

DOMINION
ATLANTIC
RAILWAY
DIARY

IX

HALIFAX HERALD
LOCOMOTIVES
C. H. RIFF

DOMION ATLANTIC RAILWAY LOCOMOTIVES AS
REPORTED IN THE HALIFAX HERALD

Governor Cox	July 28, 1924
43 Byng	August 7, 1924
Governor Cox	August 8, 1923
Yard engine arrives	September 15, 1923
Engine arrives	September 21, 1923
Scottish engine arrives	October 9, 1923
32 arrives	September 21, 1924
37 Avon wreck	April 15, 1924
521 arrives	September 4, 1925
545 arrives	September 4, 1925
537 accident	September 26, 1925
DAR list	November 6, 1926
Lescarbot	February 5, 1927
Howe	January 17, 1927
502 New Yorker	June 23, 1928
(6109) sold	November 16, 1934
545 leaves	November 5, 1935

DOMINION ATLANTIC LOCOMOTIVES

544 boiler replaced	January 18, 1936
547 arrives	February 29, 1936
555 arrives	February 29, 1936
39 leaves	February 29, 1936
43 leaves	February 29, 1936
G-2 arrives	October 14, 1936
45 accident	October 30, 1937
2552 Haliburton	July 23, 1937
1018 painted red	April 6, 1938
23 scrapped	August 8, 1938
2511	January 26, 1939

ENGLISH CUSTOM

THE D.A.R. continue to indulge in the old English custom, quaint and interesting, of naming their locomotives. Here is a recent listing:

20	.....	Titanla
23	.....	Regina
24	.....	Lady LaTour
25	.....	Strathcona
28	.....	Governor Cox
32	.....	Blomidon
33	.....	Glooscap
37	.....	Avon
39	.....	Iscarbot
41	.....	Grandfontaine
42	.....	DeMonts
43	.....	Byng
305	.....	Grand Pre
387	.....	Cornwallis
500	.....	Memberton

502	.....	Poutrincourt
503	.....	Clementsport
520	Champlain
531	Benedict
532	D'Aulnay
537	Evangeline
556	Chamidore
557	Subercase

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HALIFAX

November 6 1926

Origin			Prior Identity		Current Identity						Disposal		
Builder	Date Built	Builder's Number	Source	Road Number	Date	Road Number	Class	Wheel Arrangement	Cylinder Size	Driver Dia.	Date	To	Road Number
Locomotives Acquired in 1912													
PORT	9-76	340	Y&A	2	-94	7	CORNWALLIS	4-4-0	15X22	62	*	X	
PORT	8-79	354	Y&A	8	-94	8	WEYMOUTH	4-4-0	16X24	62	*	X	
PORT	11-88	599	W&A	11	-94	9	ST. EULALIE	4-4-0	18X24	62	*	X	
PORT	7-89	602	Y&A	3	-94	10	WESTERN	4-4-0	17X24	62	*	X	
PORT	2-90	603	W&A	12	-94	11	ACADIA	4-4-0	18X24	62	7-23	X	
BALD	6-91	11974	W&A	10	-94	12	KENTVILLE	4-4-0	17X24	66	*	X	
CAN	5-67	63	W&A	2	-94	13	GABRIEL	4-4-0	16X22	66	*	X	
CAN	12-66	55	W&A	1	-94	14	EVANGELINE	4-4-0	16X22	66	*	X	
PORT	1-92	623	Y&A	4	-94	15	ANNAPOLIS	4-4-0	17X24	62	*	X	
BALD	3-92	12544	W&A	14	-94	16	ATALANTA	4-4-0	17X24	66	7-23	X	
BALD	5-93	13437	Y&A	5	-94	17	YARMOUTH	4-4-0	16.5X24	66	7-23	X	
BALD	5-93	13438	Y&A	6	-94	18	DIGBY	4-4-0	16.5X24	66	*	X	
BALD	8-93	13638	W&A	15	-94	19	OBERON	4-4-0	18X24	62	*	X	
BALD	7-93	13615	W&A	16	-94	20	TITANIA	4-4-0	18X24	66	*	X	
BALD	9-94	14101	W&A	17	-94	21	FORTUNA	4-4-0	17X24	66	12-23	X	
PORT	9-79	355	W&A	19	-94	22	CERISE	4-4-0	16X24	60	*	X	
BALD	7-96	14966	W&A	18	-96	23	REGINA	4-4-0	17.5X24	66	**	X	
BALD	5-98	15924			NEW	24	LADY LATOUR	4-4-0	18X24	66	***	X	
BALD	3-01	18815			NEW	25	STRATHCONA	4-4-0	18X24	66	***	X	
BALD	3-01	18998			NEW	26	PRESIDENT	4-4-0	18X24	66	***	X	
BALD	11-03	23284			NEW	27	CANADA	4-4-0	15X22	62	7-23	X	
BALD	4-04	24168	MID	4	10-05	28	PIONEER	2-6-0	17.5X24	56	7-23	X	
RHID	9-74	653	MID	3	10-05	29	BROOKLYN	4-4-0	17X24	68	*	X	
GTR	6-83	1123	MID	2	10-05	30	WINDSOR	4-4-0	17X22	59	*	X	
RHID	9-74	654	MID	1	10-05	31	TRURO	4-4-0	17X24	68	*	X	
BALD	10-07	31847			NEW	32	BLOMIDON	4-6-0	19X24	60	***	X	
BALD	11-07	32258			NEW	33	GLOOSCAP	4-6-0	19X24	60	***	X	
CAN	12-90	395	II	310	11-10	34	GASPEREAUX	4-6-0	19X24	56	7-23	X	
CAN	3-92	430	II	319	10-11	35	GABRIEL	4-6-0	18X24	62	7-23	X	
CAN	3-92	431	II	320	10-11	36	BASIL	4-6-0	18X24	62	6-17	X	
Locomotives Acquired After 1912													
BALD	10-91	12210	III	7276	4-17	2/ 29	D2b	4-6-0	18X24	63	1-24	X	
SCHY	11-02	26757	III	510	9-17	37	D6a	4-6-0	20X26	63	-39	X	
NBL	11-03	16034	III	520	9-17	38	D6b	4-6-0	20X26	63	5-23	III	520
NBL	11-03	16036	III	522	9-17	1/ 39	D6b	4-6-0	20X26	63	8-23	III	522
SCHY	11-02	26755	III	508	8-23	2/ 39	D6a	4-6-0	20X26	63	-37	III	508
SCHY	11-02	26760	III	513	10-17	1/ 40	D6a	4-6-0	20X26	63	5-18	III	513
NBL	12-03	16051	III	537	5-18	2/ 40	D6b	4-6-0	20X26	63	6-23	III	537
SCHY	11-02	26748	III	501	8-19	41	D6a	4-6-0	20X26	63	3-40	X	
SCHY	11-02	26761	III	514	5-23	42	D6a	4-6-0	20X26	63	5-40	X	
SCHY	11-02	26764	III	517	6-23	43	D6a	4-6-0	20X26	63	-39	X	
SCHY	11-02	26749	III	502	6-28	1/ 44	D6a	4-6-0	20X26	63	-40	DAR	502
CAN	6-13	1195	QCR	44	-43	2/ 44		4-6-0	21X26	63	3-54	X	
SCHY	11-02	26750	III	503	6-28	45	D6a	4-6-0	20X26	63	-40	DAR	503
BALD	9-97	15477	III	385	-23	385	D4f	4-6-0	19X24	63	7-33	X	
BALD	9-97	15479	III	387	-23	387	D4f	4-6-0	19X24	63	8-25	X	
MLW	1-12	50462	III	470	-40	470	D4g	4-6-0	19X24	63	7-55	X	
SCHY	11-02	26747	III	500	5-37	500	D6a	4-6-0	20X26	63	3-40	X	
SCHY	11-02	26749	DAR	1/ 44	-40	502	D6a	4-6-0	20X26	63	3-46	X	
SCHY	11-02	26750	DAR	45	-40	503	D6a	4-6-0	20X26	63	3-47	CGY	
SCHY	11-02	26751	III	504	5-37	504	D6a	4-6-0	20X26	63	12-45	X	

Roster Notes:

Builder	Date Built	Builder's Number	Source	Road Number	Date	Road Number	Class	Wheel Arrangement	Cylinder Size	Driver Dia.	Date	To	Road Number
NBL	11-03	16035	III	521	5-37	521	D6b	4-6-0	20X26	63	11-39	X	
NBL	12-03	16044	III	530	5-37	530	D6b	4-6-0	20X26	63	5-45	X	
NBL	12-03	16045	III	531	5-37	531	D6b	4-6-0	20X26	63	12-38	X	
NBL	12-03	16048	III	534	5-37	534	D6b	4-6-0	20X26	63	3-46	X	
NBL	12-03	16051	III	537	5-37	537	D6b	4-6-0	20X26	63	11-39	X	
NBL	12-03	16052	III	538	5-37	538	D6b	4-6-0	20X26	63	12-45	X	
SAXN	11-03	2827	III	540	5-37	540	D6d	4-6-0	20X26	63	10-46	X	
SAXN	11-03	2831	III	544	5-37	544	D6d	4-6-0	20X26	63	4-44	X	
SAXN	12-03	2834	III	547	5-37	547	D6d	4-6-0	20X26	63	3-46	X	
SAXN	1-04	2839	III	552	5-37	552	D6d	4-6-0	20X26	63	12-39	X	
SAXN	2-04	2842	III	555	5-37	555	D6d	4-6-0	20X26	63	3-47	CGY	
SAXN	2-04	2843	III	556	5-37	556	D6d	4-6-0	20X26	63	3-47	X	
CAN	5-11	975	III	903	4-55	903	D10g	4-6-0	21X28	63	12-59	X	
MLW	5-12	50973	III	999	5-37	999	D10h	4-6-0	21X28	63	7-53	III	999
MLW	6-12	50992	III	1018	5-37	1018	D10h	4-6-0	21X28	63	bf-55	III	1018
MLW	6-12	50994	III	1020	10-53	1020	D10h	4-6-0	21X28	63	12-58	X	
MLW	6-12	51001	III	1027	11-57	1027	D10h	4-6-0	21X28	63	6-61	X	
MLW	12-12	52057	III	1040	7-53	1040	D10h	4-6-0	21X28	63	1-56	X	
MLW	12-12	52058	III	1041	5-37	1041	D10h	4-6-0	21X28	63	-52	III	1041
MLW	12-12	52063	III	1046	-56	1046	D10h	4-6-0	21X28	63	6-60	X	
SCHY	10-12	52104	III	1067	4-54	1067	D10k	4-6-0	21X28	63	bf-58	III	1057
SCHY	10-12	52114	III	1077	11-49	1077	D10k	4-6-0	21X28	63	5-61	X	
SCHY	10-12	52116	III	1079	11-49	1079	D10k	4-6-0	21X28	63	8-56	III	1079
CAN	9-13	1125	III	1089	-40	1089	D10h	4-6-0	21X28	63	-52	III	1089
CAN	9-13	1126	III	1090	5-37	1090	D10h	4-6-0	21X28	63	6-54	X	
CAN	9-13	1128	III	1092	-40	1092	D10h	4-6-0	21X28	63	9-60	X	
CAN	12-13	1147	III	1111	1-54	1111	D10h	4-6-0	21X28	63	bf-58	III	1111
CPAN	11-07	NIL	III	2209	11-57	2209	G1s	4-6-2	22.5X28	75	2-61	X	
CPAN	1-06	1432	III	2501	7-58	2501	G2p	4-6-2	22.5X28	70	6-61	X	
CPAN	5-07	NIL	III	2511	-39	2511	G2r	4-6-2	22.5X28	70	5-53	III	2511
CPAN	6-07	NIL	III	2516	bf-52	2516	G2r	4-6-2	21.25X28	70	8-58	III	2516
CPAN	8-07	NIL	III	2526	5-53	2526	G2r	4-6-2	22.5X28	70	10-57	X	
CPAN	2-09	NIL	III	2551	-40	2551	G2s	4-6-2	22.5X28	70	12-59	X	
CPAN	3-09	NIL	III	2552	5-37	2552	G2s	4-6-2	22.5X28	70	7-47	III	2552
CPAN	5-12	NIL	III	2629	3-58	2629	G2u	4-6-2	22.5X28	70	6-61	X	
CPAN	2-07	NIL	III	6189	5-37	6189	U3c	0-6-0	18X26	52	5-39	X	
CPAN	9-11	NIL	III	6227	-39	6227	U3d	0-6-0	18X26	52	2-57	X	

CPR locomotives on loan or lease which carried DAR identification and, unofficially, names.

518 D6a Named *POUTRINCOURT*.
520 D6b Named *CHAMPLAIN*.
532 D6b Named *D'AULNAY*.
545 D6d Named *HOWE*.
557 D6d Named *SUBERCASE*.

See Appendix A-4 for genealogical and mechanical data.

CPR locomotives loaned or leased to DAR which may have carried DAR identification incorrectly.

Locomotives marked (*) indicates photo in existence showing locomotive so lettered. See Appendix A-4 for genealogical and mechanical data.

Class D4f: 379, 380, 382, 384, 385, 387.
Class D6a: 519.
Class D6b: 528.
Class D10b: 929.
Class D10H: 1015, 1038, 1050, 1101.
Class G1p: 2202.
Class G2p: 2500.
Class G2q: 2505.
Class G2r: 2515.
Class G2s: 2526.
Class G2u: 2617, 2627*, 2665.
Class U2f: 6058.
Class U3a: 6109.
Class U3c: 6161.

Locomotive List, II

Locomotives of the Dominion Atlantic Railway
Compiled by Robert R. Brown

Windsor and Annapolis Railway (B.G.)
1869-1873

Yr. Acq.	No.	Name	Type	Cyl.	Driv.	Builder	Remarks
1855	1869	Sir Caspard	4-2-0	12x13	60	Neilson	
1855	1869	Jos. Howe	"	"	"	"	Ex N.S.R. No.2
1851	1869	St. Lawrence	4-4-0	15x20	66	Portland	" No.3
1869	1869	1 Evangeline	"	16x22	61	Fox. Walker	Ex G.T.R. No.4
"	"	2 Gabriel	"	"	"	"	
"	"	3 Hiawatha	"	"	"	"	
"	"	4 Blomidon	"	"	"	"	
"	"	5 Grand Pre	"	"	"	"	
"	"	6 Gaspereaux	"	"	"	"	
1853	1872	Lightning	"	15x24	65	Schenectady	Ex.G.W.R. No.2
"	"	St. Croix	"	"	60	Portland	Second Hand

Yarmouth and Annapolis Ry. (Western Counties Ry.)
1874-1894

1874	1	Pioneer	4-4-0	14x22	54	Portland	No.208	Re D.A.R. No.2
1876	2	Geo.B.Doane	"	15x22	60	"	340	7
1889	3	Western	"	17x24	62	"	602	10
1892	4	Annapolis	"	"	"	"	623	15
1894	5	Yarmouth	"	14&18x24	66	Baldwin		17
1894	6	Digby	"	"	"	"		18
1879	7	W H. Moody)	"	16x24	60	Portland	355	Sold to W&A 19
1879	8	Re Cerese) Weymouth	"	"	"	"	354	Re D.A.R. No.8

Windsor Branch Ry. (Western Counties)
1877-1879

1877	Frank Killam	4-4-0	15x22	60	Portland	341	Sold 1879 to N.B.&C.
"	Halifax	"	"	"	"	342	" " "
"	Windsor	"	16x24	"	"	343	" " "
"	Yarmouth	"	"	"	"	344	" " "

Cornwallis Valley Ry.
1889-1892

1871	1890	1 Queen Mab	4-4-0	12x24	56	Rogers		Ex N.B.R. No.30
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Windsor and Annapolis Ry. (S G.)
1875-1894

1866	1875	1 Evangeline	4-4-0			Kingston	55	Ex I.C.R. no.21
1875		Rebuilt				Portland		D.A.R. No.14
1866	1875	2 Gabriel	4-4-0			Kingston	63	Ex I.C.R. No.22
1875		Rebuilt				Portland		D.A.R. No.13
1866	1875	3 Hiawatha	4-4-0			Kingston	64	Ex I.C.R. No.23
1875		Rebuilt				Portland		D.A.R. No. 3

59	1875	4	Blomidon	4-4-0	16x24	60	Fleming	Ex	E. & N.A.
75			Rebuilt				"		D.A.R. No. 4
59	1875	5	Grand Pre	4-4-0	16x24	60	"	Ex	E. & N.A.
75			Rebuilt				"		D.A.R. No. 5
	1875		Gaspereaux	4-4-0	16x24	62	Portland	Ex	I.C.R.
75			Rebuilt				"		D.A.R. No. 6
75	1875	7	Basil	4-4-0	16x24	60	"		353
	"	8	Benedict	"	"	"	"		334
	"	9	Minne Ha Ha	"	"	"	"		335
91	1891	10	Kentville	"	17x24	66	Baldwin		D.A.R. No. 9
89	1889	11	St Eulalie	"	18x24	62	Portland		D.A.R. No. 12
90	1890	12	Acadia	"	"	"	"		599
	1892	13	Queen Mab	"	12x24	56	Rogers		603
92	1892	14	Atlanta	"	17x24	66	Baldwin		D.A.R. No. 11
93	1893	15	Oberon	"	18x24		"		D.A.R. No. 1
93	1893	16	Titania	"	"		"		D.A.R. No. 16
			Re Vallieres						D.A.R. No. 19
94	1894	17	Fortuna	4-4-0	18x24		Baldwin		D.A.R. No. 20
96	1896	18	Regina	"	"		"		D.A.R. No. 21
97	1894	19	W H. Moody	"	16x24	60	Portland	Ex	Y & A No. 7
			Re Cerese						D.A.R. No. 22

Midland Ry. of Nova Scotia

12 & 22 Kentville engine house
Fire July 8 1915

374	1901	1	Truro	4-4-0	17x24	66	Rhode Is.	Ex	GTR No. 421	DAR	31x 1923
383	1902	2	Windsor	"	17x22	62	G.T.R.	Ex	GTR No. 261	DAR	30
374	1902	3	Brooklyn	"	17x24	66	Rhode Is.	Ex	GTR No. 420	DAR	29
		4	Pioneer	2-6-0	16x24	55	Portland			DAR	28

Dominion Atlantic Ry.
1894-

	1892	1	Queen Mab	4-4-0	12x24	56	Rogers			Prev. No.	C.V. 1
1874	1894	2	Pioneer	"	14x22	54	Portland				W.A. 13
1866	1875	3	Hiawatha)	"			Kingston				Y.A. 1
1875			Rebuilt)	"			Portland				I.C. 23
	1875	4	Blomidon)	"	16x24	60	Fleming				W.A. 3
1875			Rebuilt)	"			Fleming				ENA
	1875	5	Grand Pre)	"	16x24	60	Fleming				W.A. 4
1875			Rebuilt)	"			Fleming				W.A. 5
	1875	6	Gaspereaux)	"	16x24	62	Portland				I.C. 6
1875			Rebuilt)	"			Portland				W.A. 2
1876	1894	7	Geo. B Doane	"	15x22	60	Portland				Y.A. 8
1879	"	8	Weymouth	"	16x24	60	Portland				Y.A. 9
1875	1875	9	Minnehaha	"	16x24	60	Portland				W.A. 9
1889	1894	10	Western	"	15x24	62	Portland				Y.A. 3
1890	1890	11	Acadia	"	18x24	62	Portland				W.A. 12
1891	1891	12	Kentville	"	17x24	66	Baldwin				W.A. 10
1875	1875	13	Gabriel)	"			Kingston				I.C. 22
			Rebuilt)	"			Portland				W.A. 2
1875	1875	14	Evangeline)	4-4-0			Kingston				I.C. 21
			Rebuilt)								W.A. 1
1894	1894	15	Annapolis	4-4-0	17x24	62	Portland				Y.A. 4
				4-4-0	17x24	66	Baldwin				W.A. 14

September 21 1903.

difference in general design is in the smaller size of drivers of the freight engine. The estimated maximum tractive effort of the new locomotive is 24,900 lbs. The maximum tractive effort of the passenger locomotive is $\frac{24,900}{1.1} = 22,700$ lbs.—the difference in tractive effort being due solely to the difference in the diameter of the drivers. All the drivers of the freight locomotive are flanged whereas the middle pair of drivers of the passenger locomotive has plain tires.

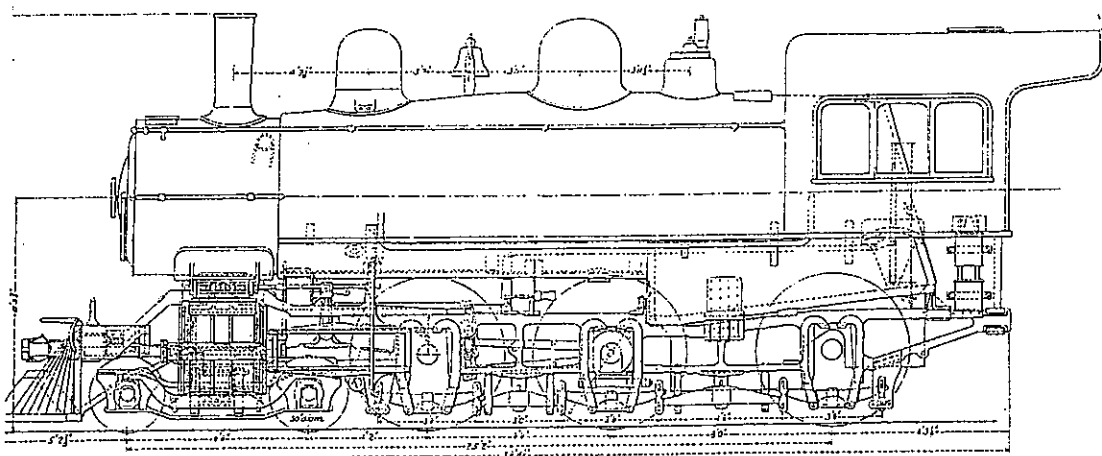
The low-pressure cylinder has the Morse-Allen balanced slide valve and the high-pressure cylinder has a piston valve. The valve motion bar is an I section and the valve rod receives its motion through a block-and-sleeve arrangement on the rocker arm, which arrangement avoids the springing motion of the valve rod such as occurs when no rear bearing is used for supporting the rod. The diaphragm in the front-end of the locomotive terminates in a vertical plate in front of the blast pipe extending down to within 6 in. or 8 in. of the shell. Double petticoat pipes and a circular venting are used. The fire-box crown-sheet is sling stayed and the holes for the sling stay-bolts in the crown-sheet are reamed out so that the bolt will go up to within about $\frac{1}{8}$ in. from the head, after which it is driven up to the plate with a hammer. The six center rows of stays are fitted with steel nuts $\frac{3}{8}$ in. thick and copper washers $\frac{1}{16}$ in. thick under the crown-sheet.

The boiler is the extended wagon-top type and is 75 $\frac{1}{2}$ in. outside diameter at the dome course. The boiler contains 328—2-in. tubes 13 ft. 2 $\frac{1}{2}$ in. long. The fire-box is steel, 9 ft. 6 in. long and 3 ft. 6 $\frac{1}{2}$ in. wide, and the grate area is 33.2 sq. ft. The fire-box contains 150 sq. ft. of heating surface. The tender has a capacity of 5,000 imperial gallons of water and 10 tons of coal.

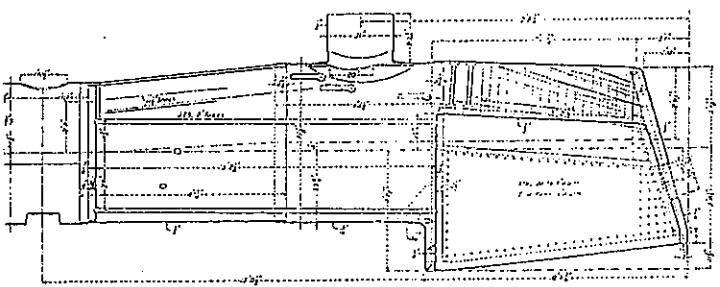
Some of the typical ratings follow:

Weight on drivers divided by maximum tractive effort.	5.14
Weight on drivers divided by heating surface.	52.9

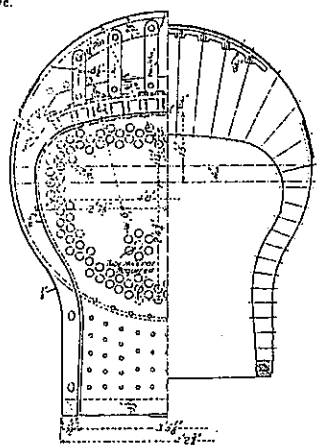
Canadian Pacific Locomotives From Germany.
 When it was announced that the Canadian Pacific had ordered with the Saxon Engine Works, Chemnitz, 27, an order for 20 Pittsburg-system two-cylinder ten-wheel (4-6-0) freight locomotives. They are to be built to Canadian Pacific specifications and the contract having been let to the German



Elevation of Canadian Pacific 4-6-0 Two-Cylinder Compound Locomotive.



Boiler of Canadian Pacific Two-Cylinder Compound.



Section Through Fire-Box.

because an early delivery could not be obtained from American or Canadian works. The engines were ordered by Mr. E. A. Williams, Superintendent of Rolling Stock. A description of a ten-wheel two-cylinder passenger locomotive for the Canadian Pacific was given in the Railway Gazette, Aug. 15, 1902, and the following table, giving the general dimensions of that engine and the new freight locomotive, shows the similarity of the two machines.

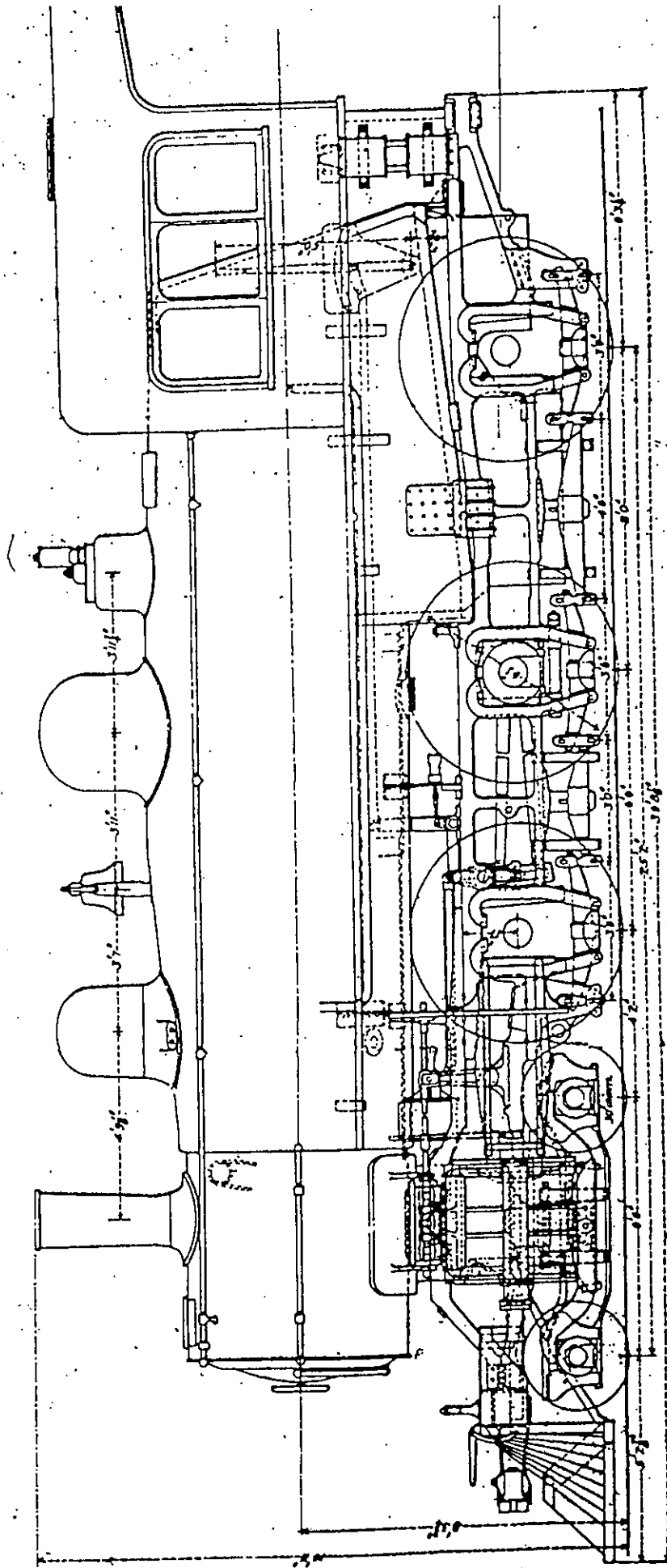
	Ten-wheel passenger.	Ten-wheel freight.
Weight, lbs.	163,475	109,000
Weight on drivers, lbs.	120,175	125,000
Grate surface, sq. ft.	2415.5	2421
Length, in.	22 and 33 x 26	22 and 33 x 26
Number of drivers, in.	60	63
Working pressure, lbs.	210	210

It will be seen from this table that the only marked

Heating surface divided by grate area.	72.9
Heating surface divided by h.p. cylinder volume.	423.3
Grate area divided by h.p. cylinder volume.	2.9
Fire-box heating surface divided by total h.p. surface.	6.57
Steaming capacity*	20

*See Railroad Gazette, June 19, 1903, p. 441, for formula giving steaming capacity of compound locomotives.

The special equipment includes Michigan lubricators, U. S. metallic packing, Damascus nickel-bronze bearing metal, Washburn pilot couplers, Tower tender couplers, Lanch snuders, "Little Giant" bell ringers, Stay whistles and steam gages, Edward's electric headlights, Simplex truck bolsters and brake-beams, Westinghouse automatic brakes on engine and tender and Gold steam heating system.



ELEVATION OF C. P. R. TWO-CYLINDER COMPOUND LOCOMOTIVE.

W. H. H. & C. ENGINEERS

A complete Dominion Atlantic could be completed using the individual locomotive cards of the Canadian Pacific railway held in the Archives of the Canadian Railroad Historical Society at Delson.

CANADIAN RAILROAD HISTORICAL ASSOCIATION

APRIL 1951.

Announcement of Meeting

The regular monthly meeting of the Association will be held on Wednesday, April 11th, 1951, at 8:00 P.M. in Room 153 of the Queen's Hotel.

A paper on the History and Development of the Steam Turbine Locomotive will be given by Mr. S.S. Worthen. It is hoped that all members will make an effort to attend and hear this interesting talk.

Items of Interest

On March 24th, Quebec Central Railway engine No. 45 was observed at North Jct., Montreal West, en route from Sherbrooke, Que. to Angus Shops, being pulled by Canadian Pacific engine No. 1085. No.45 had sustained considerable damage to the cab, and lacked its pilot and leading truck. This damage was the result of a derailment on February 9th at Mile 66, Chaudiere Subdivision, of the Quebec Central Railway. The engine slipped down a small embankment, after being derailed while operating with a snowplow.

This locomotive is one of five engines built to C.C.R. design at Kingston in 1912 and 1913. They are not of C.P. standard type and are numbered 41 to 45. No. 44 is presently on the Dominion Atlantic Railway, while No. 43 is being held in abeyance at Angus Shops. No decision has as yet been made whether No. 45 will be repaired or scrapped.

The Canadian National Railways has received delivery of four 800 hp diesel-electric switchers from the General Motors Diesel Ltd. of London, Ont. as a part of an order for 22 such locomotives. The four locomotives are numbered 8500-8503 and are in service in Toronto Terminal.

An additional order for twenty-four locomotives of the same type was placed by the C.N.R. in March. Half of these engines will be of the 800 hp type from General Motors Diesel Limited and half of the 660 hp type from Montreal Locomotive Works.

Through Montreal to Halifax (via Edmundston) freight trains on the Canadian National Railways will be hauled by diesel road locomotives within the next two months. Engine crews are now being trained to operate the twenty 1600 hp units to be assigned to this service, which were ordered from Montreal Locomotive Works last year.

E. J. & E. MIKADO FOR SYDNEY & LOUISBURG RAILWAY

The Sydney and Louisburg Railway on Cape Breton Island, Nova Scotia, has bought two Mikado type (2-8-2) steam locomotives from the Elgin, Joliet and Eastern RR. The first (E. J. & E #740) passed through Montreal recently and will probably become S. & L. #79. The second is expected to be E. J. & E. #723.

TWO C.P.R. D-10 CLASS LOCOMOTIVES SENT TO D.A.R.

Two Canadian Pacific Railway D-10 class Ten-wheelers (Nos. 1077 & 1079) have been sent to the Dominion Atlantic Railway for service on that line. These locomotives formerly ran on the Montreal-Wells River line but were replaced recently by diesel-electric locomotives (see October issue). Numbers 1077 and 1079 will replace D.A.R. Nos. 1041 and 1089 which were damaged in an accident and will probably be scrapped.

November 1949

RUTLAND DIESEL-ELECTRIFICATION

Representatives of the Electro-Motive Corporation and the American Locomotive Works recently spent a week on the Rutland Railroad making surveys of the line and estimates of cost for diesel-electric locomotives. It is expected that orders will eventually be placed for both freight and passenger units. The Rutland Railroad operates passenger service between Montreal, New York, and Boston, in connection with the C.N.R., H. & M., and N.Y.C.

Number 20, a Consolidation type (2-8-0) is being scrapped and No. 24 of the same class is expected to be next. A number of this class have already been scrapped and it is expected that this class, as well as other older steam locomotives, will be retired in the near future.

O.T.C. DISPOSES OF ITS OLD TORONTO STREET CARS

The Ottawa Transportation Commission is presently disposing of its street cars Numbers 950 to 960. These cars were built by the Toronto Railway in 1913. The Ottawa Electric Railway (now O.T.C.) purchased the cars in 1942 from the Toronto Transportation Commission to help relieve wartime traffic. After the war they operated in rush hour service. The 950 to 960 were Toronto Transportation Commission Numbers 1882, 1836, 1898, 1900, 1908, 1910, 1914, 1916, 1918 and 1926 respectively.

REMAINING CITY CARS OF QUEBEC RAILWAY LIGHT AND POWER SCRAPPED

After the city lines of the Quebec Railway, Light and Power Company were abandoned in 1948, a number of the 800-819 and 900-914 class cars were stored at Limoulin Shops of the C.R. L. & P. It has now been learned that these cars have recently been scrapped. They were one-man cars with single end and double trucks built in 1926 and 1929 by the Ottawa Car Co. The 900-914 were originally built as two-man cars.

This completes the disposition of the cars used in city operation by this railway.

Oct 10/1949

*Windsor Traws Sub
MP 1.88*

2 injured leads