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Canadian Rail

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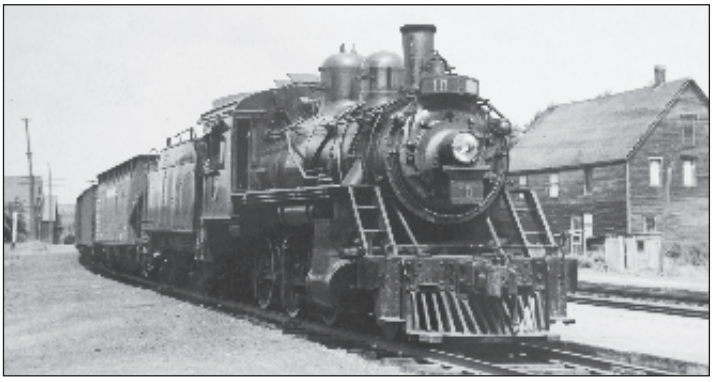
FRONT COVER: When Ron Ritchie showed us this fantastic image of S&L 2-8-2 103 thundering eastbound from Sydney to Glace Bay in July 1961, we knew we had the cover shot for this issue of Canadian Rail! S&L 103 was built by Baldwin in 1928 for the Detroit and Toledo Shore Line Railroad and came second-hand to the S&L in 1952; the end was near even for S&L steam. James Plomer, Ronald Ritchie collection

BELOW: Maritime Railway 10, a 1910 Montreal Locomotive Works 2-6-0 doing what it did best - hauling coal laden hopper cars in the late 1950s. The Maritime Railway shut down in 1961 without a diesel ever having worked the road! Jim Simmons collection

PAGE COUVERTURE: Lorsque Ron Ritchie nous a montré cette magnifique photo de la 2-8-2 103 du S&L, prise en juin 1961 entre Sydney et Glace Bay, elle ne pouvait aller ailleurs que sur la page couverture ! Cette locomotive a été construite par Baldwin, É.U., en 1928, pour le Detroit and Toledo Shore Line et fut rachetée d'occasion par le S&L en 1952. James Plomer, collection de Ronald Ritchie

CI – DESSOUS : La locomotive 10 de Maritime Railway, une 2-6-0 construite en 1910 par Montreal Locomotive Works. Elle est en tête d'un train de wagons-tombereaux chargés de charbon vers la fin des années 1950. Le Maritime Railway a cessé de fonctionner en 1961 sans qu'une seule locomotive diesel n'ait roulé sur ses rails ! Collection Jim Simmons



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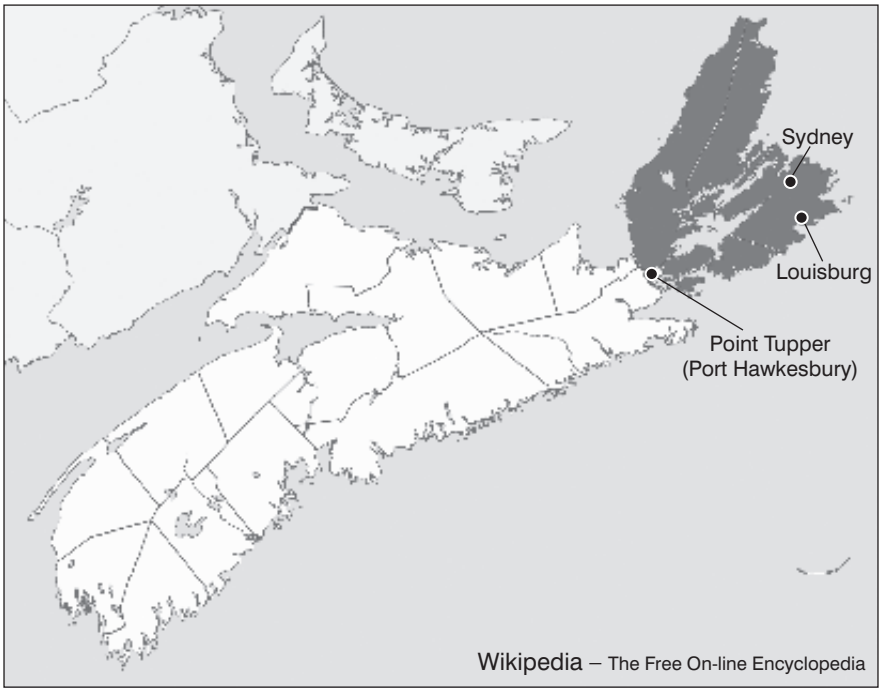
If It Sounds Too Good To Be True.....

The Cape Breton Extension Railway And The Fast Line To Louisburg, Nova Scotia

by Herb MacDonald

This article is adapted from the author's book, *Cape Breton Railways: An Illustrated History*, Sydney: Cape Breton University Press, 2012, and is printed here by permission of Cape Breton University Press.



The Quest For A South Coast Line On Cape Breton Island

In the early 1870s, the Intercolonial Railway's line from Halifax was progressing toward the opening of through service to its connection to the Grand Trunk at Riviere du Loup, Quebec. This stimulated interest in the further development of Nova Scotia's railway network and there was strong interest in the province in seeing rails laid through the eastern mainland and across the island of Cape Breton. On Cape Breton, local interests promoted different possible routes. One option for the island was a line from the Strait of Canso along the south coast to Louisburg,[1] a route that could offer several potential advantages. It would be shorter than a route north of any part of the Bras d'Or lakes and eliminate the need for a ferry or a bridge to cross one of the Bras d'Or channels. After 1874, it could connect to the Cape Breton Company's narrow gauge line operating from Sydney to Reserve Mines and under construction to Louisburg. Finally, a route to Louisburg could be a catalyst to the development of the harbour in that community which was being promoted as a site for new shipping terminals for year-round trans-Atlantic passenger, mail and freight services because it was much more likely to be accessible during the winter when the ports of Sydney and North Sydney were usually blocked by ice.

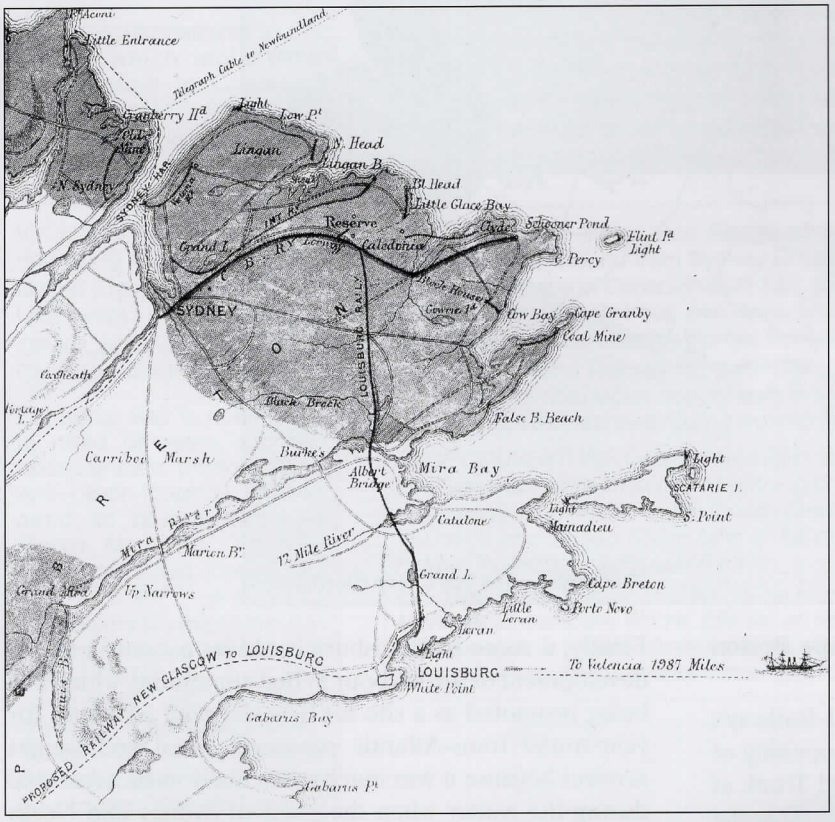
This article begins with the exploration of 50 years of railway proposals that did not come to fruition. There were no concrete results on Cape Breton's south coast until the end of the 19th century. However, this ongoing series of projects is a valuable illustration of how long it took to bring some parts of the country into the railway age and also of how the involvement of individuals often moved from one railway project to another.

The potential offered to railway builders by the port of Louisburg first came to the fore in 1850. Out of the Railway Convention held that year in Portland, Maine, came the proposal for the European and North American

[1] During the period covered by this article, the spelling used most frequently was Louisburg. That spelling is used consistently here and the modern-day "Louisbourg" is ignored.

Railway [E&NA] to link Nova Scotia and New Brunswick to Maine and a rail connection southward to Boston and New York. A key part of the rationale for this project was to decrease the travel or shipping time between the British Isles and major American east coast cities. While Halifax was seen as the likely eastern terminus, an 1851 survey for the proposed E&NA included a map offering an alternative to Halifax. That option was a route eastward from Truro, Nova Scotia and along Cape Breton's south coast to Louisburg[2]. In London, the Railway Record covered the proposal in a major article titled "The Steamship and the Railway – London and New York." The Record noted that between the UK and North America, Louisburg was "less than 2,000 miles distant from Galway Bay."[3] From this time on, even though the core E&NA project came to naught,[4] Louisburg's harbour kept reappearing as a factor in plans for railways in Cape Breton.

A number of new mining railways began to appear in eastern Cape Breton at the beginning of the 1870s. Frederick Gisborne and the Glasgow and Cape Breton Company [G&CB] started planning a south coast route beyond the Sydney coal field even before work began on their plans for a Louisburg branch. (On the G&CB and its narrow gauge successors, see my article, "Two Early Cape Breton Mining Railways," Canadian Rail, # 492, January-February, 2003, 20-27.) In 1872, Gisborne and his associates incorporated the Louisburg Extension Railway Company[5] to build from Louisburg to the Strait of Canso and beyond to New Glasgow[6] on the Nova Scotia mainland where it would meet the eastern end of the existing rail line. The Act authorized either a rail tunnel or a ferry to cross the Strait. Soon after the Act was passed, however, the parent G&CB firm was in financial trouble and unable to carry out any work on the extension project.



Cape Breton Company's narrow gauge railway route in 1875. Note the inclusion of a 'proposed railway' to run westward from Louisburg to New Glasgow on the mainland. Cape Breton Company Limited, Notice to Ship Owners and Coal Agents, London, March, 1875.

Le tracé du chemin de fer à voie étroite de la compagnie du Cap Breton en 1875. On y avait aussi ajouté le tracé d'un chemin de fer planifié devant relier Louisbourg et New-Glasgow sur la terre ferme. Cape Breton Company Limited, « Notice to ship owner and coal agents ». Londres, mars 1875.

When the G&CB was restructured into the Cape Breton Company, the extension idea was revived. In mid-1874, D.J. Kennelly, the manager of the new firm, began discussions with Nova Scotia Premier William Annand about the concept at the same time as the company began building the branch from Reserve to Louisburg. Agreements were reached and statutes passed to reincorporate the Extension Company and revise the terms for provincial aid to the Cape Breton section of the project.[7] A provincial cash subsidy of $5000 per mile would replace an 1872 offer of a rebate of a share of coal royalties. Ongoing payments of the subsidy would flow as work progressed, an arrangement that would improve the company's cash

2 A. C. Morton, "Report on the Survey of the European and North American Railway," Portland, Maine, 1851, CIHM microfiche # 22278
3 The Railway Record, London, August 17, 1850: 549
4 The proposal did lead to the construction of a line with the E&NA name in New Brunswick in the 1850s.
5 Statutes of Nova Scotia [SNS], 1872, ch 63
6 New Glasgow was where the new line would meet the "Pictou Branch" of the Nova Scotia Railway that had been completed in 1867. There was no connection between the name of the Pictou County town and the "Glasgow" in the name of the G&CB.
7 Annand-Kennelly correspondence, Nova Scotia Archives and Records Management [NSARM], Railway Papers, RG 28, vol 8; the Act to reincorporate the Extension company, SNS, 1875, ch 66; and the Act outlining potential aid to various railways, SNS, 1875, ch 30

flow. The previously proposed land grant would be doubled in area and mineral rights would be included on 50% of the land.

The Cape Breton Company's goal of a south coast line was reflected in the inclusion of the "proposed railway" on an 1875 map in a brochure to promote sales of coal to ships calling at Cape Breton ports. But like the G&CB before it, the Cape Breton Company was in a losing battle for financial survival in the midst of the economic depression of the 1870s. No start was made on the extension railway and the project lost its legal status when its three-year time limit ran out in 1878. Within a year, the company was looking for cash to avoid bankruptcy and tried, without success, to sell its existing narrow gauge railway to the Province.[8]

By 1879, an important development was under way. The key figures were Hugh Allan (a central figure in the 1873 "Pacific Scandal" that brought down John A Macdonald's government) and Harry Abbott (brother of John Abbott who succeeded Macdonald as Prime Minister in 1891 and held that position for 17 months in 1891-92). Allan and Abbott obtained a contract for a mainland line[9] eastward from Pictou County to the Strait of Canso at Mulgrave. Their interest may have been based on Allan's growing investments in Pictou County coal mines. Once their railway was completed in 1880, future proposals for a rail line through Cape Breton would focus exclusively on the island.

More Railway Proposals For The South Coast[10]

In 1878, Edmund Plunkett, who had been interested in obtaining the contract for the project carried out by Allan and Abbott, had incorporated a company called the Cape Breton Railway, Coal and Iron Company authorized to build a line "by way of St. Peter's." No construction work was ever done though newspaper accounts show Plunkett still trying to raise capital as late as January of 1882. His associates have not been identified but the company's name raises the question of whether Plunkett had connections to any coal companies then operating on Cape Breton.

The Gisborne-Kennelly "Extension" name came back into circulation in 1884 with the Cape Breton Railway Extension Company though there is no evidence of involvement by Kennelly or other participants in the earlier companies. The 1884 firm was created by Americans, mostly from Ohio and Kansas, plus several Ontario associates. The Ontario group included James J. White of Ottawa, Canadian agent and editor for the American Railroad Journal. This firm was reincorporated in 1886 and again in 1890 with some continuity from the 1884 group. Nothing has been found to explain the interest of men from Ohio and Kansas in Cape Breton.

In 1886, the Cape Breton Rail and Annex Steamboat Company offered a new approach. It proposed construction of rail lines from the Strait of Canso to St. Peter's and from East Bay to Sydney. Between St. Peter's and East Bay, a ferry run of approximately 35 miles would take the place of a railway. The promoters included a New York broker, the Mayor of Halifax and A. C. Ross of North Sydney. This was probably Alexander C. Ross who had real estate holdings in North Sydney and was involved over the next 20 years in a number of other proposed railways on Cape Breton. Ross was also publisher of the Daily Record, the Sydney paper that supported the Liberal party, and a future Liberal Member of Parliament for Cape Breton North-Victoria. His name raises questions about other possible participants of the Liberal persuasion not named in the 1886 Act, a speculation based in part on the fact that in 1882 the party had acquired a grip on political power in Nova Scotia that would last until 1925. As will be seen below, well-connected Liberals were as likely to become involved with railway projects as well-connected Conservatives like Allan and Abbott.

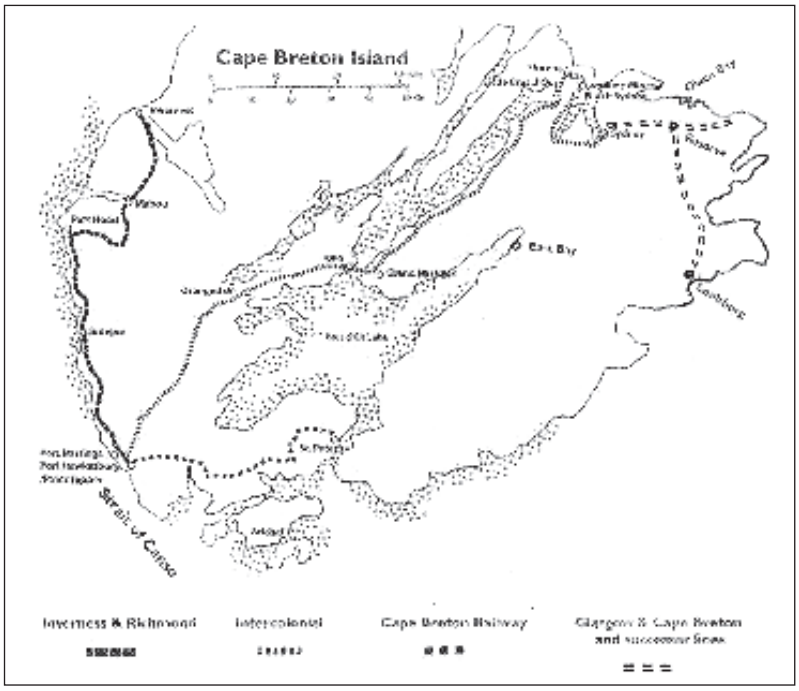
A development that further shaped the setting emerged in 1886-87. Ongoing lobbying efforts directed toward both the provincial and federal governments for action on some Cape Breton route resulted in an 1886 commitment by John A. Macdonald's government in Ottawa to extend the Intercolonial across Cape Breton to Sydney. The Allen-Abbott line to the mainland side of the Strait of Canso had been sold to the Province which had transferred it to the Intercolonial in 1884. Macdonald's 1886 announcement was followed in early 1887 by a decision to construct the Intercolonial line north of the Bras d'Or Lakes for the western half of the route. Any future south coast line would face the formidable challenge of competing with the government owned Intercolonial which opened service through to Sydney in early 1891.

The Cape Breton Railway Extension Company of 1884 appears to have been taken over by a New York syndicate by 1891. From that date through 1895, there is surviving correspondence showing the efforts of Col. Henry Alton to arrange financing from the United States and England and get support from the Province. Kennelly reappeared in an 1895 list of shareholders along with Henry Paint, a prominent businessman from Port Hawkesbury and the Conservative MP for Richmond County on the south coast from 1882 to 1887. Despite the

[8] NSARM, RG 28, vol 8, # 29

[9] Though initially referred to as the Eastern Extension Railway, under Allan and Abbott it became the Halifax and Cape Breton Railway & Coal Company.

[10] Most of the details in this section come from documents in NSARM, RG 28, vol 8, or the Nova Scotia Statutes.



Cape Breton Island map with ICR, Inverness & Richmond, Cape Breton Railway, and G&CB routes indicated

Carte de l'Île-du-Cap-Breton montrant le tracé des chemins de fer ICR, Inverness & Richmond, Cape Breton Railway et les routes indiquées de G&CB.

position of the Liberal party in Nova Scotia, Conservative connections could have been useful in Ottawa though that ceased with the election of the Liberal government led by Wilfrid Laurier in 1896.

Alton's activity had included the 1893 incorporation of the Lennox Island Bridge and Railway Company to build a branch railway from Arichat on Isle Madame to connect with the Extension Company's proposed line along the south coast. This branch proposal showed that Alton recognized the need to provide at least the appearance of local participation. The Lennox Island Act's list of promoters included five Arichat men including Isodore LeBlanc who would become a prominent name in future Richmond County railway projects.

While the Alton group was at work, an Ontario-based syndicate appeared on the scene under the name of the Canso and Louisburg Railway Company [C&L]. This new group received a federal charter in 1892 to build "by way of St. Peter's" to Louisburg and Sydney. In the list of founders, D. J. Kennelly appeared again and was the only Cape Bretoner. Four years later, in 1896 the C&L reincorporated in Nova Scotia with additional names identified including Isodore LeBlanc from the Extension Company / Lennox Island group. By 1899, a report in the Railway and Shipping World suggests that the Extension Company and the C&L had merged under the name of the newer company. Alton remained on the scene and in 1899 was identified as Vice President and General Manager of the Canso & Louisburg Company[11]. Though the efforts of this company also came to naught, one other name within the C&L group draws speculative attention to one aspect of this company.

The list of 1896 C&L incorporators included Benjamin F. Pearson of Halifax, a man of considerable importance in Nova Scotia political and business circles. Pearson had close ties to the provincial Liberal government and played critical roles in bringing Henry M. Whitney of Boston and his associates to Cape Breton to establish the Dominion Coal Company which in 1893 consolidated most of the island's mining companies into a single firm[12]. In 1895, Dominion Coal built the new standard gauge Sydney & Louisburg Railway along the coast to link the company's mines to its shipping wharf at Sydney and to Louisburg where a new coal-shipping dock was built for winter-time use.

Pearson became the Secretary of the Dominion Coal board and his presence in the Canso & Louisburg project suggests that others from the Dominion board might have been in the background of the C&L venture. The idea of a south coast line westward from Louisburg would not been of direct interest to the Dominion Coal Company for moving coal. Virtually all shipments of coal from Cape Breton went by sea. If rail capacity was needed, the Intercolonial line was already in place to carry coal westward from Sydney.

However, the Dominion Coal board included several members with very strong railway connections and interests. One was Donald Smith who had wielded a CPR hammer at Craigellachie in 1885 and been on the board of the International Coal Company when it was purchased by Dominion Coal. CPR President William Van Horne had joined the Dominion board in 1893. Two others CPR men, Richard B. Angus and James Ross, became members of the board of Whitney's new Dominion Iron and Steel Company in May of 1899. While no documentation has been found to link these men or others from the Whitney group to Pearson's involvement with the Canso & Louisburg, even a remote possibility of an

[11] Railway and Shipping World [RSW], December, 1899: 351

[12] Don MacGillivray, "Henry Melville Whitney Comes To Cape Breton," Acadiensis, IX: 1, Autumn, 1979: 51-56. On Pearson, see also Dictionary of Canadian Biography [DCB], XIV, 1998, 827-29.

interest by any of these prominent CPR figures in the C&L railway proposal seems too significant to go without mention even though this possibility is only a speculation[13].

One other point about the C&L merits consideration though it too is speculative. During this era, financiers, politicians and their friends were known to establish companies for the purpose of blocking other bona fide promoters who would have to buy out their nominal competitors in order to proceed. No documentary evidence has been found to suggest this was practice was in play in Cape Breton. However, the 1892 incorporation of the C&L, when Alton's Cape Breton Railway Extension Company was already in place, raises a hint that the C&L founders may have had ulterior motives. Details of who benefitted most from the subsequent merger of the firms might shed light on what was going on. In the absence of those details, we have only circumstantial evidence as a basis for speculating that the C&L was established to either be bought out by or to hijack the Extension Company.

Regardless of the political and corporate connections of the Canso & Louisburg group or the fact that the company still had legal standing as a result of an 1898 extension of its original time limit, that firm was soon pushed aside by still another group of railway builders.

A Railway Finally Under Way

In March of 1899, a new syndicate recycled the oft-used name, "Cape Breton Railway Extension Company," and obtained incorporation from the Province.[14] The Act authorized a line "providing a shorter and more direct route" between the Strait of Canso and Louisburg "than at present exists." The "at present" reference captured the Intercolonial main line to Sydney and Dominion Coal's Sydney & Louisburg line from Sydney to Louisburg. The new company was also authorized to establish a "bridge, tunnel or ferry over, at or under the Straits of Canso" even though no reference has been found to any consideration by the firm of activity on the mainland side of the Strait.

Nine promoters were named in the Act, five Americans and four Nova Scotians. Three of the Americans identified were from New Jersey plus one each from New York City and Philadelphia. Only one has been tentatively identified in connection with previous Cape Breton railway projects and all vanished from the stage so quickly that their names do not warrant recognition beyond a footnote.[15] The five original American promoters were all conspicuously missing from the only official list of company shareholders found, a list issued in July of 1901.[16]

The Nova Scotia group included three men from Richmond County through which the railway would pass: Isodore LeBlanc and Duncan Finlayson of Arichat plus Simon Joyce of D'Escouse. From the mainland came John Ouseley, a lawyer from Windsor, Hants County. It seems certain they were recruited for their political connections. Finlayson and Joyce were the two sitting Liberal members of the Nova Scotia Assembly for Richmond. LeBlanc had been a Liberal MLA for Richmond and in 1899 was a member of the Legislative Council. Ouseley had become the Clerk of the Assembly when the Liberals took power in Nova Scotia in 1882.

The Assembly Debates and Proceedings shows that Simon Joyce moved both first and second readings of the Bill to incorporate the new railway company.[17] The Debates do not indicate any concerns being raised about possible conflicts of interest. Not even the Halifax Herald, at that time the loudest voice of the Conservative opposition party in the province, noted anything about the Bill's passage through the Assembly or the strong provincial Liberal party connections of those involved in the new firm. In the press, the railway project was overshadowed by a much bigger topic being debated in the House, the proposal by H.M. Whitney and his associates in the Dominion Coal Company to establish a steel plant in Sydney. In the political arena, no

[13] The absence of Dominion Coal board records makes it difficult to tell just how active the members of the CPR group were but there is some evidence. In 1898 Van Horne was involved in recruitment of a mining engineer to assess the iron ore deposits of Bell Island for the planned steel company; Van Horne Personal Letterbook, 1897-98, Library and Archives Canada, MG 29, A60, # 52. Ross led the group that unseated Whitney in 1901 and took control of the coal company and short-run control of the new steel company; MacGillivray, 1979: 68 and DCB on Ross, XIV, 1998: 896-99. With this change in control, Van Horne went to the steel company board and played a prominent role there under the new President, J.H. Plummer of Toronto. Plummer and Van Horne wound up in a long legal battle with Ross at Dominion Coal over prices in a long-term coal contract. See Valerie Knowles book on Van Horne, From Telegrapher to Titan, Toronto, Dundern, 2004: 380-83. Nothing has been found to indicate the scope of activity by Smith or Angus on the boards of the Sydney companies. Press reports indicate that Smith was on the Dominion Coal board as late as 1903. However, the fact that he was named Canadian High Commission to London in 1896 and was there most of his time until his death in early 1914 suggests he would not have been an active member of the board after 1896. No records from the Canso & Louisburg group have been found.

[14] SNS, 1899, ch 126

[15] The Americans named in the 1899 Act were Lorenzo Shute and Herbert Dix of Stanwick, NJ, Joseph Shute of Atlantic City, Charles Corfield of Philadelphia and John Crump of New York City. Crump was identified as the New York City Superintendent of Docks. "L. M. Shute" was in an 1895 list of shareholders in the Alton group's version of the Extension Company, NSARM, RG 28, vol 8, # 47. It is assumed he was the Lorenzo Shute in the 1899 Act.

[16] NSARM, Provincial Secretary's Papers, RG 7, vol 383, # 175 (1). This document was issued in conjunction with meetings of the railway company shareholders to approve a $2.4 million bond issue.

[17] Nova Scotia House of Assembly, Debates and Proceedings, 1899: 122 and 139

interpretation can be offered to explain how the influence of the Richmond County Liberals trumped the backroom connections of Benjamin Pearson and the Canso & Louisburg group. The only rational explanation that can be offered is that Premier George Murray's government made a decision based on something other than the partisan connections of the promoters in the two proposals.

The first Canadian source to present some important context for the new railway company appears to have been the Toronto Mail and Empire. On October 11, 1899, more than six months after the company's incorporation, that paper reprinted an article about the proposed railway from the previous day's Tribune from New York. The Tribune piece appears to have been the first time the project appeared in the New York press but it would not be the last. "It is understood," said both the New York original and the Toronto reprint, "that the interests behind the enterprise are the Vanderbilts, Dr. W. Seward Webb being mentioned as its principal promoter." The Vanderbilts were one of the richest families in the United States. Webb's wife was a Vanderbilt and both his brother and father-in-law were Vice Presidents of the Vanderbilt-controlled New York Central, one of the largest and most profitable American rail lines. The story about a Vanderbilt connection made it to the front pages of Nova Scotia newspapers very quickly.

Seward Webb. Photo from Mitchell C. Harrison, Prominent and Progressive Americans, vol 1, New York: Tribune, 1902

M. Seward Webb. Photo provenant du livre de Mitchell C. Harrison « Prominent and progressive Americans », Vol 1, New York : Tribune, 1902.

The Liberal-leaning Halifax Morning Chronicle carried the story and also noted arrival in Nova Scotia of senior representatives from the new company including Robert Campbell, the President, and Edmund Guerin of Montreal, the company counsel. In the Conservative Halifax Herald, the story appeared under a header, "Vanderbilt Line in Cape Breton." The papers associated the appearance of Vanderbilt wealth behind the project with certainty that a railway would actually be built this time. This assumption became a recurring story in the Nova Scotia press.[18]

This venture became one of the most complicated and intriguing in the history of Nova Scotia's railways. Like the railway itself, the story was incomplete from the outset and remains incomplete to the present day. Most of what is known comes from surviving newspaper accounts though they provide only a limited record of the events and the cast of characters. Those accounts consistently mixed facts, speculations and outright fantasies. At the time, it must have often been difficult on occasion to separate one category from another. Even with the wisdom of hindsight, those difficulties are still present.

While preparations for activity in Cape Breton were getting under way, an extensive New York Times article on August 21, 1900[19] revealed more about the proposed scope of the project. This story's header optimistically stated, "The Cape Breton Railway Now An Assured Fact." The lengthy report illustrates a number of the strands of the story that would develop over the next two years. In addition to the line from the Strait of Canso to Louisburg, the Times said there would be a branch to Sydney and a bridge built across the Strait of Canso. On a wider scale, the story reported that "ultimately this road will, it is said, make a link in the contemplated Atlantic-Pacific Railway" with other lines to be built or purchased. In addition, the Times noted that, "From the terminals at Louisburg it is intended to run fast steamships to Liverpool." Most readers of the Times story and the versions of it that worked their way into the Canadian press probably did not pay much attention to qualifying words or phrases like "intended" or "it is said."

By June of 1901, things started to happen. Campbell and other New Yorkers were back in Halifax and Cape Breton.[20] Press coverage reported that Seward

[18] From Cape Breton, see for example Daily Record, Sydney, October 1, 1901: 2

[19] All New York Times references are taken from the paper's online archive system which provides full texts of articles and publication dates but does not include original page numbers.

[20] Daily Post, Sydney, June 21, 1901: 4; June 22, 1901: 8; and June 26, 1901: 1

Webb would soon take over as CBR President and Campbell would step down to the position of Vice President. Surveys for the route were underway under the direction of the recently appointed Chief Engineer, Reuben W. Leonard, whose prior experience had included positions on the Intercolonial and the Canadian Pacific. Notice of his appointment was included in a letter from Webb to Premier George Murray.[21]

Reuben Leonard. Collection of St. Catharines Public Library, St. Catharines, ON

M. Reuben Leonard. Collection de St. Catherines Public Library, St. Catherines, ON.

Also in June, news from New York announced establishment of a new investment firm, the Dominion Securities Company, with Webb as President. Described by the New York Times as established "to develop Nova Scotia," its directors included John Jacob Astor, from another prominent New York family, and S. R. Callaway, the President of the New York Central.[22] Dominion Securities would wind up holding most of the Cape Breton Railway Company's common shares as well as the bonds that were issued following a meeting in July.

Cape Breton Railway Extension Company (Limited).

NOTICE.

A SPECIAL meeting of the shareholders of the Cape Breton Railway Extension Company (Limited) will be held at the office of the company, No. 214 New York Life Building, at Montreal, P. Q., on the 17th of July, A. D. 1901, at 10.30 o'clock in the morning, to consider a proposition to issue five per cent. gold bonds to the amount of $2,400,000, to be secured by a first mortgage, and to consider such further business as may properly come before said meeting.

ROBERT J. CAMPBELL,
President.

JOHN M. GUERIN,
Secretary.

Montreal, 8th June, 1901. june12—5i

Royal Gazette 1901 article announcing a special meeting of the Cape Breton Extension Railway Company to be held in Montreal regarding a new bond issue. The Royal Gazette, Halifax, June 12, 1901

Article publié dans la Royal Gazette de 1901 annonçant une assemblée spéciale des actionnaires du Cape Breton Extension Railway devant être tenue à Montréal afin de discuter d'une nouvelle émission d'obligations. The Royal Gazette, le 12 juin, 1901.

Soon after the notice about the bond issue, the Royal Gazette announced the railway company's legal name had been changed by Order-in-Council. "Extension" disappeared and the line became the "Cape Breton Railway" [CBR].[23] In late August, Reuben Leonard's wife wielded a pick in a "first sod" ceremony at St. Peter's.[24] The fast line to Louisburg was finally under construction.

Despite the ceremony, the people of Richmond County were not lining up to buy advance tickets on the railway. The Sydney Daily Record captured the local mood. "People had become so accustomed to companies appearing annually to the scene, doing some preliminary

[21] NSARM, RG 28, vol 8, # 60(1), Webb to Murray, June 9, 1901. This is the only letter or document to or from Webb about the CBR project that has been found. A front page story in the Daily Post of August 23, 1901 reported that Leonard had most recently been Chief Engineer on the St. Lawrence and Adirondack Railroad. Webb was President of that short line railway from Malone Junction, New York across the border to Valleyfield, Quebec. In 1907-08, Leonard "struck it rich" in the silver boom in Cobalt, Ontario, and became a millionaire. For an extensive biography of this interesting man, see the first chapter in Bruce Ziff, Unforeseen Legacies, Toronto, University of Toronto Press, 2000. Leonard's CBR connection draws only passing notice by Ziff and with an inaccurate date attached. For a short biography (that also ignores Leonard's links to Seward Webb or Cape Breton) see DCB, XV, 2005, 586-87.

[22] New York Times, June 12, 1901. The company was incorrectly identified by the Times as "incorporated in Canada" though it was actually incorporated across the Hudson in New Jersey. There was a firm with headquarters in Toronto and an office in Montreal called Dominion Securities but it had no connection with Webb's New Jersey company.

[23] The Royal Gazette, Halifax, August 7, 1901: 350

[24] Daily Post, August 24, 1901: 1

surveying and a lot of talk, that scepticism had become very deep."[25] That scepticism had undoubtedly also been influenced by the area's earlier experience with the St. Peter's canal. Though it was only a half a mile long. from the Bras d'Or to the Atlantic, it took over forty years to build. Serious survey work had been done in 1825 but the canal was not opened until 1869. It had probably been no surprise to people in the area when a never-ending cycle of railway schemes failed to produce results and one sod turned did not produce an operating rail line.

In October of 1901, just after Premier Murray's Liberals took 36 of the 38 Assembly seats in a stunning election victory, Seward Webb, now installed as CBR President, came to Cape Breton. His visit received almost as much attention as the local papers would have given to a Royal Tour.[26] With work on the railway under way and a strong public relations programme, the local mood began to change and expectations of the project's potential impact became more positive.

Relatively little has been found about construction though it appears to have been very labour-intensive. In early 1902, the Railway and Shipping World, an important source of news about the railway industry in North America, reported over 1500 men at work grading the 25 miles of roadbed west of St. Peter's. At the same time, the first rails were being laid eastward from Point Tupper, the site of the Intercolonial's ferry dock on the Cape Breton side of the Strait of Canso. Some contractors were local, for example Archibald & Sutherland from Port Hastings and J. Mackey of Grand Anse. Others came from as far away as Sault St Marie, Ontario.[27] Due to a shortage of local labour, many workers were recruited "from away," from points both east and west. In January of 1902, ads were placed in St. John's, Newfoundland, looking for 500 men for the project.[28]

By the autumn of 1902, the 32-mile roadbed was approaching completion as far as St. Peter's and rails had been laid on most of that distance. Ballasting was ongoing where track had been laid and stations were being built at Point Tupper and St. Peter's. A major bridge was under construction at River Inhabitants, about one-third of the way from Point Tupper to St. Peter's. Its steel was to come from the Dominion Bridge Company of Montreal, the firm that had done much of the structural work on the Intercolonial's big bridge at Grand Narrows.[29] Chief Engineer Leonard was still directing construction but, by this time, he was reporting to a new boss in New York, Myron Evans.

Evans had come to Cape Breton on inspection trips at least twice, during the summer of 1902 and again in November.[30] The earliest reference located that identified him as the new CBR President dates from December of 1902[31] but he probably assumed the position some months before as a result of important developments in New York. In the immediate flow of the CBR story, however, New York is less important than St. Peter's and the New York events will be dealt with in due course. Two years plus a month after the first sod was turned, the line from Point Tupper as far as St. Peter's opened for business. In the context of things that had happened in New York, that was perhaps a miracle.

September 7, 1903: A Big Day In St. Peter's

Sydney Record, September 12, 1903: 3

The Cape Breton Railway was formally opened Monday, the first through train running over it from Point Tupper to St. Peter's that morning. Large numbers were on board. The run to St. Peter's was made in slow time so as to give the excursionists an opportunity of seeing the road and points of interest on the way. The Train arrived at St. Peter's at 10 o'clock where the citizens of the town had prepared a reception in honour of the occasion. Addresses were made by several of the leading citizens and the event of the first arrival of regular passenger trains in that town was duly celebrated. The town was also gaily decorated with flags and bunting. Jay Downer, chief engineer and general manager of the road had charge of the train.[32] *The road is now opened for passenger and traffic service. It is 32 miles long and was completed a few days ago.*

[25] Daily Record, October 1, 1901: 2

[26] Daily Record, October 5, 1901: 5 and October 7, 1901: 7; Daily Post, October 7, 1901: 1

[27] RSW, February , 1902: 55

[28] Evening Telegram, St. John's, January 15, 1902: 1

[29] Sydney Record, November 24, 1902: 5; the Daily Record had changed its name in August of 1902. At this time, Dominion Bridge was headed by James Ross who had become the dominant figure at the Dominion Coal Company.

[30] Sydney Record, November 28, 1902: 4

[31] New York Times, December 8, 1902; New York Tribune, December 8, 1902: 12

[32] The Daily Post, covering the story a few days later on September 18 and 21, correctly identified the senior CBR man as Downeynot Downer, though what was clearly a typographical error in the Record is of little consequence. Much more interesting is that the Post story of September 21 observed that the reception upon the arrival of the train "was somewhat marred in consequence of the absence of Chief Engineer Jay Downey." It doesn't matter much if Downey was present that day or not. However, the discrepancy between the two papers regarding such a basic fact as the presence or absence of the new Chief Engineer is a useful reminder that, even on basic facts, details found "in print" may prove unreliable.

The Webb-Meyer Bubble[33]

While the CBR was being built toward St. Peter's, press reports had indicated that work would continue to Louisburg and perhaps beyond. In addition to the confidence about financing available through the Vanderbilt connection, a front page story in the Sydney Daily Post on June 26, 1901, reported CBR President Robert Campbell saying that "they has concluded satisfactory arrangements with both the local and federal governments last fall regarding the matter of subsidies." In February of 1902, the Railway and Shipping World noted that "plans for the extension .. to Louisburg, about 80 miles, will be completed in March, and construction will be gone on with immediately thereafter." That report also noted that surveys were also being carried out for a branch line to Arichat on Isle Madame. Even more significant in that story was news of a CBR purchase of a large block of land at Louisburg "for terminals." Such a purchase was presumably related to the story that had first appeared in the New York Times of August 21, 1900, about an "intended" line of fast steamships between Louisburg and England. In April of 1902, the Railway and Shipping World reported that survey work had been completed for the line between Louisburg and Sydney and started for a branch from Sydney to North Sydney.[34]

The fact that Louisburg's harbour was generally free of ice during winter had long been associated with the promotion of the port as a rail terminus that could serve new facilities for major trans-Atlantic shipping lines. The concept had been implied in the Cape Breton Company's 1875 map reproduced above. The fact that Sydney's harbour was closed by ice during the winter gave Louisburg a clear advantage – to the extent that the port's capacity to provide a year-round railway-shipping connection was a significant issue.

Other stories had been appearing with equally exciting projections. On October 7, 1901, when Seward Webb was in Cape Breton, the Daily Record learned "in the course of a conversation with one of Dr. Webb's party" that "hotels will dot the shores and mountains bordering on the lakes, and every modern effort will be made to attract tourists to Cape Breton." This was big news and appeared where it belonged, on the front page. The same day, the Daily Post, had an even bigger scoop, also on the front page of course, under a headline that read "Colossal Scheme" with a subhead, "Vanderbilts to Rival the Great C. P. Railway: To Build a Transcontinental Railway From Sydney To The Pacific Coast." The fine print in the Post noted that Webb was "not prepared to say" things to confirm the headlines just yet but the paper appeared confident in its understanding of what was planned. The impression created by stories like these was that the railway along the south coast was only a very small part of what was to come to Cape Breton.

More than a few people in St. Peter's, Louisburg and beyond likely suspected that all this sounded a bit too good to be true – and that was the case.

A Montreal Sidebar To The Cape Breton Story

During 1901 and early 1902, when the great news about Cape Breton was coming out, there had been a comparable flow of reports in the New York press and beyond about Webb, Dominion Securities where he was President, Arthur L. Meyer, Dominion's Vice President, Robert Campbell, the original Cape Breton Railway President, and other companies that they owned outright, controlled, or were " interested in." The news was always positive and much of it had to do with projects in the vicinity of Montreal. There were stories about acquisition of control of the South Shore Railway which operated from St. Lambert, opposite Montreal, to Sorel, Quebec along with plans for its extension to Levis, opposite Quebec City.[35] *Plans were announced for a new railway bridge across the St. Lawrence to Montreal.*[36] *There were reports of moves to acquire control of the Canada Atlantic Railway which ran from Lake Huron through Ottawa and on to Montreal.*[37] *And there was news of a large construction contract with the Quebec and Lake Huron Railway.*[38]

Another project that got press attention was a proposal for a subway system under the St. Lawrence from downtown Montreal to the south shore at Longueuil. Comparison of the newspaper stories in New York and Montreal illustrates some of the uncertainties about these projects. The New York Times of April 15, 1902 noted that the news about the subway came from a statement by H. A. Hodge, President of the Quebec Southern Railway, but the subhead to the story tied the project to "Webb and the Vanderbilts." The day before, the Montreal Gazette had given the story a full column but made no reference to any Webb or Vanderbilt

[33] Almost all sources noted for this section have come from the New York Times which provided coverage of the events from New York's financial perspective. Use of the Times archive search engine for Webb and Webb-Meyer will generate a rich collection of relevant reports from the paper. Sydney and Halifax newspapers reprinted much of the ongoing story, sometimes with more focus on the implications for the CBR. The Daily Sun of Saint John, New Brunswick, is another particularly valuable source for the story from a Maritime perspective.

[34] RSW, February, 1902: 55; April 1902: 122

[35] New York Times, August 15 and 27, 1901

[36] New York Times, October 9, 1901

[37] New York Times, January 25, 1902

[38] New York Times, April 9, 1902

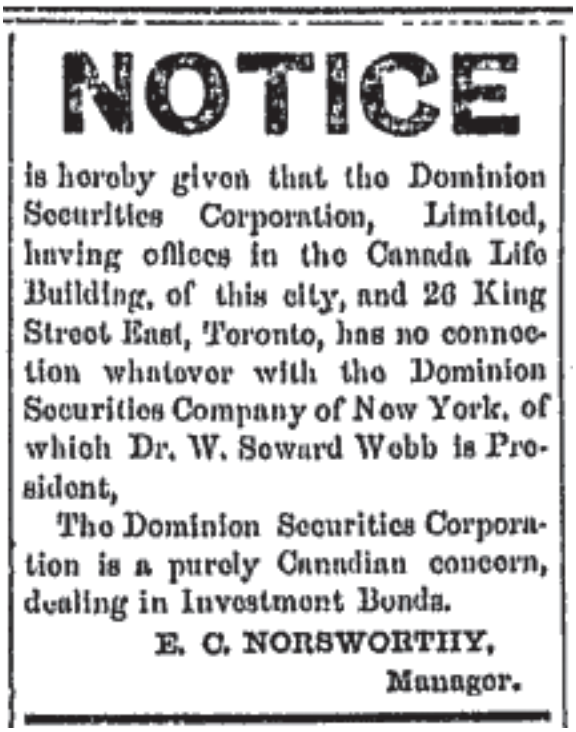
connection. The Gazette story, however, matched those that had appeared in Cape Breton in one respect. The headline read: "Scheme is Gigantic."[39]

The Quebec Southern had evolved in 1902 out of the South Shore Railway where Arthur Meyer had been identified as President in the summer and autumn of 1901.[40] *Hodge had been identified as associated with Webb and the Rutland Railroad in 1900*[41] *but in early May of 1902 Hodge would deny that the Quebec Southern was owned or controlled by the Webb-Meyer group.*[42] *Whether there was a real Webb connection to the Longueuil subway scheme is unknown.*

Regardless of the many uncertainties about the developments in Cape Breton and Quebec, the wisdom of the market indicated that great things were going to happen, and the prices of shares in the Webb-Meyer companies[43] rose accordingly in New York. Shares of Dominion Securities which was at the heart of the Webb group of companies had first traded at just over $60 in mid-August of 1901. On March 25, 1902 they were quoted at $113.

The bubble burst a month later. On May 2, 1902, the headline for a New York Times story read, "Webb Syndicate Stocks Break Heavily: Vast Paper Profits Converted Into Vast Losses." The next day's Times stated that a warrant was out for the arrest of Arthur Meyer, the Vice President of Dominion Securities. Three "investment" firms that had been heavily involved in trading shares of Webb-Meyer companies were suspended by the New York Stock Exchange. The shares of Dominion Securities, the benchmark for Webb-Meyer stock prices, collapsed from their March high of over $110 to below $30. By mid-June, they were down to $10½. This collapse was neither temporary nor finished. By mid-1906, Dominion shares were trading at 50 cents.[44]

Post-crash press coverage does not provide enough to draw many firm conclusions about the Webb-Meyer bubble. It is clear, however, that it was more than just a case of excessive speculation by overly optimistic investors. Rising share prices had been created, at least in part, by stock "washing," artificial trading back and forth between supposedly independent investors at constantly increasing prices. When reported, this looked like real market activity.[45] The usual goal of this type of price manipulation is captured by the cynical label "pump and dump." As share prices are artificially inflated, those doing the inflating start unloading their shares to others



NOTICE

is hereby given that the Dominion Securities Corporation, Limited, having offices in the Canada Life Building, of this city, and 26 King Street East, Toronto, has no connection whatever with the Dominion Securities Company of New York, of which Dr. W. Seward Webb is President,

The Dominion Securities Corporation is a purely Canadian concern, dealing in Investment Bonds.

E. C. NORSWORTHY,
Manager.

Montreal.Gazette notice posted by the Dominion Securities Corporation of Toronto. The Canadian firm was obviously afraid that the similarity in names would lead Canadians to conclude it was connected to the Webb-Meyer firm. Montreal Gazette, May 2, 1902

Avis publié dans la Gazette de Montréal par la société Dominion Securities Corporation de Toronto. Celle-ci craignait que la similitude des noms laisse croire à sa clientèle que la compagnie était affiliée à la société Webb-Meyer. Montréal Gazette, le 2 mai 1902.

[39] The Gazette, Montreal, April 14, 1902: 5

[40] New York Times, August 24, August 27, September 4 and October 9, 1901

[41] New York Times, February 28, 1900; a statement from Webb as Rutland Chairman credited H. A. Hodge "who is interested in the Rutland" in the line's acquisition of the United Counties Railway and its running rights on other routes south of Montreal.

[42] New York Times, May 9, 1902; Hodge's statement was issued after the Webb-Meyer shares crashed and included a telegram of confirmation from Webb. What was missing and left an interesting question was information about when the transfer of ownership to Hodge had taken place.

[43] In addition to Dominion Securities and the Cape Breton Railway, among other companies controlled by the Webb-Meyer group were the Rutland Railroad, the St. Lawrence and Adirondack Railroad, the Hackensack Meadows Company, the Manhattan Contracting Company (which appears to have been set up to act as general contractor for the CBR), the North American Lumber and Pulp Company (described as a company that would develop timber properties in Cape Breton), and the North American Coal and Development Company, (incorporated in Nova Scotia, SNS, 1902, ch 139, and described as a firm that would develop mining properties in Cape Breton). North American Lumber and North American Coal appear to have been only shell companies, firms that had legal existence but nothing more.

[44] New York Tribune, August 23, 1906

[45] New York Times, May 15, 1902

who are not part of the market manipulation. It seems, however, that some people had at least one other goal. Substantial loans were obtained from a large number of banks based on bonds from or inflated shares in Webb-Meyer syndicate companies deposited as security.[46]

The story got to Nova Scotia quickly and on May 8, 1902, the headline on a front page story in the Halifax Herald began with the essential question, "Who Got All The Money?" Unfortunately, nothing has been found to suggest who was really behind the market manipulation or to answer the Herald's question. It is also unclear what caused the bubble to burst when it did.

Webb tried to distance himself from Arthur Meyer, Dominion Securities, and the related companies though many of his explanations seemed to play fast and loose with what appeared to be the facts. Regarding the CBR, he stated, "I have never had one dollar invested in the Cape Breton Railway Company either in its stocks or bonds" even though his name had appeared at the head of the list of shareholders at the Montreal meeting in July of 1901 that had approved the bond issue. It must be noted, however, that his statement could have been literally true if he had received his shares without making any payment. It was not unusual at the time for company organizers to acquire shares without making any contribution of capital to a company. The crash did not affect Webb's ongoing search for deals. Within a few weeks, he was back in Canada in his private railway car for discussions with William Mackenzie and Donald Mann, builders of Cape Breton's recently-opened Inverness and Richmond Railway, about possible joint ventures.

Despite the arrest warrant, nothing has been found to indicate if Arthur Meyer was ever charged let alone convicted of any wrongdoing. Neither seems likely because he was soon involved with a stockholders committee established to reorganize Dominion Securities. When a new board was established for that firm in August of 1902, Meyer became one of the directors and was the only one carried over from the original board.

Either the Dominion Securities stockholders committee or the firm's new board picked Myron Evans as CBR President to replace Seward Webb. Several members of the new Dominion board accompanied Evans to inspect work on the CBR and meet with Premier Murray in November-December of 1902. Their presence suggests that Dominion still held most of the CBR shares and bonds as had been reported at the end of May, 1902.

Only two price quotes have been seen for CBR bonds. On May 6, 1902, just after the crash of prices for common stock in Webb-Meyer companies, the Daily Sun, Saint John, NB, quoted a New York Herald report that they were "being peddled around the street with few takers at 69," i.e. $69 per $100 par value. On May 22, the New York Times noted the sale of a $30,000 par value lot for $1610 or $5.36 per $100 par value - a dramatic drop from the price two weeks earlier. No quotes have been found for either bid or sale prices for CBR common shares.

The "Cape Breton Scandal" That Might Have Been

It was noted earlier that the 1899 incorporators of the Cape Breton Railway Extension Company included three active Cape Breton Liberals, Simon Joyce and Duncan Finlayson who were sitting members of the Nova Scotia Assembly and Isodore LeBlanc from the Legislative Council. Joyce and LeBlanc also appeared in the 1901 list of CBR shareholders.

Joyce, LeBlanc and Finlayson also appeared in the list of those who, with Arthur Meyer of New York, incorporated the North American Coal and Development Company in Nova Scotia in March of 1902. No Cape Breton Liberals were directly connected to Webb's Dominion Securities Company but on the Dominion board was Thomas Robertson, a Liberal Member of the Assembly for Shelburne from

[46] New York Times, May 4, 1902

[47] The cut and thrust of Canadian political debate may have played a role in bursting the bubble. In late April, during the Parliamentary debate on government railway accounts, John Haggart, Minister of Railways in several of the Conservative administrations after John A. Macdonald's death, raised numerous questions in the Commons about the Webb-Meyer syndicate. In addition to presenting Dominion Securities in a very unflattering light by reading stock-promotion documents into the parliamentary record, Haggart's questions led to denials by Andrew Blair, the Minister of Railways in the Laurier government, that any commitments had been made for federal or provincial construction subsidies for the CBR project. This suggested the claims by Campbell and Webb that had been appearing in the press saying that subsidies were assured were false. See House of Commons Debates, April 24, 1902: 3469-3483 and April 25, 1902: 3535-3547. Despite Blair's comments in April of 1902, the Provincial Engineer's Reports, JHANS, 1904-1908 inclusive, Appendix 7 in each volume, show that standard construction subsidies amounting to $94,490 ($3200 per mile) were paid by the Province of Nova Scotia after the line was completed to St. Peter's. While no attempt has been made to pursue the record of federal subsidy payments, it is very likely that matching subsidies came from Ottawa after the St. Peter's section was finished.

[48] New York Times, May 8, 1902

[49] NSARM, Provincial Secretary's Papers, RG 7, vol 383, # 175 (1)

[50] New York Times, May 29, 1902

[51] New York Times, August 29, 1902

[52] New York Times, May 27, 1902; this report indicated that Dominion Securities held almost all the common shares of CBR and about 75% of the bonds issued in 1901.

1894 to 1902 who served as Speaker of the Assembly in 1902. Edmund Guerin, the company counsel. who appears to have accompanied all the CBR delegations to visit the Premier's office in Halifax, was a sitting Liberal MLA in Quebec and a partner of J. A. C. Madore, Liberal MP for the Quebec riding of Hochelaga.

The CBR was, in its time and place, a small-scale illustration of railway politics in practice. But where was the scandal? The connections between the CBR and the Liberal party, then in power in both Halifax and Ottawa, did not demonstrate anything new or different in the mixing of corporate and partisan interests.

However, things could have become very interesting in the 1901 Nova Scotia election that the Liberals won so handily. All that required was a Nova Scotian equivalent of George Norris, the confidential secretary of John Abbott who had copied the documents that triggered the Pacific Scandal of 1873 - after the copies had been sold to the federal Liberals who then piously denounced corruption from their seats on the opposition benches in Ottawa.[53] Had an entrepreneurial secretary in Premier George Murray's office played the Norris role, the provincial Conservatives might have generated a "Cape Breton Scandal" and brought down the Murray government with just one quote from a letter in the Premier's files.

When writing to Murray in 1899 on behalf of the Cape Breton Railway Extension Company, Edmund Guerin had delivered a clear message. "It is thoroughly understood with all our New York friends that this road will give its influence and support to the Liberal party and I will take my cue from you for whatever may be required to be done."[54] No evidence has been found to indicate if Premier Murray or the provincial Liberal party ever attempted to cash this blank cheque.

The Stump of Line

When the shares of the Webb-Meyer companies crashed in May of 1902, there was of course considerable concern in Cape Breton about would happen to the CBR and rumours circulated about the future of the railway project. Only a few days after the crash, William Mackenzie and Donald Mann were in Halifax about their ongoing consolidation of rail lines in western Nova Scotia into what became the Halifax & Southwestern Railway and Sydney's Daily Record speculated that "the Cape Breton Extension may fall into their hands."[55] This was a logical guess given their ownership of the nearby Inverness & Richmond Railway that had a direct link to the CBR through the Intercolonial yard at Point Tupper.

Despite the crash in Webb-Meyer share prices, capital continued to flow to fund the continuation of work on the construction of the CBR.[56] However, in December of 1902, when reporting on the visit of Myron Evans and others from New York, the Record suggested that the line would be completed only as far as St. Peter's and then put up for sale. That story went on to identify the Canadian Pacific as the expected buyer.[57]

Despite reports from the new CBR management into early 1903 about plans to continue the line to Louisburg, no track was laid east of St. Peter's. Governments in Halifax and Ottawa offered special subsidies to the CBR or any others who might take the bait[58] but no offers came forward. Gradually it came to be accepted that the south coast railway was not going to be built in the near future. St. Peter's would be the eastern end of what was later described in George Stevens' study of the CNR as a "stump of line."[59] Stump or not, at least that first section of the CBR was opened for business. Myron Evans continued as President until his death in a train wreck at White Plains, NY, in February of 1907.[60]

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[53] Donald Creighton, John A. Macdonald: The Old Chieftain, Toronto, Macmillan, 1955:163

[54] NSARM, Railway Papers, RG 28, vol 8, # 57, Guerin to Murray, December 22, 1899: 5

[55] Daily Record, May 13, 1902: 1

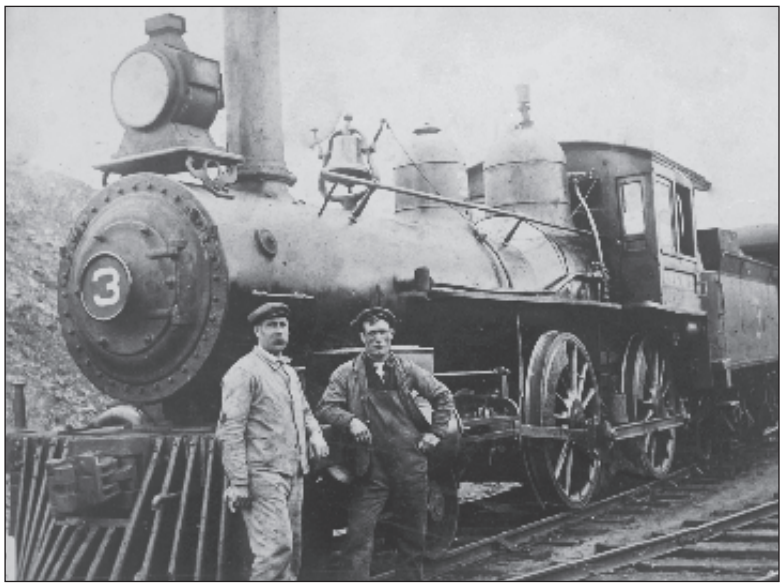
[56] There are uncertainties about the source and form of the capital as well as about the cost of construction. The Provincial Engineer's Reports, JHANS, 1903-1905 inclusive, Appendix 7 in each volume, contain partial financial statements recording the 1901 bond issue of $2.4 million and share capital of $1 million. How much cash actually came to the CBR from New York is unknown through there was obviously enough to fund construction. The reports in JHANS provide no data on construction costs. In the report as at Sept. 30, 1905 in JHANS, 1906, the reference to the $2.4 million in outstanding bonds vanished. The only three possible explanations that can be offered for this are: (1) that the bondholder(s) were paid back – which seems highly unlikely given that the CBR's operating accounts were consistently in the red; (2) the Dominion Securities Company and the other bondholders wrote off the bonds as uncollectable debts and cancelled the liability of the CBR; or (3) there was some very creative accounting going on. Without access to reliable copies of complete financial statements from both CBR and Dominion Securities, it is impossible to make a speculative choice between options 2 and 3.

[57] Sydney Record, December 8, 1902: 5

[58] See for example the federal Act regarding railway subsidies, Statutes of Canada, 1903, ch 57, section 2, subsection 64, which authorized possible doubling of the normal federal subsidy of $3200 per mile for "a line of railway from St. Peter's to Louisburg" and SNS, 1905, ch 2, "An Act To Authorize The Granting Of Aid To The Construction Of A Railway From St. Peter's to Louisburg."

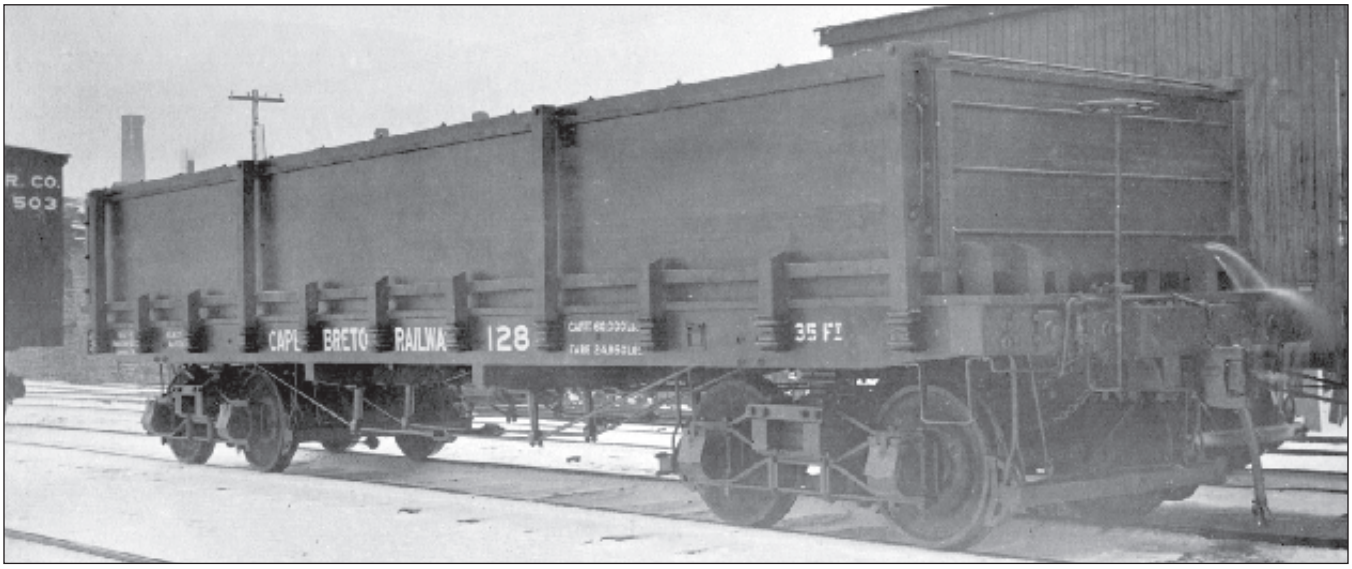
[59] G. R. Stevens, Canadian National Railways, vol 2, Toronto, Clarke Irwin, 1962: 298

[60] New York Times, February 18, 1907



Cape Breton Railway # 3 and crew at Point Tupper in 1911; F. T. McGlasher, Engineer (left) and J. R. Morrison, Fireman (right). Port Hastings Museum and Archives

La locomotive N° 3 du Cape Breton Railway et son équipage. Le mécanicien F T. McGlasher à gauche et le chauffeur J R. Morrison à droite à Point Tupper en 1911. Collection, Port Hasting Museum and Archives.



Cape Breton Railway dump car built by Rhodes, Curry & Co of Amherst, NS, 1902. Collection of Dara Legere, Joggins, NS.

Un wagon à benne versante du Cape Breton Railway construit par Rhodes Curry & Co de Amherst N. É., en 1902. Collection Dara Legere, Joggins, N. É.

Table 1: CBR: Rolling Stock, 1902, 1910 and 1919

	1902	1910	1919
Locomotives	3	2	2
Passenger – all types	6	4	4
Flats	52	10	6
Dump Cars	16		
Plows	2		

The only evidence about the origins of the Cape Breton Railway's rolling stock is the inclusion of the photo of "dump car" # 128 in a set of photos of rolling stock built by Rhodes, Curry & Co of Amherst, NS. Given Rhodes' production of this and presumably the other 15 dump cars recorded in 1902, it seems reasonable to speculate that the rest of the CBR's equipment except for the locomotives may also have come from the Amherst plant which was a major manufacturer of both freight and passenger cars at this time. Nothing has been found about the dispositions of CBR rolling stock that took place between 1902 and 1919.

Data sources: Provincial Engineer's Reports, 1902, 1910 and 1919, Journals of the House of Assembly of Nova Scotia (JHANS), 1903, 1911 and 1920, Appendix 7 or 7B in each volume.

Regardless of initial optimism about what the line could mean for Richmond County,[61] the CBR never turned an operating profit though, had it been built through to Louisburg, the financial results would probably have been even worse. Realistically, the results should not have surprised anyone. There was a very thin population to generate passenger traffic, few users of freight service, and, with only a few short-lived exceptions, the line did not stimulate the appearance of new industries to use its services. At the time of the Webb-Meyer crash in 1902, the New York Herald had captured the essence of the situation. "Standing by itself," the Herald had said of the CBR, "the road would seem to possess but little earning capacity."[62]

The initial pattern of operating expenses exceeding revenues remained in place without any particular reason for anyone to expect a change. Before the end of its first decade, there were worries about the fate of the CBR. Other lines in the Maritimes were also in trouble and the federal government recognized that some of them might go bankrupt. In early 1909, a number of Intercolonial managers included St. Peter's in a series of stops to prepare a report on branch lines "that it is proposed should be taken over and made part of the Intercolonial Railway system."[63]

No takeovers took place as a result of the report, perhaps because of the change in government in Ottawa in 1911. The new Conservative administration under Robert Borden was less inclined than Laurier's administration to use public money to support railways, whether privately owned like the CBR or publicly owned like the Intercolonial, except in cases where "special" interests came into play. One of those was funding for an Intercolonial branch line to Musquodoboit in Borden's constituency of Halifax.

By 1914, the CBR's two locomotives were steaming down the track toward bankruptcy. The only good news was that annual operating losses were relatively small, never exceeding $20,000 a year. And over the period from 1914 to 1920, losses did decline as a percentage of revenue though they continued to increase in dollar totals. This more than offset the fact that between 1906 and 1920 passenger traffic had doubled and freight traffic had increased almost three-fold.[64] The table illustrates the relationship between operating expenses and revenues.

Table 2: CBR Operating Expenses Per Dollar Of Operating Revenue, 1904-1920

	1904	1906	1908	1910	1912	1914	1916	1918	1920
$ Expenses	2.06	1.92	2.14	2.31	2.11	2.10	1.45	1.83	1.65

A 17-year table that records only every second year might distort a statistical trend but that is not the case here. The average $ Expenses for the eight omitted years was $1.92 and the only statistical outlier was $1.28 in 1919.

Data sources: Provincial Engineer's Reports, 1904-1920 inclusive, JHANS, 1905-1921, Appendix 7 or 7B in each volume.

The New York owners were unwilling or unable to continue to cover the operating losses that had reached a cumulative total of $150,000 by 1919.[65] Even more significant in financial terms was that, as far as can be determined, no interest was ever paid on the bonds issued in 1901 and presumably mostly held by Dominion Securities. The unpaid interest on $2.4 million par value of 5 % bonds would have been $120,000 per year, a much greater figure than the annual operating losses though, as pointed out in footnote # 55, the status of the bonds after 1905 is a financial mystery.

In 1920, the St. Peter's "stump of line" was sold to the federal government for $100,000 and added to the Canadian Government Railways. In his 1974 book on the CBR, William Calder provided an account of the day when the railway ceased to exist as an independent line.[66]

Throughout early 1920, reported Calder, there were rumours that the railway's New York owners were going to sell the line. News about the final decision apparently arrived at almost the last minute. However, according to Calder, on July 1, "when the 'forlorn' little Cape Breton train clanged its bell and pulled away from the station in St. Peter's at 8:15 that morning, all the crew, all the sectionmen and the manager and the 'boy' were aware this was the last day for the Cape Breton Railway Company Ltd.; the orphan – 'a bastard born' - was to be adopted...."

[61] See J. William Calder, All Aboard, Antigonish, Formac, 1974: 57-59

[62] Quoted from the New York Herald in the Saint John Daily Sun, May 6, 1902: 4

[63] The Gazette, Montreal, January 15, 1909: 5

[64] Between 1906 and 1920, CBR annual passenger counts went from c.7500 to more than 15,000; freight tonnage increased from c.5000 to just over 14,000. Provincial Engineer's Reports for 1906 and 1920, JHANS, 1907 and 1921, Appendix 7 in each volume.

[65] This cumulative total comes from the annual operating results recorded in the Provincial Engineer's Reports. Based on long-run Consumer Price Index levels, the $150,000 in operating losses by 1919 would correspond to roughly $3 million in 2012 dollars. The principal of the bond debt of $2.4 million would have amounted to close to $50 million in 2012 dollars.

[66] J. William Calder, All Aboard, Antigonish, Formac, 1974: 73-74

When the train returned from Point Tupper, an additional car was attached, an executive car from the regional headquarters of the Canadian Government Railways with managers who would preside over the adoption. The local CBR manager and St. Peter's station agent, J. W. Doyle, was apparently invited to stay on as agent but turned down the offer and moved to Halifax. The "boy," William Calder's brother Jamie, became the new agent, a post he would hold for 47 years as an employee of the CGR and the CNR. Canadian National operated the St. Peter's branch until it was abandoned in 1973. No rails were ever laid between St. Peter's and Louisburg.

POINT TUPPER - ST. PETERS

Read Down			Read Up
M 154		TABLE 48A	M 153
Tue. Thu. Sat.		Atlantic Time	Mon. Wed. Fri.
P.M.	Miles	PT. TUPPER, N.S.	A.M.
3.25	0.0	Lv. (Tables 43,48) Ar.	9.50
3.35	3.4	ST. PETERS JCT.	9.30
3.50	6.3	Chapel Road	9.21
4.05	8.7	Evanston	9.11
4.15	10.4	Basin Road	9.05
4.30	12.4	Whiteside	8.55
4.55	16.9	Louisdale	8.35
5.15	23.1	Sporting Mtn.	8.06
6.00	28.9	Ar. ST. PETERS, N.S. Lv.	7.45
P.M.			A.M.

CNR Timetable D-190, April 1954. Author's collection

Horaire du Canadien National D-190, avril 1954. Collection de l'auteur.

Photo of St Peter's station after abandonment of St. Peter's branch in 1973; the small roundhouse has been torn down and the rails will soon be lifted. Photo by George Parks, Moncton, NB.

La gare de St-Peter, suite à la désaffection de la ligne en 1973. La petite rotonde avait été démolie et les rails seront bientôt enlevés. Georges Parks, Moncton, N.B.

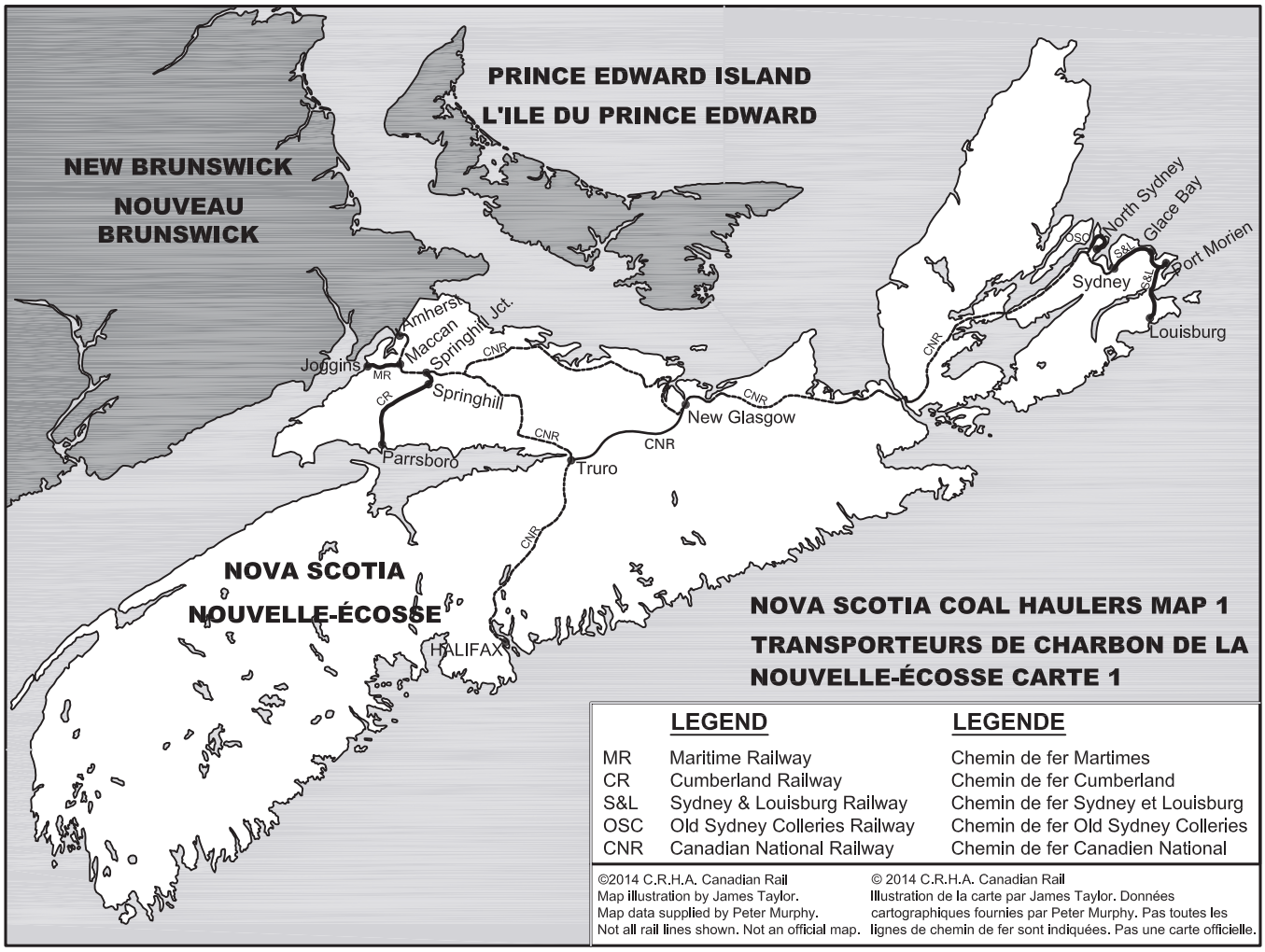
Nova Scotia's Class 2 Railways – The Coal Haulers

Les chemins de fer de classe 2 en Nouvelle-Écosse Les transporteurs de charbon

By Jim Simmons

Par Jim Simmons

Version francaise par Jacques Loiselle



Creation of Dosco

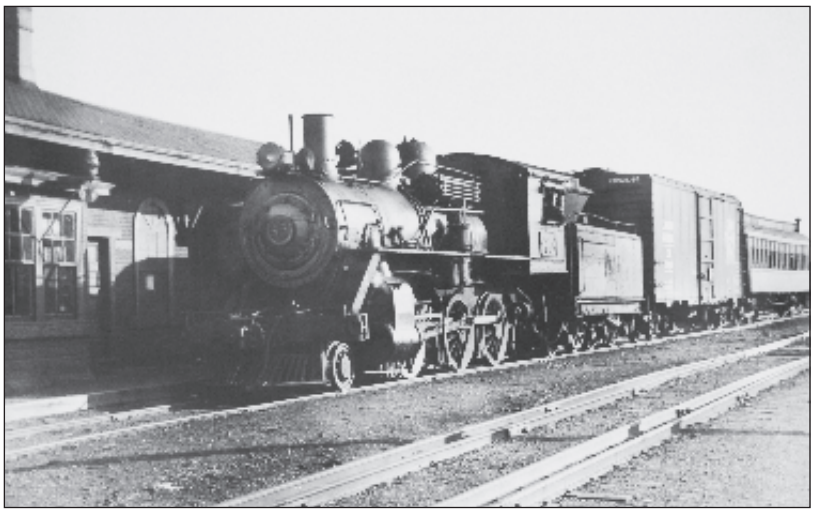
Always at the fore-front for anyone interested in the history of Canadian railways, and even railway modeling, are the big class one roads such as Canadian National and Canadian Pacific Railways. The contribution to our nation building by these roads and their predecessors are rarely forgotten. But the contributions of the smaller Class II railways are becoming distant memories. The Dominion Steel and Coal Corporation or its more well-known name, Dosco, was incorporated in 1928 to take over the assets of the British Empire Steel Corporation. Dosco was a large conglomerate and operated a host of smaller companies

La création de Dosco

Les grands chemins de fer de classe 1 tels le CN et le CP ont toujours attiré l'attention des amateurs d'histoire ferroviaire ainsi que des modélistes. La contribution de ces compagnies à l'évolution de notre nation est souvent rappelée. On a toutefois tendance à oublier l'apport des petits chemins de fer de classe 2. La Dominion Steel and Coal Corporation, mieux connue maintenant sous le nom de Dosco, a été constituée en 1928 pour reprendre les actifs de la British Steel Corporation. La Dosco était un conglomérat de grande importance qui gérait l'exploitation d'une multitude d'entreprises plus petites en Nouvelle-Écosse et ailleurs

Some of the Nova Scotia 'coal roads' also had passenger operations, here we see passengers detraining from an antique Sydney & Louisbourg coach at Sydney, Nova Scotia sometime probably in the 1960s. Library & Archives Canada, Fonds Merrillees

Certains transporteurs de charbon néo-écossais offraient un service voyageur. Quelques passagers quittent un vénérable wagon du S & L à Sydney, probablement au cours des années 60. Bibliothèque et Archives Canada, Fonds Merrillees, collection Jim Simmons



Cumberland Railway 43 was pulling into the Springhill, Nova Scotia station in the 1950s with its mixed train when this photo was taken. It was an 1899 Schnectedy 2-6-4T converted to a 2-6-0 tender engine, it operated on at least four Cape Breton properties before being scrapped in 1961. Elmer Treloar, Jim Simmons collection

La 43 du Cumberland Railway en tête d'un train mixte arrive à Springhill, N.-É. au cours des années 50. Construite par Schnectedy en 1899, elle était à l'origine une 2-6-4T transformée plus tard en 2-6-0 avec tender. Elle a œuvré sur au moins quatre chemins de fer avant d'être retirée en 1961. Elmer Treloar, collection Jim Simmons

throughout Nova Scotia and Canada. These included most of the coal mines on Cape Breton, in Pictou County, Trenton and Cumberland County, a steel mill in Sydney and a shipyard in Halifax, Nova Scotia. Its class II railway holdings included lines such as the Sydney & Louisbourg Railway in Cape Breton and the Cumberland Railway and Coal Company in Cumberland County. It also owned a steel mill in Ojibway, Ontario, as well as the Essex Terminal Railway in that province. It also owned several small in-plant industrial railways serving the mills and mines.

Dosco's Nova Scotia Class 2 railways served an essential need in their times, keeping coal and goods moving and serving rural areas of Nova Scotia. Most were less than forty miles in length and were made up of a "patched together, ragtag" of used equipment bought after many years of use from other railways. The two roads of prominence among the Dosco roads were the Sydney and Louisbourg Railway (S&L) and the Cumberland Railway and Coal Company (CRCC). The S&L had 114 miles of track. This included 39 miles of main line

au Canada. En faisaient partie la plupart des mines de charbon au Cap-Breton, à Pictou, Trenton et Springhill, les aciéries de Sydney en Nouvelle-Écosse et Ojibway en Ontario, un chantier naval à Halifax et des chemins de fer de classe 2 comme le Sydney & Louisburg au Cap Breton, le Cumberland Railway and Coal Company dans le comté de Cumberland en Nouvelle-Écosse, l'Essex Terminal Railway en Ontario ainsi que de petits réseaux ferroviaires desservant des mines et des usines.

À une autre époque, les chemins de fer de classe 2 de la Dosco assuraient des services essentiels en Nouvelle-Écosse: le transport du charbon et des marchandises ainsi que la desserte des zones rurales. La plupart d'entre eux ne dépassaient pas une soixantaine de kilomètres et leur matériel roulant était constitué d'un assemblage d'éléments hétéroclites vieux de plusieurs années et achetés d'occasion d'autres compagnies ferroviaires. Les deux lignes d'importance parmi celles de la Dosco étaient le Sydney and Louisburg (S & L) et le Cumberland Railway et Coal Company (CRCC). Le S & L avait à son actif 182 km de voies. La voie principale

trackage between Sydney, New Waterford and Louisbourg, the rest being branches and spurs to mines and coal shipping docks. This industrial road hauled mostly coal and has a complicated industrial history as most of Dosco's roads did. The CRCC had 31 miles of main line trackage from Springhill Junction to Parrsboro. While these two lines were short, they were remarkably strong performers amongst the 46 railways filing reports with the Dominion Bureau of Statistics. At one time 26 of the railways re[porting had operated at a loss, while the S&L with its profit of $0.4 million was the fourth most profitable railway in the Dominion. The CRCC with a profit of $63,000 was the twelfth most profitable.

comptait 62 km entre Sydney, New Waterford et Louisbourg, le reste étant des embranchements vers les mines et les points de transbordement. Sa vocation principale était bien sûr le transport du charbon et son histoire était complexe, tout comme la plupart des lignes de la Dosco. Le CCCD pour sa part était constitué d'une voie principale de 50 km entre Springhill Junction et Parrsboro. Bien que courtes, ces deux lignes ferroviaires se sont distinguées par leur remarquable santé financière. À un certain moment, parmi les 46 chemins de fer ayant fait rapport au Bureau fédéral de la statistique, 26 d'entre eux avaient fonctionné à perte, tandis que le S & L avec son bénéfice de 0,4$ millions se classait quatrième au pays pour la rentabilité. Le bénéfice de 63 000$ du CRCC le plaçait au douzième rang.

Maritime Railway's mixed train headed by number 5 meets the CNR's Maritime Express at Maccan on May 28, 1949. CRHA Archives, Fonds Toohey 49-307

Rencontre du train mixte tracté par la 5 du Maritime Railway et l'Express Maritime du CN à Maccan le 28 mai 1949. Archives ACHF, Fonds Toohey 49-307

Old Sydney Collieries 2-6-0 17 a 1903 Alco Schnectedy product was built for Nova Scotia Coal as a as a 2-6-4T, it was later converted to a 2-6-0 tender engine. Library & Archives Canada, Fonds Merrillees

La 17 du chemin de fer Old Sydney Collieries, construite en 1903 par Alco Schnectedy pour la Nova Scotia Coal; une autre 2-6-4T qui deviendra une 2-6-0 avec tender. Collection Jim Simmons

Dosco had many other minor coal roads such as the Acadia Colliery and Old Sydney Collieries. Many of the locomotives of the Dosco roads moved between the various properties as need arose, creating rosters for the various properties is complicated and at times confusing. An attempt has been made here to give our readers an overview into Dosco's railway operations with rosters dating from 1950 onward. We have made every attempt to provide accurate roster information, information sources include:

Roster by Location - Nova Scotia - Colin Churcher

Tracks Across the Landscape, Brian Campbell, S&L Historical Society 1995

Railroad Magazine, June 1956

Sydney & Louisburg Railway / Carrying Coal to Tidewater, Ian Donaldson, BRMNA

Canadian Trackside Guide 2013, Bytown Railway Society

Information provided by Jim Simmons, Don McQueen and Earl Roberts

Dosco implemented management processes that put a halt to the financial troubles that had plagued its predecessors. The company's fortunes were boosted by World War II – at one point Dosco was the largest private employer in the nation. Following the war, Dosco's industrial prominence began to slide as alternative fuels and sources for steel took force and government subsidies for coal and steel production were reduced. In 1957, A.V. Roe Canada acquired a controlling interest in Dosco in a bid to diversify its operations beyond the aircraft manufacturing and defence industries. In 1962 A.V. Roe Canada was dissolved and its assets merged into the newly-formed conglomerate Hawker Siddeley Canada, which sought to rid itself of money-losing operations.

La Dosco possédait plusieurs autres lignes de moindre importance pour le transport du charbon comme l'Acadia Colliery et l'Old Sidney Collieries. Bon nombre des locomotives de la Dosco étaient déplacées d'une ligne à l'autre selon les besoins. Nous avons tenté ici d'élaborer ici un aperçu des lignes ferroviaires de la Dosco. Vous trouverez ci-dessous une liste des locomotives utilisées sur les plus importantes de ces lignes. L'information offerte ne doit pas être considérée comme étant exacte ou exhaustive mais plutôt comme outil de référence. Elle reflète pour l'essentiel l'époque d'après 1900. Mentionnons aussi que l'écartement de certains des chemins de fer de la Dosco était de 36". Comme la plupart d'entre eux ont été construits avant 1900, leurs locomotives ont été omises dans les listes ci-jointes qui n'affichent que des locomotives à écartement standard.

La Dosco a mis en place des processus de gestion visant à mettre fin aux difficultés financières éprouvées par ses prédécesseurs. De plus, la seconde guerre mondiale a grandement accru les activités de la société. À un moment donné, la Dosco était le plus important employeur privé du pays. Après la guerre, un déclin s'est amorcé. L'utilisation du charbon dans la fabrication de l'acier a commencé à diminuer et les subventions gouvernementales pour la production de charbon ont été réduites. En 1957, la compagnie A.V. Roe Canada acquiert une participation majoritaire au sein de Dosco, son objectif étant de diversifier ses activités concentrées jusque-là dans les domaines de l'aéronautique et de la défense. En 1962, la A.V. Roe Canada est dissoute et ses actifs fusionnés au sein du nouveau conglomérat Hawker Siddeley Canada. Celui-ci chercha à se débarrasser des opérations déficitaires.

Although steam ruled supreme in Cape Breton into the 1960s, eventually diesels took over there also; here S&L (Devco) 60, a GE 70 tonner built in 1949 idles by S&L's 81 a 0-6-0 built by MLW in 1927. The 60 came to Cape Breton in 1961. Jim Simmons Collection

Le Cap-Breton fut longtemps un royaume de la vapeur. Ce n'est que vers les années 50 que les diesels y font leur apparition. Voici la 60 du S & L (Devco), une 70 tonnes de GE construite en 1949. Elle est au repos en compagnie de la 81 du S & L elle aussi, une 0-6-0 construite par MLW en 1927. Son service au Cap-Breton a commencé en 1961. Collection Jim Simmons

By the early 1960s Dosco was in a continuous slide and sought to halt its decline by shutting various poorly performing mines in the Pictou and Sydney coal fields; from 9 in 1960 to 5 in 1965. Despite shedding other money-losing subsidiaries it was still losing money and under pressure from Hawker Siddeley Canada to reduce red ink. In 1965, Dosco announced that its remaining mines had only 15 years of production left and it would not undertake any further capital expenditures and would exit the industry within months. The vast public outcry to Dosco's announcement in Cape Breton saw the minority government of Prime Minister Lester Pearson come under incredible political pressure to resolve the crisis. Pearson announced the formation of the Donald Commission of inquiry into the industry, which would eventually lead to the formation of the federal Crown corporation Cape Breton Development Corporation (Devco) which took over the coal mines and railways. The provincial Crown corporation Sydney Steel Corporation (Sysco) expropriated Dosco's steel mill in 1968.

Below is a listing of Dosco's Nova Scotia subsidiaries:

Au début des années 60, le déclin de la Dosco se poursuivait et la société a cherché à y mettre un frein en fermant diverses mines peu rentables des bassins charbonniers de Pictou et de Sydney; elles passèrent de 9 en 1960 à 5 en 1965. Elle abandonne aussi d'autres filiales non rentables, mais elle n'en continue pas moins d'être déficitaire. Hawker Siddeley Canada fait pression pour réduire les pertes. En 1965, Dosco annonce que les mines qui lui restent ne pourront être exploitées au-delà des 15 prochaines années, qu'elle ne fera plus de dépenses en immobilisations et qu'elle se retirera de ce champ d'activité au cours des prochains mois. Cette annonce de la Dosco suscite un tollé général au Cap-Breton et place le gouvernement minoritaire du premier ministre Lester Pearson dans une position extrêmement difficile. Pour résoudre la crise de l'industrie, Pearson annonce la création de la Commission d'enquête Donald, qui mènera à la formation d'une société d'état, la Cape Breton Development Corporation (la Devco). Celle-ci a repris les mines de charbon et les chemins de fer. De son côté, la société d'état provinciale Sydney Steel Corporation (la SYSCO) procède à l'expropriation de l'aciérie Dosco en 1968.

Voici une liste des filiales de la Dosco en Nouvelle-Écosse:

Cumberland Railway and Coal Co., Springhill, NS

Sydney and Louisburg Railway Company, Glace Bay, NS

Acadia Coal Company Limited, Stellarton, NS

Dominion Coal Company, Glace Bay, NS

Old Sydney Collieries Limited, Sydney Mines, NS

Dominion Iron and Steel Company, Sydney, NS

Dominion Shipping Company Limited, Sydney, NS

Empire Housing Company Limited, Sydney, NS

Eastern Car Company Limited, Trenton, NS

Halifax Shipyards Limited, Halifax, NS

Nova Scotia Steel and Coal Company Limited, Trenton, NS

Scotia Rolling Stock Company Limited, Trenton, NS

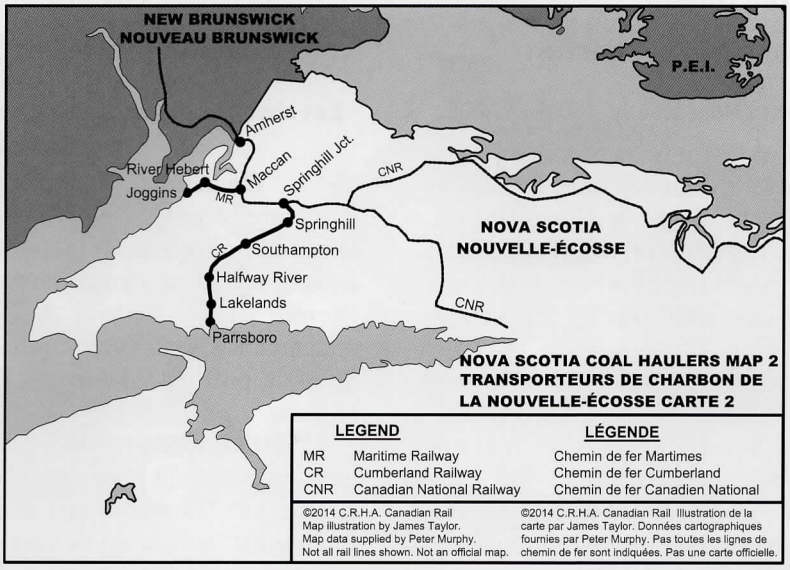
Seaboard Power Corporation Limited, Glace Bay, NS

Trenton Industries Limited, Trenton, NS

Trenton Steel Works Limited, Trenton, NS

Cumberland Railway and Coal Company (CRCC)

Le chemin de fer Cumberland Railway and Coal Company (CRCC)



The CRCC was formed in 1884 when it purchased and renamed the Springhill & Parrsboro Coal & Railway. It came under the control of Dosco in 1928. The railway's name was changed to Cumberland Railway in 1960-61. The Cumberland Railway name continued until 1968 when its property, along with Dosco's coal mines were expropriated by the Canadian federal government to form the Cape Breton Development Corporation (Devco). Devco in turn created the Devco Railway from the part of former S&L connecting Glace Bay and New Waterford to Sydney; the remaining lines of the former S&L Railway were abandoned.

Le CRCC est créé en 1884 lors de l'achat et du changement de nom du Springhill & Parrsboro Coal & Railway. Il passe sous contrôle de la Dosco en 1928. Vers 1960-61, le nom du chemin de fer fut de nouveau changé pour celui de Cumberland Railway. Le chemin de fer conserve ce nom jusqu'en 1968 où il est exproprié en même temps que les mines de charbon de la Dosco par le gouvernement fédéral pour former la Devco. Celle-ci créé à son tour le Devco Railway, constitué de la partie de l'ancien chemin de fer S & L reliant Glace Bay et New Waterford à Sydney ; les autres lignes du S & L ont été abandonnées.

CUMBERLAND RAILWAY & COAL CO.

1943 ❖ TIME TABLE NO. 21 ❖ 1943

To take effect at 12.01 a.m. Monday, Sept. 27th, 1943

PARRSBORO to JCT. Read Down					JCT. to PARRSBORO Read Up	
Miles	No. 3 MIX P.M.	No. 1 MIX A.M.	NUMBER OF TRAINS / CLASS OF TRAINS		No. 2 MIX P.M.	No. 4 MIX P.M.
32	4 50		D PARRSBORO	A	4.10	
			4			
28	5.00		*Lakeland		4 00	
			6			
22	5 15		*Newville		3 45	
			3			
19	5 25		West Brook		3 35	
			3			
16	5 35		Southampton		3 25	
			3			
13	5 45		East Southampton		3 15	
	6 05		A 8 Springhill	D	2 55	
5	6 15	10.15	D	A	2 45	7 45
			5			
0	6 30	11 00	A Springhill Junction	D	2 30	7 30

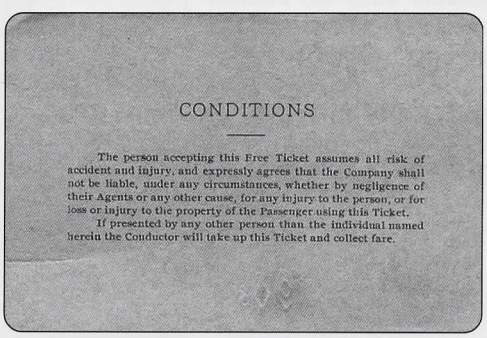
All Trains Run Daily, Sunday Excepted All trains run by Standard Time

At Stations marked (*) Trains stop only when signalled or when passengers are to be set down

This Time Table shows at what hour the trains are expected to arrive and depart from the several stations but it is not guaranteed

H. J. KELLEY, Vice-Pres. & Gen. Mgr. — J. R. McISAAC, General Traffic and Transp. Mgr. — D. A. McMILLAN, Railway Supt.

Jim Simmons collection



Cumberland Railway pass dated 1903, Collection Jim Simmons

Un laissez-passer du Cumberland Railway en date de 1903. Collection Jim Simmons

Continued on page 125

Stan's Photo Gallery

By Stan Smaill

French Version, Michel Lortie

Nova Scotia Coal Roads

Coal dominated traffic in Nova Scotia from the inception of the railway age in Canada until the recent closure of the Lingan coal fields in Cape Breton. Ironically, the surviving remnant of the Sydney and Louisburg Railway, the Sydney Coal Railway, now hauls import coal from the Sydney coal pier to the Lingan power plant.

This issue's Photo Gallery features colour images of the trains and engines which operated on Nova Scotia's Class II coal railways back when coal was King. Many of these properties were steam-powered until the early sixties, well after the Class I carriers had dieselized. The Sydney and Louisburg ran steam until 1961, although the first of their diesels, MLW RS23s 200-202, had arrived in 1960.

The heritage of Nova Scotia's coal railways lives on at Exporail, the Nova Scotia Museum of Industry in Stellarton, and at the S&L Railway Museum in Louisbourg. It also lives on in these pages of Canadian Rail thanks to Jim Simmons, Bob Sandusky, Ron Ritchie, Forster Kemp, James Plomer and others.

This Photo Gallery is dedicated to retired CPR engineer and former Exporail volunteer John Dermot Kenny, whose first railway experiences were with S&L steam in his boyhood home town of Sydney, Nova Scotia.

Les photos de Stan

Par Stan Smaill

Version française : Michel Lortie

Les chemins de fer des charbonnages de la Nouvelle-Écosse (N.E.) :

Du début de l'ère des chemins de fer jusqu'à la fermeture récente de la mine de Lingan, l'industrie des mines de charbon était la plus importante de la Nouvelle-Écosse. Il est navrant de constater que ce qui reste du chemin de fer Sydney & Louisbourg (S&L) sert maintenant à transporter du charbon importé à partir des quais du port de Sydney vers la Centrale électrique de Lingan.

Les photos couleur qui sont présentées dans ce numéro montrent les locomotives et les trains qui ont circulé sur les nombreux petits chemins de fer de catégorie 2. Vers la fin de l'ère du charbon, plusieurs de ces chemins de fer ont utilisé des locomotives à vapeur jusqu'au début des années soixante. Le S&L en a utilisées jusqu'en 1961, même après l'acquisition de leurs premiers diesels, les RS23 200-202 en 1960.

Un peu de ce patrimoine ferroviaire a été conservé dans des musées comme Exporail, le Musée de L'Industrie de Nouvelle-Écosse à Stellarton et au Musée du chemin de fer S&L à Louisbourg, N.E. Ce patrimoine continue à vivre dans les pages de Canadian Rail grâce aux belles photos prises par Jim Simmons, Bob Sandusky, Ron Ritchie, Foster Kemp, James Plomer et d'autres.

Cette galerie de photos est dédicacée a John Dermot Kenny, mécanicien de locomotive du CP, maintenant à la retraite et bénévole au musée Exporail. Il a commencé sa carrière dans les chemins de fer au S&L à Sydney, N.E, son lieu de naissance.

In 1928 the Dominion Steel and Coal Corporation, known as Dosco, was formed to take over the assets of the British Empire Steel Corporation. These assets included most of the Class 2 railways in Nova Scotia. Locomotives from the Dosco properties were often exchanged between the S&L, CR&C, Acadia Coal (ACC) and Old Sydney Collieries (OSC) lines. Despite its cast S&L tender logo, 2-8-0 82 is at Springhill on the CR&C in the early fifties. Alco`s Brooks works built it in 1924. CRHA Archives, Fonds Kemp 1926

En 1928, la Dominion Steel and Coal Corporation, mieux connue sous les initiales Dosco, avait repris les avoirs de la British Empire Steel Corporation et tous les petits chemins de fer de catégorie 2 en N.E. On échangeait souvent les locomotives entre ces chemins de fer, c'est pourquoi la 2-6-0 82 portant le logo du S&L, est au travail sur le CR&C à Springhill Junction au début des années cinquante. Cette locomotive avait été construite en 1924 par l'usine Brooks de la compagnie AlCO aux É.U. Archives ACHF, Fonds Kemp, 1926

At one time, the Cumberland Railway and Coal Company operated thirty-one miles from Parrsboro to Springhill Junction. Coal from the mine at Springhill rode south on the CR&C to Parrsboro for furtherance by boat and rail north to Springhill Junction for interchange with Canadian National Railways. In the early fifties, a snazzy coupe from the forties waits as CR&C 2-8-0 52 crosses at Springhill Junction. CRHA Archives, Fonds Kemp 1993

À une autre époque, la Cumberland Railway and Coal Company (CR&C) utilisait un court chemin de fer de 31 milles entre Parrsboro et Springhill Junction, N.E. Le charbon était amené de la mine de Springhill vers le port de Parrsboro, au sud de la N.E., pour y être expédié par voie maritime, ou vers le nord et Springhill Junction via le CN. Une voiture des années quarante attend le passage de la 2-8-0 52 à Springhill Junction au début des années cinquante. Archives ACHF, Fonds Kemp 1993

Another coal road which ran steam until 1961 was the Maritime Railway; it ran from Joggins to a connection with the CNR at Maccan. Circa 1952, Forster Kemp found 2-6-0 9 leaving the Green Crow mine near Joggins with a collection of CNR hoppers. The second hopper car appears to be an ex-GTR Pressed Steel Car Co. 32-footer, an example of which is preserved at Exporail. CRHA Archives, Fonds Kemp 1951

Un autre petit chemin de fer a continué à utiliser la vapeur jusqu'en 1961. Il s'agit du Maritime Railway qui allait de Joggins, N.E., jusqu'à une rencontre avec le CN à Maccan. Cette photo de 1952 nous montre la 2-6-0 9 amenant, depuis la mine Green Crow à Joggins, des wagons tombereau plein de charbon ; le deuxième wagon semble en être un de 32 pieds, anciennement du Grand Tronc, dont un exemplaire peut être vu au Musée Exporail. Archives ACHF Fond Kemp 1951

Maritime Railway 2-6-0 10 simmers at the CNR interchange at Maccan after delivering its train of Old Crow coal to the CNR. Number 10 is a so-called 'MacArthur Mogul' which came third-hand to the Maritime Railway from the CNR. J. D. MacArthur built lines of railway in the Canadian west which became part of the CNR system. CRHA Archives, Fonds Kemp 1949

La 2-6-0 10 de Maritime Railway est en attente en gare de Maccan, N.E., après avoir amené son convoi de wagons de charbon pour être remis au CN. On désignait ce type de locomotive du nom de MacArthur Mogul. Elle avait été rachetée d'occasion au CN qui l'avait lui-même récupérée de J.D. MacArthur, constructeur des chemins de fer dans l'ouest canadien, et qui avait été intégré au CN. Archives ACHF, fond Kemp, 1949

The real prize among the Maritime Railway's steam power was 4-6-0 5; it was out of service by the time this 1961 photo was taken. Number 5 is an 1896 Pittsburgh Locomotive Company product built for the Pittsburgh and Lake Erie Railroad. It was then sold to railway contractor E. F. & G. E. Fauquier who was building the National Transcontinental Railway. In 1920 it migrated to the Maritime Railway where it spent the rest of its active life technically unmodified. Maritime 4-6-0 5 is now a featured exhibit at Exporail. A sister engine survived in Cuba until recently. CRHA Archives, Fonds Kemp 1967

La plus ancienne des locomotives de la Maritime Railway était la 4-6-0 numéro 5, photographiée en 1961. Elle était alors désactivée. Construite par la Pittsburgh Locomotive Company qui l'utilisait pour la construction du National Transcontinental Railway en 1920, elle aboutit au Maritime Railway où elle devait finir sa carrière sans avoir subi de modifications notoires. Elle fait maintenant partie de la collection du Musée Exporail. Une locomotive semblable aurait été utilisée à Cuba jusqu'à tout récemment. Archives ACHF, Fond Kemp, 1967

In this view, the Maritime Railway features MacArthur mogul Number 10 at Maccan on September 23, 1961—a CNR heavyweight coach and the familiar Maritime Railway van make up No. 10's consist. This was a special run for the CRHA to mark the end-of-service on the Maritime Railway. On this occasion, the late Dr. Robert Nicholls, then President of the CRHA, arranged for the preservation of 4-6-0 No 5 at the Canadian Railway Museum. CRHA Archives, Fonds Kemp

La MacArthur Mogul 10 de Maritime Railway est en gare de Maccan, N.E., le 23 septembre 1961, attelée à un wagon de passagers du CN suivi du fourgon de queue. Il s'agit d'un train spécial pour une excursion des membres de l'ACHF marquant la fin du service ferroviaire sur le Maritime Railway. À l'occasion de ce voyage, feu le Dr Robert Nicholls, alors président de l'ACHF, avait négocié le don de la 4-6-0 numéro 5 au Musée Exporail. Archives ACHF, Fonds Kemp

Only the presence of the early-fifties Chevy dates this scene of an ancient wooden combine spotted in front of the arch-windowed station at Springhill, on the Cumberland Railway and Coal Company. This timeless scene was photographed by the itinerant Forster Kemp about 1955, just before the first of two disastrous mine explosions. CRHA Archives, Fonds Kemp 1980

Cette photo montre un ancien wagon mixte, passagers et petits colis, stationné devant la gare de Springhill, N.E. Elle aurait été prise par Foster Kemp vers 1955 comme en témoigne la présence d'une voiture de l'époque. Peu après, une tragique et désastreuse explosion a signifié la fin de l'exploitation de la mine de charbon de Springhill. Archives ACHF, Fonds Kemp 1980

This photo of Old Sydney Collieries 0-8-0 32 at Sydney Mines circa 1955 is a bit of a mystery. It does not appear to have been one of the many ex NYC - P&LE 0-8-0s bought by the S&L in the mid-fifties, so we need input from our Nova Scotia-savvy readers as to its pedigree. CRHA Archives, Fonds Kemp 1909

La locomotive numéro 32 de la Old Sydney Collieries, une 0-8-0, est au travail à la mine Sydney en 1955. On ignore qui était son ancien propriétaire. À première vue, il ne s'agit pas d'une des nombreuses locomotives de ce type racheté du NYC- P&LE par le S&L. Un de nos lecteurs pourrait-il nous éclairer sur la provenance de cette locomotive ? Archives ACHF Fonds Kemp, 1909

Near the end: Old Sydney Collieries' 2-4-0 25 is pinch-hitting for Acadia Coal Company's 0-6-0 Number 12 at Stellarton on a bitterly cold January 24,1962. The 25's days as an OSC engine are over and soon it will make the trip from Nova Scotia to Quebec to join the CRHA's growing collection at Exporail. R. J. Sandusky

La 2-4-0 25 de Old Sydney Collieries remplace temporairement la 0-6-0 12 de la Acadia Coal Company à la mine de Stellarton, N.E., par cette froide journée du 24 janvier 1962. Nous en sommes à la fin de l'ère de la vapeur ; la 25 sera bientôt expédiée au Québec, où elle prendra place dans la collection du Musée Exporail. R.J.Sandusky

Its stack is capped and its brief fling at Acadia Coal is over as 2-4-0 25 awaits disposition at the S&L shops in Glace Bay. The 25 was built by Baldwin in 1900 as a 2-4-0T for the Nova Scotia Steel and Coal Company. Today, it welcomes visitors from its lofty perch at the entrance to Exporail. In recent years, Exporail personnel completely rebuilt No. 25's tender which had been added sometime after it arrived in Nova Scotia over a hundred years ago. CRHA Archives Fonds Kemp 1931

Maintenant désactivée après son court séjour à l'Acadia Coal Company, la 2-4-0 25 attend son sort aux ateliers du S&L à Glace Bay, N.E. Cette locomotive avait été construite par Baldwin aux É.U en 1900. Elle était à l'origine configurée comme une 2-4-0T avec un tender intégré. On peut maintenant la voir perchée sur son socle à l'entrée du Musée Exporail. Les bénévoles du musée ont reconstruit le tender à quatre roues qui lui avait été rajouté en N.E. il y a plus de cent ans. Archives ACHF Fonds Kemp

Sydney & Louisburg 2-8-0 57 is near the CNR - S&L interchange at Sydney about 1955—back when coal traffic still mattered. A three-bay CNR hopper laden with Cape Breton coal sits adjacent to 57, which was built by Montreal Locomotive Works in 1911 as a 2-8-0T. It became a tender engine later in its career and was scrapped in1959. CRHA Archives, Fonds Kemp 1938

En 1955, à une époque où le transport du charbon était encore important, la 2-8-0 57 du S&L est en attente à la gare de triage de Sydney, N.E. Un wagon tombereau du CN, chargé de charbon du Cap Breton, est sur la voie d'échange avec le CN. Cette locomotive a été construite par Montréal Locomotive Works en 1911 et configurée comme 2-8-0T. Un tender conventionnel lui avait été rajouté au cours de sa longue carrière avec le S&L. Elle fut ferraillée en 1959. Archives ACHF, Fonds Kemp

A mid-distance view taken by Forster Kemp circa 1955 shows S&L 2-8-2 76 near Dosco's No. 20 mine in the Table Head area of Glace Bay. Locomotive 76 was built by Baldwin in 1912 for New Orleans, Mobile and Chicago as that company's 103. In 1938, it came to the S&L via the Gulf, Mobile and Northern and the Tennessee, Alabama and Chicago where it was numbered 204. CRHA Archives, Fonds Kemp 1939

Cette photo, prise par Foster Kemp vers 1955, nous montre la locomotive 2-8-2 76 du S&L travaillant près de la mine numéro 20 de la Dosco dans le quartier Table Head de Glace Bay, N.E. Cette locomotive, construite par Baldwin aux É.U en 1912 pour le compte du New Orleans, Mobile and Chicago, avait été rachetée d'occasion par le S&L en 1938 de ses deuxièmes propriétaires, le Gulf Mobile and Northern et le Tennessee, Alabama and Chicago où elle portait le numéro 204. Archives ACHF, Fonds Kemp 1939

Displaying its unique cast cabside number plate and Sydney & Louisburg tender nameplate, 0-8-0 Number 90 reposes outside the Glace Bay roundhouse in 1955, the year it came to the road second-hand from the P&LE. In only six years, on November 17, 1961, it will make the last run of a steamer on the S&L. Steam locomotives were displaced by second-hand Alco RS1s from the Minneapolis and St. Louis and the Soo Line's Wisconsin Central. S&L 90 was built by Lima in 1937 for NYC subsidiary Pittsburgh and Lake Erie. CRHA Archives, Fonds Kemp 1917

La 0-8-0 90 du S&L est en attente à la rotonde de la gare de Glace Bay, N.E, en 1955, année où elle avait été rachetée d'occasion du P&LE, filiale du New York Central, pour qui elle avait été construite par Lima en 1937. À peine six années plus tard, les 0-8-0 90 et 88 devaient être les deux dernières locomotives vapeur à circuler sur le réseau du S&L. Elles avaient été alors remplacées par des diesels Alco de type RS-1, rachetés d'occasion du Minneapolis and St Louis et du Wisconsin Central. Archives ACHF Fonds Kemp 1917

In 1968 the Sydney and Louisburg Railway became a unit of the Cape Breton Development Corporation (Devco), a Canadian government crown corporation set up to oversee the former Dosco coal, steel and railway properties in Cape Breton. DR 61 is an Alco S1, one of the very few S1s in Canada. When the S&L completed dieselization in 1961, No. 61 came second-hand with the ex-Minneapolis & St. Louis RS1s from the Chicago & North Western. It was built as C&NW 1202 in 1940 and scrapped in 1992. Wendell Lemon

En 1968, le chemin de fer S&L fut intégré à la Cape Breton Development Corporation, une agence du gouvernement fédéral qui avait repris les anciennes propriétés de la Dosco sur l'Île-du-Cap Breton. La locomotive DR 61 était une Alco de type S-1, l'une des rares de ce type au Canada. Le S&L l'avait rachetée d'occasion du Minneapolis & St Louis en 1961. Elle avait été construite en 1940 pour le Chicago & Northwestern comme leur numéro 1202 et elle fut ferraillée en 1992. Wendell Lemon

In 1960, the Sydney and Louisburg purchased three 1000-horsepower RS23s from Montreal Locomotive Works, Nos. 200-202. The three units were built without multiple-unit control but this was subsequently added to all three units by the shop forces at Glace Bay. RS23 202 wears its very attractive green and yellow Devco paint scheme in this seventies view at Glace Bay. In 1986, 202 was sold to Manitoba`s Greater Winnipeg Water District Railway. Jim Simmons Collection

En 1960, le S&L acheta les 200, 201 et 202. Ces trois locomotives diesels de 1000 CV, de type RS-23 de Montréal Locomotive Works, n'avaient pas, à l'origine, été équipées d'un système leur permettant de travailler en équipe. Cela fut fait par la suite. Cet ajout a été réalisé par les mécaniciens des ateliers de Glace Bay. La 202 est photographiée dans sa livrée vert et jaune à Glace Bay, N.E., vers 1970. Elle fut par la suite revendue en 1986 au Greater Winnipeg Water District Railway du Manitoba. Collection Jim Simmons

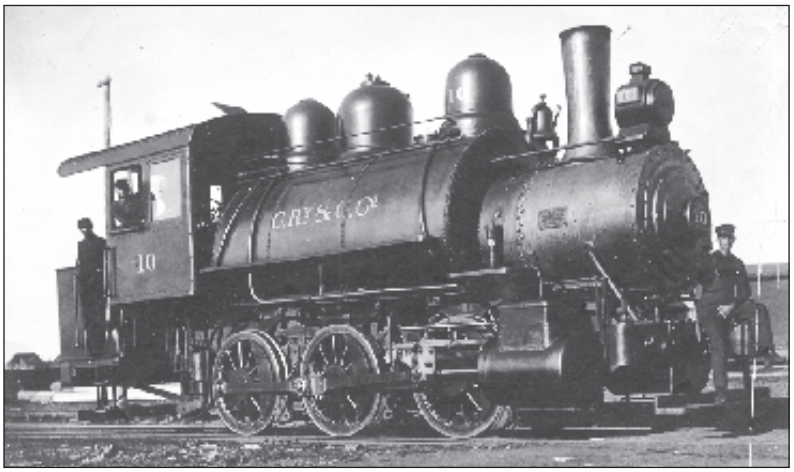
Devco RS1 203 suns itself outside the compact roundhouse / shop facility at Glace Bay. The 203 was built by Alco in 1944 for the Minneapolis and St. Louis Railway. It became C&NW 201 and came first to the Cumberland Railway and Coal Company as their 203 along with companion RS1 205. When the CR&C quit operations in 1961, RS1s 203 and 205 went to the S&L to vanquish steam. Both units were scrapped in 1992. Clayton Langstaff

La RS1 203 de la Devco est photographiée à l'extérieur de la rotonde des ateliers de Glace Bay, N.E. Cette locomotive avait été construite par Alco en 1944 pour le Minneapolis & St louis Railway. Elle devint la 201 du C&NW, puis elle fut rachetée par le Cumberland Railway avec une autre RS1, la 205. Lors de l'abandon du Cumberland en 1961, toutes les deux ont été envoyées au S&L. Pour en finir avec la vapeur, les deux furent ferraillées en 1992. Clayton Langstaff

A real Canadian diesel oddity, Devco Alco RS27 214 handles a cut of cars at the CNR - Devco interchange near Sydney sometime in the late seventies. The 214 was one of two RS27s to be owned by a Canadian railway. Built in 1959 as Alco demonstrator 640-3, it became Union Pacific 676, then MLW demonstrator 676, serving for a while on the Roberval & Saguenay Railway in northern Quebec. It finally became Devco 214 and was scrapped in 1984. Jim Simmons Collection

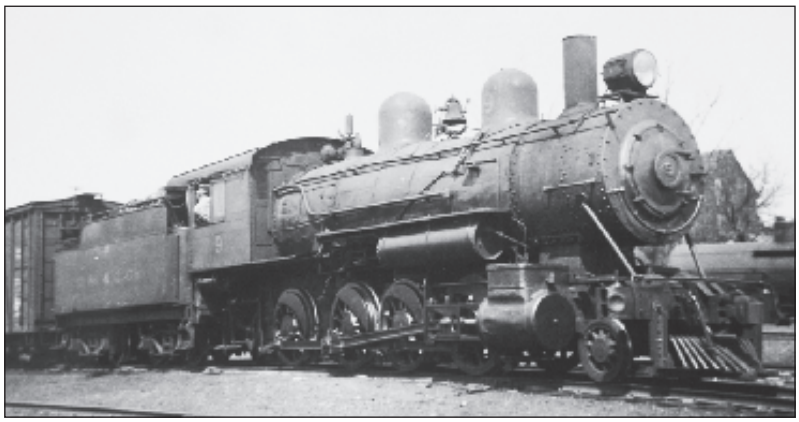
Une locomotive diesel peu commune au Canada, la Alco de type RS27 214 de Devco, travaille à l'échange de wagons avec le CN à Sydney, N.E., vers la fin des années soixante-dix. Seulement deux RS27 on été la propriété de chemin de fer canadien. Cette locomotive avait été construite par Alco en 1959. Elle fut utilisée comme démonstrateur, puis vendue à Union Pacific où elle avait le numéro 676. Puis, elle revient à MLW comme démonstrateur sur le Roberval & Saguenay au Québec et finalement à Devco. Elle fut ferraillée en 1984. Collection Jim Simmons

Continued from page 115



Three crew members pose for this early photo with Cumberland Railway & Coal Company 0-6-0T 10, this was a 1904 MLW product which appears to have spent its working life on this road. Library & Archives Canada, Fonds Merrillees

Une photographie ancienne de trois employés et de la 10 de la compagnie Cumberland Railway & Coal. La MLW a construit en 1904 cette 0-6-0T qui semble avoir passé toute sa vie utile au service de la même compagnie. Collection Jim Simmons



Cumberland 9 was a 2-8-0 built by Richmond in 1900, it was scrapped in 1955. Library & Archives Canada, Fonds Merrillees

La 9, une 2-8-0 construite par Richmond en 1900 et retirée en 1955. Collection Jim Simmons

Nearing the end of its working life, Cumberland 52, showing visible signs of many years of 'coal hauling' was in mixed train service when this photo was taken. The 52 was a 1924 Alco Brooks product who came to the Cumberland road third hand from the USA. Library & Archives Canada, Fonds Merrillees

La 52 du chemin de fer Cumberland, un peu fatiguée après de nombreuses années à déplacer du charbon. La voici, en fin de carrière, attelée à un train mixte. Elle fut construite par Alco Brooks en 1924. Elle a servi deux compagnies américaines avant sa dernière assignation. Collection Jim Simmons

This was Cumberland's primitive engine servicing facility at Springhill, Nova Scotia, note the three track stub switch! Library and Archives Canada, Fonds Merrillees

Une vue des installations rudimentaires d'entretien des locomotives du chemin de fer Cumberland à Springhill N.-É. À remarquer, l'aiguillage tri-directionnel d'une autre époque! Collection Jim Simmons

Some of Cumberland's earliest coal cars survived well into the railway enthusiast photographic era as evidenced by this photo of car 431. Library & Archives Canada, Fonds Merrillees

Certains des wagons les plus anciens du chemin de fer Cumberland, tels le 431, ont survécu assez longtemps pour faire le bonheur des photographes amateurs. Collection Jim Simmons

Second generation coal car 34, note the numerous truss rods to support its wooden frame and the conspicuous hand-brake wheel. Both cars were built by Rhodes, Curry & Company in Amherst, Nova Scotia. Dara Legere collection

Le 34, un wagon de seconde génération. On remarque sa structure de bois, les nombreux tirants et bien en évidence, le volant des freins manuels. Collection Dara Legere

Due to many factors including a number of explosions, cave-ins and accidents over the years and the softening demand for coal as alternative heating fuels as well as declining export markets for Springhill coal saw the CRCC decide to stop shipments through the port of Parrsboro in the summer of 1958. The last train operated to Parrsboro on June 14 th. Following the 1958 Bump, Dosco never reopened the mine and abandoned all of its mining properties in the Springhill Coal Field, throwing thousands out of work and devastating the economy of central Cumberland County.

The CRCC railway limped on for a few years after the closure of the coal mines. After June 14, 1958, the southern terminus of the railway was in Southampton, to serve blueberry packers there. Scheduled CRCC service was reduced to one daily round trip between Springhill and Springhill Junction. Traffic continued to decline; in 1961, the Board of Transport Commissioners for Canada authorized the abandonment of the last section of the railway, the four miles extending from Springhill Junction to Springhill, NS. The last train ran in 1962, and the last of the tracks were lifted in 1964.

Plusieurs facteurs ont causé le déclin des mines de la région de Springhill. Explosions, effondrements, accidents, remplacement progressif du charbon par d'autres sources d'énergie, diminution des marchés d'exportation, autant de raisons pour que le CRCC décide de cesser ses expéditions par le port de Parrsboro au cours de l'été 1958. Le dernier train se rend à Parrsboro le 14 juin. La catastrophe de 1958 est le coup de grâce pour la région de Springhill ; La Dosco décide d'y abandonner toutes ses activités minières. Des milliers d'emplois sont perdus. L'économie du centre du comté de Cumberland est profondément perturbée.

Suite à la fermeture des mines, la survie du chemin de fer CRCC s'annonçait difficile. À compter du 14 juin 1958, le terminus sud de la voie ferrée est Southampton, où étaient desservies des entreprises d'expédition de bleuets de l'endroit. Le service régulier du CRCC fut graduellement réduit à un aller-retour quotidien entre Springhill et Springhill Junction et le déclin s'est poursuivi. En 1961, la Commission des transports du Canada autorisait l'abandon du dernier tronçon du chemin de fer, les 6 km entre Springhill

The S&L was a wholly-owned subsidiary of Dominion Coal Company which in turn was a unit of Dosco. In 1961, the CRCC was renamed the Cumberland Railway and merged with the S&L. The reason was that the Cumberland Railway had a federal railway charter, thus qualifying it for railway subsidies under the Maritime Freight Rates Act of 1927. The S&L had not qualified for these subsidies as it had only a provincial charter.

Some of Cumberland Railway's locomotives were notable such as their 17. This locomotive began life in 1899 as a 2-6-4T and was eventually passed on to sister road, Sydney and Louisburg, where it was converted to a 2-6-0 43. It served the S&L until 1955 and became Cumberland Railway 43 until 1961. Another locomotive in the Cumberland roster was 2051. In its lifetime, this engine had several owners. It was built for the New York Central Railroad as 4051 and later renumbered 2051. This locomotive became Cumberland Railway 2051, and in 1955, Sydney and Louisburg 106 until retired in 1961.

Junction et Springhill. Le dernier train a circulé en 1962, et les voies ont été enlevées en 1964.

Le lien avec la Dosco n'est toutefois pas rompu. Le CRCC en est une filiale et aussi la société mère du S & L. En 1961 on le rebaptise ; il devient le Cumberland Railway et on le fusionne avec le S&L. La raison est simple : le CRCC détenait une charte fédérale, se qualifiant ainsi pour les subventions aux chemins de fer en vertu de la Loi de 1927 concernant les tarifs de marchandises dans les maritimes. Le S & L n'avait pas droit à ces subventions puisqu'il détenait une charte provinciale.

Certaines des locomotives du Cumberland Railway sont intéressantes. Leur #17 par exemple, construite en 1899 était à l'origine une 2-6-4T. À un moment donné, elle fut transférée au Sydney and Louisburg, où on la transforme en une 2-6-0, leur 43. Elle devient par la suite la 43 du Cumberland Railway et demeure en service jusqu'en 1961. Mentionnons aussi leur 2051. Au cours de sa vie utile, cette locomotive a servi plusieurs propriétaires. Construite à l'origine pour la compagnie New York Central, elle porte d'abord le numéro 4051, puis le 2051. Elle conserve ce numéro lors de son acquisition par le Cumberland Railway. En 1955, elle passe au Sydney and Louisburg où elle devient leur 106. Elle sera finalement mise à la retraite en 1961.

Cumberland Railway and Coal Company Roster (1950 to 1961)

Road No.	Type	Builder	Serial	Yr Built	Notes
9	2-8-0	Richmond	25843	1900	S 1955
10	0-6-0 T	MLW	29916	1904	
11	2-8-0	MLW	39046	1905	S c1955
16	2-6-0	MLW	52783	1913	Note 1
43	2-6-0	Schnectedy	5104	1899	Note 2
52	2-8-0	Brooks	65978	1924	Note 3
53	0-8-0	Pittsburgh	59124	1918	Note 4
541	0-8-0	Lima	7736	1937	Note 5
545	0-8-0	Baldwin	60832	1929	Note 6
2051	2-8-2	Schenectady	52547	1913	Note 7

Notes:

1 Ex Dominion Coal 16, ex S&L 16, to Cumberland Railway 1926, to S&L 1951; Scrapped 1961

2 Ex Dominion Coal 17 2-6-4T, ex S&L 43, ex Dominion Iron & Steel 43, to CR&C in 1955; Scrapped in 1961

3 Ex Laurinburg & Southern, ex B&RL, ex S&L 52; Scrapped in 1961

4 Ex Detroit & Toledo Shore Line 106, to S&L 53, CR&C, S&L 84 in 1953; Scrapped 1960

5 Ex Chicago & Illinois Midland 541, to CR&C in 1955; Scrapped in 1961

6 Ex Manufacturers Railway of St. Louis 101; Scrapped 1961

7 Ex Lake Shore & Michigan Southern 4011, fourth hand to CR&C, then on to S&L 106 in 1955: Scrapped in 1960

Maritime Railway

The Maritime Railway began its years in 1887, then known as the Joggins Railway. With the completion of the Intercolonial Railway in 1872, the avenues opened for major coal producing regions to get their commodity to market by rail; it lasted until abandonment which came on September 23, 1961. The Maritime Coal, Railway and Power Company operated a 12 mile line between Maccan and a coal mine at Joggins, Nova Scotia.

Over the years, there were many owners until in 1907, the line changed hands for the last time and became known as the Maritime Coal Railway and Power Company. The railway at one time boasted of having

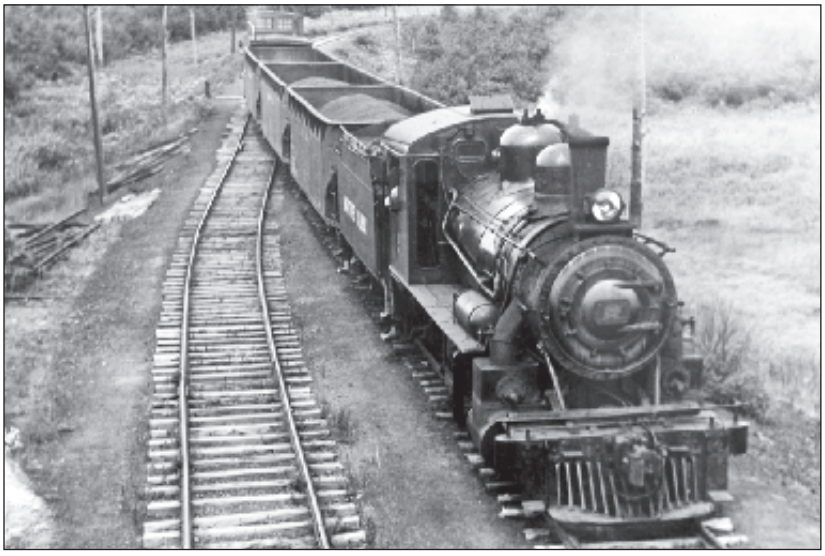
Le chemin de fer Maritime Railway

Le Maritime Railway est devenu opérationnel en 1887. Il portait à ce moment le nom de Joggins Railway. Lors du parachèvement du chemin de fer Intercolonial en 1872, les grandes compagnies de charbon se virent offrir la possibilité d'une distribution plus étendue de leur production. Le Maritime Railway permettait d'acheminer le charbon extrait à Joggins jusqu'à l'Intercolonial à Maccan en Nouvelle-Écosse.

À ses débuts, le chemin de fer changea de propriétaire plusieurs fois. La dernière transaction eut lieu en 1907 et la ligne prit le nom définitif de Maritime Coal Railway and Power Company. À un moment donné,

about 25 miles of track which included the original 12 miles of the Joggins line along with the five miles into Chignecto and the five mile Minudie branch they acquired from the Minudie Coal and Railway Co. At one time there was also a one mile spur up the east bank of the River Hebert to Young's Mill and a gravel pit which was also owned by the company as well as a one and a half mile spur into the Maple Leaf mines between Joggins and River Hebert. The MCR&P Co. continued to operate the line until September .23, 1961 when it ceased operations for good without there ever having been a diesel operate on the line. Two of the company's last three locomotives were sold for scrap and 5 a ten wheeler was sold to the Canadian Railway Museum at Delson - St. Constant, Quebec where it was cosmetically restored and is on display in the Angus Pavilion.

le chemin de fer revendiquait environ 40 km de voies ferrées : les 20 km de la ligne d'origine entre Maccan et Joggins, un embranchement de 8 km vers Chignecto et un autre de 8 km vers Minudie, tous deux acquis de la Minudie Coal and Railway Company. Il y eut aussi pendant un certain temps un embranchement de 1,5 km longeant la rive est de la Rivière Hébert jusqu'à Young's Mill et une carrière de gravier, propriété de la compagnie. Un autre embranchement de 2,5 km a desservi les mines Maple Leaf sises entre Joggins et River Hebert. Le MCR & Co. P a continué d'exploiter la ligne jusqu'au 23 septembre 1961; il n'a jamais, au cours de son existence, utilisé de locomotive diesel. Deux des trois dernières locomotives de la compagnie ont été envoyées à la ferraille tandis que leur numéro 5, une 4-6-0 affectueusement appelée «ten wheeler» dans le jargon des chemins de fer, fut acquise par le Musée ferroviaire canadien à Delson - Saint-Constant, Québec, où elle a fait l'objet d'une restauration esthétique. Elle est maintenant exposée dans le pavillon Angus.



Maritime Railway 9 'coal hauling', it was a 2-6-0 built by Montreal Locomotive Works in 1910; after many years on other roads, it finally came to the MR in 1951 and worked for another 10 years. Library & Archives Canada, Fonds Merrillees

La 9 du Maritime Railway, une 2-6-0 construite en 1910 par la Montreal Locomotive Works. Suite à une longue carrière sur plusieurs autres chemins de fer, elle a servi dix ans de plus sur le MR où elle est arrivée en 1951. Collection Jim Simmons

Maritime Railway 10 was off to do another day's work; it was the companion to 9, both were built by MLW in 1910. Library & Archives Canada, Fonds Merrillees

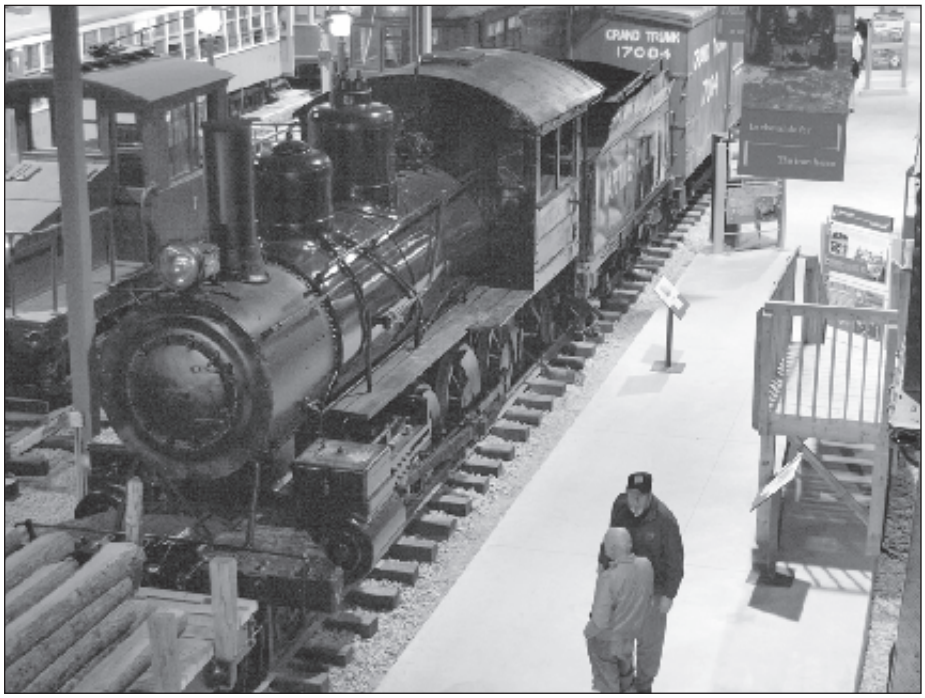
Le commencement d'un autre jour de labeur pour la 10 du Maritime Railway. Comme la 9, elle fut construite par la MLW en 1910. . Collection Jim Simmons

Maritime ten wheeler 5 and a classic wooden coach was caught at River Hebert by Allen Toohey in May, 1949. CRHA Archives, Fonds Toohey 49-312

La 5, une 4-6-0 du Maritime Railway tire une voiture typique faite de bois. Photo prise par Allen Toohey à River Hebert en mai 1949. Archives ACHF, Fonds Toohey 49-312

Steam railroading was not glamorous, especially on the Nova Scotia coal haulers; here we see Jim Leblanc, engineer (standing) and Henry Melanson (fireman) at his position on what we suspect is Maritime 5. Jim Simmons collection

Le travail au sein des chemins de fer voués au transport du charbon ne favorisait guère l'élégance. Jim Leblanc mécanicien et Henry Melanson, chauffeur, sont aux commandes de ce que nous croyons être la 5 du Maritime Railway. Collection Jim Simmons



Maritime Railway 5 has been cosmetically restored (for the second time) and is a prized exhibit inside the Angus Pavilion at Exporail. Jean Paul Viaud

La 5, à laquelle on a consacré pour la deuxième fois un effort de restauration esthétique est devenue une pièce d'exposition importante du pavillon Angus d'Exporail. Jean-Paul Viaud

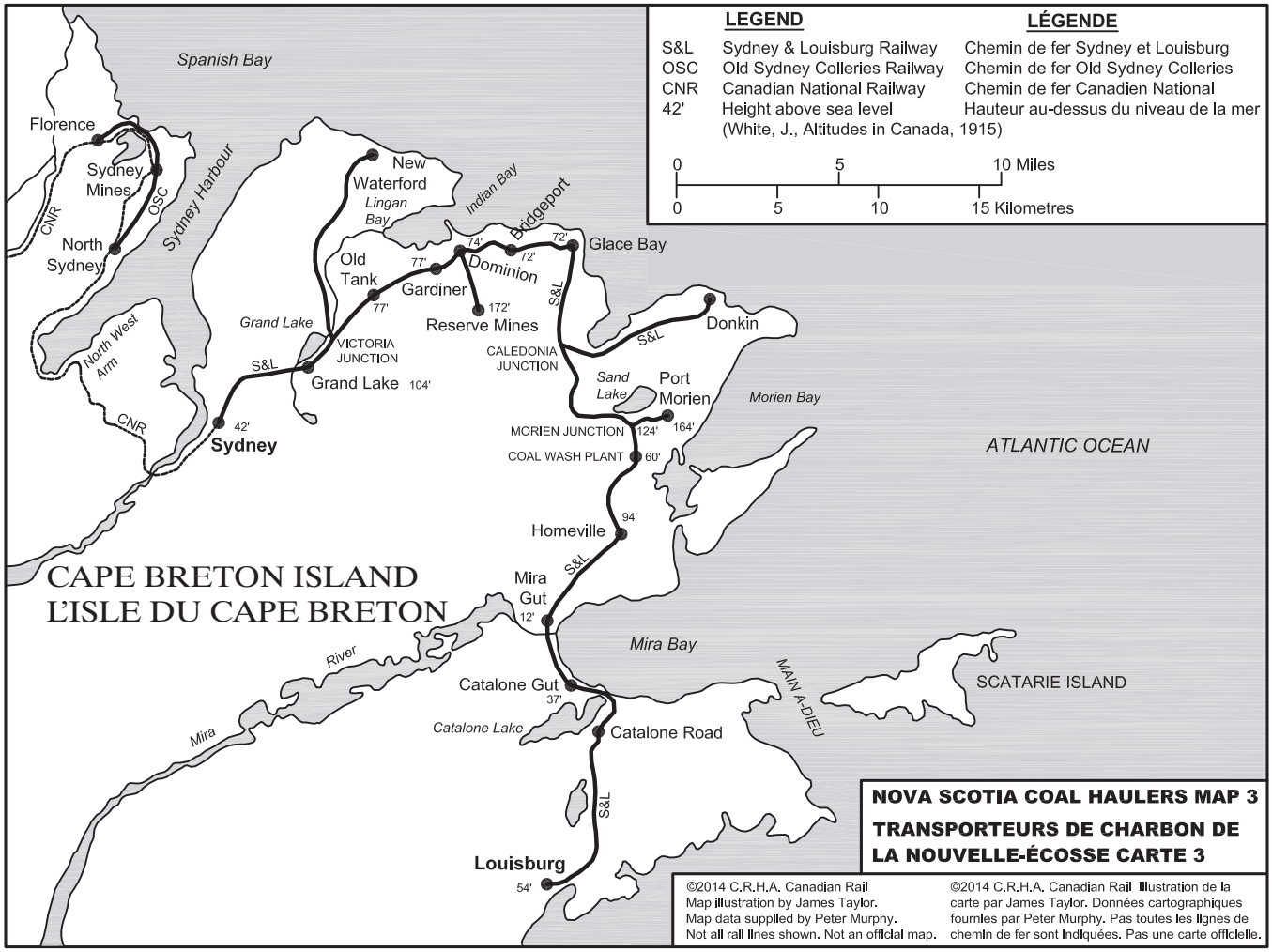
Maritime Railway Roster (1950 - 1961)

Road No.	Type	Builder	Serial	Yr Built	Notes
5	4-6-0	Pittsburgh	1592	1896	Note 1
6	2-8-0	Baldwin	14324	1895	Note 2
9	2-6-0	MLW	44265	1910	Note 3
10	2-6-0	MLW	44264	1910	Note 4

Notes:

1 Ex P&LE 9153, ex E. F. & G. E. Farquier; Preserved at Exporail
2 Ex Buffalo & Susquehanna 107; Scrapped 1952
3 Ex Cavicchi & Pagno 6, other owners, to MR in 1940; Scrapped in 1961
4 Ex Cavicchi & Pagno 5, other owners, to MR in 1951; Scrapped in 1961

Sydney and Louisburg Railway **Le chemin de fer Sydney and Louisburg**



Smoke and soot prevailed in Glace Bay as Sydney & Louisbourg 58 steams along with its caboose in tow on May 27, 1949. CRHA Archives, Fonds Toohey 49-286

Le 27 mai 1949, la 58 du Sydney & Louisburg et son fourgon baignent à Glace Bay dans la suie et la fumée. Archives ACHF, Fonds Toohey 49-286

The history of coal mining in Cape Breton is to say the least, confusing, with mergers, amalgamations and takeovers happening at an unheard of pace from its founding to its dying days. The S&L came into being to transport coal from various mines to the ports of Sydney and Louisbourg; mining of the coal fields in the area date back to as far as 1720.

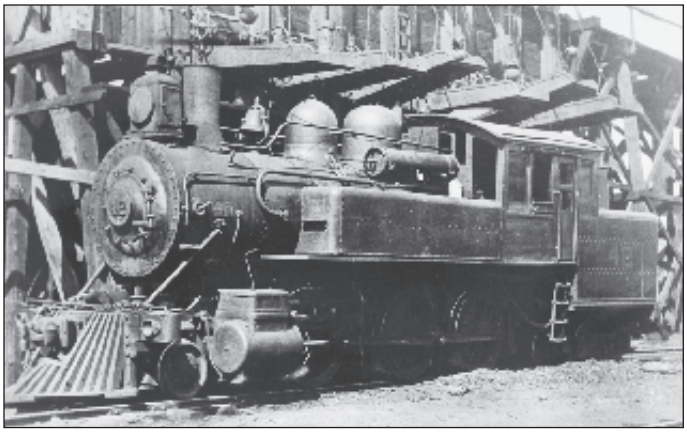
The S&L had purchased its last new steam locomotives in the mid 1920s. These were three 0-6-0 switch engines built by Montreal Locomotive Works in 1927 and 1928. Thereafter it acquired 29 second hand locomotives from American railroads ranging in size from 0-8-0s to 2-8-2s. Reflecting the S&Ls continuing commitment to steam, over half of these locomotives were purchased in the 1950s – the last being acquired in 1958.

L'histoire des mines de charbon au Cap-Breton remonte aux environs de 1720. Elle est jalonnée du début à la fin d'un grand nombre de fusions, d'acquisitions et de prises de contrôle, ce qui la rend parfois difficile à suivre. Le S & L fut construit pour transporter le charbon de diverses mines vers les ports de Sydney et de Louisbourg.

Le S & L a acheté ses dernières locomotives à vapeur neuves peu après le milieu des années 20. Il s'agissait de trois locomotives de manœuvre de type 0-6-0, construites par la Montreal Locomotive Works en 1927 et 1928. Par la suite, il se procure des locomotives d'occasion en provenance de chemins de fer américains. Il finit par en acquérir 29, allant de types 0-8-0 à 2-8-2 . Le S & L demeure résolument orienté vers la vapeur : plus de la moitié de ces locomotives furent achetées au cours des années 50 – la dernière d'entre elles en 1958.

Sydney & Louisbourg Forney 2-4-4T 23 was built by Schnectedy in 1900 and was still hauling coal in 1949 when Allen Toohey visited the property. CRHA Archives, Fonds Toohey 49-284B

La 23, une Forney 2-4-4T construite en 1900 par Schnectedy était encore en service sur le S & L en 1949 lors d'une tournée d'Allen Toohey. Archives ACHF, Fonds Toohey 49-284B



These two photos represent the major rebuilding that some coal hauling locomotives underwent; originally built by Schnectedy in 1899 as a 2-6-4T Forney type for Dominion Coal. Library & Archives Canada, Fonds Merrillees It was rebuilt as a 2-6-0 tender engine by the S&L in 1946. Jim Simmons collection

Ces deux photographies nous illustrent les changements majeurs effectués à certaines locomotives des chemins de fer néo-écossais. Voici l'une d'entre elles, construite en 1899 par la Schnectedy pour la Dominion Coal, à l'origine une Forney 2-6-4T. Le S & L l'a transformée en 4-6-0 avec tender en 1946. Collection Jim Simmons

S&L trains interchanged with the CNR at New Glasgow, Nova Scotia; in 1949 the CNR was providing local passenger service with an oil-electric such as 15840 and coach pictured here. CRHA Archives, Fonds Toohey 49-293

New Glasgow N.-É. Était le point de rencontre entre le S & L et le CN. En 1949, le CN assurait un service local de passagers au moyen d'automotrices mues à l'huile et l'électricité. Voici la 15840 et une voiture en remorque. Archives ACHF, Fonds Toohey 49-293

S&L 15 was built by MLW in 1911 and was scrapped in 1960. Jim Simmons collection

La 15 du S & L, construite par la MLW en 1911, mise à la casse en 1960. Collection Jim Simmons

A Sydney & Louisbourg mixed train probably photographed at Dixon's on the south side of Mira Bay; locomotive 45 was built by MLW in 1925, it was scrapped early in 1950. Library & Archives Canada, Fonds Merrillees

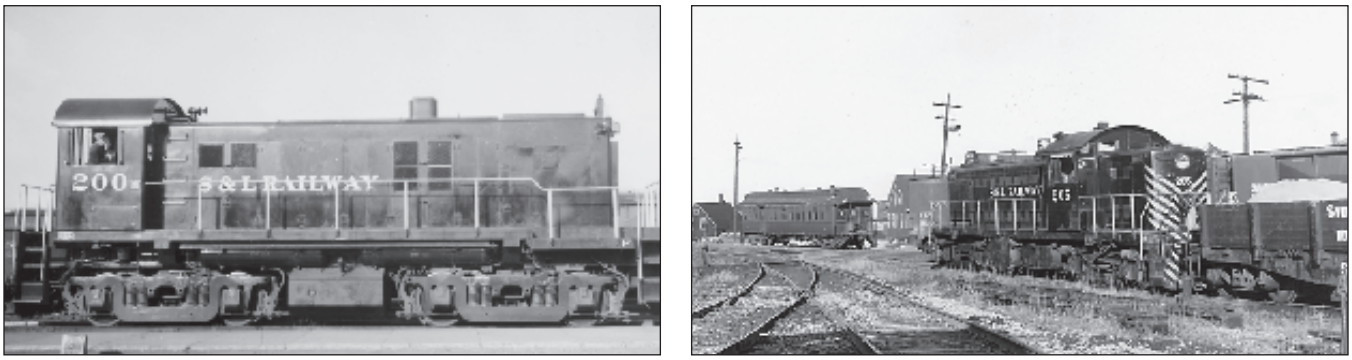
Un train mixte du S & L, peut-être photographié à Dixon's Pond, du côté sud de la baie Mira. La 45, construite par la MLW en 1925 fut retirée en 1950. Collection Jim Simmons

The S&L boasted some big power, here was 102, a Schnectedy 2-8-2 built in 1918 for the New York Central; note the exceedingly large tender! Jim Simmons collection

Le S & L possédait aussi des locomotives assez puissantes. La 102 produite par Schnectedy en 1918 pour le New York Central en est un exemple. Son tender était de dimensions surprenantes. Collection Jim Simmons

Three generations of S&L coal cars, the S&L had over 1200 wooden coal cars some dating from 1898, car 1727 was one of a batch of 50 ordered from Canadian Car & Foundry in 1913, Most later S&L cars (after 1912) were built by Eastern Car in Trenton, Nova Scotia which was owned by Dosco; car 171 is a larger wooden hopper car while 2198 is a conventional steel hopper car built by Canadian Car & Foundry. All 3 photos Library & Archives Canada, Fonds Merrillees

Trois générations de wagons à charbon. Le Sydney & Louisburg a acquis à partir de 1898 plus de 1200 wagons construits en bois. Le 1727 faisait partie d'un lot de 50 produit par la Canadian Car and Foundry en 1913. La plupart des commandes de wagons subséquentes furent placées auprès de la compagnie Eastern Car d'Amherst, N.-É., filiale de la Dosco. Le 171 est un wagon de plus grandes dimensions et le 2198 est un wagon-trémie métallique typique. Collection Jim Simmons



The diesel era on the Sydney & Louisbourg, S&L 200 is an RS-23 built by MLW in 1960; S&L 205 is an RS-1built by Alco in 1945. Jim Simmons collection

L'époque des diesels sur le S & L. La 200, une RS-23, est un produit de la MLW datant de 1960. La 205 est une RS-1 fabriquée par Alco en 1945. Collection Jim Simmons

Even a coal hauling railway had to face the economic facts and in 1960 it acquired three new RS-23 diesel locomotives. In an odd quirk of symmetry, these three were acquired from MLW, the same builder who had supplied the S&L's last three new steam locomotives. Embracing the diesel, ten second hand RS-1s (six from the Minneapolis & St Louis Railway and four from the Wisconsin Central Railroad) quickly followed allowing steam locomotives 88 and 90 to close out the steam era on the S&L on November 17, 1961. It should be noted that the S&L was one of the last North American railways to retire their steam locomotives because they had a ready source of cheap fuel at hand.

The modern history of the areas mining railways began in 1961, with the Cumberland Railway assumed operations of the S&L under the name of Cumberland Railway (Sydney and Louisburg Division). All S&L equipment was progressively re-lettered CRC for Cumberland Railway. Prior to 1965 S&L had purchased a number of ex CP wooden conductors vans supplementing the original S&L cars. These went on to be used by Devco

Cependant, même un chemin de fer destiné au transport du charbon doit se soumettre aux réalités économiques ; en 1960, il doit se résoudre à acquérir trois locomotives diesel neuves, des RS-23. Coïncidence remarquable, ces trois locomotives proviennent de la MLW, le même constructeur chez qui le S & L s'était procuré ses trois dernières locomotives à vapeur neuves. Puis, le S & L se convertit rapidement au diesel en achetant une dizaine de RS-1 d'occasion. Six d'entre elles proviennent du chemin de fer Minneapolis & St Louis et quatre du Wisconsin Central. Les locomotives 88 et 90 vont clore l'ère de la vapeur sur le S & L le 17 novembre 1961. Il est intéressant de noter que le S & L fut l'un des derniers chemins de fer nord-américains à se servir de locomotives à vapeur : ses sources d'approvisionnement en combustible se trouvaient à portée de main.

L'ère moderne des chemins de fer miniers de la région commence en 1961, lorsque le chemin de fer S & L devient une composante du Cumberland Railway. Il est désormais connu comme étant la Division Sydney and Louisburg du Cumberland Railway et on voit apparaître

Sydney and Louisburg Railway Roster (from 1950 to 1961)

Road No.	Type	Builder	Serial	Yr Built	Notes
8	0-4-0 T	MLW	64708	1923	Note 1
10	0-4-0 ST	MLW	40736	1906	Note 2
13	0-6-0	MLW	42749	1907	Note 3
15	2-6-0	MLW	50149	1911	S 1960
16	2-6-0	MLW	52783	1913	Note 4
23	2-4-4 T	Schnectedy	5465	1900	Note 5
31	2-6-4 T	Rhode Island	2944	1893	Note 6
32	2-6-4 Forney	Rhode Island	2573	1891	Note 7
33	2-4-4 F	Rhode Island	3021	1894	Note 8
34	0-6-0	Davenport	2032	1925	Note 9
42	2-6-4 F	Schnectedy	5103	1899	Note 10
43	2-6-0	Schnectady	5104	1899	Note 11
45	2-6-0	MLW	66318	1925	Note 12
50	2-8-4 F	Rhode Island	3127	1896	Note 13
52	2-8-0	Brooks	65978	1924	Note 14
53					See 84
54	0-8-0	Baldwin	60832	1929	Note 15
55	2-8-0	Cooke	28636	1903	Note 16
56	2-8-0	Cooke	28637	1903	Note 17
57	2-8-0 T	MLW	50148	1911	S 1959
58	2-8-0 T	MLW	50946	1912	S 1954
70	2-8-2	MLW	66319	1925	S 1961
71	2-8-2	MLW	67622	1928	S 1961
72	2-8-2	Lima	5438	1917	Note 18
73	2-8-2	Baldwin	38354	1912	Note 19
74	2-8-2	Baldwin	38379	1912	Note 20
75	2-8-2	Baldwin	38355	1912	Note 21
76	2-8-2	Baldwin	38378	1912	Note 22
77	2-8-2	Baldwin	49239	1918	Note 23
78	2-8-2	Baldwin	49307	1918	Note 24
80	0-6-0	MLW	67237	1927	S 1960
81	0-6-0	MLW	67238	1927	S 1960
82	2-6-0	MLW	67623	1928	S 1961
83	0-6-0	Lima	1190	1911	Note 25
84	0-8-0	Pittsburgh	59124	1918	Note 26
85	0-8-0	Schnectedy	66397	1925	Note 27
86	0-8-0	Brooks	67550	1927	Note 28
87	0-8-0	Baldwin	60833	1929	Note 29
88	0-8-0	Lima	7713	1937	Note 30
89	0-8-0	Lima	7702	1937	Note 31
90	0-8-0	Lima	7682	1937	Note 32
91	0-8-0	Lima	7700	1937	Note 33
92	0-8-0	Lima	7711	1937	Note 34
93	0-8-0	Schnectedy	71894	1944	Note 35
94	0-8-0	Schnectedy	71881	1944	Note 36
95	0-8-0	Schnectedy	71884	1944	Note 37
100	2-8-2	Schnectedy	58215	1918	Note 38
101	2-8-2	Schnectedy	63571	1922	Note 39
102	2-8-2	Schnectedy	59708	1918	Note 40
103	2-8-2	Baldwin	60336	1928	Note 41
104	2-8-2	Baldwin	60335	1928	Note 42
105	2-8-2	Lima	7654	1936	Note 43
106	2-8-2	Alco / Schnectedy	52547	1913	Note 44

For the S&L diesel era see Devco 200, 201 and 202

Notes:

1 Ex Aluminium Co. Of Canada 102; Scrapped 1956
2 Ex Canadian Car & Foundry 2, ex Eastern Car Co. 2; Scrapped 1955
3 Ex Dominion Coal 13
4 Ex Dominion Coal 16; Scrapped Scrapped 1952
5 Ex Dominion Coal 8; Scrapped 1952
6 Ex International Coal & Ry. 3, Dominion Coal 3, S&L rebuilt to 260 in 1951; Scrapped 1960
7 Ex International Railway & Coal 4, rebuilt to 0-6-0 in 1950; Scrapped 1960
8 Ex International Railway & Coal 11, rebuilt to 2-6-0 in 1950; Scrapped 1951
9 Ex Corbett Construction 2, Dominion Iron & Steel 116; Scrapped 1950
10 Ex Dominion Coal 16, rebuilt to 2-6-0 in 1946, Preserved
11 Ex Dominion Coal 17, rebuilt to 2-6-0; Scrapped 1961
12 Rebuilt to 2-6-0 in 1946; Scrapped in 1950
13 Ex Dominion Coal 14; Scrapped 1951
14 Ex Laurinburg & Southern, ex BR&L; Scrapped 1961
15 Ex Manufacturers Railway of St. Louis 101; Scrapped 1961
16 Ex Dominion Iron & Steel 55; Scrapped 1956
17 Ex Dominion Iron & Steel 56; Scrapped 1956
18 Ex Cambria & Indiana 7; Scrapped 1957
19 NOM&C 101, ex GM&N 101, ex TA&G 202, to S&L 1931; Scrapped 1961
20 NOM&C 104, ex GM&N 104, ex TA&G 205, to S&L 1934; Scrapped 1960
21 NOM&C 102, ex GM&N 102, ex TA&G 203, to S&L 1931; Scrapped 1956
22 NOM&C 103, ex GM&N 103, ex TA&G 204, to S&L 1933; Scrapped 1960
23 Ex Cambria & Indiana 10; Scrapped 1960
24 Ex Cambria & Indiana 11; Scrapped 1956
25 Ex Akron, Canton & Youngstown 1, to S&L 1930; Scrapped 1953
26 Ex Detroit & Toledo Shore Line 106, to S&L 53, renumbered to 84 in 1953; Scrapped 1960
27 Ex Detroit & Toledo Shore Line 110, Scrapped 1961
28 Ex Detroit & Toledo Shore Line 112, Scrapped 1954
29 Ex Manufacturers Railway of St. Louis 102, ex Chicago & Illinois Midland 546; Scrapped 1961
30 Ex Pittsburgh & Lake Erie 8042; Scrapped 1961
31 Ex Pittsburgh & Lake Erie 8031; Scrapped 1961
32 Ex Pittsburgh & Lake Erie 8011; Scrapped 1961
33 Ex Pittsburgh & Lake Erie 8029; Scrapped 1961
34 Ex Pittsburgh & Lake Erie 8040; Scrapped 1961
35 Ex Pittsburgh & Lake Erie 8074; Scrapped 1961
36 Ex Pittsburgh & Lake Erie 8061; Scrapped 1961
37 Ex Pittsburgh & Lake Erie 8064; Scrapped 1961
38 Ex Elgin Joliette & Eastern 740; Scrapped 1955
39 Ex Chicago & Eastern to S&L 1950; Most powerful locomotive on the S&L; Scrapped 1960
40 Ex NYC 5113, Pere Marquette 1037, C&O 2376; Largest tender in Canada; Scrapped 1960
41 Ex Detroit Toledo & Shore Line 26, to S&L in 1952; Scrapped 1960
42 Ex Detroit Toledo & Shore Line 25, to S&L in 1953; Scrapped1961
43 Ex Detroit Toledo & Shore Line 32, to S&L in 1954; Scrapped1961
44 Ex Lake Shore & Michigan Southern 4011, fifth hand to S&L in 1954; Scrapped 1960

For the S & L diesel era, see Devco 200, 201 and 202

after it took over the S&L operations.

By 1965 the Sydney / Glace Bay area was only a shadow of its former self back in the heyday of the S&L. While all of the former S&L steam locomotives were scrapped, one steam locomotive, a near cousin, continued to work in Cape Breton until 1970. This was 17 of the Bras d'Or Coal Company, an independent company. The locomotive was built in 1903 to work in the Scotia Steel mill in Sydney. In 1921, this engine became part of the Old Sydney Collieries which later became part of Dosco.

Old Sydney Collieries Railway (OSCR)

Old Sydney Collieries (OSC) was a Dosco division on the north side of Sydney harbour with mines at Sydney Mines and Florence, a two-level coal shipping wharf at North Sydney, and the railway that served the mines and the wharf (see map p 130). Sydney Mines had been the site of Cape Breton's first railway, a horse-drawn line that opened in 1830. Between 1830 and 1921, mines and railways in this area were owned by the General Mining Association until 1900 and then Nova Scotia Steel & Coal, locally known as "Scotia." In 1921, Scotia and almost all of eastern Cape Breton's other coal, steel and railway companies were merged into the British Empire Steel Corporation (Besco), the firm that soon evolved into Dosco. The OSC name appeared first as a Besco division and survived until the end of the Dosco years.

In comparison with the S&L, OSCR always had much smaller rosters of locos and hoppers. While the two coal carriers were physically separated, after 1921, they had running rights on CNR track that connected North Sydney and Sydney and so it was common to see OSCR and S&L rolling stock running together.

progressivement le nom du CR sur le matériel roulant. Avant 1965, le S & L s'était procuré auprès du CP un certain nombre de fourgons de queue en bois. Ces derniers ainsi que les fourgons originaux sont demeurés en service après la prise de contrôle par la Devco.

Vers 1965, la traction à vapeur avait presque totalement disparu de la région de Sydney/Glace Bay. Toutes les locomotives à vapeur du S & L ont été mises à la casse. Il n'en restait qu'une au Cap-Breton, une proche cousine des autres qui a survécu jusqu'en 1970. Il s'agissait de la 17 de la Bras d'Or Coal Company, une société indépendante. Elle a été construite en 1903 pour les manœuvres sur les terrains de la Scotia Steel Mill à Sydney. En 1921, elle intègre le giron de Old Sydney Collieries qui devint plus tard une composante de la Dosco.

Le chemin de fer Old Sydney Collieries (Sydney Coal Ry.)

La compagnie Old Sydney Collieries, filiale de la Dosco sise du côté nord du port de Sydney, possédait des mines à Sydney Mines et à Florence, un quai de transbordement à double niveau à North Sydney ainsi que le chemin de fer desservant ces installations (voir la carte de la page 130). Mentionnons que c'est à Sydney Mines que fut inauguré en 1830 le premier chemin de fer de la Nouvelle-Écosse; les wagons étaient tirés par des chevaux. À partir de1830, les mines et chemins de fer de ce secteur devinrent la propriété de la General Mining Association, puis en 1900, de la Nova Scotia Steel & Coal, localement appelée la Scotia. En 1921, la Scotia ainsi que toutes les mines, aciéries et chemins de fer de la partie est de l'île du Cap-Breton furent regroupés au sein de la British Empire Steel Corporation, la Besco, qui deviendra éventuellement la Dosco. Le nom Old Sydney Collieries, identifiant au début une filiale de la Besco, a subsisté jusqu'à la fin de l'ère Dosco.

En comparaison avec le chemin de fer S & L, le parc de matériel roulant du OSCR était beaucoup moins important, tant du point de vue locomotives que wagons-trémies. Ces deux chemins de fer étaient physiquement séparés; toutefois, ils acquirent en 1921 un droit de circulation sur la voie du CN reliant North Sydney et Sydney. Il est donc devenu courant de voir ensemble du matériel roulant des deux compagnies.

Old Sydney Colleries Roster (1950 to 1961)

Road No.	Type	Builder	Serial	Yr Built	Notes
17	2-6-0	Schnectedy	27301	1903	Note 1
18	0-6-0	MLW	50017	1911	Note 2
19	0-6-0	Davenport	2031	1925	Note 3
25	2-4-0	Baldwin	17781	1900	Note 4
26	2-4-0	Baldwin	23937	1904	Note 5
27	2-4-0	Baldwin	23954	1904	Note 6
30	0-8-0	?	2948	?	Note 7
31	0-6-0	?	2226	?	Note 8
32	0-8-0	?	2225	?	Note 9
33	0-8-0	Lima	7188	1926	Note 10
300	RS-1	Alco	79232	1951	See Devco 300

Notes:

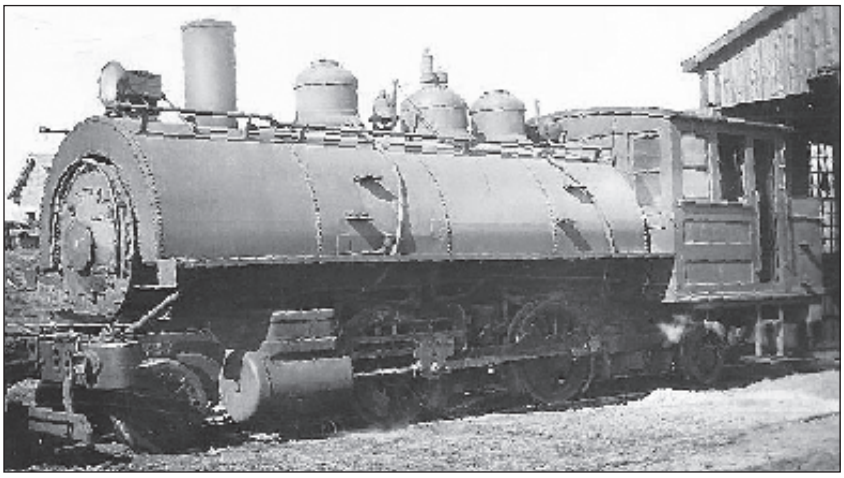
1 Ex NS Coal 2-6-4T 10, OSL, Four Star 17; was preserved in Glace Bay but scrapped after 1996
2 EX NS Coal 14, Four Star Colliery 14; Disposition unknown
3 Ex James H. Corbett, Welland 2031, Dominion Iron & Steel 115; Scrapped 1959
4 Ex Sydney Mines 2-4-0T; Preserved at Exporail since 1961
5 Ex NS Steel & Coal 11, ex Sydney Mines 26, Scrapped
6 Ex NS Steel & Coal 12 2-4-4T, OSC 27, then to S&L 27; Scrapped
7 Ex Detroit & Toledo Short Line 1137 OSC in 1952; Disposition unknown
8 Disposition unknown
9 Disposition unknown
10 Ex Kentucky & Indiana Terminal 27, ex Chicago & Illinois Midland 547; Disposition unknown

Acadia Coal Company *(et al)*

Nova Scotia had been a long-time source of coal for use domestically and abroad. The Nova Scotia coal deposits were divided into the Sydney, Cumberland, and Pictou Coalfields. Canada had one-sixth of all the coal reserves in the world, almost as much as the entire continent of Asia, and second only to the United States. The Acadia Coal Company was located in Stellarton, Nova Scotia. The Pictou county coalfields continued in steady operation until 1957, when the collieries at Stellarton were finally closed due to a fire in the underlying Acadia #1 seam. Prior to the closure of the Colliery, practically all workable coal had been removed from the seams. As of 1965 the former Acadia Colliery, was reduced to a Dosco coal washing plant. Stellarton switching work was performed by ex CN 70T diesel 43. Engine 42, a 2-6-0 which used to work here along with 25, a 2-4-0, had been moved to the yard of the Dosco complex in Trenton awaiting disposition.

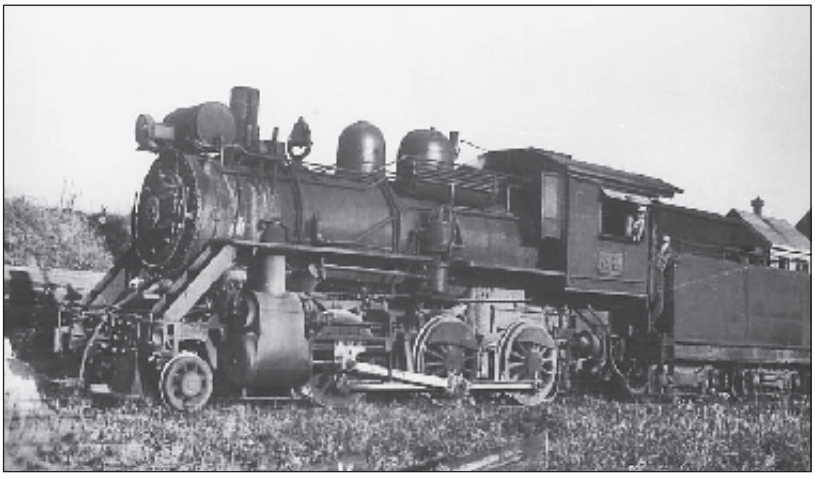
La compagnie Acadia Coal *(et autres)*

On a extrait pendant longtemps en Nouvelle-Écosse du charbon destiné aussi bien au marché intérieur qu'extérieur. Les principaux gisements de charbon de la province se trouvaient dans les régions de Sydney, de Pictou et du comté de Cumberland. Le Canada possédait un sixième des réserves de charbon du monde entier, presque autant que l'ensemble du continent de l'Asie. Seules les réserves des Etats-Unis surpassaient celles du Canada. L'Acadia Coal Company était située à Stellarton, Nouvelle-Écosse. Les bassins miniers du comté de Pictou ont assuré une production régulière jusqu'en 1957 ; on a fermé définitivement cette année-là les mines de Stellarton en raison d'un incendie dans le gisement Acadia #1. Il faut dire que lors de la fermeture des mines, le charbon facilement exploitable avait déjà été recueilli en grande partie. En 1965, les anciennes installations de l'Acadia, reprises par la Dosco, ne servaient plus qu'au lavage de charbon. Les manœuvres ferroviaires étaient effectuées par la 43, une locomotive diesel de 70 tonnes provenant du CN. Précédemment, la 42, une 2-6-0 qui travaillait de concert avec la 2-4-0 #25, avait été affectée à la cour de triage du complexe de la Dosco à Trenton.



Baldwin built 2-4-2T 10 spent its entire life at Acadia coal, it was built in 1904, this photo was taken in 1944. Jim Simmons collection

L'Acadia Coal s'est procuré chez Baldwin leur locomotive 10. Cette 2-4-2T construite en 1904 et photographiée en 1944 n'a jamais changé de propriétaire. Collection Jim Simmons



Once again - old 42, ex S&L transferred over to Acadia Coal in 1955; this locomotive is preserved at the Museum of Industry in Stellarton. Jim Simmons collection

La 42 a desservi le S & L puis l'Acadia Coal à partir de 1955. Elle est préservée au Musée de l'industrie de Stellarton. Collection Jim Simmons

Acadia Coal 43, a GE 70 tonner works the wash plant at Stellarton, Nova Scotia in October of 1963. Jim Parker

La 43 de l'Acadia Coal, une 70 tonnes fabriquée par GE, au travail dans les installations de Stellarton en octobre 1963. Jim Parker

Acadia Coal Company Roster (1950 to 1961)

Road No.	Type	Builder	Serial	Yr Built	Notes
6	45 Ton	General Electric	29209	1948	Note 1
10	2-4-2ST	Baldwin	24037	1904	Note 2
12	0-6-0	MLW	42749	1907	Note 3
14	0-6-0	MLW	60567	1919	Note 4
42	2-6-0	Schnectedy	5103	1899	Note 5
43	70 Ton	General Electric	30623	1950	Note 6
103	0-6-0	Baldwin	37123	1911	Note 7

Notes:

1 Ex Dominion Steel & Coal 6; after 5 owners to Septa Rail in 1989
2 Disposition unknown
3 Ex Dominuion Coal 13, S&L 13, Dominion Iron & Steel 118, Acadia Coal in 1931; Scrapped in 1962
4 Ex Dominion Iron & Steel 131, Acadia Coal in 1948;
5 Ex Dominion Coal 2-6-4F 16, S&L 42, Acadia Coal 42 in 1955; Preserved Museum of Industry, Stellarton
6 Ex CNR 43, to Acadia Coal, two more owners then Eurocan Pulp & Paper 43
7 Ex Cook Construction 103: Disposition unknown

The Devco Years

On July 7, 1967 the Cape Breton Development Corporation, or Devco, was established to operate the mines in the interim, while phasing them out throughout the 1970s and, at the same time, develop new economic opportunities for the surrounding communities. In March of 1968, Dosco, the parent company of Cumberland Railway (by this time including only the assets of the former S&L) was expropriated by the Canadian Federal Government to form the Cape Breton Development Corporation (Devco) for $12 million dollars. The Cumberland Railway was renamed the Devco Railway. The arrival of Devco marked the first major abandonment of the old S&L with service on the 12 miles from Broughton Junction to Louisbourg ending on May 2, 1968.

At the same time, the Government of Nova Scotia took over the operation of Dosco's integrated steel mill in Sydney, renaming the operation Sydney Steel Corporation, or Sysco. In 1972, with H.S. Haslam as general manager, Devco operated 39 miles of route with offices in Sydney. At that time the railroad owned 15 diesel locomotives and 1,100 freight cars.

Initially, the Devco Railway continued to operate much as its predecessor, using former Sydney and Louisburg locomotives, cars, trackage, and locomotive shops. Indeed, for several years it continued to operate

Les années Devco

Le 7 juillet 1967 la Cape Breton Development Corporation, ou en bref la Devco, est créée d'une part pour assurer l'exploitation des mines jusqu'à leur fermeture graduelle au cours des années 70 et d'autre part, pour développer de nouveaux débouchés économiques pour les communautés environnantes. En mars 1968, la Dosco, société mère du Cumberland Railway (qui ne comprend à ce moment que l'actif de l'ancien S & L) est expropriée par le gouvernement fédéral pour la somme de 12 millions $ et intégrée à la Devco. Le Cumberland Railway est rebaptisé Devco Railway. C'est à ce moment que survient le premier abandon significatif de l'ancien S & L. Le service sur les 19 km entre Broughton Junction et Louisbourg est interrompu le 2 mai 1968.

À la même époque, le gouvernement de la Nouvelle-Écosse reprend l'exploitation du complexe sidérurgique de la Dosco à Sydney. Le nom des installations est changé en celui de Sydney Steel Corporation, ou SYSCO. En 1972, H.S. Haslam est directeur général, le Devco Railway exploite 62 km de voies, possède 15 locomotives diesel et 1 100 wagons. Ses bureaux se trouvent à Sydney.

Initialement, le Devco Railway continue de fait les opérations de son prédécesseur. Il utilise les locomotives, les wagons, les voies et les ateliers du Sydney

under its old name of the Sydney & Louisburg Division of the Cumberland Railway. As Devco had been created to shut down the Cape Breton coal industry, the Devco Railway did not have expansion in mind at the outset. Initial operations consisted of serving the old mines, hauling coal to the international shipping piers on Sydney Harbour (Louisburg's piers were abandoned during the 1960s). The line east of Glace Bay to Louisbourg fell into disuse as older mines were closed.

While the federal government had directed Devco to plan an orderly withdrawal from the coal production, the 1973 energy crisis caused the policy to be reversed. Devco opened two new mines – the Phalen and Lingan – near New Waterford. The Devco Railway built a new spur to serve them. Another new spur was built to the Nova Scotia Power Inc.'s coal powered Lingan Generating Station that opened in November 1979.

Some of the most interesting locomotives Devco Railway had on their roster were their Alco RS-27's. The RS-27 was built by ALCO between December 1959 and October 1962. Only 27 examples were manufactured. With ALCO's introduction of the Century Series line, the C-424 replaced the RS-27 in the builders catalog. There are only two operating examples of this unique locomotive left in the USA. By many, this was considered the end of the first generation diesel. The two units wee acquired by the Devco Railway in 1975; they were originally ALCO demonstrator units 640-3 and 640-2.

Devco's oldest diesel dates back to 1940, it obtained this EMC four-wheel demonstrator via five USA roads in 1969 and numbered it 20; it is now preserved at the Museum of Industry in Stellarton. Jim Simmons collection

Cette diesel à quatre roues fut construite en 1940 par Electro-Motive Corporation (plus tard EMD). Elle a servi de démonstrateur sur cinq chemins de fer américains avant d'être acquise en 1969 par la Devco. Elle fut leur plus ancienne diesel et se trouve elle aussi au Musée de l'industrie de Stellarton. Collection Jim Simmons

and Louisburg. On lui a même conservé pendant plusieurs années son ancien nom de Division Sydney and Louisburg du Cumberland Railway. Comme la Devco avait pour mandat de mettre graduellement un terme à l'exploitation du charbon au Cap-Breton, le Devco Railway n'envisageait nullement au départ un accroissement de ses activités. Il desservait à ce moment les vieilles mines, transportait le charbon vers les quais de transbordement du port de Sydney. Quant aux quais de Louisbourg, ils avaient été abandonnés au cours des années 60. La ligne à l'est de Glace Bay vers Louisbourg est tombée en désuétude à mesure que d'anciennes mines furent fermées.

La crise énergétique de 1973 amène toutefois un changement complet de politique. La Devco ouvre deux nouvelles mines, la Phalen et la Lingan près de New Waterford. Le Devco Railway construit un nouvel embranchement pour les desservir et un autre vers la centrale électrique au charbon de Lingan, propriété de la Nova Scotia Power Inc. Elle devient opérationnelle en novembre 1979.

Les locomotives les plus intéressantes que le Devco Railway ait possédées sont sans doute leurs RS-27. Les RS-27 ont été construites par ALCO de décembre 1959 à octobre 1962. 27 exemplaires seulement ont été fabriqués. Lors de l'introduction par ALCO de sa Century Series, le constructeur remplace le modèle RS-27 par le C-424 dans son catalogue. En 1975, il ne restait aux Etats-Unis que deux RS-27 en état de marche. Le Devco Railway en a fait l'acquisition cette année-là. Beaucoup considèrent qu'elles sont les dernières locomotives de la première génération du diesel. Elles étaient à l'origine les locomotives de démonstration ALCO 640-3 et 640-2.

Devco (lettered C.R.C. - Cumberland Railway and Coal) 209 was an RS-1 built by Alco in 1950. Bolton photo, Jim Simmons collection

La 209 de la Devco, une RS-1 d'Alco construite en 1950 arbore encore l'identification C.R.C., le chemin de fer Cumberland Railway & Coal. Collection Jim Simmons

In 1979, the Devco Railway began receiving its first, second generation locomotives, GP38-2 216 to 219. These were brought new, which was a change for Devco as most of the locomotives they had been operating up to this time had been bought second hand by the Cumberland Railway S&L Division. Between 1979 and 1983, the Devco Railway acquired a total of thirteen GP38-2 from General Motors Diesel. Between 1980 and 1994 it gradually retired all the diesels it had inherited. The Devco Railway's second generation diesel power sported a unique design feature – all could be used emergency power generators at various Devco mines. Devco Railways predecessor, the Cumberland Railway S&L Division, was known as one of the last bastions of steam power. The Devco Railway was also known one of the last holdouts for MLW and Alco diesel power, as most of their roster consisted of entirely Alco / MLW power until they began to acquire GM GP-38-2's in 1979.

During the early 1980s, Devco built new locomotive shops at Victoria Junction, between Sydney and Glace Bay, and shut down the Glace Bay roundhouse and shops. Devco also built a large coal preparation and wash plant at Victoria Junction, as well as new international shipping piers on Sydney Harbour, replacing the antiquated export piers inherited from Dosco. With federal government financing, Devco was in expansion mode and with the high international price for coal, sought to produce more Cape Breton coal for export than ever before. The coal hopper fleets were modernized, with many new cars being purchased from the Eastern Car Company in New Glasgow.

The Lingan mine closed in 1992, the Phalen mine in 1999 and the Prince mine in 2001 ending Devco's coal mining operations. To keep powering the Lingan Generating Station coal began to be imported through the International Piers at Sydney, reversing their historic role as a coal exporting terminal. With the closure of the mines and reduced traffic, the Devco Railway sold off five of GP38-s with three going to the Louisville & Indiana Railroad in 1996 and two to Connell Leasing in 1998.

With the end of mine operations, the federal government moved quickly to divest itself of Devco. On December 18, 2001, all of Devco's surface assets, including the railway, locomotives and rolling stock, locomotive shops at Victoria Junction, the international pier and coal storage facility were sold to 510845 New Brunswick Incorporated, a wholly owned subsidiary of Emera Inc. Emera had purchased the Nova Scotia Power Corporation from the provincial government in 1992 and thus owns the Lingan Generating Station. The federal

En 1979, le Devco Railway commence à recevoir ses premières locomotives de la seconde génération, des GP38-2 neuves, numérotées de 216 à 219. C'est un changement majeur d'orientation car la plupart des locomotives utilisées jusque-là avait été achetées d'occasion par la division S & L du Cumberland Railway. Entre 1979 et 1983, le Devco Railway a acquis un total de treize GP38-2 de General Motors Diesel. Entre 1980 et 1994 il se départit progressivement toutes les diesels dont il avait hérité. Les locomotives de deuxième génération du Devco Railway étaient dotées d'une caractéristique unique : toutes pouvaient être utilisées comme génératrices de secours pour les diverses mines de la Devco. Le prédécesseur du Devco Railway, la division S & L du Cumberland Railway, était reconnu comme l'un des derniers bastions de la vapeur. Le Devco Railway pour sa part fut considéré comme l'un des derniers retranchements de diesels MLW et Alco, car la plupart de leurs locomotives provenaient de ces compagnies jusqu'à ce qu'il commence à acquérir des GP-38-2 de GM en 1979.

Au cours des années 80, Devco se dote de nouveaux ateliers d'entretien à Victoria Junction entre Sydney et Glace Bay, permettant ainsi la fermeture des ateliers et de la rotonde de Glace Bay. La Devco construit aussi un important lavoir à charbon à Victoria Junction, ainsi que de nouveaux quais de transbordement pour le transport international dans le port de Sydney, en remplacement de ceux de la Dosco devenus désuets. Avec L'aide du gouvernement fédéral, la Devco prend de l'expansion et les prix internationaux élevés du charbon l'amènent à viser un niveau de production jamais atteint auparavant. Le parc de wagons-trémies est modernisé par l'achat d'un bon nombre de nouvelles unités de la Eastern Car Company de New Glasgow.

L'extraction de charbon cesse à la mine de Lingan en 1992, puis à celle de Phalen en 1999 et enfin à celle de Prince en 2001, mettant ainsi un terme aux opérations minières de la Devco. Comme la centrale électrique de Lingan doit continuer d'être alimentée en charbon, on inverse le rôle des jetées de Sydney. Ayant servi à l'exportation, elles deviennent un terminal d'importation pour le charbon. La fermeture des mines entraîne une réduction du trafic ferroviaire. Le Devco Railway vend cinq de ses GP38 : trois d'entre elles au Louisville & Indiana en 1996 et les deux autres à la Connell Leasing en 1998.

L'exploitation minière terminée, le gouvernement fédéral cherche à se départir rapidement de la Devco. Le 18 décembre 2001, l'ensemble des biens de surface de la Devco, y compris le chemin de fer, les locomotives et le matériel roulant, les ateliers de Victoria Junction, la jetée de transbordement et les installations de stockage de charbon passent à la compagnie 510845 Nouveau-Brunswick Incorporated, une filiale en propriété exclusive d'Emera Inc. Emera avait acheté en

government also tranfered the mine properties and mineral rights back to the provincial Department of Natural resources. Devco decommissioned the coal wash plant at Victoria Junction.

1992 du gouvernement provincial de la Nouvelle-Écosse la Nova Scotia Power Corporation et était donc propriétaire de la centrale électrique de Lingan. Le gouvernement fédéral remet par la même occasion les propriétés minières et les droits miniers au ministère provincial des Ressources naturelles. La Devco met hors-service le lavoir à charbon de Victoria Junction.

Devco Railway Roster - Diesel from 1960

Road No.	Type	Builder	Serial	Yr Built	Notes
20	Model 40	EMC	1134	1940	Note 1
60	70 Ton	GE	3065	1949	Note 2
61	S1	Alco	?	1940	S 1992
200	RS-23	MLW	83289	1960	Note 3
201	RS-23	MLW	83290	1960	Note 4
202	RS-23	MLW	83291	1960	Note 5
203	RS-1	Alco	71434	1944	Note 6
204	RS-!	Alco	75390	1947	Note 7
205	RS-1	Alco	73334	1945	Note 8
206	RS-1	Alco	71317	1944	Note 9
207	RS-1	Alco	71436	1944	Note 10
208	RS-1	Alco	75117	1944	Note 11
209	RS-1	Alco	77853	1950	Note 12
210	RS-1	Alco	78242	1950	Note 13
211	RS-1	Alco	79055	1951	Note 14
212	RS-1	Alco	79231	1951	Note 15
214	RS-27	Alco	83557	1957	Note 16
215	RS-27	Alco	83556	1959	Note 17
216	GP38-2	GMD	A3684	1979	Note 18
217	GP38-2	GMD	A3685	1979	Note 19
218	GP38-2	GMD	A3686	1979	Note 20
219	GP38-2	GMD	A3687	1979	Note 21
220	GP38-2	GMD	A4063	1981	Note 22
221	GP38-2	GMD	A4064	1981	Note 23
222	GP38-2	GMD	A4065	1981	Note 24
223	GP38-2	GMD	A4066	1981	Note 25
224	GP38-2	GMD	A4278	1982	Note 26
225	GP38-2	GMD	A4279	1982	Note 27
226	GP38-2	GMD	A4280	1982	Note 28
227	GP38-2	GMD	A4281	1982	Note 29
228	GP38-2	GMD	A4347	1983	Note 30
300	RS-1	Alco	79232	1951	Note 31

Notes:

1 EX EMC demonstrator, five other owners, to Devco 20 in 1969; Preserved Museum of Industry, Stellarton

2 Ex Pacific Great Eastern 553 to Devco 1961; To Laurinburg & Southern 107 in 1972

3 S&L 200 to Devco in 1960; To Greater Winnipeg Water District 200 in 1985

4 S&L 201 to Devco 201 in 1960; To Spruce Falls Power & Paper 109

5 S&L 202 to Devco in 1960; To Greater Winnipeg Water District 202 in 1986

6 Ex Minneapolis & St. Louis 744, to Devco in 1960

7 Ex Minneapolis & St. Louis 547, to Devco in 1960; To Black River & Western in 1980

8 Ex Minneapolis & St. Louis 645, to Devco in 1960

9 Ex Minneapolis & St. Louis 200, to Devco in 1960; To Cargill Grain in 1982

10 Ex Minneapolis & St. Louis 202, to Devco in 1960; To Cargill Grain in 1981

11 Ex Minneapolis & St. Louis 946, to Devco in 1961; To Salem & Hillsboro in 1984; Disposition unknown

12 Ex Wisconsin Central 2360, to Devco in 1961; To Salem & Hillsboro in 1984; Disposition unknown

13 Ex Wisconsin Central 2362; Scrapped 1982

14 Ex Wisconsin Central 2364, to Devco in 1961; To Black River & Western in 1980

15 Ex Wisconsin Central 2365, to Devco in 1961; Rebuilt into a snowplow

16 Alco demonstrator 640 (3), to Devco in 1975: Scrapped 1984

17 Alco demonstrator 640 (2), to Devco in 1975: Scrapped 1984

18 To Sydney Coal Railway in 2002, to NB Southern Railway 2318 in 2003

19 To Sydney Coal Railway in 2002, to NB Southern Railway 2317 in 2003

20 To Sydney Coal Railway 218 in 2002

21 To Sydney Coal Railway in 2002, to NB Southern Railway 2319 in 2002

22 To Louisville & Indiana RR Co. 220 in 1996

23 To Louisville & Indiana RR Co. 221 in 1996

24 To Sydney Coal Railway 222 in 2002

25 To Louisville & Indiana RR Co. 223 in 1996

26 To Connell Leasing in 1998, to GATX Rail 2258 in 2000

27 To Sydney Coal Railway 225 in 2002, renumbered to 219 c2006

28 To Sydney Coal Railway 226 in 2002, renumbered to 217 c2006

29 To Connell Leasing in 1998, to Central Michigan Railway Co. 2014 in 2000

30 To Sydney Coal Railway 228 in 2002

31 Ex Wisconsin Central 2366, ex SOO 2366, ex OSC 300 to Devco in 1961

Sydney Coal Railway (SCR)

Emera contracted the operation of the railway and international pier to Logistec Corporation. In turn, Logistec contracted with the Quebec Railway Corporation (Societe des chemins de fer du Quebec), which operated a number of short lines in Quebec and New Brunswick. The Quebec Railway Corporation adopted the name Sydney Coal Railway for this operation. The assets remain the property of 510845 New Brunswick Inc. Logistec held an 18% financial stake in the Quebec Railway Corporation.

On October 30, 2008, Logistec purchased the railway, locomotives, rolling stock and international pier from 510845 New Brunswick Inc. This followed the decision of the Quebec Railway Corporation to wind up their business and sell their individual short lines to other operators including Canadian National.

Today, the OSCR utilizes eight of the GP38-2s purchased by the Devco Railway. Business is brisk with the line handling over 20,000 carloads of coal each year to the Lingan Generating Station.

Le chemin de fer Sydney Coal Railway (SCR)

Emera a confié la supervision des opérations du chemin de fer et de la jetée de transbordement à la Logistec Corporation. À son tour, Logistec accorde ce contrat à la Société des chemins de fer du Québec, qui exploitait un certain nombre de chemins de fer d'intérêt local au Québec et au Nouveau-Brunswick. La Société rebaptise le chemin de fer : il devient le Sydney Coal Railway. Les biens demeurent la propriété de 510845 New Brunswick Inc. Logistec détenait une participation financière de 18 % dans la Société des chemins de fer du Québec.

Le 30 octobre 2008, Logistec achète de 510845 New Brunswick Inc. le chemin de fer, les locomotives, le matériel roulant ainsi que la jetée de transbordement. Cet achat fait suite à une décision de la Société des chemins de fer du Québec de liquider leur entreprise et de vendre leurs chemins de fer à d'autres exploitants, dont le Canadien National.

Présentement, le SCR utilise huit des GP38-2 achetées par le Devco Railway. Le chemin de fer s'en tire assez bien puisqu'il livre chaque année plus de 20 000 wagons de charbon à la centrale électrique de Lingan.

Preserved Coal Hauling Locomotives in Cape Breton

Road No.	Type	Builder	Serial	Yr Built	Notes
Museum of Industry, Stellarton					
5	0-4-0ST	Baldwin	44823	1917	Note 1
20	Model 40	EMC	1134	1940	Note 2
42	2-6-0	Schnectedy	5103	1899	Note 3
151	0-4-0T	MLW	69741	1942	Note 4
7260	0-6-0	CLC	697	1906	Note 5
Albion	0-6-0	Longridge ?		c1840	Note 6
Samson	0-6-0	Hackworth		1838	Note 7
Miners Museum, Glace bay					
33	6 wheel	North British	27739	1957	Note 8
Exporail					
5	4-6-0	Pittsburgh	1592	1896	Note 9
25	2-4-0	Baldwin	17781	1900	Note 10

Notes:

1 Ex NS Steel & Coal 5, ex Dominion Steel & Coal 5 - 30" gauge
2 Ex EMC demonstrator 1134, ex McKinnon Industries 10. Ex Four Star Collieries 10, ex Devco 20
3 Ex Dominion Coal 16 2-6-4T, ex S&L 16 renumbered 42, ex Acadia Coal 42, ex Tibbetts Paints, S&H (lease)
4 Ex Dominion Steel & Coal 151, ex Tibbetts Paints - 36" gauge
5 Ex ICR 100, ex CGR 809, ex CNR 7075 renumbered 7260, ex Intercolonial coal 7260, ex Tibbetts Paints
6 Ex Albion Colliery Railway, ex B&O museum
7 Ex Albion Colliery Railway, ex B&O museum; Oldest locomotive in Canada
8 Ex Phalen Colliery Company 33 - diesel hydraulic 30" gauge
9 Ex P&LE 9153, ex E. F. & G. E. Farquier; ex Maritime Railway Preserved at Exporail
10 Ex Sydney Mines 2-4-0T, ex Old Sydnet Collieries

Notes:

Library & Archives Canada, Fond Merrillees collection photographs - all are from LAC Cat # 1980-1949, Group D, Subseries 1, Box # 2000725251

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Julian (Jay) P. Underwood

1958 - 2014

By Bill Linley

"Some kids' dads hunted animals, mine hunted trains," Derek Underwood, January 18, 2014 Photo by Andrew Underwood in July, 2011 on the bluffs overlooking the Thompson River alongside the CNR / CPR mainlines when Jay and Kathy were helping Andrew move to Comox, B.C.

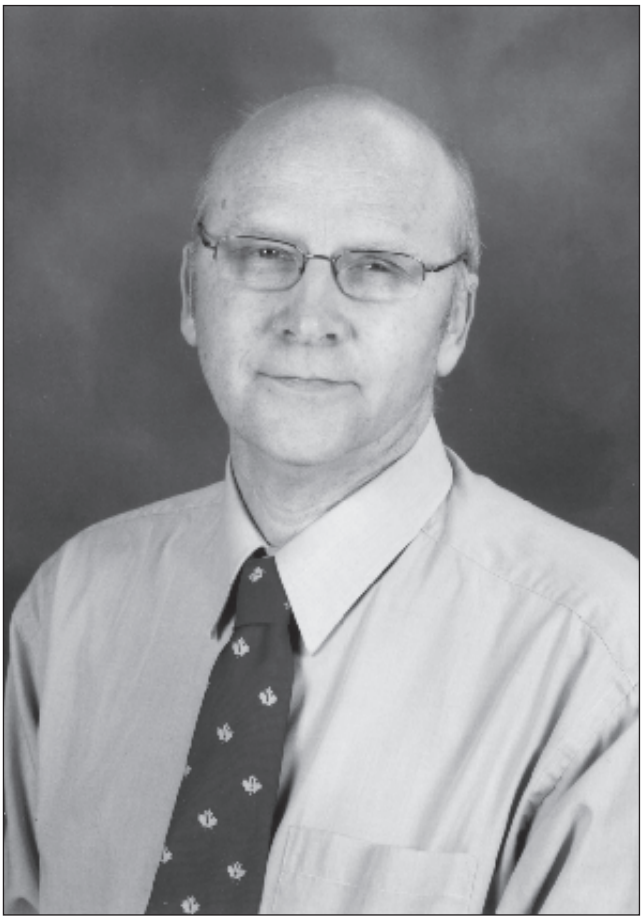
Le 18 janvier 2014, Derek Underwood disait « Les pères de mes amis chassaient les animaux alors que mon père, lui, chassait les trains. Photo prise par Andrew Underwood, en juillet 2011, le long des voies principales du CN et du CP alors que Jay et Kathy aidaient Andrew dans son déménagement à Comox, Colombie-Britannique.

Julian "Jay" Paul Underwood was born in Singapore, April 16, 1958 and passed away at his home in Elmsdale, Nova Scotia, January 7, 2014 from the complications of Type One diabetes. His health was compromised by the effects of Agents Orange and White, to which he had been exposed at CFB Gagetown and Camp Aldershot while serving in the Reserves.

Jay received a diploma in journalism from Holland College in Charlottetown in 1979. He worked at the Guardian in Charlottetown and the Evening News in his hometown of New Glasgow, Nova Scotia. In 1980 he moved to Truro where he worked at the Daily News and met his wife Kathy Patriquin. Kathy's grandfather, Ellsworth Patriquin, was a CNR station agent at Greenville, Nova Scotia which helped fuel Jay's interest in railways. Following a brief stint in Timmins, Ontario, he returned to Nova Scotia to become editor and publisher of the award-winning Springhill Parrsboro Record. Five years later, in 1987 he assumed a similar role with a new paper, the Enfield Weekly Press. For two years prior to the onset of his disability in 1992 he was a senior editor of the Daily News in Halifax and member of the start-up team for its Sunday edition.

He was an avid amateur geologist, mineral and fossil collector, as well as statistician for the East Hants Junior A Penguins. He was active in establishing a shelter for abused women in Amherst and bringing Crimestoppers to East Hants where he also raised funds for a new arena in Lantz, near Elmsdale.

I first met Jay at the Dartmouth Train Show around the time he released his first book, Ketchum's Folly in 1995. It is the untold story of the Chignecto Ship Railway in northern Nova Scotia. Jay went on to publish 14 books with a railway theme. We shared a keen interest in the history of railways in the Maritimes and he was particularly passionate about their earlier days in the



region. He wrote extensively about Sir Sandford Fleming and other engineers who were key to the construction of early railways. He authored many articles in Canadian Rail where his interests aligned closely with the late Fred Angus. In 2003, he was involved with the founding of the Nova Scotia Railway Heritage Society and became its president in 2007. He was very active on its web-based presence where he was particularly helpful in assisting people to connect their families with the railways. He attended many train shows in the region promoting the connection of railways to the everyday lives of generations of Maritimers.

Jay's stature as a researcher, editor and writer was accentuated by his support for budding writers through mentoring and directly through his publishing company, Pennydreadful Press. He judged literary competitions in East Hants and strongly supported their library. His talents were broadly recognized in 2011 by his appointment as a trustee of the Public Archives of Nova Scotia.

Jay is survived by his wife Kathy and sons Andrew, a member of the Canadian Forces and volunteer conductor at the Alberni Pacific Railway in British Columbia, and Derek who is an engineer with CN in Halifax.

The railway community has lost a driving force for preservation and interpretation with the passing of Jay Underwood. He will assuredly be missed by all who were touched by his kindly ways.

List of Jay Underwood's 14 books published:

1. **Ketchum's Folly - 1995**
2. **Full Steam Ahead** - The life and locomotives of Alexander Mitchell - 1996. Note: he didn't care much for that title as it was a nautical term. As I understand he, he was overridden by the publisher. I think he wanted to call it "Apostle of Aeolus", which would have been a little more fitting, but perhaps wouldn't have appealed to the public.
3. **Built For War - 2005.** This was his first with Railfare and as I understand it, it did quite well because it appealed to two genres: railway history and military history. He showed that the building of the Intercolonial Railway was also a military necessity.
4. **From Folly to Fortune - 2007**
5. **Ghost Tracks - 2009**
6. **Kings of the Iron Road - 2010.** This one was launched under his own banner and celebrated the lives of the engineers that were overlooked by conventional history. He also argued that Sir Sandford Fleming stole the spotlight from some of these people who rightly deserved it.
7. **Confederation Conspiracy - 2010.**
8. **A Line Through The Hills - 2010.** This one is a short one about the route the railway takes through the Wentworth valley. He seemed to have an attachment to this area. I think it was because he could draw a connection there from the railway to Mom, as she grew up in Wentworth and my Grandfather is the son of a former Station Master from Greenville. Grampie still tells stories of the trains passing his bedroom window and in one endearing story the story of how electricity came to them on their last day. He said at 1 pm they flipped on the switch to turn the lights on and walked out. They moved 10 miles down the road and they were back in the dark for another 10 years! I think some of these stories inspired Dad a bit.
9. **Kings of the Iron Road, Vol. 2 - 2011**
10. **Hail to the Chief! The life of Sandford Fleming revisited - 2011**
11. **Flemings Army - 2011.** I think this is the last book done with Railfare.
12. **Bridge of Sorrows - 2012**
13. **The Inside Man - 2012**
14. **Kings of the Iron Road, Vol. 3 - 2012**

BUSINESS CAR

May - June 2014

By John Godfrey

Edited by David Gawley

Exporail announces its 2014 schedule

Theme days / Journées thématiques:

Dates for the triomphent return of the Dominion of Canada to be announced
Le Grand retour de la « Dominion of Canada » : les dates dépendent du retour

Sunday May 25, 2014: Museums' day
Dimanche 25 mai 2014 : Journée des musées

August 16 - 17: A Great Passion for Model Trains
16 et 17 août : Petits trains, grandes passions

September 27 - 28: days of culture
27 et 28 septembre : les journées de la culture

October 4, from 6.00 pm to 9.pm : Illuminated Trains
4 octobre, de 18h à 21h : Trains en lumière

Activités / Activities :

October 18 to 31 : Railway Ghosts
Du 18 au 31 octobre : Fantômes ferroviaires

November 1st to 16: « Suspect wanted : the Train Robber »
Du 1er au 16 novembre : « Suspect recherché : le voleur de train »

November 22, 2014 to January 4, 2015 : Railway Christmas
Du 22 novembre 2014 au 4 janvier 2015 : Noël ferroviaire

December 13, 2014 to January 4, 2015 : Elegant Tearoom
Du 13 décembre 2014 au 4 janvier 2015 : Service de thé

January 5 to May 10, 2015 : Railroad Trades
Du 5 janvier au 10 mai 2015 : Métiers du rail

January 10 to February 28, 2015 : Rotary Snowplow
Du 10 janvier au 28 février 2015 : Chasse-neige rotatif

March 1st to April 26, 2015 : Circus Train
Du 1er mars au 26 avril 2015 : Train du cirque

May 2 to 18, 2015 : Royal Visit
Du 2 au 18 mai 2015 : Visite royale

This season we are pleased to offer Stephen Low's full-length IMAX film Rocky Mountain Express in the Exporail theatre. The film is showing daily when Exporail is open at 1:30 p.m. in English, (in French at 11 a.m. and 3 p.m.) An admission charge of $ 4 per person is applicable.

Cette saison, nous sommes heureux d'offrir la version longue du film IMAX de Stephen Low, « L'Express des Rocheuses », dans la salle de projection d'Exporail. Les présentations du film ont lieu les weekends en version française à 11 h et 15 h et en version originale anglaise à 13 h 30. Des frais de 4$ par personne s'ajoutent au tarif d'entrée.

Visit our website www.exporail.org

Dominion of Canada's Great Goodbye and return to Canada

Phil Metcalfe

The third event of the very successful Mallard 75 celebration, the Great Goodbye, took place at the National Railway Museum Shildon, United Kingdom,

between February 15 and 23, 2014. All six of the remaining A4s were on hand, placed side by side in front of the museum to allow for new and interesting photos. In addition, the three operating A4s took turns hauling passengers on a short stretch of track on the museum site. Special early morning and late night photography sessions were offered to the public.

The public response to the event was overwhelming. A record 119,800 visitors came to see the locomotives over the nine day display period. A4 Dominion of Canada remained on display at Shildon until April 21, 2014, when it was made ready for its return journey to Exporail, the Canadian Railway Museum, where it will go on display again this summer in its new 1938 Garter Blue livery. (Stephen Cheasley)

More bad luck for the Orford Express dinner train

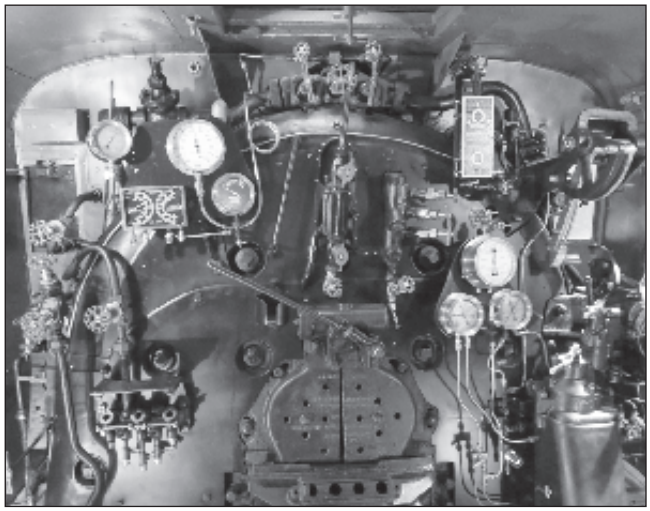
Operations of the Orford Express, which is based in Sherbrooke, Quebec, were severely impacted by the Lac Megantic tragedy which occurred on July 16, 2013, at the height of the 2013 summer tourist season.

Over this past winter, the observation dining car *Sherbrooke* underwent a major restoration and upgrading. On April 25, as the restoration was nearing completion, fire broke out and destroyed or damaged the interior of the car. CBC radio reported that the cause of the fire was oily rags leading to spontaneous combustion.

The *Sherbrooke* is a 1954 graduate of the Budd Company, it started out life as Northern Pacific sleeper-dome 310. Later as Burlington Northern 1442 it was sold into private ownership in 1973. Orford Express acquired the car in 2008, and operated it bracketed by a pair of former VIA RDCs transformed into dining cars. An MLW M-420TR and the country's only FL9 completed the consist.

Operations for 2014 have been suspended affecting some 80 employees of the operation; we wish the Orford Express operation a speedy return to normality. (Ed)

Bytown's 2858 cab restoration project dedicated



After the untimely death of one of the Bytown Railway Society's founding members in 2012, the Board of Directors sought an appropriate memorial for Duncan du Fresne. The Board felt that the restoration of the cab of Royal Hudson 2858, in the Canada Science and Technology 'Locomotive Hall', was a worth and suitable project to undertake – restore it to how it would have looked towards the end of its career in the late 1950s. The CSTM was approached, and with a few conditions, approved Bytown's funding and provision of labour. As could be expected, not all the necessary parts were at hand. Some did not come with the locomotive when it was donated by the CPR, while some were removed or damaged after it was put on display.

Not to be deterred, Bytown's 'Dirty Hands Club' took on the tasks with great determination. Duncan was a friend and mentor to many, and they wanted the cab to look authentic. Replacement valves were made; where handles didn't exist, patterns were made an more cast. Alan Westland produced all the gauges and they look great! A few 'field trips' were made to Exporail to study sister Royal Hudson 2850, many photos and notes were taken.

The original boiler jacket was removed years ago in order to facilitate asbestos removal, and were found. Patterns were made so that those pieces too damaged to be used could be fabricated. Once they were all made and fitted (after many trial fittings), the job of replacing all the missing parts could start. Other little tasks were also attended to: the frame around the roof vent was re-constructed; most of the floor was replaced. The cab seats were re-cushioned too!

Slowly the gauges, valves, piping and other accessories were replaced, and one could start to see what the cab would have looked like over 55 years ago while still in service. Working with the Museum, a new barrier was built and installed that will allow visitors to experience the work place for so many steam locomotive engineers and firemen, while protecting all the hard work of the volunteers. The photos don't do the restoration justice – come and see for yourselves! (David Stremes)

New Toronto streetcar in Easter Parade

Gord McOuat

The Toronto Transit Commission's new low-floor streetcar made its first appearance in the annual Toronto Beaches Lions Easter Parade on Sunday, April 20. Toronto transit history was made as all four generations of the TTC's streetcar fleet rode the rails together for the first time.

The parade ran along Queen Street East from Neville Loop to Woodbine Avenue.

Toronto's new streetcar, which will begin service on August 31 on the 510 Spadina route, joined the parade along with Peter Witt streetcar 2766, which served the citizens of Toronto from 1921 until 1963 and PCC streetcar 4549 that was the backbone of the TTC's streetcar fleet from 1938 until 1995.

Streetcars in the parade were:

- TTC 1922 CC&F Peter Witt 2766
- TTC 1951 CC&F PCC A-15 4549
- TTC 1978-1981 UTDC CLRV 4186
- TTC 2013 Bombardier Flexity Outlook 4402

Two photos, David Barrett

The public will have its first chance to board the new streetcar during Doors Open Toronto on Sat. May 24, from 11 a.m. to 5 p.m., at the TTC's Russell Division, 1433 Queen St. East. (Transmania)

Temiskaming and Northern Ontario Railway 219 moved to Capreol, Ontario

The locomotive was originally built for the Temiskaming and Northern Ontario Railway (T&NO) in 1907 and numbered 119. It was re-numbered 219 in 1935 before it was eventually sold off to Normetal in 1938. ONR repurchased the engine in 1975, and it was rumoured the idea was to use it on an excursion train. After boiler tests were completed, the plan was apparently abandoned. Today, 219 is the oldest surviving T&NO locomotive and an integral part of northern Ontario's rail history.

The Northern Ontario Railroad Museum and Heritage Centre, located in Capreol, Ontario, purchased the locomotive for $5000 back in the summer of 2012 after collecting pledges from businesses and individuals all across northern Ontario who wanted to ensure the piece was preserved and that it did not meet the cutting torch. Thanks to the efforts of volunteers, the museum was also able to recover the engine's bell, headlamp and stack which had previously been removed.

Raising required funds to purchase the locomotive proved relatively easy compared to challenges associated with transporting it from Cochrane to Capreol. Unfit for rail travel, it became apparent the locomotive would have to be either trucked or transported by rail. The museum was able to make a contact with the company Railtran Services Inc. who possess a specially designed flat car complete with rails and loading ramps.

The locomotive traveled from Cochrane to North Bay, then on to Sudbury before arriving in Capreol. Four different railway companies assisted with the transport of the locomotive; Ontario Northland, Ottawa Valley Railway, Canadian Pacific and Canadian National.

Once in Capreol the locomotive was trucked down the street from the Capreol Yard to the Museum site where it was put on display in Prescott Park, next to retired Canadian National Steam Locomotive 6077. Restoration efforts on the old locomotive will begin this summer. (Cody Cacciotti)

Valemount Museum Celebration

The building that houses the Valemount Museum turns 100 in 2014. The historic building was originally built as the train station for the little town of Swift Creek, British Columbia which existed before the founding of Valemount. It was a bit more than a mile north of present day Valemount. In 1927, when Swift Creek ceased to exist, the CNR moved the station and renamed it Valemount. It was used by CN until 1981 when it was permanently closed.

The building sat abandoned and unkempt until 1987 when the Valemount Historic Society purchased it from CN for $1. A volunteer workforce moved the building to the municipal property on which it now stands. Following a five year restoration, it opened as a museum in 1992. The museum has expanded with the addition of a caboose and the construction of an annex on the station.

To honour the centennial of the building, the Historic Society has refreshed the exterior of the station. A "Happy Birthday" party for the station will be held on July 1st. A unique birthday fundraiser for the Society is a Centennial lapel pin that will be available throughout 2014. The pin will be a gift with each new or returning membership sold throughout the year; annual memberships are $10. The Society has commissioned playwright Sharon Stearns of Wishbone Theatre Productions to write a play reliving the early days of the railroad and how it would forever change the lives of the people in this area. (Douglas N. W. Smith)

BACK COVER TOP: The coal era is almost over and the automotive age is already in replacement mode in this marvelous Bob Sandusky mood shot showing Old Sydney Collieries 2-4-0 25 on the coal unloading trestle at North Sydney, Nova Scotia sometime in the mid-fifties. Today, OSC 2-4-0 25 can be found on a trestle at the entrance to Exporail - the Canadian Railway Museum. R. J. Sandusky

HAUT DE LA PAGE COUVERTURE ARRIÈRE: Nous arrivons à la fin de la grande époque du charbon sur cette belle photo d'atmosphère prise par Bob Sandusky vers le milieu des années cinquante. La 2-4-0 25 d'Old Sydney Collieries passe sur le pont à chevalet de la décharge des wagons de charbon à North Sydney, N.E. Aujourd'hui, la nméro 25 trône fièrement a l'entrée du Musée Exporail de Saint-Constant au Québec. R.J.Sandusky

BACK COVER BOTTOM: Old Sydney Collieries 25 is right at home on an elevated trestle at the main entrance to Exporail, 110 Saint Pierre St., in Saint-Constant, Quebec. The steam locomotive came to Montreal in 1961 and was stored for a time at Domtar's neighbouring creosoting plant prior to track being laid on the museum site. Jean Paul Viaud

BAS DE LA COUVERTURE ARRIÈRE: La numéro 25 de la Old Sydney Collieries a trouvé sa place sur un socle a l'entrée du Musée Exporail au 110, rue Saint-Pierre à Saint-Constant au Québec. Cette locomotive à vapeur est arrivée au musée en 1961 et fut entreposée à l'usine voisine de la Domtar en attendant que les rails soient installés au musée pour la recevoir. Jean-Paul Viaud

Canadian Rail

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