

HALIFAX
AND
SOUTHWESTERN
RAILWAY
DIARY

C. H. RIFF

The Southwestern Lines

It has been recorded elsewhere that the exaltation of Halifax, by virtue of its railway terminals, was regarded by Nova Scotia outports as due less to merit than to luck. But this did not make them less envious; one and all they craved similar facilities, even though the sea was at their doors and ships abounded to carry their loads. It was therefore for no better reason than local pride that the southwestern counties sponsored a

300

Canadian National Railways

Stevens

300

number of railways which became financial orphans while in the womb, and which when born, lived precariously by their wits or on charity.

THE NICTAUX AND ATLANTIC RAILWAY COMPANY
THE NOVA SCOTIA, NICTAUX AND ATLANTIC CENTRAL
RAILWAY COMPANY
THE NOVA SCOTIA CENTRAL RAILWAY COMPANY
THE CENTRAL RAILWAY COMPANY OF NOVA SCOTIA

As early as 1825 iron ore had been mined along the Nictaux River and at Torbrook in Annapolis County. In the early eighteen-seventies an examination of this area by United States mining engineers led to much claimstaking; whereupon local promoters on April 30th 1873, incorporated the Nictaux and Atlantic Railway Company, which by crossing the province from Middleton to Bridgewater, would serve such properties. American financiers were said to have promised aid; the first prospectus boasted proudly that government money would not be needed. Within a matter of months a panic drove the American investors to ground and no more was heard of them. In 1875 the local promoters, having raised \$127,000, re-incorporated as the Nova Scotia, Nictaux and Atlantic Central Railway Company, and approached the provincial government. They received a grant of \$4,000 a mile for 55 miles under the stipulation that "the railway would diverge to within six miles of Pleasant River bridge in Queens County"—perhaps as naked an instance of a parochial sop as has ever been embodied in a statute. Lunenburg had replaced Bridgewater as the southern terminal, and in August 1877 construction began northward from that port. Eight months later the Nova Scotia government refused further aid and the work was suspended.

During the next ten years the project became a legislative perennial; in all, twenty-six different enactments dealt with it under four different incorporations. In 1886 it became the Nova Scotia Central Railway and two years later, when federal subsidies had been arranged, work got under way once more. The line, 72 miles in length, was opened on March 28th 1890.

As of date of completion this railway had received \$677,000 in official aid and had incurred a bonded debt of \$700,000. Little or none of its subscribed capital had been paid up. Within a year of completion its bonds were in default and in November

CANADIAN NATIONAL RAILWAYS

1891 it was sold under foreclosure. In 1893 it became the Central Railway Company and under this description it operated for nine years. During this period it was able to show small operating surpluses, but although the iron ore traffic mounted to 20,000 tons annually, there was little other freight. In 1901 its net earnings fell to \$15,365, and two years later the proprietors gladly sold it to Mackenzie and Mann.

THE ANNAPOLIS AND ATLANTIC RAILWAY COMPANY THE NOVA SCOTIA SOUTHERN RAILWAY COMPANY

Another cross-country project from the Bay of Fundy to the Atlantic was dreamed up by the good folk of Annapolis, Queens and Shelburne counties. They managed to interest a number of "foreigners"—three men from Brockville and a New Yorker—in the incorporation on April 16th 1888 of the Annapolis and Atlantic Railway, to be built from an undesignated point in the apple valley to Liverpool. They also had authority to extend east and west to Halifax and Yarmouth. It was a peculiar enterprise in that it apparently had substantial backing—upwards of \$2,000,000 in cash—yet eleven years passed in inaction. In 1893 the name was changed to that of the Nova Scotia Southern Railway Company, and in 1899 the Company embarked in hesitating fashion on a line from New Germany to Shelburne, a distance of about 70 miles. The first section of roadbed was still under construction when on April 11th 1903 it transferred its "lands, franchises, powers, rights and privileges" to the Halifax and South Western Railway for an undisclosed consideration.

THE COAST RAILWAY OF NOVA SCOTIA, LIMITED THE HALIFAX AND YARMOUTH RAILWAY COMPANY

This project had first seen the light on April 28th 1893 in an incorporation to build a narrow gauge railway around the deeply indented southern toe of the province from Yarmouth to Lockport, a distance of 102 miles. Such a line would serve a number of small outports, each of which anticipated that a railway would bring greatness in its train. The promoters were the Brills of Philadelphia, the contractors were New Yorkers, and when construction began in 1894 the line had been changed to standard gauge, which qualified the enterprise for government assistance. By August of the following year the railway, which had swung well inland through the Tusket Wedge, had reached Pubnico, 28 miles southeast of Yarmouth. There it halted for

four years. On March 30th 1899 it became the Halifax and Yarmouth Railway, and on January 15th 1900 another 22 miles, from Pubnico to Barrington Passage, were opened. That was the end: the line was left dangling, an unbaited hook where traffic fish were few.

THE HALIFAX AND SOUTH WESTERN RAILWAY

At the turn of the century it became urgently necessary to consolidate the western Nova Scotia short lines into something resembling a local system. On April 4th 1901 the Nova Scotia Legislative Assembly authorized an advance of \$10,000 a mile to any company which would build from Halifax to Barrington Passage (185 miles) and would undertake to buy the Halifax and Yarmouth Railway. Donald Mann and William Mackenzie immediately arrived in town. They were intent on obtaining a clutch of eggs that might hatch in the future, with the provincial government providing both the hens and the incubator; or to mix metaphors, they hoped to make the province the milch cow that Nova Scotians had always deemed the Dominion to be. On July 30th 1901 they incorporated the Halifax and South Western Railway and let it be known that as busy men they could not be expected to hang around. Premier G. H. Murray, fired by the urgency of the hour, did not wait to convene the Legislative Assembly; on July 30th a memorandum of the Governor-in-Council closed the deal. The province would provide Mackenzie and Mann with \$13,500 a mile either to build or to buy. Of this sum \$10,200 a mile was to be regarded as a loan secured by a first mortgage on the individual constituents of the consolidation.

Three weeks later a contract was signed for the construction of the Barrington Passage-Halifax link-up, and also for the completion of the first section of the New Germany-Shelburne line, placed in work in such laggardly fashion by the Nova Scotia Southern Railway. The latter line was opened to Caledonia, a distance of 22 miles, on December 8th 1903. It went no further. The coastal link-up was built from both ends and the middle. The eastern section, from Halifax to Bridgewater Junction (68 miles) was opened for traffic on November 27th 1904, the Barrington Passage-Mahone Bay section (117 miles) on January 30th 1905.

Meanwhile the acquisition of other western Nova Scotia short lines had been proceeding apace. On July 1st 1902 Mackenzie and Mann purchased the Central Railway of Nova

Coast Ry. of Nova Scotia.— President Baker, of the Yarmouth S. S. Co., having made a trip over this line last month with Superintendent & Chief Engineer Wheaton, gave rise to a report that that Co., in conjunction with English capitalists, would take over the line & push it on to Halifax. Mr. Wheaton informs us there is no foundation for the report. Construction work has been much delayed, & the progress anticipated at the beginning of the season has not been made. Of the 21 miles under construction, beyond the 31 miles in operation between Yarmouth & East Pubnico, the greater part of the masonry is completed, the grading is well advanced & most of the ties are on the ground. Every effort will be made to complete this 20 miles, so that the line may be in operation to Barrington early next season. A survey of the entire line has been completed to Halifax, & plans are being prepared. (Ap., pg. 40; May, pg. 66; Aug., pg. 151; Sep., pg. 183.)

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1899

Halifax and South-Western Railway.

The Nova Scotia Government passed an Order-in-Council, July 30, stating that a proposition for the construction of a railway from Halifax to Yarmouth, with branch lines to such other places as might be decided on by the Government, had been made by W. Mackenzie and D. D. Mann, of Toronto, and R. J. Mackenzie, of Winnipeg, and granting a charter incorporating them as the Halifax and South-Western Ry. Co., under the provisions of an "Act respecting aid to a railway between Halifax and Yarmouth," passed at the last session of the Legislature.

The charter gives the Co. power to build and operate a standard gauge railway from Halifax, through the counties of Halifax, Lunenburg, Queens, Shelburne and Yarmouth to or near Yarmouth, with such branches as may be approved of, and including any railway acquired under the provisions of the charter. Very extensive powers are given in regard to a number of matters, including telegraphs, telephones, ships, mines and real estate; the Co. may carry on the business of an express co., and may operate steamships, ferries, omnibuses, carriages and other conveyances and vehicles, and conduct hotels.

The board of directors shall consist of five members of the Co. until the Government appoints two directors under sec. 6, chap. 3, of the Act of 1901; the head office is to be in Halifax; and the capital is fixed at \$1,000,000, but power is given with the approval of the Government to increase it to \$5,000,000.

The Co. is given power to acquire the rights of any railway company or of any persons having a charter to build a railway in N.S.; and to enter into traffic agreements with other railway or steamship companies; and empowers any similar companies in N.S. to convey their property to or enter into arrangements with the H. & S. W. R. The Co. is bound to give such traffic arrangements to the Government and other railways as will offer reasonable facilities for traffic, subject to such terms as may be approved of by the Provincial Government.

Right of way is given over Crown lands in or on the line of railway, and the Co. can enter on land on either side of the proposed line and take therefrom, free of cost, any materials available and required for the construction of the railway.

The municipal council of any district through which the line will pass is empowered to grant aid to the Co. on a vote of the taxpayers, in addition to the lands required for the right of way and buildings, which are to be acquired by the vote of the municipal council. These lands are to be paid for by

the municipalities in which they are situated, and the cost of their acquisition shall form a charge on the municipalities, but the lands so acquired are to become vested in the Co. In addition, all the lands necessary for the right of way, station purposes, the track, station and other buildings required for the railway purposes, the rolling stock and equipment, are by the charter to be "for ever free from taxation by any city, town or municipal corporation, or other similar authority, for any purposes whatever."

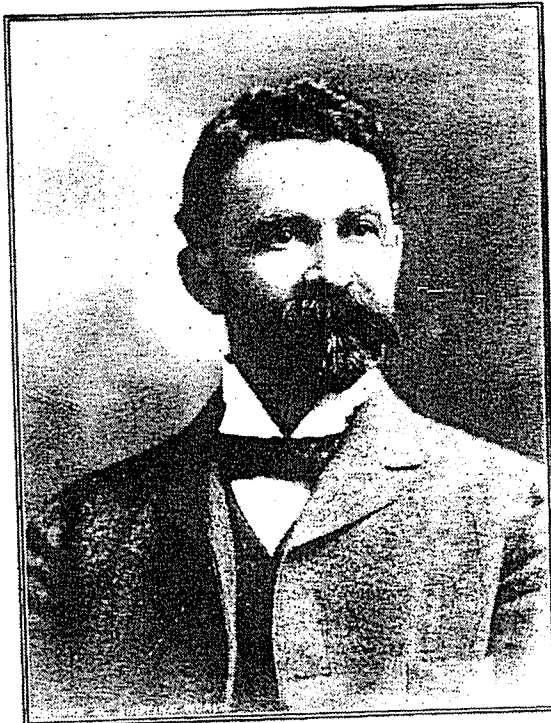
The Act passed at the last session of the Legislature under which the charter is granted

debentures, not exceeding \$10,000 per mile of line built, for such term as may be fixed by the Government, at 3½% interest and 1½% sinking fund; the principal being secured by a first mortgage of the franchise, the land, buildings, railroad, rolling stock, etc.; and the interest being a first charge on all receipts and revenues. If default be made in the payments the road can be seized under foreclosure and sold; and the contractor has the right to pay off the mortgage by payment of the amount lent, less \$5,200 a mile (that being the subsidy offered for the building of this road under a statute of 1886), together

with any sums paid as a sinking fund. The freight and passenger rates are to be subject to the approval of the Governor-in-Council, who may also appoint two directors on the Board. The contract for the construction of the line has not yet (Aug. 13) been entered into between the Government and Mackenzie, Mann & Co., but it is understood that it will be prepared at an early date.

The map on page 158 was made to show the route proposed for the original Coast Ry. of N.S. This line, already completed from Yarmouth to Barrington, is now known as the Halifax and Yarmouth Ry. The dotted line from Barrington to Halifax, marked "Coast Ry. of N.S." will give a good general idea of the route likely to be used by the Halifax and South-Western Ry.

It is said that Angus Sinclair, Chief Engineer and Manager of Construction of the Inverness and Richmond Ry., will also occupy a similar position on the Halifax and South-Western, and that H.K. Wicksteed, C.E., will make the surveys.



F. T. GRIFFIN.

Land Commissioner, Canadian Pacific Railway.

gives the Government power to purchase the existing line between Yarmouth and Barrington, 51 miles, now owned by the Messrs. Bell and Fletcher, of Philadelphia, and to arrange for its inclusion in the line to be built by any other contractor, or to accept any portion of any existing line and apply the provisions of the Act thereto. The object of the insertion of these clauses is to ensure the entire 170 miles of line between Halifax and Yarmouth being under one management. The financial arrangements proposed provide for the loan by the Government, to a responsible contractor or company, of cash or Provincial

September 1901

Coast Railway of Nova Scotia.

The statements about this line made in our last issue on the authority of the Chief Engineer & Superintendent, L. H. Wheaton, were questioned, it being alleged that location had not been completed to Lockeport, but on the contrary no location had been made over, or around, the Birchtown Hills, west of Shelburne, where the engineering difficulties were said to be very serious; that the statement that the charter of the N. S. Southern Ry. having expired should be modified by a further statement that a bill extending the charter had been passed by the Legislature & assented to on March 11; that no progress had been made on the line between Lockeport & Halifax, not a sod having been turned; that the statement that "free right of way had been secured for the entire distance" was untrue, application to the County Councils of Queen's & Lunenburg, at the January sessions, to have the right of way made a charge on those counties having been refused, at least for the time being.

We referred the matter to Mr. Wheaton, who has sent us the following information in reply: Location has been substantially completed from Yarmouth to Lockeport. Regarding the Birchtown Hills, location was not fully completed, so far as the instrumental work was concerned, on 7 miles of this district, owing to the fact that work was closed down in the latter part of November on account of bad weather, before this portion had been completed; but a preliminary line had been run, which was entirely satisfactory to this Co., & sufficient cross sections were taken to project a location, which was so satisfactory that we have not since considered the matter, but will complete this location as soon as surveys are completed from Lockeport to Halifax. The profile & plan of this 7 miles are on file in the Provincial Government Engineer's office, as well as my own, & I would be happy to refer the correspondent to a view of either.

With regard to the fact that the N. S. Southern Railway charter had expired, this was correct at the time of my statement. They applied for a renewal of their charter at the February session of the Legislature, but it was not granted. The charter which they did secure after my statement of Mar. 5 was over an entirely different portion of the country, & the reasons for granting which I am



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not free to discuss at this time, nor do I believe are they.

I did not state that considerable progress had been made on the line between Lockeport & Halifax. (Mr. Wheaton is correct as to this. It was a mistake in editing his copy, Editor.) Ninety-seven miles of the proposed line between Yarmouth & Halifax is under contract with the Nova Scotia Development Co., which has completed 31 miles between Yarmouth & East Pubnico, which has been accepted by this Co., & has been in successful operation since Aug. last. Twenty miles of work beyond East Pubnico have been sublet to H. J. Townsend & Co., of New Glasgow, N.S., who have up to May 4 reckoning the work done since April 1, when construction

was resumed) completed 5 miles of grading, & masonry on over 12 miles. The location had been completed to Lockeport, 97 miles from Yarmouth, in 1895 & 1896, & 2 parties are now in the field pushing forward the surveys between Lockeport & Halifax, one party being at each end working towards each other. As intimated above, construction work was commenced on April 1, but we have had considerable bad weather during the month & have not made as satisfactory progress as we would desire, but the forces are being daily increased & work will be actively pushed.

Right of way has been granted us as follows: Town of Yarmouth, municipalities of Yarmouth, Argyle, Barrington, Shelburne, Queens, Chester & Halifax. In the municipality of Lunenburg, the vote was left open over a distance of 21 miles, until the route is decided upon, as we have in contemplation 2 different lines. In the event of the adoption of 1 of the 2 lines, 9 miles of this distance would be trackage rights over the N. S. Central Railway, for which no right of way has been required from the municipality.

At the last session of the Legislature the time for the completion of the line from Yarmouth to Lockeport was extended from Oct. 1 of this year, to Oct. 1, 1899.

The total distance of the line between Yarmouth & Halifax will be slightly less than 215 miles, & will serve a population of 440 per mile, or a total of about 88,000. This line will open up one of the best tourists' resorts on the continent, & I think the climate here in summer cannot be equalled, in fact, it is an equable climate the entire year; & with the railway facilities which we propose to offer, I have no doubt that the business interests of the south coast of N.S. will be very materially advanced, & new industries established as fast as the line progresses.

Halifax and Yarmouth.—This line has been completed from Yarmouth to Barrington Passage, 51 miles, and in addition the line has been located as far as East Jordan, and preliminary surveys have been made through to Halifax. The Co. is only operating the line between Yarmouth and East Pubnico, 31 miles. We have been unable to obtain any information as to the future policy of the Co. When Supt. Wheaton was succeeded as Acting-Supt. by Clark Cooper, in Dec. last, the latter issued the following statement over the signature of President F. Rawle:—

"The Coast Ry. Co., now the Halifax & Yarmouth Ry. Co., with its undertaking to construct a railway from Yarmouth to Lockeport, was promoted by T. Robertson, M.P.P. for Shelburne, L. Atwood, A. N. Chandler and A. C. Chadburn. Work was commenced in the spring or early summer of 1894, through the medium of a construction company. The Ry. Co. and the construction company, as originally constituted, had no financial strength whatever. The Messrs. Brill and Mr. Fletcher became connected with the construction company after the enterprise was started, through representations as to the charter rights, contracts, subsidies, rights of way, etc., made by the promoters above-mentioned, which representations, unfortunately, have not been realized. After Messrs. Brill and Mr. Fletcher had, through the construction company, made an expenditure of, approximately, \$60,000, they were compelled to guarantee the completion of the contract to build the road and to pay workmen and material. They had either to do this or lose the money already put into the enterprise. In spite of many difficulties they

private fortunes. The Messrs. Brill and Mr. Fletcher intended last summer to proceed with the work of construction from Barrington towards Lockeport, under the terms of the proposed contract, which is now in the possession of the Nova Scotia Government. The subsidies on the road from Pubnico to Barrington were paid to them. The work between these two points has not yet been completed, though it has been completed for some time. The Provincial Engineer has agreed to leave provisionally to the Co. about a year to run trains on this part of the road. Therefore Messrs. Brill and Mr. Fletcher deem it best to cease the operation of a portion of the railway for the present and await its inspection by the Government Engineer. When it is approved and payment of the subsidies and right of way arranged, they will resume the operation of it. They are ready to proceed with the work of construction towards Lockeport on the terms of the proposed contract before referred to. The following things are arranged on a fair basis: 1. An extension of the contract with the Dominion Government to the date as that fixed in the proposed contract with the Nova Scotia Government; and, 2. A tract with the Dominion Government for a subsidy from Clyde to Lockeport. A mutual understanding must be arrived at with both Governments that the Co. is undertaking construction on the assumption that it will receive the subsidies from both Governments. 3. The Co. must receive a definite assurance that the municipalities will repay it the money for right of way, on filing the receipt of the landowner for his damages. 4. The Co. also ask that the location of the road be at least as far as now surveyed by it, before further construction is undertaken. The Co. are quite willing that the road shall be located in accordance with the principle that it shall subserve the population along the shore as far as this can be made to harmonize with the location of a trunk line from Yarmouth to Halifax. With the active assistance of the parties interested it will be possible for the Co. to proceed with the undertaking once."

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construction of the line is to be at the rate of \$13,500 a mile instead of \$10,000, the Government having been unable to enter into a satisfactory agreement at the lower figure. This loan is to be advanced either in cash or in Provincial stock or debentures bearing interest at $3\frac{1}{2}\%$ as the work progresses, provided that up to the time of the laying of the tracks the sum advanced shall not exceed 75% of the total sum to be loaned a mile; that a further 20% shall be loaned as track-laying proceeds, and that the remaining 5% shall be paid on the final completion of the whole undertaking.

In return for this loan the Co. agrees to construct a standard gauge line from a point on the I.C.R., near Halifax, to Barrington Passage, and also from the junction with the Nova Scotia Central Ry., at or near New Germany to Caledonia Corner, in accordance with specifications attached to the contract, unless deviation therefrom be authorized by the Government, and to have the lines in operation by Dec. 31, 1903. No work is to be commenced unless plans and profiles have been deposited with the Government. Due provision is made for the equipment and operation of the line, for the making of traffic arrangements with other lines, and for the approval by the Government of the passenger and freight rates. Provision is made for the repayment of the loan, less \$3,200 a mile, the usual Provincial bonus, at the end of 40 years, with interest at $3\frac{1}{2}\%$ a year, but the Co. may repay the loan at any time without notice. Interest is to be paid to the Government for temporary advances during the construction of the work, such interest to cease on the full completion of the work. A first mortgage of the line and all its franchises and equipment is to be executed to the Government, which may enter into possession if default be made in the payment of interest, but not unless such default occurs after three years from the opening of the line.

The total mileage to be constructed under this contract is said to be 180 miles, including the New Germany-Caledonia branch, which was commenced under the Nova Scotia Southern

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Halifax and South-Western Ry.—Surveys are reported completed for this line from Halifax, N.S., to Barrington Passage, and rough plans have been prepared, showing several possible routes. No arrangement has yet been made between Mackenzie, Mann & Co., and the N.S. Government, in regard to any particular route, and until this is done it is impossible to say what points will be served by the new line. The surveys have been in charge of H. R. Wicksteed, C.E. It is not probable that any construction will be engaged in until after the meeting of the N.S. Legislature, by which body the contract has to be ratified. It is expected that A. Sinclair, C.E., who is now Manager of Construction of the Inverness and Richmond Ry., will be Manager of Construction of the H. and S.W. R. (Dec., 1901, pg. 355.)

JANUARY 1902

Halifax and South Western Ry. Co.

Copies of the agreement and contract entered into between the Commissioner of Works for Nova Scotia and Mackenzie, Mann & Co., who were incorporated under the above title, have been presented to the N.S. Legislature and a bill ratifying the agreement and contract has been introduced. The plans and specifications for the line between Halifax and Barrington, which it is proposed to construct under the agreement, are also before the Legislature. (Feb., pg. 56.)

April 1902

Halifax and South-Western Ry.—The Nova Scotia Legislature at its recent session ratified the contract entered into between the Government and Mackenzie, Mann & Co., for the construction of a railway from Halifax to Barrington Passage, connecting there with the existing Halifax and Yarmouth Ry., power being also given to purchase that line. The Attorney-General informed the House of Assembly that propositions to construct the line were also made by Ryan & Macdonald, Toronto; and the North American Trust Co. of New York; and that the Provincial Engineer estimated that the line would cost \$18,400 a mile. The estimate was considered by the Attorney-General to be a moderate one as the line would probably cost altogether about \$20,000 a mile. The contractors obtain a free right of way; freedom from taxes, and other exemptions, together with a loan of \$13,500 a mile, of which they are to repay \$10,300 a mile, with interest, in 40 years. The length of line to be constructed is about 220 miles.

Surveys of alternative routes were made in 1901, by H. K. Wicksteed. W. Mackenzie and D. D. Mann, met the Nova Scotia Cabinet early in May in reference to the route, when it was announced that construction would be gone on with on the sections between Halifax and Mahone Bay, and between Liverpool and Bridgewater. At this point connection will be made with the Nova Scotia Central Ry. which has been acquired by Mackenzie, Mann & Co. (April, pg. 124.)

June 1902.

Halifax and South Western Ry.—W. Mackenzie and D. D. Mann reached Halifax, July 1 to arrange for the immediate starting of construction on this line, for which purpose large gangs of men had previously been sent forward from Ottawa. The base of operations is at Mahone, 7 miles from Lunenburg, on the Central Ry., recently acquired by Mackenzie, Mann & Co., and work is being proceeded with both towards Halifax and

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Yarmouth. It is reported that grading will also be started a few miles out of Halifax towards Mahone. The question of an entrance into Halifax has not been settled, the Halifax county council not having granted a right of way. It is expected that a junction will be effected with the I.C.R. about three miles out of the city, and that running powers will be secured over the I.C.R. for the distance required. D. D. Mann is reported to have stated that the location surveys for the line were about completed; that a good part of the line between Mahone Bay and Halifax would be ready for the rails by the end of the present year; but that track would not be laid until next year, the rails not having been secured. T. G. Holt is in charge of construction. L. H. Wheaton, C.E., is in charge of the location survey between Bridgewater and Liverpool, H. K. Wicksteed, C.E., being chief engineer. (June, pg. 191.)

Halifax and Yarmouth Ry.—Recent press reports stated that the portion of this line between Pubnico and Barrington Passage, which has been closed for some time, would be operated again shortly, and that Mackenzie, Mann & Co. had entered into an agreement with the Messrs. Brili, of Philadelphia, for acquiring the whole line. An official writes that he does not believe there is any truth in these reports.

August 1902

Halifax and South-Western Ry.—Location surveys have been completed under H. K. Wicksteed, C.E., for 100 miles, from Halifax to Liverpool, N.S., and are in progress for the remaining 70 miles from Liverpool to Barrington. The general route has been practically decided for the entire distance. Leaving the I.C.R. near Bedford the line will be constructed through Hammond's Plains, St. Margaret's Bay, Chester, Bridgewater, Liverpool, Shelburne and Barrington. The grading will be generally moderate to heavy with much loose rock. The principal bridges will be over La Have, Port Medway and Liverpool rivers. Plans and profiles have been filed with the Government departments for the first sections of the line. H. K. Wicksteed is going west to the Canadian Northern Ry., and T. H. White has been appointed Chief Engineer and is also taking charge of construction during the illness of T. H. Holt. A press report states that H. Sorette, of Bridgewater, N.S., has been given a contract for the construction of the section of the line between New Germany and Caledonia. This section is part of the line projected by the Nova Scotia Southern Ry. from Shelburne to New Germany, which was partially constructed, and the charter, etc., for which has been acquired by Mackenzie, Mann & Co., for the H. and S. W. Ry. (April, 1900, pg. 115.)

NOVEMBER
1902

Halifax and Southwestern Ry.—We are advised that the location of the line at several points is still undecided, and no further contracts have been let for grading. The line between Halifax and Mahone, N.S., has been graded and the bridges and culverts, with the exception of the steel spans, delivery of which depends on the makers, are well under way and will be ready for tracklaying for about 50 miles by the end of Nov. From this point into Halifax the grading and culverts have been about one-third finished and are being pushed forward. On Nov. 16 we were advised that tracklaying was expected to be commenced at Mahone in a few days. All the track material and telegraph posts are provided, so that the work will be pushed forward to Halifax as fast as possible. Work on the line in the vicinity of Liverpool is also making good progress. In connection with the entrance into Halifax, the arbitrators have been appointed to assess the value of the land to be purchased by the city and county for the right-of-way.

On the old Nova Scotia Southern Ry. the Caledonia branch has been completed, and we were advised Nov. 16 that it was expected to be opened for traffic by Nov. 20. The branch extends from New Germany to Caledonia, about 22 miles. On this branch considerable work was done some years ago, but the whole has been entirely reconstructed. Stations have been built at Hemford, North Brookfield, South Brookfield and New Caledonia; a water tank at Hemford, and an engine and coal shed at Caledonia. (Nov., pg. 389.)

Halifax and South Western Ry. With the exception of some minor deviations, notably at Liverpool and between Milton and Shelburne, now under consideration, the route for the H. and S. W. Ry. has been definitely settled. Commencing at a junction with the Intercolonial Ry., about one mile on the Halifax side of Bedford station, the line runs via near English Corner, to the head of St. Margaret's bay, and skirts the bay to Hubbard's cove, proceeding via Chester along the shore of Mahone bay to a junction with the Nova Scotia Central Ry., recently acquired by Mackenzie, Mann & Co. The N.S.C. line will be used to Bridgewater, and from this point the route to be followed will be cross-country to Mill village and to near Milton, then on to Shelburne and Barrington, where connection will be made with the Halifax and Yarmouth Ry. At Milton an alternative route is under consideration by which the line will run into Liverpool and will join the other survey about 14 miles north of Shelburne. L. H. Wheaton was, according to latest reports, engaged in revising location surveys between Mahone bay and Bedford, and A. Mitchell making alternate location surveys between Liverpool and Shelburne. There is a tramway in operation between Liverpool and Milton, and the location of the H. and S.W. Ry. in this section depends largely on whether this line will be acquired or not. The general character of the

JANUARY 1903

Halifax and Southwestern Ry.—D. B. Hanna, Third Vice-President Canadian Northern Ry., is in charge of the operation of this railway, which includes the old Central Ry. of Nova Scotia, the line under construction from Halifax to Yarmouth, and the Caledonia branch. J. Brignell, heretofore General Manager of the Nova Scotia Central, is Superintendent; R. M. J. McGill remains as General Passenger and Freight Agent and Auditor; C. O. Foss is Engineer of Maintenance, and T. R. McLeod, formerly of the Inverness Ry. and Coal Co.'s railway, is locomotive foreman. Offices, Bridgewater, N.S.

Kettle Valley Lines.—H. W. Warrington has been appointed Superintendent, and G. W. Fairweather General Freight and Passenger Agent.

Pere Marquette Rd.—H. Dean, heretofore commercial agent at Detroit, Mich., has been appointed division freight agent. Office, Detroit.

T. L. Pierce, travelling freight agent at New York, has been appointed commercial

NOVEMBER 1903

Halifax and South-Western Ry.—D. D. Mann recently went over the route of the H. and S.W. Ry. from Halifax to Barrington Passage, N.S. He says that there are 1,800 men employed in grading between Halifax and Liverpool. This work is expected to be completed this winter, and the whole line by June, 1904. A press report states that the Atlantic Contracting Co. has let the following subcontracts on the line: McKay, Wells & Morrison, 20 miles; Lindsay & Farrell, 5½ miles; H. Sorette, 15 miles; Dini & Cozzolino, 15 miles. There has been landed at Bridgewater rails, etc., for 44 miles of track, and other steamers with rails, etc., are on the way. (Sept., pg. 305.)

Halifax and Lake Erie Ry.

October

1903

Halifax and Southwestern Ry.—In the course of the discussion on the speech of the Lieut.-Governor of Nova Scotia at the opening of the Legislature recently, Mr. Mack stated that the contractors for this line, Mac-

JANUARY 1904

Halifax and Southwestern Ry.—In the course of the discussion on the speech of the Lieut.-Governor of Nova Scotia at the opening of the Legislature recently, Mr. Mack stated that the contractors for this line, Mackenzie, Mann & Co., were carrying on the work with characteristic energy, and that it was hoped to complete it in 1904. There had been a disposition to deflect the line away from the coast between Liverpool and Shelburne, on account of the shorter distance and easier construction, but the people desired a shore route through the settled country, and he was glad to know that the Provincial Engineer had been able to have surveyed a practicable route along the coast, which was only three or four miles further than that suggested by the contractors.

Application is being made at the current session of the Legislature for an act extending the time within which the line may be completed. In referring to this application Mr. Drysdale stated that upwards of \$1,000,000 had been spent on the line. The Caledonia branch of the old Central Ry. extending from New Germany to Caledonia, 22 miles, had been completed, and having passed Government inspection was now in operation. Of the 67 miles of line between Halifax and Mahone, 45 miles had been completed with the exception of the bridges. The contracts had been let for these structures and work on them would be hastened. There were on the ground rails, etc., for 73 miles of track. West of LaHave, between Bridgewater and Lunenburg.

JANUARY
1904

Halifax and Southwestern Ry. — The Nova Scotia Legislature at its current session passed an act extending the time within which construction of the line between Halifax and Barrington Passage, or Yarmouth may be completed. A further measure is under consideration by the Legislature giving the company power to take water for use during the construction of the line, and in future for its operation from any lakes or streams along the route, also a measure enabling the city of Halifax to provide money for the payment of a right of way into the city. The location of the line through Dutch village has been agreed on and the approval of the Government has been asked to the plan. The location has been approved from Halifax to Liverpool, but westward of Liverpool there are some points not finally agreed upon between the Company and the Government. Between Halifax and Mahone the grading for three-fourths of the distance has been completed, and 10 miles of track has been laid from Mahone easterly. The grading between Mahone and Liverpool is about three-fourths completed, while the bridging, both east and west of Mahone is well advanced. A daily train is in

MARCH 1904

MAR, 1904.]

operation on the Caledonia branch of the Old Central Ry. of N.S. (Jan., pg. 3.)

Halifax and Yarmouth Ry.—

During 1903, additional sidings were constructed at different points as found necessary for the traffic. No new work was undertaken, and nothing is being done in the way of surveys, for any extension of the line, which runs from Yarmouth to Barrington Passage, N. S., or for any branch lines. (June, 1903, pg. 214.)

MARCH
1904

Halifax and South-Western Ry. We were advised May 4 that the masonry for the bridge's between Halifax and Mahone, N.S., was being proceeded with, and was then about three-fourths completed. One of the two 72 ft. steel girders for the bridge at Gold River had been completed, and the steel for this as well as for the other bridges on the line was being delivered. One abutment and three piers for the bridge across the La Have have been completed. Track has been completed for 28 miles from Mahone towards Halifax, and the grading between these points was expected to be completed in about four weeks. The grading between Bridgewater and Liverpool has been completed with the exception of trimming. We were further advised May 13, that the bridge masonry had been completed from Mahone eastward 50 miles. The masonry on the La Have bridge is expected to be completed early in June. The steel is being placed on a number of bridges, and the erection of telegraph line, tanks and buildings has been commenced. Track has been laid from Mahone Jet, eastwards 28 miles.

The report of the Provincial Engineer for the year ended Sept. 30, 1903, contains a number of references to this railway. There are 97 miles of main line and 22 miles on the Caledonia branch, and location surveys have been made over the whole length, Halifax to

JUNE 1904

Halifax and South Western Ry. We were recently advised, that tracklaying on the section of the line between Mahone and Halifax, N.S., 68 miles; the ballasting and surfacing, cattleguards, fencing, crossing signs and telegraph line had been completed. The water tanks were all completed and station buildings had been completed at Martin's River, Chester Basin, Chester, East River, Hubbards and Ingram Bay. From Mahone to Bridgewater, nine miles of the old Nova Scotia Cen

(Continued on page 125.)

December 1904

tral Ry. will be run over. On the section from Bridgewater to Liverpool, 31 miles, the grading has been completed to Brooklyn, 30 miles; the bridgework over the La Have River has been practically completed, and work is in progress on the foundations for the bridge over the Medway River. Fencing is being gone on with, and track had been laid to Liverpool Oct. 31. The foundations for the stations and tanks were being constructed. This will leave about 90 miles of line between Liverpool and Barrington Passage to be completed, but nothing will be done on it this year as the route has not been finally approved of by the Government. On the Middleton and Victoria Beach branch the 40 miles of grade was completed Nov. 12. Tracklaying is expected to be completed this year. The Railway Commissioners have made an order authorizing a junction of this line with the Dominion Atlantic Ry., and with the old Nova Scotia Central Ry., now H. and S.W. Ry., at Middleton. (Sept., pg. 313.)

Hamilton, Ancaster and Brantford Ry. (Electric).—C. D. Haines, a U. S. contractor, recently interviewed the Wentworth county council with a view to obtaining its support. He stated that no bonus would be asked, but a right-of-way over portions of the highway would be required, where a private right-of-way could not be purchased. The projected line will cost about \$300,000, and Mr. Haines

DECEMBER 1904

Halifax and Southwestern Ry.—The line between Halifax and the junction with the old Nova Scotia Central Ry., at Mahone, 68 miles, has been completed, and track has been laid on the section from Bridgewater to Liverpool, 31 miles, but this latter section has not been ballasted. With the nine miles of the old Nova Scotia Central Ry., run over between Mahone and Bridgewater, trains are

February 1905

Halifax and Southwestern Ry. — A plan of the proposed bridge across the line at the crossing of the Mersey River near Liverpool, N.S., has been deposited with the Minister of Public Works, Ottawa, and an application has been made for an order in council approving of the location of the bridge. (N.S., pg. 459)

December 1905

Halifax and Southwestern Ry.—C. W. Spencer, General Manager Mackenzie, Mann & Co.'s Eastern Lines recently completed a trip over the H. and S.W.R. The line between Halifax and Yarmouth is completed, with the exception of a stretch of about three miles east of Barrington. This was expected to be completed early in October, and it was hoped to have this portion of the line in operation by the fall. The branch from Middleton to Victoria Beach was opened for traffic early in the month.

October 1906

Halifax and Southwestern Ry.—With the completion of the connection between the H. and S. Ry. and the old Halifax and Yarmouth Ry., near Barrington, N.S., this system has a length of 370 miles, distributed as follows: Halifax to Yarmouth, 248 miles, including 1.7 miles trackage over the I.C.R.; Lunenburg branch, 7 miles; Caledonia branch, 23 miles; — Middleton section to Victoria beach, 93 miles. There are altogether 155 steel bridges on the line, ranging from 25 ft. to 80 ft. spans. The system comprises the old Halifax and Yarmouth Ry. and the old Central Ry. of Nova Scotia, which were acquired by Mackenzie, Mann & Co. in connection with the construction of the Halifax and Southwestern Ry. The charter of the Middleton and Victoria Beach Ry. was also acquired, and the line completed, and the line from New Germany to Caledonia was constructed under the charter of the old Central Ry. (Oct., pg. 583).

November 1906

Halifax and South-Western Ry. The first through train from Halifax to Yarmouth, N.S., over the H. and S.W. Ry., reached the latter town Dec. 20, and a regular bi-weekly service between Liverpool and Yarmouth was inaugurated Dec. 22. W. Mackenzie, Toronto, C. W. Spencer, General Manager of the line, and other officials were entertained at dinner at Halifax, in connection with the completion of the line Dec. 21. Mr. Mackenzie spoke of the connecting up of the various sections of the Canadian Northern Ry. lines with the lines in Nova Scotia, and added that the only thing that is left to Halifax is to wait for the Canadian Northern Ry. A new passenger station was a necessity in this case. (Jan. 22, 1907)

February 1907

Halifax and South-Western Ry.—The report of the Provincial Engineer of Nova Scotia for 1906 records the completion of the line between Halifax and Yarmouth, Dec. 14, 1906, on which day the last rail was laid near Barrington passage, connecting with the old Halifax and Yarmouth Ry. The first passenger train passed over the whole line Dec. 19, and the line was opened for traffic Dec. 22, a tri-weekly service being put in operation. Owing to the extreme depth of water and the difficulty of getting good foundations for the piers it was found impossible to complete the Mersey River bridge, and a temporary bridge was constructed, which will be used until the permanent bridge is completed. It is expected that this will be done by the end of June. About seven miles of track remain unballasted, and a few other matters require attention, but it is expected that the line will be completed in accordance with the terms of the contract by the end of June. With a few small exceptions, such as some additional ballasting and the works specially mentioned the whole line is in good shape. The bridges, many of which, such as those at the Mersey, Jordan, Sable and Clyde rivers, were extremely difficult to construct, are particularly fine, being of steel superstructure on concrete or granite piers resting on rock foundation, the excavation being carried in all cases to the solid rock. The ballasting between Bridgewater and the Clyde river has been particularly well done. The curves on this portion are fairly short, and the tangents long, so that trains should make fast time with perfect safety. While the completion of the line took somewhat longer than was anticipated, almost every place along the south shore has been brought into railway communication with Halifax.

The Middleton and Victoria Beach branch, 40 miles long, was opened for traffic Sept. 17, and a tri-weekly train service is being operated over it. The line, while not equal to the H. and S.W. Ry. main line, is in

MAY 1907

of W. A. Hendry, J. J. Taylor and L. Whiteman respectively. The work of locating the line was carried on during the whole season, the following routes being surveyed: Sunny Brae to Country Harbor, via East River, St. Mary's, 50.8 miles; Cross Roads, Country Harbor to Guysboro, via Gunn's Brook and Salmon River, 28.4 miles; Dartmouth to junction with line from Sunny Brae to Country Harbor at Cameron Lake, via Coast to Musquodoboit Harbor, Crawford's Falls, Balone Lake, Caledonia, East River and St. Mary's, 128 miles; Crawford's Falls to Sloan Lake, via North Side, Musquodoboit River, 42.9 miles, south side to north side Musquodoboit River, connecting line at Upper Musquodoboit, 0.75 miles; junction with first mentioned line at Lowmoor to Dartmouth-Country Harbor line at Barron Brook mouth, via Barron Brook, 11.1 miles; New Glasgow to Sunny Brae via McLellan and Glencoe Brook, 19.3 miles; Stellarton to Sunny Brae, via I.C.R., Ferrona Jet., and Nova Scotia Steel Co.'s railway, 15.7 miles; Stellarton to Island Bridge, via east side East River and Nova Scotia Steel Co.'s railway, 6.2 miles; New Glasgow to Merklefield, via Vale Railway, Thorburn, and McPherson's Mills, 12 miles; Cross Roads, Country Harbor to Country Harbor mouth, via Westside harbor, 15 miles. The field work was completed by the end of Nov., and the parties called into the office to complete plans and estimates. In the meantime the Provincial Engineer's Department placed a party in the field with the object of obtaining some additional information, and to roughly check some of the routes. The company completed its estimates at the end of the year and submitted the same to the Government. (April, pg. 243.)

MAY 1907

Halifax and Southwestern Ry.—The sub-
structure of the permanent bridge across
the river at Liverpool, N.S., was expected
to be completed by the end of July, when
the steel superstructure would be erected.

AUGUST 1907

The bridge will consist of six spans of 66 ft. each, and one draw span of 132 ft., and the substructure consists of five concrete piers and abutments. The foundations of the piers and abutments are on solid rock, about 2,000 yards of concrete being used in their construction. As soon as the new bridge is completed the temporary bridge which has been in use during the past two years will be removed. The substructure was erected by the Lindsay Construction Co. July pg. 179

August 1907

Halifax and South-Western Ry. Co. W. Spencer, General Manager, Blackburn, Mann & Co.'s Eastern Lines, recently completed a trip of inspection over the H. and S.W. Ry. and says that with the exception of the steel bridge over the Mersey River, near Liverpool, which is under construction, the whole line is solid and permanent. All the temporary trestles and bridges have been done away with, and the whole line brought up to the standard for running fast trains. (Aug. pg. 561.)

September 1907

Halifax and Southwestern Ry. C. W. Spencer, General Manager, has completed a trip of inspection over the line. He states that it is in excellent shape, and that a number of new industries are springing up at various points. E. V. Johnston, one of the inspecting engineers of the Department of Railways, has also completed an inspection of the line.

A survey is being made with a view of extending the branch of the old Nova Scotia Central Ry., now terminating at Caledonia, to Bear River, N.S. The municipalities through which the line would pass are reported to be preparing to offer subsidies in aid of the construction. Bear River is situated a few miles from Digby, and the construction of the line would bring the H. and S.W.R. to the tidal water of the Bay of Fundy at an additional point to Victoria Beach, the terminus of the company's Middleton and Victoria Beach line (Sept., 1907, pg. 663).

A large wharf has been constructed by the company at Lunenburg, N.S., for the shipment of lumber. The wharf at Port Wade, the terminus of the Middleton and Victoria Beach branch on the Bay of Fundy, has been completed ~~by the~~ Dominion Government. There is a depth of 30 ft. of water at the end of the wharf at low tide. The port is well sheltered, and will be used by the railway for passenger and freight trade to U.S. points.

JANUARY 1908

Halifax and Southwestern Ry.—The short piece of line to connect the Liverpool and Milton Ry. with the company's main line at Liverpool, N.S., is reported to be nearing completion. The rest piece for the draw

February 1908

Halifax and Southwestern Ry.—In the annual report of the Provincial Engineer of Nova Scotia, for 1907, it is stated that the year has been a very busy one on the line, an additional amount of ballast having been placed over the whole roadbed, a considerable amount of fencing done, and the Mersey River bridge completed. Some more ballast, and some other work, however, will be required before it can be said that the line is fully completed. The bridge which has been completed over the Mersey River is one of the largest and most expensive in the province. The principal difficulty in the way of its construction was in securing foundations. The river has a depth of 20 ft. at low water, and 18 ft. of material below this had to be excavated before a solid foundation could be reached. The piers and abutments are of concrete and the superstructure is of steel. (On the Caledonia branch and the Victoria Beach line, some of the banks will have to be widened before the additional ballast, which is also required, can be put on. On the Middleton section, the old Central Ry., while a good deal has been done by the H. and S.W.R. in the way of renewing ties and other work, a large amount of work will be required to be done during the current year in the way of renewing ties, constructing fences, etc., so as to put it in equally good shape with the line from Halifax to Yarmouth. (Feb., pg. 97.)

MAY 1908

arranged. It was therefore decided by the Government that it would be advisable to make further investigation with the idea of securing a location which would enable the line to be constructed for a lower estimate than that obtained by the company's survey. The surveys made in 1906 enabled the Department to decide on the best general route for most of the line, and three parties were placed in the field to accurately locate the cheapest line that would be suitable for the traffic of the district. As a result, with the exception of a few miles, a suitable location has been secured over the whole line. A few places remain where the line can be revised so as to cheapen it considerably, but generally a good location has been secured for a line with moderate gradients and curvature, equal to the standard of the subsidized lines of the province, which can be constructed at a reasonable cost. The plans, profiles and estimates have not been completed, but the work is being pushed forward as rapidly as possible. As soon as these are completed the Government will be in a position to make an advantageous contract with any company desiring to undertake the work. (April, pg. 243.)

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MAY 1908

Springfield Ry. Co.—There has been constructed in Nova Scotia a regular standard gauge railway for lumbering purposes, about eight miles in length, near Bridgewater, by the Davison Lumber Co. The company owns extensive timber areas in Lunenburg, Queens and Annapolis counties, and it was for the purpose of developing these that the construction of the line was decided upon. The plans were deposited with the Provincial Engineer at Halifax, in Aug., 1904, for a section of $4\frac{1}{2}$ miles, and subsequently plans for the construction of a further $3\frac{1}{4}$ miles were deposited. The plans were approved, and construction was proceeded with, and upon inspection by — Hendry, C.E., was opened for traffic. The line, the Provincial Engineer reports, while having rather heavier gradients than is desirable on a railway to carry on a general passenger and freight traffic, is well adapted for the present trade, and the location is such that these gradients can be improved with a small expenditure at any time it is proposed to take up passenger traffic or extend the line. In other respects the railway is practically up to the standard for a railway suitable for carrying on a general passenger and freight traffic.

p585

Halifax and Southwestern Ky.—is re-
solved to a question in the U.S. Legislature
recently. The Premier said it was the com-
pany's intention to erect a shipyard pier
at Port Wade, N.S., the Maritime and
Victoria Beach branch (terminus without
dock). (Sept. 1908, No. 811.)

MAY 1909

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.)

Halifax and Pacific Ry.—The

October 1909

(10.)
Canada and Gulf Terminal Ry.—The annual meeting of shareholders was held at Ste. Flavie, Que., Sept. 15, when all the arrangements in connection with the transfer of the Matane and Gaspé Ry.

RAILWAY AND MARINE WORK

Co.'s property, franchises, etc., as made by the directors, were confirmed and ratified. The general offices of the company, which will be situated in Montreal, will, it is said, be opened shortly. Following are the officers and directors for the current year:—President, M. J. O'Brien; Vice President, H. J. Lyons; other directors, J. A. O'Brien, Rev. A. A. Soucy, C. A. Gauvreau, M.P.; J. A. Ross, M.P.; D. Caron, M.L.A.; Secretary Treasurer, René Dupont.

The construction of lines between Ste. Flavie and Matane, Que., which are being built under the charter granted to the Matane and Gaspé Ry. Co., which has been acquired by this company, are officially stated to be proceeding rapidly, but no details are given. The first line to Little Metis will, it is said, be completed and opened for traffic for the summer of 1910, and the first section of the line from Ste. Flavie to Matane will, it is said, be opened for traffic in Dec., 1910. The contract, which was let by the original company to the H. J. Beemer Co., of Ottawa and New York, is now in the hands of H. Doheny, Montreal. (Sept., pg. 663.)

October 1909
p743

Halifax and South Western Ry.—We are officially advised that it is expected to have the branch line from Nictaux to the Torbrook Iron Mines, and the ore shipping plant at Port Wade, N.S., completed early in June. The grading and tracklaying on the branch line was completed last fall, and the ballasting was done this spring. The Canada Iron Corporation has a large ore crushing plant, capable of crushing over 1,000 tons of ore a day, in operation at the mines, and as soon as the branch is opened it will begin shipping the ore to Port Wade, where it will be passed through the ore bins and loading plant to special steam-

JUNE 1910

gineer. (Sept., pg. 450.)

Halifax and South Western Ry.—In a recent interview, the Deputy Commissioner of Mines for Nova Scotia is reported as saying, after having made an inspection of the line, that there was no dangerous condition of the roadbed as had been alleged. There were a considerable number of worn-out ties on the first two sections, but these were being replaced. There were also places on the line where more ballast would improve the appearance, and perhaps the smoothness of running. "It is not clear to me," he added, "that there have been casualties exceeding those on any other road for the same train mileage." (May, 1911, pg. 409.)

1912

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1912

St. Boniface, Que.—The Board of Railway Commissioners has authorized the opening for traffic of a portion of the Canadian Northern Quebec Ry., near St. Boniface, Que., mile 87.5 to 91.5. This is a division between Glenaldon and St. Boniface, which includes the viaduct at East Burrill, a description of which was given in Canadian Railway and Marine World, May 1921, pg. 247.

April 1922

January, 1923.

Canadian National

Dominion Atlantic Ry. Connection.—

In connection with the Board of Railway Commissioners' recent order authorizing the Halifax & South Western Ry. to divert its line near mile 52.9, Middleton Subdivision, N.B., to connect with the Dominion Atlantic Ry., we were officially advised recently that the H. & S. W. Ry. connected with the D. A. Ry. at Middleton Jct., about 0.6 mile west of Middleton, with a Y connection; and that the H. & S. W. R. Port Wade Branch crossed the D. A. Ry. with a diamond crossing about 200 ft. east of Middleton Jct. switch, and connected to the west leg of the Y. The proposition approved by the Board of Railway Commissioners is to join the Port Wade Branch to the D. A. Ry. just west of the junction switch, and to eliminate the diamond crossing.

Chester Trestle Bridge.—Work on the new bridge spanning the brook leading from Mill Lake to the ocean near Chester station, mile 51, on the Halifax & South Western Ry., is reported to be proceeding. Concrete foundations have been put in. The work includes an arch over the public road leading to the lake property.

Canadian National Railways

Lunenburg, N.S., station was completely destroyed on Feb. 7, with its freight and express contents. The building was an old frame structure, the rebuilding of which has been discussed for some time. Lunenburg is the terminus of the old Nova Scotia Central Ry., which was taken over by the Halifax & South Western Ry.

St. John, N.B., Island yard offices were burned Jan. 31. It is said that a new building will be erected at an early date.

St. John Terminals.—The Deputy Minister of Railways is reported to have advised the St. John, N.B., Board of Trade that the C.N.R. management is considering improvements in the terminals at St. John to further the interests of Canadian trade, into and out of this port.

MARCH 1922

Lunenburg, N.S.—The Board of Railway Commissioners has approved the proposed location of station and freight shed at Lunenburg, and authorized the diversion of track on Lunenburg Subdivision, from station 347+16.2 to 367, south of Medway St., and to cross Dufferin, Falkland and Medway Sts.

Limoilou Locomotive House.—A press report states that a locomotive house is being built at Limoilou, Que., by day labor.

October 1922

Lunenburg Subdivision.—The Board of Railway Commissioners has authorized the rebuilding of the bridge carrying the highway over the railway at mile 6.2, Lunenburg Subdivision, N.S., on the old Halifax and Southwestern Ry. This covers the replacement of a timber trestle built about 20 years ago with a concrete substructure, on which will be placed a 108 ft. lattice girder span, removed from another position. The work is being done by the railways' forces.

August 1923

Halifax and Southwestern Ky. Bridges.
—The Board of Railway Commissioners
has authorized the replacement of the fol-
lowing bridges:—Mile 65.9, across the
Mush-a-Mush River, Chester Subdivision;
mile 52.4, across the Annapolis River,
Middleton Subdivision, Bridgewater Divi-
sion, Atlantic Region.

September 1923

Bridgewater, N.S., Shops, Etc.—A press report, Jan. 5, states that the new buildings at Bridgewater, to replace those burned in July 1925, are completed. The new terminal buildings are now all on one side of the track, with the exception of the coal shed, and are located conveniently to each other. The locomotive house is a 6-stall brick structure, with machine shop attached; the car shop is to the east and is of frame and composition construction, and on the south is a brick stores department and timekeeper's office. A water tank has been erected north of the locomotive house, and the report states that it is proposed to build a coal shed to the north of the tank and demolish the old one. A general description of the buildings was given in Canadian Railway and Marine World for Dec. 1925, pg. 595.

January 1926

H SW)

Canadian National Ry. Services.—Effective with the May 2 change of time, the C.N.R.'s gasoline, gas-electric, storage battery and oil electric self propelled cars were assigned to run as follows:—
Atlantic Region.—Battery car 15,798 between Lunenburg and Mahone Bay, on Lunenburg Subdivision, Halifax Division, 7 miles, giving all passenger service; battery car 15,792 between Bathurst and Campbellton* on Bathurst Subdivision, Campbellton Division, 62.97 miles, as trains 329 and 330; battery car 15,793

June 1926

pg. 295.)

Bridgewater Terminals.—The terminal buildings at Bridgewater, N.S., to replace those destroyed by fire in July 1925, are reported to have been completed for some little time, but a press report of Aug. 11 stated that the staff, which was moved to Halifax at the time of the fire, had not been moved back, and that the machine shops were not being used. (Dec 1925, pg. 595.)

September 1926

Bridgewater Shops, Canadian National
Ry.—Press reports stated recently that
the rebuilt shops at Bridgewater, N.S.,
were not being used to any extent for
repair work. We are advised that it has
been made clear to the town council that
the locomotive house there is being used
to the best advantage.

The Department is in connection

November 1926

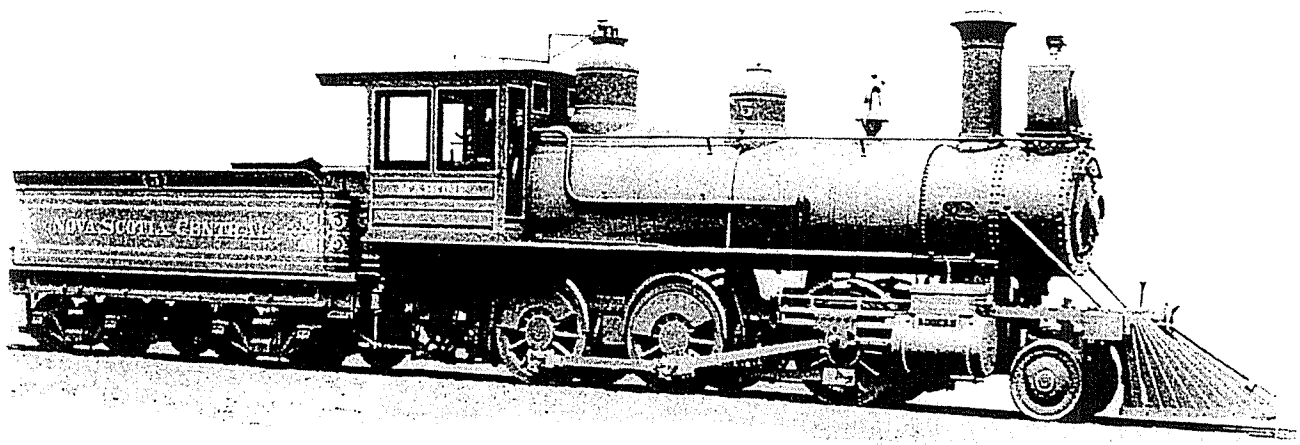
SPECIAL WAS WRECKED

Railway Officials Had Narrow Escape From Serious Injury, 1907

Hallfax, N.S., Aug. 29.—(Special.)—While returning from a tour of inspection of the Hallfax and Southwestern railway yesterday afternoon the special train conveying Wm. McKenzie, head of the McKenzie and Mann railway system, and C. W. Spencer, general manager of the Canadian Northern's eastern lines, was wrecked at Ingram-port, 50 miles west of Hallfax. As the train was rushing along at a good speed, the private car, containing Mr. McKenzie and Mr. Spencer, jumped the rails and was ditched. The occupants had a very narrow escape. When the car left the rails the tender broke loose from the engine and was hauled clear of the rails. The car toppled partly over, clear of the track, and both Mr. McKenzie and Mr. Spencer left the derailed coach as quickly as possible. Both were badly shaken up, but unhurt, and another car was quickly hitched on to the engine, and Mr. McKenzie arrived in the city last evening none the worse for his experience. The train was coming from Yarmouth, and the cause of the accident is not known. A wrecking train was sent out from Hallfax last night to bring the car and tender to Halifax. Mr. McKenzie leaves to-day for Inverness, where he will look over the Inverness and Richmond railway.

August 30
1907

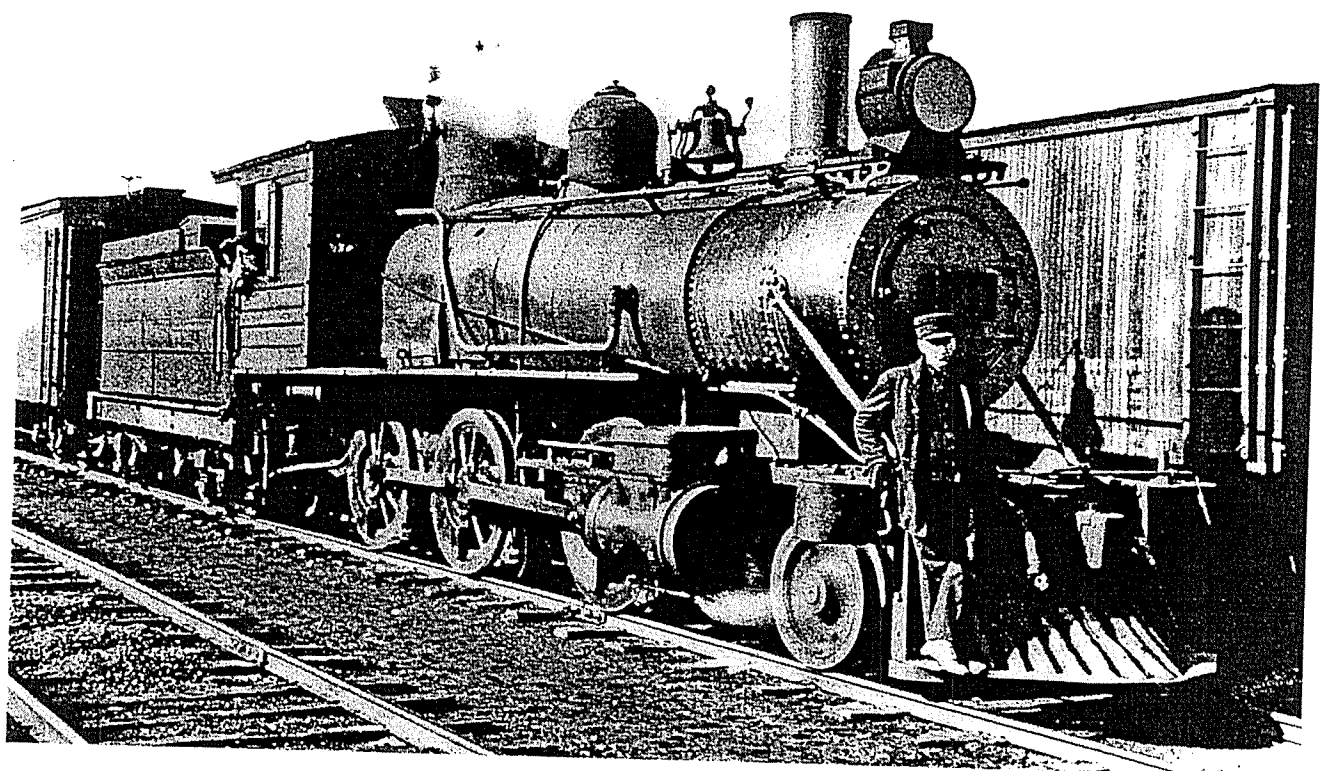
18x24"	S	50"	160#	EWT	19825>23150	21%	sat	Stkr.	Drivers/Eng./Total	Water	Coal	Length	Notes
									85/100/ 000	4050 gals	6 tons	57'-5"	
Rogers Locomotive Works 1889													
Serial	Shipped	New as			9-1891	7-1902	1-1912	(2) Acquired by CNR 9-01-1919					
400	4147	6-03-89	NSCR 4 LUNENBURG		CRC 4 LUNENBURG	H&SW 4	C-1-A	Disposition					
401/1	4148	6-11-89	NSCR 5 MAHONE*		CRC 5 MAHONE	H&SW 7	(CaNoR)-H&SW 100	Sc 2-28-22 A					
							(CaNoR)-H&SW 101	Sc 3-31-22 A					



CNR 400 and 401 (first) were numbered and named while on the Nova Scotia Central Railway Company and the Central Railway Company (of Nova Scotia). After 1912 they were renumbered and classed into the Canadian Northern Railway system, but retained their Halifax

NSCR 5 MAHONE (401) at Paterson, New Jersey in June 1889 exhibited late nineteenth century technology and decor. A capped stack, wooden cab with over-size windows, and fancy scroll work to accompany the panelling and shadowed tender lettering were "de rigueur" at the time of its delivery. [ROGERS WORKS PHOTO/CONRAD STEEVES COLLECTION]

(text continues on next page)



C-1-a
C-2-a
C-3-a

and South Western Railway lettering. The CRC records use the Rogers builder's numbers shown on the roster, but records after May 28th 1913 show them as #4831 and #3240 respectively. There is no explanation for the change: #4831 was assigned a 4-6-0 built as Chicago Burlington & Quincy Railroad 525 in February 1893, and #3240 to a 4-4-0 built as Long Island Railroad 87 in 1883. A note on the one of the earliest CNR Mechanical Department

CaNoR 100 (400) was at Bridgewater, Nova Scotia in 1917 with a trainload of box cars festooned with "Canada Engine" banners, one of the small gas engine manufacturers active in the Maritimes at the time. After almost two decades of service for three owners, most of the Victorian decor had disappeared except perhaps for the scrolled headlight bracket, even though the earlier box kerosene headlight had been upgraded to the round style. The earlier circular number plate had been replaced with the standardized style used by the CaNoR, although H&SW lettering still remained on the tender

McQueen

1103-1104 — G CLASS

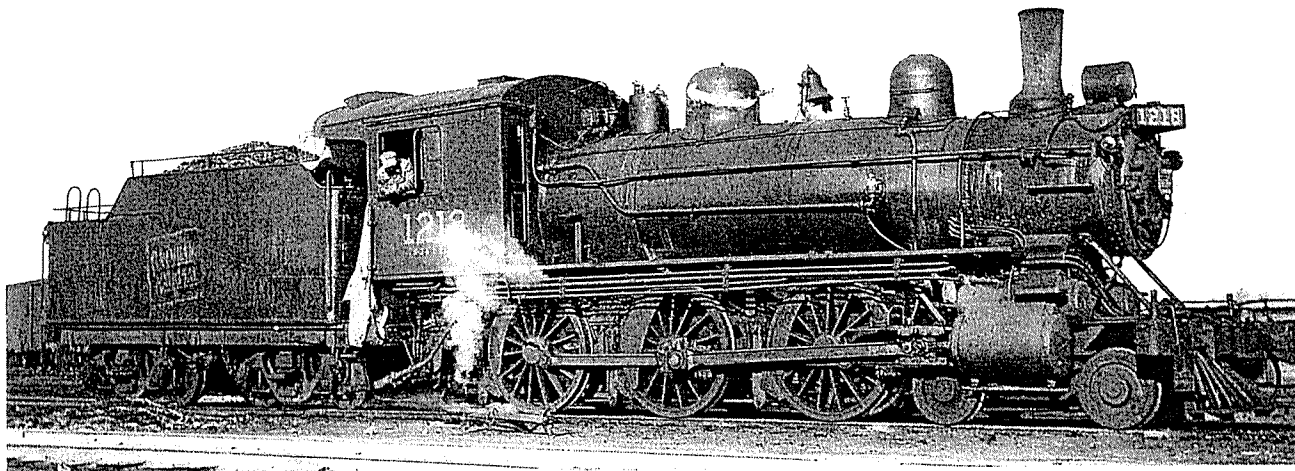
CNR 1103-1104										4-6-0 TEN WHEEL TYPE				G-12-a	
Specifications							Appliances		Weights	Fuel Capacity		Length	Notes		
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.	Drivers/Eng./Total	Water	Coal				
18x26"	S	62"	190#	WT	24000		sat		103/137/235800	5000 gals	10 tons US	60-0'	[orig CRMW]		
18x26"	S	57"	190#	WT	23940	23%	sat		104/142/242000	4000 gals	8 tons	60-0'	[CaNoR/CNR]		
Schenectady Locomotive Works - ALCO 1904 (S-178) \$15,196															
Serial	Shipped	New as													
		—		1-1912											
				G-12-A											
1103	29532	9-	-04	H&SW 11	CaNoR 1103									(2) Acquired by CNR 9-01-1919	
1104	29533	9-	-04	H&SW 12	CaNoR 1104									Disposition	
													Sc 2- -23 AK		
													Sc 5- -25 AK		
CNR 1103 and 1104 were ordered by the Halifax &															

CNR 1103 and 1104 were ordered by the Halifax & South Western Railway on August 31st 1904. ALCO records show them built in December 1903, thus raising the possibility they were either built for stock or were from a cancelled order. The Canadian Northern Railway oper-

ated the line for the owners, William Mackenzie, Donald Mann, and R.J. Mackenzie, who had purchased by the line in July 1901. They were renumbered into the Canadian Northern Railway system in 1912, and in July 1914 transferred to CaNoR ownership.

H&SW 11, 12.

McQueen Canadian National
Steam
Railfare



CNR 1211-1220 were ordered by the MacKenzie, Mann & Company but lettered and numbered into the Canadian Northern Railway system. Four were initially assigned to the Halifax & Southwestern Railway.

In 1917 CaNoR 1219 was sold to the Inverness Railway & Coal Company as IR&C second 1. The Ten Wheeler had an interesting service career. As CaNoR 79, although originally assigned to the Halifax & South Western Railway, it was leased to IR&C in 1908 for use on its mixed train. It was extensively damaged in a derailment at Glendyre (13.5 miles from Inverness, Nova Scotia) on July 11th 1912. Repaired, and given the CaNoR 1912 series number of 1219, it remained lettered "Canadian Northern". In 1917, it again sustained heavy damage in a wreck at Craigmore, Nova Scotia. When the IR&C assets were sold by Mackenzie & Mann in 1917 to divorce the Cape Breton Railway from the CaNoR system, 1219 was shown in the CaNoR record as "wrecked beyond repair" — hence the justification to sell it to the railway rather than return it to CaNoR stock. IR&C subsequently repaired the locomotive as IR&C second 1 and it was still on the roster on August 7th 1929 when IR&C was acquired by the CNR.

CaNoR 78, thirty-two years later, as CNR 1218, at Truro in February 1944, it had been rebuilt with a steel cab but had yet to acquire a centred headlight and running board ladders.

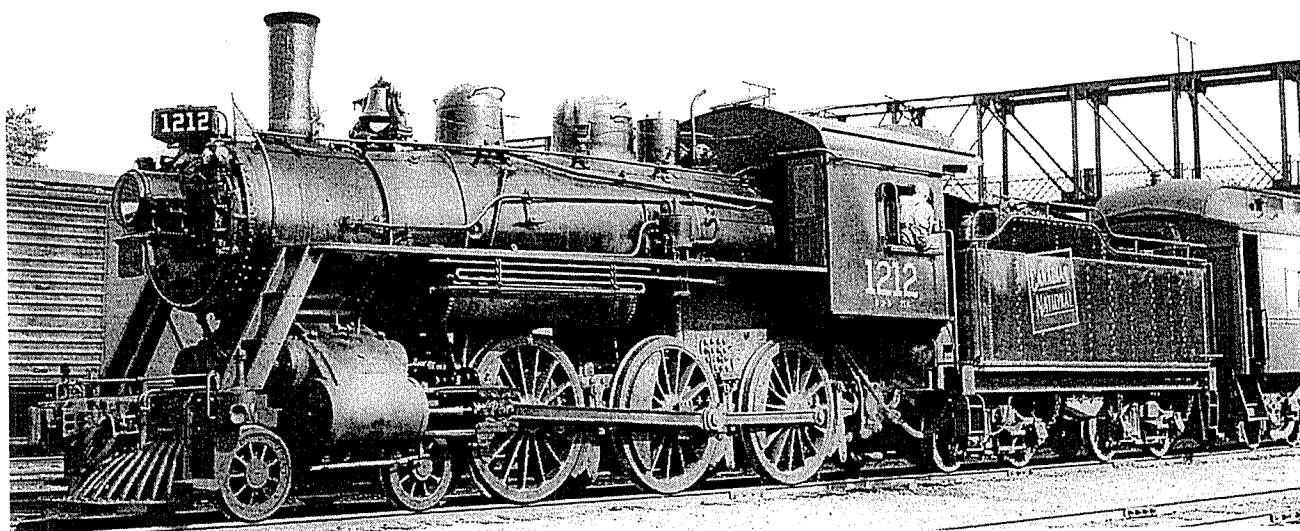
[AL PATERSON COLLECTION]

CNR scrapped it in 1929 without taking it into stock. For more detail of the Glendyre wreck, see McBean: "Derail on the Glendyre Grade", (illus.) in the *UCRS Newsletter* 9-1970 p. 13.

CNR 1214 was stored in the Scarboro pit between 1937 and 1940. The tender of 1217 was used as an OCS auxiliary tender for the Atlantic Region Rail Grinding Gang until sometime after 1962. The disposition of the tenders from 1212, 1215 and 1218, not scrapped with the engine at Moncton in 1935, is not known.

CNR 1212, at Palmerston in 1947, had undergone similar alterations to those made on 1218 (above). However, additional changes included spoked pilot wheels, a different bell location and a cut-down tender.

[AL PATERSON COLLECTION]



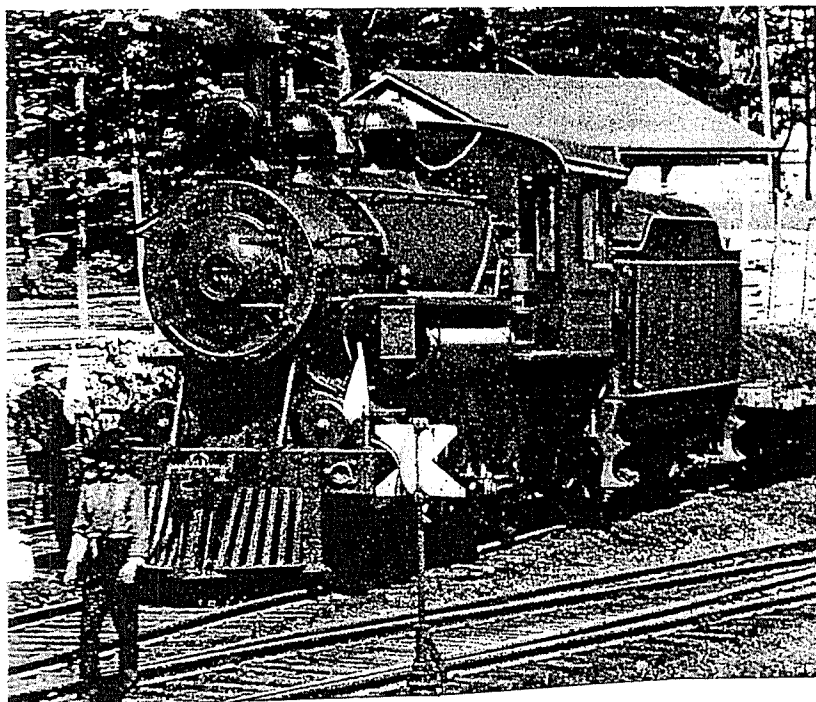
CNR 1211-1220

4-6-0 TEN WHEEL TYPE

H-3-b

Cylinder	Gear	Driv.	Specifications			T.E.	Haulage	Appliances		Weights Drivers/Eng./Total	Fuel Capacity		Length	Notes
			Pressure	Boiler				Steam	Stkr.		Water	Coal		
18x24"	S	62"	200#	EWT	21321	21%		sat pv		116/142/262000	5000 gals	10 tons	60-7'	[orig]
18x24"	S	63"	200#	EWT	20983	21%		H-C		116/142/262000	5000 gals	10 tons	60-7'	[1914]
18x24"	S	63"	200#	EWT	20985	21%		H-C		116/142/262000	5000 gals	10 tons	60-7'	[1950]

Locomotive & Machine Company of Montreal										1906	(Q-36)	\$16,862	(9) Acquired by CNR 9-01-1919	
Serial	Delivered	New as		Orig.		1-1912		Superheated	Stl cab	Tender		Disposition	To	
				—	assigned		H-3-B				to			
1211	39782	5-15-06	MMCo/CaNoR 71			CaNoR 1211		9-14 PK				Sc 2-13-37 MQ		
1212	39783	5-15-06	MMCo/CaNoR 72			CaNoR 1212		12-14 PK	5-41 MP		OCS	Sc 12-19-50 LM		
1213	39786	5-23-06	MMCo/CaNoR 73			CaNoR 1213		5-15 PK				Sc 12-03-35 LM		
1214	39787	5-23-06	MMCo/CaNoR 74			CaNoR 1214		2-14 PK				Sc 8-01-41 MQ		
1215	39790	5-23-06	MMCo/CaNoR 75	H&SW		CaNoR 1215		10-14 PK			OCS	Sc 12-16-35 AK		
1216	39791	5-23-06	MMCo/CaNoR 76*	H&SW		CaNoR 1216		7-13 PK	7-34 AK			Sc 9-29-39 AK		
1217	39784	5-17-06	MMCo/CaNoR 77	H&SW		CaNoR 1217		1-21 AK	5-34 AK	CN 1217		Sc 9-09-50 AK		
1218	39785	5-17-06	MMCo/CaNoR 78	H&SW		CaNoR 1218		5-20 AK	11-36 AK		OCS	Sc 11-21-47 AK		
—	39788	5-29-06	MMCo/CaNoR 79			CaNoR 1219						So -17 A	IR&C 1	
1220	39789	6-01-06	MMCo/CaNoR 80			CaNoR 1220		2-24 AK				Sc 5-03-39 AK		



H&SW
75-78

Superheated CaNoR 78 (1218), with inclined cylinders and inside steam pipes, was on the H&SW at Bridgewater, Nova Scotia in 1912. [DETAIL FROM CNR PHOTO 148-5/]

CNR 1211-1220 were ordered by the MacKenzie, Mann & Company but lettered and numbered into the Canadian Northern Railway system. Four were initially assigned to the Halifax & Southwestern Railway.

In 1917 CaNoR 1219 was sold to the Inverness Railway & Coal Company as IR&C second 1. The Ten Wheeler had an interesting service career. As CaNoR 79, although originally assigned to the Halifax & South Western Railway, it was leased to IR&C in 1908 for use on its mixed train. It was extensively damaged in a derailment at Glendyre (13.5 miles from Inverness, Nova Scotia) on July 11th 1912. Repaired, and given the CaNoR 1912 series number of 1219, it remained lettered "Canadian Northern". In 1917, it again sustained heavy damage in a wreck at Craigmore, Nova Scotia. When the IR&C assets were sold by Mackenzie & Mann in 1917 to divorce the Cape Breton Railway from the CaNoR system, 1219 was shown in the CaNoR record as "wrecked beyond repair" – hence the justification to sell it to the railway rather than return it to CaNoR stock. IR&C subsequently repaired the locomotive as IR&C second 1 and it was still on the roster on August 7th 1929 when IR&C was acquired by the CNR.

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[AL PATERSON COLLECTION]

McQueen Canadian National
Steam Railfare

CNR 1231-1245

4-6-0 TEN WHEEL TYPE

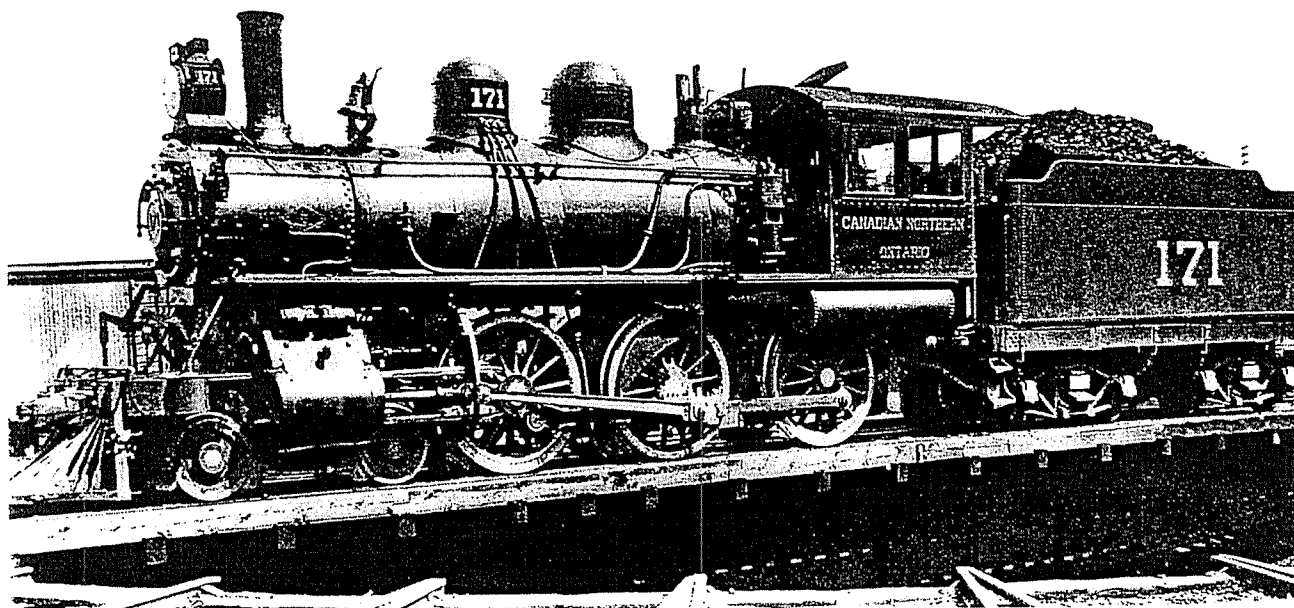
H-4-b

Specifications							Appliances		Weights		Fuel Capacity		Length	Notes
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.	Drivers/Eng./Total		Water	Coal		
18x24"	S	63"	200#	WT	20983		sat pv		107/135/257000		5000 gals	tons	-	[CaNoR 1913]
18x24"	S	63"	200#	WT	20980	21%	H-C		109/137/252820		5000 gals	10 tons	50-9'	
19x24"	S	63"	200#	WT	23793	23>21%	H-C		109/137/252820		5000 gals	10 tons	50-9'	

Canadian Locomotive Company 1907 \$17,380

(15) Acquired by CNR 9-01-1919

Serial	Shipped	New as	1-1912	Superheated	19x24"	Stl cab	Disposition
			H-4-B				
1231	751	4-26-07	CNO 171	CaNoR	1231	12-16 PK	Sc 4-25-30 PU
1232	752	5-01-07	CNO 172	CaNoR	1232	1-17 PK	Sc 12-23-35 LM
1233	753	5-08-07	CNO 173	CaNoR	1233	5-17 PK 5-17 PK	Sc 5-25-37 PU
1234	754	5-14-07	CNO 174	CaNoR	1234	2-17 PK 2-17 PK	Sc 5-25-37 PU
1235	755	5-18-07	CNO 175	CaNoR	1235	8-19 PK	Sc 2-28-36 LM
1236	756	5-23-07	CNO 176	CaNoR	1236	5-21 MV	Sc 3-01-54 LM
1237	757	5-29-07	CNO 177	CaNoR	1237	10-17 PK 10-17 PK	Sc 10-07-35 PU
1238	758	6-04-07	CNO 178	CaNoR	1238	2-17 GV	Sc 4-28-54 LM
1239	759	6-09-07	CNO 179	CaNoR	1239	8-19 PK	Sc 11-22-35 PU
1240	760	6-13-07	CNO 180	CaNoR	1240	10-18 PK 10-18 PK	Sc 6-30-36 PU
1241	761	6-20-07	HSW 181	(CaNoR) HSW	1241	11-21 AK	Sc 12-31-41 AK
1242	762	6-25-07	HSW 182	(CaNoR) HSW	1242	6-23 AK	Sc 8-31-39 AK
1243	763	6-29-07	CNQ 183	CaNoR	1243	5-17 PK	Sc 5-25-37 PU
1244	764	7-08-07	CNQ 184	CaNoR	1244	9-17 PK 9-17 PK	Sc 11-28-51 LM
1245	765	7-13-07	CNO 185	CaNoR	1245	1-17 PK	Sc 6-30-36 PU



CNR 1231-1245 were ordered on June 29th 1906 by parent Canadian Northern Railway for three of its subsidiary lines. Canadian Northern Ontario Railway were assigned eleven, the Halifax & South Western Railway two, and two went to the Canadian Northern Quebec Railway. The change in cylinder bore took place when the engines were superheated. After 1930, those with a 23% haulage rating were changed to 21% to make them uniform with the rest of the H-4 class.

Although lettered for three Canadian Northern subsidiaries, all were built with piston valves, inclined cylinders and inside steam pipes. Lettered Canadian Northern Ontario and thought to be on the South Parry turntable between 1910 and 1912, 171 (1231) had already been fitted with a turbo-generator and electric headlight installed inside the older casing.
[H.L. GOLDSMITH/GEORGE CARPENTER COLLECTION]

HSW 181-182
McQueen
Canadian National Steam
Railfare

CNR 117			4-4-0 EIGHT-WHEEL TYPE										A-7-a	
		Specifications					Appliances		Weights		Fuel Capacity		Length	Notes
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.	Drivers/Eng./Total		Water	Fuel		
17x24"	S	64"	145#		13000	13%	sat		52/ 80/ 000		gals	tons	-	
Rogers Locomotive Works 1889 (1) Acquired by CNR 9-01-1919														
Serial	Shipped	New as		1902		1-1912						Disposition		
(117)	4128	4-	-89	CRNS 3 MIDDLETON	H&SW 3	A-7-A	13%	CaNoR 24				Sc	3-31-22 AK	

CNR 117 was built as a single locomotive order for the Central Railway of Nova Scotia. The company was reorganized as the Halifax and South Western Railway and later operated by the Canadian Northern Railway.

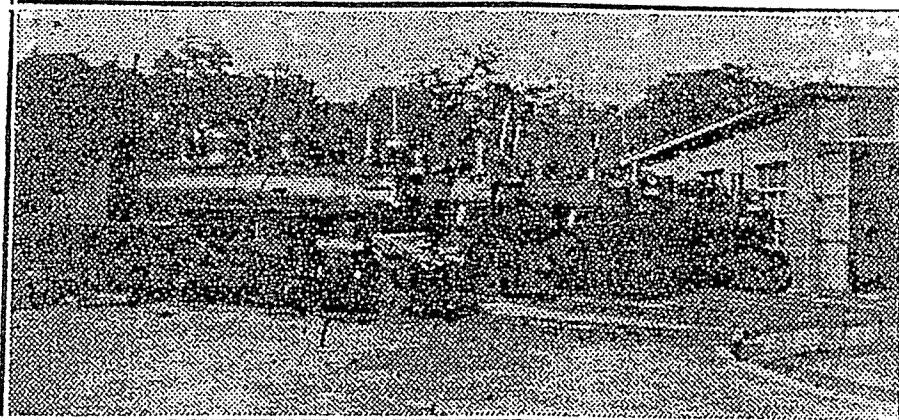
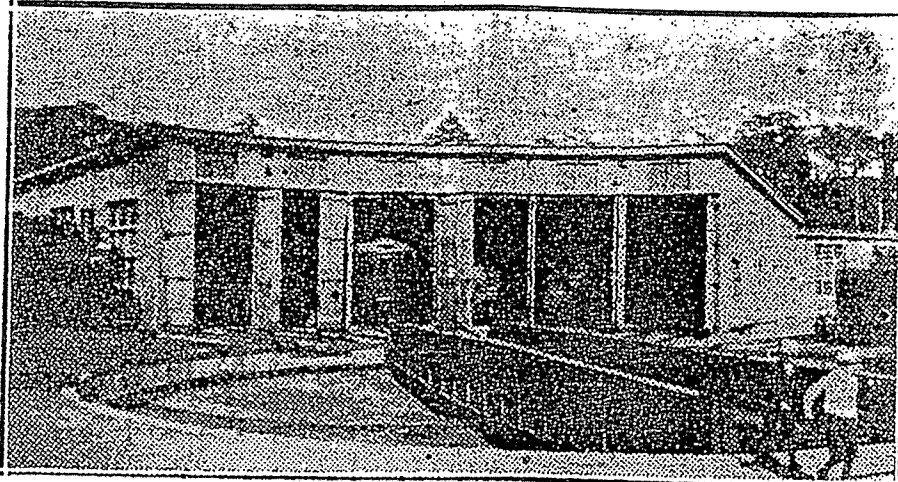
H&SW #3

A-5

M. Queen
Canadian National Steam
Railfare

23 112x

C. N. R. Plant At Bridgewater



HEREWITH are two views of the new C. N. R. Plant at Bridgewater, built to replace the shops destroyed by fire in 1915. Above shows the new six stall engine house, while below are six of the engines waiting to be shunted into the new shed. The present plant was constructed under the supervision of J. N. Wolfe, C. N. R. building foreman at Bridgewater.

November 23 1926

Halifax

Unique Railway Which Operated Years Ago

Oct 8, 1932
Engineer Used to Park Locomotive in Front of His Home at Night; Record of Men Who Ran on Line

By LINKS AND PINS

THE South Shore of Nova Scotia had a railway long before the Halifax and South Western, now a part of the C. N. R., came to that part of Nova

Scotia, came to that part of the country in about 1805; the Liverpool and Milton Railway, which was operated in connection with a lumber business, which property later, came to be the MacLeod Pulp Co., the principles of which were John R. MacLeod, Hon. F. B. McCurdy, and Hon. Frank Stanfield, the latter becoming Governor of Nova Scotia, and who died in Government House, Halifax a year ago.

A UNIQUE thing about this old railway, now I believe not being operated, is that two brothers Robert and Edward MacLeod, both of Liverpool, were enginemen on that road for 27 years, Robert as engineer, and Edward as fireman, are now enginemen on the H. and S. W. section of the C. N. R.

Harry Manthorne, Nova Scotia claims agent C. N. R., Truro, who is also a native of Liverpool, told me the other day of his boyhood recollection of the Liverpool and Milton Railway, briefly, as follows:

"THIS road", said Mr. Manthorne, "ran close by our house, and was about five miles in length, the distance between Liverpool and Rapid Falls, with Milton intervening, that place being half way. Fred Morrin, long since deceased was the general manager. The first conductor was Parker Moore, of Milton, and subsequent to him Fred Freeman, who afterward engaged in the insurance business. The road was narrow gauge, and the rails were very light. In Liverpool it ran along the Main Street a little beyond Henry Hallett's, tailor shop. The locomotive was a wee Dinkey, but powerful. There were small flat cars, and also a small passenger car, very little of any larger than present day large city street cars, two wheel trucks. The fare from Liverpool to Milton was five cents."

"IN 1805, or thereabout, after the H. and S. W. was constructed, the Liverpool and Milton line was taken over by that company, and larger equipment was put on it; that is a larger locomotive, and larger cars. The same crew continued to operate the train, with the exception of one or two. George VanNorden became conductor, with Frank

brakemen. Robert MacLeod and Ed. MacLeod, continued as enginemen. After the H. and S. W. took over the road the track along the street in Liverpool was taken up, and the line was run down to the wharves, along the waterfront on an embankment. The change made the line cross Main Street above what is known as The Parade."

"AFTER the C. N. R. took over the H. and S. W. the train crew George Van Norden, and the brakemen Frank Bowers, and H. Nickerson, also the enginemen the MacLeod Brothers were taken over with it, and continued in the service in connection with the shunting in Liverpool yard, which included running to Rapid Falls when occasion called for it. Two years ago the Liverpool yard crew was taken down and the trainmen, and enginemen, exercised their seniority where they could. Engineer Robert MacLeod and his brother fireman, Edward MacLeod, who had run one engine together in connection with the L. and M., 27 years took trains on the main line."

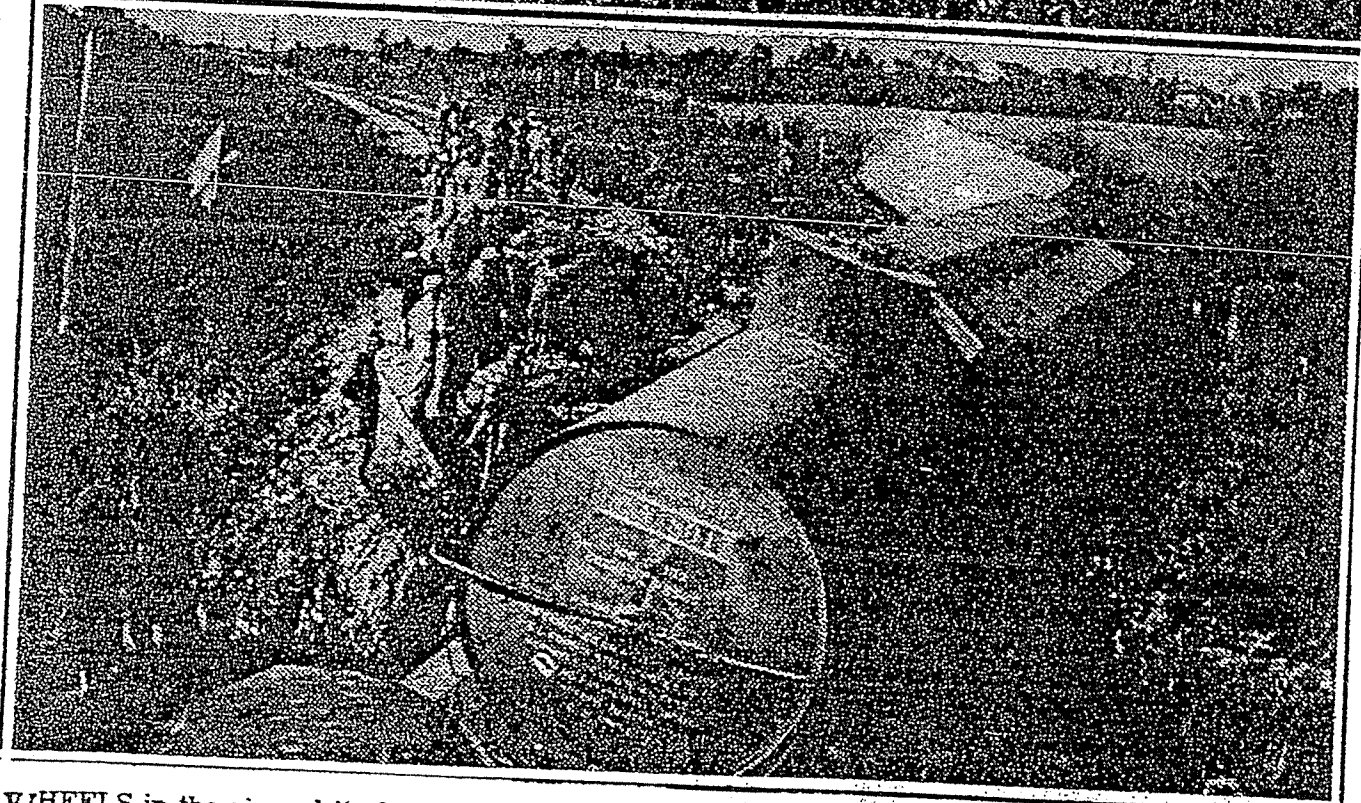
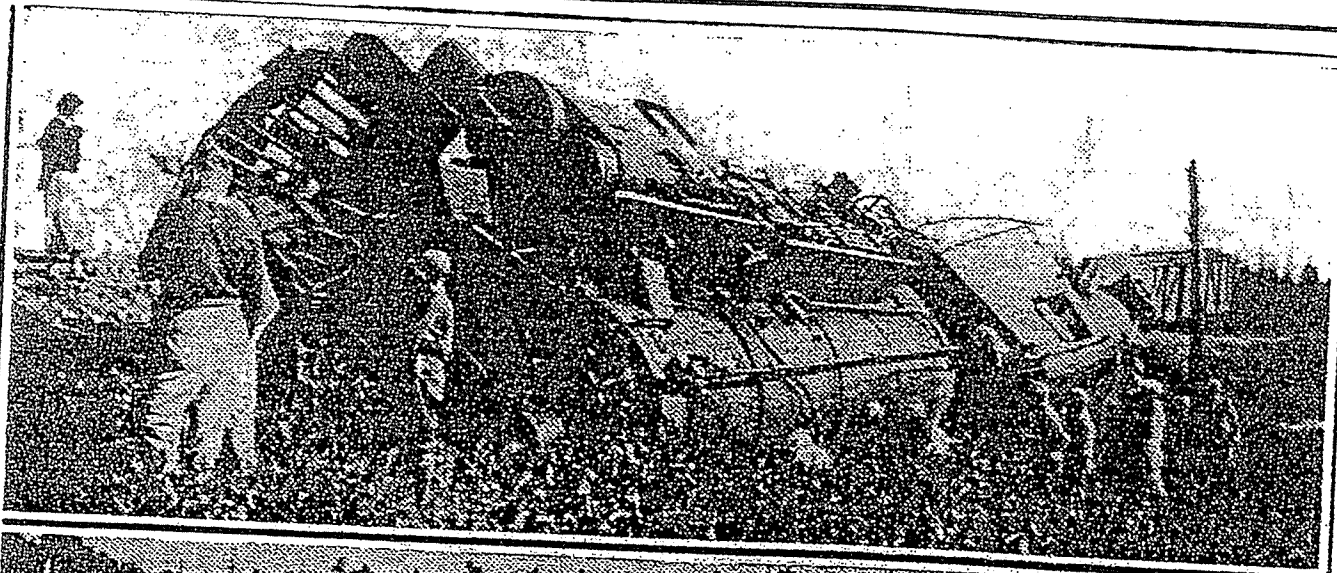
ROBERT is now at the throttle of the train between Caledonia, and Lunenburg, while Ed. is firing the wayfreight between Yarmouth, and Shelburne. Geo. VanNorden left Liverpool yard a few years ago and for a while ran conductor on the main line. He is now baggagemaster on 283, and 284. Conductor William Robinson who succeeded Mr. VanNorden in the Liverpool yard, is now captain of 287, and 288 trains between Caledonia, and Lunenburg."

"THE MacLeod Brothers said Mr. Manthorne, "have a unique service record, having as stated ran an engine together for 27 years, a record that I fancy is hard to beat. They are still going strong. Ed., the fireman, sometimes contrasts his experience on the little Dinkey, on the L. and M. with present day locomotives. He says that the ash pan of the little Dinkey was not much larger than a stove firebox, the ashes having to be removed quite frequently. He, however, said there was one advantage: They could park the little Dinkey in front of their home nights, and thus have it ready to hand in the morning, but that the large locomotives of today will not permit of this practice."

James MacLeod, brother of Robert and Edward was also employed on the old Liverpool and Milton Railway as brakemen for a time."

October 8, 1932

WHERE FLOODS WRECKED TRAIN



WHEELS in the air and its funnel buried in the ground, the Yarmouth bound locomotive that crashed through a flood-weakened bridge at Hunt's Point, Queens county, is shown ABOVE. How Engineer James Hirtle, who was in the cab escaped death is regarded as miraculous. BELOW the tender and cars are pictured as they came to rest on the opposite side of the roadbed from the engine.

Halifax

September 21

1936

Halifax and South Western Railway

From Wikipedia, the free encyclopedia

The **Halifax and South Western Railway** (reporting mark **H&SW**)^[1] was a historic Canadian railway operating in the province of Nova Scotia.

The correct legal name of this railway was the Halifax & South Western Railway - "South Western" was two words, not one. This is clearly defined in various Acts of the Nova Scotia Legislature; for example 1902 c.1, Act respecting the Halifax & South Western Railway Co.; however Halifax & Southwestern Railway is also sometimes used.

The H&SW was created in spring 1901 when William Mackenzie and Donald Mann approached the provincial government with plans to finish the abortive plans for a railway from Halifax to Yarmouth along the province's South Shore. For many years, the line had significant curvature throughout its length, a result of the rugged local topography, which earned it the moniker, "Hellish Slow & Wobbly".

Halifax and Southwestern Railway



Reporting mark	H&SW
Locale	Nova Scotia, Canada
Dates of operation	1901–1918
Track gauge	4 ft 8½ in (1,435 mm) standard gauge
Headquarters	Bridgewater, Nova Scotia

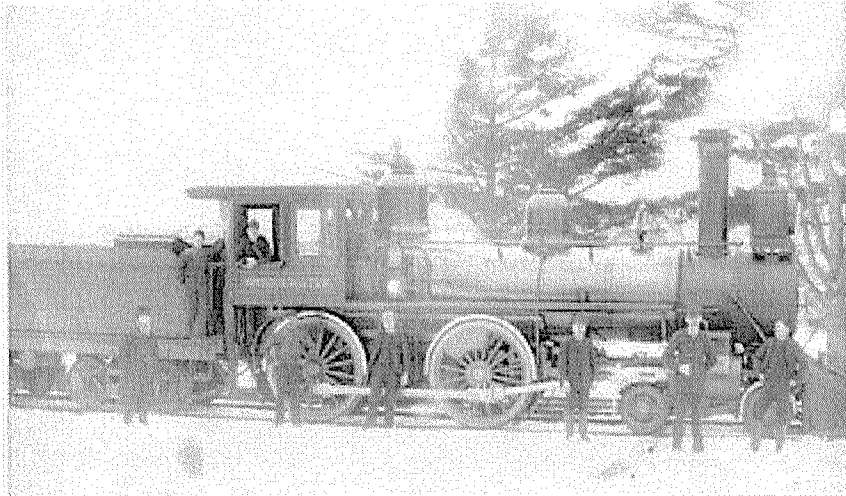
Contents

- 1 Predecessors
- 2 Mergers and construction
- 3 Canadian Northern
- 4 Canadian National
- 5 Decline
- 6 Preservation
- 7 References
- 8 External links

Predecessors

Halifax & Southwestern Railway Museum

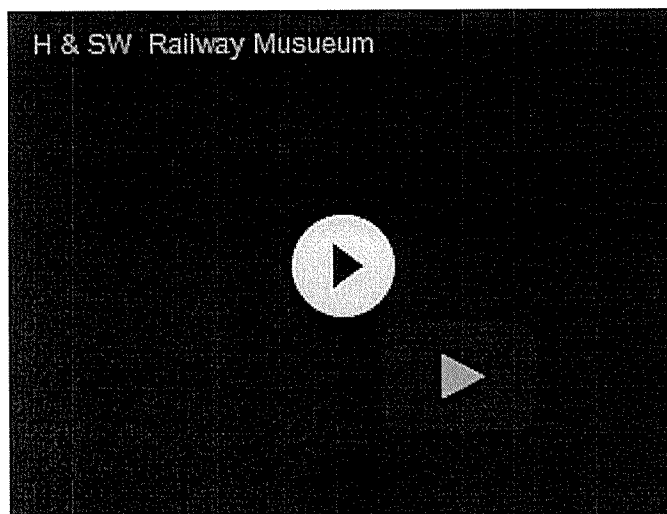
HOME



Welcome To The H & SW Railway Museum

Located in historic Lunenburg Nova Scotia Canada,
the H & SW Railway Museum is dedicated to preserving the
rich railroading heritage of the area.

View the video below for a brief introduction to the museum



Hours of Operation:

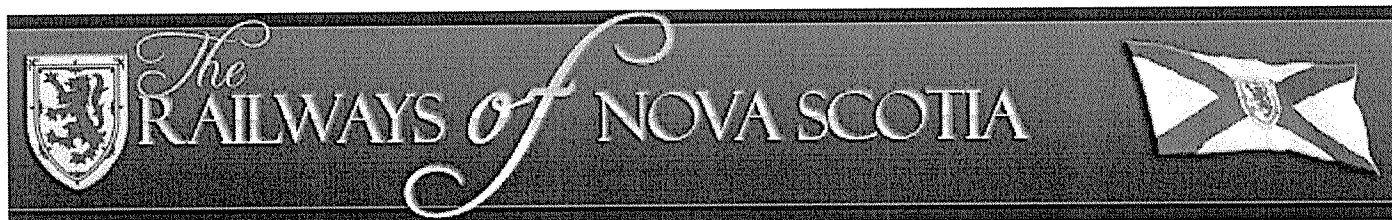
Summer Hours: May 1 to October 31
Monday to Saturday - 10am to 5pm Sunday - 1pm to 5pm

Winter Hours: By Appointment Only

Museum Bulletins:

Follow us on Facebook for the
latest News and Updates.

Museum location
11188 Hwy.#3
just west of Lunenburg
{on the old Bridgewater rd.}



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LIVERPOOL AND MILTON RAILWAY

By John R. Cameron

The Milton Tramway was incorporated in 1872 (c.64) to construct a horse tramway from Frederickville Mills on the east side of the Liverpool River to a rafting place on the west side a short distance below the Lower Bridge. The tramway was to be laid in the road and would cross the river on the Upper Bridge. This is a precursor of parts of the railway constructed some years later, and shows a unique relationship between a tramway and a later railway.

The Liverpool and Milton Tramway was incorporated in 1896 (c.88) to construct a tramway or railway in and

INTERNET ARCHIVE

waybackmachine

2 captures

19 Feb 14 - 26 Feb 15

<http://www.rocarchives.com/Articles/Cameron-LiverpoolAndMiltonRailway.htm>

Go

JAN FEB

2013 20

operated by main line steam locomotives characteristic of railways rather than the electric trolleys of street railways. The authorized railway was in the streets of Liverpool and Milton, and the highway between them, "thence by the west side of the Mersey River [referenced to as the Liverpool River in the Milton Tramway charter] to the premises of the Milton Pulp company, limited, and thence across the river to the pulp mill". Again, unlike electric interurbans, this was a standard (4 feet, 8-1/2 inches) gauge railway. An alert company also had authority to operate omnibuses or sleighs for passengers if there was too much snow for the trains. The Act was suspended until May 15, 1896, when it would take effect unless the Nova Scotia Southern's plan for a Liverpool to Annapolis railway had been put into effect. The statute is an interesting blend of street railway and general railway powers and restrictions. The Nova Scotia Southern was not moving, for the next year's minor amendments (1897, c.87) included the removal of the clause giving that railway precedence.

In 1900, the name was changed to the Liverpool and Milton Railway (c.176). The company was allowed to run its trains across any of the streets in Liverpool and across the head of the docks in the harbour, as far out as Fort Point. The company was relocating its track to less frequented streets and trying for better access to the harbour. The company also obtained power to sell the undertaking. The Town of Liverpool's authority to regulate the railway in the town gave rise to some very messy litigation, as well as a first-hand record of the railway in operation provided by the trial judge. Then, in 1907 (c.14), the sale of the railway to the Halifax and South Western was authorized, with the province lending \$13,500 per mile to pay for it. Apparently, this deal did not go through at once, since the company

was given authority to run a line from Milton via Greenfield and Caledonia to Bear River, and had its capital increased, in 1910 (cc.151, 152). Perhaps this was a manoeuvre on the part of McKenzie and Mann, since this railway is not mentioned again in the statutes.

[SOURCE: A Legislative History of Nova Scotia Railways, by John R. Cameron, 1999.]

[Article Index]

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Last updated on 19 December 2011.

Crashes and Wrecks on the Halifax and South Western

By Jim Simmons

With the 1919 Canadian National takeover, came vast improvements in the entire Halifax and Southwestern line. Early rail lines were known for frequent accidents and the Halifax and Southwestern is not to be omitted.

The 1907 Mahone Bay Wreck

There were a number of spectacular crashes on the H&SW, one of the worst being on February 9th, 1907, just a few short months after the railway was open to through traffic from Halifax to Yarmouth. On that morning, freight extra No. 5 left Bridgewater at 5 a.m. via Mahone Junction (11 miles out) for Lunenburg, a total distance of 18 miles. The train was hauled by locomotive No. 1, an eight wheeler. Behind extra No. 5, were two flat cars piled high with lumber, next came three empty flats. Then, 14 more lumber loads also loaded high and as it turns out, not too securely. There was no van. There were only four men in the crew instead of the usual five. The conductor rode in the cab with the engineer and the fireman. The lone brakeman existed as best as he could on the last lumber car exposed to the cold February weather.

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This train had been at the junction for some time before Extra No. 5 had reached the summit, had done some necessary shunting, and was now in front of the station, heading west. The engine had not yet been recoupled and freight cars were standing some car lengths down the platform from the passenger cars taking on way freight – a fortunate chance that was to keep a bad wreck from becoming a major disaster.

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Engineer Barteaux, back on No. 5, blew two shorts, indicating intention to move ahead, and at the rear the second engineer watched No. 5's exhaust and manipulated his throttle to synchronize his speed with that of the lead engine. Under this combined power, the sixteen loads walked up the summit. Had the pusher engine coupled her air to the train and stayed with it down the hill, a tragedy may well have been averted. However, No. 5's air held the train so easily on the backslope that no precaution occurred to anyone. When the last lumber car topped the crest, the helper blew a short blast, the brakeman pulled the pin and the helper started back to her own train.

As the lumber train started away fast, Barteaux gave her a touch of air to ease her down but the brakes did not hold. The engineer pulled the reverse lever over and whistled to the brakeman in the rear for hand brakes. Fireman Tom Lynch sprang to the brake wheel on the tender and clubbed it up tight, but the slight drag had little effect. Barteaux was busily working steam against the weight of the train, the same result as gearing down a car on a steep hill. The steel drivers against the steel rails had little effect and No.5 surged on to her doom. Conductor Driscoll, hurrying down the track and still 1200 yards from the switch, heard the whistling and clamor behind him and realized that his train was running out of control. As the engine shot by, her drivers in reverse, Barteaux leaned from the cab and shouted something about "losing his air."

From Mahone summit approaching the main line, the mountain descends in a long, sharp, right hand curve, and about all an engineer could see was a few hundred yards of track and a wall of woods.

The junction switch was about 4400 yards west of the station, and if set to go to Lunenburg the train continues to proceed to a right hand curve to the station and beyond. Barteaux knew from the time card that the mixed train should be standing in the station and he blew his whistle long and urgently, first to warn the crew and passengers to get out of the way and secondly in hope that there might be some trainman near the switch who would sense the danger and throw the switch to the Lunenburg line. At the same time, he manipulated the sand and the steam to attempt to get a grip on the track and check as much as possible the onward rush of the engine.

At the junction, the whistling was heard, but not even the crew of No. 3 seemed to have attached any significance to it. When at last the runaway freight careened into view around the curve only 400 yards away, it became apparent that a collision was inevitable. Everyone at the head end of the express became rooted to the spot. People and passengers at the other end of the platform hardly had time to take in what was going on and most of them didn't even realize that there was even any danger until it was all over. Barteaux continued to blow his whistle to the last second. Then he and Fireman Lynch unloaded and escaped serious injury. A moment later with a crash that was heard miles away, No. 5 plowed into the passenger engine and both were instantly buried under four piled up flat cars and an avalanche of flying lumber which also demolished the freight shed. The passenger engine and a box car were driven back until they hit the passenger cars, but this secondary impact was so reduced that only one causality resulted on the train. This was Harry Martin, another H&SW engineer who had been on sick leave and was traveling to Bridgewater to report for duty. He seems to have been the only one to have taken alarm at the whistling, and had just opened the heavy side door of the baggage car to see what was going on when the crash threw it back on one of his hands crushing it severely.

Death and disaster prevailed outside. The startled people on the platform were not slow to realize but for the chance circumstance that the mixed engine had been standing in a position to break the first shock of the

collision, the lumber would have rained down right on top of the group, resulting in 30 or more fatalities rather than the actual 4. As the roar from the escaping steam faded away, people ran to the wrecked engines and traced the cries and groans that came from the debris, discovering that three men were trapped but still alive. Low, the section foreman had been buried under a handcar and 10,000 feet of lumber in front of the freight house. Willing hands attacked the grotesquely piled lumber but Low was dead by the time they reached him. He had been hit in the face by a flying plank and his nose driven into his skull. He also suffered a great many other serious injuries including spinal, yet, with all this he lived for some time after the crash.

Enos Crooks, Fireman of the passenger/mixed train had been thrown from his cab and buried under a rain of timber. His left leg had been torn off below the knee; both wrists broken and his right leg holed in such a way as to expose the arteries. In addition, both hips were fractured and there were internal injuries. He lived for a short time after being rescued but died on route to hospital.

Engineer Willard Phelan of the passenger/mixed was extracted from the wreckage of his locomotive cab. Flying timber had severed his left leg, his right fractured in several places and severe internal injuries. Phelan never lost consciousness and as rescuers lifted him from the wreckage he said, "Boys, it's all over for me. My poor wife and child!" He then asked, "What happened to Enos, did he get away?" By 12:30 p.m., the passing track at the junction had been cleared away and H&SW officials rushed Phelan by special train to the Victoria General Hospital in Halifax where he died at 8:30 p.m., conscious to the last.

An inquiry was held and the verdict was that Extra No. 5 was carelessly overloaded and insufficiently manned thereby greatly contributing to the collision.

Crooks left a wife and two children at Lunenburg, Low, a wife and nine children at Fauxberg near Mahone Bay, and Phelan a wife and child at Bridgewater.

The 1911 New Germany Wreck

On another occasion, February 24, 1911, the grim reaper again rode the rails. No. 12 train from Port Wade to Lunenburg derailed about 1/2 mile from New Germany. The rear trucks of the third and fourth cars from the engine went off the tracks but remained coupled to the engine and alongside the tracks. The fifth car and two other cars of freight, together with the baggage car and passenger coach, went down the embankment and on their sides. The baggage car immediately took fire destroying all the mails and baggage. The baggagemaster, Orrin M. McLaughlin was found later pinned underneath the baggage car, having been partly consumed by fire. The brakeman, Lockhart B. Sargent was found underneath the passenger coach, crushed, it would seem as if he was thrown through the window.

This incident and others of similarity ushered in the end of mixed trains. In the subsequent investigation of the cause, the findings of the jury were that, as far as could be ascertained, the cause was rotten ties. Two other points that were strongly brought forth were the force of sectionmen maintaining the road was of insufficient numbers and the routine of attaching passenger coaches to heavy freight trains.

Safety Improvements

It may have been only coincidence but these wrecks marked the turning point in the flood of railway accidents that had been steadily mounting for half a century.

In a few short years after these tragic wrecks, many new and revised safety standards were adopted and the new Railway Board had begun to put "teeth" into its safety requirements. By 1914, railways adopted the Safety First Department, which so drastically reduced the once common hazards of railroading. In 1915, the Workers Compensation Act was passed guaranteeing the welfare of workers in all classes of industry.

In the years since the Halifax and Southwestern, the line continued to grow. Mighty Mikados and Pacifics roared over the hills where little Moguls and Ten-Wheelers struggled in the early 1900's. Eventually, the H&SW and later the C.N.R.'s, what finally became known as the Chester Subdivision, lost its bulk of passenger traffic to the automobile and busses until finally withdrawn on October 27, 1969. Inevitably, freight traffic followed with the improvements in the highway system and the entire line was systematically abandoned between 1976 and 1993. The only remnant of the line that remains is from Southwestern Junction to Lakeside, just outside of Halifax.

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Categories: Articles | HSW History | Train Wrecks

- This page was last modified on 13 January 2012, at 17:37.

Among the most impressive acts of postcard artistry is the practice of turning day into night. An example of this follows.

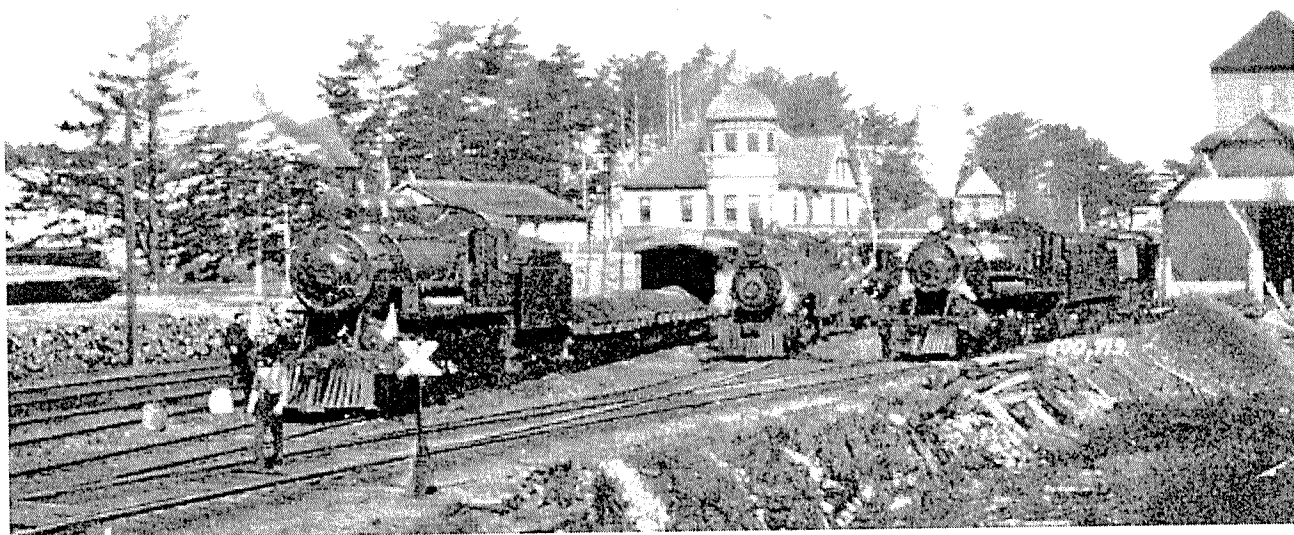
Important Notice :

As with all 'original documents' ... postcards present 'primary historical evidence' which should be carefully weighed and lovingly interpreted by a skilled and dedicated historian.

Good luck in your search for such a website.

So that's how it looked back then !

Railway Station, Bridgewater, N.S.



In August 1912, this postcard travelled from Isaac's Harbour, to Guysborough, Nova Scotia. It shows the Halifax and Southwestern Railway station at Bridgewater, Nova Scotia - just west of Lunenburg.

This railway was part of Mackenzie and Mann's Nova Scotia system between Halifax and Yarmouth along the southern coast.

Bridgewater was also the junction point for the Nova Scotia Central Railway which travelled overland to the Bay of Fundy.

Crashes and Wrecks on the Halifax and South Western

By Jim Simmons

With the 1919 Canadian National takeover, came vast improvements in the entire Halifax and Southwestern line. Early rail lines were known for frequent accidents and the Halifax and Southwestern is not to be omitted.

The 1907 Mahone Bay Wreck

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File:STR04431a 001.jpg

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- File
- File history
- File links



No higher resolution available.

STR04431a_001.jpg (720 × 439 pixels, file size: 104 KB, MIME type: image/jpeg)

Photo Number: STR04431a

Photographer: unknown

Location: SHELburne, N.S.

Railway Name: HALIFAX & SOUTHWESTERN

Date: 1907-00-00

Subject: MOTIVE POWER - STEAM LOCO

Builder Number: 4147

Builder Date: 1889-06-00

Model: MOGUL

Class: C-1-A

Type: 2-6-0

Equipment Number: 4

Boiler Pressure: 165

Tractive Effort: 21

Drivers: 50

Collection: STR

Cylinders: 18 x 24

Image on CSTM Site (<http://www.images.technomuses.ca/searchpf.php?id=86050&lang=en>)

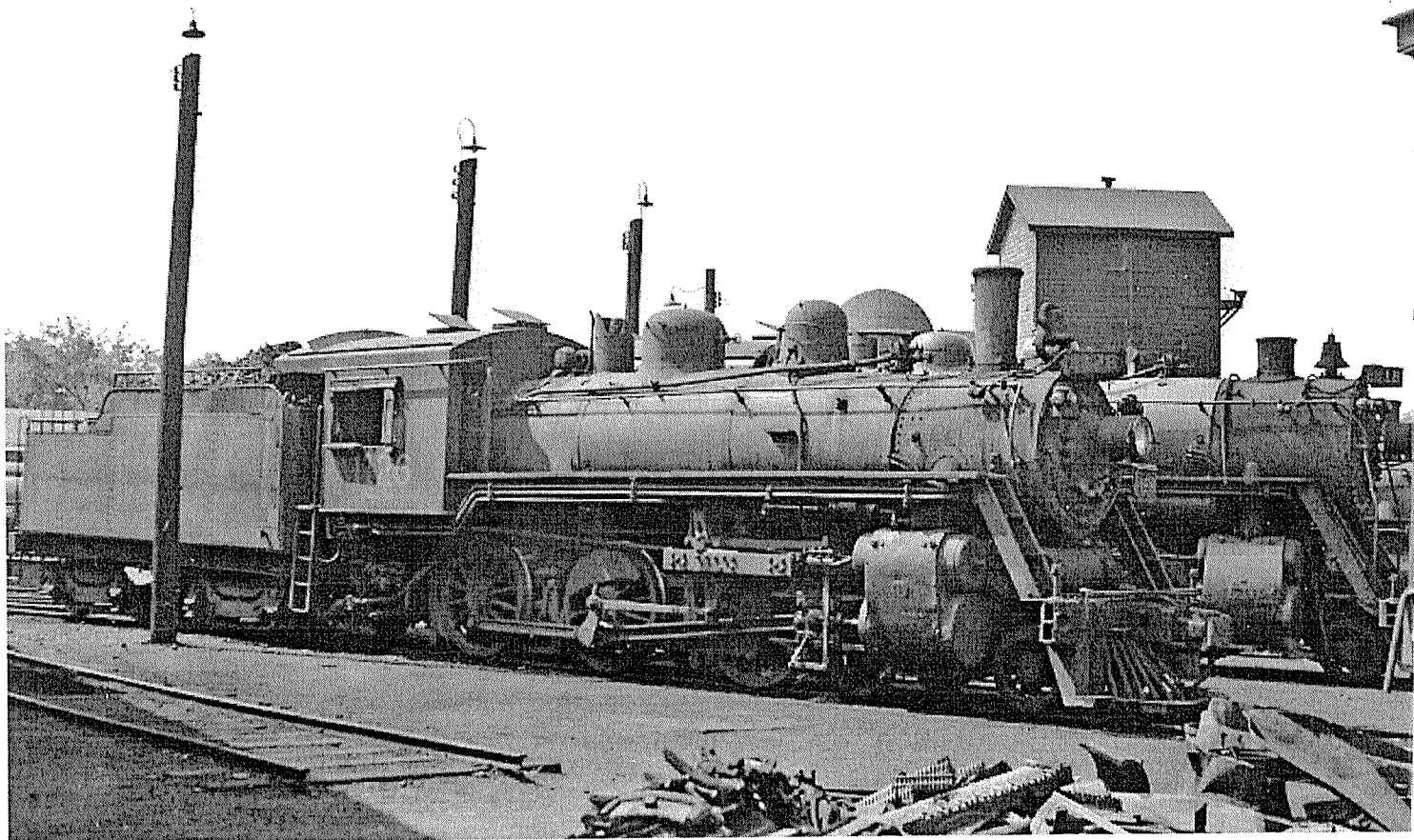
File history

Click on a date/time to view the file as it appeared at that time.

File:Bridgewater 1953 Shaw Coll..jpg

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- Metadata



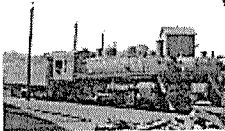
Size of this preview: 800 × 472 pixels
Full resolution (1,928 × 1,138 pixels, file size: 235 KB, MIME type: image/jpeg)

No. 1126 is parked on a turntable lead at Bridgewater Roundhouse in 1953.

- Jim Simmons collection.

File history

Click on a date/time to view the file as it appeared at that time.

Date/Time	Thumbnail	Dimensions	User	Comment
current 22:02, 15 December 2013		1,928×1,138 (235 KB)	Downeastrailfan (Talk contribs)	(CNR1126 is parked on a turntable lead at Bridgewater Roundhouse in 1953. *Jim Simmons collection. Collections)

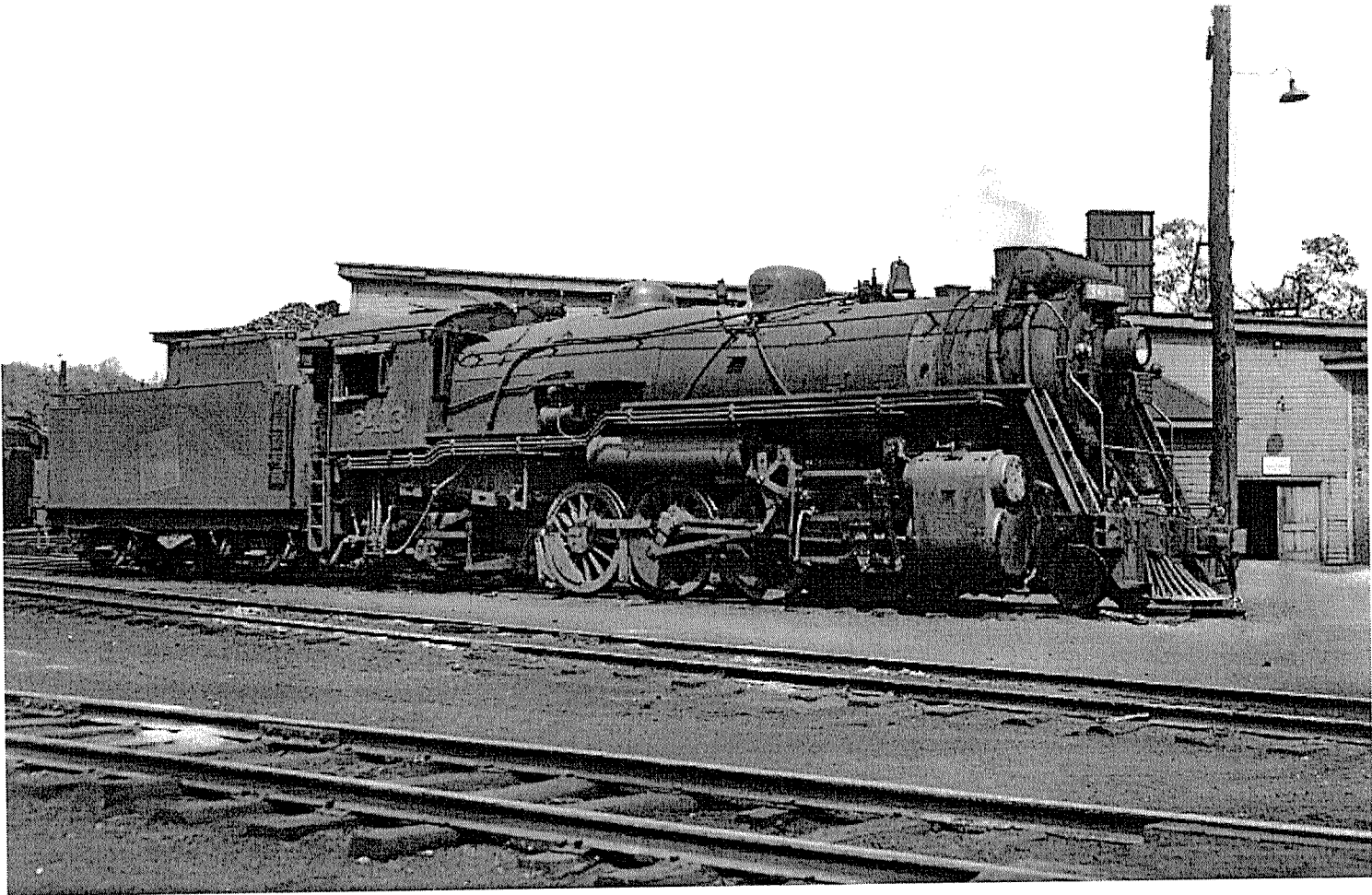
- Edit this file using an external application (See the setup instructions (http://www.mediawiki.org/wiki/Manual:External_editors) for



File:Bridgewater round house 1953 Shaw Coll..jpg

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- File links
- Metadata




Size of this preview: 800 × 512 pixels
Full resolution (1,917 × 1,228 pixels, file size: 266 KB, MIME type: image/jpeg)

No. 3413 at Bridgewater Roundhouse in 1953.

- Jim Simmons collection.

File history

Click on a date/time to view the file as it appeared at that time.

Date/Time	Thumbnail	Dimensions	User	Comment
current 23:27, 15 December 2013		1,917×1,228 (266 KB)	Downeastrailfan (Talk contribs)	(No. 3413 at Bridgewater Roundhouse. *Jim Simmons collection. Collections

File:JS0003 Barrington.jpg

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- File history
- File links



Size of this preview: 790 × 600 pixels
Full resolution (1,155 × 877 pixels, file size: 101 KB, MIME type: image/jpeg)

No. 5156 in front of the Barrington Station. Date unknown.

- Photographer Unknown. Please advise if known.
- Jim Simmons collection.

File history

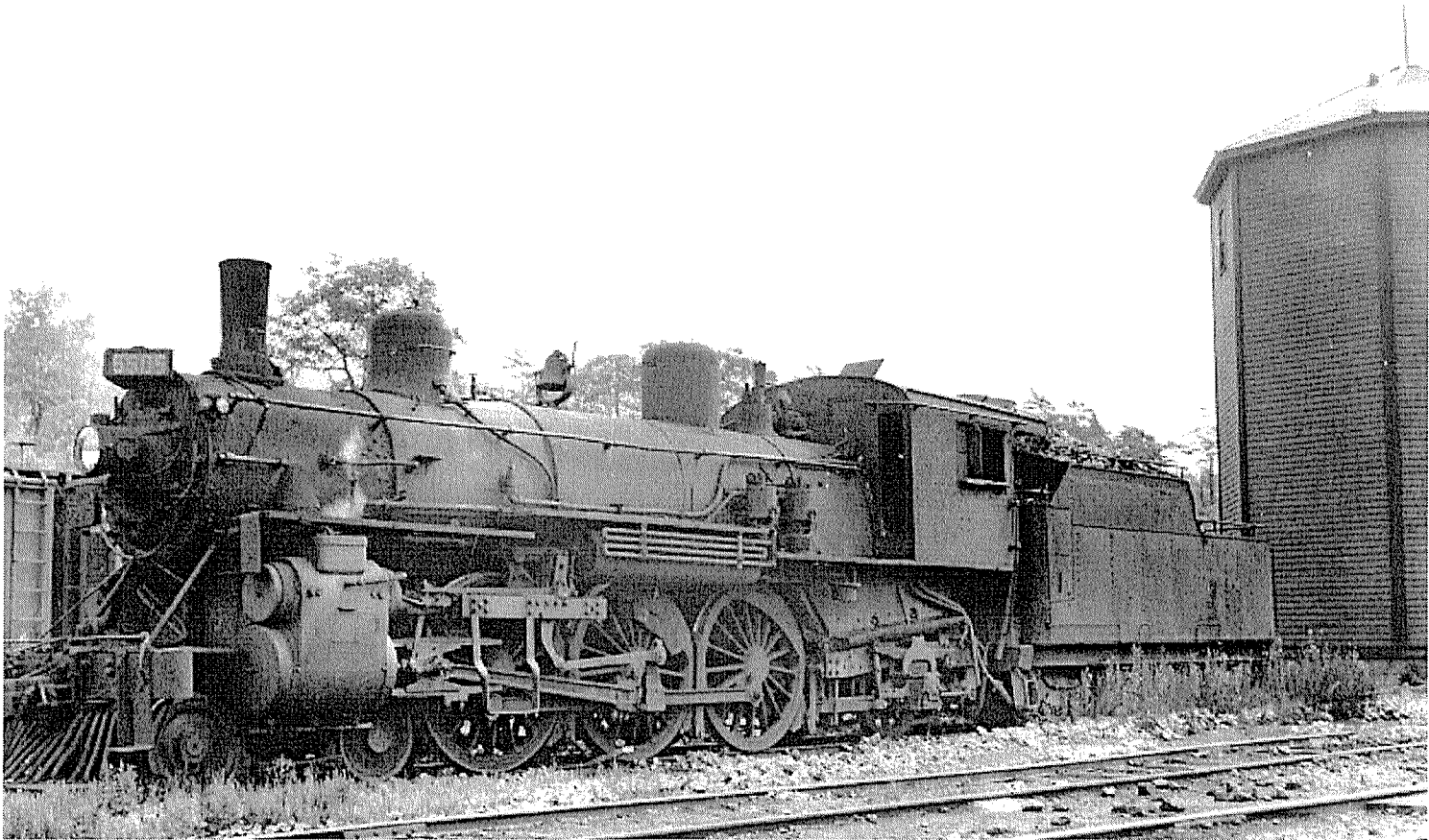
Click on a date/time to view the file as it appeared at that time.

Date/Time	Thumbnail	Dimensions	User	Comment
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File:Bridgewater yard 1942 Patterson-George Coll..jpg

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- [File links](#)
- [Metadata](#)




Size of this preview: 800 × 482 pixels
Full resolution (1,914 × 1,153 pixels, file size: 261 KB, MIME type: image/jpeg)

No. 5505 at the Bridgewater Railyard in 1953. The water tower is to the right of the locomotive tender.

- [Jim Simmons collection.](#)

File history

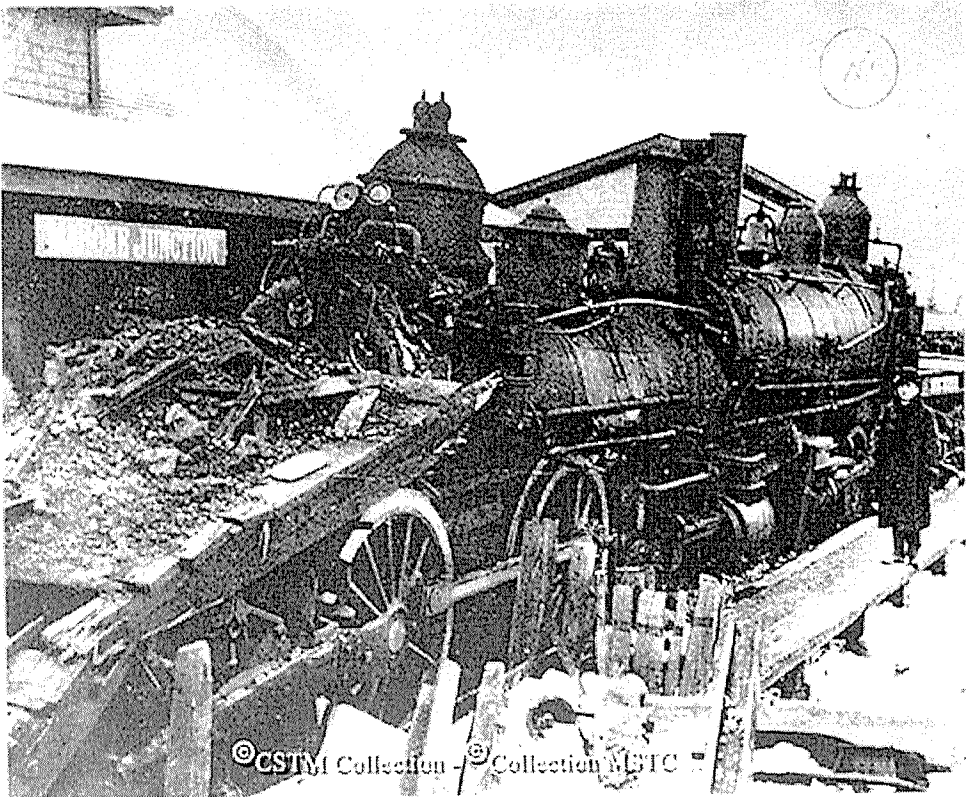
Click on a date/time to view the file as it appeared at that time.

Date/Time	Thumbnail	Dimensions	User	Comment
current 01:26, 17 December 2013		1,914×1,153 (261 KB)	Downeastrailfan	(No. 5505 at the Bridgewater Railyard in 1953. The water tower is to the right of the locomotive tender. *Jim (Talk contribs)

File:STR04432a 001.jpg

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No higher resolution available.
STR04432a_001.jpg (560 × 460 pixels, file size: 94 KB, MIME type: image/jpeg)

Photo Number: STR04432a
Photographer: JEFFERSON, H.B. COLL.
Location: MAHONE JCT., N.S.
Railway Name: HALIFAX & SOUTHWESTERN
Date: 1907-02-09
Subject: MOTIVE POWER - STEAM LOCO
Builder Number: 4066
Builder Date: 1888-11-00
Model: AMERICAN
Type: 4-4-0
Equipment Number: 5
Drivers: 62
Collection: STR
Cylinders: 17 x 24

Image on CSTM Site (<http://www.images.technomuses.ca/searchpf.php?id=87545&lang=en>) [[Category:JEFFERSON, H.B. Photo]

File history

Click on a date/time to view the file as it appeared at that time.

Date/Time	Thumbnail	Dimensions	User	Comment
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Canadian National's Halifax and Southwestern Railway by Jim Simmons

Preface

So often tales of Canada's railway heritage stop at Montreal with the area east, especially east of Moncton N.B., being the vast wasteland. The Maritimes too, have a story to tell of their railway heritage. This is just one such story of a once proud line servicing Nova Scotia's South Shore from Halifax to Yarmouth. The railway servicing the for-mentioned area was one of the Canadian Northern roads, namely, the Halifax and Southwestern, before C.N.R. amalgamation in the 1920's.

Being that my father and grandfather, and numerous other family members were all "railway people" accounts for my avid interest in railways, Canadian National in particular. My father was a locomotive engineer and grew up in Bridgewater, Nova Scotia, the heart of Halifax and Southwestern country. My grandfather was a conductor on "The Owl", a local from Bridgewater to Yarmouth, N.S. As a boy, I fondly remember weekend outings to the Bridgewater area and seeing the majestic Bridgewater station, or riding parallel to the tracks near New Germany, N.S. watching the Bridgewater to Middleton freight.

The Halifax and Southwestern, in name has long been gone although was known locally as the "Southwestern" to the day of its demise. All traces of the line are fast disappearing with the only remnant being a short industrial spur from Southwestern Junction in Halifax to Lakeside on the outskirts of the city. If a railway could operate on sentiment alone, this line would have been among the first to have its future assured.

The Halifax and Southwestern Railway did not retain its identity after its takeover by Canadian National as its Canadian Pacific owned cousin, Dominion Atlantic did, but it is interesting to note that the Halifax and Southwestern did exist on paper well into the 1950's.

This work is dedicated to my father who fostered my interest in railways and the many individuals who worked on the "Southwestern" in its many names throughout the years. (The Southwestern Division, The Bridgewater Sub., The Chester Sub., ...)

The Beginnings of the Halifax and South Western

The "H&SW" as it was known or to others the less complimentary monogram of the "Hellish Slow and Wobbley" came into existence in 1901 and was the last sizeable railway to be built in Nova Scotia. The Halifax and Southwestern's existence was owed to two enterprising businessmen of the day, William MacKenzie and Donald Mann. Among the sterling empire builders who dominated the Canadian scene in the opening years of the 20th century none were more widely known or more potent than the firm of MacKenzie and Mann.

MacKenzie and Mann promoted what was to become one of the most colossal flaps in the history of North American rail transportation, the Canadian Northern Railway System. In 1904, Sir Wilfred Laurier, looking around for a popular issue for the impending federal election, embraced the Grand Trunk's hopeful vision, and the Canadian Northern was doomed. Yet such was the genius and audacity of the MacKenzie and Mann combination that may very well might have succeeded but for the appearance on the scene of The Grand

Trunk Pacific and The National Transcontinental.

In the spring of 1901, MacKenzie and Mann approached the Nova Scotia government with their offer of a railway from Yarmouth to Halifax. At the time, they owned more than two thousand miles of railway in Canada. The premier of the day, George H. Murray, was flattered by their interest and the agreement was quickly pushed through the proper channels. The Halifax and Southwestern was born and within weeks, construction was begun at both ends of the line.

MacKenzie and Mann, undaunted by the failure of the Canadian Northern Railway, went blithely ahead. The eastern railhead was at Montreal and they tackled the problem of reaching the Atlantic in reverse, by starting in Cape Breton, where they built the Inverness Railway. They then projected the Halifax and South Western Railway, which would at last give the South Shore of Nova Scotia a direct rail link with Halifax.

MacKenzie and Mann had been subcontractors on the construction of the C.P.R. short line across Maine, and like the C.P.R. they bought or leased land where they could and built only when they had to. Compared to their predecessors, MacKenzie and Mann moved at lightning speed, completing the Bridgewater to Halifax section of the line in late 1904 and in 1905 the section from Bridgewater to Barrington Passage was opened to traffic. On December 19, 1906, the first passenger train reached Yarmouth from Halifax, and a regular tri-weekly service was instituted on December 22. In 1910, the line transported no fewer than 202,000 people. Before the automobile began to make its competition felt, totals finally reached the figure of over a quarter of a million passengers a year.

Decline

Canadian National Railways, who took over the line in 1919, applied for abandonment in various stages between 1976 and 1993, 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. Although the railway was once a thriving enterprise in Bridgewater, its activity steadily declined from the 1930's onward. Many attempts were made over the years to restore the long vacant station but the question of its preservation became academic. In 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.

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Chronology

Chronology of the Halifax & South Western Railway by Dan Conlin

Articles

Final Run from East River: Letter to the Editor 1993

Historic Bridgewater Station Destroyed by Fire 1982

South Shore Passenger Service Ends 1967

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collision, the lumber would have rained down right on top of the group, resulting in 30 or more fatalities rather than the actual 4. As the roar from the escaping steam faded away, people ran to the wrecked engines and traced the cries and groans that came from the debris, discovering that three men were trapped but still alive. Low, the section foreman had been buried under a handcar and 10,000 feet of lumber in front of the freight house. Willing hands attacked the grotesquely piled lumber but Low was dead by the time they reached him. He had been hit in the face by a flying plank and his nose driven into his skull. He also suffered a great many other serious injuries including spinal, yet, with all this he lived for some time after the crash.

Enos Crooks, Fireman of the passenger/mixed train had been thrown from his cab and buried under a rain of timber. His left leg had been torn off below the knee; both wrists broken and his right leg holed in such a way as to expose the arteries. In addition, both hips were fractured and there were internal injuries. He lived for a short time after being rescued but died on route to hospital.

Engineer Willard Phelan of the passenger/mixed was extracted from the wreckage of his locomotive cab. Flying timber had severed his left leg, his right fractured in several places and severe internal injuries. Phelan never lost consciousness and as rescuers lifted him from the wreckage he said, "Boys, it's all over for me. My poor wife and child!" He then asked, "What happened to Enos, did he get away?" By 12:30 p.m., the passing track at the junction had been cleared away and H&SW officials rushed Phelan by special train to the Victoria General Hospital in Halifax where he died at 8:30 p.m., conscious to the last.

An inquiry was held and the verdict was that Extra No. 5 was carelessly overloaded and insufficiently manned thereby greatly contributing to the collision.

Crooks left a wife and two children at Lunenburg, Low, a wife and nine children at Fauxberg near Mahone Bay, and Phelan a wife and child at Bridgewater.

The 1911 New Germany Wreck

On another occasion, February 24, 1911, the grim reaper again rode the rails. No. 12 train from Port Wade to Lunenburg derailed about 1/2 mile from New Germany. The rear trucks of the third and fourth cars from the engine went off the tracks but remained coupled to the engine and alongside the tracks. The fifth car and two other cars of freight, together with the baggage car and passenger coach, went down the embankment and on their sides. The baggage car immediately took fire destroying all the mails and baggage. The baggagemaster, Orrin M. McLaughlin was found later pinned underneath the baggage car, having been partly consumed by fire. The brakeman, Lockhart B. Sargent was found underneath the passenger coach, crushed, it would seem as if he was thrown through the window.

This incident and others of similarity ushered in the end of mixed trains. In the subsequent investigation of the cause, the findings of the jury were that, as far as could be ascertained, the cause was rotten ties. Two other points that were strongly brought forth were the force of sectionmen maintaining the road was of insufficient numbers and the routine of attaching passenger coaches to heavy freight trains.

Safety Improvements

It may have been only coincidence but these wrecks marked the turning point in the flood of railway accidents that had been steadily mounting for half a century.

In a few short years after these tragic wrecks, many new and revised safety standards were adopted and the new Railway Board had begun to put "teeth" into its safety requirements. By 1914, railways adopted the Safety First Department, which so drastically reduced the once common hazards of railroading. In 1915, the Workers Compensation Act was passed guaranteeing the welfare of workers in all classes of industry.

In the years since the Halifax and Southwestern, the line continued to grow. Mighty Mikados and Pacifics roared over the hills where little Moguls and Ten-Wheelers struggled in the early 1900's. Eventually, the H&SW and later the C.N.R.'s, what finally became known as the Chester Subdivision, lost its bulk of passenger traffic to the automobile and busses until finally withdrawn on October 27, 1969. Inevitably, freight traffic followed with the improvements in the highway system and the entire line was systematically abandoned between 1976 and 1993. The only remnant of the line that remains is from Southwestern Junction to Lakeside, just outside of Halifax.

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