

**MALAGASH
SALT**

C H RIFF

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Of The Malagash Limited



THIS is a picture of the locomotive engineer, left, George MacIntosh, and his assistant, Irvin Seaman, of Nova Scotia's latest railway, the eight miles branch line from Malagash Station, on the Pictou, Oxford Junction line of the C. N. R., to the Salt Mines on a great future.

Malagash Ridge, that are destined to rank next to coal mining as Nova Scotia's greatest mineral industry, easily an industry with Mr. MacIntosh, was formerly an

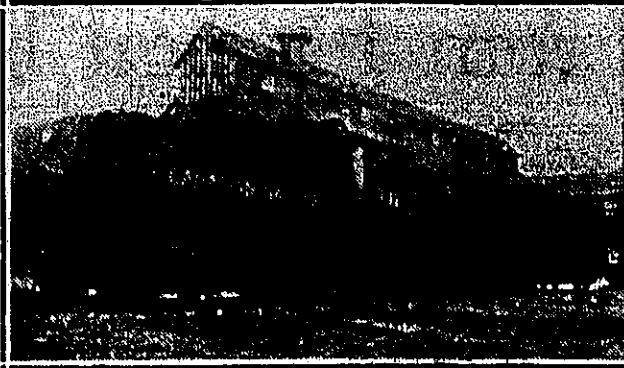
C. N. R. engine man on the Eastern Division and a good engine man bears the number of that road, at that. The locomotive was obtained from the C. N. R. and still there is plenty of work for it hauling salt to the main line for shipment abroad, and to the water shipping wharf on Tanamagouche Bay, two miles from the mine, to say nothing of the shunting about the plant. The line is well built and paid. The C. N. R. has a policy in respect to building branch lines for private concerns, but the prospect of a great volume of traffic from the salt mine is so assured that it made a special concession in the case of this branch, a concession that was quite in order, quite commendable.

Halifax

October 8

1927

MALAGASH LIMITED AGAIN



THIS is another picture of the Malagash Salt Mines, that will next to coal mining, and steel manufacture become one of Nova Scotia's most valuable industries. The picture shows the company's locomotive putting a car into the mill siding to be loaded with a grade of salt that cannot be excelled in the world. The shipping is by both water and rail. The

Maritime market alone, will including Newfoundland too calls for 100,000 tons a year. The property under present examination is known to consist of 85,000,000 tons of high grade salt. It is the only sea-board rock salt mine in the world, and the only rock salt mine in Canada. An evaporating plant to produce table salt is being put in.

while they expected some opposition, he believed that not much, if in fact any, would come from the government. All good measures met with opposition, hence the penal law would be no exception. There is one phase of the Act, however, that while it may not be forward at present is that of the age limit. However he said we shall accept the law just as it is for the present, but later on will submit many improvements. This was thrashed out at the recent Dominion Congress Convention at Edmonton, and while many excellent suggestions were made it was the general opinion that the law in its present condition should not be interfered with that in the interests of all concerned its adoption should be the first objective, after which the machinery might be simplified, proper safeguards added, and above all a uniformity of legislation adopted that would extend entirely over Canada.

ANOTHER MATTER

ANOTHER matter in connection with this law was that of special provisions which might be adopted in each province covering local conditions; but as to the principle it must be uniformly fundamental, and to this end every local union and district council in Canada will concentrate their forces during the coming year.

In connection with the formation of the Ladies Auxiliary for the Council that matter is making material progress, and I am informed by one of the organization committees that this auxiliary would be heard from in the near future, and

Good Engine Men

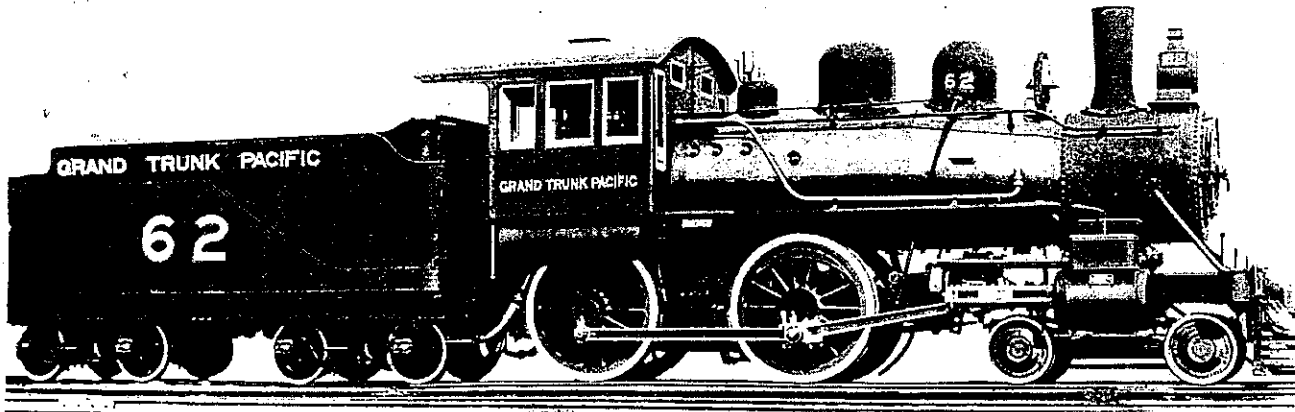


THIS is a picture of two first class engine men, and good fellows, Engineer Lorin MacKenzie, left, and Fireman James Miller, Truro. They were snapped last summer while on duty on the fast freight between Truro, and Mulgrave.

Halifax

October 15

1927

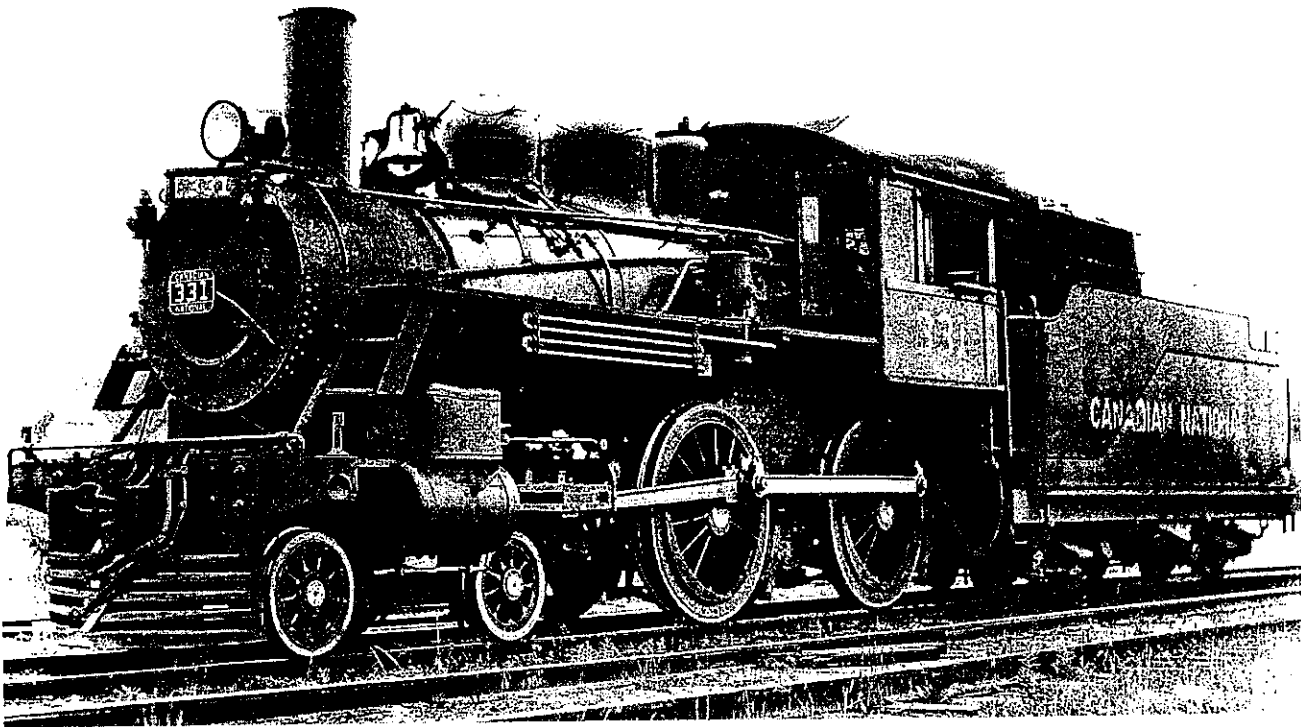


Notes for CNR 325-354 are under the general note for CNR B-26-a 325-399 (page B-30). CNR 334 was leased to Bowaters Mersey Paper at Brooklyn, Nova Scotia between 1926 and 1927. CNR 341 was leased to the Malagash Salt Company in Malagash, Nova Scotia, and was returned when 327 was purchased in December 1927. In turn 327 was replaced by 334 in 1933, and in 1935 it was replaced by 394. All three were scrapped at Malagash by Garsons: 327 in 1933, 334 in 1936, and 394 in the year 1951.

To satisfy its need for a locomotive to power its light passenger trains, the GTP drew upon the specifications of the parent's H1 class 4-4-0s. GTP 62 (336) at Montreal in April 1908 was in the first of three lots built for the western road's H1 class. The more compact safety valve housing (later modified) and a tender with a larger capacity than its GTR forerunners were notable design differences. [MLW PHOTO Q-81/H.L. GOLDSMITH/GEORGE CARPENTER COLLECTION]

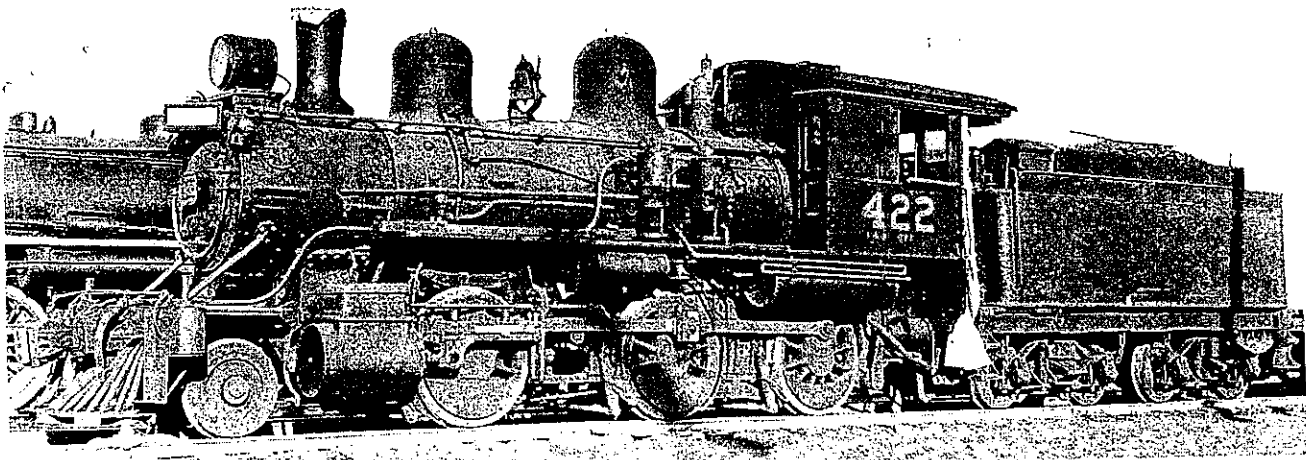
CNR 331, at Port Mann on June 26th 1929, was not one of the four to be converted to oil during World War I, but was one of five superheated with Universal piston valves during the early 1920s. [AL PATERSON COLLECTION]

B-26-a



CNR 300-329 (second)

See CNR Newfoundland Division list (pages Nfld-5 to Nfld-16)



suggest it may have been worked as O'Brien, Fowler & McDougall 12 and/or as O'Brien, McDougall & O'Gorman 5(?). OF&M 11 may have worked as O'Brien, McDougall & O'Gorman 6 before its sale to the CGR. CNR 422, sold for \$800 as Malagash Salt Company 422, remained on the roster until it was scrapped at Malagash by Garsons of New Glasgow, Nova Scotia in 1951. Only the engine of 421 was scrapped at Moncton in 1935. The disposition of the tender is not known.

Thirty years later, OF&M 11 as 422, was temporarily stored in Moncton on January 1st 1939, before being shipped to its new owner. The two photographs show how little change occurred to the locomotive during its diverse assignments with three owners. Major technological improvements included only conversion to electricity and improvement of air pump capacity, while operational changes were made in the style of pilot and to the cab by blanking unneeded windows. [AL PATERSON COLLECTION]

C-7-a

CNR 423 (second)										2-6-0 MOGUL TYPE			first C-7-a	
Specifications							Appliances		Weights		Fuel Capacity		Length	Notes
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.	Drivers/Eng./Total	Water	Coal			
19x26"	S	50"	180#	WT	28158	29%	sat		113/130/244900	5000 gals	10 tons	59-4'		

Montreal Locomotive Works - ALCO 1911 (Q-157)										(1) Acquired by CNR 9-01-1919	
Serial	Shipped	New as	??	10-08-20		To					
				C-7-a		CNR 401/2 3-1923					
423/2	49675	8-	-11	BCCo 50	Q&S 50	CNR 423/1					

See complete history under CNR 401/2 (page C-3).

CNR 423-428 (third, second)										2-6-0 MOGUL TYPE			second C-7-a, E-12-c	
Specifications							Appliances		Weights		Fuel Capacity		Length	Notes
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.	Drivers/Eng./Total	Water	Coal			
19x26"	S	50"	180#	EWT	28700		sat		113/130/243400	4200 gals	9 tons	59-11'	[orig]	
19x26"	S	51"	180#	EWT	28700		sat		113/130/243400	4200 gals	9 tons	59-11'	[GTP]	
19x26"	S	51"	180#	EWT	28700	28%	H-C		113/130/249400	4200 gals	12 tons	58-11'	[tender mod.]	
19x26"	S	51"	180#	EWT	28158	28%	H-C		113/130/243400	4200 gals	2500 gals	58-11'	[oil]	
19x26"	S	51"	180#	EWT	28160	28%	H-C		113/130/273100	5800 gals	3000 gals	60-4'	[428 oil]	

Montreal Locomotive Works - ALCO 1911 (Q-162) \$9000										(6) Operated and managed by CNR 7-12-1920; acquired 1-31-1923				
Serial	Shipped	New as	1914?	Superheated	To oil	To coal	To oil	To	Mods	Disposition	To			
				E6	& Fsc			E-12-c						
423/3	49899	4-	-11	OF&M 510	GTP 394	6-23 PU	11-33 SH	12-51	f z	Sb 12-31-52 W	Sc?			
424/2	49900	4-	-11	OF&M 511	GTP 395	11-22 PU	2-16 EH	9-17 RH	11-22 PU	12-51	f	Sb 9-24-54 W	Sc?	
425/2	49901	4-	-11	OF&M 512	GTP 396	3-23 PU						Sc 6-27-39 PU		
426/2	49902	4-	-11	OF&M 513	GTP 397	11-22 PU	11-22 SH			12-51	fw	Sb 8-30-54 W	Sc?	
427/2	49903	4-	-11	OF&M 514	GTP 398	8-23 PU	8-23 PU	11-33 PU				Sc 11-28-35 SH		
428/2	49904	4-	-11	OF&M 515	GTP 399	2-23 PU	2-16 RH	9-17 RH	7-37 PK	12-51	w	Sb 1- -53 W	Sc?	
—	49905	4-	-11	OF&M 516									CNR 405	
—	49906	4-	-11	OF&M 517									CNR 406	
—	49907	5-	-11	M&B 26								Sc af -57		
—	49974	4-	-11	M&B 24								Sc c. -30		
—	49975	4-	-11	M&B 25								Sc 11- -50		

Malagash Salt Products Co. — In connection with a recent press report that arrangements were being made between the company and the Canadian National Ry., for the construction of an 8-mile spur from Malagash, N.S., on the C.N.R. line to the company's plant, we are advised officially that the matter has been under consideration for some time. Further consideration was given to it during a recent visit of Wm. Phillips, Manager, Industrial Department, C.N.R., to Nova Scotia, and an arrangement is being considered for the building of the line under which both interests would participate in the cost. At present all the salt from the company's mine is carted to Malagash station on the C.N.R. or to the wharf at Malagash for shipment by boat. Construction of the line was authorized by the Nova Scotia Government in April, 1925. (June, 1925, pg. 285.)

Malagash Salt Products Ltd., which
built approximately 8 miles of rail-
way, from Malagash station, N.S., on the
Canadian National Ry., to Malagash salt
mine, proposes to build a salt warehouse,
150 ft. x 150 ft., at its shipping pier, and
estimates that it is in the market for about
100 tons of 30 lb. rails, and 4 tons of frogs
and fastenings.

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