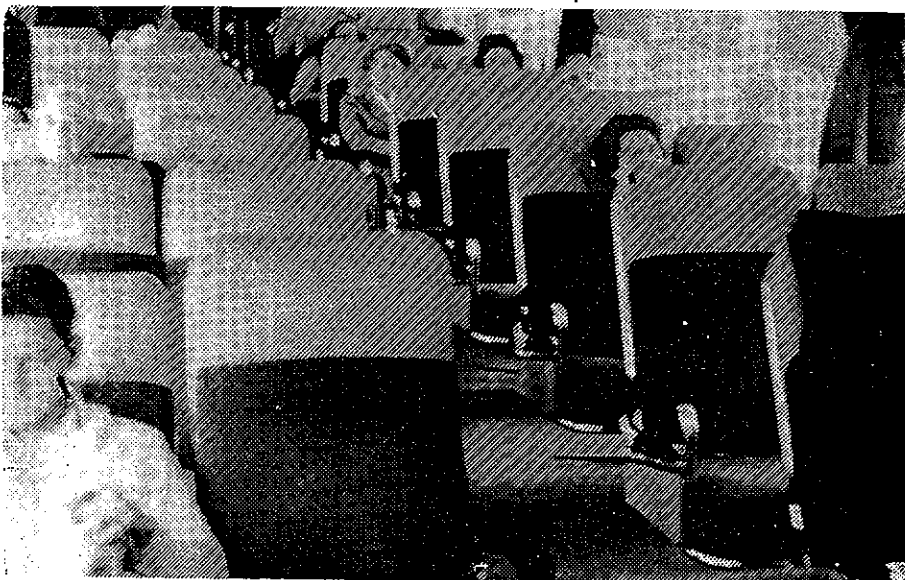
This was a HAPPY train, with a nice informal atmosphere too often missing these days in our high speed ulcer culture world. I liked everything about it, even the fact that it took most of the day to get to my destination. I didn't care.

It was a beautiful day too. The hills and occasional deep ravines were blanketed with such clean snow. Every few minutes the surface of it was rake marked by the sharp blue shadows of pines and slender birches, flung across the scene by Winter's low slanting sun. As every vista of beauty passed behind, a new one unfolded ahead. And all through the day, over and over again, the long honk of the diesel's horn kept reminding every living thing for miles around that we were on our way.

This train, this journey, this rugged land of rocks and trees and snow, and buried treasure—they are all part of Canada's Northland, and our own heritage. To hear about it is interesting. But to see it and feel it at first hand—this adds a flavour to life that can come from nowhere else.



In the restaurant car Meechim, waitress Ida Rowlandson keeps everything gleaming.



As their train rolls across the snow-covered north country, passengers relax in solid comfort.

"Dependability is the watchword of our service"

## A MOTTO WORTH REMEMBERING!



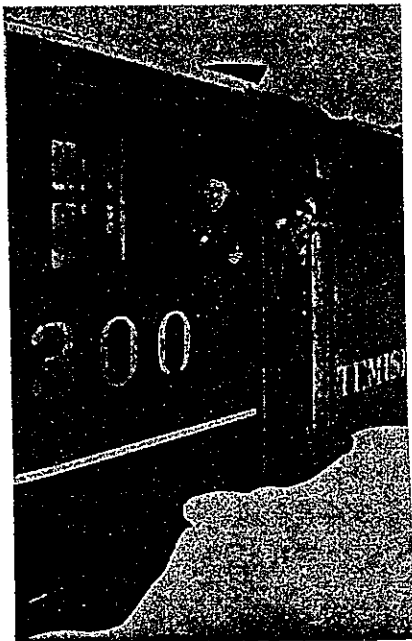
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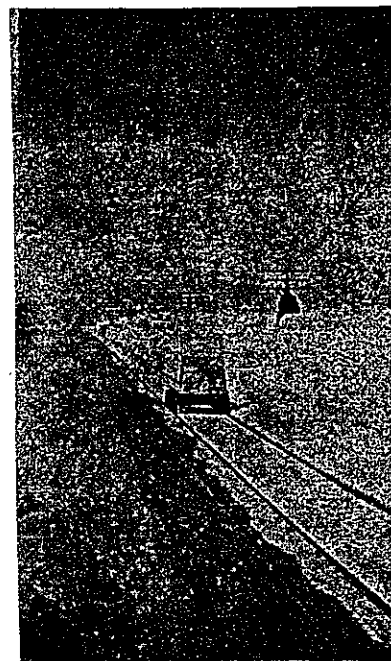
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*Engineman Savard, in cab of one of the 300 series, was mighty close to the top of the snowbank.*

# The Weather Outside Was Frightful . . .



*Section Foreman Bruce White sat on top of a 14-foot snowbank near Connaught.*

Northern folks shuddered when winter got in its first good punch of the season at the end of November, but it was nothing like the snowfall of March 22 in 1947. On that day only the top of telephone lines appeared above the snowbanks and locomotives were snowbound for many hours.

Kenneth Biggs, ONR Public Relations Officer, was agent at Connaught at that time and took pictures

after the snowfall between McIntosh Springs and Connaught at Mile 92.5 in the Ramore Subdivision. His account of the storm follows:

Train No. 49, The Northland, was tied up at Connaught from 8 a.m. until 4 o'clock the following morning. Before the main line was cleared of snow, we had two snow plows, one freight train and one passenger train all at Connaught.

The dining car ran out of food and

in a short time the village stores Connaught were completely sold of fresh foods such as bread, but and meats.

Trainmaster Art Houghton recall this incident. He was Ro master at that time.

In the Village of Connaught so people had to be shovelled out their homes. Snow drifts were high and heavy, and doors could be opened from the inside.



*Standing on snowbank near top of telephone line are Domenic Campagna, now Section Foreman, North Bay; Arnold (Beaver) Manion, Garry McMahon, Gerry Picard and George Pullen*

## Discuss Ways To Improve Rail Service

A successful staff meeting of the Rouyn - Noranda Express Freight Department, under the Chairmanship of Terminal Manager Nelson Racicot, was held Friday at Henri's Motel, Noranda.

Matters of vital interest to both staff, railway and the customer were discussed in detail. Suggestions on how to improve our service to the customer were offered by staff members.

Ken Biggs, Public Relations Officer, North Bay, was on hand to address the meeting at which time he commended the Terminal Manager and his staff for the very efficient manner in which the meeting was conducted and he mentioned that he found the morale high.

The meeting was followed by a tasty buffet luncheon provided by Henri's Motel.

Present were: Nelson Racicot, Terminal Manager; Sam Aquino, Office Assistant; M. J. Dempsey, ONR Cashier; Don Turcott, CNR Cashier; P. J. Bonnah, Senior Clerk; Laurier Beaudoin, Rlvg. Foreman; J. A. Gagnon, General Clerk; Frank Pelquin, General Clerk; Gary Racicot, Spare Warehouseman; Marcel Boulianne, Warehouseman; Joe Cashback, Swing Man; Gord Mallin, Motorman; Roland Cote, Motorman; W. J. Maloof, Warehouseman; Stan Marshall, Warehouseman; K. Biggs, Public Relations Officer, North Bay.

## Expects to Get Pilot's Licence

Many people appear to be in the clouds most of the time, but Charmaine Putnam, an accounts payable clerk in the Communications Department, has decided to make this her extra curricular activity. Charmaine is the type of person who likes to have knowledge of many variable subjects. She has taken night school classes in such things as psychology and philosophy, public speaking, art, conversational French and auto mechanics. After all this it would not shock you to hear that Charmaine has now decided to take up flying. She is studying at Orillia Air Services and expects to receive her licence to fly after Christmas.



Timmins will boast one of the most modern stations in Ontario when work has been completed on a new waiting room, washrooms and office. Above photo shows carpenters on the job early in November.

## Timmins Station "Dresses Up"



Exterior of the Timmins station has taken on a bright new look. The brick has been sandblasted. New windows will also be installed.

### MANAGEMENT-LABOR (Continued From Page 17)

Many points of interest to Labor and Management were discussed freely. The meeting was informative and interesting and all voiced the opinion that future meetings of this type should be held.

After a buffet luncheon the group motored to the Adams Mine at Kirkland Lake and enjoyed a tour of the mine and mill. On their return to Englehart they boarded train No. 416 and returned to North Bay.

(Continued From Page 16)

Cam Elmitt, Chief Clerk, travelled with his wife to Bemidji, Minnesota, to an Avion Trailer Rally in the latter part of June. From there they went to Fort Francis, Port Arthur, and in true O.N.R. spirit, visited historic Moosonee.

Alvid Telford, Secretary, spends his holidays every year hunting and fishing. There must be some enjoyment in it for him because he never brings home any game.

In late September Don Porter, Engineering Dept., was given the opportunity to travel to Moosonee in the course of his job and in doing so fulfilled a long-awaited desire to visit that Northern village of which he had heard so many memorable tales.

Gail Condie, Freight Claims, found out that the Maritimes and New England States are pretty nice places for a vacation.

Phyllis Bilan travelled to Cape Cod for her holiday but failed to eat some cod.

Lucy Beaudreau spent a weekend with relatives at a ranch in Mountbello, Quebec.

Rolly Parker, Freight Claims, spent a day in Waterloo with son touring the school campus.

Mavis Widdifield, Administrative Office, spent a week in Michigan visiting relatives.

## Toronto Display

(Continued From Page 10)

"It is our intention to help make the general public in the Toronto area aware of the industries and territory served by the ONR. We feel that by featuring such industries in our window displays we are doing just this," Mr. Pelletier pointed out.

Telex has also been installed in the Toronto office, enabling the staff to provide customers with a faster and more efficient service.



## Management Meets Labor Groups

On November 21, E. A. Frith, General Manager, accompanied by F. S. Clifford, Manager of Rail Services, and several officers of the railway journeyed to Englehart on train No. 415 in the business cars Moosonee, Onakawana and Temagami in company with Roy Marsh, R. H. Dods, Mike Gallagher, H. Edwards, O. Parisien, E. Sykes, W. Bishop and A. G. Gougeon. Dinner was enjoyed on the train between North Bay and Englehart.

At 9.30 a.m. on Nov. 22 the party was joined by R. A. Willoughby, Superintendent; George Nudds, Chairman of the Brotherhood of Railway Trainmen, and Army Rotunda, Chairman of the T.C.U., at which time a Labor-Management meeting was conducted under the joint chairmanship of Mr. Frith and Mr. Gougeon.

(Continued on Page 18)

## Ends 38-year Railroad Career

A retirement ceremony on Tuesday, September 13, marked the close of a 38-year railroad career for James (Jim) Noakes.

Mr. Noakes, born in London in 1907, started as a timekeeper with the ONR in June, 1928. He was appointed to staff in freight auditing and then to the purchasing and stores department, to the general office and in 1967 began in communications department. On his retirement, Mr. Noakes was assistant communications accountant.

Now free of his responsibilities, Mr. Noakes has decided to make his home in Victoria, B. C. He is married and has nine children and 34 grandchildren.



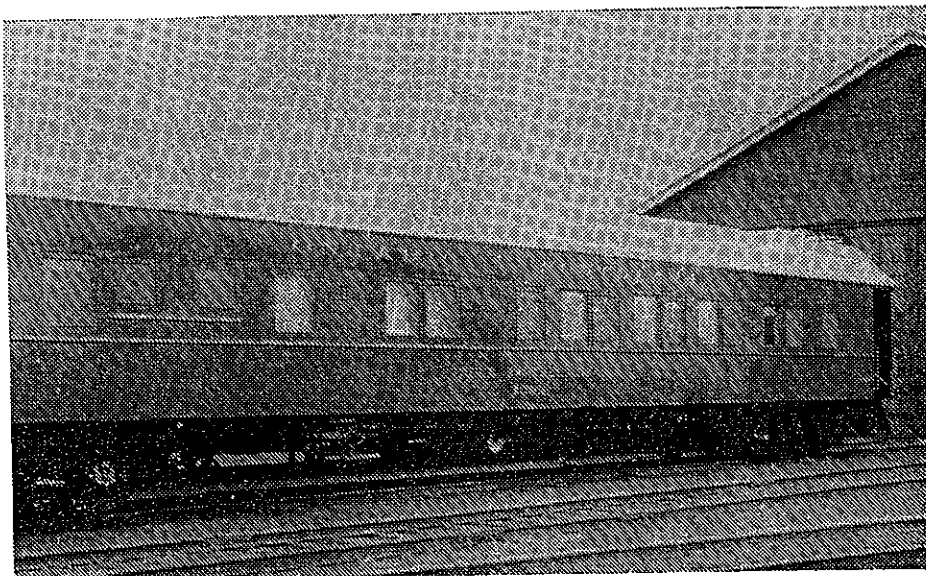
Looking pretty trim after a new coat of paint is the freight office of the ONR and CNR at Cochrane

# New Rule Instruction Car

A new rule instruction car, No. 1502, has gone into service on the line. It will be supervised by Rule Instructor R. M. Killins who will spend most of his time on the line in this well-equipped car. Conceived on the drawing board of Mechanical Engineer H. W. Sharpe, the car was built up from the bare frame to its present snappy looks by the skilled workmen of the North Bay Coach shop under supervision of Foreman Jack Campbell.

At right, Rule Instructor Killins (seated) and Mr. Campbell are shown in front of the model remote controlled block signal system. This system set-up is the most modern on the continent. It was devised by men of the electrical department.

Employees in the running trades, station staffs, section forces and other railway workers will receive their examinations on the new rule instructions.



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## A MOTTO WORTH REMEMBERING!



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# The New Freight Express Service

From an Address by  
C. C. OLLIVIER  
Merchandising Supervisor

I don't know how many are familiar with the words of the old Cobalt song. You will remember, there is a line that says you that we've got the darndest road—it never runs on time. The people of the north country enjoy a good-natured ribbing and people have been making jokes about their own railway for more than fifty years. Most of the cracks about the O.N.R. have been repeated in the spirit they were offered because we feel that most of the people in the north are aware, that, with our fair share of God-given brains and ability, we have been working steadily to give the north country the best service possible, when all circumstances are taken into consideration.

Over the years we have managed to develop a pretty thick skin. We can be criticized for stopping at every blueberry bush, but when we try to speed up service, we get another blast for discriminating against blueberry pickers. There are kicks if we make money and cusses if we don't. We are carelessly overstaffed and we are callously laying off faithful employees. It evolves into a regular game of heads you win, tails we don't.

## Serve the Shippers

But despite the criticism, we feel that we have the faith of our shippers—and that is the most important thing. For instance, last year there was a great hullabaloo at Timmins and Cochrane about O.N.R. freight rates. Newspaper headlines said that the towns were going to put up \$10,000.00 and industry would be called on to match this for a full scale investigation of O.N.R. freight rates. After this was kicked around in the press for a few months there was suddenly a small story saying that the investigation would be dropped. The reason—they could not find any shipper with complaints about freight rates.

A year or so ago, after charges of administrative inefficiency, the Ontario Government sent in a top flight team of management consultants. After a study of several months, the consultants reported. They found that administrative inefficiency was quite effective. However, they did recommend that our Management be enlarged to allow greater flexi-

bility in planning and administration. I see by the paper where we should be investigated again—to find out why we have enlarged our management staff.

As I say, we have by now developed a fairly thick skin.

By and large, our management reorganization granted us sufficient manpower to administrate a modernization programme to better serve our customers. The first step in this direction was the inauguration of incentive freight rates for goods moving in carload quantities into the north. These enabled most carload consignees in the north country to realize savings—some running up to fifty per cent. We have also taken steps in co-operation with connecting lines to speed up delivery of carload freight to the north. Last year, we instituted Red, White and Blue passenger fares, six months before these fares were initiated on transcontinental service.

## Modernization Continues

We are now on the verge of modernizing the third major division of rail service in the north—that dealing with express and less-than-carload freight. Of all operations on the railway, this department was the sickest and drastic surgery would be required if the patient was to have a chance to survive. Our headache started back in 1950 when the station staffs walked out, demanding a forty-hour week. We got it, but in the meantime, our rubber-tired friends had walked away with most of our business. It reached the point where all we were doing was sitting on our fat posteriors and looking out the office window while the trucks went whistling by loaded to the rooftops.

Financially, our less-than-carload operations were taking a terrific beating. Management was obliged to whittle down station staffs. For example at Noranda in 1950 we had 15 employees working on L.C.L. Today we have four and our costs are still away out of line. As business fell off, costs naturally spiraled. As costs went up, so did our charges and so more business fell off. In 1950 we handled 60 tons a day; today we do well if we handle two tons per day.

Our express operations found themselves in the same kind of a bind and they too, despite heavy cutbacks, found themselves operating deep in the red.

Several years ago both the Canadian National and Canadian Pacific Railways

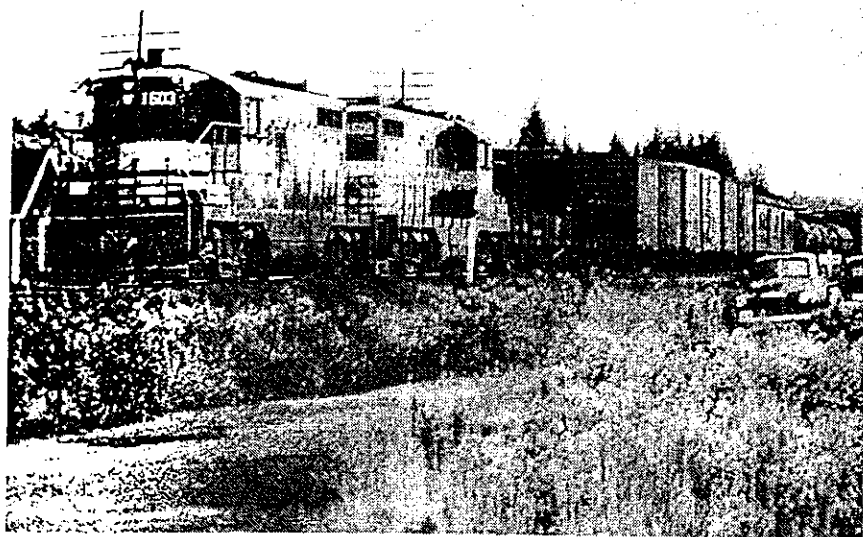
made a complete study of their L.C.L. operations and at one time seriously considered dropping right out of the L.C.L. business to concentrate on carload traffic. But further studies developed that integration of express and freight services; the use of rail heads and liberal utilization of trucks for pickup and delivery; the speeding up of freight train schedules and many other details factors—could give a much needed and much improved service. The Maritimes and Western Canada were chosen as test areas. It worked: First with some public and employee opposition, but as the rough edges were smoothed out, both the public and employees became enthusiastic. As a result, business in these areas—where it was given a fair trial—has tripled and instead of continuing employee lay-offs, management was obliged to hire additional manpower.

On the Ontario Northland, and in close co-operation with C.N.R., we also made a complete study of our facilities and found that if we were to stay in business, we too would have to integrate. (May I digress here for a moment to mention that we have been given full co-operation by C.N.R. and C.P.R. and in particular our friends on the C.N.R. have given us the benefit of their experience in this field and the help of their freight and express personnel.)

## The Rumour Mill

As you know, rumour and counter rumour have been circulating back and forth and we are afraid that the truck has been pretty badly mixed in the process. Before we could embark on any such integration programme it was necessary that we study the project from several angles. We needed to know what effect such service would have on our shippers, on our employees, on our own earnings and on the welfare of the various communities and of the north country in general. We were taking apart two separate establishments that had been in being since the birth of the O.N.R. sixty years ago, and combining them in a single unit.

Until we had assembled our data and arrived at logical conclusions, we were in no position to confirm or deny any rumours. I can assure you that we were just as anxious as anyone to pass on the developments as they were settled upon, but it was pretty hard to keep abreast of rumours. Our studies are now nearing completion and we hope that from



Building up freight tonnage is the goal of Ontario Northland's proposed new freight-express service. Operating on passenger train timetables, the new trains will give overnight service between Toronto and Ontario Northland points.

now on in you will be kept advised through your papers and TV.

Broadly speaking, here is what you can expect from this new proposed express freight service which will commence April 26th. We are setting up six railheads in the O.N.R. territory. The first of these would be at New Liskeard; the second at Kirkland Lake; the third at Rouyn-Noranda; the fourth at Iroquois Falls; the fifth at Timmins and the sixth a Cochrane.

Both L.C.L. and express shipments will be loaded at Toronto each working day Sunday to Friday inclusive. A train will leave Toronto at 9:30 p.m. operating on a passenger schedule. It will make its first drop at Gravenhurst. The next stop will be North Bay where it will drop some cars and pick up others for delivery north. New Liskeard would logically be our first stop, then Swastika where connections will be made for Rouyn-Noranda. Then Porquis from which point trucks will distribute to Iroquois Falls, Matheson and Cochrane areas. The train will arrive at Timmins about 10:00 a.m.

#### The Northland

To back up this service, some limited traffic such as newspapers, values and some perishables will be handled on No. 49, The Northland. The Northland may also haul sealed express cars for through delivery to Rouyn-Noranda, Timmins, Cochrane and Kapuskasing. For additional service, a clean-up truck, loaded with all traffic which may be left by the merchandise train will leave Toron-

to at 11:00 p.m. This truck will also handle perishables, late newspapers, etc. After calls at New Liskeard, Kirkland Lake and Matheson, it is scheduled to arrive at Timmins about 1:30 p.m. It is proposed to have a prompt to-the-door delivery by truck to all the communities served by a designated railhead.

Studies and negotiations on rates are at present underway among the various railways involved, and until new rates are established we will continue using both express and freight rates as they presently stand. Generally speaking, this means that you will be entitled to the lowest applicable rate. When the Canadian National Railway completes its 75 million dollar hump yard at Toronto in early 1965, we expect that overnight service will prevail not only from Toronto but from points such as Windsor, London, Niagara Falls and Kingston.

With the start of the freight express service it is planned to discontinue Trains 46 and 47. These trains are at present largely devoted to hauling express which will of course be absorbed in the new service. Passenger requirements will be absorbed by the Northland which will operate seven days a week instead of six as at present. First class buses with built in plumbing, are at present on order, and these will also go into service in replacing passenger requirements of Trains 46 and 47.

#### The Employees

Now how is this going to affect our employees? Well, anyone who has ever

been a member of a railway brotherhood can tell you that they are concerned with the welfare of their members. When I tell you that they have been giving us 100 per cent co-operation in this undertaking, you can rest assured that management has done everything possible to minimize dislocation and disruption. All told, about 75 permanent O.N.R. and C.N.R. employees are affected across the whole territory. This means a relative handful in any given town. Where, for instance, the O.N.R. takes over a C.N.R. operation, the employees will have the choice of joining the O.N.R. or remaining with the C.N. and taking a transfer. His seniority rights, pension, health, welfare and other benefits will not be affected. Every employee will want to take different factors into consideration and to make certain he is aware of all the facts, a counselling committee has been established with members drawn from the C.N.R. and O.N.R. and the Unions. No lay-offs of permanent employees are contemplated.

Today, we are getting more and more accustomed to referring to things by numbers . . . and it seems as if these numbers are getting beyond us. For this reason we thought we should give this service a name — one with a flavour distinctive to our area. The Blue Goose is a species of wildlife well known to our region. Every fall they gather in the millions on Ontario's north coast and then as winter closes in, they migrate along the route of the O.N.R. Experts tell us that few blue geese, apart from cripples, are shot between the Arctic watershed and their Louisiana wintering grounds. Flying by night and day, through all kinds of weather, these birds cover hundreds of miles without landing. Their purpose would seem to be to cover the greatest amount of ground with the fewest number of stops. This is precisely what we will try to accomplish with the new freight express operation. Thus we are contemplating the name of "The Blue Goose Service." In the months ahead you will be hearing a great deal more about it. It is a service we will tailor as closely as possible to meet the specific needs of the north country, and I hope you will see fit to give it your support.

Much has been said about development — some not too kindly. Webster tells us that development means to unfold, reveal, grow bigger, make progress. Gentlemen, that is just what we are trying to do make progress. We would not have it any other way. If we did we would be letting our fathers and forefathers down. They opened this great north country for you and me to develop — to make progress. God forbid that it should be otherwise.

at Sir:

On behalf of the Timmins Post Office football Club, I wish to extend our sincere appreciation of the courtesy and service extended our group on a chartered bus trip to St. Marie, Ont, the weekend of September 1, 1963.

The ONR office staff handled this matter very efficiently and your courteous driver, Mr. Ken Day, was considerate to the passengers at all times. Please extend to them, our thanks.

Yours truly,  
E. J. PERSICHINI,  
Manager,  
Posties Softball Club.

Oneida County  
Rhinelander, Wisconsin  
George A. Richards, Judge

November 7, 1963.

Mr. Ossie Saari,  
c/o Ontario Northland Railway,  
North Bay, Ontario,  
Canada.

Dear Ossie:

I have been wanting to write and tell you of the wonderful time we had on our hunting trip at Hannah Bay.

This was probably the finest trip I have ever taken due in great part to the fine group of Canadians that we hunted with, the way the camp was run by you and the good hunting.

I just want you to know how much I appreciate the fine time we had there due in large part to your organization and the way you conducted the camp.

Very best regards,  
GEORGE A. RICHARDS.

Yours truly,  
GERARD CHIVERS,  
159 Monk Street,  
North Bay, Ontario.

railroad.

Very truly yours,  
FREDERICK G. DEWEY.



Thundering over the Moose River bridge, the Ontario Northland's Polar Bear Express heads south from James Bay. The bridge is 1,800 feet in length and specially reinforced to withstand the pressure of ice which plows downstream at spring break-up.

ONTARIO  
NORTHLAND  
RAILWAY  
DIARY  
1960  
PASSENGER  
CARS

BOSTON & MAINE R.R.

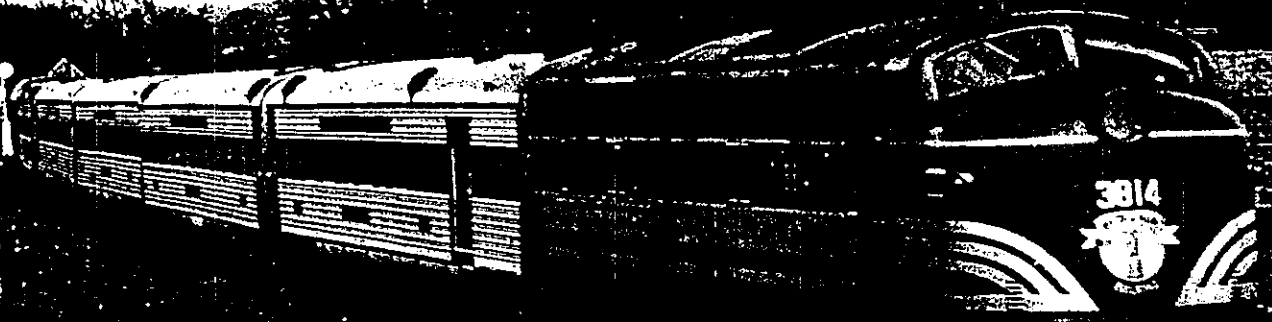
*Historical Society, inc.*

75c

# B&M BULLETIN

September 1972

Volume 2 Number 1





Boston and Maine Stainless Steel coach 4801 "Robin" at Boston, Mass., 1947.

B&M Pho

## BOSTON & MAINE — MAINE CENTRAL STAINLESS STEEL PASSENGER CARS

by Leroy C. Hutchinson

At the end of World War Two, the Boston and Maine and Maine Central Railroads placed a \$2,000,000 order with Osgood Bradley Car Corp., and Pullman Standard Car Mfg. Co., of Worcester, Mass., for 24 ultra-modern passenger cars. The order was broken down as follows: four restaurant-lounge cars, four combines, and sixteen coaches.

After a brief tour of exhibition through the northern New England region on B&M-MEC., the new equipment went into service on the "Flying Yankee," "Pine Tree," and "Kennebec." They provided service between Boston, Portland, Lewiston, Brunswick, Augusta, Waterville and Bangor.

These cars provided the ultimate in passenger comfort with porter service, fluorescent lighting, picture windows, air conditioning, and "Sleepy Hollow" chairs. These were designed after Professor Hooten of Harvard University measured over 1000 travelers in the North Station to secure specifications with which to make a coach seat ideally comfortable for the average passenger.

The seats in the combines and coaches provided nine different adjustments at the push of a button. Each seat also had adjustable foot rests. Also, the combines and coaches had separate glass enclosed smoking lounges, and roomy toilet facilities with running hot and cold water in both women's and men's compartments. For the ladies there were mirrors and powder tables.

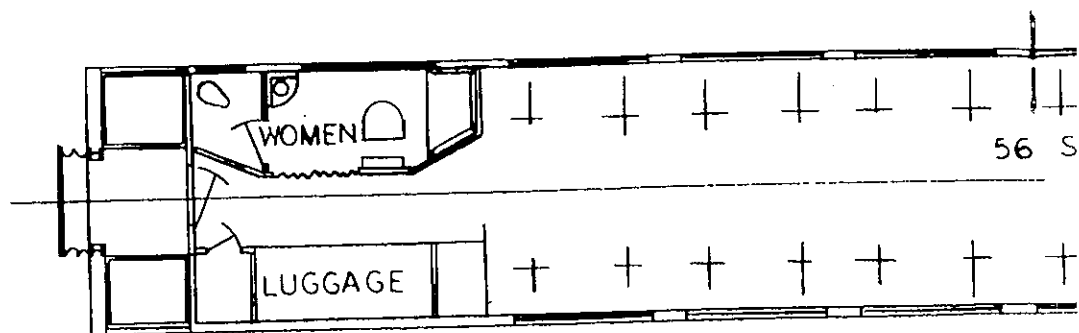
The restaurant-lounge cars provided 24 seats in the diner, 18 in lounge. Reasonably priced meals were available in the dining section, while drinks and sandwiches were available in the lounge section.

All 24 cars had restful interiors, with soft colors in seats, walls and ceilings. There were also large murals depicting New England scenes at the end of each car. All of the cars were named by Northern New England grammar school children, each car side affixed with the car's name and that of the pupil who named it.

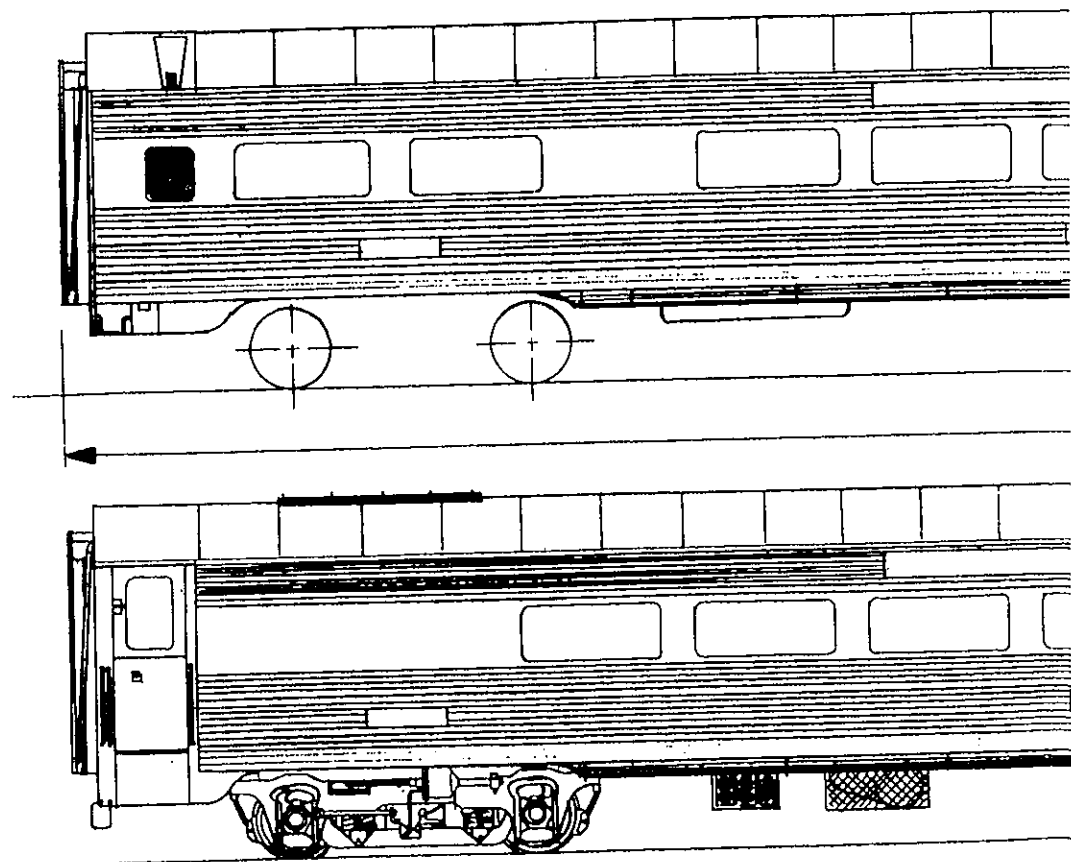
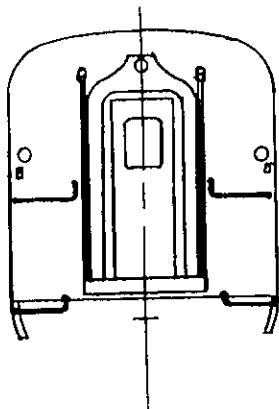
In 1948, B&M's "Bobolink" was exhibited at the Chicago Railroad Fair. The "Snowbird" shared the same distinction at the 1949 fair. In 1957, B&M's fleet of 12 cars were sold to the Wabash Railroad, while MEC's fleet of 12 cars were sold to the Chicago & Eastern Illinois RR.

### Roster of names and numbers, as follows:

B&M	70	"Bald Eagle"	Restaurant-Lounge
B&M	71	"Hermit Thrush"	Restaurant-Lounge
B&M	3800	"Purple Finch"	Combine
B&M	3801	"Blue Jay"	Combine
B&M	4800	"Bobolink"	Coach
B&M	4801	"Robin"	Coach
B&M	4802	"Hummingbird"	Coach
B&M	4803	"Blackbird"	Coach
B&M	4804	"Bluebird"	Coach
B&M	4805	"Oriole"	Coach
B&M	4806	"Chickadee"	Coach
B&M	4807	"Snowbird"	Coach
MEC	15	"Merrymeeting"	Restaurant-Lounge
MEC	16	"Arundel"	Restaurant-Lounge
MEC	240	"Alamoosook"	Coach
MEC	241	"Webhannet"	Coach
MEC	242	"Katahdin"	Coach
MEC	243	"Pamacheenee"	Coach
MEC	244	"Sagadahoc"	Coach
MEC	245	"Abenaki"	Coach
MEC	246	"Kineo"	Coach
MEC	247	"Passamaquoddy"	Coach
MEC	540	"Lumber King"	Combine
MEC	541	"Forest Queen"	Combine



H-O SCALE  
3.5MM = 1'-0"



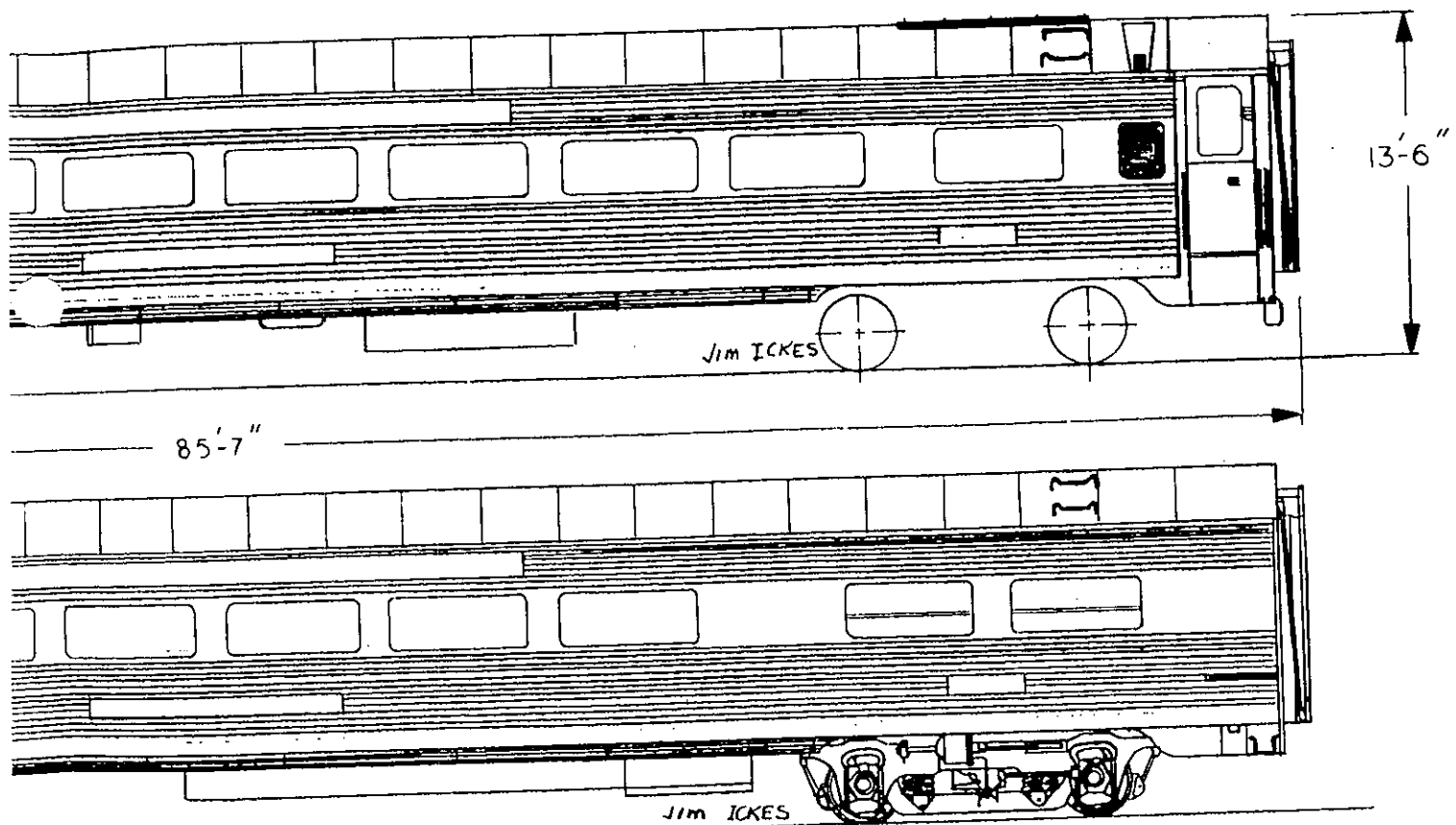
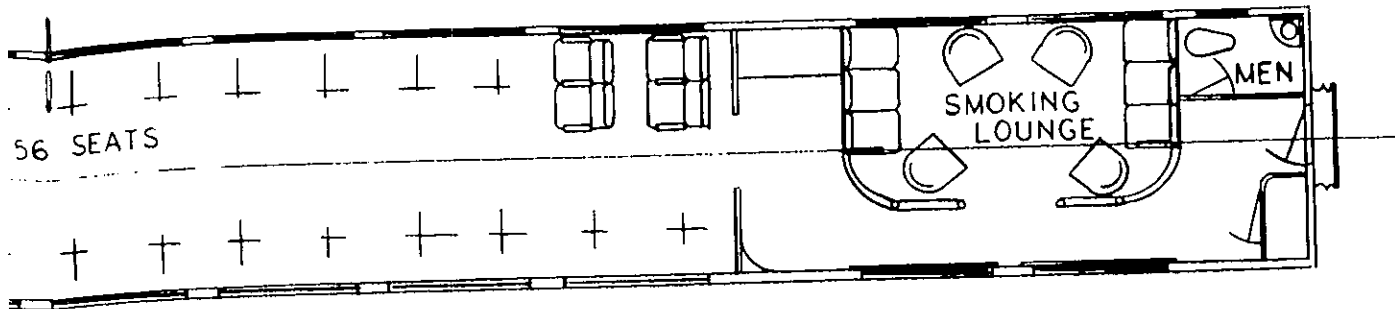
4800 BOBOLINK  
4801 ROBIN

240 ALAMOOSOOK  
241 WEBHANNET

4802 HUMMING BIRD 48  
4803 BLACKBIRD 48

MAINE CENTRAL  
242 KATAHDIN 24  
243 PARMACHEENEE 24

BOSTON AND MAINE  
P-S (OSGOOD - BOSTON)



MAINE R.R. COACH  
(BRADLEY) 1947

4804 BLUEBIRD  
4805 ORIOLE

4806 CHICADEE  
4807 SNOWBIRD

NTRAL R.R.

244 SAGADAHOC  
245 ABENAKI

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247 PASSAMAQUODDY

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—KENNETH F. McCALL

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Boston & Maine Railroad

(Above) B&M Pullman No. 31, Hampton Beach, at Exeter, N.H., on December 11, 1961. This car was sold to Canadian National in 1966, becoming CNR No. 1192, Greend. Ontario Northland Railway car No. 811 (below) was formerly Bangor & Aroostook No. 251. It is shown in livery worn from 1966 to 1975: Forest Green window sash; letterboard, white vestibule doors and roof, gold lettering and provincial government coats of arms.

Ontario Northland Railway



# BOSTON & MAINE

Was renamed "Dartmouth College I" (not 1), leased to Pullman in 1959 before sale to CNR 6/23/66

Was renamed "Dartmouth College II" (not 2), leased to Pullman in 1959, sold to CNR 6/23/66  
Leased to Pullman in 1959, sold to CNR 6/23/66  
Leased to Pullman in 1959, sold to CNR 6/23/66,  
was renamed "Greenwald" by CNR, not "Greenwold"

- 15 Purchased from Steelmet, Inc. (a scrap dealer) of Pittsburgh, Pa. by Railroad Passenger Cars, Inc. (an off-shoot of the Baltimore Chapter, NRHS), of Baltimore, Md. in 1975, renumbered RRP 6600, used on excursions in the Baltimore area
- 16 Purchased from Steelmet, Inc. by Railroad Passenger Cars, Inc. in 1975, renumbered RRP 6601, used on excursions in the Baltimore area

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- 3 Was sold by MEC 2/26/60, became MP 770, renumbered to 481 in 1965(?), sold to Edwards International 6/69
- 1 Was sold by MEC 8/17/60, became MP 771, renumbered to 482 in 1965(?), sold to Edwards International 2/69
- 2 Was sold by MEC 2/26/60, became MP 772, renumbered to 483 in 1965(?), sold to Edwards International 2/69

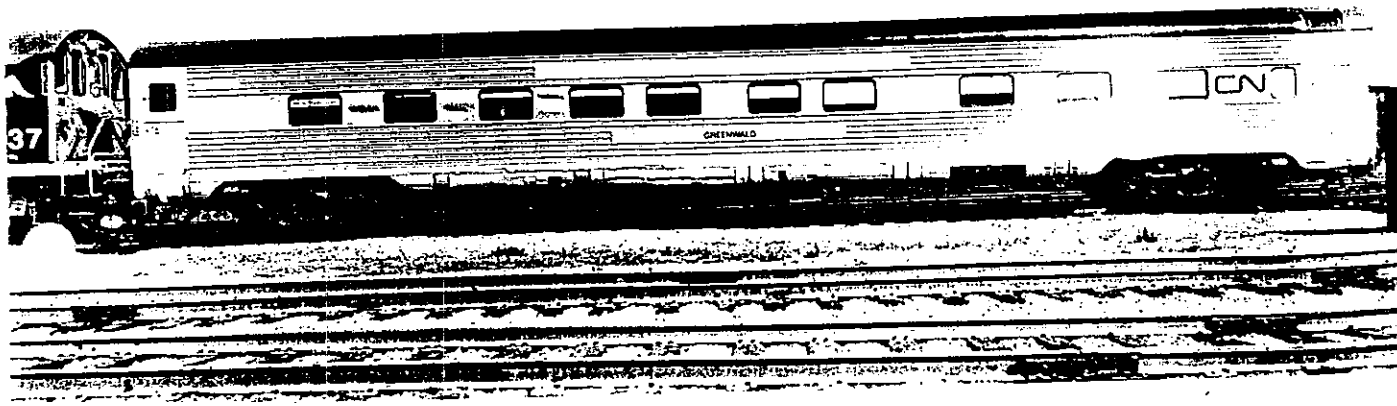
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- 245 Was sold by MEC 2/26/60, became MP 775, renumbered to 486 in 1965(?), sold to Edwards International 3/70
- 246 Was sold by MEC 2/26/60, became MP 776, renumbered to 487 in 1965(?), sold to Edwards International 3/70
- 247 Was sold by MEC 8/17/60, became MP 777, renumbered to 488 in 1965(?), sold to Edwards International 6/69
- 540 Was sold by MEC 2/26/60, became MP 761, renumbered 562, converted to Grill Coach 2/60, sold in 1974
- 541 Was sold by MEC 2/26/60, became MP 762, renumbered 563, converted to Grill Coach 3/60, scrapped 8/69

## BANGOR & AROOSTOOK

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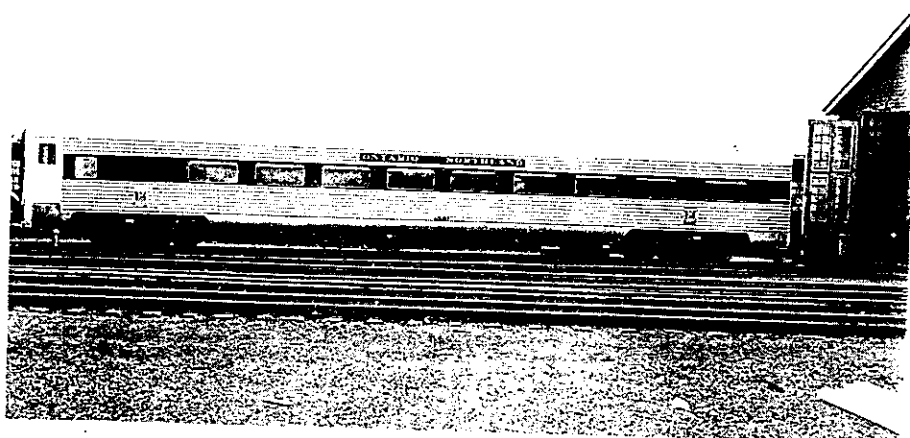
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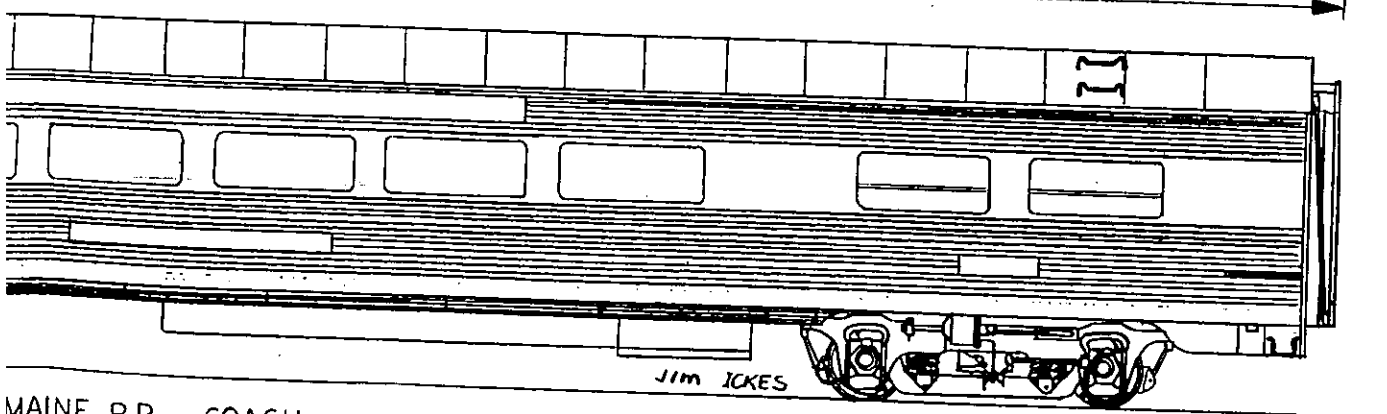
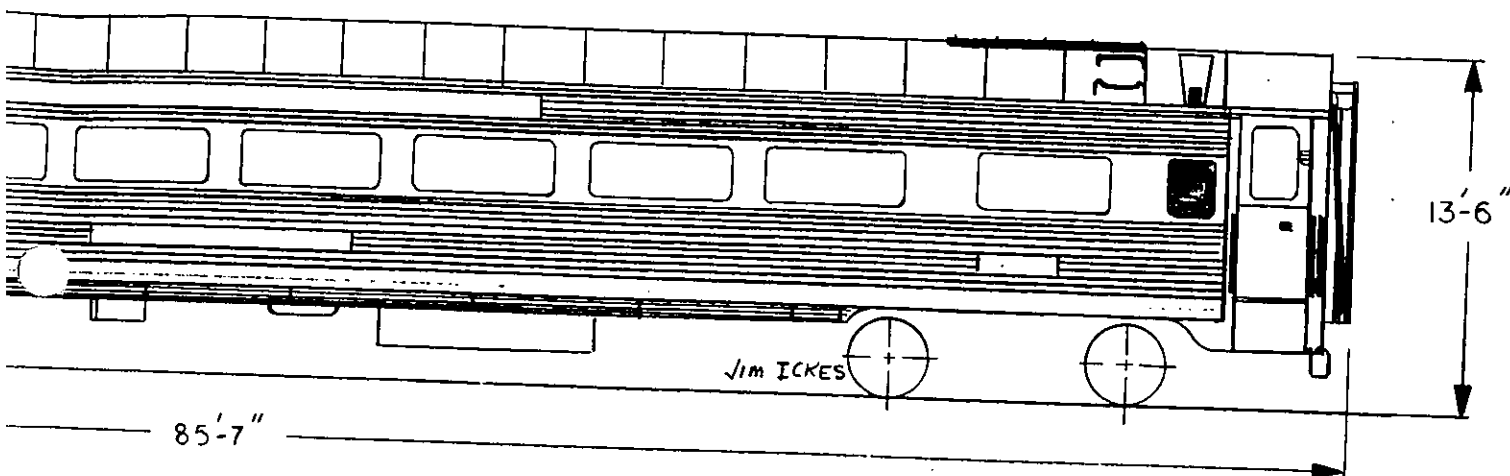
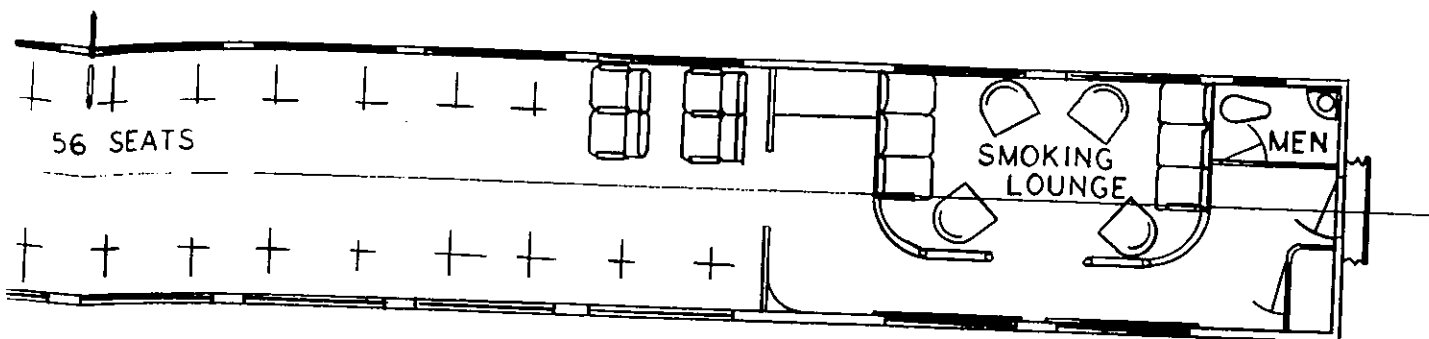


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Ontario Northland Railway





MAINE R.R. COACH  
BRADLEY) 1947

- |               |                   |
|---------------|-------------------|
| 4804 BLUEBIRD | 4806 CHICADEE     |
| 4805 ORIOLE   | 4807 SNOWBIRD     |
| RAL R.R.      |                   |
| 244 SAGADAHOC | 246 KINEO         |
| 245 ABENAKI   | 247 PASSAMAQUODDY |



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B&M Ph

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After a brief tour of exhibition through the northern New England region on B&M-MEC., the new equipment went into service on the "Flying Yankee," "Pine Tree," and "Kennebec." They provided service between Boston, Portland, Lewiston, Brunswick, Augusta, Waterville and Bangor.

These cars provided the ultimate in passenger comfort with porter service, fluorescent lighting, picture windows, air conditioning, and "Sleepy Hollow" chairs. These were designed after Professor Hooten of Harvard University measured over 1000 travelers in the North Station to secure specifications with which to make a coach seat ideally comfortable for the average passenger.

The seats in the combines and coaches provided nine different adjustments at the push of a button. Each seat also had adjustable foot rests. Also, the combines and coaches had separate glass enclosed smoking lounges, and roomy toilet facilities with running hot and cold water in both womens' and mens' compartments. For the ladies there were mirrors and powder tables.

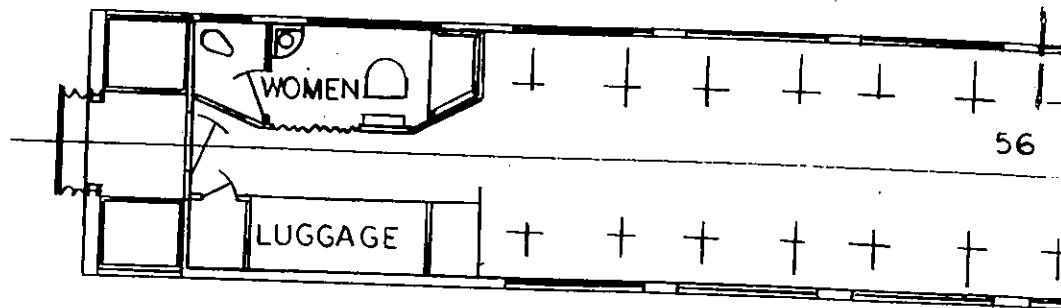
The restaurant-lounge cars provided 24 seats in the diner, 18 in lounge. Reasonably priced meals were available in the dining section, while drinks and sandwiches were available in the lounge section.

All 24 cars had restful interiors, with soft colors in seats, walls and ceilings. There were also large murals depicting New England scenes at the end of each car. All of the cars were named by Northern New England grammar school children, each car side affixed with the car's name and that of the pupil who named it.

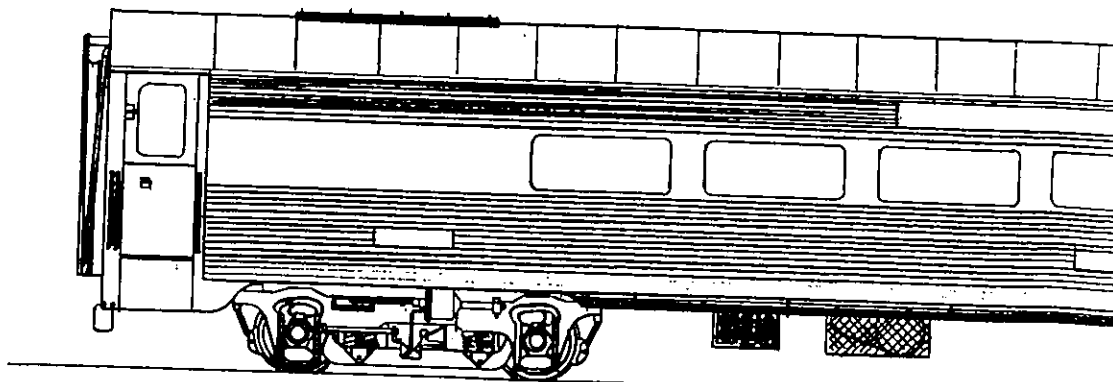
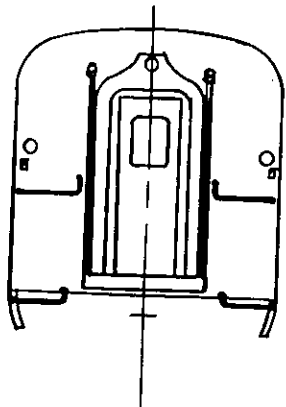
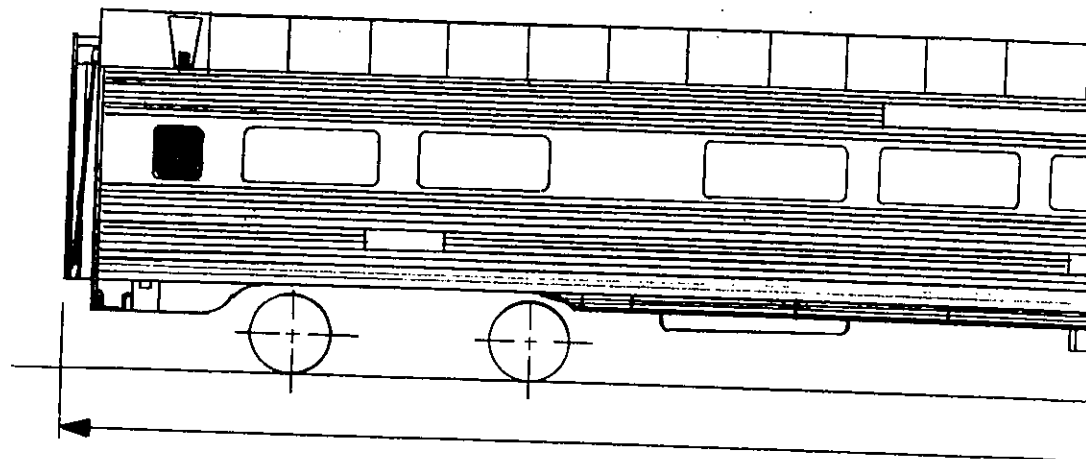
In 1948, B&M's "Bobolink" was exhibited at the Chicago Railroad Fair. The "Snowbird" shared the same distinction at the 1949 fair. In 1957, B&M's fleet of 12 cars were sold to the Wabash Railroad, while MEC's fleet of 12 cars were sold to the Chicago & Eastern Illinois RR.

Roster of names and numbers, as follows:

B&M	70	"Bald Eagle"	Restaurant-Lounge
B&M	71	"Hermit Thrush"	Restaurant-Lounge
B&M	3800	"Purple Finch"	Combine
B&M	3801	"Blue Jay"	Combine
B&M	4800	"Bobolink"	Coach
B&M	4801	"Robin"	Coach
B&M	4802	"Hummingbird"	Coach
B&M	4803	"Blackbird"	Coach
B&M	4804	"Bluebird"	Coach
B&M	4805	"Oriole"	Coach
B&M	4806	"Chickadee"	Coach
B&M	4807	"Snowbird"	Coach
MEC	15	"Merrymeeting"	Restaurant-Lounge
MEC	16	"Arundel"	Restaurant-Lounge
MEC	240	"Alamoosook"	Coach
MEC	241	"Webhannet"	Coach
MEC	242	"Katahdin"	Coach
MEC	243	"Parnacheenee"	Coach
MEC	244	"Sagadahoc"	Coach
MEC	245	"Abenaki"	Coach
MEC	246	"Kineo"	Coach
MEC	247	"Passamaquoddy"	Coach
MEC	540	"Lumber King"	Combine
MEC	541	"Forest Queen"	Combine



H-O SCALE  
3.5MM = 1'-0"



BOSTON AND MAINE  
P-S (OSGOOD - BRADL

4800 BOBOLINK  
4801 ROBIN

4802 HUMMING BIRD 4804  
4803 BLACKBIRD 4805

240 ALAMOOSOOK  
241 WEBHANNET

MAINE CENTRAL F  
242 KATAHDIN 244  
243 PARMACHEENEE 245