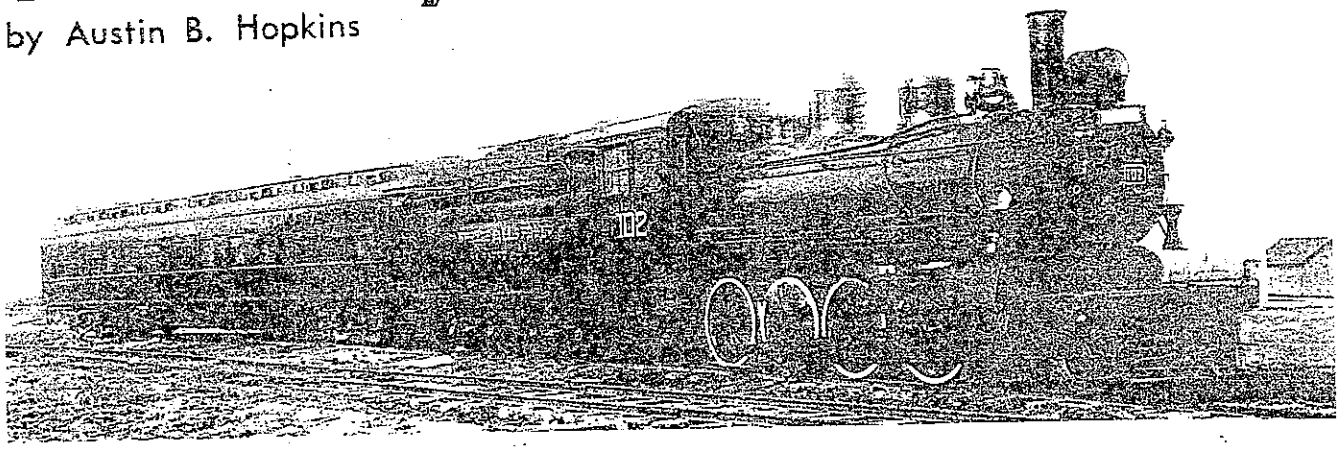
SPRUCE FALLS PULP AND PAPER RAILWAY

C. H. RIFF

AN ONTARIO SHORT LINE
The Smoky Line

by Austin B. Hopkins



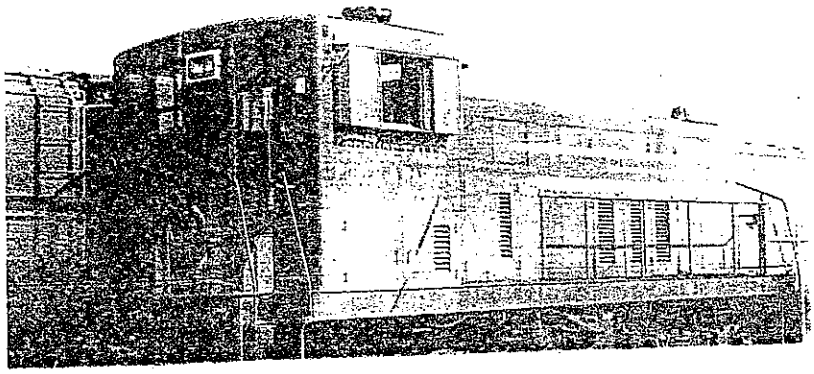
ABOVE:
No. 102 and Pullman car "Constitution" at Kapuskasing in 1926.

There are few short-line railways in Ontario, but here is a description of one operated by Spruce Falls Power and Paper Company, Limited. The line runs between Kapuskasing and the Company's Hydro-Electric generating station at Smoky Falls, 50 miles north of "Kap" on the Mattagami River.

This road, nicknamed the "Smoky Line", is standard gauge. It has two purposes; firstly, to provide communication with the community of Smoky Falls; secondly, to haul pulpwood from the Company's timber limits north of Kapuskasing. (Note that "north" is "down" on this side of the Arctic Watershead. Thus wood from the south of Kap can be driven down the rivers, but from the north it must be hauled upstream by rail.) A third use, at least for the past two and the next three years, is hauling a daily mixed train to Little Long Rapids which is 46 miles from Kap, with all the materials, machinery and people required to build Ontario Hydro power plants on the Mattagami River. This will involve a fantastic amount of material, as the base camp alone consists of perhaps 350 buildings, of which 300 are individual dwellings, but that is another story.

Motive power on the Smoky Line was steam until the first diesel arrived in 1950. The first steamer was ex-G.T.R. 2072, owned by R.T. Gilman & Co., contractors, who started work at the new mill in 1926. No. 2072 was built before the turn of the century, acquired by Gilman in August, 1919, and was a battle-scarred veteran by the time it reached Kap. Its drivers were so badly worn that they had double flanges; its engineer claimed this was all that held it on the rails that trailed over that primitive roadbed.

It is suspected that Gilman turned the locomotive over to Morrow and Beatty (contractors on the mill from 1926 to 1929) and it may have been their no. 1. Also it could have been "regarded" as no. 101 of the "roster" when numbering of the S.F.P.& P. locomotives commenced, although it was never owned by them.



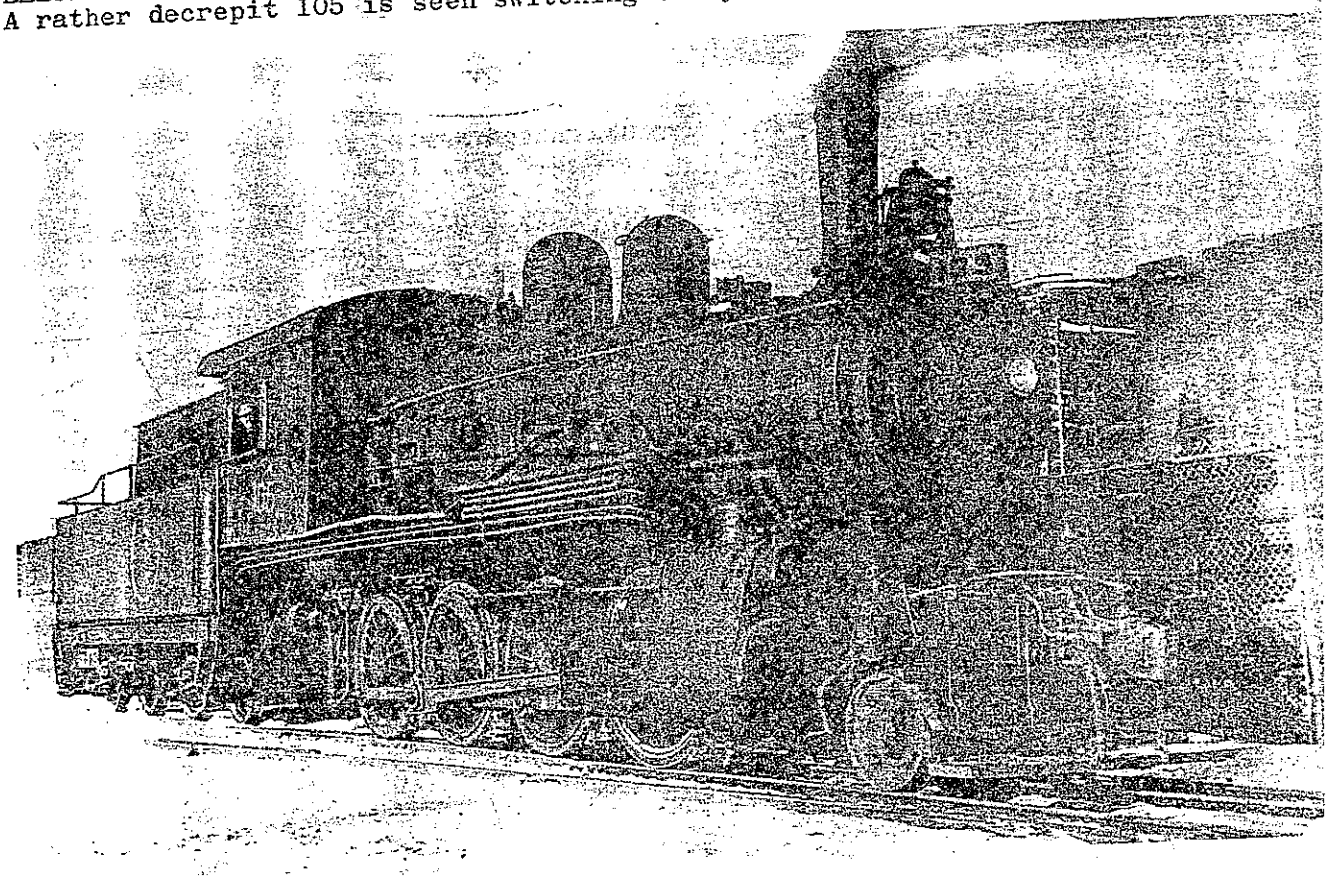
LEFT:
No. 107, one of three G.E. 70-ton diesel electrics on the S.F.P. & P. roster is shown switching at Kapuskasing.

60 10.5 495

The road itself consists of a total of 75 miles of track, of which 15 is yard track, and 10½ is a spur built in 1946 from mile 23 to Neshin Lake to pick up wood from the Opasatika River watershead. Annual wood requirements of the newsprint mill are about 450,000 cords (spruce, with some balsam and jackpine), of which about 45,000 cords are hauled on the Smoky Line and another 100,000 cords reach Kap via C.N.R. from both east and west. All wood is hauled on 40 ft. end-racked flatcars, of which the Company owns 120. Most are second-hand flats, although some are stripped-down box cars. A variety of other equipment sees service on the Smoky Line, including 4 wood cabooses, 5 boxcars, 1 depressed-centre flat (for transformers), a variety of wooden passenger equipment, a Jordan spreader, a flanger and a snowplow.

The first snowplow was homemade, and a real masterpiece. It was known far and wide as the "Wompus" and boasted every snow fighting gadget then known to science hung on it somewhere. Old-timers tell us it looked like an angry porcupine! It has long since disappeared from the scene, and plowing is handled now with the Jordan spreader. The last expedition of this ended in disaster at mile 22, while removing a fall of 15 inches of heavy, wet snow which blocked the line.

BELOW:
A rather decrepit 105 is seen switching the yard at Kapuskasing in 1950.



The snow rolled up under one wing, and before everything came to rest, the sprea
er, locomotive and caboose were all on the ground. Since the nearest "big hoo
is the C.N.'s at Cochrane, the engine was jacked up from its perilous 30 degr
list and rails wet under it, a laborious procedure requiring 14 hours. The da
May 23, 1963! The latter effort was in vain for the sun removed all the snow
next day.

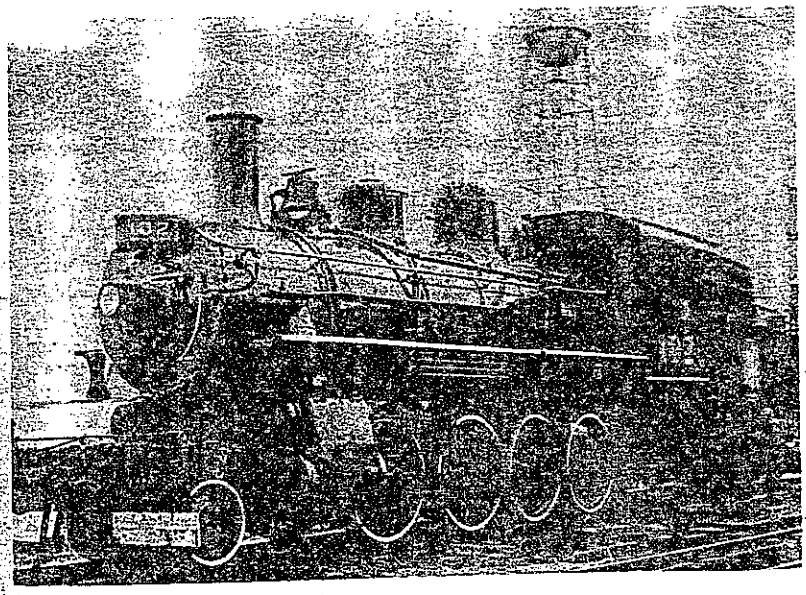
The latest Company acquisition is a fleet of 75 modern steel boxcars
newsprint, built on 60 ft. "Hydroframes" by Pullman-Standard, with a capacity
70 tons. (See Newsletter No. 216, page 11.) These carry part of the mill's da
output of 900 tons of newsprint to customers in New York and Washington. You
have noticed these cars on their way through Toronto or Niagara Falls as they
painted green with yellow doors, with enormous yellow "SPRUCE FALLS NEWSPRI

lettering. In addition to the paper, about 200 tons of sulphite pulp and 80 tons of wadding products leave the mill daily, which means lots of switching for the railway over both mill and C.N.R. trackage (within Kap yard limits).

A number of small vehicles ply the Smoky Line including a couple of buses and a 1963 Plymouth station wagon on flanged wheels. A ride on one of these 4-wheeled chariots is an experience to be remembered. The roadbed is certainly not equivalent to the C.N.'s main line, and these small vehicles pitch, yaw and roll like a ship at sea. In fact, some of the track over muskeg is "uphill both ways" after the frost leaves the ground in the Spring.

During construction of the power plants, a daily mixed train is operated for the Ontario Hydro as far as Little Long Rapids. This usually consists of 6 or 8 cars of construction material, an ex-C.P.R. steel baggage containing refrigerated space for perishable food, plus a steam boiler for train heating, and 2 or 3 ex-C.P.R. coaches -- some wood, some steel. These have lately been painted green with a yellow band along the windows, and are quite colourful. This train is open to all comers, and is especially crowded on weekends when the Hydro and contractors' crews come to Kap for the weekend.

If ever you should stray this far North, it would be worth the time to take a look at some of this equipment.



RIGHT:
It is interesting to compare this photo of no. 102, taken in 1950, with the one at the head of the article, and note the changes that were made on the engine over the years.

All photos from the author's collection.

T.T.C. HAPPENINGS

* The T.T.C.'s M-1 class rapid transit cars see continued use on the Yonge-University line. A few modifications have, however, been made to these cars since the prototype first appeared. The last 20 cars to be built had the interior lighting fixtures installed more towards the centre of the car ceiling before they left the builders, presumably to prevent visual obstruction of the advertising cards, as now occurs in cars 5300 to 5309. Delivered without armrests on the longitudinal seats, the cars are now having square-sectioned stainless steel rests applied to them.

Two cars, 5302 and 5331, have had one of the two sets of door operating push-buttons, previously mounted above the side windows, moved to lower locations. Those on 5302 are in a small box below the side window, near the end of the car, while those in 5331 are installed on the rear bulkhead, between the window and the car side. The modifications are presumably to facilitate the guard's duties.

* Differential dump cars W-13 and W-17 were scrapped at Russell Division on April 7th. The units had not seen service for several years prior to this.

More modern steam engines were as follows:

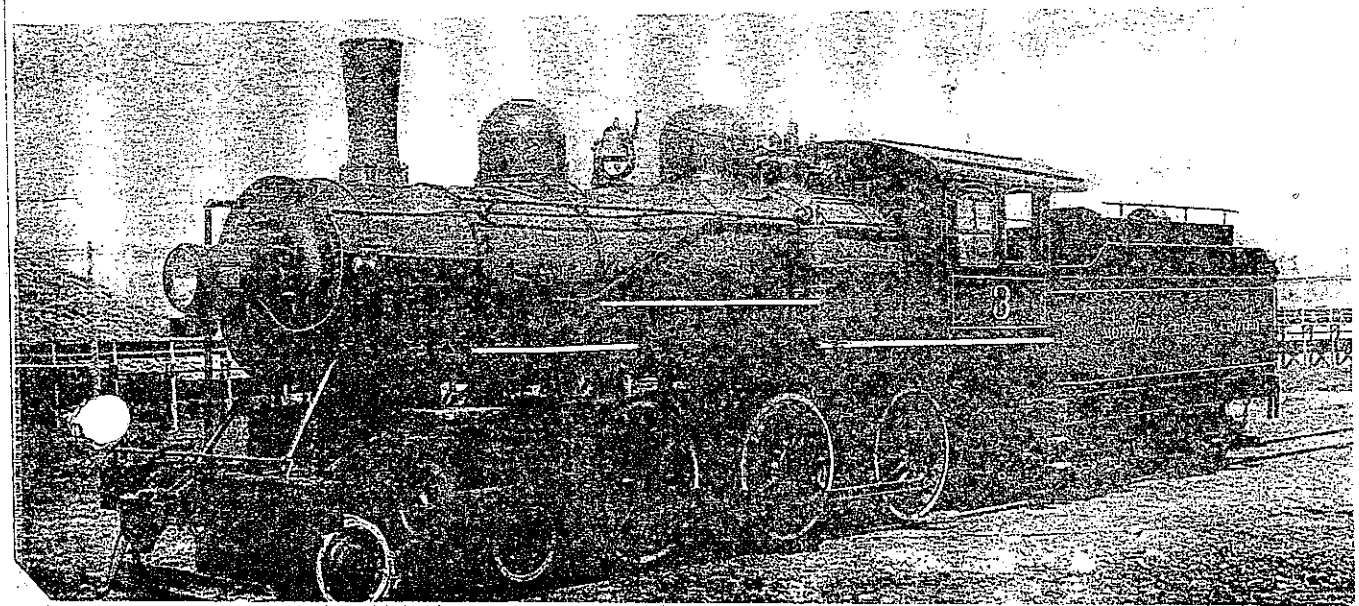
S.F.P.& P. No.	Type	Built	Builder	Acquired	Disposition
102	2-8-0	1908	C.L.C. no. 867	C.N.R. no. 1936 (class M-4k) in July 1926, previously C.G.R. no. 136	Sold for scrap May, 1959
103	4-6-0	1904	Loco. & Machine Co Montreal no. 29878	Morrow & Beatty no. 3 in 1929; previously T.H.& B. 27 in July, 1926	Burnt in 1934 and scrapped
104	4-6-0	1904	Loco. & Machine Co Montreal no. 29876	Morrow & Beatty no. 4 in 1929; previously T.H.& B. 25 in July, 1926	1952
105	~~4-6-0~~ 280	1903	C.L.C. no. 573	C.P.R. no. 3286 (class M-4k) through dealer, in 1934	1956

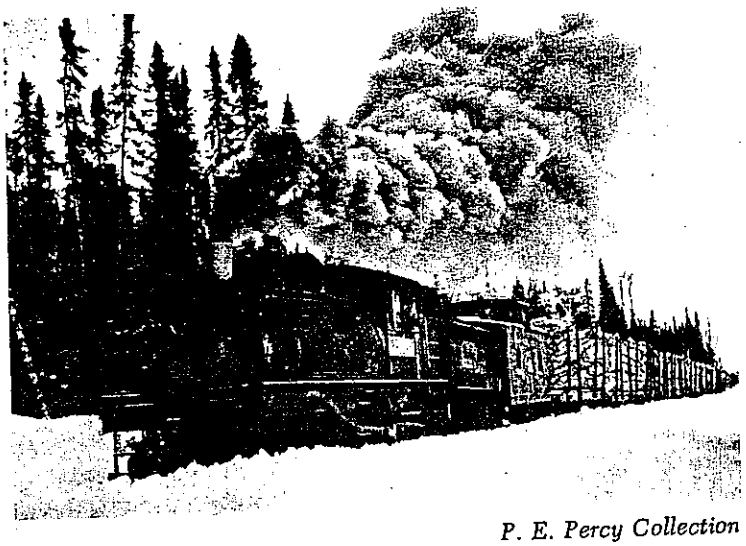
The present diesel-electric power, all equipped for M.U. operation, is as follows:

106	B-B 600 hp 70 ton	Feb. 1950	G.E. (Erie) no. 30387	Purchased new, shipped Feb. 1950	
107	B-B 600 hp 70 ton	July, 1955	G.E. (Erie) no. 32306	Purchased new, shipped July, 1955	
53	B-B 600 hp 70 ton	Oct. 1951	G.E. (Erie) no. 31168	From St. Johnsbury & Lamoille County no. 53 in July, 1960; orig. from Mississippi Export R.R. no. 48 in July, 1958.	to G.R. Silcott then East Erie Commercial #20 2-1967.
108	B-B RS-24 MLW	July 1967			

Note: No. 53 owned by Ontario Hydro and operated by S.F.P.& P; will become property of S.F.P.& P. about 1966 when construction is completed of Little Long Rapids, Upper Long Rapids and Lower Long Rapids Generating Stations.

BELOW:
Still lettered as Morrow and Beatty no. 3, this engine, later to be no. 103 of the S.F.P. & P., is posed at the mill at Kapuskasing for the Spruce Falls Company photographer.

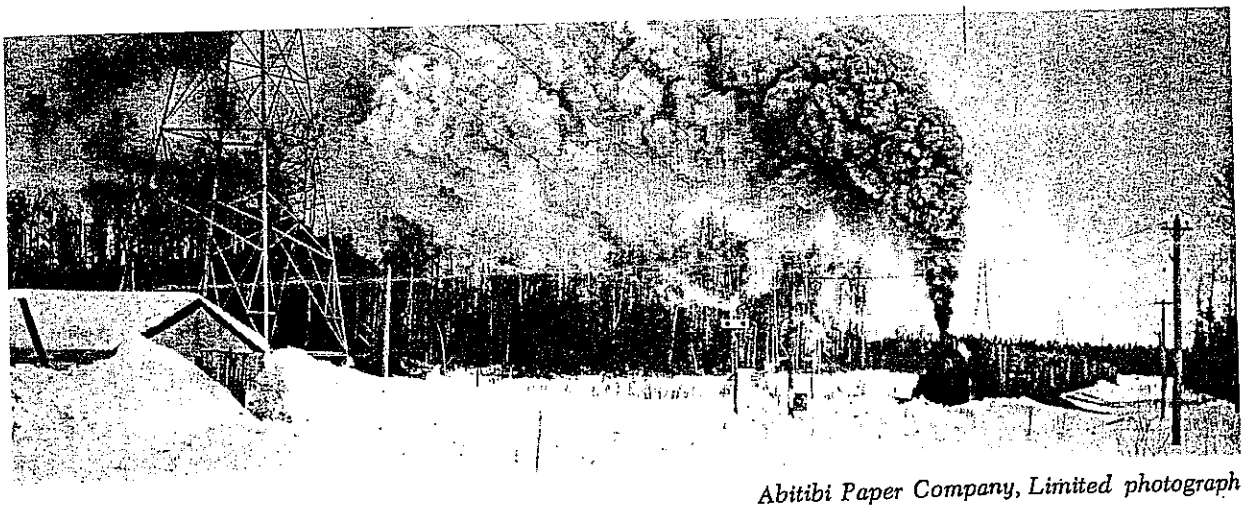




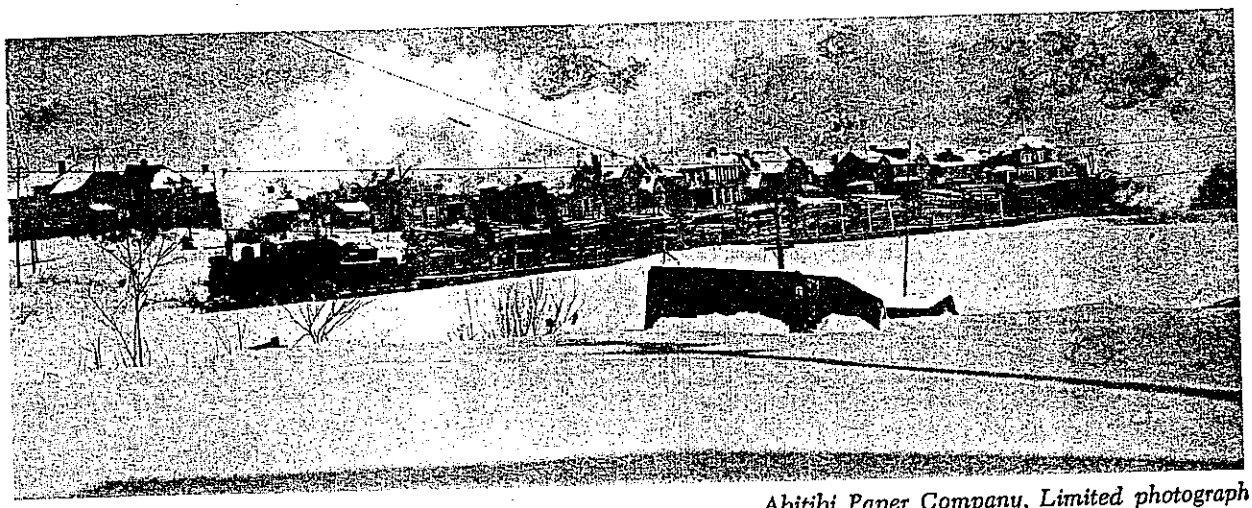
LEFT: Abitibi Power & Paper Company Shay No. 70 steams into Iroquois Falls, Ontario, with nine carloads of pulpwood logs destined for the company's newsprint mill. Although the road had been dieselized by this time, this old-timer was called into service once or twice each year while the diesel was being overhauled. Built in 1926 (C/N 3298) as No. 9 of the Tallassee Power Company of Calderwood, Tennessee, the 70-ton, three-truck Shay was owned by several other Canadian companies prior to being purchased by Abitibi Power & Paper Company in 1947.

BELOW: Approaching Milepost 10 north of Iroquois Falls, Ontario, Abitibi Railway & Navigation Company No. 30, trailing 14 cars loaded with 16-foot logs, fights its way through heavy snow in the winter of 1926.

P. E. Percy Collection



Abitibi Paper Company, Limited photograph

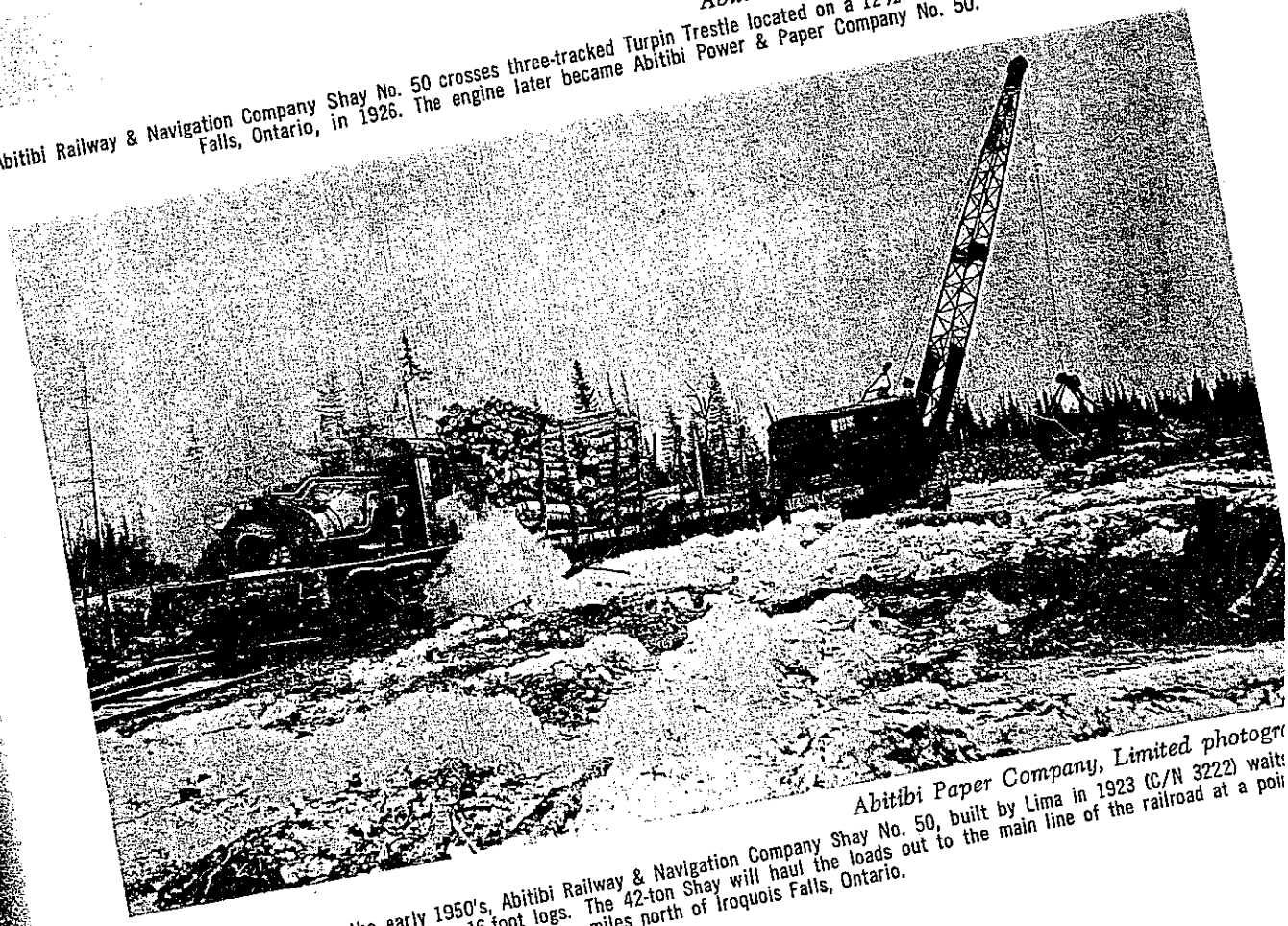


Abitibi Paper Company, Limited photograph

The same train passes through a residential district as it arrives in Iroquois Falls, Ontario, and heads for the Abitibi Paper Company's mill.

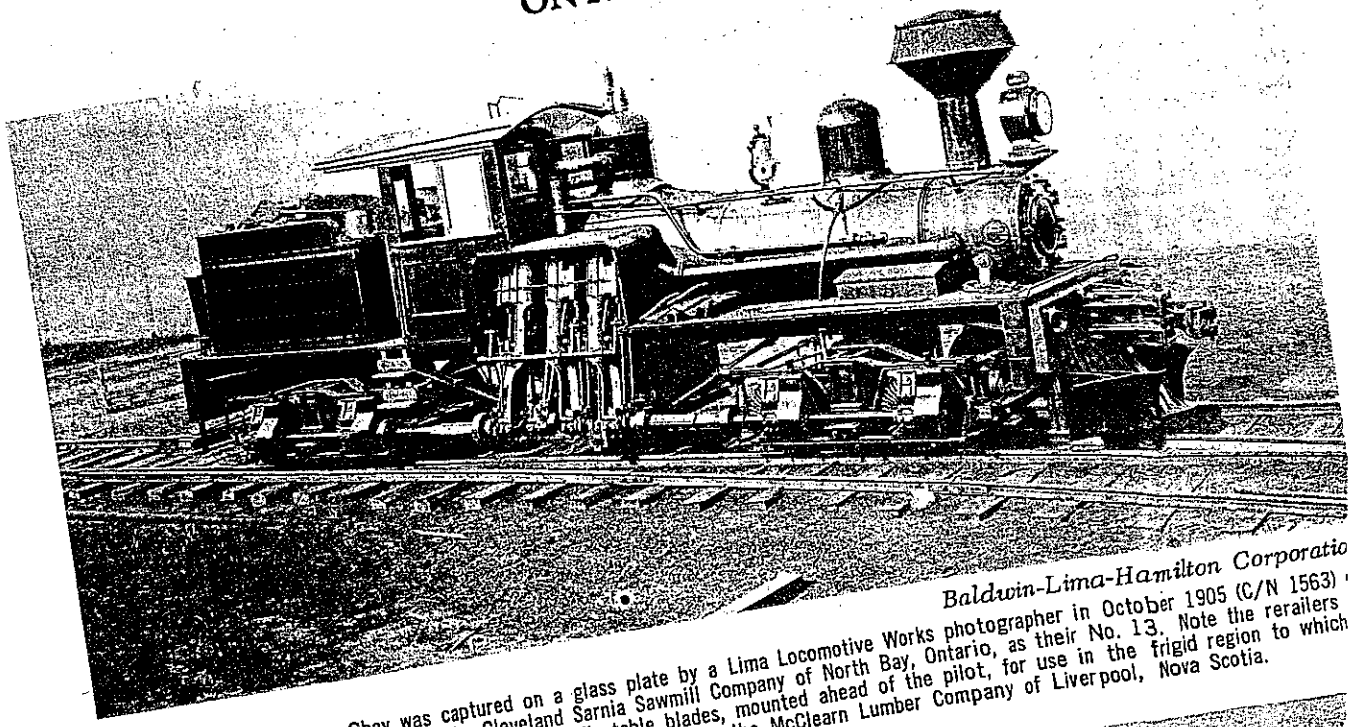
Abitibi Paper Company, Limited photograph

Abitibi Railway & Navigation Company Shay No. 50 crosses three-tracked Turpin Trestle located on a 12½-mile spur line north of Iroquois Falls, Ontario, in 1926. The engine later became Abitibi Power & Paper Company No. 50.



Abitibi Paper Company, Limited photogr

In this photo taken in the early 1950's, Abitibi Railway & Navigation Company Shay No. 50, built by Lima in 1923 (C/N 3222) wait a Link-Belt Loader to finish loading 16-foot logs. The 42-ton Shay will haul the loads out to the main line of the railroad at a poi miles north of Iroquois Falls, Ontario.



Baldwin-Lima-Hamilton Corporatio

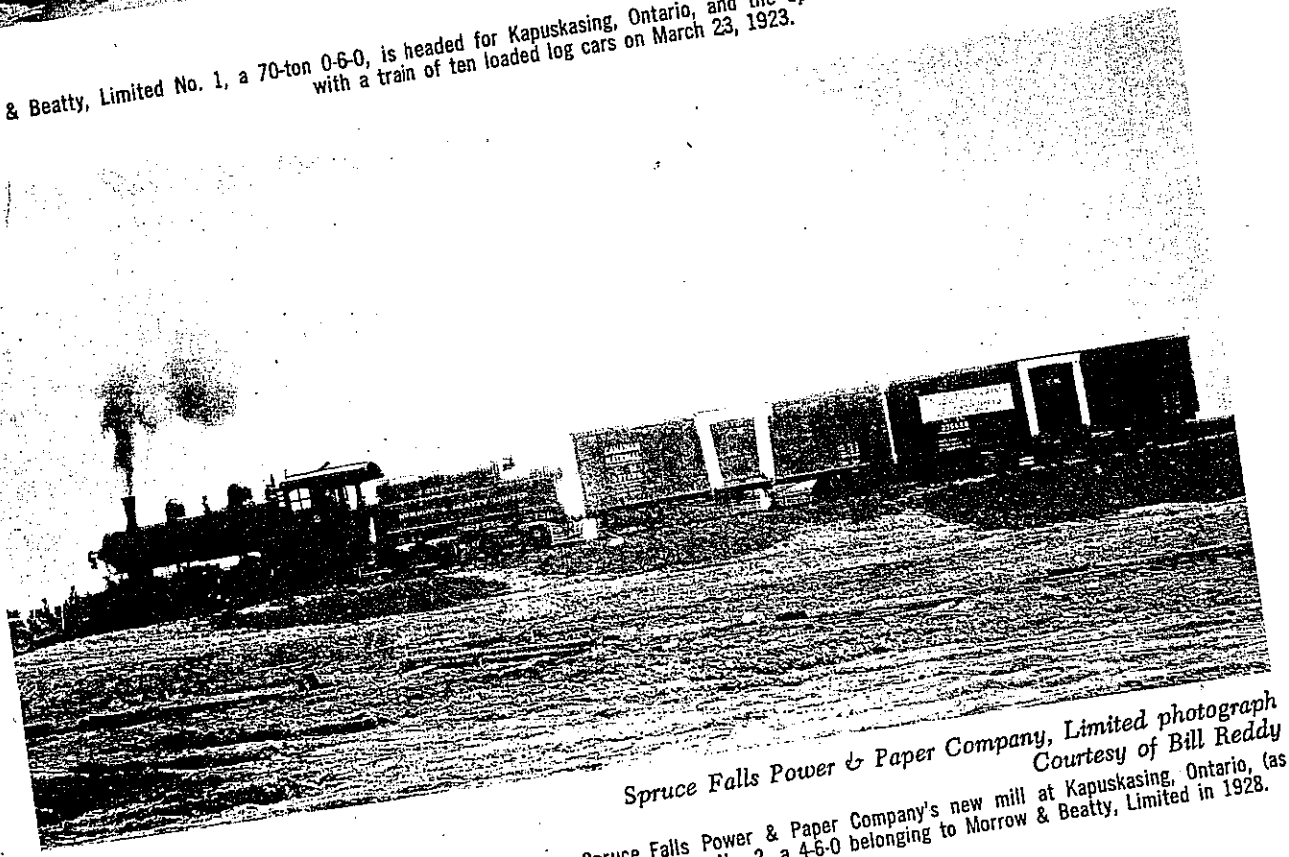
This classic portrait of a Shay was captured on a glass plate by a Lima Locomotive Works photographer in October 1905 (C/N 1563) completion of the 28-ton engine for the Cleveland Sarnia Sawmill Company of North Bay, Ontario, as their No. 13. Note the rerailers the running board and the unusual flangers with adjustable blades, mounted ahead of the pilot, for use in the frigid region to which was to be delivered. The two-trucker was sold later to the McClearn Lumber Company of Liverpool, Nova Scotia.

Dr. Darryl Townse

A Standard Chemical Company Shay hauls a trainload of logs up a steep grade near South River, Ontario. This three- had a history of ownership by different power companies. Built in 1926 (C/N 3298) for the Tallassee Power Company of nessee, it was sold to the Alcoa Power Company of Shipshaw, Quebec. The next owner was the Dominion Construction (ran, Ontario. Standard Chemical Company bought it in April 1941, and sold in 1947 to the Abitibi Power & Paper Cor Falls, Ontario, becoming their No. 70. (See page 248).

Jewett photograph
Courtesy of Abitibi Paper Company, Limited

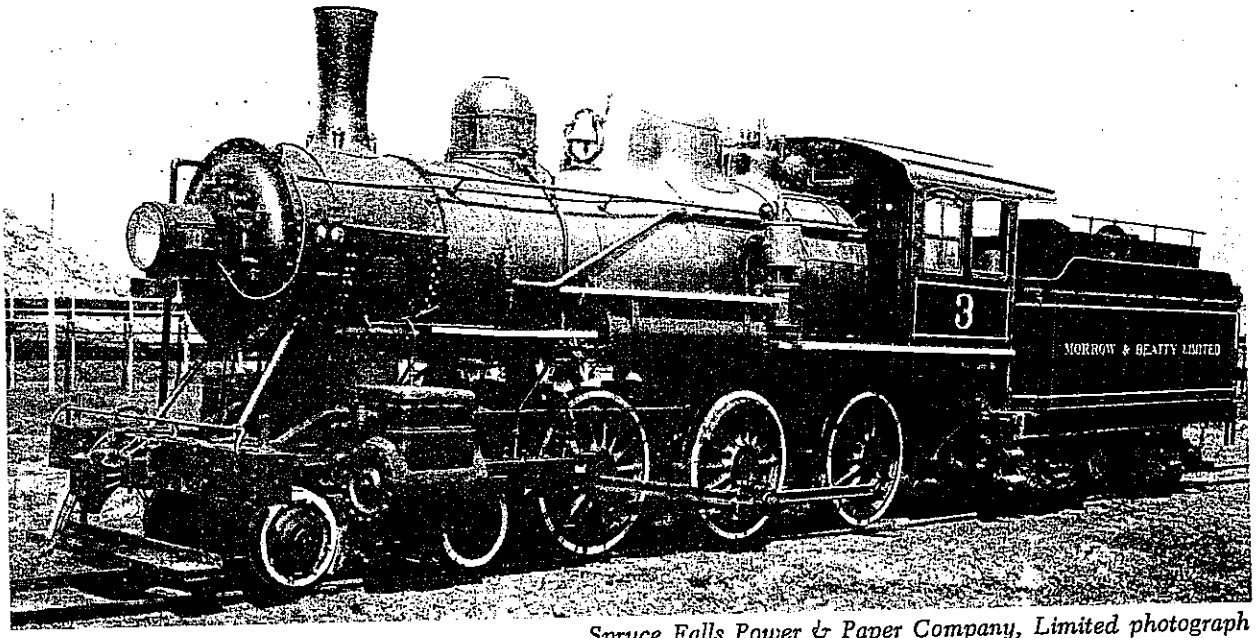
Morrow & Beatty, Limited No. 1, a 70-ton 0-6-0, is headed for Kapuskasing, Ontario, and the Spruce Falls Power & Paper Company mill with a train of ten loaded log cars on March 23, 1923.



Spruce Falls Power & Paper Company, Limited photograph
Courtesy of Bill Reddy

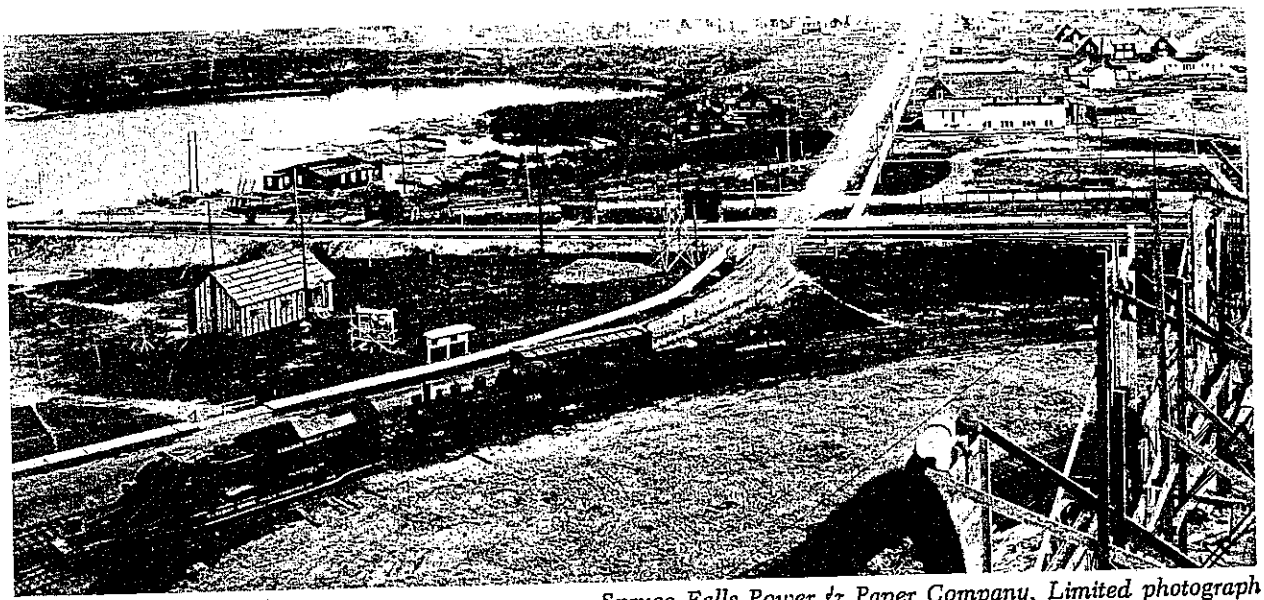
The first two carloads of newsprint ever produced at the Spruce Falls Power & Paper Company's new mill at Kapuskasing, Ontario, (as stated by the sign mounted on the second car) are being switched by No. 2, a 4-6-0 belonging to Morrow & Beatty, Limited in 1928.

ONTARIO



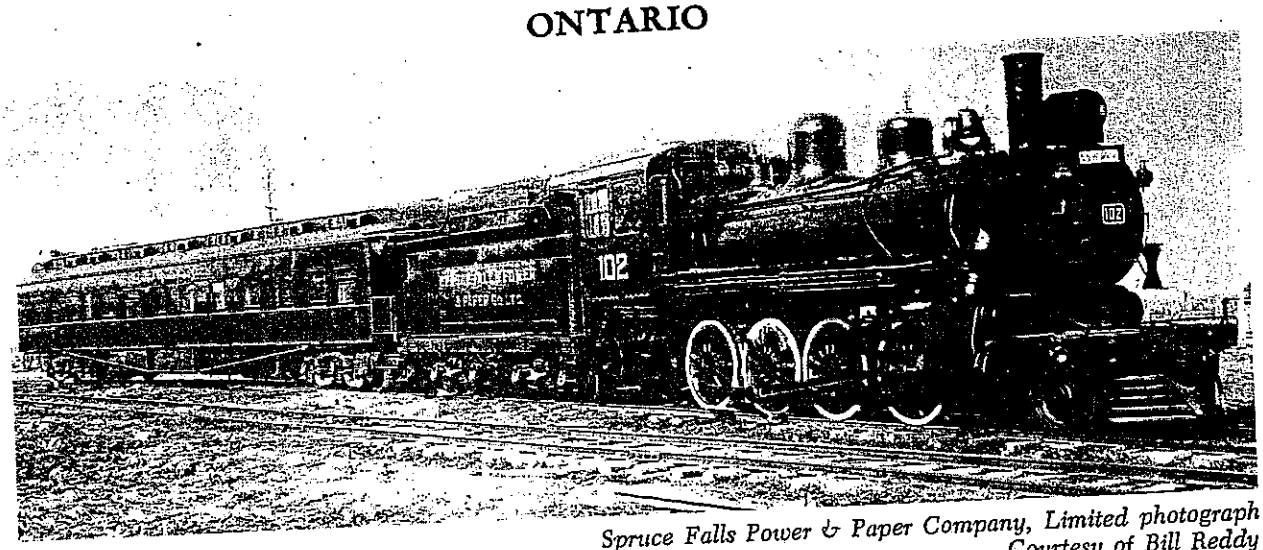
Spruce Falls Power & Paper Company, Limited photograph
Courtesy of Bill Reddy

Morrow & Beatty Limited 4-6-0 No. 3 standing in the yards at Kapuskasing, Ontario. Morrow & Beatty Limited were the contractors responsible for the construction of the Spruce Falls Power & Paper Company's railroad, powerplant and mill (See photo and caption below). This locomotive later became Spruce Falls Power & Paper Company Limited No. 103.



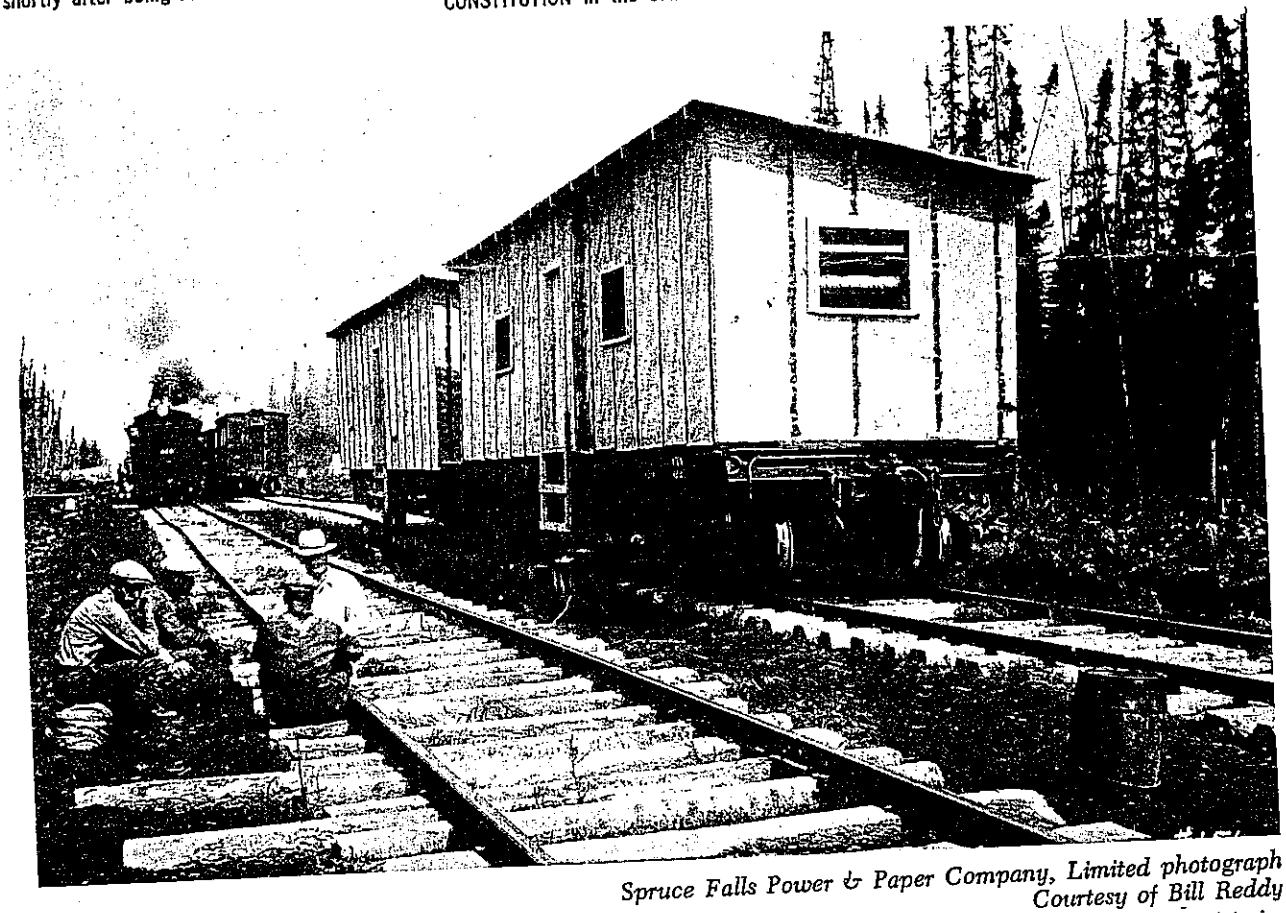
Spruce Falls Power & Paper Company, Limited photograph
Courtesy of Bill Reddy

Kapuskasing, Ontario, looked like this early in July 1926 as the contractors, Morrow & Beatty, Limited began construction of the 50 miles of railroad running north to Smokey Falls, Ontario, for the Spruce Falls Power & Paper Company, Limited. Morrow and Beatty would also build the mill at Kapuskasing and the hydroelectric plant at Smokey Falls which would supply power to the mill and Kapuskasing. In the yards of the Spruce Falls Power & Paper Company is the Canadian Bridge Company's combination crane and pile driver which will be used to construct the railroad bridge across the Kapuskasing River. The Canadian National Railways' tracks cross the middle of the photo. Just ahead of the crane is Canadian National Railways No. 1936, a 2-8-0 which will soon be renamed and renumbered as Spruce Falls Power & Paper Company Limited No. 102 (See photo on opposite page). Coupled to the 1936 is an ex-Grand Trunk Railway wood burning 4-4-0, converted to coal by Morrow & Beatty, Limited and which will be used in building the railroad to Smokey Falls. In the foreground workers are busy constructing the mill.



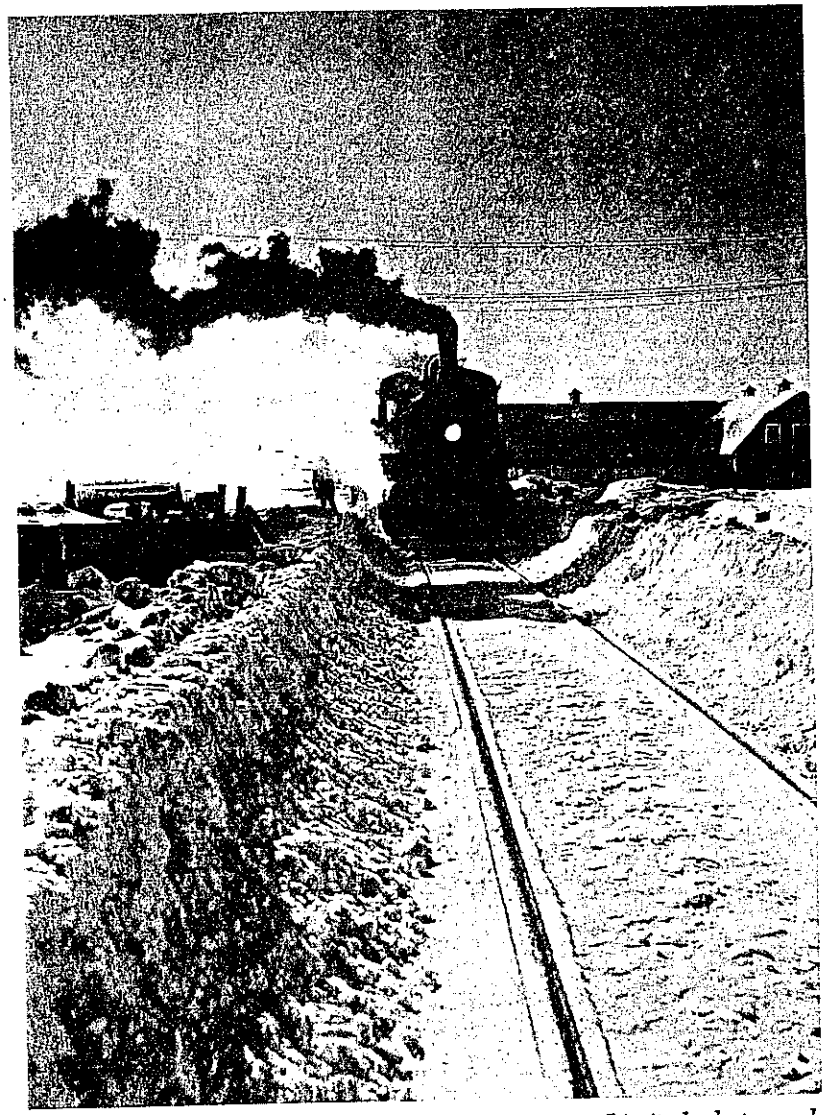
Spruce Falls Power & Paper Company, Limited photograph
Courtesy of Bill Reddy

Looking quite dapper in its new livery, ex-Canadian National No. 1936, now No. 102 of the Spruce Falls Power & Paper Company, Limited, shortly after being renamed and renumbered, stands on the company's yard tracks at Kapuskasing, Ontario, with Pullman-observation car CONSTITUTION in the summer of 1926.



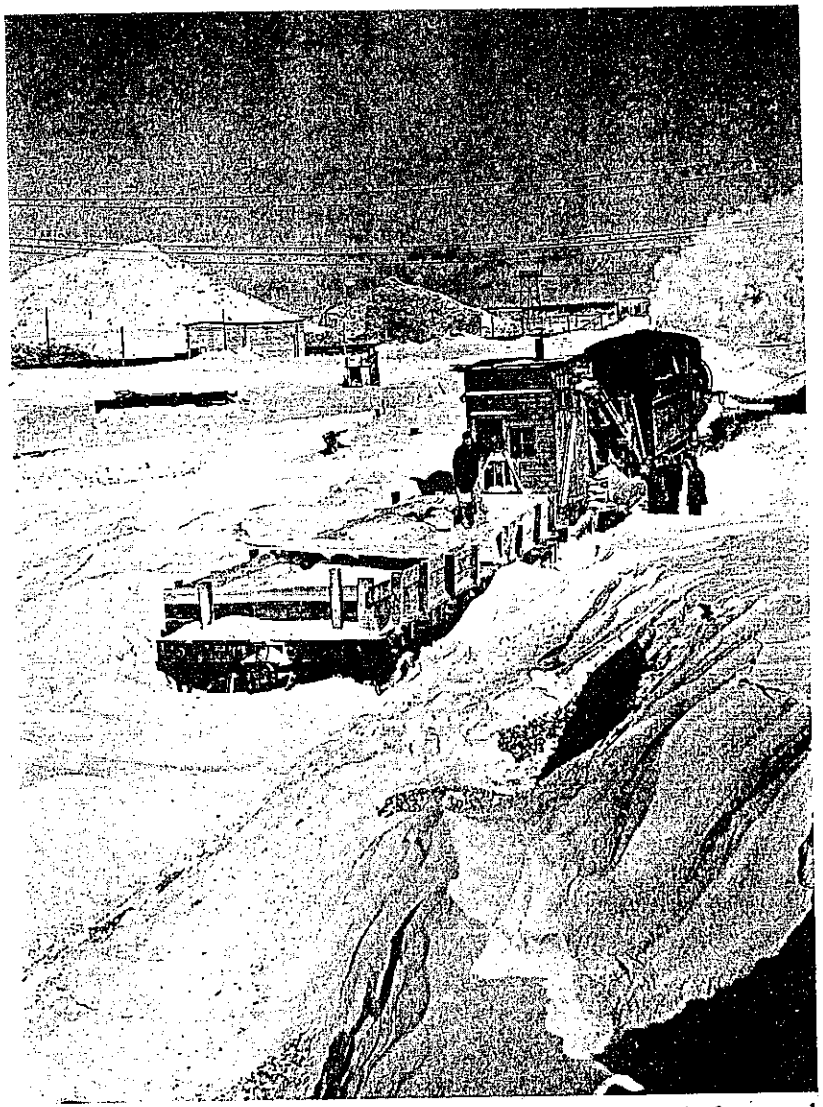
Spruce Falls Power & Paper Company, Limited photograph
Courtesy of Bill Reddy

By August 5, 1926, Morrow & Beatty, Limited, had pushed the rails of the Spruce Falls Power & Paper Company's line to a point nine miles north of Kapuskasing, Ontario, and here a siding was built. Bunk cars for the railroad construction crews stand on the siding while Morrow & Beatty's 4-4-0 No. 626, in the background beside some additional bunk cars, cants to the left on the uneven and unballasted new track.



Spruce Falls Power & Paper Company, Limited photograph
Courtesy of Bill Reddy

The winter of 1942 was a rough one in Ontario and much of the back yards at the mill in Kapuskasing were buried deep in snow. Here Spruce Falls Power & Paper Company's No. 102 and a flanger are hard at work in an effort to clear the tracks.



Spruce Falls Power & Paper Company, Limited photograph
Courtesy of Bill Reddy

The same scene as at the left but looking in the opposite direction, shows No. 102 along with the company's flanger No. 2 and crewmen attempting to extricate a loaded gondola from the drifts. Pulpwood piles loom in the background.

wood logs quickly lost their bouyancy and became "deadheads" in the water, causing economic hardship to lumbermen who attempted to transport them by way of the rivers. One solution was to lash them to cedar "floaters."

Not surprisingly, groups of operators eventually began to pool their timber holdings and to log the consolidated area in concert to keep down logging railroad construction costs, pursuing a clear cutting that would raise the hackles of today's environmentalists.

By 1910, railroads—both logging railroads and common carriers—were carrying most of the logs of the declining Lake States lumber industry. Within two decades, the white pine saw log would virtually disappear from commerce, to be supplanted by posts, poles and pilings. Railroad ties would play an important role in the timber freight statistics, but the major item would eventually become the once-despised short pulpwood logs.

In 1928 the six largest log carriers among Minnesota rail lines carried a million tons of saw logs and a million and a half tons of pulpwood. Ten years later these same lines would haul less than 200,000 tons of saw logs, but would carry almost 750,000 tons of pulpwood.

Some logging railroads were eventually absorbed by the common carriers. For example, the Lake George & Muskegon River Railroad became a part of the Toledo, Ann Arbor & North Michigan Railroad in 1887. In 1890, the Chicago, Milwaukee & St. Paul Railway took over two logging railroads in Central Wisconsin. The Brainerd & Northern Minnesota Railway was absorbed by the Minnesota & International Railway, which itself became a part of the Northern Pacific Railway. This hardly represented a trend, however; a 1937 study of a thousand miles of logging railroads in Wisconsin showed that only 10 percent of the trackage had been absorbed by common carriers.

In Michigan, 559 miles of rail lines—mostly abandoned logging railroads—disappeared between 1909 and 1924.

In Minnesota, the Duluth, Mississippi River & Northern Railroad became part of the Great Northern Railway in 1899, and the Duluth, Rainy Lake & Winnipeg Railroad was absorbed into the Duluth, Winnipeg & Pacific which became a part of the Canadian National Railway System in 1910, but many other Minnesota logging railroads were abandoned. In 1907, the tiny Split Rock & Northern gave up the ghost; in 1913 the Minnesota & North Wisconsin Railroad (controlled by the Brooks-Scanlon Lumber Company) was abandoned; and the Duluth & Northern Minnesota Railway (owned by the Alger-Smith Lumber Company) suffered the same fate in 1921. The Hill City Railway managed to hang on until 1935, and in 1941 more than 80 percent of the Duluth & Northeastern Railroad's trackage was taken up.

Unlike other areas, by the time the motor truck had assumed an important role in the transportation of saw logs, most of the Lake States' lumber operations were over, thus minimizing the ignominy of the dethronement of the steam engine as the king of the woods.

ONTARIO

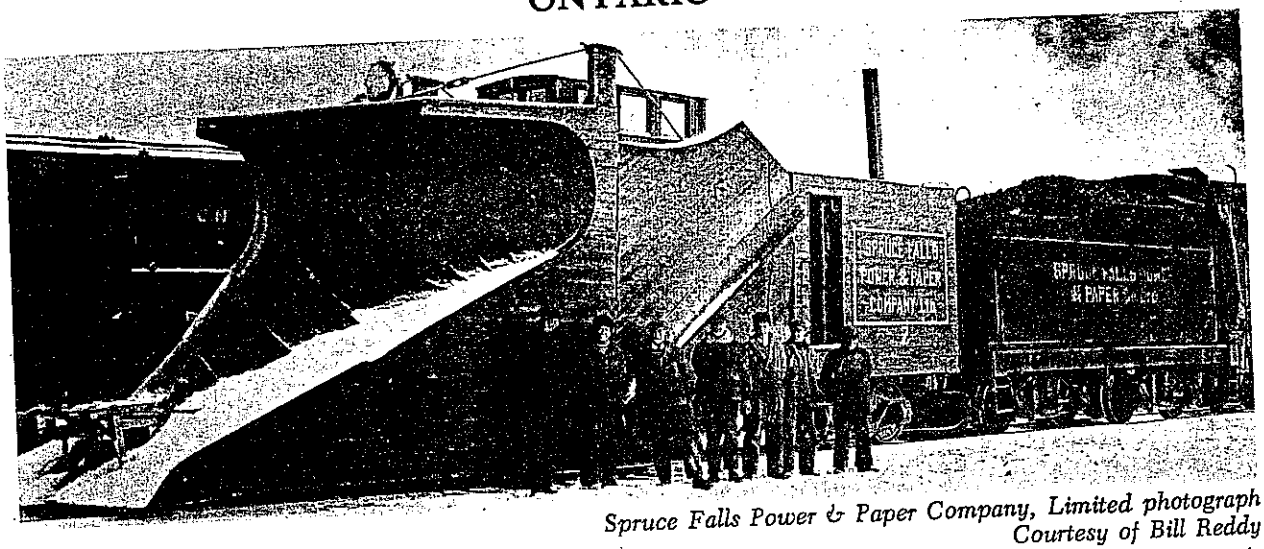
Not surprisingly, the forests of neighboring Ontario, on the northern side of the Great Lakes, mirrored the forests of the Upper Lake States. Southern Ontario forests were largely hardwood: maple, beech, walnut, elm and ash. Northern Ontario, which still contains the bulk of the province's forested area, is covered with softwood like pine, spruce, tamarack, and balsam. An intermediate transitional zone contains mixed forest.

The Lake States had their railroad counterparts in Canada, including the Abitibi Railway & Navigation Company at Iroquois Falls, Ontario, which as the Abitibi Paper Company is a large scale producer of newsprint.

The Cleveland Sarnia Sawmill Company, located at North Bay on the eastern shore of Lake Nipissing in Ontario, operated their own standard gauge railroad. One of their Shay locomotives, Number 13 (C/N 1563) was later sold to the McLean Lumber Company for use in their logging operations near Liverpool, Nova Scotia.

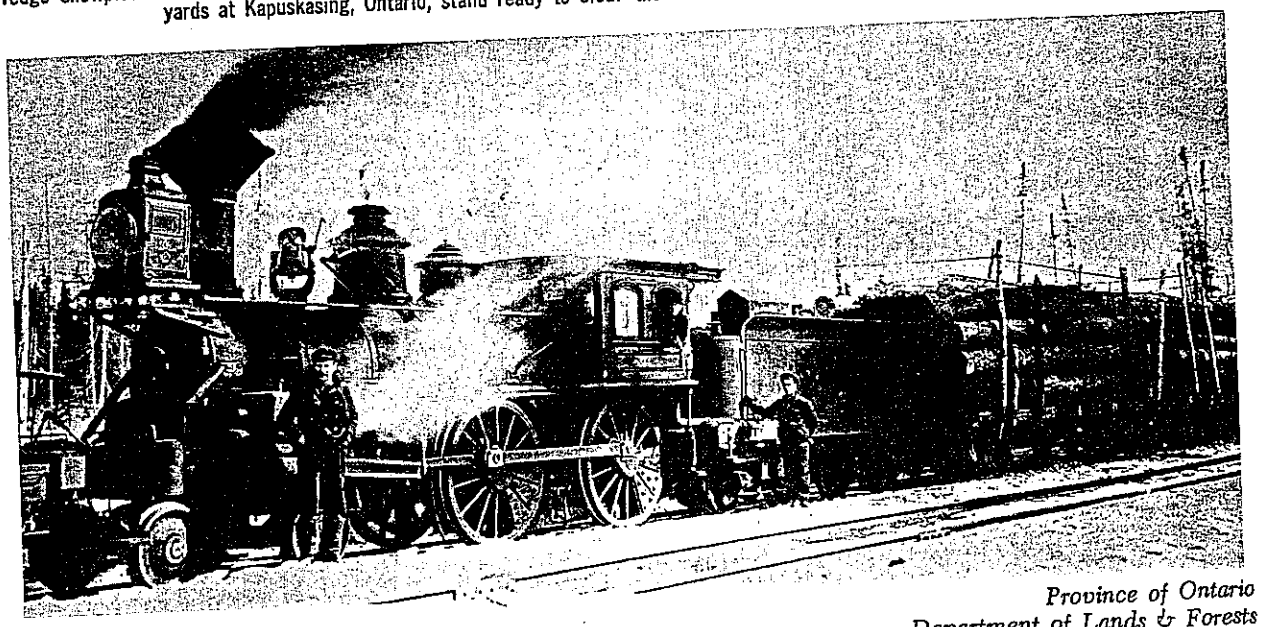
The Nosbonsing & Nipissing Railway was chartered and built in 1886 and used exclusively for hauling logs and timber between Lake Nosbonsing and Lake Nipissing, a distance of five and one half miles.

For many years, the Singer Sewing Machine Company maintained a hardwood furniture plant in Montreal, Quebec, for the manufac-



Spruce Falls Power & Paper Company, Limited photograph
Courtesy of Bill Reddy

Wedge snowplow No. 2 and locomotive No. 102 of the Spruce Falls Power & Paper Company, Limited and their crews in the company's yards at Kapuskasing, Ontario, stand ready to clear the line to Smokey Falls in the winter of 1928.



Province of Ontario
Department of Lands & Forests

This venerable old 4-4-0, its oil headlamp, diamond stack, fancy domes, and ornate cab reminding us of past glories in passenger train service, was serving as a lowly log hauler on the Yukon & Northern Ontario Railway in the winter of 1910 when this photo was taken at Driver, Ontario. The railroad operated between 1906 and 1914 and was primarily used for transporting logs.

ERROR

ture of sewing machine stands and cases. This factory was supplied with wood obtained in Ontario by means of a logging railroad, the Thurso & Nation Valley Railway, which later added pulpwood for a kraft paper and bleached papers to its manifests. The terminus was at Thurso, on the Ottawa River, where it connected with the Canadian Pacific. It penetrated 56.2 miles into the woods; a branch line ran to Savanne from a junction with the "main Line" at Singer.

The restored Shay locomotive of another logging road, the West Clearwater Lake Railroad, which operated in the White Otter Lake area, can be seen in the Civic Centre Park of Atikokan, Ontario.

san, Ont.; J. A. Currie, L. D. Wilson, D. A. Drysdale, Toronto.

Spruce Falls Co. — A press report states that Morrow and Beatty, Peterborough, Ont., have nearly completed surveys of alternative routes for a railway to the Smoky Falls of the Metagama River, Ont. One survey is reported to have been made from mile 68, north of Cochrane on the Timiskaming and Northern Ontario Ry., for 36 miles, and the other from Kapuskasing on the Canadian National Ry., 50 miles. The latter line would run from the company's mills at Kapuskasing, through its timber limits. Surveys are also reported to have been made by G. F. Hardy, New York, for a power development plant at Smoky Falls. (Jan., pg. 13.)

Thomson and Clarke Timber Co.—A press report states that this company,

April 1925

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Spruce Falls Co.'s Ry.—Preliminary particulars of the 60 miles of railway to be built from Kapuskasing, Ont., to Smoky Falls, on the Mattagami River, were given in Canadian Railway and Marine World for February, pg. 80. The chief engineer is Geo. F. Hardy, New York, N.Y. The contractor, Morrow & Beatty Ltd., Peterborough, Ont., has its headquarters at Kapuskasing. The route for the line is

through a generally flat country, the grading will be light and practically all wheelbarrow and scraper work; there will be 3 small bridges. The maximum grade will be 1% and the maximum curvature 4 degrees. The track will be laid with 70-lb. rails, which, with other accessories, have been bought from Canadian National Ry. Although the company will have a power transmission line along the right of way, the railway will be operated by steam power. The company has two locomotives at Kapuskasing, and may buy or lease some flat cars in 5 or 6 months' time.

Replying to questions in the Ontario Legislature, Feb. 26, the Minister of Lands and Forests said permission had been granted the Spruce Falls Co. to build a logging railway for transporting the company's logs from at or near Smoky Falls to Kapuskasing, on the National Transcontinental Ry. section of the Canadian National Ry., subject to the issue of a license on such terms and conditions as might be determined by the Province. (Feb., pg. 80.)

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building an additional 6 miles of line on the north side of the Saguenay River, leading to Chute-a-Caron. (May, pg. 233.

Spruce Falls Pulp and Paper Co., Ltd., has been incorporated under the Ontario Companies Act, to take over the assets of the Spruce Falls Co. Ltd., organized in 1920. The Kimberley-Clarke Co., of Neenah, Wis., holds all the stock of the last named company, which has cutting rights over 4,500 square miles of timber limits; development rights over water powers at Smoky Falls and Devil Rapids on the Mattagami River, Ont.; and a sulphite plant at Kapuskasing, Ont. The carrying out of the company's plans in full calls for the expenditure of approximately $25,000,000. Work has been started, clearing right of way for a railway and power transmission line from Kapuskasing, to Smoky Falls, 60 miles, by Morrow and Beatty, engineers and contractors, Peterborough, Ont. It is expected that the new company will be producing paper by the summer of 1928. The New York Times, which is interested in the project, is reported to have arranged to take all its paper supply, equal to about one-third of the total output, from the company. (April, pg. 172.

were then advised that until surveys had been made it was altogether too early to say anything about it. (Aug., pg. 413.)

Spruce Falls Pulp and Paper Co. Ltd.—It was reported recently that the railway under construction from Kapuskasing, Ont., on the Canadian National Ry., northerly to the Smoky Falls on Mattagami River, about 60 miles, was practically completed, and was expected to be put in operation before the end of October. The railway will be used for carrying materials to Smoky Falls for the construction of a power development plant, and for carrying logs, etc., for the pulp and paper plant at Kapuskasing. (June, pg. 286.)

Toronto, Hamilton and Buffalo Ry. started negotiations recently with Hamilton, Ont., City Council for the purchase of 1.13 acres of land at Sherman Inlet to

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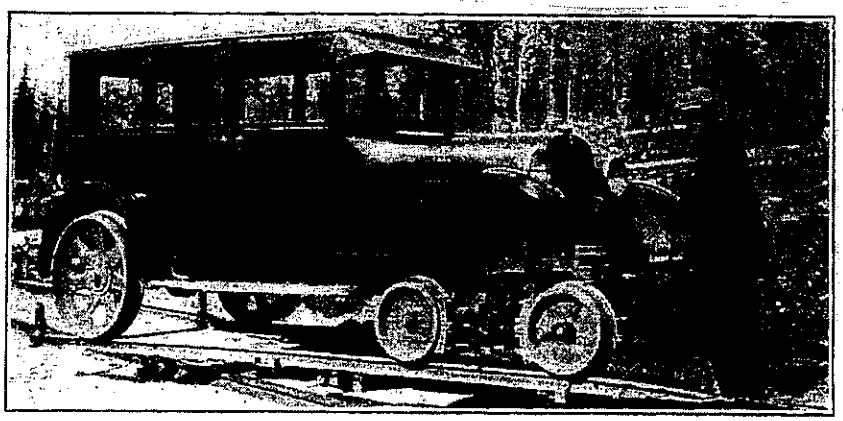
Sedan Automobile Equipped for Rail Operation.

The accompanying illustration shows a Dodge sedan used by Morrow & Beatty Ltd., the engineers and contractors building the Spruce Falls Power & Paper Co.'s power house and paper mill at Smoky Falls, about 50 miles north of Kapuskasing, which is on the Canadian National Ry., National Transcontinental Ry. line, between Cochrane and Hearst in northern Ontario. In order to get the construction material and equipment in to Smoky Falls it was necessary to build a standard guage railway to that place from Kapuskasing, which was completed and placed in operation last autumn, Morrow & Beatty Ltd. having been the engineers and contractors for it also. The contractors have 6 or 7 standard locomotives working in and around Smoky Falls, and on the line between there and Kapuskasing, and have at least one daily freight train leaving Smoky Falls in the morning for Kapuskasing and leaving there at noon for Smoky Falls.



Sedan Automobile Equipped for Rail Operation.

The sedan shown in the accompanying illustration is used between Kapuskasing and Smoky Falls by officials and engineers connected with the development work, the one-way trip being made in a little less than 2 hours. A Graham truck equipped similarly is also being operated. These motor vehicles were the only ones operated in Kapuskasing during the winter of 1926-27, clear alcohol being used in the radiators to prevent freezing. The rear flanged wheels are, apparently, of about the same diameter as would be used on the car in regular highway service, and the usual front wheels have been replaced by a truck with wheels of considerably smaller diameter, the semi-elliptic front springs being mounted on the truck bolster.

The illustration shows the type of turntable used in connection with the sedan, it being the same in principle as those used ordinarily with rail motor cars, but of heavier construction. It comprises 2 lengths of 30-lb. rail placed to gauge on a trussed section of I beam, which in turn is supported by, and revolves around, the center pin of a block resting on the ties. Each end of the cross-beam is slotted to receive a rail, and the rails are held in place against longitudinal movement by cleats rivetted to their bases, so as to engage the sides of the supporting cross-beam. Gauge is maintained at each end of the turntable rails by spacing bars provided with slots to receive the base of rail, as shown in the illustration. The receiving ends of the rails are sloped down, the other ends being equipped with stops to prevent the sedan from running on the rails. The rails are carried one on each side of the car, with the cross-beam and foot plate at the rear. The turntable can be set up in a few minutes, and the car turned by one man. The sedan is equipped with brakes to apply on the leading truck wheels, in addition to the usual band brakes on the rear axle.

We are advised that another contractor, at work on the Timiskaming and Northern Ontario Ry. extension north of Cochrane, ordered recently a Dodge car and Graham truck, equipped similarly to the car mentioned above.

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NORTHERN ONTARIO CIRCUIT

by R.J. Sandusky and J.D. Knowles

The following article consists primarily of a series of notes made by the authors on a four-day circle tour of Northern Ontario railways last May.

The trip started from Toronto on May 14th on C.N. train 49 "The Northland" which consisted of the usual heterogeneous collection of C.N. and Ontario Northland equipment. The next morning found train 49 at Porquis whence there are branches to Timmins and Iroquois Falls. The connection to the latter town was O.N.R. 100, a C-36 Brill bus which looked extremely odd with its sedan door, 20 seats and rear express compartment with door. The Cochrane cars were removed from train 49, which continued to Timmins, then they proceeded to their destination as train 149.

At Cochrane the large brick station is located between the C.N.R. and O.N.R. lines and here one has time for breakfast before catching C.N.R. train 649 for Kapuskasing. The train turned out to be motor car D-1 and passenger trailer C-2, both residents of Hamilton for many years previous to 1958. As 649 left town the O.N.R. yard was seen to contain a flatcar bearing a yellow Ontario Hydro 0-4-0 gasoline locomotive, reported to be going out in the Moosonee train.

Train 146 was met at Hunta. It consisted of loco. 4230, steam generator car 15431 and the usual two express cars, mail car and coach. Some difficulty was encountered in fitting 146 into the siding but after the inside rear marker lamp was removed D-1 was allowed to pass.

At Smooth Rock a connection was made with the two-mile Mattagami Railroad whose train, on the other side of the station, was made up of several boxcars, a bright blue and yellow diesel loco. and Ontario Northland motor trailer 1002, in that order. The loco. (103) was a G.E. 50 ton switcher (#30790, 1950) and it is reported that 2-6-0 100 is the other, rather inactive half of the M.R.R.'s motive power.

Train 649 continued on through places with interesting names such as "Moonbeam" and "Mile 61" and finally terminated its brisk run at Kapuskasing, a well-kept town located on the Kapuskasing River. (The name is supposed to mean "bend in the river".) This turbulent water-course supplies power to the town and the mill of the Spruce Falls Power and Paper Co. This company has extensive operations in the area which include a 50-odd mile railway running north to Smoky Falls, on the Mattagami River.

Motive power consists of a pair of 70-ton G.E. diesels. One, numbered 106 (G.E. 30387, 1950), works around the mill and carried the word "SWITCHER" along the upper edge of its hood. The other was not observed at close quarters. The last S.F.P.& P. steam loco was observed in the mill yard, awaiting shipment to a scrap yard. It was a 2-8-0 numbered 102, formerly Canadian National no. 1936. Assorted equipment in the yard included van 201, flanger 553, wooden boxcars 302-4, spreader 551 and several 100-series pulp racks.

The woods railway terminates about one mile west of town, where it connects with the C.N.R. mainline. The yard there consists of two sidings, one of which ends at a light turntable with spurs to several assorted garages (see map). About 2:30 P.M. there was a noise from the north and S.F.P.& P. Chevrolet truck no. 230 came down the woods line. It had a four-wheel truck under the front end while the rear, rubber tires were held on the rails by an inside flange. A few