

ONTARIO  
NORTHLAND  
DIARY

WRECKS AND  
COLLISIONS

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

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

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

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

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

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

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

August 19

1921

## FIREMAN KILLED IN HEAD-ON COLLISION; TWO OTHERS INJURED

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

### ONE REMARKABLE ESCAPE

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

Fireman Gordon Kay, 158 Wyld street, was killed and Engineer W. Ross, of train No. 134, southbound from Englehart to North Bay, experienced a miraculous escape in an accident at Mileage 68, T. and N.O. Railway at 12.33 p.m. Wednesday when this train collided head-on with train No. 85, second section. The accident is alleged to have been caused by a misapprehension on the part of Engineer Ellatrault, of train No. 85, as to orders issued relating to the disposition of the trains on arrival at Doherty, Stop 64.

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

The accident occurred at 11.34 a.m. just after the southbound train from Englehart with engine No. 134 had rounded the curve near Milepost 68, three miles south from Temagami. The southbound train was in charge of Conductor W. Bourret and Engineer William Ross. On this train Gordon Kay was fireman, and Larry Brennan and Alec Jarvis were brakemen. The northbound train from North Bay was in charge of Conductor Jack Kennedy and Engineer Z. E. Ellatrault. Thomas Doherty was fireman on this train, and Edward Larome was brakeman.

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

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

### Between Engine and Tender

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

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

The fireman was found to be terribly injured about the head and body. He was in agony for 61 minutes before he finally died. The body was removed, and later taken by the southbound passenger No. 1 which arrived at North Bay at 1.25 a.m. seven hours behind time.

The injured men went straight to their homes upon arrival, and were able to get about with some difficulty, but will not be laid up more than a few days.

### Medical Aid from Cobalt

Auxiliaries which had been sent to the scene of the wreck from Englehart and North Bay arrived at Mileage 68 at four o'clock in the afternoon, and the wreckage was cleared away before eleven o'clock the next night. A full complement of nurses and medical help had been sent, or with them, and every assistance was rendered the injured men.

The remains of the dead man were taken to F. G. Martyn's under taking parlors in North Bay.

### North Bay Men Victims

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

November 17 1922

# The Nugget

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

## NEGLIGENCE VERDICT DECIDED BY JURY AT GORDON KAY INQUEST

Conductor Kennedy and Engineer Filiatrault Blamed for Collision

### INQUIRY ROOM CROWDED

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

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

#### Mental Aberration?

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

#### The Witnesses.

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

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

## NEGLIGENCE VERDICT DECIDED BY JURY AT GORDON KAY INQUEST

(Continued from Page 1)

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

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

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

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

November 17  
1922

## TWO ARE INJURED IN FREIGHT CRASH

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

Fireman Lorne Newell, son of Mrs. A. Newell, 18 First avenue east, North Bay, and Brakeman Ewart M. Cameron, 181 Worthington street east, North Bay, were both slightly injured as a result of a wreck which occurred at Healsip, Allouez 132 on the T. and N.O. about 8:30 o'clock this morning. The accident which derailed in the neighborhood of 15 cars of freight occurred when a northbound and a southbound freight met in a headlong collision. The original cause of the collision has not yet been announced but will be the subject of an investigation, according to Secretary Treasurer W. H. Munn.

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

April 10 1923

Engines 126 137

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

## One Ordered for the Kirkland Line

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

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

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

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

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

February 1 1924

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

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

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

February 24

1924

NORTH BAY, Ontario,

April 18th., 1923.

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

PRESENT

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

also in attendance.

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

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

Various letters read and approved.

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

REQUEST - ORDER RAILWAY CONDUCTORS' COMMITTEE  
FOR RE-INSTATEMENT CONDUCTOR J. KENNEDY: Conductor Kennedy  
was dismissed by the Superintendent account failure to observe  
'31' Order '32' - resulting in head-on collision between  
2/85, Engine 139, and Extra 134, South, M.P. 68½, Nov. 15th.  
1922 - alleged fatally injuring Fireman Gordon Kay.

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



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

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

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

Elk Lake District - settlers difficulties, etc. Noted.

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

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

Reports noted. Verdict rendered by Jury at

Coroner's Inquest April 2nd. as follows :

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

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

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

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

in rendering "First Aid" especially Brakeman Frances.

Preliminary estimate Master Mechanic, damage to engines #134

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

Locomotive Coy. Kingston, re repairs.

NOTED.

CLAIM - MAPLE LEAF MILLING CO. LOSS WHEAT - SHORTAGE

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

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

after investigation.

DERAILMENT G.T.P. #305012, WHEAT M.P. 156 EX 143

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

1918

Nov. 21st., 1922.

(3)

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

REVENUE FROM OPERATION T & N.O. RAILWAY-

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

HEAD-ON COLLISION - 2/85, ENGINE 138 AND

EXTRA 134, SOUTH - MILEAGE 68½ - 12.25 P.M. NOV. 15TH/22:

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

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

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

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

Nov. 21st., 1922.

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

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

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

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

DERAILMENT - TRAIN #2 - MILEAGE 153½ -  
NOVEMBER 16TH., 1922: Five coaches were derailed, delay-  
ing train 5' 15". Cause has been determined as piped  
rail, and matter is to receive most rigid investigation.

RE. GRAND TRUNK RUNNING RIGHTS AGREEMENT:

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

JAMES BAY EXTENSION REPORTS OF PROGRESS:

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

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

CONSTRUCTION OF TELEGRAPH & TELEPHONE LINE-

JAMES BAY EXTENSION: The Chief Engineer reported that

Dec. 6th., 1922.

(4)

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

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

RE. REVISED SCHEDULE - SHOP CRAFTS:

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

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

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

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

RE. REPAIRS TO ENGINES 134 AND 138:

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

Dec. 6th., 1922.

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

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

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

CHANGE IN TRAIN SERVICE - EFFECTIVE DECEMBER

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

TEMISKAMING TESTING LABORATORIES: Communicat-

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

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

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

Jan. 15, 1923.

(3)

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

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

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

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

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

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

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

PROPOSED SPECIAL - COCHRANE TO NORTH BAY, SUNDAY

DECEMBER 24TH:

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

Jan. 16, 1923.

(4)

DERAILMENT - 11 CARS - STOCK - EXTRA 143, SOUTH  
MILEAGE 226½ - 2.20 A. M. - NOVEMBER 10, 1922: Correspondence

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

DERAILMENT - TRAIN NO. 1 - ENGINE 158 - TEN POLES  
SOUTH OF M.P. 67 - 11.48 A.M. - DECEMBER 9, 1922: Result of investigation into this accident very carefully considered, and surprise was expressed at the large amount of equipment out of the dining car and sleepers, that is supposed to be missing. Secretary instructed to take up with Superintendent for explanation as to why conditions were allowed to exist, that would permit such pilferages of this nature, and further report to be ready for Commission at its next meeting.

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

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

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\$1500.00 and Englehart \$300.00.

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

RE. MCINTYRE MINES TRESTLE - PORCUPINE

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

CONTRACT - CREOSOTING TIES - CALDERS LTD:

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

RE. HEAD-ON COLLISION BETWEEN EXTRA 146.

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

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

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

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



October 3rd., 1923.

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RE. HEAD-ON COLLISION - EMPTY COACH TRAIN

EXTRA 146, SOUTH - AND NO. 97, NORTH - MILEAGE 157 1/2, AUGUST 8TH., 1923:

Paper Reports indicate that Operator Gillicee and Despatcher Dwyer are being proceeded against by the Crown on charges of 'Criminal Negligence. Noted.

COLLISION - TRAIN NO. 47 AND EXTRA 150 -

SOUTH - NORTH SWITCH - HAILEYBURY - 10.53 A.M., JULY 23rd/23:

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

EQUALIZATION OF PASSENGER EQUIPMENT-TRAINS

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

RE. HAILEYBURY STATION:

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

RE. WAGE AGREEMENT NO. 6 EFFECTING RATES

October 3rd., 1923.

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necessary sleeping accommodation provided.

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

CONDITIONS - PORQUIS JCT. STATION -

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

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

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

REPAIRS - LOCOMOTIVES 125 & 126: Quotation received from Canadian Locomotive Works, Kingston.

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

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

Dec. 12th - 13th., 1923.

(7)

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

Under the circumstances further expenditure approved.

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

RE. SANITARY CONDITIONS - NORTH BAY JCT.

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

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

REPAIRS TO LONG LAKE SIDING - CHARLTON:

The first time Commission are North it is the intention to talk over this matter with the Town Officials.

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

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

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

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

January 3rd., 1924.

(4)

saving the War Tax.

Approved.

RE. EX SUPERINTENDENT TELEGRAPHS  
AND TELEPHONES, W. J. KELLY - DECEASED: Request  
received from the Capital Trust Corporation, Ottawa,  
for sympathetic consideration for gratuity to the  
widow. Chairman acknowledged, advising that no  
additional allowance could now be granted over and  
above that already allowed.

REPAIRS - LOCOMOTIVES 146 AND 125-  
KINGSTON: Engine 146 has been returned and 125 is  
now under way.

Payment of invoice has been made to  
save the amount of War Tax, which was due on January  
1st. Approved.

RE. PURCHASE OF MIKADO LOCOMOTIVES:  
Engine #310 has been delivered and  
the other three engines will be shipped as quickly as  
possible.

Meantime, payment of invoice has  
been made with view to saving the War Tax, which is  
effective January 1st. Approved.

RE. SNOW PLOWS - CANADIAN CAR AND  
FOUNDRY COMPANY: Plow No. 7 was delivered on Dec.  
11th. and No. 6 on Dec. 12th.

Payment of invoice has been made.

RE. AUDIT OF COMMISSION'S BOOKS:  
Certificate received from Edwards

June 5th., 1924.

(3)

RE. ACCIDENT TO LOCOMOTIVE CRANE - MILEAGE 21 MAY 21/24:

The accident resulting in the death of Engineer Kennedy and Fireman Clark noted with sincere regrets.

ILLUMINATING OIL REQUIREMENTS - SEASON 1924 - 25: Tenders

were called and quotations received from the Imperial Oil Company and Canadian Oil Company Ltd. The tender of the former Company being the most favorable contract was awarded that Firm.

RE. ADDITIONAL LAND - HALLEYBURY - FOR SIDING FACILITIES:

In connection with the construction of a warehouse siding and the re-arrangement of the town siding at Halleybury, Chief Engineer recommended the purchase of additional land at a cost of \$600.00. APPROVED.

RE. LOGS SHIPPED BY CANADIAN TIMBER COMPANY TO CALLANDER:

The present arrangement in effect provides for a minimum weight of 65,000 lbs. for cars loaded up to 7½ feet high. Owing to difficulty in properly checking the weights, as covered under this movement, agreed that at the end of the present shipping season, the shippers should be notified that next year other arrangements will have to be made to properly protect the Commission's interests.

RE. MEET BETWEEN EXTRA 145. SOUTH AND WORK EXTRA 129.

NORTH - M.P. 57½ - 2.45 P.M., MAY 21/24: The cause of this meet was due to failure on part of Agent Temagami, Mr. R. S. Marshall to "OS" Extra 145, South, which left Temagami at 2.15 P.M. and accept Work Order "67" for this train at 2.33 P.M., sixteen minutes after train departed. Mr. Griffin dispensed with the services of Agent, as it was considered the error was wholly caused by indifference, and it was nothing more or less than Providential that serious accident did not result.

Action taken approved, with the understanding that further consideration be given his reinstatement.

RE. WIRE FENCING: Superintendent reported that arrange-

ments had been made to do fencing by Commission's own forces and a start on the work had been made North of Englehart.

MINUTES OF COMMISSION MEETING - HELD IN  
QUEEN'S HOTEL - TORONTO - FEBRUARY 7TH/24.

PRESENT: Geo. W. Lee, Chairman,  
Col. J. I. McLaren, Commissioner,  
Lt. Col. L. T. Martin, Commissioner.

ANNUAL MINING REPORT - 1922 and 1923.

Mr. Cole's Annual Report on Mining for 1922 and 1923 was carefully considered and it was decided to allow it to be sent on to the Government in its present form, without any changes, as the T. & N.O. Railway Commission's Annual Mining Report, the Secretary Treasurer to send it in as such.

JAMES BAY EXTENSION - MILE 45 TO MILE 70.

The Chief Engineer's statement respecting the James Bay Railway - Work Done and Work to be Done - was placed before the Commission. It was decided that Secretary Treasurer should immediately take up and get a separate statement showing the work yet to be done on the entire extension north of Cochrane, and the order in which the Chief Engineer expects to do it.

MAINTENANCE OF WAY APPROPRIATIONS 1924.

The Maintenance of Way Appropriations were placed before the Commission and approved, subject to a reduction to be made later on, particularly in the laying of forty miles of steel. The Commission request the Secretary Treasurer to take up and have another statement prepared showing this matter more intelligently than it is at present, with a corresponding column for the same thing last year, and want the item of \$205,000.00, Track Material, sub-divided.

RE: HANDLING TRAFFIC - N.C.RY. KIRKLAND LAKE BRANCH.

Mr. Parr's letter re handling of traffic, N. C. Ry. Kirkland Lake Branch, was placed before the Commission and his recommendations have been approved. Secretary Treasurer is hereby authorized to have him submit his tariffs at an early date for approval.

DERAILMENT - PAPER TRAIN #96 - JAN. 29TH., 1924.

The question of derailment of #96 was discussed at some considerable length, and it was decided that the Superintendent should immediately report as to what he considers was the cause of this derailment - was it fast running or spread track? The Secretary Treasurer is to have Mr. Clement prepare a statement of the condition of this track and state on what dates he called Mr. Boast's attention to it - and was it done in writing? A complete report, with statements from every person concerned, is required for the next meeting of the Commission.

RATE ON TIES IN TRAIN LOTS - MATTAGAMI RIVER SPUR TO COCHRANE.

The question of rate on ties for J. M. Bourke was placed before the Commission and letter of the Secretary Treasurer was approved. It was further resolved that no further reduction would be made in this matter.

February 15th., 1924.

(3)

estimate of cost construction a Railway into South Lorrain. Report to be expedited and submitted to Government in due course.

RE. ROADMASTER - DISTRICT NO. #3: Superintendent reported to Chairman that Roadmaster Swayne had been reduced to his former position of Section Foreman - Porquis Jct. and Mr. Adam Edwards placed in charge District No.3. Approved.

RE. ABITIBI RAILWAY & PAPER/POWER COMPANY:

An advertisement having been noticed in "The Broke Hustler", issued at Iroquois Falls, covering a copy of an application which is being made to Parliament this year by the Abitibi Company for a Charter to build a Railway from Iroquois Falls North, the Commission, after careful consideration, Resolved they wanted to go on record, that they are not opposed to a "logging railway" in any form but are opposed to the Abitibi Power & Paper Company operating a railway for other than "logging" purposes.

DERAILMENT - 14 CARS - EXTRA 312, NORTH

M.P. 21 - 6.10 P.M. FEBRUARY 7TH/24: Preliminary report submitted by Superintendent noted, and as the accident was, apparently, due to spread track matter to be thoroughly investigated.

RE. PROPOSED SIDING - FESSERTON TIMBER COY:

Report received from Chief Engineer covering a proposed location over what is termed the "back route", at a cost of \$14,925.50, was carefully considered.

Copy of this report has been furnished the

NORTH BAY, Ontario.

June 5th., 1924.

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

PRESENT:

Mr. Geo. W. Jee	Chairman
Col. J. I. McLaren	Commissioner
Lt. Col. L. T. Martin	Commissioner
Mr. W. H. Maund	Secretary Treasurer

also in attendance -

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

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

Various letters read and approved.

RE. HEAD-ON COLLISION BETWEEN EXTRA 146, SOUTH AND #97

ENG. 125 - M.P. 157 1/2 - AUG. 28TH/23: Mr. Jos. Gilliese, who was Operator at Englehart on the above date, and who failed to deliver "31" Order No. 13 to Train No. 97, was tried before Judge Hartman at New Liskeard on Tuesday, June 3rd. and Jury rendered the following verdict:

"We, the Jury, find that J. Gilliese not guilty of criminal negligence under Section 248 of Criminal Code of Canada.

(1) Owing to excessive duties of his office he had reasonable excuse to omit handling train order #13 to Condr. Robinson.

(2) Train Despatcher Dwyer, who should have known where all trains were at different hours, should have checked said train #97 when he found orders from accused incomplete.

(3) We recommend that T & N.O.Rly. arrange for a larger staff at the important points of North Bay and Englehart as the evidence shows that both the accused and Train Despatcher Dwyer were over-worked."

On consideration, it was felt that the Jury could not



August 11th., 1924.

(5)

advising against operation of this nature.

Secretary instructed to furnish the Commissioners with copy of these reports.

RE. PROPOSED INSTALLATION OF SELF PROPELLED CARS

IROQUOIS FALLS BRANCH: Considerable correspondence passed between Commission and A. P. & P. Co. Ltd., who advised that power could be supplied, temporarily, from one of their existing lines - by switching the car to the pulpwood unloading track near the Mill.

Chief Engineer advised that 600 Volt Current, that would be available, is alternating current, three phase and consequently could not be directly used for charging storage batteries.

The trial operation of one of the cars on the Falls Branch is, therefore, impracticable.

RE. APPLICATION FOR STATION AT ANSONVILLE: Matter

taken up through Premier and request declined. Approved.

RE. INSPECTION ROOF - HOT WELL - NORTH BAY JCT:

It was approved that the hot well should be covered with old car sills and necessary authority given.

RE. MICHAEL HOGAN - CAR CLEANER - COCHRANE: This

man intoxicated while on duty July 23rd. and dismissed. Approved.

RE. PROGRESS REPORTS - SOUTH LORRAIN BRANCH: Chief

Engineer advised Commission that the work is progressing quite satisfactorily, and in view of the verbal report made by Mr. Clement, and in line with his recommendations, it is approved that the Contractors, Messrs. Grant Bros. be refunded \$10,000.00 on their deposit, which is held by Commission for proper performance of the contract.

The question of a water supply was also considered and after full discussion with Chief Engineer, it was agreed that a standard tank should be erected and arrangements made, if possible,

NORTH BAY, Ontario,

September 8th., 1934.

September 8th

August 31st.

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Meeting of 1

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

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

tendance.

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

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

Various letters read and approved.

#### RE. MOVEMENT - GOVERNOR GENERAL'S TRAIN - NORTH BAY TO

Following message received from the Governor General's  
secretary, dated Cochrane, August 29th:

"Thank you for telegram. All arrangements on  
I may have been excellently and efficiently carried  
Their Excellencies have greatly enjoyed tour and  
ply appreciate all trouble taken on their behalf  
yourself and others. Please communicate this to  
concerned with an expression of their cordial  
wishes."

Noted with appreciation.

#### RE. CONSCIENCE MONEY RELIQUISHED: Chairman reported receiving

1. Mails Postal Notes totalling \$2.75, which were evidently  
as "Conscience" money. The Postmark on the envelop is "Timmins"

h.

Noted.

October 9th., 1924.

(9)

tank at Fountain Falls and that power be secured from the Northern Ontario Light and Power Company.

Approved.

RE. OPERATION - LORRAIN BRANCH:

Superintendent

recommended that a daily service be inaugurated on the Lorrain Branch and that a train be operated from New Liskeard to Silver Centre and return each day; this train to do all switching Cobalt Yard. The Swing train now operating between Englehart and Cobalt to return immediately on arrival at Cobalt and do the work North Cobalt to Englehart - North Bay wayfreights now operating into Englehart to go only as far as New Liskeard - turning there and returning to North Bay.

This will mean the erection of an engine shed and bunk room for the enginemen at New Liskeard, and the engaging of a Night Watchman and Coach Cleaner.

On consideration, Superintendent's recommendations approved, with the understanding that he has consulted all the Officials in the matter and that there is a thorough agreement.

Mr. Griffin's further recommendations, that a Wye be built at Lorrain Jct. and an Operator installed to assist in handling trains were also approved, with the understanding that the Operator's hours would be assigned to take care of the overtime work now being handled at Cobalt Station, if possible.

RE. B & S COAL CONTRACT: Conforming to instructions

of the Commission at Meeting, 9th. inst. Purchasing Agent had analysis taken and as the same show that the quality of the coal being shipped does not come up to the requirements of the contract, agreed that B & S Company should be advised to discontinue shipments on October 11th. until further advised.

Secretary to write Mr. Davis, Sales Agent, advising him that the Commission are not at all satisfied with the coal he is furnishing and that same is not being shipped in accordance with the

November 13th., 1925.

(4)

man to carry on these investigations but instead of this he was furnished with four men, and immediately Chairman became cognizant of this fact the investigations were stopped, and Chief Engineer asked for explanation. Mr. Clement then explained that in order to get levels over the proposed revisions it was necessary to cut out a few trial lines and in connection with which work three or four axe-men would be required for a few days.

The work however, was undertaken by Mr. McDougall and one man and report should be in hand by end of present month.

RE. MISHANDLING '31' ORDER NO. 70

ADDRESSED TO TRAIN #87 AT M.P. 10 - OCTOBER 8TH/25: Condr.

Lett was permitted to resume duty October 19th. in the capacity of Brakeman - to work 40,000 miles in that capacity then to resume his position of Conductor - taking whatever his seniority may entitle him to.

Approved.

RE. APPOINTMENT - DISTRICT MASTER MECHANIC:

Communication received from Ralph A.

Shepherd making application for this position. Chairman acknowledged advising that Commission did not contemplate making any such appointment at the present time but that his application would be placed on file.

Action taken approved.

RE. VEZINA FIRE BOX DOOR: The Mechanical construction of this door is giving trouble. The design is such that it makes it extremely difficult for firemen to build up a fire in the back corners of the fire box. Certain repairs were suggested by Mr. Mathews, Managing Director of the Alpha

November 13th., 1925.

(5)

Specialties Ltd. but Chief Engineer reports that, even if these repairs are made, in his judgment, the door would still be unsatisfactory. Further, that if any alterations are made they should not be at Commission's expense.

Engine 316, on which this door was installed, has been taken out of the service pending decision as to what should be done with the door.

On recommendations of Chief Engineer it was decided to have the door removed.

RECONDITIONING FROGS AND RAILS BY OXY-

ACETYLENE: Chief Engineer advises that some valuable work could be done during Winter months, and experience gained would show to what extent reconditioning of worn rails in track could be done during the Summer to reduce the rail which would be required for renewals.

On consideration, Secretary authorized to take up with view to obtaining report showing the cost of plant, maintenance, labour, etc., submitting same to the Commission for further consideration at next meeting.

RE. SALARY - TRAVELLING AUDITOR: Application received from A. of R. & O. A. R. H. Mitchell, for increase in salary favour Travelling Auditor Banks.

An increase of \$10.00 a month approved.

RE. ACCIDENT - COCHRANE YARD - 5.35 P. M.

OCT. 30TH/25 - MRS. S. ABRAHAM - ALLEGED FATALY INJURED: This accident occurred at the East end of the platform at freight shed on the main track; and Conductor reported that while switching shed, brakeman noticed someone lying alongside of track and on investigation found the deceased woman, who had evidently been trying to crawl in between cars and was alleged

January 18th-19th., 1926.

(7)

On consideration, agreed that tender would not be accepted; and Secretary authorized to instruct the bidder accordingly.

RE. HEAD-ON COLLISION EXTRA 306-SOUTH  
AND NO. 87, ENG. 311, MULLOCK - 2.12 P.M., JAN. 5TH., 1926:

All reports and statements in connection with the above accident placed before Commission, and the dismissal of Conductor C. D. Kerr - Fireman S. Menzies - Brakemen R. J. McMillin and W. B. Childerhose in connection with their responsibility, approved.

RE. ESTIMATES FOR MAINTENANCE OF WAY  
AND STRUCTURES - CONTROLLABLE EXPENDITURES FOR FISCAL YEAR  
1926: Statement submitted by Chief Engineer showing estimate of Controllable Expenditures, totalling \$491,835.87, was carefully checked; and Secretary instructed to take up with Mr. Clement for further particulars so that another statement may be prepared in time for Commission to consider at meeting, which it is anticipated will be held on February Second.

RE. ESTIMATED EXPENDITURES FOR ROAD AND  
EQUIPMENT - FISCAL YEAR ENDING OCT. 31ST., 1926: The statement as submitted by Chief Engineer was very carefully checked; and Secretary authorized to take up with Mr. Clement with view to securing full particulars of the various items, in order to have a further statement prepared for consideration of the Commission at next meeting.

PERSONAL INJURIES, ETC.

ALLEGED INJURY - GIOVANNIA MAFICI-LABORER  
EXTRA GANG - BUSHNELL - AUGUST 5TH/26: W. C. Board award

April 26th., 1926.

(11)

RE. REQUEST - T & N.O. SOFT BALL LEAGUE  
FOR PERMISSION TO USE FIELD BETWEEN T & N.O. AND C. P. R.  
TRACKS SOUTH OF FREIGHT SHED: The request of the T & N.O.

Soft Ball Association, as outlined above, received favorable consideration, and Secretary authorized to advise them accordingly.

It is to be understood however, that the Commission will be relieved of all responsibility of accidents that may be caused by people trespassing on tracks; and it was suggested that the entrance to the field should be made at Golf or Regina Streets - or both.

RE. TRANSPORTATION FOR CHILDREN OF EMPLOYEES  
WHO ARE NOT DEPENDENT: The policy of Commission governing issuance of free transportation, as above, will be in line with other Railways - in that passes over foreign lines for employees' children, who are not dependent, will not be asked for - but consideration may be given over T & N.O. Lines only.

Approved.

RE. OIL AND WASTE RECLAIMING PLANT: Chief Engineer now reports that it is found this plant cannot be operated economically.

The original cost in 1917 amounted to \$1391.09.

As the plant is not now being operated it was thought advisable that it should be sold, if a sale could be arranged.

WORK EQUIPMENT - JAMES BAY EXTENSION: Under the terms of the agreement reached with Grant Smith & CO. and McDonnell Ltd. in October 1923, work equipment was purchased



April 26th., 1926.

(12)

from the Contractors as follows:

21 Hart Otis Ballast Cars  
26 Grant Smith Boarding Cars

Since that date the cost of these cars - and all subsequent charges - have been carried in James Bay Extension Construction Accounts. The cost to date, as reported by Chief Engineer, is -

Hart Cars	-	\$70,181.38
Boarding Cars	-	6,521.80

It is now suggested that this equipment be transferred to the Operating Department and credit passed to the James Bay Construction accordingly.

Resolved that transfer be completed.

REPORT OF COAL FIND ON MATTAGAMI RIVER

Mining Engineer, Mr. Arthur A. Cole, advises that it has been known for many years that an impure lignite occurred at this point but it was not considered of great importance. In recent years however, China Clays of this area have been definitely located by geologists as occurring in the Lower Cretaceous formation. As this is a very thick formation and contains the coal deposits of the North West, it might very well be that part of it extended over as far east as the Mattagami. This opens up a possibility that may prove of tremendous import to Northern Ontario in general and to the T & N.O. Railway in particular.

Mr. Cole was instructed to keep in close touch with this subject and advise promptly of any new phases in the situation.

RE. RED LAKE DISTRICT: Mr. Cole's report on the above referred to the Board and as copies were sent



April 26th., 1926.

(18)

pipes for culvert, with the understanding that the Town will place them where required, concreting the ends, etc.

Secretary authorized to instruct all concerned accordingly.

RE. CULVERT - ENGLEHART: Complaint

received of a near fatal accident to a little boy who fell into the creek, passing under tracks near shops at Englehart, and being washed through the culvert at that point.

Commission examined this culvert on Inspection Trip and agreed that a screening should be placed over the mouth of same to protect children as much as possible.

Secretary also authorized to investigate with reference to the man named "Hill", who saved the boy, and arrange to give him "Merit" marks for action taken in the premises.

RE. ENGINE BOOSTERS: A report was

received that the Booster on Eng. 159 running on trains 1 and 2 was out of Commission. Chief Engineer, in company with Master Mechanic, examined this Booster and reported that it was one of the old style type A-1 Booster, and in view of the heavy repairs necessary it was suggested that this Booster be replaced with a type "C-1" Booster, which was considerably improved over the old type, and of very rugged construction.

Chief Engineer further recommended that this new type of Booster replace the Boosters now in service on Pacific Type Engines 157, 158, 159 and 160; also that Mikado Type Engines 306, 307 and 308 be equipped with this new Booster.

The Commission do not feel that the Booster, as operated, has been as successful as represented, and are

April 26th., 1926.

(19)

not prepared to go into this matter any further until they knew definitely just what they are doing.

It was further felt that the Boosters are not as represented by the Franklin People, and if it is finally decided to replace the Boosters now in service with new ones some consideration should be given the question of replacing them without additional cost, as Commission were the first Railway in Canada to adopt them and that consideration should be worth something to the Franklin Company.

Chief Engineer to be authorized that if he has any further dealings with the Franklin Company he is at liberty to place Commission's views before them.

RECONDITIONING FROGS AND RAILS BY OXY-

ACETYLENE: This question was again placed before the Commission, as result of Chief Engineer's advice to effect that the Canadian Railroad Service Co. Ltd. issue a four year contract and do not care to enter into a short term agreement. It was considered however, that the Company should be agreeable to entering into an agreement for a period of one year, with the understanding that if the service was found satisfactory, Commission would renew the agreement for a period of four years, as now requested.

RE. ASSESSMENT - COMMISSION'S PROPERTY:

While on Inspection Trip Mr. L. Buchanan, Chairman - O. R. T. Committee, interviewed Commission with respect to Agents paying School Taxes. On consideration, Chairman authorized to ascertain just what the Canadian Pacific Railway do in this connection, and close the matter out as he may deem advisable.

June 15th., 1927.

(5)

in this matter noted, and action taken approved.

RE. PROPOSED FINANCING. - T & N.O. RAILWAY:

Chairman reported to Commission that Premier advised the question of issuance of Bonds for Commission would be considered by him with the Attorney General and Provincial Treasurer and that Commission would be advised shortly their views as regards opportune time for entering the market.

RE. FAILURE - GAS ELECTRIC CAR #1002

This car, while enroute between Iroquois Falls and Porquis Jct., met with detention due to failure of the motor, which burned out. The car was taken out of service and brought to North Bay for inspection.

Matter being followed up through Chief Engineer with the Brill Company.

RE. OLD STATION - IROQUOIS FALLS: Chief

Engineer reported that if it was not necessary to remove the tracks from the area in front of the old passenger station, the extensive alterations or enlargements to the present yard could be deferred for another year.

On consideration, resolved that tracks be allowed to remain in front of the old station for the present - and that Chief Engineer be advised accordingly.

RE. BALLAST PIT NEAR THE OTTERS - JAMES

BAY EXTENSION: Vice-Chairman Martin reported that Chief Engineer advised him that he thought we had struck an exceptionally good ballast pit near the Otters. On consideration resolved that Secretary be directed to write Deputy Minister, Mr. Cain, suggesting that the Department withdraw

Sept. 4th., 1928.

(4)

and covering it in is \$3680.00; and Commission do not feel that they should be called upon to absorb the difference between the C.P.R. proportion \$900.00 and the total cost.

Matter to be left with Chairman to deal with as he may consider best serves all purposes.

ALLEGED FATAL INJURY - D. GERMAIN-CONNELLY'S

CROSSING - NEAR M.P. 1 - 12.38 P.M. - AUGUST 12TH/28; While Engine, Extra 135, South, running tender first - enroute from Tomiko to North Bay Jct., passing Connelly's road crossing, about M.P. 1, North Bay Sub-Division, Sunday, August 12th. alleged struck the rear left corner of truck being driven by E. Germain, turning same on side, fatally injuring a young lad named "D. Germain", age about ten years - and slightly injuring his brother, age about seven years.

Coroner's Inquest was held and verdict rendered, that no blame could be attached to any person in connection with this accident.

Later, a communication was received from Geo. L. T. Bull, K.C., Lawyer, North Bay, suggesting that the accident was entirely due to negligence of train crew and that action would be instituted for damages on behalf of the father of the lad.

The Commission are in no way responsible for the unfortunate alleged accident - and all claims have been declined.

REPORT OF CONFERENCE BETWEEN HONOURABLE G.

HOWARD FERGUSON, PREMIER, AND MR. LEE, CHAIRMAN, MONDAY -

AUGUST 27TH., 1928; Copy of this report having been furnished Commissioners, same was considered as read, and

January 7th., 1931.

(6)

RE. PROPOSED FORGES BALL PLANT ON T-&N-O.

LINES - NORTH BAY: The Commission were approached by an Industrial Firm, Kennedy & Co. Ltd. with a proposition that lease be entered into for a certain parcel of land forming portion of the North Bay Joint Terminal, which is at present unoccupied. The C.N. R. expressed willingness to approve location of this plant in the Joint Terminals; and Commission, therefore, agreed to approve of the lease, should the Concern wish to locate in this territory; rental to be on usual basis \$1.00 per foot frontage.

This Firm also requested that Commission sell all re-rolling rails to them at a fixed price, without tender, but on consideration it was decided that it would be rather a dangerous practice to depart from the adopted policy in this respect.

Secretary authorized to advise Messrs. Kennedy & Co. Ltd. accordingly.

RE. COLLISION TWO MOTOR CARS NEAR M.P. 99<sup>1</sup>

ENGLEHART SUB-DIVISION - 6.00 P.M. NOV. 22/30: Chairman explained to the Board all circumstances in connection with above accident; also the conditions under which this motor car was being used - as well as the action of Roadmaster Downie in forwarding the car to North Bay for repairs without authority first having been obtained.

In view of all circumstances it is felt that Downie should be asked why this car should not be repaired at his own expense, in view of the fact that

Wednesday, June 10th., 1931.

(3)

RE. ANTHRACITE COAL REQUIREMENTS - 1931-32:

Tenders received in the above connection were placed with Commission, and contract as awarded approved.

The correspondence exchanged between Chairman and Honourable W. A. Gordon also noted and filed.

RE. DAMAGE TO THREE T & N.O. VANS - H. F.

McLEAN LTD:

Three T & N.O. vans were very badly damaged by contractors, one being so badly wrecked that it had to be destroyed. In clearance of records contractors were charged \$1000.00 for the van destroyed, and instructions were issued to rebuild the other two vans; it being the intention to charge the cost of repairs to the contractors. The work of rebuilding the vans has just now been completed and cost assembled, which shows a total cost of \$6,704.76 - or as much - if not greater - than it would be possible to purchase two new up-to-date vans.

Very much surprise and disappointment was expressed by Commission at this excessive charge, and Secretary authorized to take up with Master Mechanic for full explanation; also to advise him that his explanation in this connection would determine the future policy for work being done of this nature in our shops.

In the meantime it was decided that it would not be feasible to charge contractors any more than \$1000.00 for each van, in view of the settlement established on the one which was destroyed, and Secretary authorized to arrange accordingly.

Thursday, March 10th., 1932.

(2)

RE. EMPLOYMENT OF MARRIED WOMEN IN

SERVICE: After very full discussion, Resolved that it is not desirable married women be either engaged or retained in Service; but each individual case under present survey to be especially investigated and considered.

RE. ONAKAWANA LIGNITE FIELD: Chairman

explained to the Board result of various letters received from Mr. J.G.G. Kerry, Mr. Arthur A. Cole and others in connection with above.

COMMISSION'S APPLICATION FOR BUS AND

TRUCK FRANCHISES: It was explained by Chairman that application had been made to the Department for Bus and Truck Franchise but it was found other Franchises had been granted; and matter is still receiving consideration.

RE. PROPOSED REPAIRS -SECOND TENEMENT-

ENGLEHART - OCCUPIED BY MR. A.G. NEWMAN-LOCO. ENGINEER

Favourable consideration was given the installing of hardwood floors in living room - dining room and hall in above tenement at a cost of \$122.75.

RUNNING RIGHTS OVER SILVER CENTRE BRANCH:

Application received from one A. L. Penvidic to operate motor truck on Silver Centre Branch after service discontinued by the Railway.

The question of granting this privilege to a private individual was fully considered but it was thought inadvisable to take these steps and that the

NORTH BAY, Ontario,

April 5th., 1933.

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

PRESENT

Mr. Geo. W. Lee	Chairman
Lt. Col. L.T. Martin	Vice-Chairman
Col. J. I. McLaren	Commissioner
Mr. W. H. Maund	Secretary Treasurer -

also in attendance.

Meeting convened at 10.00 A.M.

Minutes of Meeting held March 7th. in  
the Royal York, Toronto, having been forwarded to  
Commissioners, same were considered as read.

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

Various letters read and approved.

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RE. COLLISION - PLOW EXTRA 309 - NORTH  
TRAIN NO. 18 - YORKSTON - 2.15 P.M. MARCH 9TH., 1933:

Particulars of the above accident were  
duly explained and discipline meted out to employees  
involved approved.



February 23rd, 1928.

(6)

entering into an agreement with them for the opening of a regular Exchange at Smooth Rock Falls, under usual terms and conditions. The A.P. & P. Co. however, require payment in full covering exact cost to them of constructing this telephone line, but it is considered that as the Commission would have to erect the line - it being erected on C.M.R. poles - and as it has been over 50% depreciated since built, the Railway would not be justified in paying full price - and the A.P. & P. Co. are to be advised accordingly.

RE. CEMENTING TIES: Further consideration

was given the question of crosstie ties, and after full discussion it was decided that Chief Engineer should write Mr. Grant B. Shipley, Engineer, with view to ascertaining if he would be prepared to give an opinion regarding the operation of the plant suggested by Caldera; also, if he considers that the portable plant would be just as satisfactory for our purposes as a permanent plant.

It is thought that Mr. Shipley might be willing to include this report as part of the original report made by him on this matter - charging no additional fee for same.

RE. PROPOSED ALTERATIONS STORAGE BATTERY CARS:

Chief Engineer now suggests that he might submit an alternative report in this matter to include the installation of a gasoline engine and electric generator in one of the Storage Battery Cars, so that the two cars might be operated together by multi-unit control. Further, that one of our light wooden coaches, if equipped with roller bearings would serve as a trailer for the Brill Gas electric car. This would give two sets of self-propelled equipment, each consisting of a motor car and trailer.

NORTH BAY, Ontario,

August 18th., 1926.

Minutes of Meeting of Commission held in car

"Temagami" - Ottawa - 10.00 A.M., above date.

PRESENT

Mr. Geo. W. Lee	-	Chairman
Col. J. I. McLaren	-	Commissioner
Lt. Col. L. F. Martin	-	Commissioner
Mr. W. H. Munn	-	Secretary-Treasurer

also in attendance.

Minutes of previous Meeting having been forwarded

Commissioners, same were considered as read.

Chairman reported verbally on matters arising

out of previous Minutes - action taken - approved.

Various letters read and approved.

RE. MONTHLY INSPECTION TRIP: Chairman explained

to the Board that owing to several important matters having come before him he was unable to arrange regular monthly inspection trip but that it would be held later on in

September.

RE. MOVEMENT - RT. HON. MCKENZIE KING - AND PARTY:

Chairman reported to the Board that Rt. Honourable McKenzie King and Party were returning from the West via P & N.O. Railway and were holding meetings at Timmins and New Liskard. To enable this Party to return to Ottawa by Sunday morning it would be necessary to run Special

Train - New Liskard to North Bay.

BE IT THEREFORE RESOLVED that in line with Commission's

Now that the Canadian National Telegraphs have a through wire to Rouyn the question of through rates is one for serious consideration. The present through rate from C.N. stations in Ontario to Rouyn direct is fifty cents per

RE. ROUYN-CHAMBERS TELEPHONE & TELEGRAPH SERVICE.

This report noted with satisfaction. before the end of this month. Car Manufacturing Company and the car will be completed well Canada, will be applied to the car at the Works of the Ottawa and some miscellaneous equipment, which has been bought in on the 15th. Inst. On arrival at Ottawa the storage battery under order would be shipped from the Brill plant at Philadelphia from Chief Engineer to effect that the Gas-Electric Car now RE. BRILL GAS-ELECTRIC CAR: A report was received

Various letters read and approved. of previous Minutes - action taken - approved. Chairman reported verbally on matters arising out Commissioners, same were considered as read. Minutes of previous Meeting having been forwarded also in attendance.

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

Present: Offices, North Bay, above date: Minutes of Meeting of Commission held in Executive

December 9th, 1926.  
NORTH BAY, ONTARIO.

February 6th., 1927.

RE. KAMISGOTIA COPPER - GOLD AREA: The

reports submitted by Chief Engineer and Locating Engineer Maher, dated January 20th. and 24th. respectively, having been furnished Commissioners, same were considered as read.

RE. CAR "WHITNEY": Chief Engineer

reported that car "Whitney" was now dismantled and materials ordered, but very little actual work has been done to date. The delivery date of this car will be considerably delayed. and after careful discussion Commission authorized Commissioner McLaren to interview the National Steel Car Corporation on his return to Hamilton, with view to having the work speeded up as much as possible.

RE. SANITARY SERVICE: Correspondence in

respect to this matter having been furnished Commissioners, same considered as read, and matter is now allowed to remain in abeyance pending further steps that may be taken by the Kaustine Manufacturing Company.

ALLEGED COMPLAINT REGARDING UNSANITARY

CONDITIONS EXISTING AT PRESENT IN NORTH BAY JOE. TERMINALS:

Chief Engineer's report in this connection was read to Commission and after very careful consideration, resolved that Mr. Clement should be instructed to continue negotiations with the Town of North Bay with view to having arrangements completed for the construction of a sewer down McIntyre Street, so that a connection may be made with our shops at any time.

This to be in addition to any engineering

scheme that he may have in mind while preparing plans

for alterations and extensions to Machine Shop.

RE. STORAGE BATTERY SITE PROPOSED CARS:

Chief Engineer's report of January 31st.

RAILWAY EQUIPMENT - CANADIAN  
 RE. DUCO FINISH - RAILWAY EQUIPMENT  
 Explosives Limited have requested Purchasing Agent to grant them permission to apply their Ducco finish to one of Commission's locomotives for trial purposes. Commission carefully considered this request, and as there are no engines at present, going through the shops, it is suggested that as Business Car "Demagum" will be in for repairs in the very near future, - Canadian Explosives - if they care to give this car a trial treatment, Commission will be willing to grant necessary authority.

RE. PERSONAL INJURIES SUSTAINED BY FRED. W. COVIE  
 TRAIN NO. 1 - SEPTEMBER 1, 1927. No claim having been received from this party up to the present, Commission authorized

This matter was placed before Commission and it was suggested that Chairman should interview the Secretary and President of the Board of Trade at the first opportunity and explain to them that this is a matter that is purely one of policy for the Government, but that the Commission were always sympathetically behind any movement for the expansion and advancement of the North Country.

3. That it would mean greatly increased haulage of timber and pulpwood over the L.V.M.O. haulway line, especially as to the production of the mill at Kapuskasing, of which the L.V.M.O. would have full haulage, from the mill, thereby doing away with any haulage over the Transcontinental line."

2. That ninety-five percent (95%) of the said area is suitable for cultivation.

1. That the construction of such extension would give a very valuable mining area as well as heavily timbered tract, thereby greatly advancing the development of this North Country.

Sept. 6th., 1928.

(5)

the various questions dealt with carefully noted.

MR. RESEARCH FOUNDATION, COMMUNICATION

received from Premier, dated August 28th., acknowledging

response of Commission's donation for this work, and copy

of same having been furnished Commissioners, same was

considered as read.

MR. SAND DEPOSIT NEAR GUILDS, QUEB. Mr.

A. A. Cole, Mining Engineer, reported to Chairman that

deposit of Siliceous Sand had been located about 2 1/2 miles from

Guilds and that there would likely be a considerable

preliminary movement of the material during the coming

Winter; he, therefore, suggested that an effort should be

made to procure this traffic for the P. & N.O. Railway.

Secretary instructed to write Mr. Cole,

thanking him for the interest taken in this matter; and

to advise that any recommendations he may wish to make in

regards to rate, etc. would receive most careful consider-

ation.

DEBARKMENT TRAIL #88, REG. 302, ACCOUNT BOOK

SLIDE - N.P. 24 1/2 - REGULAR SUB-DIVISION 1.30 A.M. AUGUST

17TH/28; Chairman explained to the Board full particulars

regarding this accident.

The estimate cost of damage covering repairs

to engine and other equipment is \$10,500.00.

MR. CHROMOSOME FILMS

Chairman reported to

the Board result of conference with Premier in this matter,

and it is now decided that question should be held over

indefinitely.

Secretary read to the Board letter received

MR. COAL CONTRACT - THE LYONS FUEL COMPANY.

for full investigation and report, with recommendations.  
decided that matter should be placed with Chief Engineer  
of the Lyons Fuel Co. with instruction, if necessary,  
consideration be given to the supplying the Hotel and building  
installing electric lighting plant at Temagami Station,  
Arthur Stevens requesting that, in event of Commission  
STATION: An application having been received from Mr.

MR. PROPOSED ELECTRIC LIGHTING OF TEMAGAMI

disposing of the cars by sale.  
Company, with view to feeling out the market in respect to

idea of with the Lyons Fuel Company - or some equipment  
recommendation. It was suggested that matter be referred

to go to any expense in making the changes suggested.  
them in some suitable service, it would not be advisable  
cars and unless advantageous disposition could be made of  
report that he could see little prospect of selling the  
Chief Engineer pointed out in a recent  
cars - or the possibility of disposing of them by sale.  
be done towards converting these two cars into Gas-Electric  
Board for further consideration as to just what might  
This question was again placed before the

MR. PROPOSED ALTERATIONS - BATTERY CARS.

should be left over until the March or April Meeting.  
On consideration, agreed that this matter  
able to deal with the matter later on in the Spring.  
at bridge sites on the Mattagami River, but hoped to be

Thursday, Jan. 24th/29



the service October 14th, in his previous capacity, and be suggested for consideration that Leach be permitted to re-enter re-instatement. In view of all circumstances, Superintendent

marks to his credit, that consideration be given to his years of service, and the fact that he had fifteen merit justified, but requested in view of his previous fifteen switch open, resulting in No. 46 running into same, was admitted that Leach's dismissal, account leaving main line Leach's re-instatement. In making this request, they requested further consideration be given, with view to Mr. McIntosh of Way Employees, waited on Mr. Griffin and him from service. Since then a committee representing the lity in connection with the above, Superintendent dismissed As result of Mr. Leach's responsibility

OVER NORTH CROSS - OVER SWIRL - ENGLEHART - LEFT OPEN BY  
RE. TRAIN NO. 46 - AUGUST 8th, 1929 - RUNNING

that he must behave himself in future.  
to re-enter the service of Commission with an admonition years of age, and it was agreed that he should be permitted as it was simply a boyish prank, the lad being only nineteen action in dismissing this employee was rather arbitrary, On consideration it was decided that the Superintendent's of Albert for his responsibility in connection the result. also for repeating and Superintendent recommended dismissal. It was necessary for the G.P.R. to take the car out of service boarding this train. As a result of this misadventure, with chalk, with writing in reference to a wedding couple who Englehart, was the ring leader in marking up G.P.R. Sleeper, Thomas Albert, employed as laborer in the L.C.N.O. Shops at standing at station platform, Englehart, on August 14, 1929.  
TRAIN NO. 18 - AUGUST 14, 1929: While Train No. 18 was

RE. CHALK MARKS ON G.P.R. SLEEPER - KENROHOBART

September 9th, 1929.