

THE  
SYDNEY AND  
LOUISBURG  
RAILWAY

IV

C H RIFF



## Notes and News

CAN. 1760, 1961

- ★ An application has been made by the recently-dieselized Lake Erie & Northern Railway, a subsidiary of Canadian Pacific Railway, to abandon that portion of its line extending from Simcoe to Port Dover, Ont., 7.0 miles.
- ★ A track diversion on the Grand River Railway, between Preston and Waterloo, Ont., went into operation at 12:01 AM, Sunday, November 12th, 1961. This diversion was apparently partially responsible for the recent decision to discontinue electric locomotives on the GRR and its associate, the Lake Erie & Northern Railway, which was put into effect early in October. The new line has the effect of lengthening the GRR Waterloo Subdivision by 6/10 of a mile, while utilizing 1.7 miles of Canadian National trackage as a joint section. Stations discontinued are at Freeport Sanatorium, mile 7.8; Centreville, mile 9.4; and Courtland Avenue, mile 11.9. Stations on the new diversion are at Parkway, mile 9.9; South Junction (CNR joint section), mile 11.3; and North Junction (CNR joint section), mile 13.0. Operation over the joint section will give exclusive right of track to each railway within designated times, which are to be posted.
- ★ On November 6th, a sales agreement was signed between Montreal Locomotive Works Limited and the Republic of Argentina, whereby the Montreal firm will supply some 70 diesel-electric locomotives to the Argentine state railways. The order, for some \$14 million was signed by Sr. Angel Ernesto Peluffo, Ambassador of the Republic of Argentina, and Mr. W.F. Lewis, the President of MLW. Other Canadian companies which will participate in the order as principal equipment suppliers include Canadian General Electric, and Dominion Engineering Limited.
- ★ From the United States comes news that among the railroads which are considering mergers are the Pennsylvania and New York Central systems. Union of these two carriers would result in what is claimed to be the "world's largest railway system".

### DIESELIZATION OF THE SYDNEY & LOUISBURG RAILWAY

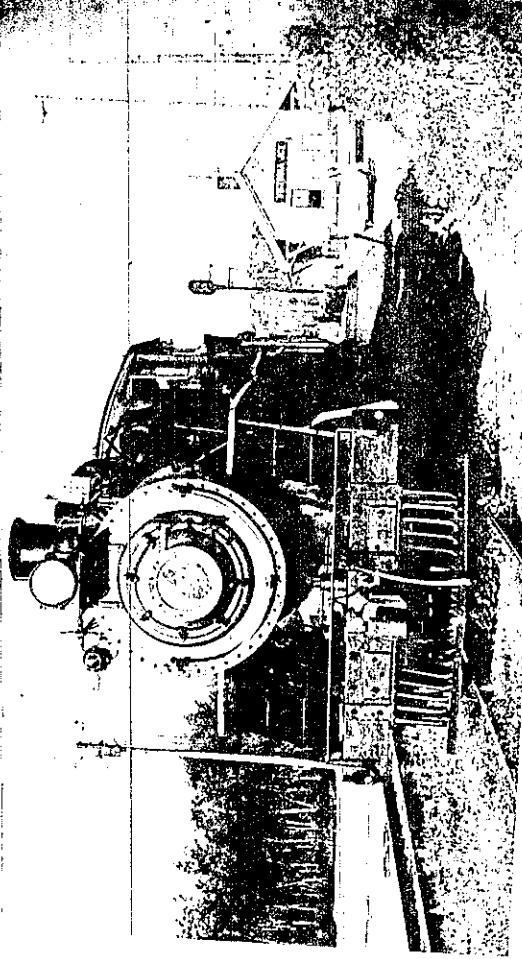
The Sydney & Louisburg Railway has been completely dieselized. The last major stronghold of the steam locomotive has now followed in the steps of other Canadian common carriers with the recent purchase of six second-hand diesel locomotives, bringing to twelve the number of such locomotives purchased from United States carriers in the last year. A Canadian Press dispatch from Glace Bay, NS, reporting the step, indicated that O-8-0 type S&L engines 88 and 90 were the last in service, about November 20th, and a photo of No. 90 under steam was circulated with the dispatch. The "new" diesels include six 1000-HP road-switchers from the Wisconsin Central (Nos. 2360, 2362, 2364, 2365, 2366) and one 660 HP switcher from the Chicago & North Western RR (no. 1202). All were apparently received by the Sydney & Louisburg on November 6th, 1961. The other six diesels purchased by the S&L, in October 1960, are S&L Nos. 203-208 inclusive (ex Minneapolis & St. Louis 201, 219, 205, 200, 202, 217 in that order), all 1000-HP road switchers. A further M&StL unit, No. 208, was bought by S&L in March 1961 for spare parts. All are Alco engines, the C&NW one built in 1940, the M&StL ones built in 1944-47 and the Wisconsin Central units constructed in 1950-51.

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THE CAPE BRETON STEAM RAILWAY, FROM VICTORIA JUNCTION TO LINGAN JUNCTION, Nova Scotia, made its final run for the 1973 season on September 15. During the period from 2 July, well over 14,000 passengers had been carried and Cape Breton Development Corporation officials considered the project an overwhelming success. A special run was made on Thanksgiving Day weekend. It was planned to run Mr. Barry MacLeod, our member in Sydney, N.S., but this could not be done, as Number 42 had her side-rods off and was being repaired at that time.

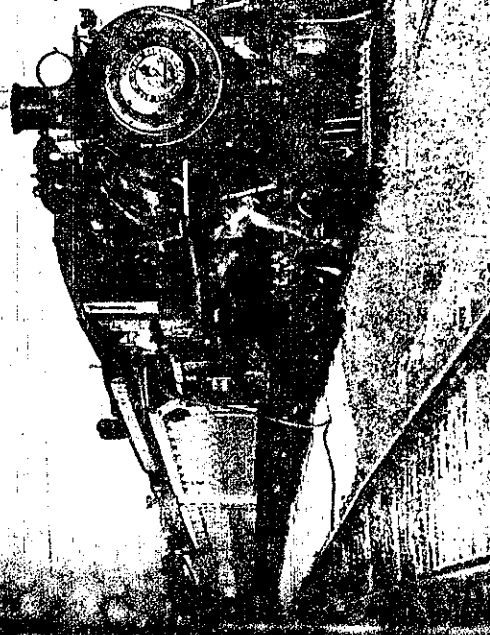
On 1 September 1973, "Old 42" and train made a special run from Victoria Junction to Glace Bay and return. No one would ever dream that a passenger train would operate over this portion of the former Sydney and Louisbourg Railway in 1973. The round-trip took about 3 hours, leaving Victoria Junction about 11:00 hours.



Just before the train left "the Junction", the uniformed guides, all retired S&L men, gave the passengers a brief history of the S&L, DEVCO and the CBSRY. These guides were most courteous and you could tell they were enjoying themselves.

The roadbed over the 11 miles to Glace Bay was not exactly good, though in several places bushes and small trees actually grew on the sides of the coaches. The main line from Sydney to Glace Bay is used by many DEVCO Railway coal trains daily. The recent increased demand for coal, due in part to the energy crisis, has increased the traffic on this run.

A few miles east of Victoria Junction, the "Labour Day Special" passed a one-year-old wreck, in which several DEVCO Railway coal cars and a caboose left the rails, with the caboose catching fire and burning up. The main line was



Immediately after the wreck, but the cars and caboose were left scattered on both sides of the track, rusting away in the ditches.

The "Labour Day Special" wound its way past Gardiner's Station (mile 10) and Bridgeport (mile 12 from Sydney). At O'Neil siding, there was a meet with DEVCO Railway Train 206 east. The coal train rolled past Number 26 Mine and old Number 20 Mine, now closed.

Arriving at Glace Bay, there was a 30-minute stop-over. This allowed the passengers to take the opportunity to investigate the DEVCO Railway yards and roundhouse.

Number 42 made the return trip, tender-first to Victoria Junction, Mr. MacLeod continues. He decided to wait there for a trip to Lingam Mine and it was lucky he did, for he had the good fortune to ride the observation platform of the last car during the trip. There was time enough at Lingam Mine to climb to the top of the hill and enjoy the view of the sea and the Cape Breton headway in the distance.

By the end of the year, the right-of-way to Port George had been cleared of brush and most of the roadbed had been graded and the rails laid. Former CPR coach Number 1324 had arrived in Glace Bay from Kentville, Nova Scotia and it was rumored that another steam engine had been secured from the United States to operate a second train on the Cape Breton Steam Railway in 1974.

MR. FREDERICK J. STARR, ASSOCIATION MEMBER IN THE BRONX, NEW YORK, sent a clipping from a recent issue of the New York SUN, DAY NEWS, which had an article in the "Leisure" section headlined as follows: "Québec's Halls of Railway Fame".

The article described in very flattering terms the Association and the Canadian Railway Museum, Saint Constant, Québec. In this museum, most of the equipment is enclosed in two large display buildings. This way, the restored pieces are not only protected from the weather but are accessible at all times, as well as, American train fans. What can you offer to challenge

Nova Scotia Steel and Coal Company put the "prairie" work hauling coal and iron between Sydney Mines and North Sydney. Number 17 is said to have been named "Simon A. Fraser" at first.

When Number 17 was sold to the Bras d'Or Coal Company, she was assigned to service at the Four Star Mine at Broughton and hauled coal trains from the mine to the junction with the Sydney & Louisburg Railway. Early in 1966, Number 17 was withdrawn from service. Later that same year she was hauled dead to Glace Bay, where she was stored on a siding in Number 20 Colliery yard for a time. When the display site at the Miners' Museum was ready, a truck hauled Number 17 over temporary track to her present location.

Passenger car Number 10, a first-class coach, was built in 1894 by an as-yet unidentified builder. By 1918, the Sydney & Louisburg Railway purchased this coach from the Delaware, Lackawanna & Western Railroad. Number 10, which has a seating capacity of 64, was used in regular passenger service on the S&L for several years, before being relegated to less exalted service.

The van, numbered 5, is a product of the Sydney & Louisburg's own shops at Glace Bay. It was built in 1927 on a pair of arch-bar trucks which had been appropriated from a weary coal car of earlier vintage. Until the S&L introduced steel cabboses, wooden vans such as Number 5 saw regular service on the tail-ends of most coal drags.

And if you missed the Cape Breton Miners' Museum, surely you found the R.C. Tibbetts Locomotive Collection at Truro, N.S. Certainly the largest aggregation of preserved steam engines in the Atlantic Provinces, Mr. Tibbetts' group is headed by Number 7260, an ex-Drummond Collieries 0-6-0 (CANADIAN RAIL No. 201, July-August, 1963) switcher built by Canadian Locomotive Company of Kingston, Ontario, in 1906. Another 2-6-0, Number 42, was built by the American Locomotive Company of Schenectady, New York, about 1906. A 2-6-4T as built, Number 42 was rebuilt to a 2-6-0 by the Sydney & Louisburg Railway and became their number 17. In addition, Mr. Tibbetts' collection includes two 0-4-0 saddle-tank switchers, one of which is standard-gauge, while the other is narrow-gauge - ex-Nova Scotia Steel and Coal Company's Number 5.

The unnumbered 2-6-2 of the Drummond Collieries, Limited at Westville, Nova Scotia, said to be named "Georgia Peach", has not been reported on since 1968.

Both above items ex Scotian Railroad Society.

The following WAYBILLS courtesy of Phillip Fine. Late last June, Canadian National Railways began the job of laying 20.17 miles of 132-pound welded rail between mp. 40.11 and mp. 60.28 of the Springhill Subdivision, between Truro and Amherst, N.S. The rails were welded in 1,170-foot sections at the Butt-weld Site, Franklin Re-

2. Number 60, not included in the roster, was an ex-Pacific Great Eastern Railway unit, Number 553 in 1960. It was sold to the Laurinburg & Southern Railroad in 1972 and became their Number 107.
3. Number 61 is ex-Chicago & North Western Railroad Number 1202, acquired by DEVCO in 1961.
4. These units were purchased new in 1960, the only new units ever acquired by the DEVCO Railway.
5. These RS 1 units were formerly Minneapolis and St. Louis Railroad and Wisconsin Central Railroad units, acquired in 1960-61.
6. These are ex-ALCO demonstrators, later Union Pacific Railroad units Numbers 675 & 676, acquired through MLW. They have been used as leased units by MLW from 1971 to 1974.

The cooperation of Ray Corley of Toronto in verifying this information is very much appreciated.

Barrie also reported that the Cape Breton Steam Railway had purchased a wooden van from Canadian National Railways for use as a canteen at "the end of the line" at Port Morien. The van was repainted a pale yellow colour, which was the paint scheme on the former Sydney and Louisburg Railway.

THE DELIVERY DATES FOR CP RAIL'S SD 40-2 UNITS FROM DIESEL DIVISION, General Motors of Canada Limited, are supplied by Pierre Patenaude. These are CP RAIL class DRF 30m locomotives:

Road numbers	Builder's numbers	Delivery date
5800, 5801	A-3113, A-3114	7 December 1974
5802, 5803	A-3115, A-3116	9 December 1974
5804, 5805	A-3117, A-3118	11 December 1974
5836, 5676	A-3119, A-3121	13 December 1974
5677, 5678	A-3122, A-3123	16 December 1974
5675, 5680	A-3120, A-3125	17 December 1974
5679, 5681	A-3124, A-3126	19 December 1974
5682, 5683	A-3127, A-3128	20 December 1974
5684, 5685	A-3129, A-3130	6 January 1975
5686, 5687	A-3131, A-3132	8 January 1975
5688, 5689	A-3133, A-3134	13 January 1975
5690, 5691	A-3135, A-3136	14 January 1975
5692, 5693	A-3137, A-3138	15 January 1975
5694, 5695	A-3139, A-3140	17 January 1975
5696, 5697	A-3141, A-3142	20 January 1975
5698, 5699	A-3143, A-3144	23 January 1975
5700, 5701	A-3145, A-3146	25 January 1975
5702, 5703	A-3147, A-3148	27 January 1975
5704, 5705	A-3149, A-3150	29 January 1975
5706, 5707	A-3151, A-3152	31 January 1975
5708, 5709	A-3153, A-3154	4 February 1975
5710, 5711	A-3155, A-3156	7 February 1975
5712, 5713	A-3157, A-3158	12 February 1975
5714, 5715	A-3159, A-3160	15 February 1975
5716	A-3161	19 February 1975
5717	A-3162	27 February 1975

As you might guess, April 30 1971 was the last day on which the southbound D&H "Laurentian" operated. Some members of the Association decided to participate in this memorable event. Memorable? Yes, until August 6 1974. After that, it was a whole new passenger train service on the D&H, which included dome cars.

And, in case you think that the D&H's "Adirondack" service provides just the "same old ride" from Montréal to Albany, NY, you are hereby invited to purchase a ticket, one day, and ride in the dome. The approach to the tunnel through the rocks at Willsboro and under the rocky ridge at Fort Ticonderoga can only be described as startling and the passage through these bores as intimidating!

Try it! You'll like it! Positively! And there's no extra charge!

Wayne Hoagland.

40463	Issued by Naperville Junction Ry.	
	THE DELAWARE & HUDSON RAILROAD	
	MONTREAL (Unit 3), P. Q.	
	To	Plattsburg, N.Y.
	Good for One Passage within One (1) Year in addition to Date of Sale stamped on back. Subject to Tariff Regulations. NOT TRANSFERABLE. GOOD IN COACHES ONLY.	
Form NJ-CA	Printed in U.S.A.	<i>Richard P. Keating</i>

40463	Check to be taken up by First Conductor	
	MONTREAL (Unit 3), P. Q.	
	To	Plattsburg, N.Y.
	GOOD IN COACHES ONLY. Not Good for Passage. NOT TRANSFERABLE.	
	Issued by Naperville Junction Ry. The DELAWARE & HUDSON R. R. Corporation	
Form NJ-CA		

THIS SPRING, BARRIE MACLEOD OF SYDNEY, NOVA SCOTIA, REPORTED THAT DEVCO Railway had taken delivery of a new - to them - diesel unit and was expecting delivery of a second. These units, numbered DEVCO 214 and 215, are ex-Union Pacific Railroad RS 27s, rebuilt by MLW Industries, Montréal and derated from 2400 to 2000 hp.

Barrie also sent a roster of DEVCO motive power:

Road number	Builder	Type/ model	Rated	Note
20	EMD	40	300 hp	1
61	ALCO	S 1	660	2,3
200 thru 202	MLW	RS 23	1000	4
203 thru 212	ALCO	RS 1	1000	5
300	ALCO	RS 1	1000	5
214 thru 215	ALCO	RS 27	2000	6

Notes:

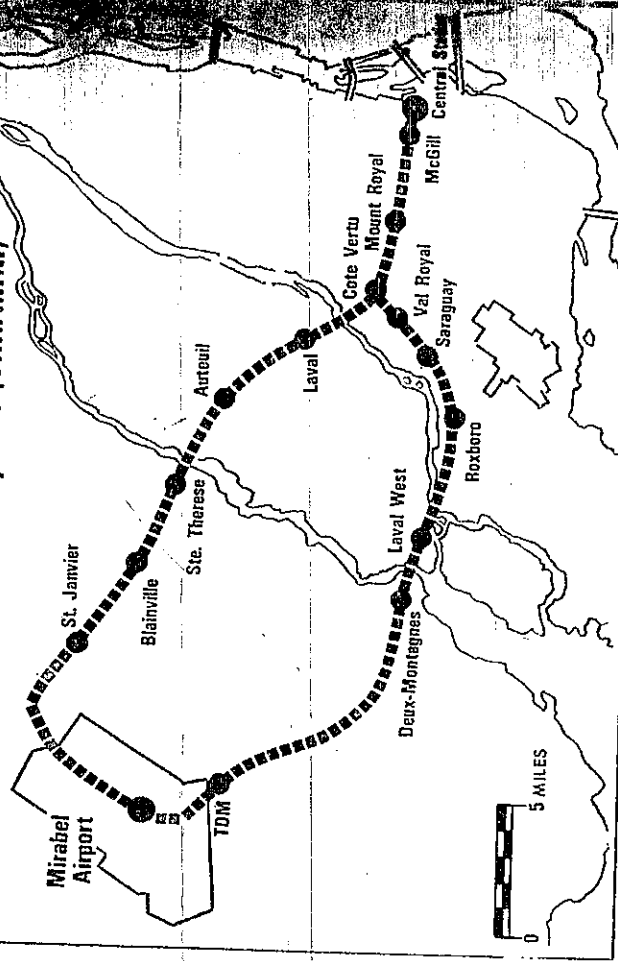
1. Number 20 is one of 11 units built by EMD in 1940-43. It was the first model 40 built and used by EMD. It was afterwards sold to McKinnon Industries and then to Lake Ontario Steel, before being sold to DEVCO in 1969.

the Government of Québec on the financing and operation of this service, estimated to cost \$5 million. TRRAMM stations are planned to have "park and ride" facilities and will link up with local and regional bus lines and the latter at four points.

Minister Mailloux said that TRRAMM would become the bone of a fast, metropolitan transit network, serving Montreal, and the northern off-island communities such as Ste-Therese and Deux-Montagnes.

Map courtesy Montreal STAR 27 March 1974

### Mirabel-Montreal Rapid Transit System (TRRAMM)

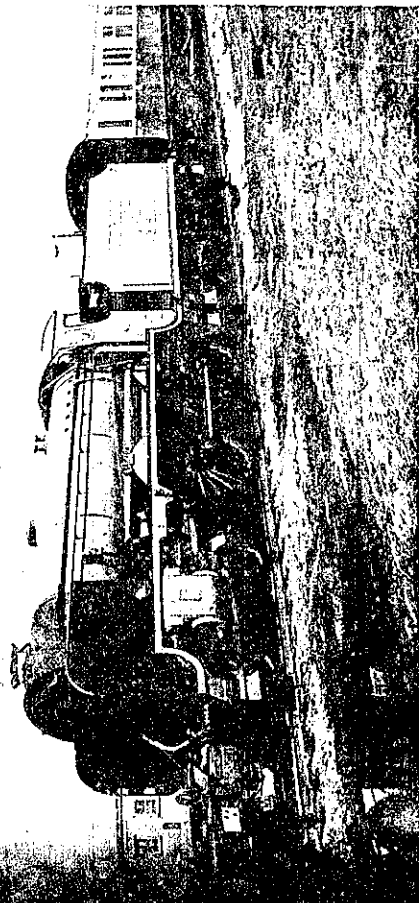


The Québec government's proposed lines to link Montreal with the new jetport.

AT THE BEGINNING OF MAY 1974, BARRIE MACLEOD OF SYDNEY, NOVA SCOTIA, reported that ex-Southern Railway (UK), ex-Steamtown 4-4-0 steam locomotive "Schools" class Number 926 REPTON had arrived at Sydney, Nova Scotia. The REPTON was built by the former Southern Railway in 1934 and was brought to North America by Steamtown, Bellows Falls, Vermont, in June 1967.

REPTON, on lease to the Cape Breton Steam Railway for a five-year period, passed through Montoon, New Brunswick, on April 8, 1974, coupled to an ex-Great Western Railway (UK) first-class passenger coach (compartment, side-corridor), sandwiched between CN idler flats, which had MCB couplers on the outer ends and UK cast-iron links and buffers on the inner ends, to match the UK couplings in the REPTON and the ex-GWR coach. Wendell Lemon spotted the stranger in CN's Moncton yard and photographed them.

Wendell notes that the REPTON is a 3-cylinder locomotive with a TE of 25,130 lbs., 79" drivers and a BP of 220 psig. From CN's Sydney station, a DEVCO diesel and van took the "special" to "The Hub", otherwise New Aberdeen, a suburb of Glace Bay, about 1 mile west of the ex-Southern station.



Glac Bay.

"Old Number 42" chuffed out to pick up the "special" in the DEVCO diesel and had the honour of pulling REPTON and the coach into the Glace Bay station, where several DEVCO officials were on hand.

According to these latter gentlemen, the REPTON is in good condition and will require far less overhauling than did Number 42. Of course, the couplings will have to be changed to North American standard MCB couplers and the brake system will have to be altered from vacuum to Westinghouse.

Barrie also reports that the new line of the Cape Breton Steam Railway from Morien Junction to Port Morien should be ready for the 1974 operating season. Unfortunately, the track from Houghton Junction to Mira Gut and Louisbourg, part of the former Sydney & Louisbourg Railway's main line, has been torn up completely, so that there is no chance that the Cape Breton Steam Railway will be able to operate beyond Morien Junction.

But with a gee-en-u-wyne English 4-4-0 steam locomotive, a yew-neek GWR British corridor compartment coach and the Morien Junction-Port Morien extension, who need more right-of-way?

THE SAN FRANCISCO MUNICIPAL RAILWAY TOOK DELIVERY ON 26 NOVEMBER 1973 of the first four of eleven PCC streetcars, purchased third-hand from the Toronto Transit Commission, Toronto, Ontario. Five of the six cars were built in 1946 - and the sixth in 1947 - by the St. Louis Car Company, St. Louis, Missouri, U.S.A., for the Kansas City Public Service Company and were bought by the TTC in 1957. Apparently the MUNI selected these cars because they have back-up controls.

The four cars minus their broad-gauge (4 feet 10 7/8-inch) trucks were delivered to Southern Pacific's Bayshore Yard, San Francisco, and were trucked across Geneva Avenue to the MUNI car barn.

About 1 December, four more cars were en route to San Francisco and three were still to be shipped.

The cars involved in the sale are as follows:



--In a recent speech, Dr. O. M. Solandt, Vice-President of the C.N.R., outlined some of the economies of northern rail line construction. He opined that nothing short of major mineral developments justify new railway construction in the north. Where water transport is not available and distances not too great, truck transport usually applies where tonnages are small and rail transport is more efficient where tonnages are large.

In spite of high initial cost and depreciation charges, the railway will remain the choice for supplying surface transportation for major base metal mines up to several hundred miles from existing railheads. Defining the lower limit of tonnage for economic rail operation is difficult (some U.S. experts claim that any line that moves less than one million gross tons per mile per annum ought to be abandoned). However, Canadian estimates for existing branch lines where investment has been largely amortized, have run as low as 200,000 ton-miles per annum.

Air and tractor-train are more expensive than truck or rail, but there are special situations in the north where these forms are advantageous. Dr. Solandt concluded that, to retain their place in the balance of transport in the north, the railways must concentrate on finding cheaper ways of building and operating railways of relatively small capacity.

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### *Report From*

## **MARITIME RAILWAYS and INDUSTRIAL LINES**

Sydney and Louisbourg steam power still active at Glace Bay consists of 0-8-0's 85, 86, 88, 89, 91, 94 and 95, as well as Mikados 105, 202 and 207. Stored are Nos. 71, 90, 92, 93, 104 and 108. 71 has been condemned. One 0-6-0 was reported to be stored at Waterford. The mixed train, currently powered by Diesel 207, runs on Thursday and Friday.

Over at North Sydney, the Old Sydney Collieries Ltd. is using 0-8-0 No. 30 while 32 is the spare power. O.S.C. 2-4-0 No. 25 is at the Acadia Colliery at Stellarton, where it is a spare locomotive used when S&L 2-6-0 42 is not available. A.C. 0-6-0 No. 12 is still on the property, its flues having been condemned.

At Broughton, The Bras d'Or Colliery has two locos, 2-6-0 No. 17 and six wheel switcher 18, while at Westville on the Drummond Colliery property, there are another two engines. Regular power there is ex-C.N. 0-6-0 7260. The spare engine is a Baldwin Prairie (BLW #36768, 1911) obtained through Southern Iron and Equipment, and often referred to as the "Georgia Peach". This mine works only Tuesday, Thursday and Saturday.

In and around the leaning engine house of the Cumberland Railway and Coal Co. at Springhill, N.S., awaiting scrapping, are three 0-8-0's, 2-8-0 No. 52, 0-6-0T No. 10, S&L Mogul 82 (a recent arrival) and another 2-6-0.

The 12-mile Maritime Coal, Railway and Power has closed down, and a last run was made on Sept. 23rd for members of the Canadian Railroad Historical Association. Mogul No. 10 made the last run from Maccan to Joggins, N.S., and No. 9, under steam at Joggins, alternated between moving No. 5 out for photographs and taking the local children up and down the yard for a last ride. The 2-6-0's, 9 and 10, are ex-C.N. 402 and 407, and Ten-wheeler No. 5 is said to have come from the P&LE over 50 years ago. Equipment on the property at the time of closure included combine 150 (unserviceable), one van, a few assorted box and flat cars and a 4-wheeled crane. The line will be dismantled soon.

-- R. J. Sandusky



A RAILFAN'S REPORT ON THE MARITIME PROVINCES

by Forster A. Kemp

PART TWO

Coal and Steam on the Sydney and Louisbourg

The Sydney & Louisbourg Railway is one of the properties of the Dominion Steel & Coal Corporation, now controlled by A.V. Roe Canada Ltd. It is one of the few railways in Canada still entirely operated by steam locomotives. It connects the two places of its title and has branches to New Waterford, Port Morien and Caledonia, N.S. Much of the business of the railway is connected with its "relations", the Dominion Iron & Steel Co. of Sydney, the Dominion Coal Co. and the Old Sydney Collieries Ltd.

The centre of operations of the S.&L. is located at Glace Bay, N.S., and this is one of the best places to observe operations of the line. The high road from Sydney to Glace Bay is under construction, and one can only regret the passing of the Cape Breton Tramways as the bus bounces over innumerable holes and through mud and water.

Only two engines were working on my arrival in Glace Bay. No. 70, a small light 2-8-2 (Montreal, 1926) and a large Lima 0-8-0 numbered 93. Some other interesting equipment stood near the station, carshop and backshop at Glace Bay. Coach No. 11 has been converted to an instruction car. Coach No. 10 is out of service and has its windows covered over. Baggage Car No. 9, a flat roofed car with open platforms, is also out of service. All passenger equipment is painted dark green with yellow lettering. Other noteworthy equipment was two flangers converted from box cars, and two of the unusual double-ended snow plows which are also seen on the Cumberland Railway. The cabooses are also of interest; they are of wooden construction, painted yellow, and have very old type trucks of double arch bar design, with outside brake beams. Passenger cars are all open platform, with oil lamps and slat blinds, and were built by Crossen and Rhodes, Curry & Co.

The only passenger service provided is between Glace Bay and Louisbourg although an advertisement is carried in the Cape Breton Post stating that a train runs between Sydney and Glace Bay. It does, but there is no passenger service. The advertisement is dated July 29, 1957.

The service is as follows:

Lv. 7:45 A.M.	Glace Bay	12:15 P.M. Arr.	Louisbourg
Lv. 9:05 A.M.	Mira	11:15 A.M. Lv.	Louisbourg
Arr. 9:40 A.M.	Louisbourg	10:40 A.M. Lv.	Glace Bay

(Except Sat. and Sun.)

While awaiting the arrival of this train from Louisbourg, I observed several other engines arriving from various mines in the vicinity. These included 74, which was making up a train for Sydney, 104, a large 2-8-2, and another imported 0-8-0 slightly smaller than 93. The Louisbourg mixed train finally arrived behind engine 76, a 2-8-2 somewhat like 70 and 74. The passenger equipment was combine No. 12, a former coach built by Rhodes, Curry & Co. The date on the trucks was 1884.

After unloading LCL freight and express, the train stood near the station for a while, with engines 70, 74 and 76 standing side by side. Engines 74 and 76 went down for water, then proceeded about half a mile towards Sydney to No. 2 Colliery. Here there were three more engines: 71 (like 70), 57, an aged 2-8-0 with Stephenson valve gear and slide valves, and 45, an odd-looking 2-6-0 with driving wheels placed far back of the cylinders and evenly spaced. The main reservoirs are mounted on top of the boiler, above the main rails. This engine had been recently overhauled, and was in use as a switcher at the colliery. It was in fine condition and exhibited the S.&L. paint job in relatively untarnished form.

S.&L. engines have a raised number plate (probably cast iron) on both sides of the cab, and sometimes on the rear of the tender also. The company herald, in similar cast form with raised lettering, is attached to each fire

the tender. This is another "wafer" crest, with "SYDNEY & LOUISBOURG RY." in block letters. Letters and numbers on all plates are white, backgrounds black. The remainder of the locomotive is black with white running board and tires on leading and driving wheels. Cab window sash is red. All engines seen except 57 had enclosed cabs. Several other engines were seen near the Sydney steel plant, but were not inspected owing to inclement weather.

The station building at Glace Bay is the "nerve centre" of the railway. A small two-storey structure, its lower floor contains yard and freight office and a waiting room with separate space for women. Inside are displayed steamship posters which entreat you to "Go to Europe - Now!" on S.S. CANADIA, MEGANTIC, CANADA and LAURENTIC. (Largest Steamers from Montreal!) The upper floor are various offices, including the dispatcher's, which has a bay window overlooking the tracks.

The men of the Sydney and Louisbourg are friendly toward railfans, and report that a large number visited the line during the summer of 1957. For my own part, I shall certainly try to visit the S.&L. again but under more favourable weather conditions. It is a very interesting, busy short line.

Old Sydney Collieries Ltd. - The name "Old Sydney Collieries" brings to the mind of some railway enthusiasts the sight of little 2-4-0's hauling windowless decrepit "shanty cars" carrying miners to work. However, most of the miners now go to work by car or bus, and the miners' trains no longer

The little engines, 25, 26 and 27, stand unused in the 5-stall wooden shedhouse along with Mogul No. 17, which is being used to supply steam heat to the ramshackle shop buildings. The last time that one of them was used was more than eight months ago. They were kept in service to work on the pier at North Sydney, which has apparently been condemned. Most of the work on the company's railway, which ranks as Canada's oldest, dating back to 1834, is now performed by four 0-8-0 switchers numbered 30-33. These, two or three are in use at a time, the other being in the shop. The engines are too large for the turntable, so that they cannot be placed under cover except when undergoing repairs in the back shop.

The 0-6-0 locomotive, No. 18, has been sold to a colliery at Broughton which has recently switched from truck to rail haulage of its coal. No 17, a 2-6-0, has not been used in some time, except to heat the shop buildings. For this purpose it was uncoupled from its tender, and a platform was built up which to fire it, as it is rather difficult to fill the tender while inside the shop. It seems unlikely that it will be used again as a locomotive. A new boiler has arrived recently, and after installation will assume the task of heating the shop.

The railway extends from North Sydney to Florence. There are spurs to collieries at Sydney Mines and Florence, and a considerable amount of yard and storage around the coal-washing plant at Sydney Mines. Much of the coal is hauled to Sydney by an S.&L. engine of the 100 series, which makes two or three trips daily between Sydney and Sydney Mines over the C.N.R. Coal was formerly shipped from North Sydney, but is now handled over the more modern line at Sydney.

There is a "boneyard" near the car shop which contains some of the old miners' cars and an old caboose with trucks similar to those of S.&L. cabooses. Both the O.S.C. and the S.&L. own a considerable fleet of modern hopper cars which are used interchangeably on the two lines. Before these were introduced there were a number of four-wheel 15-ton hopper cars on both lines, but these have all been scrapped.

The coal railways of Cape Breton are interesting for their equipment, although their surroundings are rather bleak and barren. However, they are worth a visit by railway enthusiasts.

(In Part 3: A detailed examination of the Cumberland Railway & Coal Co.)

A RAILLEAN'S REPORT ON THE MARITIME PROVINCES  
by Forster A. Kemp

PART THREE

From Sydney to Springhill Jct. -- Passengers intending to ride the "Railiner" from Sydney to Truro must get up early in the morning, for it leaves Sydney at 6:00 A.M. Of course, most restaurants are closed at that hour, so that most passengers get on without breakfast. On Friday, January 3rd, 1958, CNR Train 610 left Sydney with about 70 passengers. At 6:25 A.M. in North Sydney, about 15 passengers making a hurried connection from a delayed Newfoundland steamer pushed their bulky belongings into the car. Passengers missed the train owing to a shortage of taxicabs at the wharf. About six more people boarded at Sydney Mines, filling the car to capacity. The rocking, rolling Railiner then hurried down the windswept reaches of Bras d'Or Lake, pausing occasionally to detrain and entrain passengers. Dawn broke as the car approached the massive through truss bridge at Grand Narrows and crossed over to Iona. The sun was shining over the hills as the car came down to Port Hawkesbury, ran along the rebuilt section of the Inverness branch to Port Hastings Jct., and crossed over the Canso Causeway to pursue its scenic way to Havre Boucher and Antigonish. The number of passengers entraining at Antigonish only slightly exceeded those detraining, so that there were five standees out of that station, excluding the crew and deadhead employees who remained on the platforms. However, there were 12 persons standing from New Glasgow, and about 15 after Stellarton. It became virtually impossible to pass down the aisle due to the motion of the car combined with obstruction of the aisle by passengers and baggage. This one car was carrying about twice as many passengers as the five cars Train No. 7 had carried two days previously. However, it was evident that such a schedule would be impossible with conventional equipment.

At Truro the Ocean Limited was waiting, and the Scotian came along shortly afterward to carry us to Springhill Jct. No steam power was noted but despite the removal of some steam servicing facilities on the Sydney line, they are still in place on the main line. At Oxford Jct. diesel-electric 15843 with its trailer 15736 (mail and passenger) waited to begin their return trip to New Glasgow via Pugwash and Pictou. The coal chute at Springhill Jct. was still operating, so steam engines must still come there occasionally.

A Train of Yesterday - The Cumberland Railway & Coal Co. -- Engine 52, a small 2-8-0 of CNR-like appearance, awaited the Scotian's arrival at Springhill Jct. Its train was already made up and consisted of two drop-bottom gondolas, a hopper, a box car (all CNR) and an ancient open-platform coach numbered 602 with a faded green paint job very much in need of renewal. Inside the coach the clock was turned back at least 60 years. A blazing cone-topped stove stood inside the door, its hot fire emitting a cheery light and welcome heat. Three two-lamp brackets hung from the green ceiling between the frosted glass clerestory windows which bore the interlaced letters I.C.R. (or I.R.C. - the line was often referred to as the Intercolonial Railway of Canada, as well as the Intercolonial Railway). The windows were shaded by wooden slat shutters of a design now rarely found. Brass plates were embedded in the floor over the truck centre pins. These read, "J. Harris & Co., St. John, N.B., Builders". The clerestory ends bore the number 3044. This car is a real museum piece, but is badly in need of new paint, varnish and upholstery. The toilets are at the opposite end from the stove and bear brass plates marked, "For Ladies Only" and "For Gentlemen Only". The railways were particular about their passengers in those days. The train left on time at 2:00 P.M. and proceeded over a fairly straight line on a high fill to the metal-sheathed station at Springhill. The empty cars were set out and a loaded hopper picked up and added to the train.

10, an 0-6-0 saddletank, stood forlorn on a spur, obviously awaiting  
ing. A variety of other equipment stood nearby including a double end  
low, an ancient steam crane used for coaling engines, a former I.C.R.  
e numbered 501 and a Crossen combine numbered 601.  
he first part of the route, as far as Southampton, is rather uninter-  
er, but beyond that point it follows a succession of rivers and passes  
eral lakes, in settings which are attractive at any time of year. The  
ns are small square wooden buildings sheathed with shingles, except  
mpton, which has a metal-clad structure. They bear no signs, so a pas-  
mu t refer to a map to know his location. Stations west (or south) of  
hill are East Southampton, Southampton, West Brook, Newville, Lakeland  
rrsboro. The latter is a town of about 2000, located near Minas Basin  
iver estuary which becomes a red clay ditch at low tide, but which  
to capacity at high tide. One of the railway's two agencies is located  
in a frame station building whose waiting room also displays old trans-  
ic steamship ads.

After arriving at Parrsboro, the first consideration is to refill the  
tank at the waterspout which is located near the main highway to Truro.  
blocks the highway while taking water, much to the disgust of motorists  
oting to enter or leave the town. The arrival of the train is a daily  
for some twenty small children who follow every move of the train crew  
ey take water, set out the coal car on a dealer's siding, transpose the  
and box car, then couple up ready to return to Springhill Jct. Then  
rain crew and most of the children swarm into the coach to warm  
the stove for a few minutes before the departure of the train. The  
a mile below the town, but this particular day No. 52 returned to  
hill Jct. tender first.

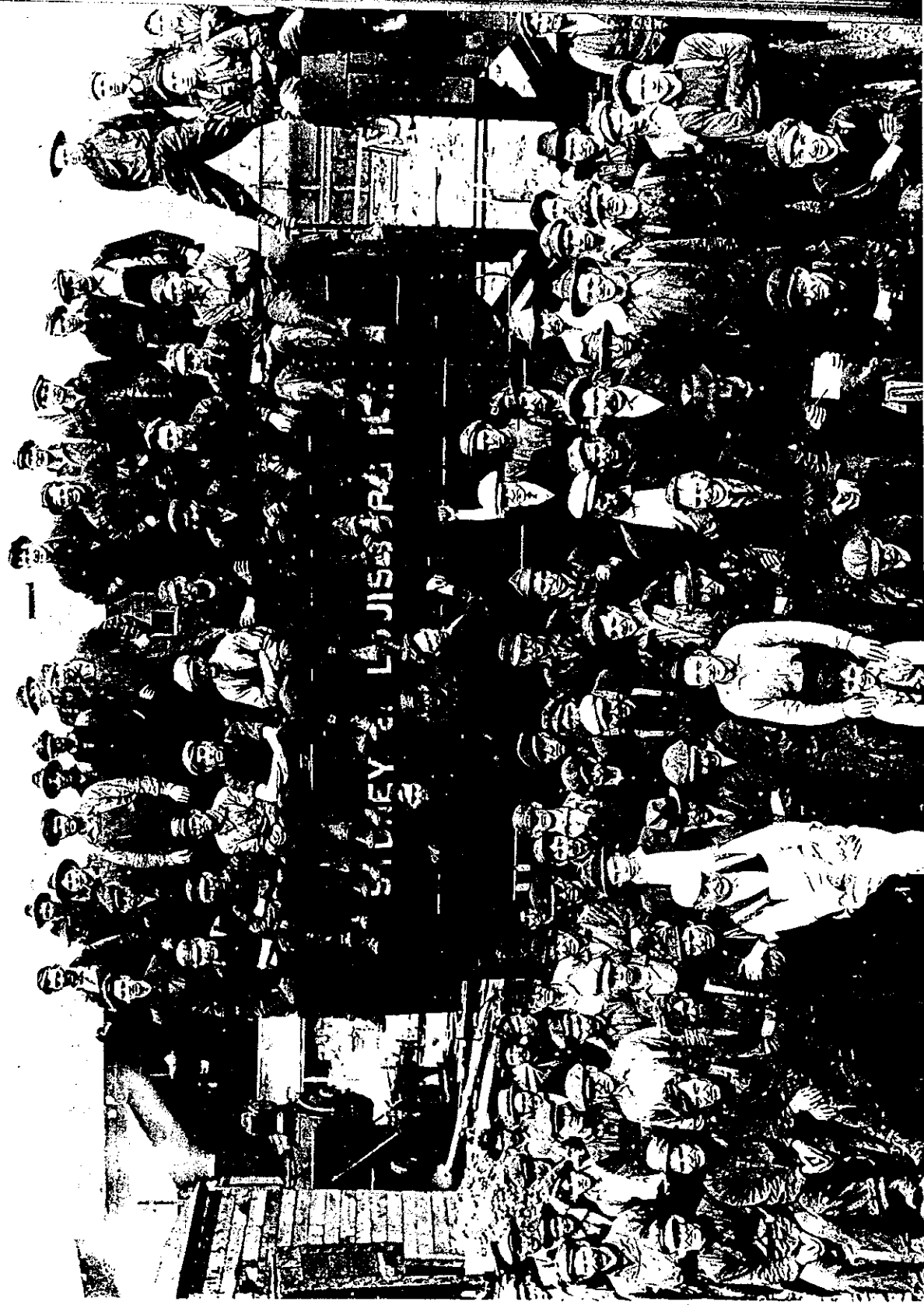
The coal wharf itself is a noteworthy structure, although it is now  
dismantled. It is a wooden pile structure, built in a reversed "U"  
with a small turntable at the corner to transfer cars from the shore  
on to the outer portion which lies parallel with the shoreline. Both  
ons carried two tracks. Cars were apparently moved by winches and ca-  
these cars being of course 15-ton four-wheeled wooden hoppers. Three  
ge tracks were provided, and these were approached through a three-way  
switch with two levers in which the switch point for one track, when  
was used as the stock rail for another. This switch still remained  
56, although the railings had been removed. The line also possesses a  
way stub switch at Springhill.

The sun had nearly set as Train No. 3 departed from Parrsboro, and ac-  
ingly three of the oil lamps were lit, lending even more to the old-time  
phere of the car. The engine had little trouble hauling the two cars  
to Springhill, although the line is so graded as to be uphill toward  
hill and downgrade to both the junction and Parrsboro, as this was the  
of heaviest traffic when the line was built.

A few additional notes are in order: There are 3 other locomotives on  
property. Nos. 53 and 54 are both large 0-8-0 switchers, and they per-  
most of the work. Both were imported from the U.S. No. 43 is apparently  
0-6-0, formerly belonged to the Sydney and Louisbourg, and is similar to  
No. 45 except the latter is a 2-6-0. Rails on the Cumberland Railway  
60- and 85-lb., and much of it is laid with opposite joints. Untreated  
are used but riding qualities are quite good at the normal running speed  
to 35 M.P.H.

The railway was originally built to carry coal from Springhill to be  
a Parrsboro. More recently, most of the Springhill coal has been  
ed by rail through Springhill Jct. The Parrsboro end carries only a  
freight traffic, with only occasional carloads being hauled. Passengers  
erved by two daily bus trips on the paralleling highway, and a pending  
ication to abandon the Springhill-Parrsboro portion will probably be  
ted. The Cumberland Railway is well worth a visit by all steam enthusiasts.

# Cape Breton's MAGAZINE



# Cape Breton's MAGAZINE

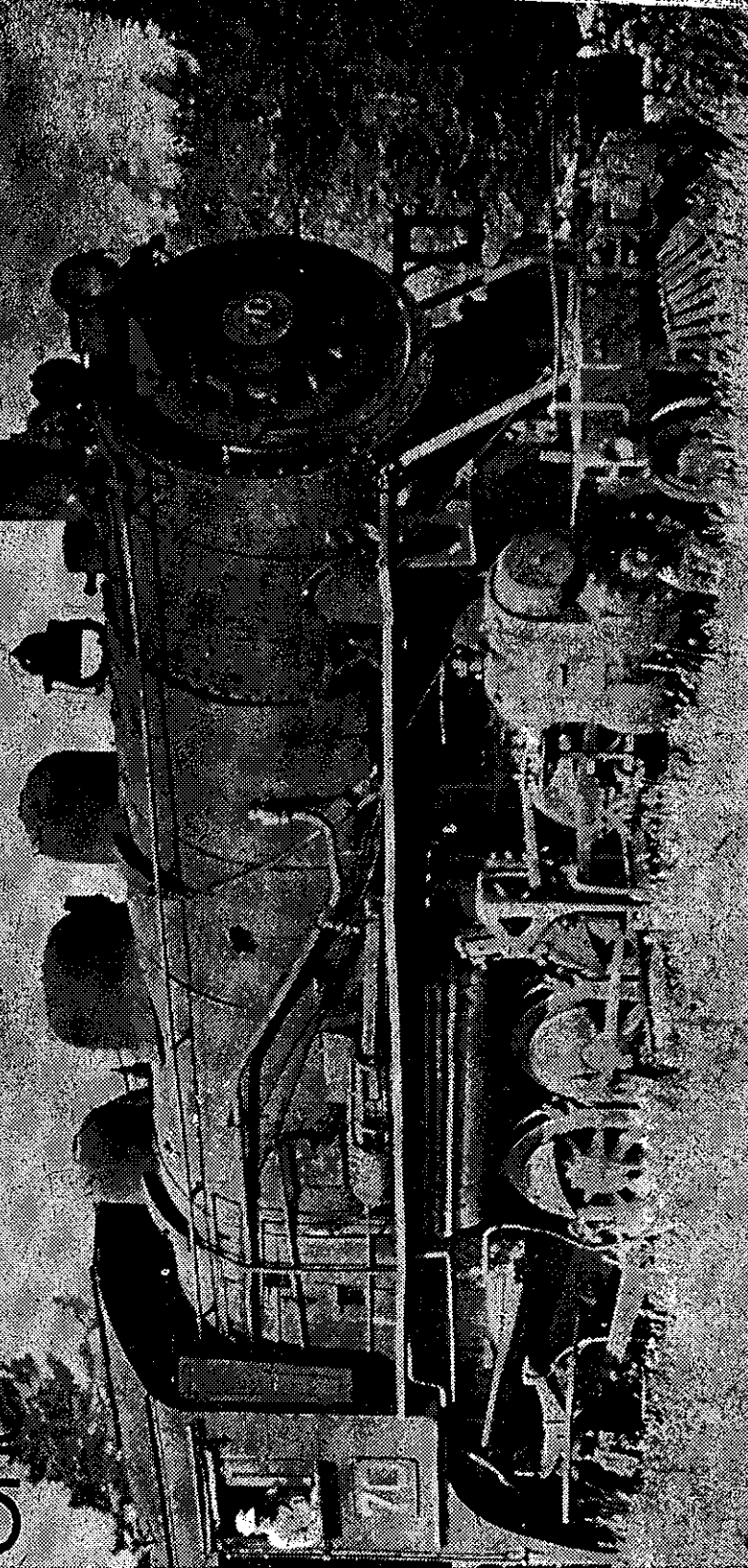


The 1923 Steelworkers' Strike  
and the Miners' Sympathy Strike

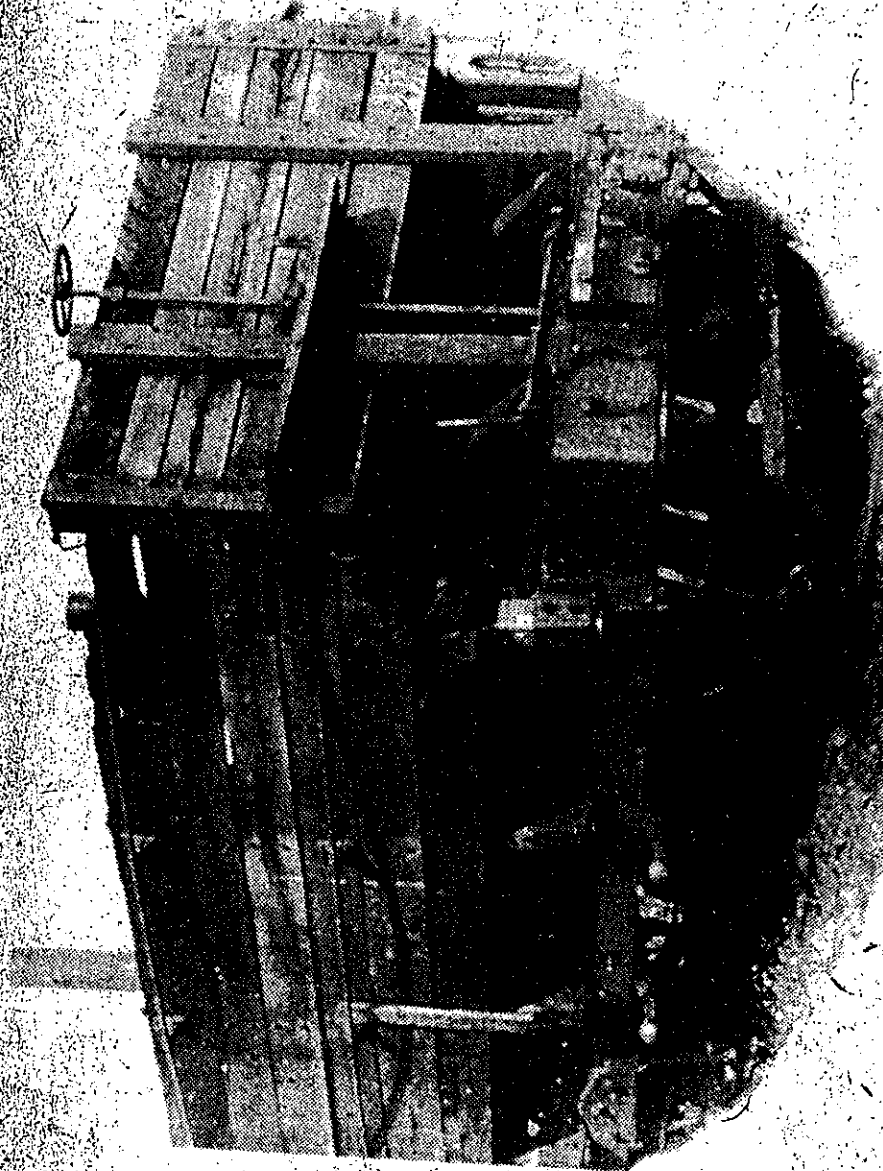


# S & L Railroad

On

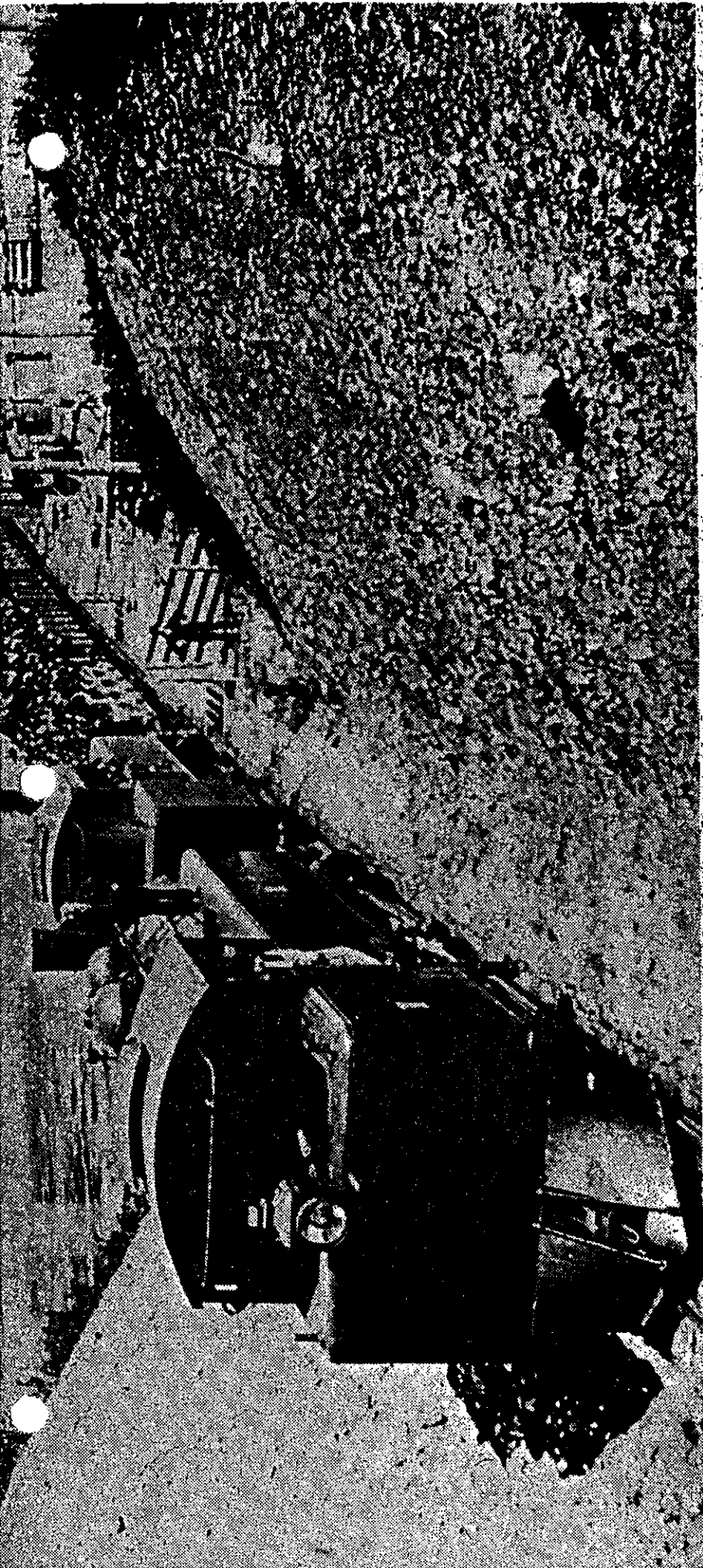




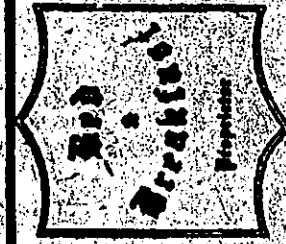


A wooden coal car showing the wheel of the  
handbrake and footboard for the brakeman.

But going down the hills, to put on hand  
brakes, yeah, you had to get outside  
You'd jump over the



The Provincial Workmen's Association Miners' Picnic train crossing the  
at Mira on its way to Louisbourg, September 5, 1896.



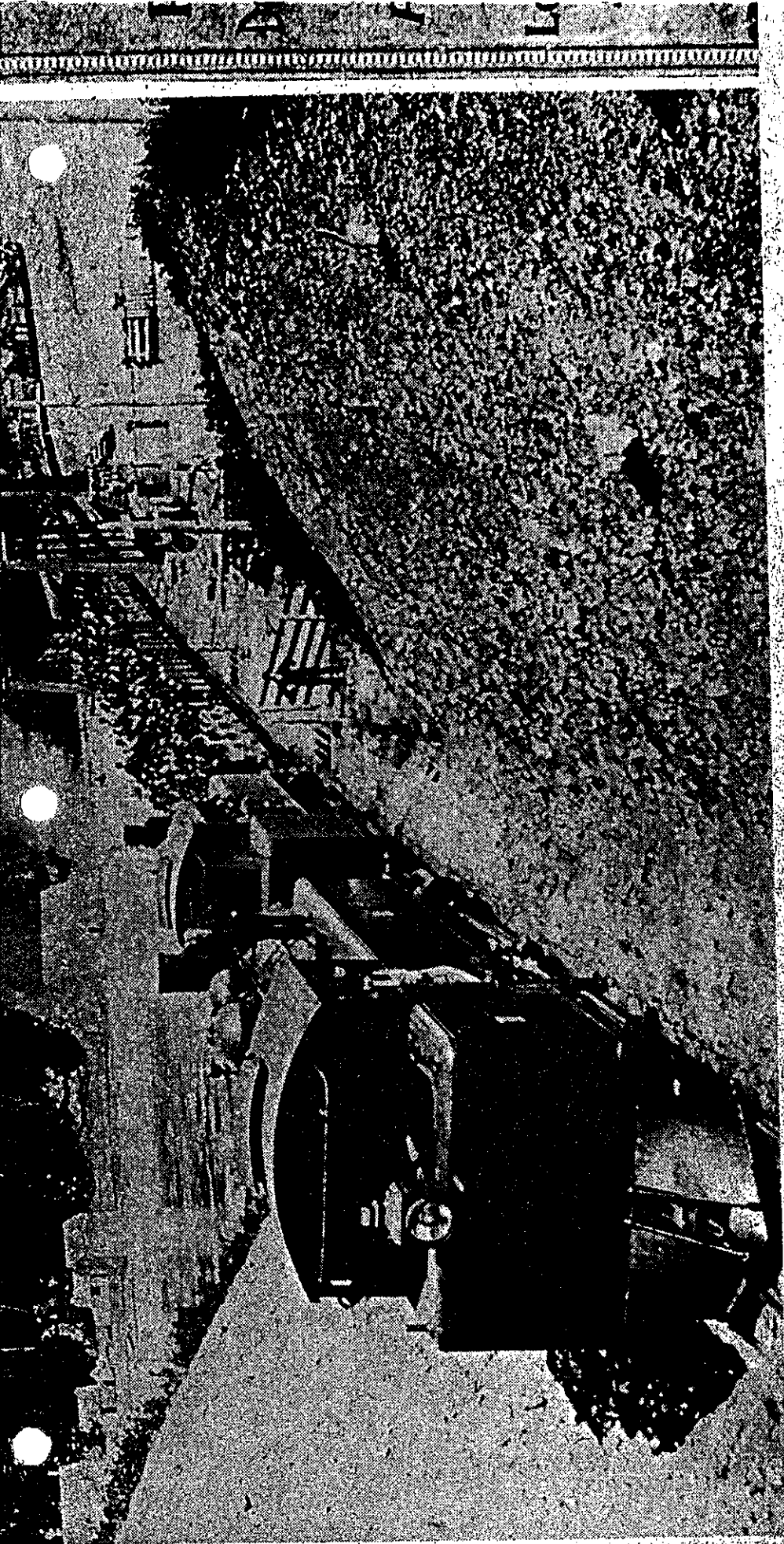
Cape Breton

Bed and Breakfast

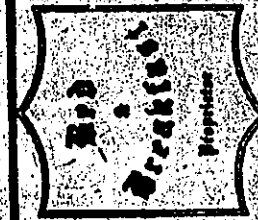
Watch for BED AND BREAKFAST sign

or contact Cape Breton Tourist Assn. for a list.

Cape Breton's BED AND BREAKFAST program offers a unique and interesting experience in accommodations. Every visitor in the program, displayed at left, open their visitors with courtesy.



The Provincial Workmen's Association Miners' Picnic train crossing the bridge at Mira on its way to Louisbourg, September 5, 1896.



Cape Breton

# Bed and Breakfast

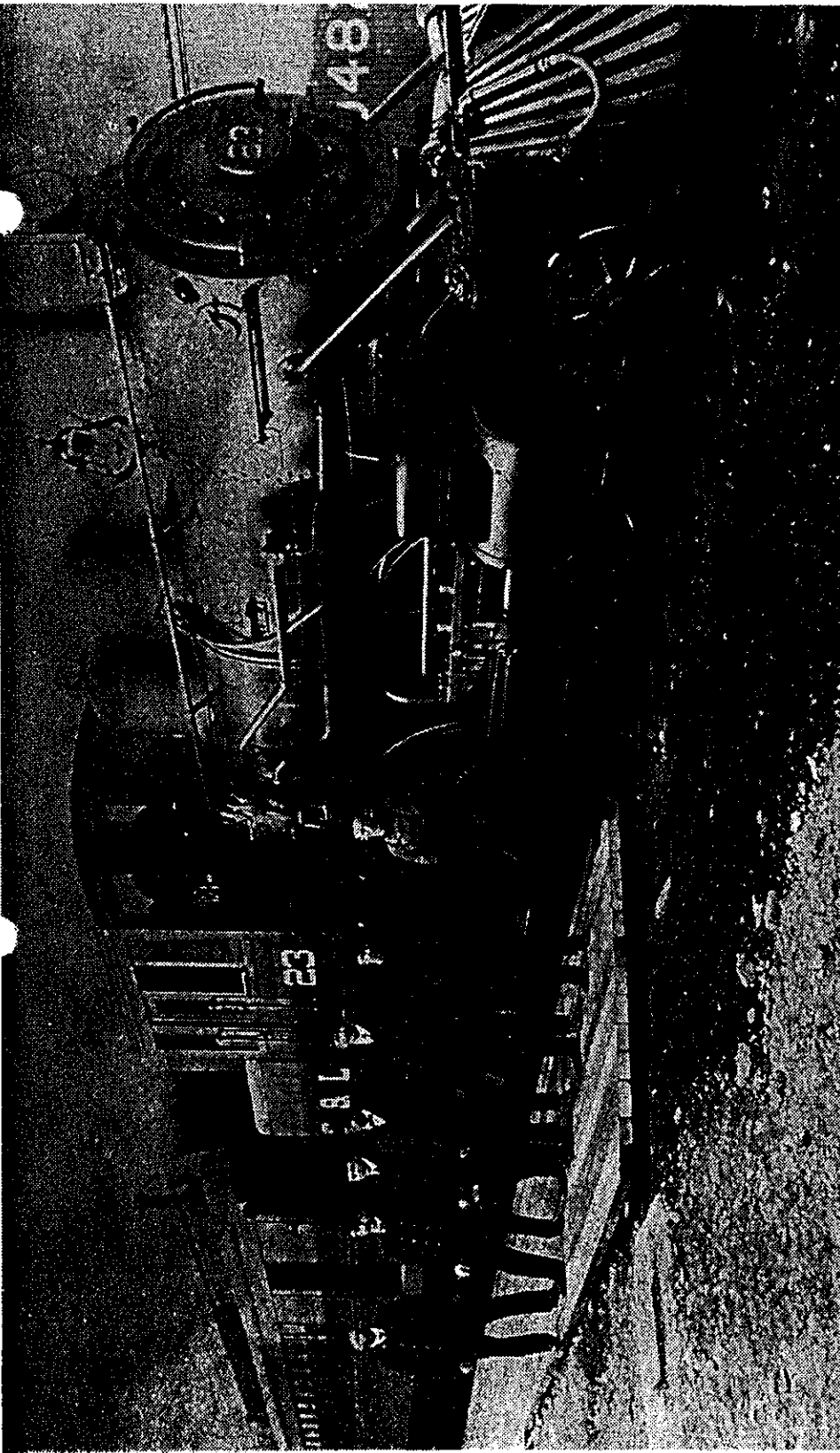
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She  
got special at-  
tention a speci-  
al man to clean  
her and look af-  
ter her in the  
evening. She was  
kept in a stall  
in the CN round-  
house in Sydney.  
She was the reg-  
ular train from  
1900 to about  
1950, Sydney to  
Louisbourg--and  
that's the one  
the officials of  
the Dominion Coal  
Company travelled  
on from Sydney to  
Glance Bay, and  
the help and the  
clerks." C.B.



give it a little touch, and he'd go too much, your hands'd get jammed. (What would your hands be doing in there?) Your hands had to hold the link. You put one end of the link in and put a pin in. Then you back, the rest of the train was coming back, you had to get that link in and drop the pin. And the wintertime, you'd get the mitt caught. Jesus, you couldn't go out and hold those pins in the winter, frosty days your hands would stick to them. You've got a big mitt on--and it was clumsy, see? I never got pinched myself. There were only a few of those cars left when I

automatic couplers on them. So once while we'd have to handle some cars the link-and-pin--but not too often. ally, the men got after the company. were growling all the time, and for compensation the company was paying-- paid them to get rid of them.

The work would come in bunches. You'd like hell for a month or so, then you'd off for a month or so. First, I was a brakeman. Brakeman rides everywhere. You'd a switching engine over the colliery. you're out on the footboard, or in the You go around the colliery to take a

# On the S & L Railroad, Part Two

Russell Cunningham: We were pulling out one day, in the winter, and there had been a big snowstorm and the plow went through to Sydney, and we were going to Sydney. A colliery was working that time--that's long ago. So we made a train up, had to take a train of coal in to the steel company. We made a train up in Dominion yard. It was nearly all hoppers. We had no air brakes. So we got our orders. I was head-end brakeman on that train--that is, I rode the engine. So I lined the switches out and I went out and got in the cab. And we were drifting--it's down hill from Dominion. You go down the hollow and you come up the Gardiner light--not a steep grade. She just rose. We had quite a train on. And the fellow who was conductor was killed, he had his two legs cut off right in Caledonia, after that. Quite awhile after that. I often think about it. He was killed the same way, except it was different--but, dismembered.

So we drifted down. I was sitting on the brakeman's seat. And when we went through down at Mitchell's Crossing, there was a bunch of kids there. And I turned around because I knew what they were on for. The snow was deep now and the plow had gone through. But she hadn't been winged. She was cut straight. You understand? Straight cut from the plow, it hadn't been winged out. So there was about 3 foot of snow on the level, I guess. Cut with just room for the cars and the train to get through. Well, the train would be brushing. So I watched these kids, turned around and kept watching. They'd jump on the train--they'd go down a little piece, and jump off--and they'd jump off in the snow. That was great. Jesus, it was giving me the shivers. I said, "Great god almighty, boy, look at those kids what they're doing!" They were depending on jumping out to get off. What could we do? We had no air brakes.

Meanwhile the driver lifted her out, because he had a hill to go up. So I kept watching. Finally, I saw a little fellow go to jump off a car, and I saw the black shadow go down, in the side of the snow. Then I saw a coat flying. I hollered to the driver to hold her. Well, he couldn't hold her there. So I jumped out and I got some brakes on. And I got the train



stopped and I went back. Here was this little fellow, 6 or 7 years old, his two hands off, and his leg off down here, and other leg was off--oh, terrible. Well, that little fellow--in that condition--this was in the snow--had his two little stumps of arms up like he was saying a prayer, he was praying. I'm sure he was praying, just a child's prayer. I couldn't do anything. I ran down and took my jack-knife and cut the goddamned bellcord. We got a tourniquet on him. Some people came with blankets and stuff. And they rushed him to the hospital. Well, I couldn't eat my lunch. And I wanted to go home--but you couldn't just go home when you were on the railway. That poor little fellow. And I can see him yet saying something, like a prayer.

And long after, the conductor of that train--he was over at Caledonia--it was a dull day and he was breaking. I think it was a Saturday. And he was cutting off



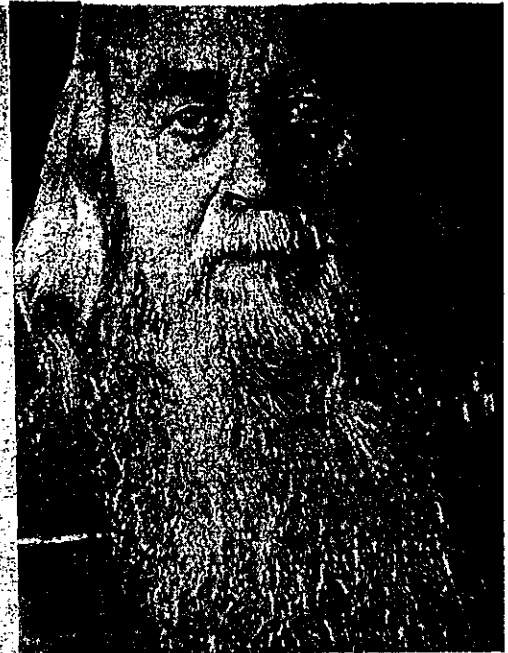
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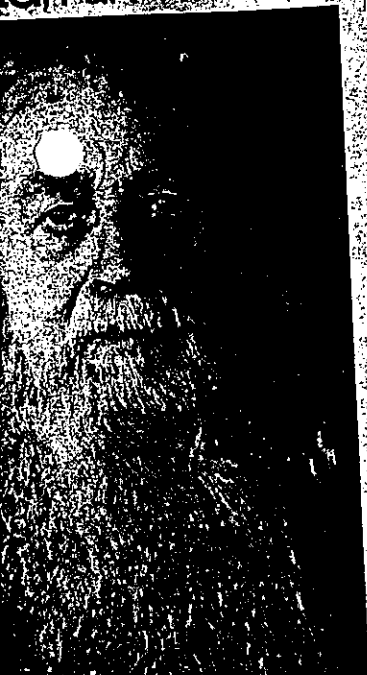
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after, the conductor of that train was over at Caledonia--it was a Saturday. And he was cutting off

cars. They were putting cars down on a certain track, see. You'd pull the pin from them, the lever--the pin was disconnected from the lever. So he gave the lever a stop signal. You weren't supposed to go between two cars when they were moving, but everybody did it. And he went in between the cars and he was walking with them, holding the pin up where it was disconnected so that the other cars would drift down--and I'll be damned if he didn't slip and go down under--cut him right in two.

Charles Bagnell: The shipping pier, the Black Diamond Fleet, the S & L were all interlocked to a certain extent, one depended on the other. When there was a lot of shipping, the railroad was busy. When shipping was slack, the railroad was slack. If there was a strike, everything was tied up. It all depended too, whether the collieries were working or not. If a colliery was idle today, that cut off crews. If they were all idle, there was nothing to do.

I've seen the harbour here in Louisbourg that full of ships that they couldn't take any more in. They were down here, they were up in the upper end there, they had to turn some away. They'd have to give them each a certain amount of space to swing in, when they'd anchor. At that time, coal was in great demand for bunker. And sometimes it took quite a long time to get the bunker aboard, because there was a lot of trimming. They'd have to probably throw it what they'd call 2 or 3 spaces--throw it so far and then somebody else would throw it again. To get it in the place where they wanted it--or else they couldn't get as much coal aboard as they wanted. Oh yes, they had a certain number of trimmers and shippers here. And sometimes at the latter part of it, some of them never left here. They stayed here all the time. They'd be shipping and trimming in the wintertime, then they'd go fishing in the summertime. Then there was another crowd, when they'd be through here, they'd go to Sydney, go on trimming and shipping in there.

After 1968 there were no trains from here. They used to bring a train in here twice, three times a week, to service the fish plant. One time the fish plant was burning black coal. Whenever there was any fish to be taken out, used to go in refrigerator

cars. They'd send a train in to get it, although there was no train out of here. In '68 they cut it out altogether, and everything was going by transfer. Coming in the same way. The trucks were replacing the trains.

(And the high and low piers, are they still here?) No. One is, the outside end of it, I think there's a block of it--that was the freight wharf. The coal pier, the shipping pier--that's been dismantled and knocked down a long time ago. There was no business for it. See, the CNR ran into North Sydney. If there was freight going to Newfoundland, there'd be the freight charge to North Sydney, and then the S & L would charge to Louisbourg on top of that. And the way it was with freight rates, the first so many miles was a high rate, and the S & L was getting the high rate all the time for bringing freight from Sydney out here to Louisbourg. So they shipped out of North Sydney whenever they could anyway. And once they got those heavy ice-breakers--once they could keep Sydney Harbour open all year round--that gave them all the more reason to use Sydney. So they dismantled the pier. But they were pretty hasty, I think--they took the rails up all the way out here. That was a mistake.

## 18th Century Dining at the Fortress of Louisbourg



L'Épée Royale has been carefully recreated to portray the lifestyle of an 18th century Louisbourg inn, while L'Hotel de la Marine portrays lifestyle in an 18th century cabaret. The food prepared from authentic 18th century French recipes and served in the style and atmosphere of that period makes a visit an unforgettable experience.

For more formal dining experience, eat at L'Épée Royale and for nourishing fare at affordable prices at L'Hotel de la Marine.

OPEN: JUNE TO SEPTEMBER

Fortress of Louisbourg, Cape Breton

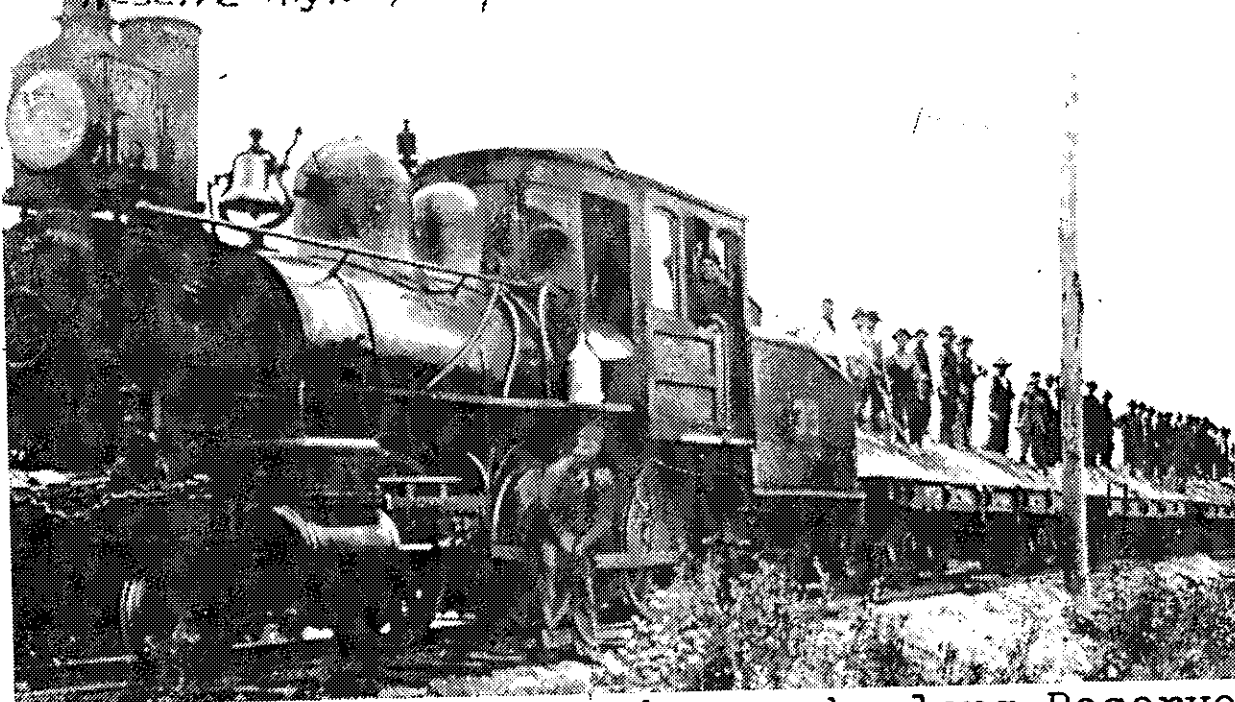


# & L Railroad



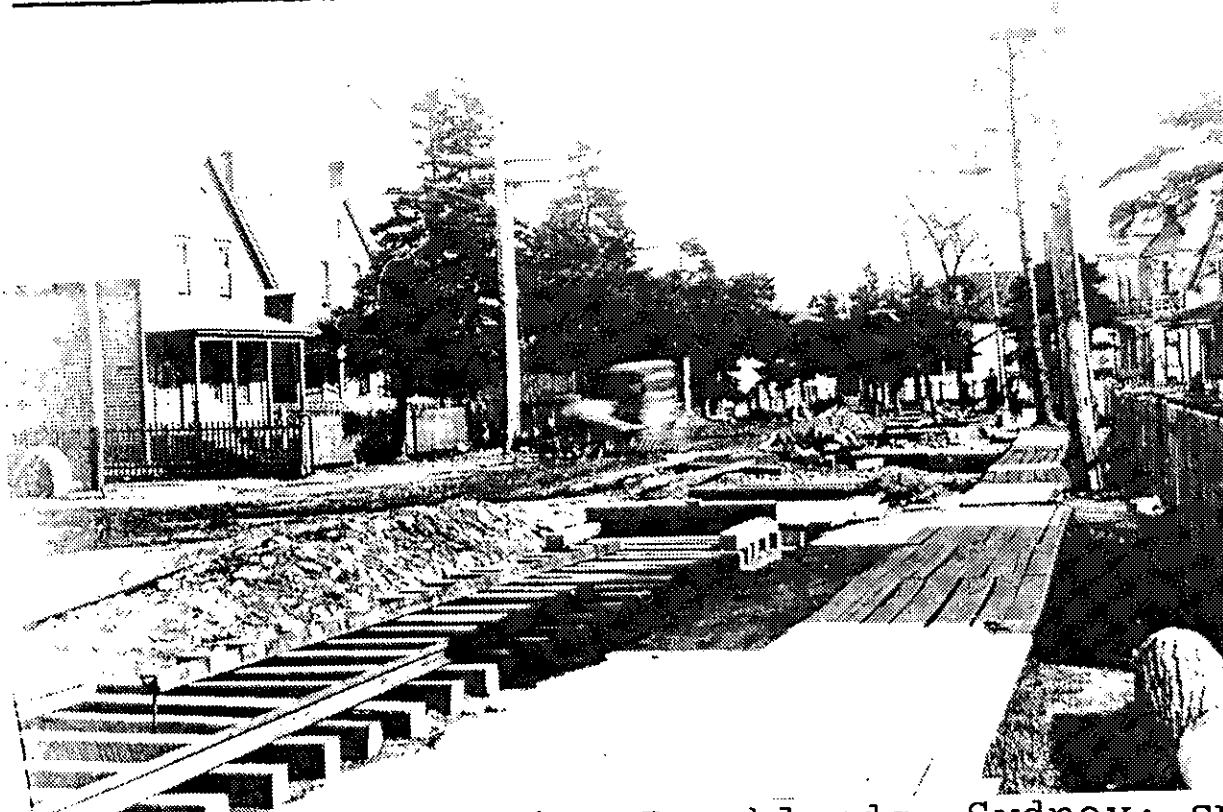
# Boiler to generate electricity arrives, Commercial St.,

#127 July 16-02  
Ballast Train on  
Reserve Right of Way



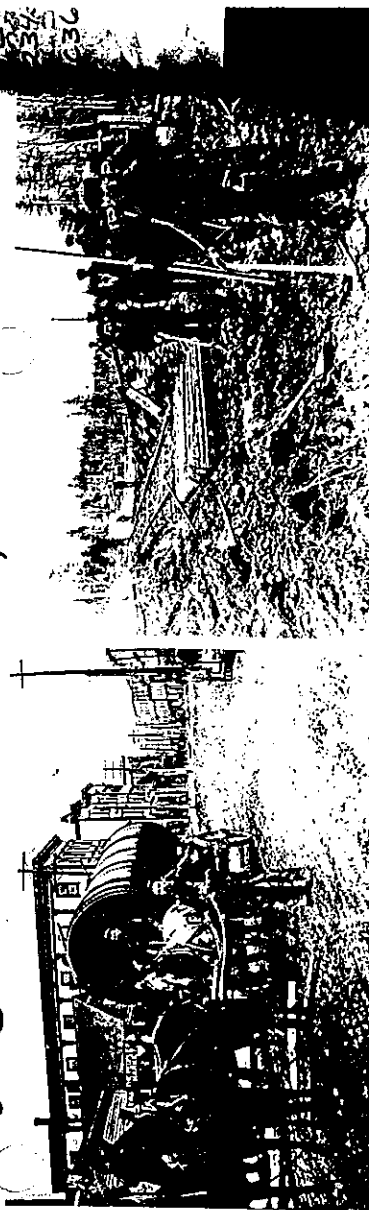
Ballast Train men dumping rock along Reserve right o

Cor. George



George Street opposite Brooklands, Sydney; special w

#160-Sept 26-02  
Beginning of D.C. G. St.  
at #2.



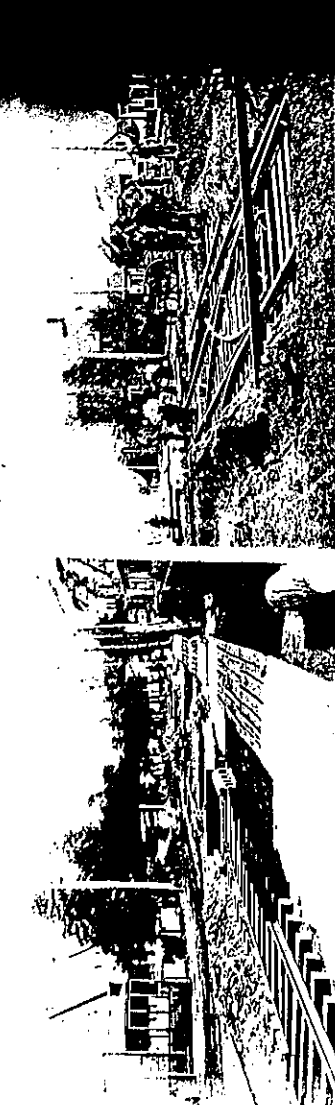
Boiler to generate electricity arrives, Commercial St., N. Sydney; work at Grand Lake Cross.

W124 July 16 '02  
Ballast Train on  
Reserve Right-of-Way



Ballast Train men dumping rock along Reserve right of way; tram tracks go through Dec.

Car George, to the corner of George and George



George Street opposite Brooklands, Sydney; special work at the corner of George and George

W124 Sept 24 '02  
Beginning on DC G. St.  
at 1/4



Beginning of Dominion Coal Company street at Number 2; corner of Charlotte and Wentworth