

HALIFAX AND
SOUTHWESTERN
RAILWAY

Halifax and South Western Ry.—We are advised that the contract for the construction of the branch from the main line to the Canada Iron Corporation's mines at Torbrook, N.S., has been let to the Nova Scotia Construction Co. The contract for the ore handling plant at Port Wade, described on page 632 of our Sept. issue, has been let in two sections; for the ore dock to Reid and Archibald, Halifax, and for the manufacture and erection of the handling plant to I. Matheson & Co., New Glasgow, N.S. (May, pg. 355.)

October 1909

Yarmouth Station and Locomotive House.—It is reported from Yarmouth, N.S., that at a conference attended by the Mayor, W. R. Fitzmaurice, Superintendent, and other C.N.R. officials, approval was given to C.N.R. plans for a new station in Yarmouth; that it will be built on land bought recently from L. E. Baker and Co., at the head of Baker's Wharf, formerly the terminal of the old Yarmouth Steamship Co., operating ships between Yarmouth and Boston; that it will be about a quarter of a mile nearer the Evangeline docks, the present terminus of Boston-Yarmouth steamships, than the present station; that it will be a brick and stucco building on concrete foundations, 107 x 27 ft., with a passenger platform 21 x 480 ft., and that plans are being submitted to the Board of Railway Commissioners for approval.—A recent Yarmouth press dispatch reported the placing in service of a 3-stall locomotive house in Yarmouth South, replacing a building destroyed by fire some years ago, locomotive cleaning and running repairs having been done in the open in the interval.

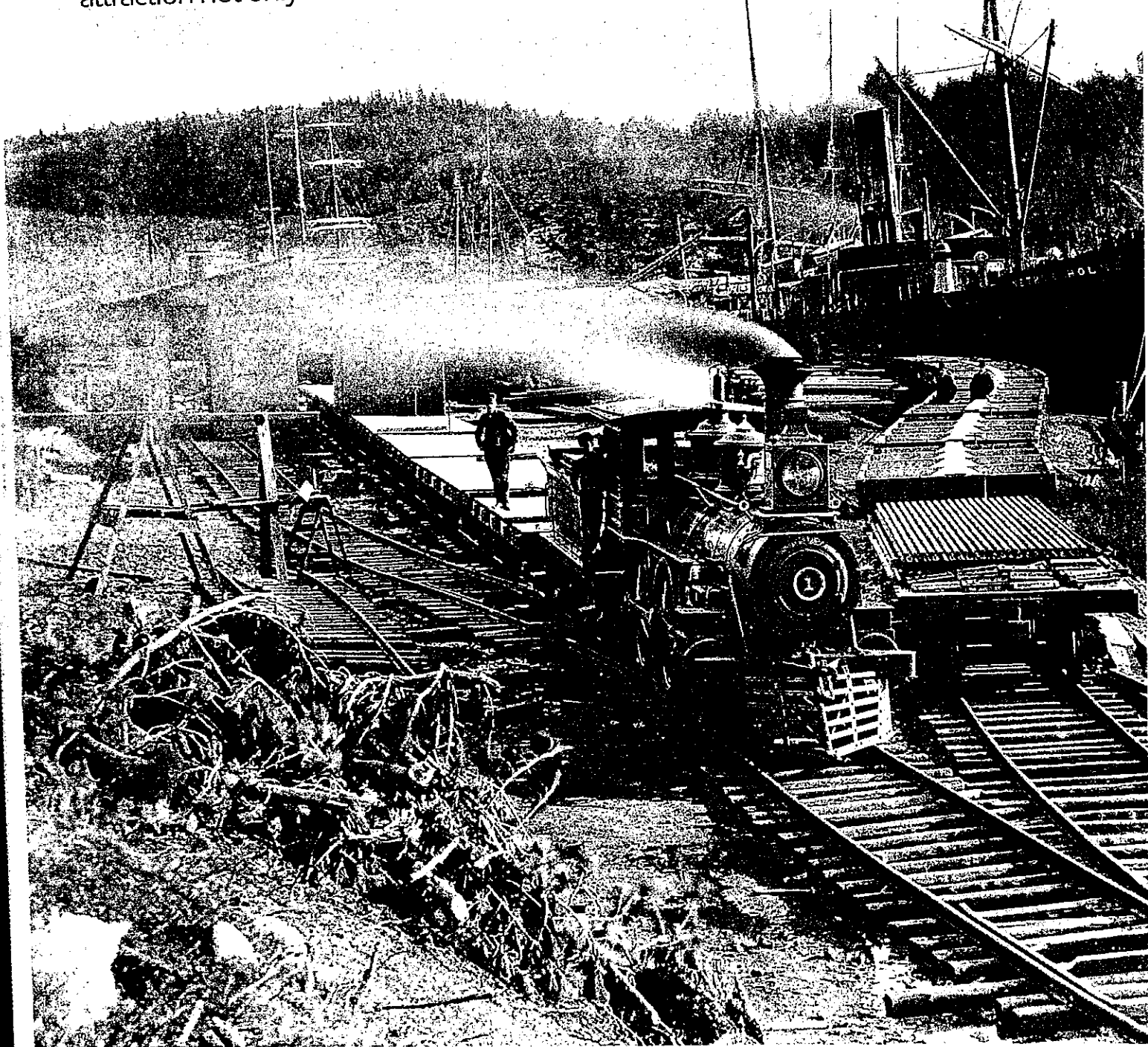
JANUARY 1931

Yarmouth Station and Locomotive House.—It is reported from Yarmouth, N.S., that at a conference attended by the Mayor, W. R. Fitzmaurice, Superintendent, and other C.N.R. officials, approval was given to C.N.R. plans for a new station in Yarmouth; that it will be built on land bought recently from L. E. Baker and Co., at the head of Baker's Wharf, formerly the terminal of the old Yarmouth Steamship Co., operating ships between Yarmouth and Boston; that it will be about a quarter of a mile nearer the Evangeline docks, the present terminus of Boston-Yarmouth steamships, than the present station; that it will be a brick and stucco build-

JANUARY 1931

CNR's Halifax and South West

Bridgewater played a key role in the construction of the Nova Scotia Central Railway. It was an important hub through the Halifax and Southwestern (H&SW) era and later for Canadian National Railways. A spur track led from the wharf in the photo to the main rail facilities which included a brick roundhouse with a full machine shop, freight sheds and a magnificent Victorian era station. Not to be forgotten was the railway restaurant, a major attraction not only to travellers but also the locals in their daily routines.



Railway

(Part 2)

—by Jim Simmons

The Role of the Town of Bridgewater

Bridgewater was a railway hub beginning with the Nova Scotia Central Railway, which completed its line from Lunenburg to Middleton with a branch to Liverpool in 1889. Its importance increased with the H&SW when the line was extended from Halifax through to Yarmouth. Bridgewater was 82.3 miles by rail south west of Halifax and was near the point where the branch to Caledonia and Port Wade departed from the main line to Yarmouth. As noted on the timetable on page 32 of *CN LINES* Vol.9 No.3, trains to Caledonia and Middleton/Port Wade operated to and from Bridgewater. The Caledonia trains made a connection with the service to and from Yarmouth.

The Canadian National Railways took over the line in 1919. As shown in Figure 1, (page 26) by the mid 1920s, the CNR's Bridgewater yard boasted a nine stall brick roundhouse and turntable with an extensive machine shop and adjoining stores building. There was a large coaling plant served by a trestle and a box factory and dry kiln along the waterfront. The express office, station, and restaurant were located along the wood passenger platform and a large freight shed with a high platform was located on a spur nearby. There was a 60-foot ash pit on the single lead to the turntable and a loop bypass track was located behind the roundhouse. On July 16, 1925, a great fire destroyed all of the mechanical buildings including the roundhouse.

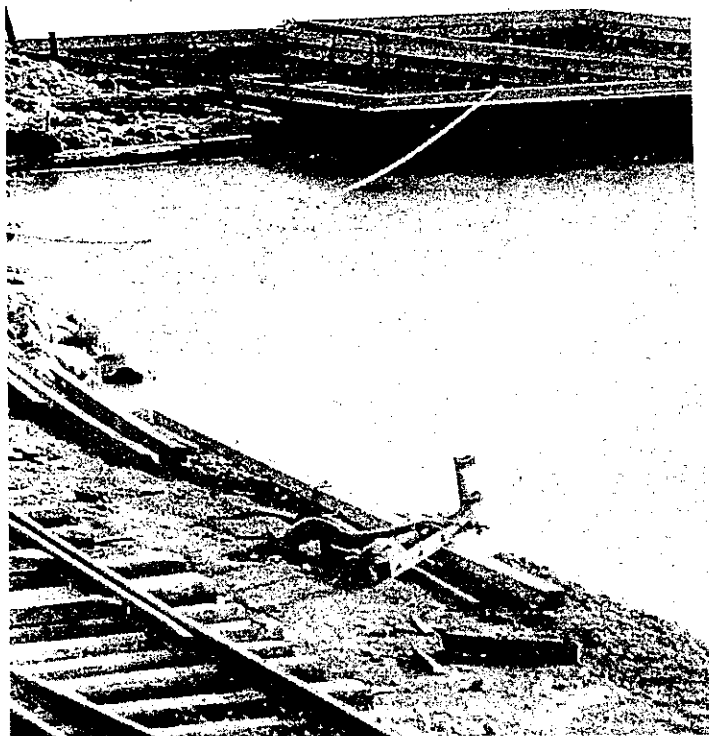
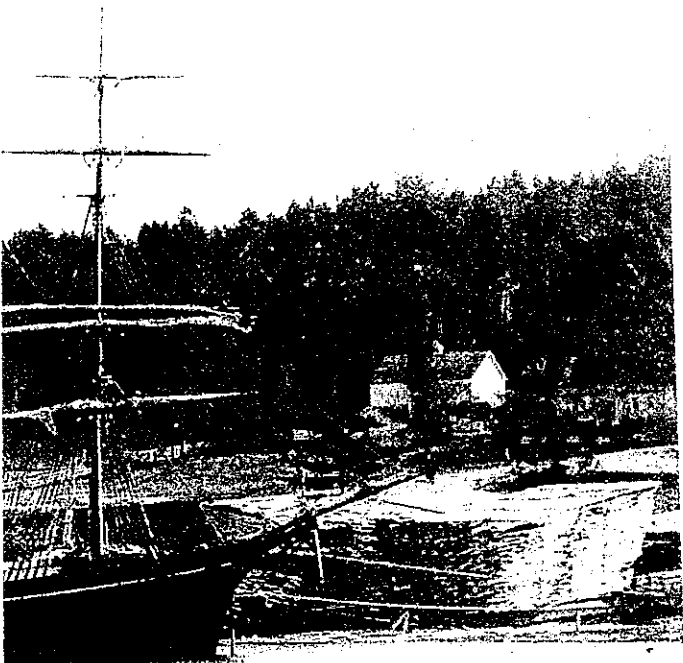
The buildings and yard were later rebuilt, although only six of the roundhouse stalls were replaced and a smaller machine shop and separate stores building were provided (See Figure 2). Leads and ash pits were provided to the turntable from both ends of the yard and the loop track was removed. A clamshell crane was used for coaling locomotives in the area formerly occupied by the old machine shop. A two-track car shop was in place by 1942. The yard sidings had been lengthened by the time the source plan for Figure 2 was drawn in 1950. The track scales had been moved to a siding to the left of the area shown in the plan. There were also several industries and spurs along the mainline to both the left and right of the area shown.

In 1959, the wooden car shop building was converted to a two-track, two-unit per track, diesel shop as the roundhouse was redundant with the passing of the steam locomotive. The new diesel facility hosted an interesting variety of units from Montreal Locomotive Works (MLW) and Canadian Locomotive Company (CLC—Fairbanks-Morse models) as well as an occasional General Motors product.

The turntable continued to be used until the 1980s. After it was removed in 1988, it sat on blocks for a time in a vacant lot in Bridgewater tied to a tree with a nylon rope. The local newspaper made a tongue in cheek comment about concerns that somebody would walk away with it! The Bridgewater turntable was moved to the Nova Scotia Museum of Industry at Stellarton in 1989 and has been in storage ever since. A 1942 inventory has the air-oper

It is October 1888 and 1500 tons of 30-foot long, 56-pound rails are being unloaded from the steamer 'Netherholme' at the Bridgewater Wharf on the La Have River. They will be used in the construction of the Nova Scotia Central Railway, a predecessor to the Halifax and Southwestern. NSCR locomotive #1 is in the foreground.

—photo from the late Allister MacBean courtesy of Pat Scrimgeour



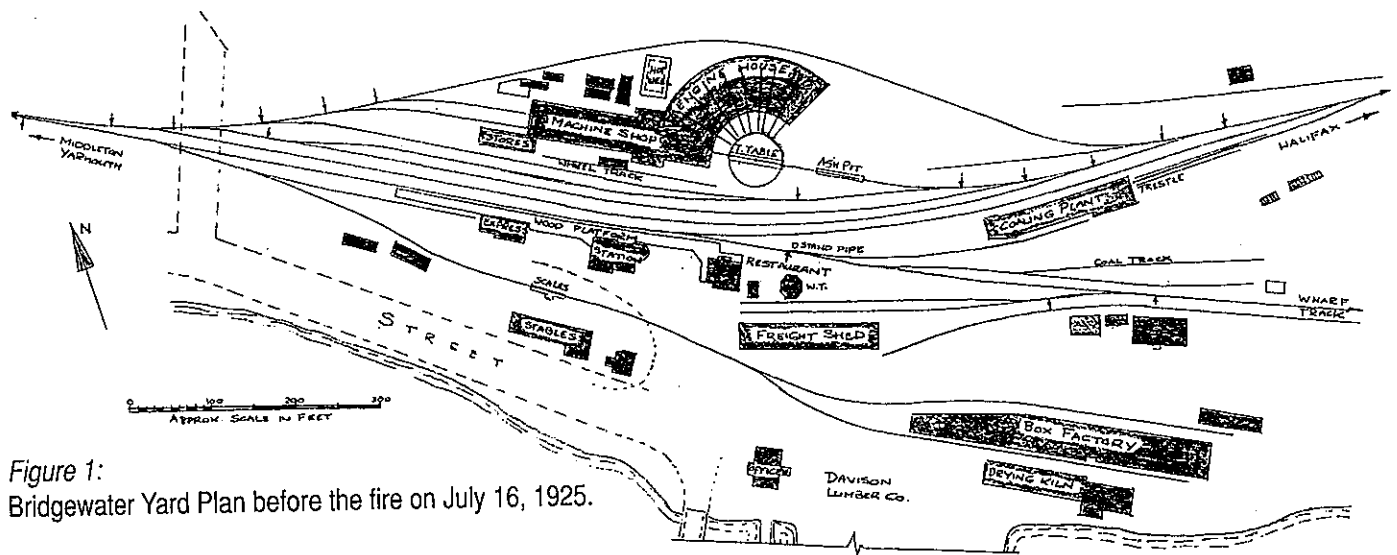
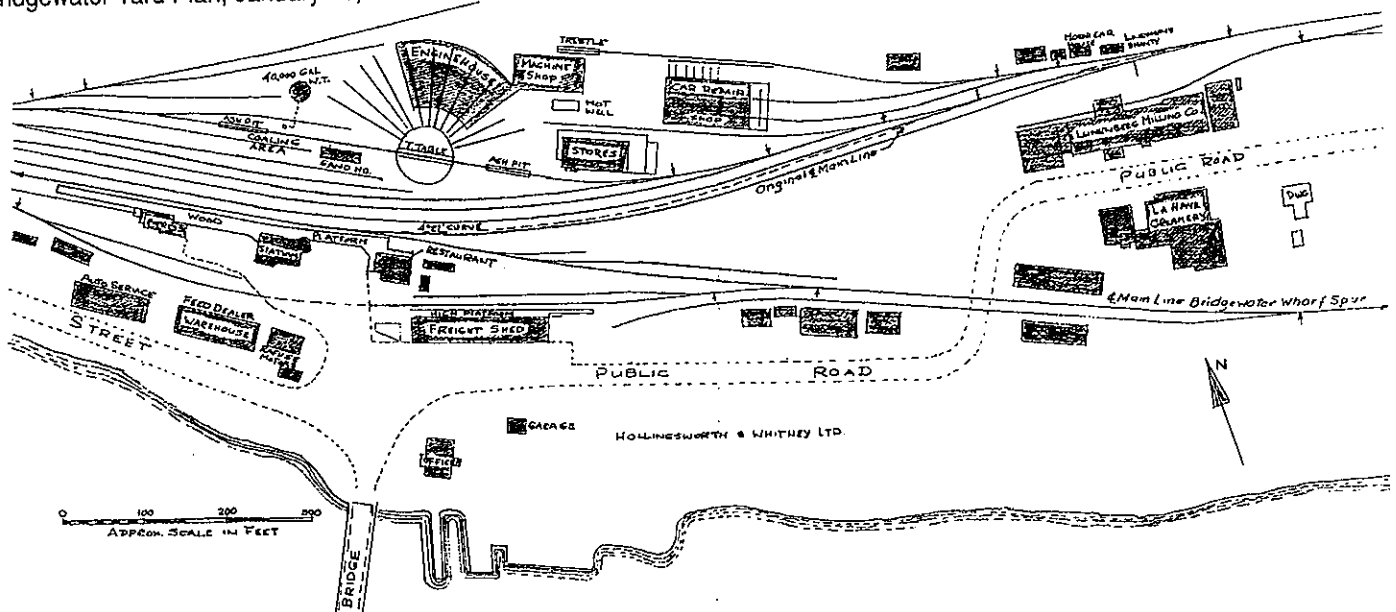


Figure 1:
Bridgewater Yard Plan before the fire on July 16, 1925.

Figure 2:
Bridgewater Yard Plan, January 16, 1950.

—plans traced by Al Lill from a plan in the Division Engineer's Office, author's collection.



CN 1775 and 1782 on a westbound freight at the new storage yard on east side of Bridgewater, September, 1988. —photo: Bill Linley



ated turntable as a 75-foot HDP (Half Deck Plate) girder built in 1912 while the yard plans have it as 70-foot DPG (Deck Plate Girder). Andrew Blackburn measured it for us at Stellarton and confirmed that the turntable is 75 feet long. Apparently the yard plans were not updated and the turntable on the plans should be five feet longer than shown.

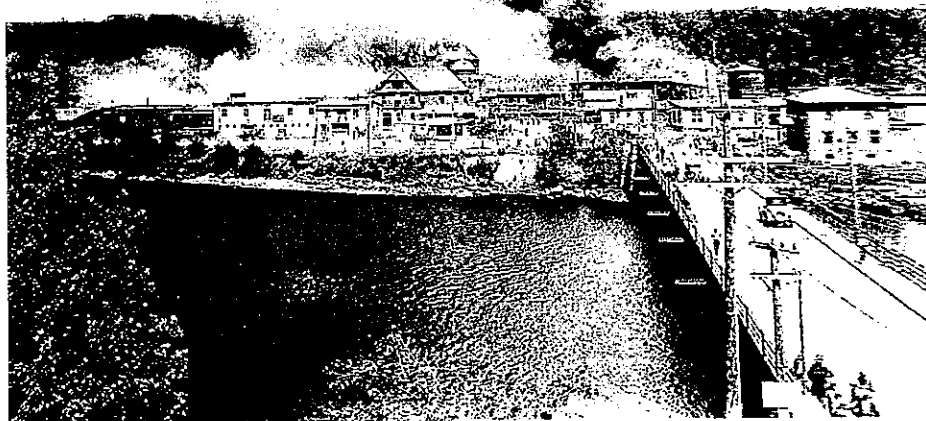
Although the railway was once a thriving enterprise in Bridgewater, its activity steadily declined from the 1930s onward but there still was quite a bit of traffic right into the diesel era. Over the years, the CNR periodically upgraded the track to carry heavier cars and locomotives on the former H&SW.

The picturesque Bridgewater station was located on a 4 degree 27 minute curve and the yard was relatively compact. Accordingly it would make an excellent subject for a model railroad.

Bridgewater was located at Mile 77.94 on the Chester Sub. The actual junction point for the line to Middleton was located at Bridgewater Jct. Mile 79.05. The 1954 Employee Timetable shows yard limit signs were located 3000 feet east of the station and 3022 feet west of the Bridgewater Jct. switch. These were later changed to Miles 77.4 and 78.3.

BELOW—From left to right the railway restaurant, station, express office tower, sand house and water tower. CNR 4-6-0 1147 and 2-8-2 3420 rest beside the roundhouse. The corner of the brick stores building can be seen to the right.

— photo circa 1946, C. Hatfield,
G. Ness collection.

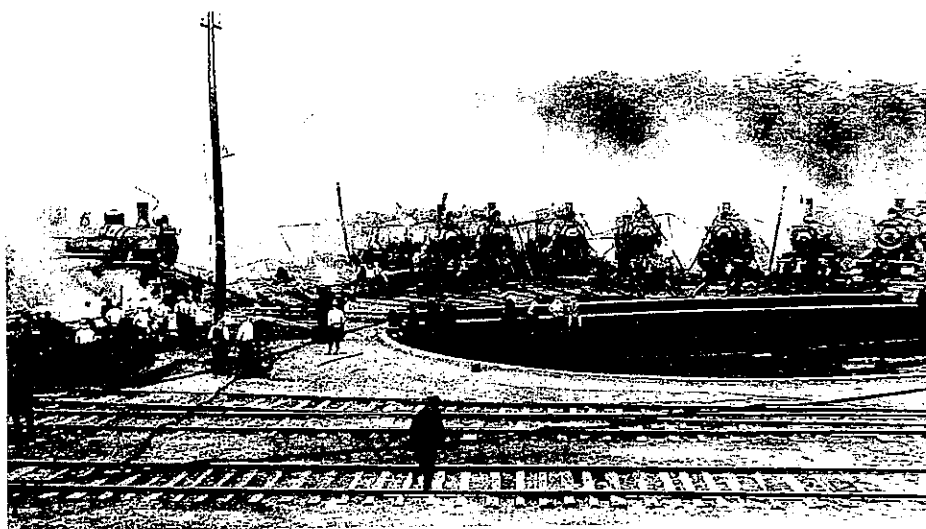


View of the Bridgewater Fire, July 16, 1925.

—photo from the Debrisay Museum, Bridgewater N.S.

Smoldering ruins and damaged locomotives following the fire at Bridgewater on July 16, 1925.

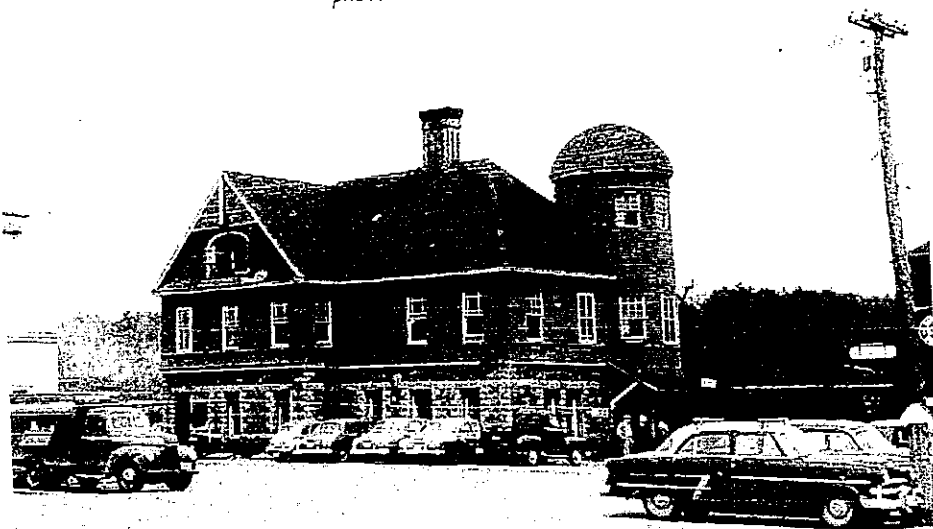
—photo from the Debrisay Museum, Bridgewater N.S.





A view of Bridgewater station and restaurant. The yard and locomotive servicing facilities are to the right beyond the stock cars in the foreground.

—photo: circa 1946-1950 by C. Hatfield, Garry Ness collection



This view shows the street side of the Bridgewater station. The vehicles parked in the area date this picture from the early to mid 1950s.

—photo: the author's collection, photographer unknown

CN MS-7c S3 switcher 8486 (built 3-6/54, retired 10/71) is spotted near the turntable in August 1971. Across the tracks is the Bridgewater station.

—photo: Bill Linley, Gary Ness collection



The Bridgewater Station

The Nova Scotia Central Railway constructed the station circa 1889-1890. (An early view is shown on page 30 of *CN LINES* Vol.9 No.3.) Its most dominant feature was the round tower of 11.5 ft. inside diameter with its domed roof. It housed the ticket office on the ground floor, which also had a large general waiting room, ladies waiting room and baggage room as shown in Figure 3. The first floor contained offices for operating personnel including the roadmaster's domain that extended into the prime space in the tower (Figure 4). There was also a gabled second floor that likely contained living accommodations for railway personnel but we have no information on its use. A large coal-fired furnace and the vault were located in the basement.

The CNR applied for abandonment in various stages between 1976 and 1994, with the entire line being abandoned except a short piece servicing industries just outside of Halifax. With the systematic abandonment of the line, the station at Bridgewater became surplus, with all of the administration being moved to Chester Subdivision offices. Many attempts were made over the years to restore the long vacant station but the question of its preservation became academic. In December 1982, just slightly more than seven years before its 100th birthday, the town witnessed the tragic end of this historic building as it was destroyed by fire, its remains, unsalvageable.

When Andrew Blackburn visited Bridgewater in 1988, he found a work train busy removing the yard tracks. This was almost exactly a hundred years after our lead picture was taken showing rails being unloaded for construction of the railway. Bill Linley noted a small two or three track storage yard was built that year about one mile east of where Bridgewater yard had been. After the yard was closed, a new shopping centre was constructed. Only one track passed through the former Bridgewater yard area. After 1991, when the rails were lifted a second shopping centre obliterated the last traces of the CN line through Bridgewater.

Feedback, Future Instalment

This series on the Halifax and Southern is to be continued in a future issue of *CN LINES* with a look at the late steam and diesel eras up to the time of abandonment. If you have any photos or observations to add, please send them to:

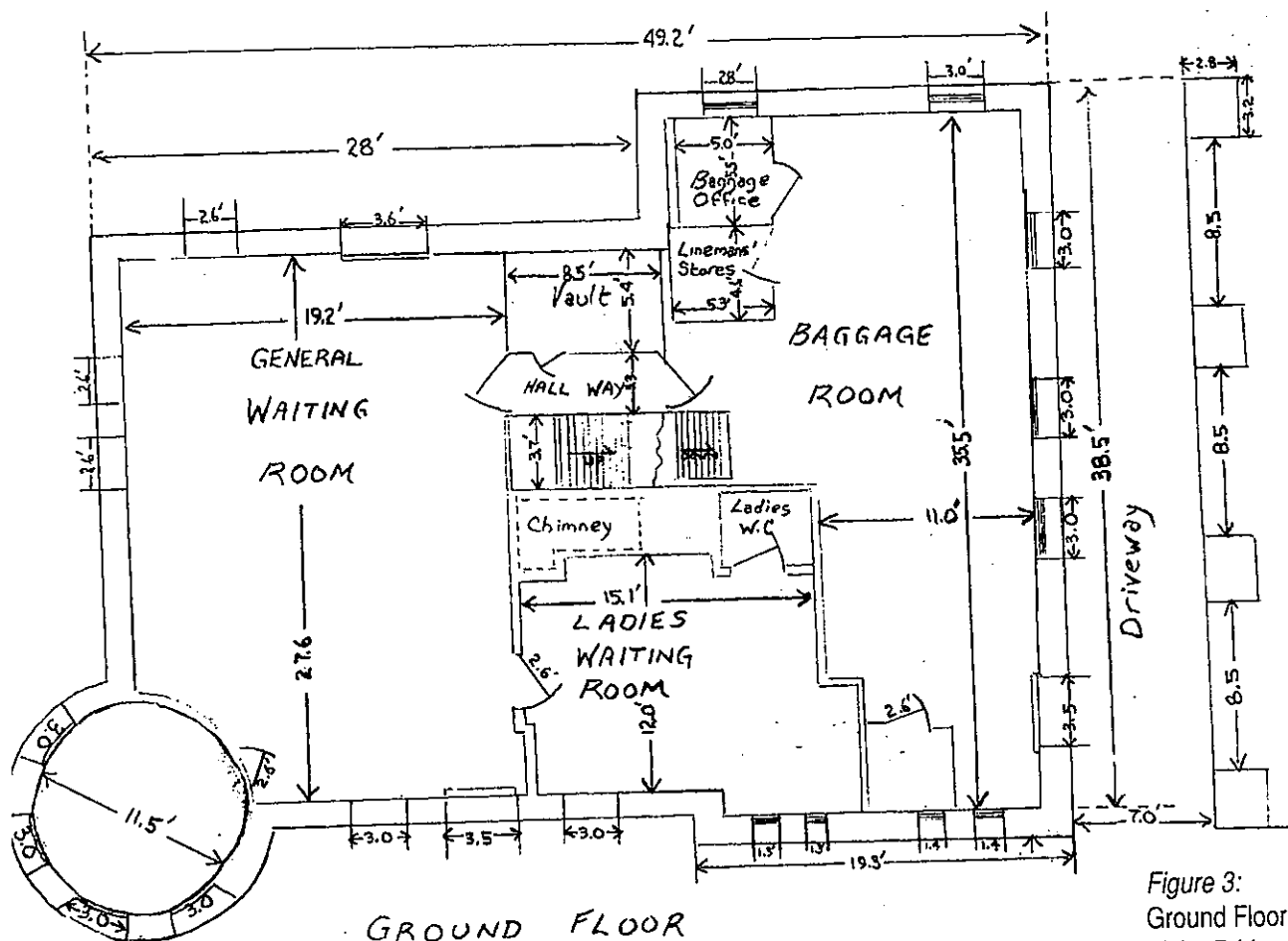


Figure 3:
Ground Floor Plan
of the Bridgewater
Station.

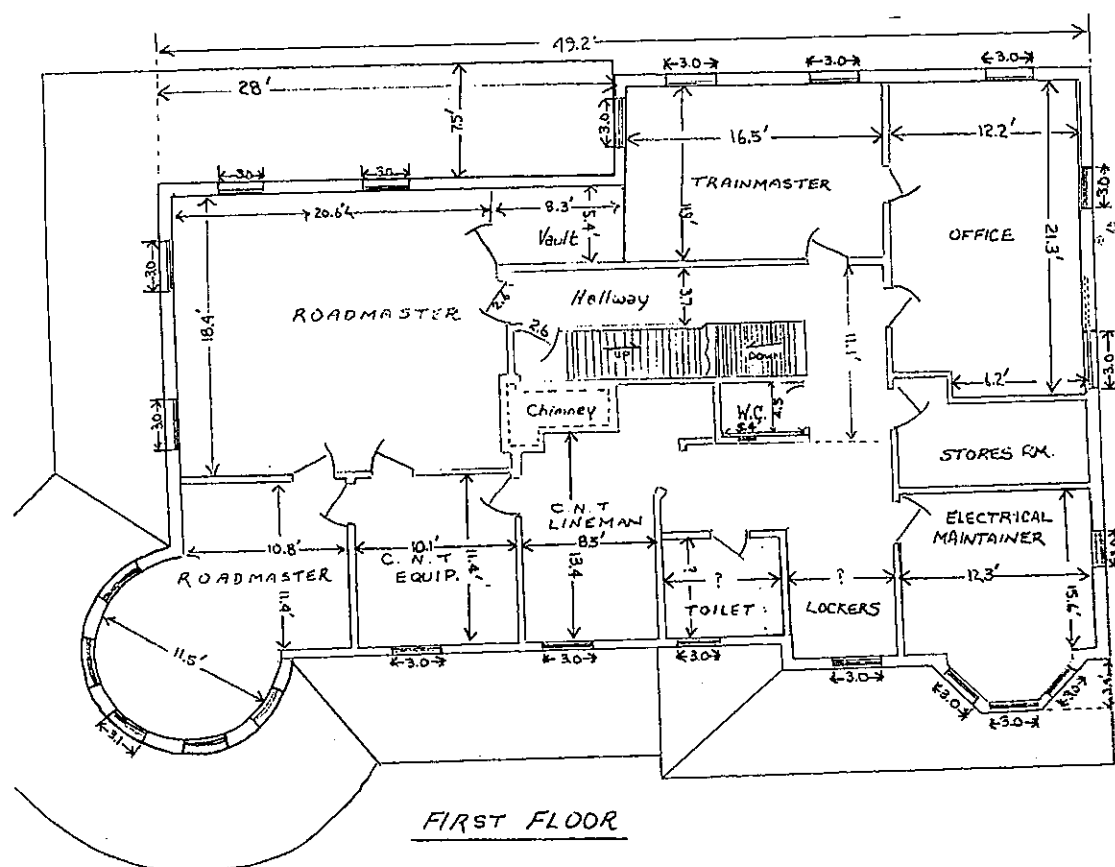
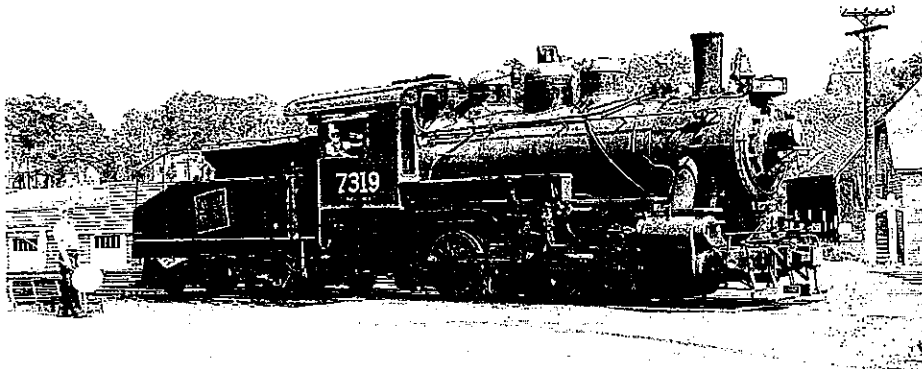


Figure 4:
First Floor Plan of
the Bridgewater
Station.
—plans traced by the
author from an
undated CNR plan
(reduce to half page
size).



Photo #4: Pacific 5543 is in charge of train #88 at Bridgewater on August 15, 1942.

—photo from the Paterson-George collection

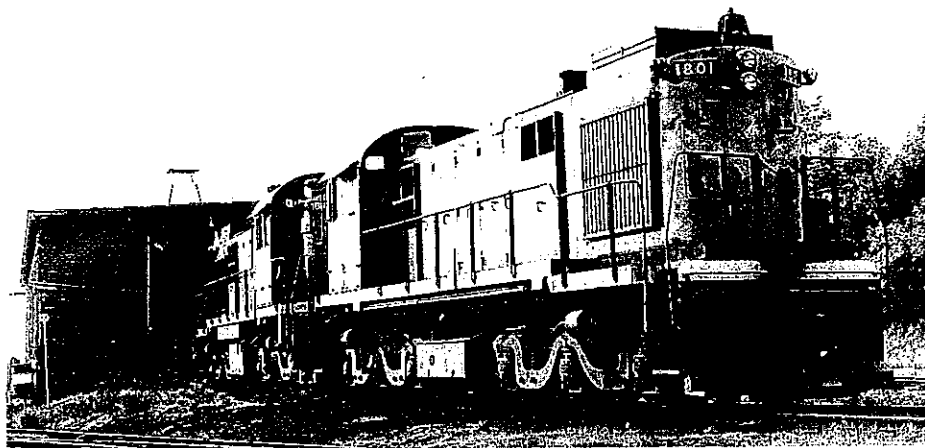


O-12-b switcher 7319 was assigned to Bridgewater on August 30, 1953.

—photo from the Dave Shaw collection

CN MR-14a RSC-24 light roadswitchers 1801 and 1803 are spotted outside the Bridgewater diesel shop on June 1, 1973. The building was converted from the car shop shown on Fig.2.

—photos by Bill Linley courtesy of Gary Ness



them to the Editor at the address on the masthead. We have already received comments from Conrad Steeves and Alan Vanterpool with respect to Part 1 in *CN LINES* Vol. 9 No.3.

Conrad writes: "the picture on page 29 was taken in the late 30s or later. The automobile on the road appears newer than the 1920s and there are steel boxcars in the train. He also has more information for the captions on page 32. Plow 55083 (ex-CGR 7014 exx 19) was built in Moncton in 1878 and rebuilt in 1886. It was scrapped at Moncton in June 1947 along with several other wooden plows. Lidgerwood 50473 (ex-CGR 7895 serial 209 built 1915) was scrapped July 1963 at Moncton."

While he says that it "was a thoroughly enjoyable article," Alan feels that the author's comments about the Canadian Northern Railway (CNoR) "were overly harsh." He points out that "at least in Western Canada that the CNoR was far from a colossal flop. From 1905, until it was absorbed into the CNR, the CNoR, like the CPR, always made a profit on its prairie operations. It is my understanding that the CNoR received slightly over \$10 Million from the government, which all went to pay off the Canadian Bank of Commerce. Neither MacKenzie or Mann died wealthy. They may have failed financially, but they did build a transcontinental railway, from tidewater on the Pacific to tidewater at Quebec City, and they played a significant and positive role in the development of Manitoba, Saskatchewan, and Alberta." The author says that the local perspective on the Canadian Northern is not nearly so positive. Perhaps this is so because the CNoR never connected the H&SW with the rest of Canada.

Acknowledgments

A great deal of assistance has been received from the Bridgewater Bulletin, the Debrisay Museum in Bridgewater, Halifax Chronicle/Herald/Mail Star, Bill Linley and Dr. Gary Ness. Thanks to Andrew Blackburn, Charles Hatfield, Pat Scrimgeour and Conrad Steeves for additional data and/or photographs. Thanks also to Al Lill, Ian Cranstone, and Hilt Friesen for the enormous amount of work they have done in bringing both parts of this article to realization. ♣

QLSJ
CANADIAN
NORTHERN QUEBEC
RAILWAY

Transcontinental Railway connected with that selected by C.N.Q.R. After some negotiations the difficulty was settled, and a new route surveyed for the line where the two lines previously came together. Starting from Garneau Junction, the line gradually works down to the St. Lawrence River, which is reached near Deschambault, and from that point to Cap Rouge, a distance of about 40 miles, it follows the river. There are concrete and steel bridges over Batiscan, Charest, Ste. Anne, Jacques Cartier, and Portneuf Rivers, while a smaller structure has been erected across the river at Cap Rouge. The line passes under the National Transcontinental Railway viaduct across Cap Rouge valley. The new line has been laid with 80 lb. steel rails, and is well ballasted.

In contemplation of the completion of this line the company has been replacing the 70 lb. rails on the section of the line between Montreal and St. Boniface, the section between St. Boniface and Garneau Jct., having already been relaid.

The grading on the 11 miles of line under construction from St. Jacques to Rawdon, Que., is reported to be well advanced. J. P. Mullarkey, the contractor, stated Aug. 7 that it was expected to have the track laid this fall.

Quebec and Lake St. John Ry.—The Quebec Legislature, at its last session, granted an extension of time for the construction of a number of branch lines. The branch line authorised to be constructed from Roberval to the north-western boundary of St. Felicien, are to be commenced by July 1 and completed before Jan. 1, 1911.

Canadian Northern Ontario Ry.—The Board of Railway Commissioners has approved of location plans of the line through Gloucester and Nepean tps., Ont., from mileage 51.91 to 57.42 west

1909

THE RAILWAY AND MARINE WORLD.

Canadian Northern Ry. Construction, Etc.

Canadian Northern Quebec Ry.—The seven miles of line described as the Montmorency branch, for the operation of which the Board of Railway Commissioners recently passed an order, is practically an industrial spur, connecting the Quebec and Lake St. John Ry. with the Montmorency Pulp Co.'s mills near the Montmorency Falls. Heretofore the company's logs were sent over the falls and floated out, and the spur was hurriedly constructed in the fall of 1909 in order to handle the traffic.

The work on the branch line to Rawdon, Que., has been closed down. Grading is practically completed, and some track has been laid. On the resumption of work a bridge will be constructed across the Quareau River and the branch completely.

W. D. Barclay, General Manager, is quoted as having stated in Montreal, Feb. 6, that plans had been prepared for the company's Montreal terminals, and that they are being considered by the executive at Toronto. According to what Mr. Barclay is reported to have said, the site will be a central one; the cost will be about \$5,000,000, and the work will be completed within two years.

Canadian Northern Ontario Ry.—A bill has been passed by the House of Commons authorizing the company to enter

MARCH 1910

Canadian Northern Railway

Quebec and Lake St. John. Ry.—The old machine and other workshops at the rear of the Q. and L. St. J. Ry. station, St. Andrew St., Quebec, have been demolished, and the site is being laid out as additional yard room. The new tracks to be laid will give accommodation for 120 cars.

Canadian Northern Quebec, Ry.—Press reports state that in connection with the rumored extension of the line easterly from Quebec to the Labrador coast, it is intended to build a line from Quebec to Sherbrooke, connecting with the line of the Boston and Maine Rd., which terminates there.

Canadian Northern Montreal Tunnel and Terminal Co.—Reviewing the work completed during the twelve months that have elapsed since the tunnel work was started, S. P. Brown is reported to have said, July 8:—"On July 8, 1912, the first shovelful of earth was removed, the work starting at the western portal. On July 31 the shaft at Maplewood avenue was commenced and driven downward for 240 ft. On Aug. 3 workmen commenced to dig the Dorchester St. shaft. Since then the western portal has been linked with the Maplewood avenue shaft and the tunnel driven further cityward until the men are working somewhere beneath the centre of the cemetery. A continuous boring, 7,350 ft. long, has been completed. From Dorchester St. also rapid progress has been made. A distance of 1,400 ft. has been completed in the terminal silt between Cathcart and Latour streets. From Cathcart St. mountainward 3,700 ft. is the length of the hole to date, and the workmen are blasting almost directly under the high level reservoir. Nine feet by 12 are the dimensions of the excavation now being made, but in many places 'breakups' have been made. That is, the preliminary boring has been extended to its full height and width. 1,800 ft. have been completed in this manner and have attained the dimensions of the completed tunnel, 30 by 21½ ft. We expect to have the tunnel pierced from portal to portal by the middle of Jan., 1914, and by the end of Oct., 1914, the base will be extended to its full dimensions and the tunnel practically completed."

August 1913

