

# THE 219 CHRONICLES

A joint publication of Nickel Belt Rails and The Northern Ontario Railroad Museum & Heritage Centre



ABOVE: On June 18, 2014, Temiskaming & Northern Ontario 219 sits beside fellow Montreal Locomotive Works product Canadian National 6077 at The Northern Ontario Railroad Museum & Heritage Centre (NORMHC) in Capreol, a part of the City of Greater Sudbury. At the time, access improvements and landscaping were ongoing.

Credit: Dale Wilson

BELOW: The museum house at NORMHC



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**NICKEL BELT RAILS PUBLISHING**

**THE NORTHERN ONTARIO RAILROAD MUSEUM & HERITAGE CENTRE**

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<[www.NorthernOntarioRailroadMuseum.ca](http://www.NorthernOntarioRailroadMuseum.ca)>



The photographs above and below, taken in Cochrane, show 219 loaded on the specially equipped CN flat car to begin its last long journey to NORMHC on March 26, 2014.

Credit: Mike Robin, ONR Gallery





## INTRODUCTION & BACKGROUND

The Temiskaming & Northern Ontario Railway (T&NO) was chartered in 1902 by the Ontario government to bring settlers and economic development to the vast territory north of North Bay. Today, renamed the Ontario Northland Railway, it extends from North Bay through Cochrane to Moosonee, west from Cochrane past Hearst and east from Swastika to Rouyn-Noranda in Quebec.

Two major events took place in 1946. The T&NO name changed to ONR and the railway purchased its first diesel locomotive. Over the years, T&NO had a total of 74 steam locomotives, ranging from 4-4-0 to 4-8-4 wheel arrangements. All were soon to end their time in active service.

T&NO 219, NORMHC's "new" acquisition, began life in 1907 at Montreal Locomotive Works as T&NO 119, one of six 4-6-0s classed as freight locomotives, based on their 57" driving wheels, slightly smaller than the 63" drivers on four passenger 4-6-0s delivered to T&NO the year before.

As the railway grew, 119 was in regular light freight and mixed train service over the system. The Great Depression of the 1930s meant reduced economic activity worldwide with northern Ontario affected in many ways. As might be expected, many steam locomotives were surplus to needs, thus parked out of service waiting on the future.

In 1935 T&NO changed numbering and 119 became 219, to label it as a freight rather than passenger 4-6-0. As economic conditions improved, in January, 1938, 219 was sold for \$10,500 to Normetal Mining in northwestern Quebec, to be used on their 12 mile private railway. Normetal retained the number.

It served the company in one role or another until 1976 when sold to Ron Morel, a conductor on the private railway operated by Spruce Falls Power & Paper Company between Kapuskasing and Smoky Falls. He planned to run steam passenger excursions on the "Smoky Falls Line", but this never took place due to his untimely death.

It is said this dream of a steam tourist railway was flawed and the \$130,000 to restore 219 to proper operating condition would have been an impossible burden.

In 1976, 219 had been delivered to the Ontario Northland at Cochrane and some work was done. It stayed in Cochrane, first sheltered inside, then parked in the yard. In lieu of storage and other costs, ONR eventually took possession of the locomotive.

During 219's service life the T&NO was too remote for easy visits by railfans and photographers, never mind being parked during the Depression and then sold even further from access. No photos of it in regular service on the T&NO seem to exist. Of course, saying that is the perfect way to discover there *ARE* photos 'out there'! If so, please let us know about them and how we might acquire copies for our files.

T&NO's Annual Report for the year ending October 1, 1918, tells us a little of its service life. During that year it and several other locomotives were sent to CLC in Kingston, ON to have *superheaters, brick arches, pneumatic fire doors and an 8.5" cross compound air pump* added. In the year, it ran 12,547 miles. On January 28, 1918, *Extra Train 119, passing Milepost 123, rear of engine and tender derailed. Cause: loose tire on trailing drivers. Damage to track material, labour repairing, etc. \$37.55.*

When Ontario Northland put 219 up for sale in 2012, the NORMHC Board made the decision to bid on it. Cody Cacciotti, the Operations Manager, headed up this venture and a bid of \$5001.00 was submitted to the ONR. This turned out to be a wise choice since on winning the museum discovered that a bid for *only* \$5000 had been made by a scrap metal dealer.

There is a "Rescue List" included with this document listing people and companies contributing in one way or another to bringing 219 to Capreol. We again thank them, but must note that many more individuals supported us in many ways and cheered the museum on in bringing in our 'new' locomotive.

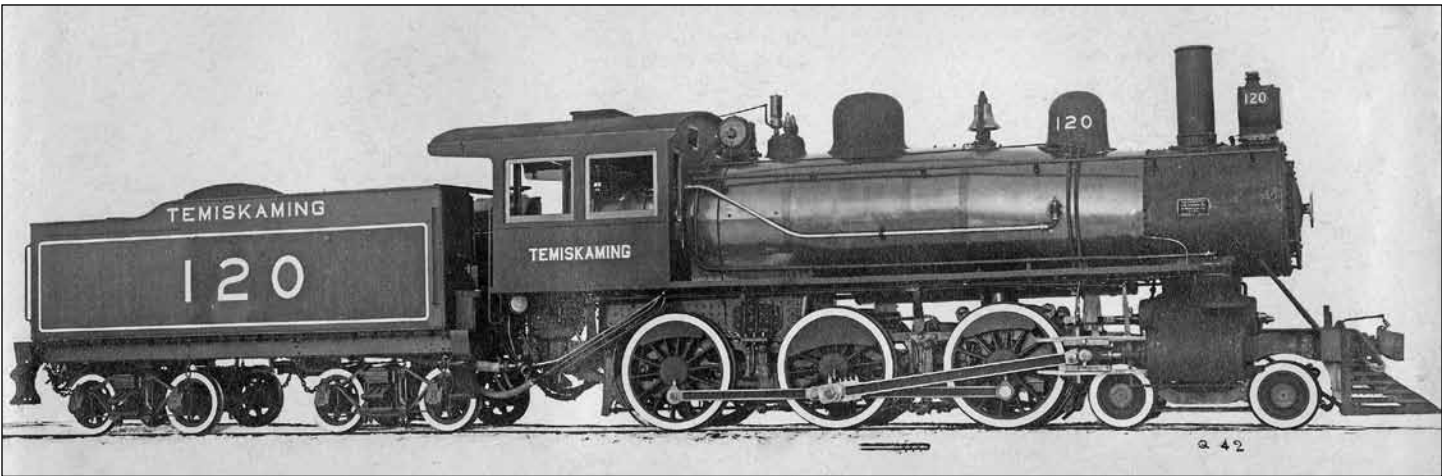
In the future, we look forward to individual, community and industrial interest in the 219 story.

BELOW: This view dates from March 25, 2014. Loading a steam locomotive on a railway car is neither an easy nor delicate task as the heavy equipment indicates.

ONR Gallery



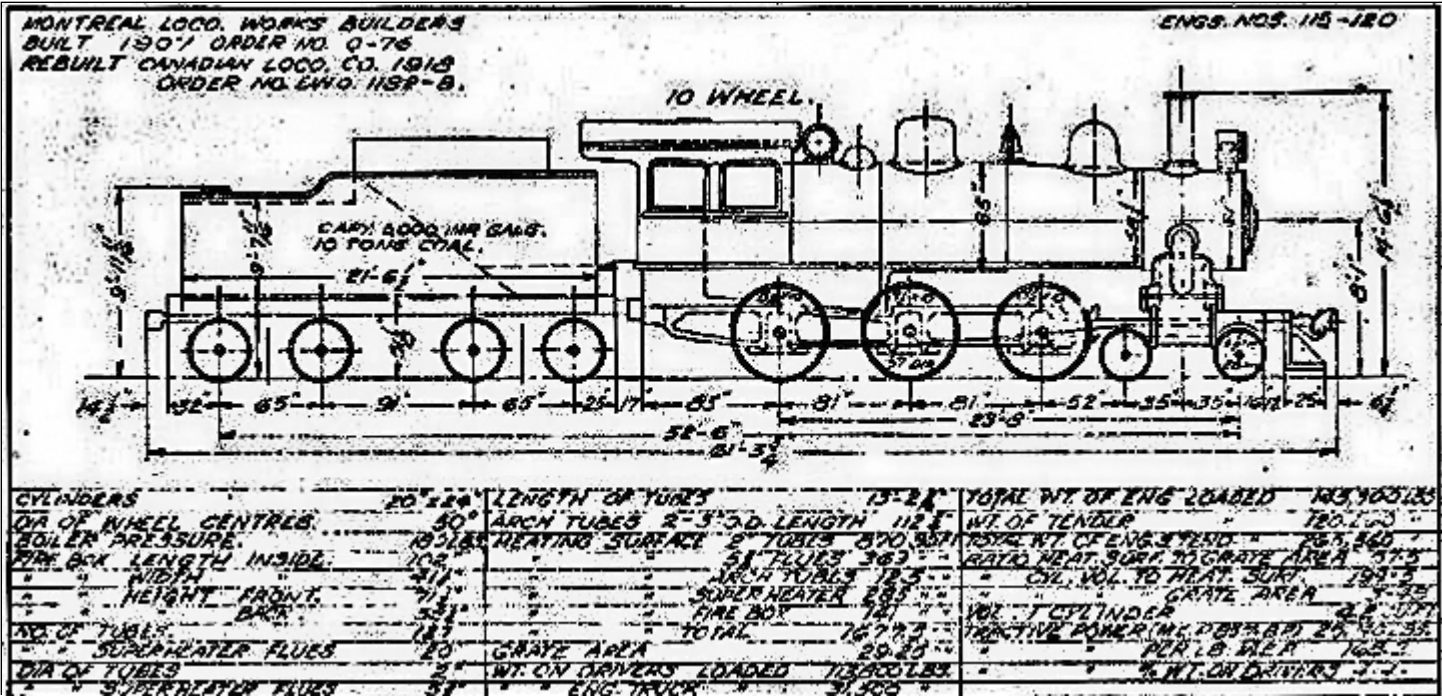
# THE BEGINNINGS



ABOVE: In 1907, Montreal Locomotive Works built six freight 4-6-0s for the Temiskaming & Northern Ontario. In this case, the numbers assigned by the railway were 115-120 and the builder's photo supplied was of the last built, 120. The locomotive currently preserved by NORMHC was 119.

Credit: Exporail, The Canadian Railway Museum, Fonds Montreal Locomotive Works

BELOW: A T&NO plan and detail for engine numbers 115-120 shows complete detail as of the 1918 completion of a rebuilding process done by the Canadian Locomotive Company of Kingston, ON. That a major upgrade was done just 11 years after these locomotives were built indicates how dependent the railway was on them. All mechanical details are shown, including the loaded weight of engine and tender.





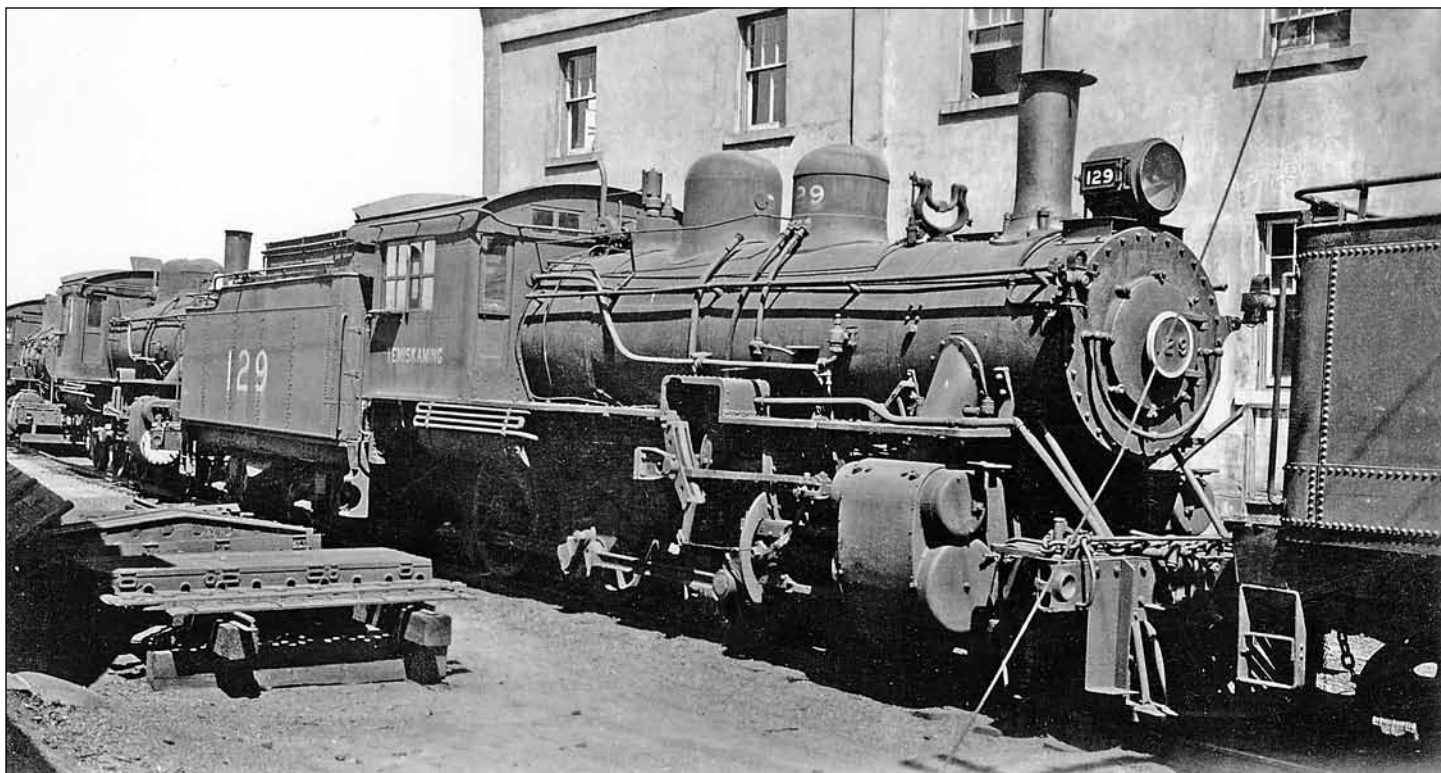
ABOVE: In this July, 1938 photo, T&NO 116 (a 'sister' to 119 and 120) is stored in North Bay. The Depression caused T&NO to tie up many locomotives. Earlier that year 219 was sold to Normetal Mining in Quebec, reflecting poor railway business at the time. 116's paint/lettering scheme remains as when the locomotive was built. There had been changes over the years as the whole 'class' had superheaters and external steam pipes added but little seems different from the 'as built' photo. The tender has had its coal capacity increased and the bell has been removed. 116 would be scrapped in 1940.

Credit: Collection of Keith Sirman

BELOW: T&NO 128 was located at North Bay in this undated picture, but appears to be in a 'dead line' of locomotives no longer in regular service. The paint scheme with the full railway name spelled out is clear, so the date is after 1935.

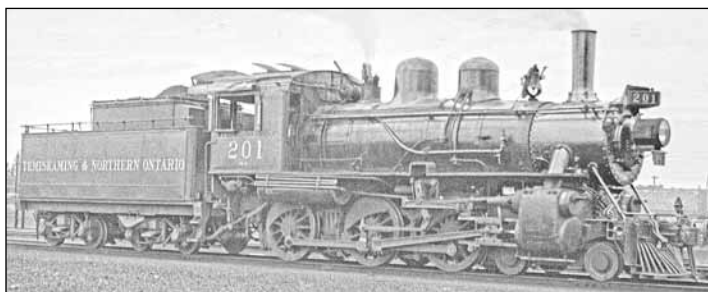
Credit: Collection of Keith Sirman





ABOVE: T&NO 129, built in 1909 by the Canadian Locomotive Company of Kingston, ON, appears in the North Bay dead line of locomotives and dated June, 1936. The stack has been capped, showing someone felt the locomotive might be needed again. The original paint and lettering scheme is there as delivered in 1909 and because it was stored out of service, 129 never received the 1935 renumbering making it T&NO 221. It became a source of spare parts for in-service locomotives and was scrapped in 1948.

Credit: No source known



#### TWO PHOTOS TO THE LEFT:

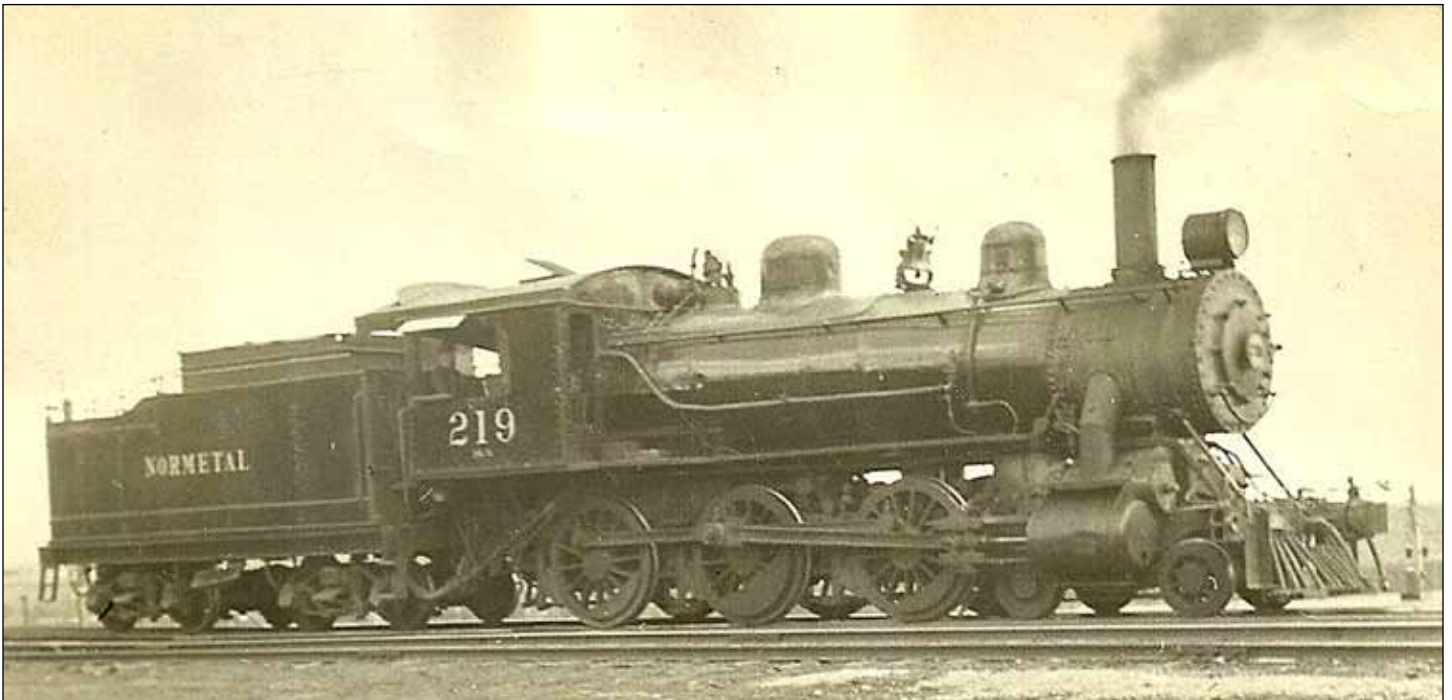
These locomotives are in regular service at North Bay about 1943. Nos. 201 & 208 were built in 1908 & 1909 respectively and were primarily yard switchers in their later years. One of the 1908 Class was considered for preservation and display, thus held for some years, but finally scrapped in 1960.

Credit: Photos by J. Pratt, Collection of Keith Sirman





## TIME AT NORMETAL



ABOVE: This photo dates from soon after Normetal bought 219 from the T&NO in 1938. Photos are rare of industrial switching operations anywhere and particularly so when the company's location was so isolated.

Credit: Normetal Mining photo, Collection of Frank Vollhardt

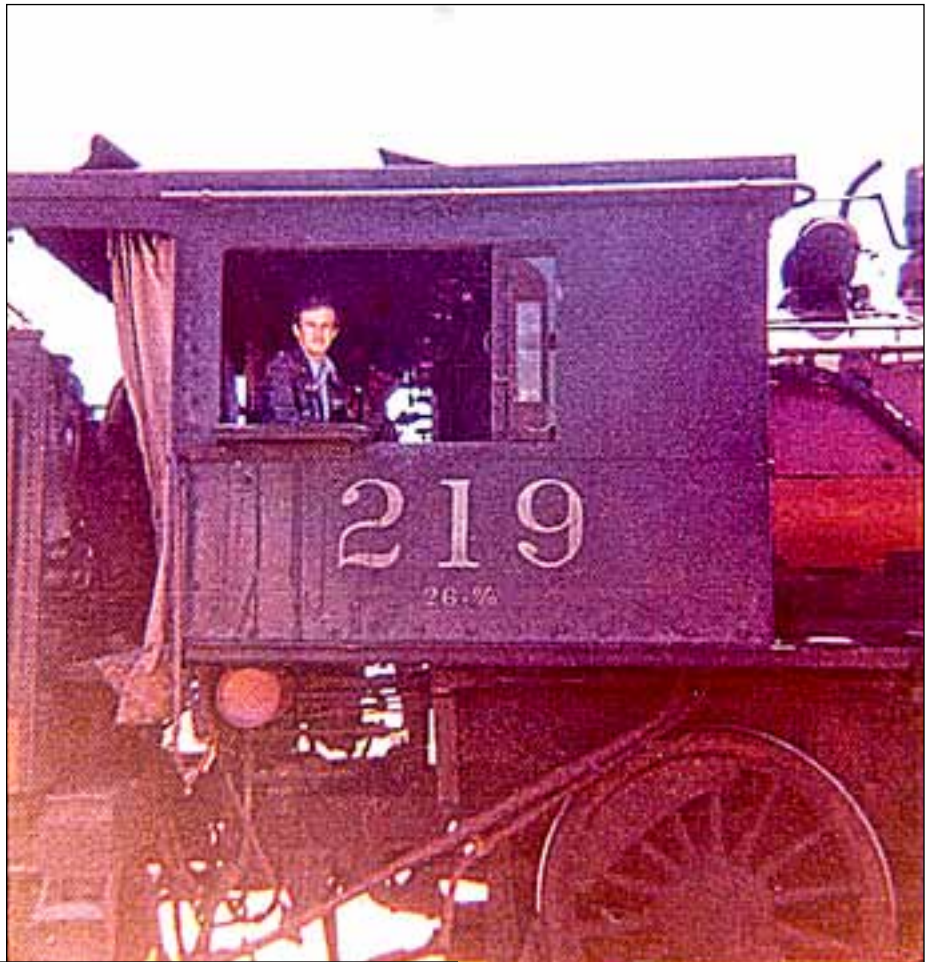


Picture to the left and two pictures on the following page:

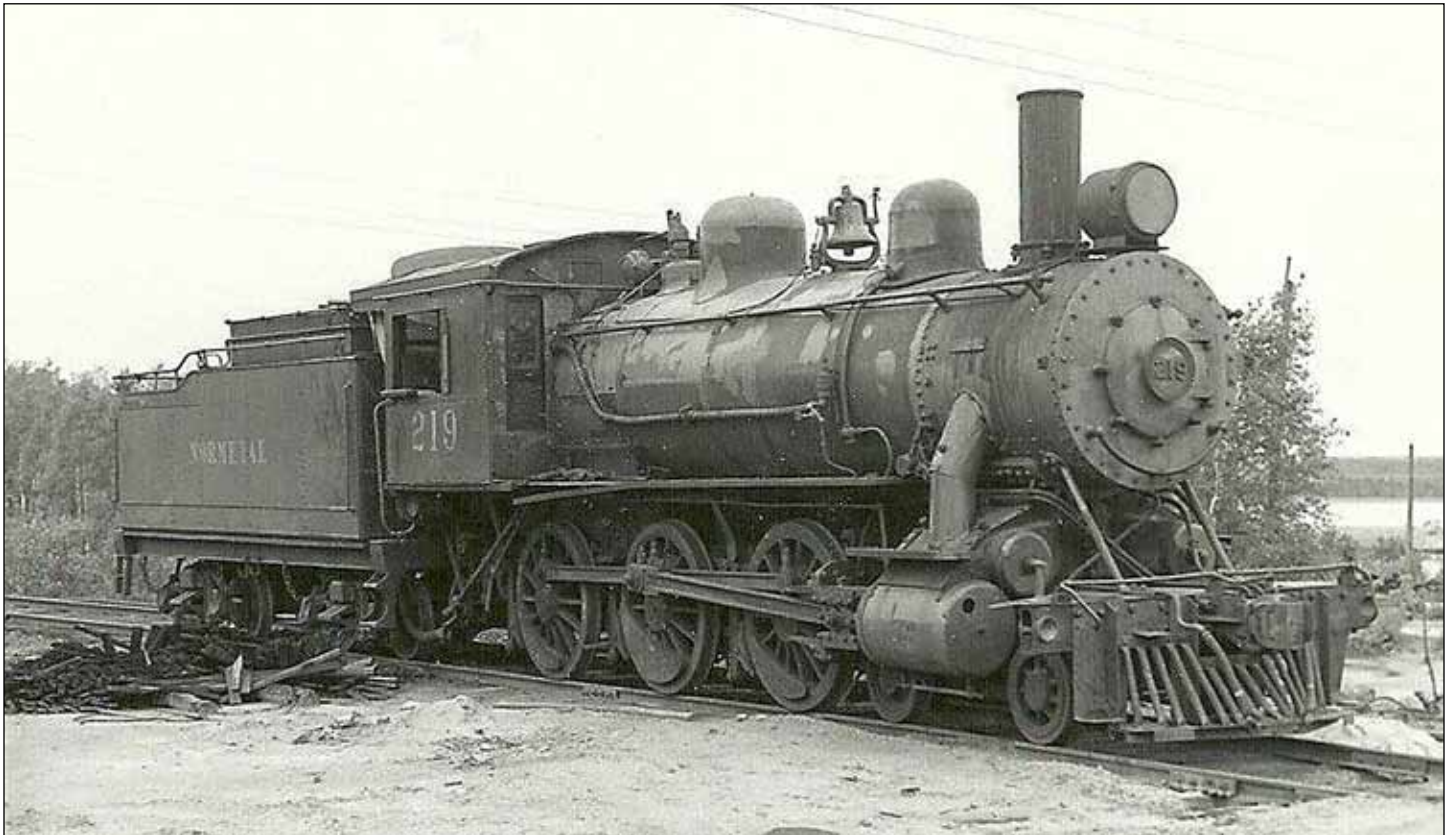
These were taken as 219 was about to leave Normetal on the way to Cochrane. They were taken by Mimi Doire and her father Gerald is seen in 219's cab on the next page.



**219 JUST BEFORE IT LEFT  
NORMETAL**



219 was the primary switcher for Normetal from 1938 until 1946 when the company bought an 80 ton GE diesel switcher. At that time 219 became the 'backup' and was no longer needed by 1973.



ABOVE: The photograph above was taken at Normetal, QC by David H. Hamley on May 7, 1974 after the diesel switcher had been delivered To Normetal and was working. At this time 219 was the “stand by” motive power, should the diesel be out of service. No records survive to tell us if 219 ever worked again!

Credit: Collection of Frank Vollhardt



## THE YEARS IN COCHRANE

### LEFT: Two Pictures

Not long after 219's arrival in Cochrane, this paint scheme was applied. It is not clear if plans were made for the locomotive to be used for an ONR employee excursion from Cochrane, or if the new paint was simply an early step to prepare it for its role on the Smoky Falls line, north from Kapuskasing.

About 40 years later, most paint has worn off and certain 'first aid' measures were necessary even for what had become a hulk occasionally shifted around the yard.

Top photo: Frank Vollhardt in 1985

Bottom photo: no data



ABOVE: In August of 2012, Gerald Harper took many photos of 219, including the above, for NORMHC's records. The missing stack, casualty of a too rough switching move, was saved and the museum has it. The sealant is obvious and the museum has since had it and the asbestos removed.

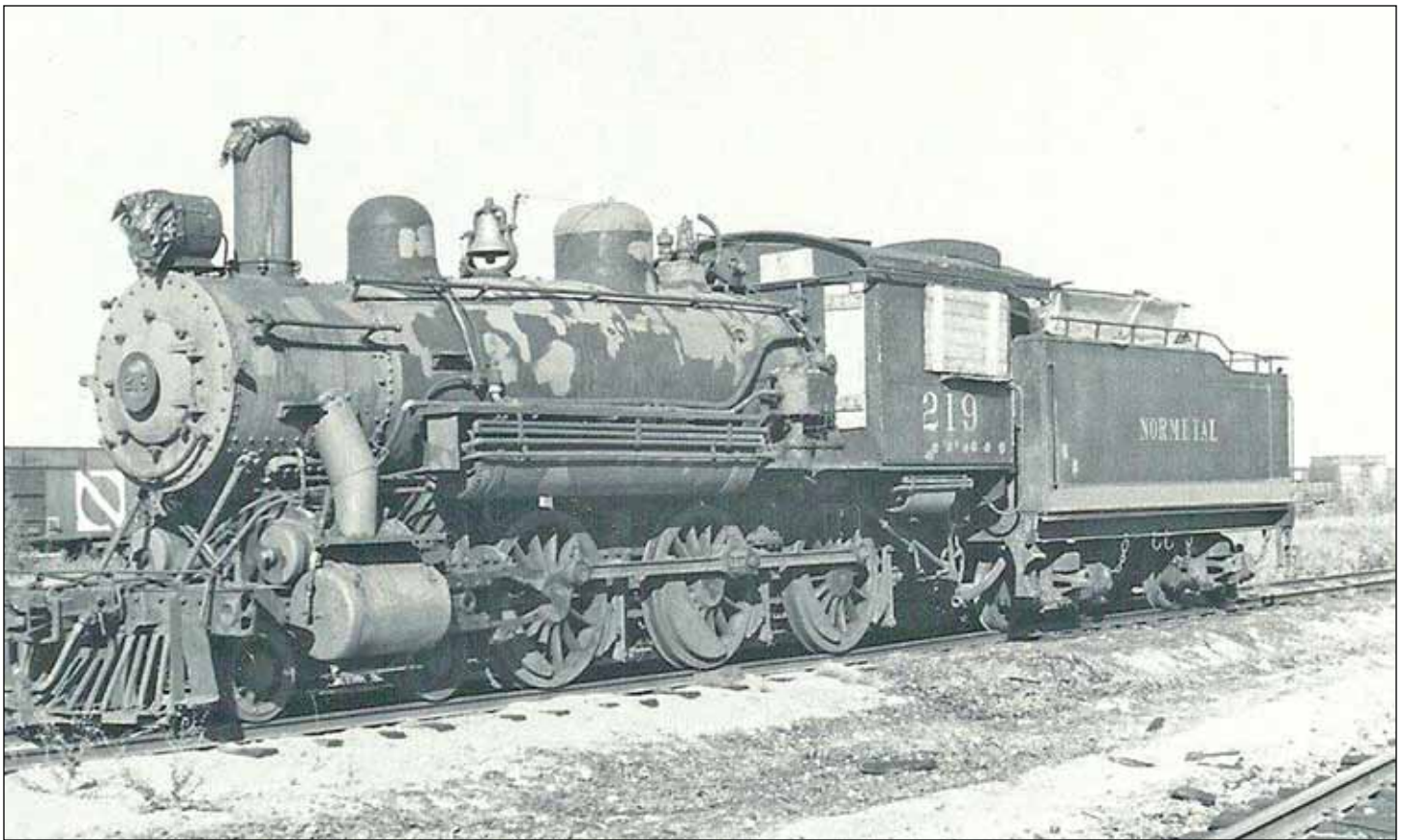
ABOVE: In 2004, sealant was applied to prevent asbestos from leaking into the environment.

ONR Gallery

RIGHT: Gerald Harper also took this view of the cab interior with the open firebox doors. The next phase of restoration will see the cab removed for repair of the steel components and replacement of the wood roof and interior.

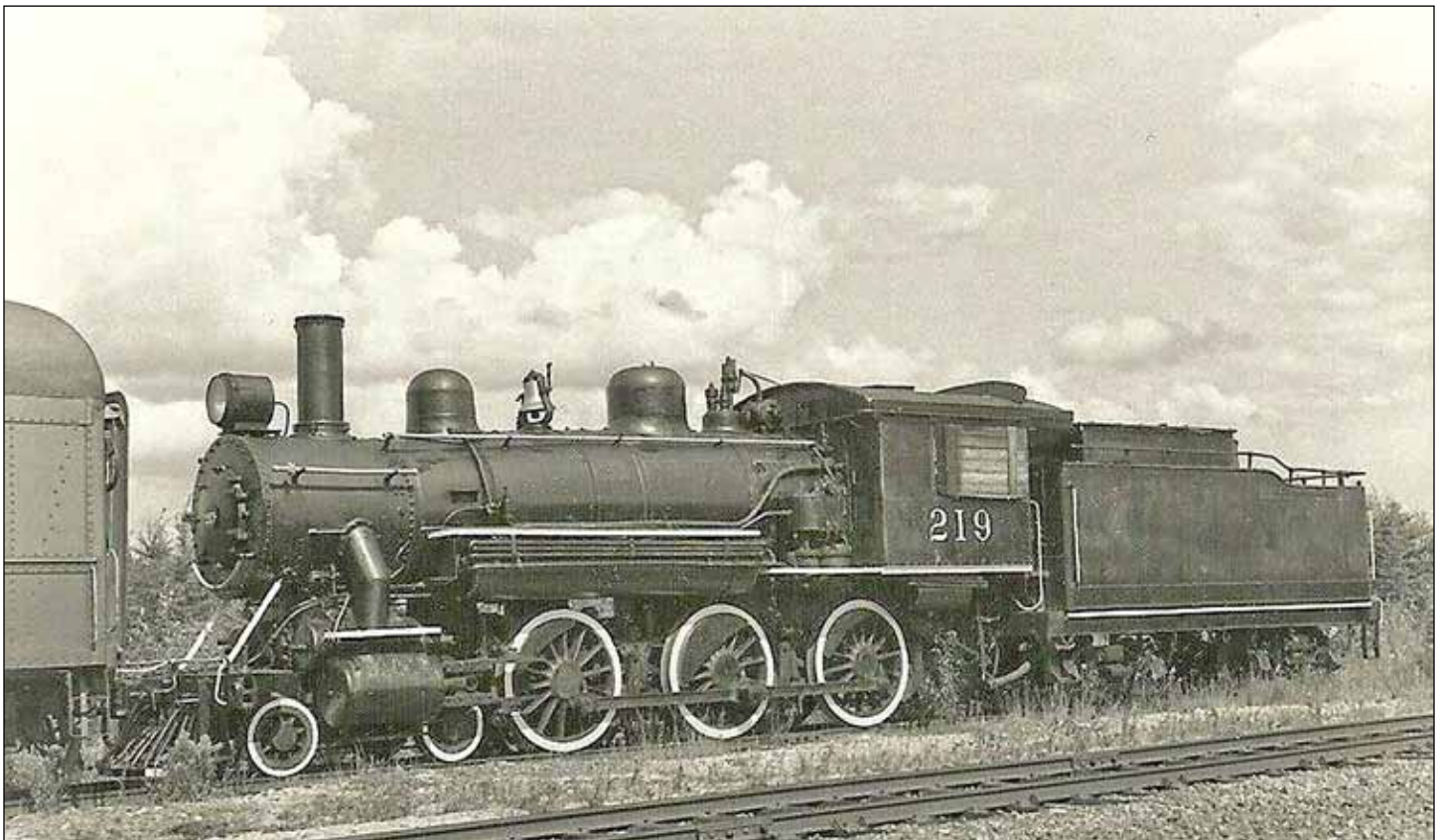






BOTH PICTURES THIS PAGE: The photo above dates from 1979, very soon after 219 was returned to Cochrane. The patchy appearance is touch up paint over rust spots. The lower photo was taken August 31, 1984 shows the plain black with white trim paint scheme.

Credit: Both pictures taken by Frank Vollhardt





## JOURNEY TO THE NEW HOME

Early in this booklet, there were illustrations of 219 in Cochrane, loaded on the specially equipped CN flat car and being moved within the Cochrane yard in preparation for it to be added to a southbound Ontario Northland freight train.

Over the ONR to North Bay would be the longest leg of the trip, just over 250 miles (402 km). The next 80 miles (129 km) was over the Ottawa Valley Railway to Sudbury where the flat car and its load would be turned over to CN for the trip to Capreol. Altogether, 219 travelled a little over 350 miles (563 km) before it was unloaded onto 'floats' to be brought to the museum grounds.

NORMHC is very grateful to all the railways involved in this trip since those companies moved 219 *at no cost to the museum*.

A giant crane was required to lift 219 and its tender from the flat car onto two floats, and again from the floats onto museum temporary trackage, laid earlier by museum volunteers. The operators and the crew required to help with these moves — a number being volunteers — were amazing.



ABOVE: 219 is in North Bay yard in the process of moving from the ONR to the Ottawa Valley Railway.

Credit: Darrel Duquette

BELOW: Arriving in CPR's Sudbury yard, 219 will soon be moved to the CN transfer.

Credit: Cody Cacciotti



ABOVE: 219 in Capreol's CN yard showing the secure tie downs.

Credit: Bob Michelutti

BELOW: Preparing for the first lift; yes, some cutting was done to make the lifting cables secure.

Credit: Cody Cacciotti





## PHOTOS ON THIS PAGE

The top two pictures on this page are of the first lift of 219 from the car bringing it from Cochrane. In the upper photo the crane cab can be seen; in the middle the size of the crane's boom is evident.

The bottom photo was the next stage in the journey on floats, bringing the locomotive and tender from the north side of the CN yard, across it and CN's transcontinental main line to the south side, along the streets of Capreol (including the wrong way on a one-way street) to reach the museum grounds.

Top photo credit: Cody Cacciotti

Middle photo credit: Bob Michelutti

Bottom photo credit : Bob Michelutti







ABOVE: Early April in the Sudbury region brought strange weather conditions with winter not quite gone and spring not yet in place. The winter of 2013-14 had been long and hard, so a great deal of snow remained as 219 arrived at the museum. The temperatures had risen enough for considerable melting so the unloading point was a messy place.

As the move continues and museum traffic is no longer blocking things, business as usual returned to the CN main line. In the background is a westbound CN freight making its way past the museum. We tell visitors to the museum that CN schedules them just for their enjoyment!

Credit: Bob Michelutti



CREDIT: Cody Cacciotti

## PHOTOS ON THIS PAGE

TOP: The crane used to lift and place 219 and its tender sits at the western end of the museum's temporary trackage.

MIDDLE: As 219 is about to be lifted off the float, this view looks west along the temporary trackage. Standing on the snow plow roof in the upper right of the picture is Cody Cacciotti, the museum's Operations Manager.

BOTTOM: For the first time, 219 touches down on the temporary trackage at the museum. The boom in the right background belongs to NORMHC's own rail mounted crane — far too small to help with the job!



CREDIT: Bob Michelutti

CREDIT: Bob Michelutti





**All pictures on this page  
courtesy of Cody Cacciotti**

TOP RIGHT: The volunteer track gang poses after completing their work. Needless to say, the long winter didn't make it any easier.



MIDDLE RIGHT: Ballasting is being completed for 219's permanent place.



BOTTOM RIGHT: A cable attached to 219's front coupler is used by a CN truck to tow the locomotive to its site beside CN 6077.





## THOSE WHO HELPED NORMHC RESCUE 219

*All museums depend heavily on volunteers and donors to achieve their aims. NORMHC would like to sincerely thank the following individuals and companies who made the acquisition of 219 a reality. We could not have done it without you.*

Steve Thompson - North Bay  
Val Crosswell - North Bay  
Scott Antila - Cochrane  
Dave Rudyk - Cochrane

### *Track laying crew:*

Ed Cappadocia, Phil Del Papa, Tony Cappadocia, Nathan Cappadocia, Sal Cappadocia, Mike Brown, Nick Brown, Carter Brown, Ken Leonard, B. J. Marshall, Milt Finnamore, Ross Denney, Bill Foley, Ken Lynn, Bob Michelutti and of course please do not forget Dave Irving

### *Ontario Northland Railway*

John Thib, Rebecca McGlynn, Mike Sauer, Dan Biers and the Cochrane Yard Crew

### *Ottawa Valley Railway*

Daryl Duquette from Rail America

### *Canadian Pacific Railway*

Tony Marquis and Cathy Moher

### *CN*

Allan Wickham, Serge Cloutier, Larry Burkeholder, Kevin Ranger, Josh Hanzel, Geoffrey Hare, Paula Marshall and Scott Mumby

### *RailTran Services Inc.*

Ron Vandervliet, Robbert Haggart and the crew

*Lacroix Construction and Northern Group for crane and float services*

Thomas Blampied, Mike Robin for photographs / coverage

Murray Scott for assistance with organizing the move

Stu Thomas for efforts coordinating volunteers and securing support from railways to transport locomotive.

Dave Kilgour for ongoing assistance with purchase, promotion and organization of move

Greater Sudbury Development Corporation for help funding things

All individuals and businesses instrumental in raising initial funds to purchase the locomotive back in 2012.

## RESTORATION – STEP 1



ABOVE: The first thing done for 219 in the way of renovations (and before it was moved from its original location on the museum's temporary track) was to remove the blue protective material and any remaining asbestos. In this view, Paul Davis Systems works along the boiler. After this task was completed, 219 was moved to its final resting place beside 6077.

Credit: Cody Cacciotti

## Ontario Northland Railway Locomotive Roster 1903-1985 Steam

Road Numbers			Wheel Arrangement	Builder	Date	Builder Number	Driver Diameter (inches)	Weight (lbs.)
1940	1935	original						
		109-110	4-4-0	Pitt	1892	1295-1296	68	88,500
		101-104	4-6-0	CLC	1903	611-614	56	133,650
		105-106	"	"	1906	689-690	56	134,500
		107-108	"	"	"	691-692	62	"
	111,114	111,114	"	MLW	1906	40873,40877	63	142,500
100-101	112-113	112-113	"	"	"	40874,40876	63	"
	215-220	115-120	"	"	1907	44165-44170	57	144,580
200-205	221-226	121-126	"	CLC	1908	841-846	56	143,800
102-103	127-128	127-128	"	"	1909	905-906	63	148,100
206-209	229-232	129-132	"	"	"	907-910	57	"
300-305	300-305	141-146	2-8-2	"	1916	1345-1350	63	258,040
306-307	306-309	147-150	"	"	1921	1688-1691	63	261,800
310-311	310-311	310-311	"	"	1923	1740-1741	63	278,700
317,313	312-313	312-313	"	"	1924	1742-1743	63	"
314-316	314-316	314-316	"	"	1925	1770-1772	63	272,700
400-403	437-440	137-140	2-8-0	"	1912	1039-1042	57	210,600
500-503	541-544	141-144	"	"	1930	1899-1902	57	238,250
137			"	"	1913	1157	57	185,800
600-603	633-636	133-136	4-6-2	"	1911	961-964	69	203,100
700-703	757-760	157-160	"	"	1921	1692-1695	69	250,500
803,800	854,851	154,151	0-6-0	"	1906	747-748	50	122,500
801-802	852-853	152-153	"	"	1909	903-904	51	124,000
900-901	955-956	155-156	0-8-0	MLW	1920	62498-62499	53	208,500
1100-1101			4-8-4	CLC	1936	1919-1920	69	371,320
1102-1103			"	"	1937	1921-1922	69	"
1000	1002	Gasoline-electric motor car built by Ottawa Car Mfg. Co. in 1926						
1001-10002	1000-1001	Storage-battery motor car built by Canadian Car & Foundry Co. in 1924						

Data from diagram books of Ontario Government Ry., T&NO Ry., ONR Ry., plus builder records, builder plate observations and assistance from roster expert Ray F. Corley.

The steam locomotive roster above is reproduced, with permission, from the book ***The Locomotives of the Ontario Northland Railway*** by Frank N. Vollhardt, published by BRMNA of Calgary in 1985.



