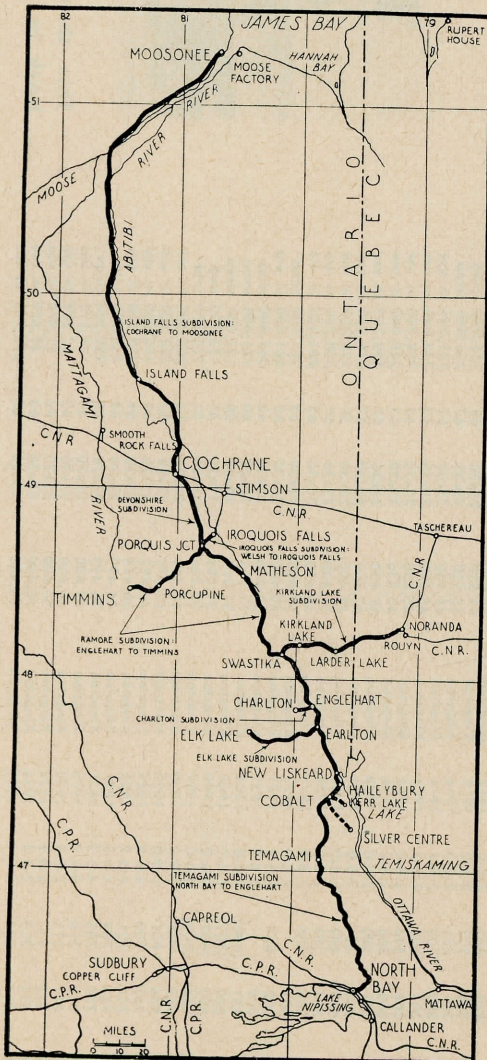


Above these 1600 hp. road switchers curls a smudge of exhaust reminiscent of the steamer's trail of smoke. Paul Ziegler

Locomotives of the ONTARIO NORTHLAND



IT IS NOT SURPRISING that the Dominion of Canada, which boasts a nationalized railway system in addition to the Canadian Pacific, should have within its boundaries the Ontario Northland that is publicly owned by one of the provinces, Ontario.

The province undertook to build this railway more than fifty years ago, mainly for three reasons: (1) Ontario Government surveys made in 1900 had disclosed extensive stands of valuable timber, large areas of arable land, and the possibility of mineral deposits, and (2) a group of settlers, isolated at the head of Lake Temiskaming, had for years been demanding railway service, but (3) at that time no existing railway company would venture into what was then generally regarded as rough and unprofitable country.

In 1902 the Ontario Legislature passed an act that called for building a railway to be known as the Temiskaming & Northern Ontario, and on May 10, that year, ground was broken for it.

The line was completed as far as New Liskeard, 60 miles, and turned over to the T&NO Railway Commission to operate. As work progressed, the discovery of deposits of cobalt, silver, gold, and other minerals brought on a period of expansion for Ontario.

Finally, on July 15, 1932, the T&NO was completed to Moosonee, making a railway system 440 miles long—a system of which the province may well be proud. This system has kept abreast of the best railway practice and, indeed, in some respects of railway betterment it has led the way.

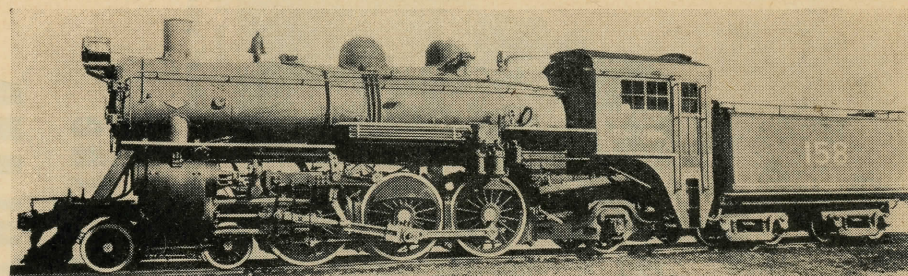
The road's name was changed in April, 1946, from Temiskaming & Northern Ontario to Ontario Northland to avoid confusion with a Southern Pacific unit having the same initials, the Texas & New Orleans.

The ONR now includes the Swastika-Noranda line of the Nipissing Central, the electric operation of this subsidiary having been abandoned years ago. The ONR Transportation Commission also operates steamboat service on Lake Nipissing and the Temagami chain as well as a motor bus service paralleling the main line, and replacing passenger service on three branches.

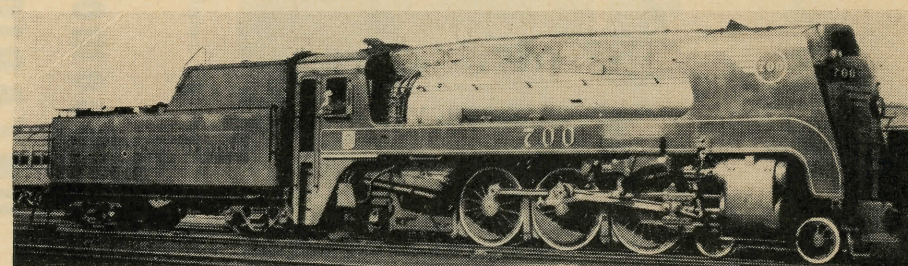
ALL-TIME MOTIVE POWER ROSTER OF THE ONTARIO NORTHLAND

STEAM LOCOMOTIVES

Original	Road Numbers	1935	1940	Type	Date	Builder	Tractive Effort	Cylinders	Drivers	Engine Weight	Status
1(101)				4-6-0	1903	Kingston	23,671	19x24	56	135,000	sold
2(102)				4-6-0	1903	Kingston	23,671	19x24	56	135,000	sold
3(103)				4-6-0	1903	Kingston	23,671	19x24	56	135,000	sold
4(104)				4-6-0	1903	Kingston	23,671	19x24	56	135,000	sold
105				4-6-0	1906	Kingston	23,671	19x24	56	138,000	sold
106				4-6-0	1906	Kingston	23,671	19x24	56	138,000	sold
107				4-6-0	1906	Kingston	23,671	19x24	56	138,000	sold
108				4-6-0	1906	Kingston	23,671	19x24	56	138,000	sold
109				4-4-0	1892	Pittsburgh	13,240	17x24	68	88,500	scrap
110				4-4-0	1892	Pittsburgh	13,240	17x24	68	88,500	scrap
111	111			4-6-0	1906	Montreal	23,400	19x24	62	142,000	scrap
112	112	100		4-6-0	1906	Montreal	23,400	19x24	62	142,000	scrap
113	113	101		4-6-0	1906	Montreal	23,400	19x24	62	142,000	scrap
114	114			4-6-0	1906	Montreal	23,400	19x24	62	142,000	scrap
115	215			4-6-0	1907	Montreal	25,740	19x24	57	145,000	scrap
116	216			4-6-0	1907	Montreal	25,740	19x24	57	145,000	scrap
117	217			4-6-0	1907	Montreal	25,740	19x24	57	145,000	scrap
118	218			4-6-0	1907	Montreal	25,740	19x24	57	145,000	scrap
119	219			4-6-0	1907	Montreal	25,740	19x24	57	145,000	scrap
120	220			4-6-0	1907	Montreal	25,740	19x24	57	145,000	scrap
121	221	200		4-6-0	1908	Kingston	26,301	19x24	56	143,800	scrap
122	222	201		4-6-0	1908	Kingston	26,301	19x24	56	143,800	scrap
123	223	202		4-6-0	1908	Kingston	26,301	19x24	56	143,800	scrap
124	224	203		4-6-0	1908	Kingston	26,301	19x24	56	143,800	scrap
125	225	204		4-6-0	1908	Kingston	26,301	19x24	56	143,800	scrap
126	226	205		4-6-0	1908	Kingston	26,301	19x24	56	143,800	scrap
127	127	102		4-6-0	1909	Kingston	23,379	19x24	63	150,200	scrap
128	128	103		4-6-0	1909	Kingston	23,379	19x24	63	150,200	scrap
129	229	206		4-6-0	1909	Kingston	25,840	19x24	57	149,000	scrap
130	230	207		4-6-0	1909	Kingston	25,840	19x24	57	149,000	scrap
131	231	208		4-6-0	1909	Kingston	25,840	19x24	57	149,000	scrap
132	232	209		4-6-0	1909	Kingston	25,840	19x24	57	149,000	scrap
133	633	600		4-6-2	1911	Kingston	30,422	21x28	69	203,100	scrap
134	634	601		4-6-2	1911	Kingston	30,422	21x28	69	203,100	in use
135	635	602		4-6-2	1911	Kingston	30,422	21x28	69	203,100	in use
136	636	603		4-6-2	1911	Kingston	30,422	21x28	69	203,100	in use
137	437	400		2-8-0	1912	Kingston	42,598	23x30	57	210,600	scrap
138	438	401		2-8-0	1912	Kingston	42,598	23x30	57	210,600	scrap
139	439	402		2-8-0	1912	Kingston	42,598	23x30	57	210,600	scrap
140	440	403		2-8-0	1912	Kingston	42,598	23x30	57	210,600	scrap
141(300)	300	300		2-8-2	1916	Kingston	45,530	25x30	63	258,040	scrap
142(301)	301	301		2-8-2	1916	Kingston	45,530	25x30	63	258,040	scrap
143(302)	302	302		2-8-2	1916	Kingston	45,530	25x30	63	258,040	in use
144(303)	303	303		2-8-2	1916	Kingston	45,530	25x30	63	258,040	in use
145(304)	304	304		2-8-2	1916	Kingston	45,530	25x30	63	258,040	in use
146(305)	305	305		2-8-2	1916	Kingston	45,530	25x30	63	258,040	in use
141	541	500		2-8-0	1930	Kingston	47,400	23x30	57	238,250	in use
142	542	501		2-8-0	1930	Kingston	47,400	23x30	57	238,250	in use
143	543	502		2-8-0	1930	Kingston	47,400	23x30	57	238,250	in use
144	544	503		2-8-0	1930	Kingston	47,400	23x30	57	238,250	in use
147(306)	306	306		2-8-2	1921	Kingston	50,600	25x30	63	261,800	in use
148(307)	307			2-8-2	1921	Kingston	50,600	25x30	63	261,800	scrap
149(308)	308	307		2-8-2	1921	Kingston	50,600	25x30	63	261,800	in use
150(309)	309			2-8-2	1921	Kingston	50,600	25x30	63	261,800	scrap
151	851	(800)		0-6-0	1906	Kingston	31,913	19x26	50	121,000	scrap
152	852	(801)		0-6-0	1906	Kingston	31,913	19x26	50	121,000	scrap
153	853	(802)		0-6-0	1909	Kingston	31,286	19x26	51	123,200	scrap
150(154)	854	(803)		0-6-0	1909	Kingston	31,286	19x26	51	123,200	scrap
155	955	900		0-8-0	1920	Montreal	42,570	23x28	53	208,500	in use
156	956	901		0-8-0	1920	Montreal	42,570	23x28	53	208,500	in use
157	757	700		4-6-2	1921	Kingston	36,493	23x28	69	250,500	in use
158	758	701		4-6-2	1921	Kingston	36,493	23x28	69	250,500	in use
159	759	702		4-6-2	1921	Kingston	36,493	23x28	69	250,500	scrap
160	760	703		4-6-2	1921	Kingston	36,493	23x28	69	250,500	scrap
310	310	310		2-8-2	1923	Kingston	50,600	25x30	63	27,870	in use
311	311	311		2-8-2	1923	Kingston	50,600	25x30	63	27,870	in use
312	312	317		2-8-2	1924	Kingston	50,600	25x30	63	27,870	in use
313	313	313		2-8-2	1924	Kingston	50,600	25x30	63	27,870	in use
314	314	314		2-8-2	1925	Kingston	50,600	25x30	63	272,700	in use

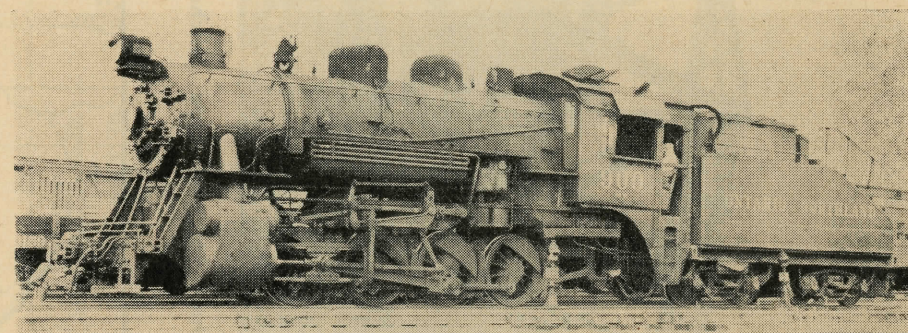


Canadian Locomotive Company's Kingston shops built this Pacific in 1921. No. 158 carries 12 tons of fuel, has a water capacity of 6500 Imp. gals.



John R. Lee

One of first Canadian engines equipped with a booster, No. 157, renumbered 700 in 1940, was later rebuilt, streamlined, and painted a dark green.



Paul Ziegler

This sturdy 8-wheel switcher took a break in the North Bay yards back in July, 1948. Built at Montreal in 1920, the 900 is still in use.

315	315	315	2-8-2	1925	Kingston	50,600	25x30	63	272,700	scrap
316	316	316	2-8-2	1925	Kingston	50,600	25x30	63	272,700	in use
	1100	1100	4-8-4	1936	Kingston	54,500	22½x30	69	371,320	in use
	1101	1101	4-8-4	1936	Kingston	54,500	22½x30	69	371,320	scrap
	1102	1102	4-8-4	1937	Kingston	54,500	22½x30	69	371,320	in use
	1103	1103	4-8-4	1937	Kingston	54,500	22½x30	69	371,320	in use

DIESEL-ELECTRIC LOCOMOTIVES

Road Numbers	Horsepower	Class	Date	Builder	Tractive Effort	Drivers	Max. Speed	Engine Weight
1200-1202	1000	B-B	1946	Alco-GE	34,000	40	60	230,000
1203	1000	B-B	1950	MLW-GE	34,000	40	60	230,000
1300-1301	1600	B-B	1949	Alco-GE	42,500	40	65	245,000
1302-1303	1600	B-B	1950	MLW-GE	42,500	40	65	245,000
1304-1311	1600	B-B	1951	MLW-GE	52,500	40	65	245,000
1500-1505	1500	B-B	1951	G.M.D.	40,000	40	65	258,000
1506-1513	1500	B-B	1952	G.M.D.	40,000	40	65	258,000
1514-1521	1500	B-B	1953	G.M.D.	40,000	40	65	258,000

Nos. 1200-1203 are Switchers; 1300-1311, Road Switchers; 1500-1521, Road A Units.

Nos. 1300-1311 and 1500-1521 have train heat boilers.

SELF-PROPELLED CARS (all in storage)

Original	1939	Type of Car	Date	Builder	Car Weight	Rebuilt
1002	1000	73 ft. Gas-Electric Combination Car	1926	Brill	116,400	Rebuilt to Diesel-Electric car, baggage only, with 250 HP Cummings engine, 1939.
1000	1001	Storage Battery Combination Car (DE)	1924	CC&F	55,400	Rebuilt 1939 as combination trailer for 1000.
1001	1002	Storage Battery Combination Car (DE)	1924	CC&F	57,300	Rebuilt 1939 as first-class trailer for 1000.

This all-time roster, dated July 19, 1954, was supplied by J. W. Millar, Chief Mechanical Officer, ONR.

Tractive effort, cylinders, drivers, and engine weight details are for locomotives as originally built. Subsequent rebuildings by Kingston, Montreal, and North Bay shops have changed much of this data. Tractive effort is shown without booster. Engine weight is weight of locomotive less tender.

All locomotives retained the road number assigned them on their acquisition by the Temiskaming & Northern Ontario until the general 1935 renumbering, with the following exceptions: 1-4 were numbered as 101-104 in 1905 to initiate the general numbering system with the coming of 105-114; 150 (0-6-0) was renumbered 154 on Dec. 19, 1920, when 147-150 (2-8-2) were ordered; 141-150 (2-8-2) were renumbered 300-309 in 1929 when 141-144 (2-8-0) were ordered.

The first general numbering took place November 1, 1935; the second, still in effect, in December, 1940. At that time 851-854 were assigned numbers 800-803, but the locomotives were disposed of without having their numbers changed. No. 312 was renumbered 317 about 1943 following collision with 311 about 1938.

Locomotives 109-110, the only second-hand locomotives purchased by either T&NO or ONR, were bought in Oct., 1905, from the Pittsburgh & Lake Erie which had numbered them 48-49. Valve gears on 111-132 were changed from Stephenson to Walschaert between 1918 and 1922, and equipped with superheaters between 1918 and 1923; 133-136 were superheated when rebuilt by Montreal Locomotive Works in June, 1914; and 141-146 originally had Russian style cabs.

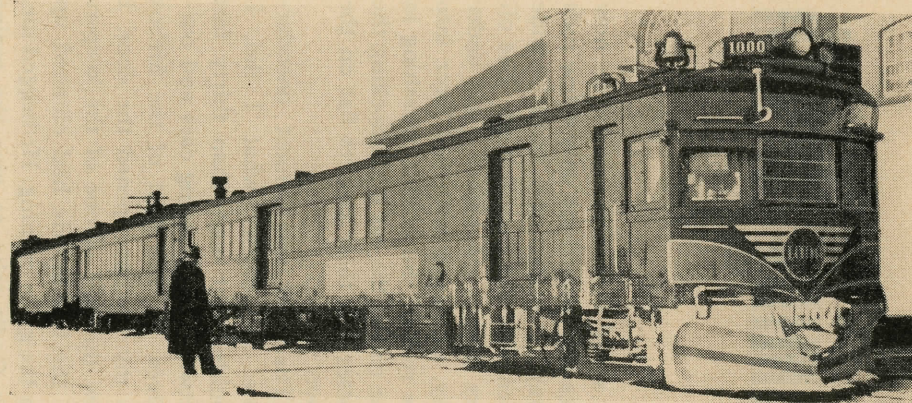
Nos. 150 and 157-160 (later 309 and 700-703) were the first Canadian locomotives equipped with boosters, applied when the engines were built. Boosters have since been removed from 159-160 (702-703). Valve gears on 306-307, 700-701 (formerly 306, 308, 157-158) were changed from Young to Baker in 1941 and 1942.

Nos. 700-701 (originally 157-158) were streamlined, painted green, given new AAR front ends, Baker valve gear, BK boosters, Elesco exhaust steam injectors, Barco power reverse gear, and tenders lengthened to give a capacity of 8500 gallons and 13 tons, in Dec. '40 and Jan. '41.

In June, 1929, T&NO, as ONR was then known, sold Nos. 101, 103-108 to the Canadian Equipment Co. Of these, Canadian Equipment resold No. 107 in June, 1920, No. 106 on Aug. 19, 1920, and No. 103 on June 9, 1921, probably to the contractor on the Welland Canal, Baldry, Verburgh & Hutchinson to whom No. 102 had previously been sold, May 8, 1914; in July and Sept., 1920, Nos. 105 and 108 were resold as Nos. 10 and 11 to Roberval & Saguenay Rly., which has since scrapped both. Albert Great Waterways Rly. bought No. 104 on Aug. 19, 1920, and No. 101 on June 9, 1921, from Canadian Equipment as Nos. 29 and 30 and afterwards scrapped them.

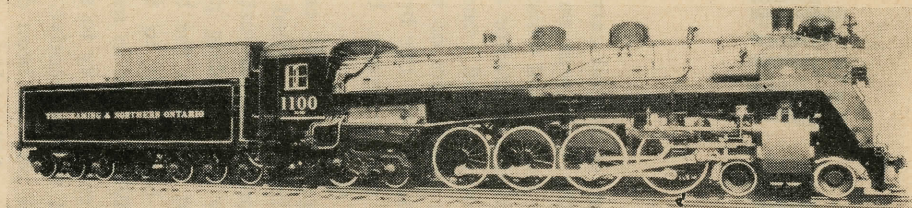
T&NO also sold Nos. 119 (219) in Jan., 1938, as No. 219, and No. 153 (853) in June '41 as No. 853, to the Normetal Mining Corp., Normetal, Que., which resold No. 853 in 1946 to the Manitoba Paper Co., Pine Falls, Man. No. 115(215), sold as No. 102 to Mattagami Railroad, Smooth Rock Falls, Ont., in July, 1941, and No. 154(854) sold as No. 60 to Abitibi Power & Paper Co., Iroquois Falls, Ont., Dec. '41, are both still in active service.

Nos. 111(111), 114(114), 116(216), 118(218), 120(220), 148(307), 150(309) were scrapped in July, 1940; Nos. 109(109), 110(110) in Nov., 1949; and Nos. 117(217), 151(851), 152(852) in Dec., 1940. In Dec., 1947, Nos. 112(100), 123(202), 124(203), 126(205), 127(102), 129(206) were scrapped. At that time No. 132(209) was written off and put in storage in the North Bay shops. No. 128(103) was scrapped in April '49, and No. 1101 (1101) in 1951.

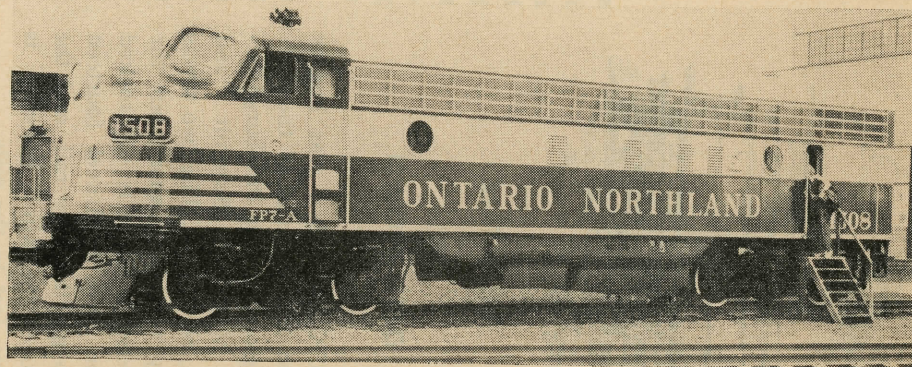


J. Norman Lowe

Once an old Brill gas-electric combination car, the 1000 was dieselized in 1939, along with its trailers, 1001-1002, one-time CC&F combination cars.



This 4-8-4, the 1100, came to Temiskaming & Northern Ontario in 1936 before she turned into the Ontario Northland. Engine is still in service.



Paul Ziegler

The 1508, outside General Motors' diesel power plant at London, Ont., in June, 1952, shortly after this unit, one of eight, was built.