PRINCE EDWARD ISLAND RAILWAY DIARY

C.H. RIFF

CNR 10-27 — 4-4-0 EIGHT-WHEEL TYPE 3'6" — X-4-a

CNR 10-27 were all built for the narrow gauge **Prince Edward Island Railway**. When the 4-4-0s were relettered **Canadian Government Railways**, all were assigned a haulage rating but no class.

In November 1923 five of the class, out-of-service at Charlottetown (**19-20, 23-24** and 27), were sold for $2500 each as construction locomotives to **Lamoreaux-Kelly Limited**, a Montreal contractor. They were reported as being used by this company during its contract to build the Newfoundland Power and Paper Company mill at Corner Brook (Bowater's Newfoundland Pulp & Paper Mills Limited after 1938). With the completion of the mill, the five 4-4-0s became **Armstrong, Whitworth & Company** 219-220, 223-224 and 227. They were used in the construction of the Main (Howley) Dam on Junction Brook near Corner Brook, before being scrapped at the end of the contract.

CNR 10 — 4-4-0 EIGHT-WHEEL TYPE 3'6" — X-4-a

The history for **10** is under CNR 18 (page X-8).

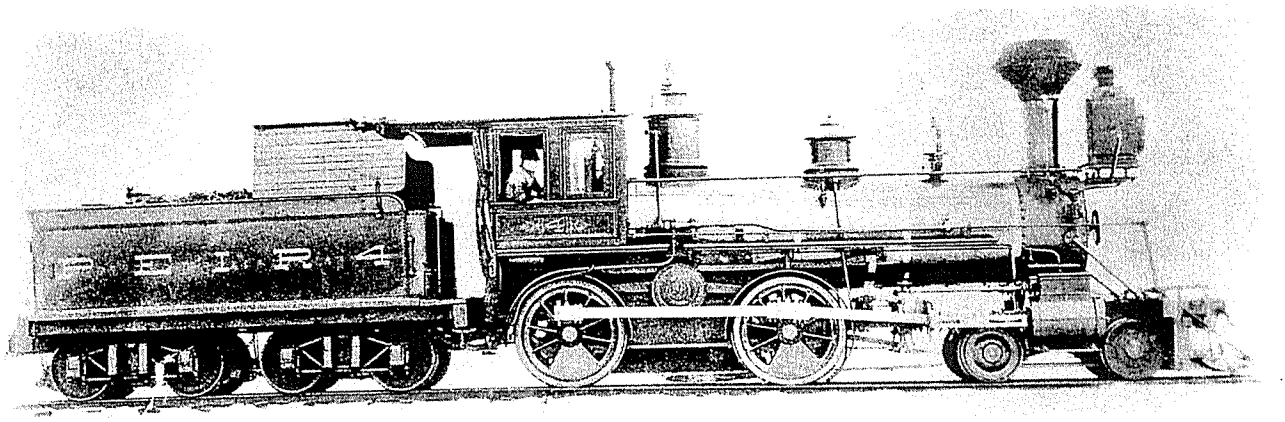
CNR 11-14 — 4-4-0 EIGHT-WHEEL TYPE 3'6" — X-4-a

Specifications							Appliances		Weights	Fuel Capacity		Length	Notes
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.	Drivers/Eng./Total	Water	Fuel		
14x18"	S	48"	139#	ST?	8000?	8%	sat		/ / 000	gals	tons	- '	[11-14]

Canadian Locomotive & Engine Company 1882 (C-6)

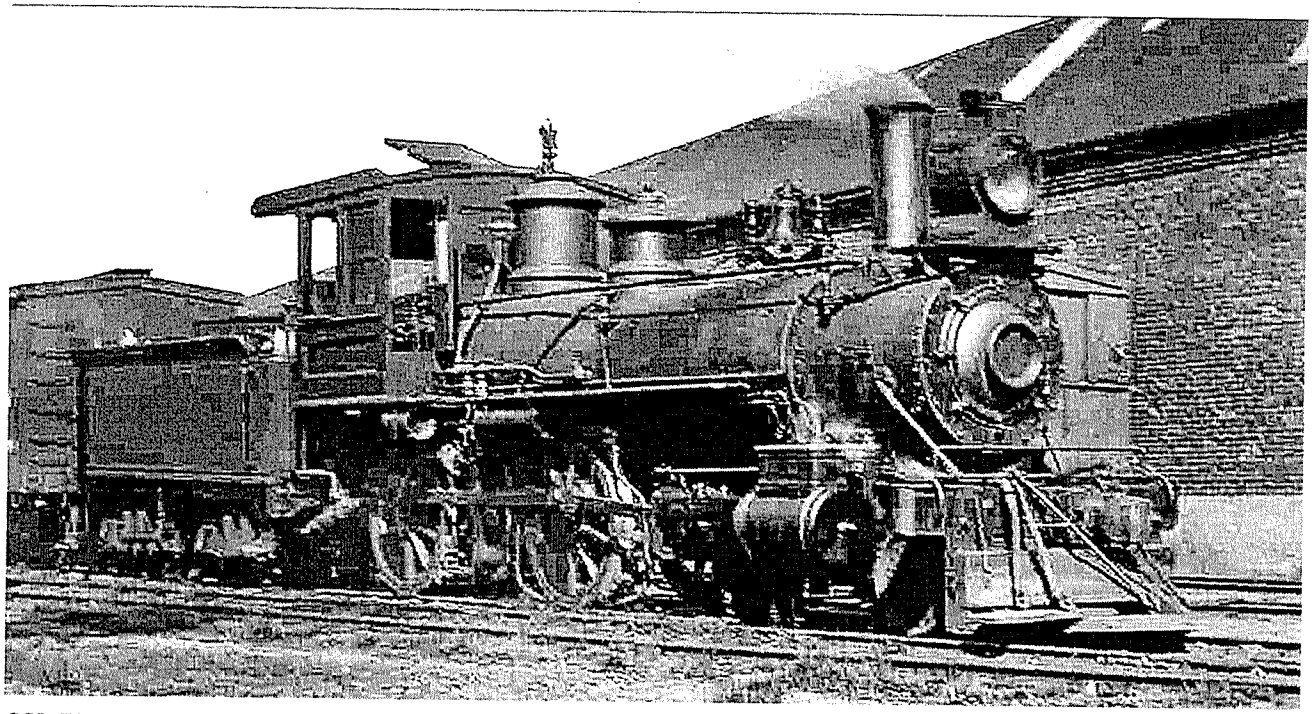
(4) Acquired by CNR 9-01-1919

	Serial	Shipped	New as	12-15-1915	Disposition
(11)	227	10-18-82	**PEIR 3/2**	**CGR (PEIR) 3**	Sc 9-30-20 AK
(12)	228	10-18-82	**PEIR 4/2***	**CGR (PEIR) 4**	Sc 9-30-20 AK
(13)	229	10-24-82	**PEIR 5/2**	**CGR (PEIR) 5**	Sc 9-30-20 AK
(14)	230	11-06-82	**PEIR 6/2**	**CGR (PEIR) 6**	Sc 9-30-20 AK



PEIR 4 (12) was posed dockside for its builder's photograph at Kingston in October 1882. The overexposure, obscuring some of the detail, was caused by the backlit view chosen by the photographer. He chose the view across the open water of the harbour to minimize distracting detail behind the image of the 4-4-0. [CL&ECO PHOTO/KENNETH S.MACDONALD COLLECTION]

PEIR 3-6 (11-14) were in the third order from the Kingston builder placed by the **Prince Edward Island Railway** to replace four Hunslet-built 4-4-0Ts with the same road numbers which had been sold in 1881 to the Harbour Grace Railway in Newfoundland. Although assigned new numbers and a class, all were dismantled before any CNR livery was applied.



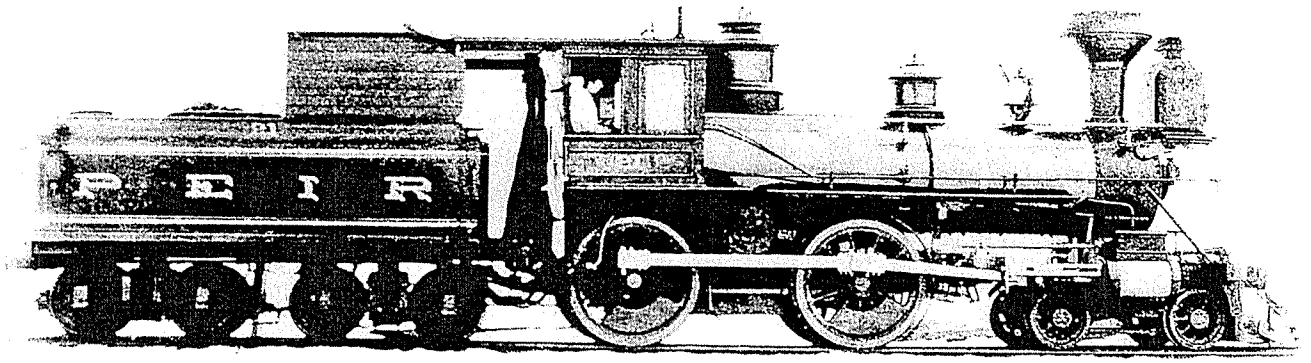
CGR (PEIR) 3 (11) at Summerside on September 5th 1917 had undergone some upgrading since its delivery thirty-seven years previously. Besides moving the sand dome towards the rear of the boiler, the smokebox had been extended, although still not far enough forward to eliminate the need for a base to support a newer style of headlight. The high coalbox bunker had disappeared and the slatted pilot altered to function as a footboarded snow plow. [JOHN TINKLER PHOTO/SIRMAN COLLECTION]

CNR 15 & 21 — 4-4-0 EIGHT-WHEEL TYPE 3'6" — X-4-a

Specifications							Appliances		Weights	Fuel Capacity		Length	Notes
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.	Drivers/Eng./Total	Water	Coal		
15x18"	S	69"	130#	ST?	8000?	8%	sat		/ / 000	gals	tons	- '	[15 new]
15x18"	S	54"	130#	ST?	8000?	8%	sat		/ / 000	gals	tons	- '	[15 rblt]
15x18"	S	62"	130#	ST?	9000?	9%	sat		/ / 000	gals	tons	- '	[21 new]
15x20"	S	48"	150#	ST?	11900?	12%	sat		45/ 70/ 000	gals	tons	- '	[21 rblt]

Canadian Locomotive & Engine Company 1884 (C-15) (2) Acquired by CNR 9-01-1919

	Serial	Shipped	New as	12-15-1915	Disposition
15/1	294	5-31-84	**PEIR 7**/3	**CGR (PEIR) 7**	Sc 2- -21 AK
21	295	5-31-84	**PEIR 21***	**CGR (PEIR) 21**	Sc 2- -21 A



PEIR 7 and 21 (15 and 21) were in a repeat order which continued the railway's preference for new locomotives to be constructed in Kingston. The builder supplied all the railway's needs for new power between 1876 and 1918, which would eventually total twenty-two 4-4-0 and eight 2-6-0 locomotives.

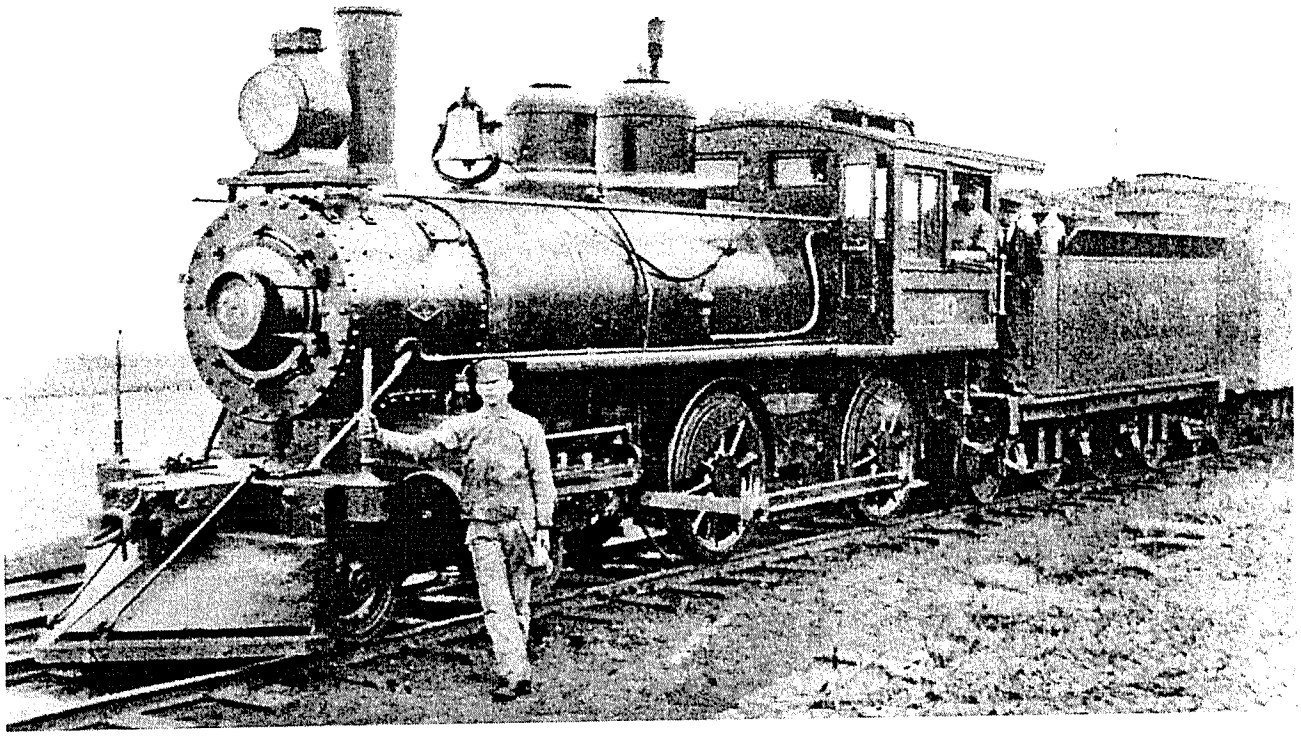
PEIR 21 (CNR 21) at the Kingston waterfront in May 1884, was photographed in the same location and in the same way as PEIR 4 (above) seventeen months earlier. However, there were some subtle differences between the two orders. PEIR 21 was built with a larger steam dome, a different style of driving wheel counterweights, and with spoked pilot wheels. The change in the style of tender lettering and numbering was perhaps the most obvious. [CL&ECO PHOTO/KENNETH S. MACDONALD COLLECTION]

CNR 16 & 20 — 4-4-0 EIGHT-WHEEL TYPE 3'6" — X-4-a

Specifications							Appliances		Weights	Fuel Capacity		Length	Notes
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.	Drivers/Eng./Total	Water	Fuel		
15x20"	S	48"	150#	ST	11000	12%	sat		45/ 70/102300	2250 gals	4 tons	46-1'	[16,20]

Canadian Locomotive & Engine Company 1899 — (2) Acquired by CNR 9-01-1919

	Serial	Shipped	New as	12-15-1915	Disposition	To	12-1924
16/1	470	7-29-99	**PEIR 8**	**CGR (PEIR) 16**	Sc 2- -23 AK		
20	471	7-29-99	**PEIR 20**	**CGR (PEIR) 20**	So11- -23 AD	**L-K 20**	**AW&Co 220**



Even with a clerestory cab roof, PEIR 20 (CNR 20), at the Charlottetown wharf about 1905, had more the appearance of a twentieth century steamer than the 4-4-0s delivered to the island between 1882 and 1887. By the time of the photograph, large numbers had replaced the railway's initials on the side of the tender, although the pin-and-link coupling system had yet to be replaced. The metal sheathing covering the pilot slats was a common feature on many PEIR steamers, not only to clear the line of light snow, but also to prevent accumulated snow and ice from derailing the pilot trucks. [FRITZ LEHMANN COLLECTION]

PEIR 8 and 20 (16 and 20) were shipped on flat cars, arriving in Moncton on August 7th 1890 in transit to the island. They continued their journey on the IRC to Pictou, loaded on the steamer *HILLSBOROUGH*, and arrived in Charlottetown on August 18th 1899. Both were removed from the roster as the conversion to standard gauge between Royalty Jct. and Tignish was accomplished on August 11th 1923. See the general note under CNR 10-27 for the disposition of 20 (page X-5).

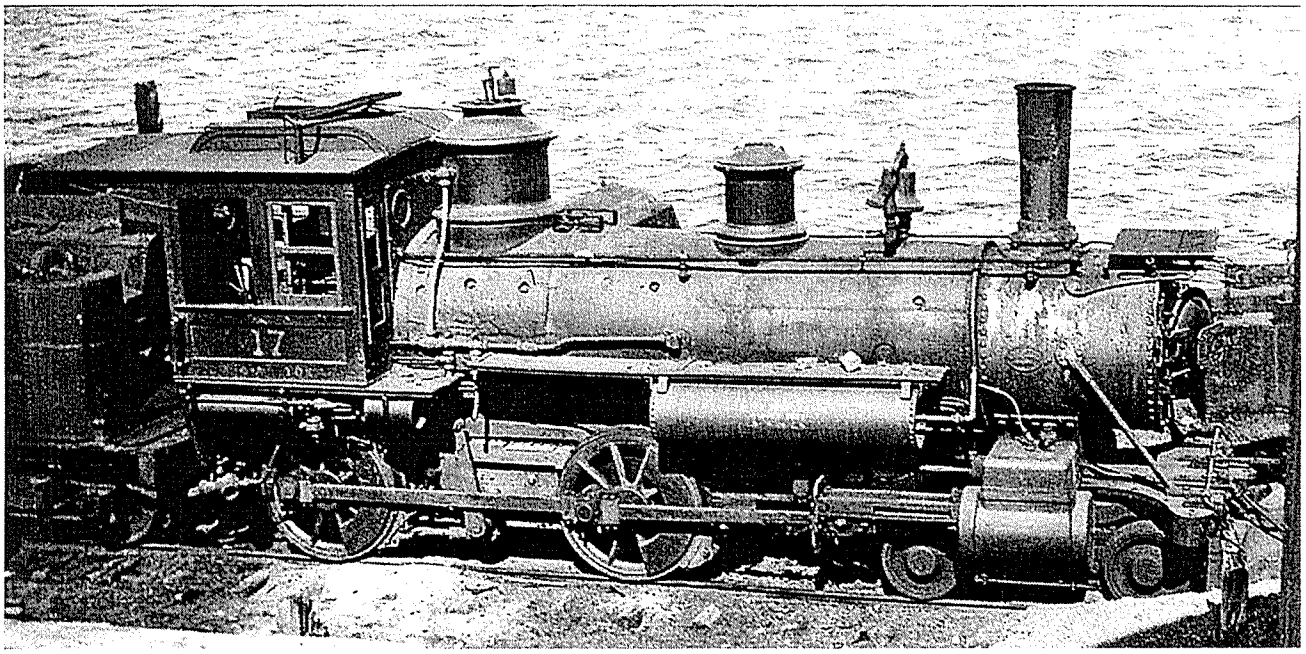
CNR 17 — 4-4-0 EIGHT-WHEEL TYPE 3'6" — X-4-a

Specifications							Appliances		Weights	Fuel Capacity		Length	Notes
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.	Drivers/Eng./Total	Water	Fuel		
15x20"	S	48"	130#	ST?	10000?	10%	sat		/ / 000	gals	tons	- '	

Canadian Locomotive & Engine Company 1887 (C-20) — (1) Acquired by CNR 9-01-1919

	Serial	Shipped	New as	12-15-1915	Disposition
17/1	326	6- -87	**PEIR 10**/2	**CGR (PEIR) 10**	Sc 7- -23 AK

PEIR 10 (17) was recorded in service by June 23rd 1887. It was removed from service as the conversion to standard gauge between Royalty Jct. and Tignish was completed on August 11th 1923.



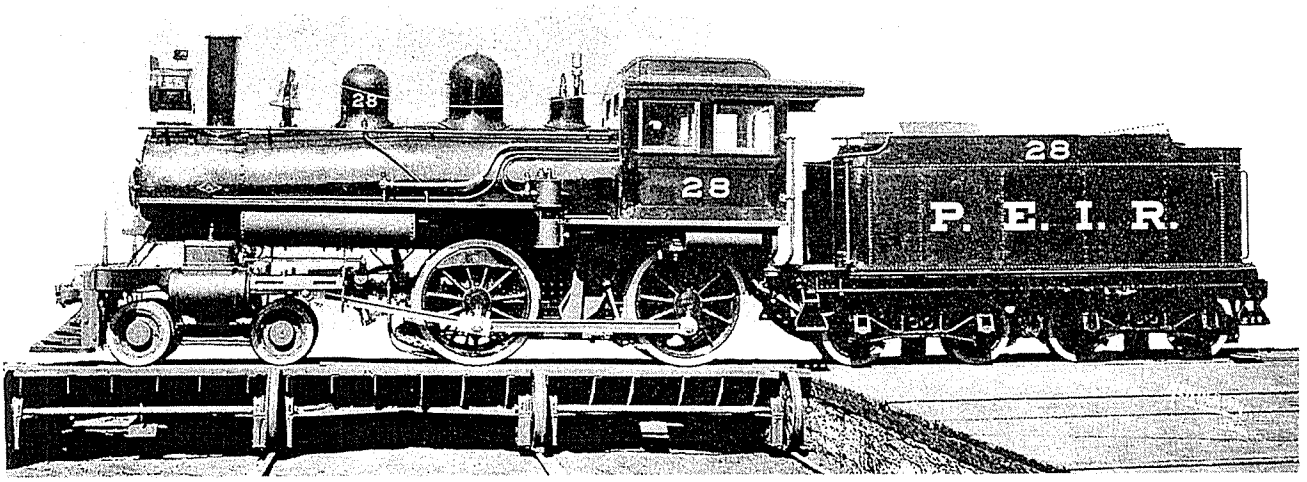
As the PEIR underwent standard gauging in the 1920s, all of the older power was removed from service. One of the earliest removals was CNR 17, believed to be on the Charlottetown wharf after its retirement in 1923, just before the gauge west of Borden was changed and the third rail removed in August 1923. Prior to the lifting of the rails, it and two others were shipped to Moncton for dismantling. CNR 17 was the first to be built with a cab clerestory roof, a PEIR practice which remained until 1904. [*CNR LOCOMOTIVE DATA CARD*]

CNR 10, 18-19, 26-27 — 4-4-0 EIGHT-WHEEL TYPE 3'6" — X-4-a

Specifications							Appliances		Weights	Fuel Capacity		Length	Notes
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.	Drivers/Eng./Total	Water	Coal		
15x20"	S	48"	130#	ST	8000?	8%	sat		/ 50/ 000	1800 gals	tons	- '	[10 new]
15x20"	S	54"	150#	ST	10900	11%	sat		45/ 70/126750	2200 gals	4 tons	47-4½'	[10 rblt; 18-19, 26-27]

Canadian Locomotive Company 1904 — (5) Acquired by CNR 9-01-1919

	Serial	Shipped	New as	by 11-1907	12-15-1915	Disposition	To	12-1924
10	616	4-30-04	**PEIR 1**/3		**CGR (PEIR) 1**	Sc 12- -24 AK		
18/1	617	4-23-04	**PEIR 11**/2		**CGR (PEIR) 11**	Sc 12- -24 A		
19	625	(4-19-04)	**PEIR 28**/1*	**PEIR 19**/2	**CGR (PEIR) 19**	So 11- -23 AD	**L-K 19**	**AW&Co 219**
26	618	4-30-04	**PEIR 26**		**CGR (PEIR) 26**	Sc 12- -24 AK		
27	619	5-04-04	**PEIR 27**		**CGR (PEIR) 27**	So 11- -23 AD	**L-K 27**	**AW&Co 227**



PEIR 1st 28 (19) was located for the company photographer on the transfer table at Kingston a few days before April 19th 1904, the day it was recorded shipped. The narrow gauge 4-4-0 was destined to travel further than most PEIR locomotives. Before entering service on what was to become its first island assignment, it had starred in the CLC's display at the 1904 World's Fair at St. Louis, Missouri. After twenty years on Prince Edward Island it moved to Newfoundland, working out its final assignments at Corner Brook. Although built with many turn-of-the-century appliances and design features, it still carried the trademark clerestory cab roof of an "Islander".
[CLC, HENDERSON PHOTO/QUEEN'S UNIVERSITY ARCHIVES]

PEIR 1, 11, 26 and 27 (**10, 18, 26** and **27**) were ordered in October 1903 and were on the Island by June 1904. PEIR first 28 (**19**) was shipped from CLC in April 1904 to the **World's Fair** held in **St. Louis**, Missouri as part of the Canadian Locomotive Company display. It was not delivered to the island railway until the fall of 1904. It was renumbered to second **19** sometime before 1907 either to fill the vacancy left by retired first 19 (0-4-4F CL&ECo 1880 #197?) or to avoid conflict with the new **PEIR 28** {#781}, which may have been numbered incorrectly by the builder.

All were removed from the roster after the conversion to standard gauge was completed between Royalty Jct. and Tignish on August 11th 1923. See the general note under CNR 10-27 for the disposition of **19** and **27** (page X-5).

CNR 15-18 (second)

See CNR Newfoundland Division list

CNR 20-21 — 4-4-0 EIGHT-WHEEL TYPE 3'6" — X-4-a

The history for **20** is under 16 (page X-7), the history for **21** is under 15 (page X-6).

CNR 22-23 — 4-4-0 EIGHT-WHEEL TYPE 3'6" — X-4-a

Specifications							Appliances		Weights	Fuel Capacity		Length	Notes
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.	Drivers/Eng./Total	Water	Fuel		
15x20"	S	48"	150#	ST	11000	12%	sat		45/ 70/102300	2250 gals	4 tons	46-1'	[22-23]

Canadian Locomotive & Engine Company 1900 — (2) Acquired by CNR 9-01-1919

	Serial	Shipped	New as	12-15-1915	Disposition	To	12-1924
22	496	9-29-00	**PEIR 22**	**CGR (PEIR) 22**	Sc 2- -23 AD		
23	497	9-29-00	**PEIR 23**	**CGR (PEIR) 23**	So11- -23 AD	**L-K 23**	**AW&Co 223**

PEIR 22 and 23 were built to the same specifications as PEIR 16 and 20 the year before. Both were removed from the roster during and after the conversion to standard gauge between Royalty Jct. and Tignish was completed on August 11th 1923. See the general note under CNR 10-27 for the disposition of **23** (page X-5).

CNR 24-25 — 4-4-0 EIGHT-WHEEL TYPE 3'6" — X-4-a

Specifications							Appliances		Weights	Fuel Capacity		Length	Notes
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.	Drivers/Eng./Total	Water	Fuel		
15x20"	S	54"	150#	ST	9910	11%	sat		45/ 70/127250	2250 gals	4 tons	46-4'	[24-25]

Canadian Locomotive Company 1901 — (2) Acquired by CNR 9-01-1919

	Serial	Shipped	New as	12-15-1915	Disposition	To	12-1924
24	520	12-17-01	**PEIR 24**	**CGR (PEIR) 24**	So11- -23 AD	**L-K 24**	**AW&Co 224**
25	521	12-26-01	**PEIR 25**	**CGR (PEIR) 25**	Sc 7- -23 AK		

PEIR 24 and 25 were shipped from Kingston to Pictou on CPR flat cars, loaded onto scows, and towed across the Northumberland Strait to Charlottetown. Both were removed from the roster during and after the conversion to standard gauge between Royalty Jct. and Tignish was achieved on August 11th 1923. See the general note under CNR 10-27 for the disposition of **24** (page X-5).

CNR 26-27 — 4-4-0 EIGHT-WHEEL TYPE 3'6" — X-4-a

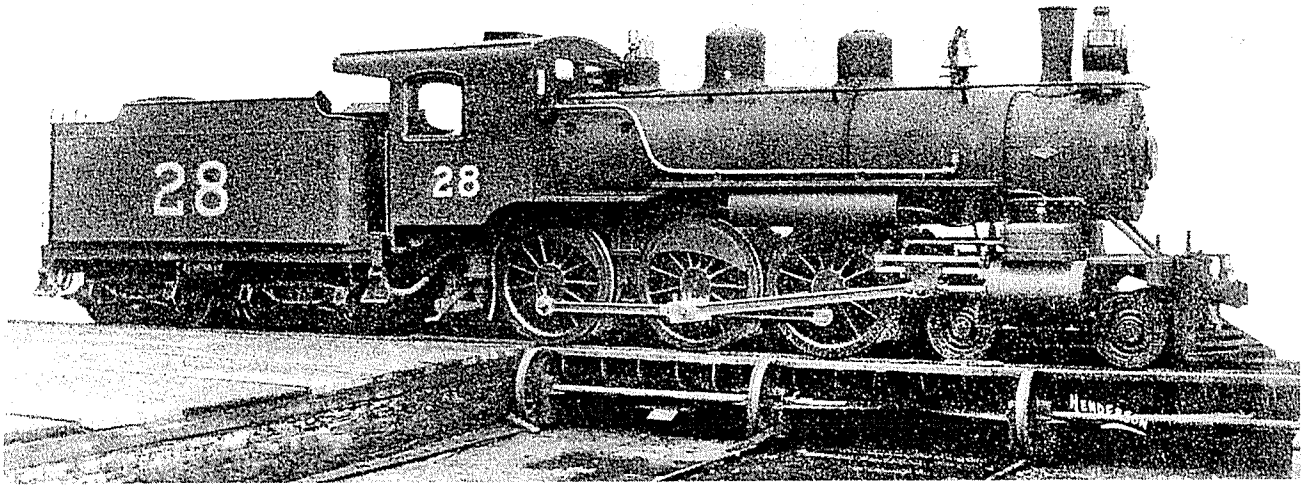
The history for 26-27 is under 10 (see page X-8).

CNR 28-31 — 4-6-0 TEN-WHEEL TYPE 3'6" — X-5-a

Specifications							Appliances		Weights	Fuel Capacity		Length	Notes
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.	Drivers/Eng./Total	Water	Coal		
16½x22"	S	57"	175#	ST	15600	16%	sat		74/ 95/162900	3000 gals	4 tons	43-6'	

Canadian Locomotive Company 1907 $9000 (4) Acquired by CNR 9-01-1919

	Serial	Shipped	New as	12-15-1915	Disposition
28	781	11-27-07	**PEIR 28/2***	**CGR (PEIR) 28**	Sc 5-31-27 AK
29	782	11-27-07	**PEIR 29**	**CGR (PEIR) 29**	Sc 5-31-27 AK
30	783	12-05-07	**PEIR 30**	**CGR (PEIR) 30**	Sc 5-31-27 AK
31	784	12-05-07	**PEIR 31**	**CGR (PEIR) 31**	Sc 5-31-27 AK



The last order for the PEIR consisted of four Ten Wheelers, which were to become the largest power on the railway. PEIR 2nd 28 (28), on the transfer table at Kingston in late November 1907, had an all-steel open cab with single side windows and small cab skirts, but no clerestory on the cab roof or turbo-generator for locomotive lighting. The simplified livery did not include the railway's name. [CLC, HENDERSON PHOTO/QUEEN'S UNIVERSITY ARCHIVES]

PEIR 28-31 were ordered by the **Prince Edward Island Railway** in two increments. The first pair was ordered in August 1906, and the second soon afterwards. The road number for **PEIR 28** was the second time it was used. It was either applied in error by the builder, or reused by the railway when the first 28 was renumbered to fill the vacancy left by the retirement of first 19.

When the four were relettered **Canadian Government Railways**, they were assigned a haulage rating but no class. All the 4-4-0s were removed from the roster either during or after the conversion of the line to standard gauge east of Royalty Jct. to Georgetown and to Elmira on August 22nd and 30th 1926 respectively.

CNR 32-35 — 4-6-0 TEN-WHEEL TYPE 3'6" — X-5-b

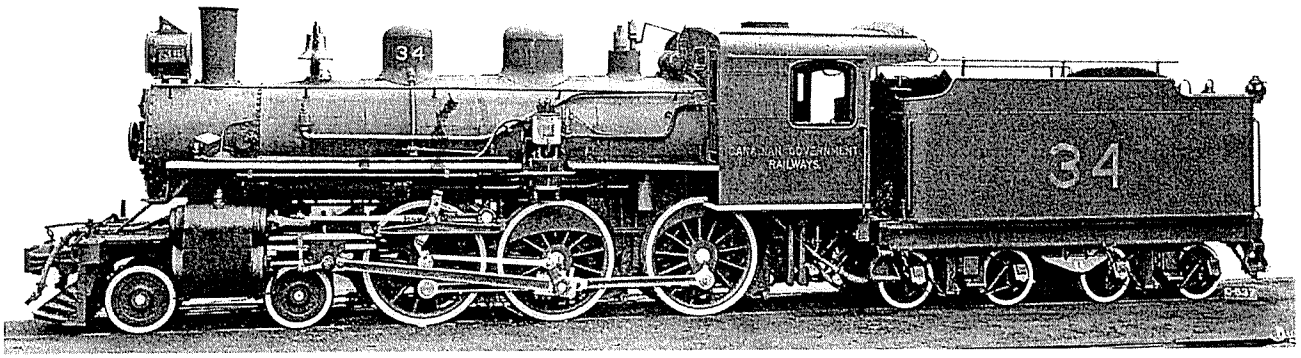
Specifications							Appliances		Weights	Fuel Capacity		Length	Notes
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.	Drivers/Eng./Total	Water	Coal		
16½x22"	W	57"	175#	EWT	15600	16%	SCH		77/100/171300	3000 gals	4 tons	51-7'	

Canadian Locomotive Company Limited 1918 (C-527) $34,571 (4) Acquired by CNR 9-01-1919

	Serial	Shipped	Delivered	New as	Disposition
32	1521	8-22-18	9-13-18	**CGR (PEIR) 32**	Rs 12-31-30 AD Sc 12-22-32 AK
33	1522	8-29-18	9-13-18	**CGR (PEIR) 33**	Rs 12-31-30 AD Sc 12-22-32 AK
34	1523	9-28-18	10-02-18	**CGR (PEIR) 34***	Rs 12-31-30 AD Sc 12-22-32 AK
35	1524	9-28-18	10-02-18	**CGR (PEIR) 35**	Rs 12-31-30 AD Sc 12-22-32 AK

PEIR/CGR 32-35, ordered in January 1918 for the **Prince Edward Island Railway**, were lettered **Canadian Government Railways** on the cab when delivered from Kingston. The dates shown under "Delivered" (above) are considered to be the arrival or in-service dates on the Island. They carried a CGR haulage rating but no class.

CNR 34, powering the last narrow gauge, was run on September 27th 1930 between Murray Harbour and Charlottetown. They were removed from service on the date used above, although Issue B of the X-5-b *CNR Mechanical Department Locomotive Diagrams* show all four were "Removed From Records, Mar'31". All went to scrap without being converted to standard gauge.



The Canadian Locomotive Company, by far the preferred builder of PEIR steam power, built the last group for use on the island, even though it was operated by the CGR. CGR 34 (34) at Kingston in September 1918 was delivered similar in design to the previous 4-6-0s, except for being superheated, equipped with a turbo-generator, and a full open steel cab. Altered markings included the Government road's name on the side of the cab. [CLC, BUTLER PHOTO C-537/ QUEEN'S UNIVERSITY ARCHIVES/DON MCQUEEN COLLECTION]

X-5-b
X-6-a

CNR 36 — 0-4-0T PANNIER SADDLE TANK TYPE — X-6-a

Specifications							Appliances		Weights	Fuel Capacity		Length	Notes
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.	Drivers/Eng./Total	Water	Fuel		
14x24"	S	44"	#	ST	00		sat		/ / 000	gals	wood	25-9'?	[orig 0-4-0T]
14x24"	S	44"	130#	ST	00		sat		48/ 40/ 57000	1245 gals	2½ tons	25-9'	[rblt GWR 0-4-2T after 1874]
14x24"	S	45"	130#	ST	11551	12%	sat		51/ 51/ 51000	1245 gals	2½ tons	25-9'	[rblt GTR 0-4-0T btwn 6-01 & 05]

M.W. Baldwin & Company 1872 — (1) Acquired by CNR 3-01-1923

	Serial	Shipped	New as	af. 1874	1882	1898	1902?	1902	To	1-1910	Disposition	To
			0-4-0T	0-4-2T	0-4-2T	0-4-2T	0-4-0T	0-4-2T	F8	F8		
—	2941	10- -72	GWR 308	GWR 408	GTR 903						So 6- -97	??
36	2943	10- -72	**GWR 309**	**GWR 409**	**GTR 904**	**GTR 610**	**GTR 7**		11-04	**GTR 2543**	So 7- -23 HQ	**Knox**
—	2953	11- -72	GWR 310	GWR 410	GTR 905	GTR 611		GTR 8	11-04	GTR 2541	So 5- -12	McG
—	2954	11- -72	GWR 311	GWR 411	GTR 906	GTR 612		GTR 9	11-04	GTR 2542	So 5- -12	McG
—	2959	11- -72	GWR 312	GWR 412	GTR 907						So 6- -97	??
—	2961	11- -72	GWR 313	GWR 413	GTR 908						So 6- -97	??

CNR 36 was one in an order of six standard gauge 0-4-0 wood-burning switchers built for the **Great Western Railway of Canada**, although the Baldwin records have them listed as 0-4-0T types. The identity of the original road numbers cannot be confirmed, and the numbers 308-313/408-413 are speculative. The build-date for GWR 309 (36) is given as September 1872. Sometime after 1874 GWR rebuilt the group into coal-burning 0-4-2T locomotives and may have renumbered them at that time. After amalgamation, they became **Grand Trunk Railway of Canada** switchers, with only GTR 6 and 7 (37 and 36) were rebuilt again as 0-4-0T types, sometime between June 1901 and June 1905 – perhaps in 1902 when they were renumbered.

Three of the 0-4-2Ts were sold in 1897 to an unidentified buyer. In 1912 two went to F.H. McGuigan Construction Company, thus leaving only the two 0-4-0Ts becoming CNR locomotives. The 0-4-0Ts were referred to as "Dinkey Type" in the *CNR Mechanical Department Locomotive Diagrams*. **CNR 36** was sold to **Knox Brothers**, a dealer or contractor from Montreal. The disposition of the other is unknown, although it might have been resold to the Harbour Commissioners of Montreal (see CNR 37 below).

CNR 37 — 0-4-0T PANNIER SADDLE TANK TYPE — X-6-a

Specifications							Appliances		Weights	Fuel Capacity		Length	Notes
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.	Drivers/Eng./Total	Water	Fuel		
14x24"	S	44"	#	ST	00		sat		/ / 000	gals	wood	- '	[see CNR 36]

M.W. Baldwin & Company 1873 $5300 — (1) Acquired by CNR 3-01-1923

	Serial	Shipped	New as	af. 1874	1882	1898	1902?	To	1-1910	Disposition	To
			0-4-0T	0-4-2T	0-4-2T	0-4-2T	0-4-0T	0-4-0T F8	0-4-0T F8		
—	3349	8- -73	GWR 418	GWR 396	GTR 897					So 5- -97	??
—	3353	8- -73	GWR 419	GWR 397	GTR 898					So 5- -97	MJH
—	3358	8- -73	GWR 420	GWR 398	GTR 899					So 9- -97	AO
37	3374	8- -73	**GWR** (321) or **421**	**GWR 399**	**GTR 900**	**GTR 609**	**GTR 6**	11-04	**GTR 2544**	So 2- -25 MHC	**LDL**

The provincial railway was incorporated in 1871 to build a 3'6" gauge line across the island. In 1873 the Government of Canada became owner of the province's railway and operated it as the PEIR until its inclusion into the CGR in 1915. It became part of the CNR in 1919. The line was standard gauged in stages; the lines west of Borden in 1923; east and north of Borden in 1926, and the Murray Harbour and Vernon Branches in 1930. The narrow gauge locomotives (except #1521-1524) were scrapped rather than having their gauge changed.

PEIR	1	:3rd	4-4-0	n	1904-1918	616-619
PEIR	3-6	:2nd	4-4-0	n	1882-1918	227-230
PEIR	7	:2nd	4-4-0	n	1884-1918	294-295
PEIR	8	:2nd	4-4-0	n	1899-1918	470-471
PEIR	10	:2nd	4-4-0	n	1887-1918	326
PEIR	11	:2nd	4-4-0	n	1904-1918	616-619
PEIR	15-18	:1st	4-4-0	n	1876-1904?	(159-162)
PEIR	19-20	:1st	0-4-4F	n	1880-1907?	(197-198)
PEIR	19	:2nd	4-4-0		1907-1918	625
PEIR	20	:2nd	4-4-0	n	1899-1918	470-471
PEIR	21		4-4-0	n	1884-1918	294-295
PEIR	22-23		4-4-0	n	1899-1918	496-497
PEIR	24-25		4-4-0		1901-1918	520-521
PEIR	26-27		4-4-0	n	1904-1918	616-619
PEIR	28	:1st	4-4-0	n	1904-1907	625
PEIR	28;29-31	:2nd;1st	4-6-0	n	1907-1918	781-784
CGR	32-35		4-6-0		1918	1521-1524

Equipement Bertrand Proulx (dealer), Ste.Catherine, Quebec.

EBP	3004 ?	20-Ton DH Switcher	1995		3004

Qu'Appelle Long Lake & Saskatchewan Railroad and Steamboat Company.

Incorporated in 1883 as a land and water route, contractor-owner **James Ross** initiated building the line between Regina and Prince Albert that was completed in 1890 by Holt, Mann & Mackenzie. It was leased by the British owners to the CPR who operated it between 1890 and 1907, the year it was purchased by the CaNoR by out-bidding the CPR.

QLL&S	1	2-6-0	n	1889-1890?	365-367

Quebec & Lake St.John Railway Company.

Originally incorporated as the Quebec & Gosford Railway Company in 1869 to build north of Quebec City, the name was changed in 1870 to Q&LSJ when its charter extended its rights to build to Roberval in the Lake St.John district. **H.J.Beemer** built the line between 1884 and 1888. In 1906 Mackenzie, Mann & Company purchased the railway. In 1912 it had become the property of the CaNoR, and was operated as part of the CNQ. It became part of the CNR family in 1919.

Q&LSJ	7		4-4-0?	?n	?1883-1912	264
Q&LSJ	9-10		2-8-0 >2-6-0	n	1886-1912	319-320
Q&LSJ	11	:1st named	4-4-0 ?	n?	1887-1899?	(318)
Q&LSJ	11	:2nd named	4-4-0		1899-1912	(183-190)
Q&LSJ	12-13 named		2-6-0	n	1889-1912	366-367

Quebec Central Railway Company.

Chartered as the Sherbrooke Eastern Townships and Kennebec Railway Company in 1869, the name was changed to QC in 1875. By 1881 the line which utilized the valleys of the Chaudiere and St.Francis Rivers extended from Sherbrooke to Levis and by 1894 from Tring Jct to Megantic. In 1913 CPR leased the QC.

QC	9-10		4-4-0	n	1882-1909	(222-223)
QC	13-14		4-4-0	n	1890-1923	389,387
QC	16-17		4-4-0	n	1896-1934	452-453
QC	18-19	:1st	4-4-0	n	1897-1902	458-459
QC	20-21		4-4-0	n	1899-1934	477-478
QC	26-27		2-6-0	n	1906-1939	694-695
QC	28-29		2-6-0	n	1906-1951	749-750
QC	30-31		4-4-0	n	1908-1939	799-800
QC	32-33		2-6-0	n	1908-1940	875-876
QC	34-35		4-6-0	n	1910-1940	948-949

Described as a CPR construction engine working in the Kootenay region of B.C., it may have returned to CLC for scrap, but was refurbished for the V&S. V&S 2 was retired sometime before 1910 and eventually scrapped in Victoria, B.C. in 1918, still lettered as V&S no.2.

(197 to 198)? 1880

2 Fairlie-Mason Type 0-4-4F

14x18 48" ---# --000 ---000 --000 - 3'6" wood?

Prince Edward Island Railway 1st 19-20 were reported shipped on November 6, 1880, arriving in Charlottetown on November 18, after traversing the Northumberland Strait from Pictou on the steamer SOUTHPORT. <CLC is blank> The Kingston *British Whig* had several reports of the PEIR locomotives under construction beginning in November 1879. Both were eventually scrapped; PEIR 19 was removed from the roster between 1899 and 1907, whereas PEIR 20 had been removed prior to 1899.

PEIR 19-20 were the only locomotives built in Kingston of the Fairlie-Mason 0-4-4F Type. These single-ended locomotives had a rigid frame attached to the firebox that was extended to support both the cab and 4-wheel tender. [Illustrations of similar Fairlie-Masons can be found in Lavallee: *Narrow Gauge Railways of Canada,* p19] Their structure was somewhat similar to the double-ended Fairlees that were designed by Robert Francis Fairlie (1831-1885), and built primarily by the British firm Avonside Engine Company between 1871 and 1881, several of which saw service in Canada. As early as 1873 William Mason (1808-1883), acquired the U.S. patent rights to manufacture Fairlie designed locomotives, hence the hyphenated name for the type. Apparently the CL&ECo arranged a licencing agreement with the Taunton, Massachusetts company to build PEIR 19-20.

1881

Contracts 1 to 25

At this point the CLC Locomotive Record begins again assigning serial numbers with some of its customers, and provides many road numbers and some specifications. It is possible that with reorganization, the CL&ECo began to assign contract numbers with its orders; others, built in 1881-1882 without numbers, may have been contracted before the reorganization. Contract numbers 1 through 29 were used sporadically until the Dübs take-over in 1888. There still is evidence in the record - especially in the use of subsequent customer names and road numbers, that this part of the serial list was compiled at a much later date.

columns for date shipped, road number and specifications are blank; '#1' is listed in the Contract number column>. It was reported under construction during mid July 1879. A newspaper account of September 22, 1879 described the R.W.ELLIOT hauling Governor-General Marquess of Lorne's train on the CVRY. It may have gone back to the Kingston builder for an extensive overhaul in 1882, if its 'new' appearance has been accurately described by the Kingston press. CVRY 8 became **CPR I:1st 180** at the time of the CPR lease in March 1884 and was scrapped in December 1899.

(200)? 1880

1 American Standard Type 4-4-0

17x24 62" ---# 79000 ---000 --000 - [A3A]

Thunder Bay Branch of the Pacific Railway no.8, named **H.NUTTALL,** (superintendent of the CE&MCo and CL&ECo between 1874 and 1881) was acquired new in 1880. <CLC is blank>. Joseph Whitehead used eight locomotives while constructing his sections of the Pembina and Thunder Bay Branches of the Pacific Railway during 1877 and 1880. His first piece of motive power is likely one of the best known steam locomotive in Canadian history - CPR no.1 COUNTESS OF DUFFERIN - although his last, no.8, was the only Kingston-built locomotive of the group. After no.8's delivery to Winnipeg, via the St.Paul, Minneapolis & Manitoba Railway, Whitehead used it on his short-lived contract building the Thunder Bay Branch. When he left the project in 1880, it, along with the other seven locomotives, was turned over to the contractors for the **Department of Public Works for the Government of Canada** who finished the work by 1883. In September 1883 Government no.8 became **CPR I: 2nd 71** until Novemeber 1908, when it was classed and renumbered to **CPR A3A II: 28.** It was scrapped in February 1910.

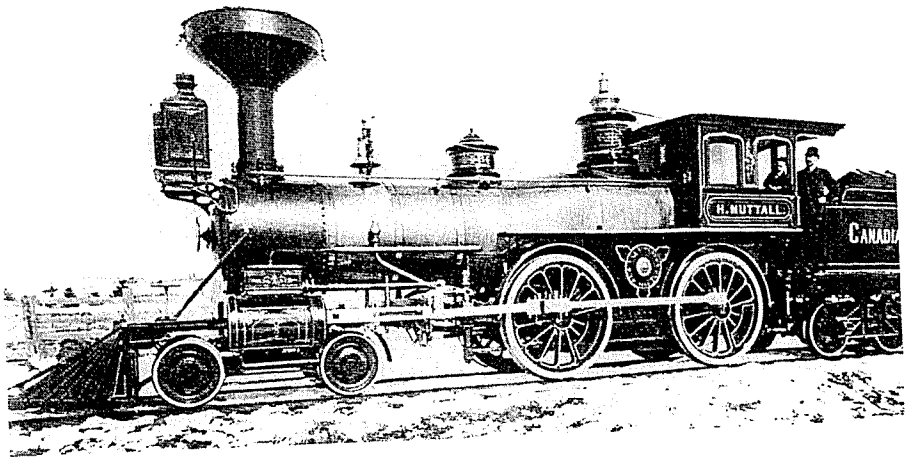
1881

During 1881 the Kingston press reported delivery of four locomotives that appear neither in the existing CLC record nor in railway records. Nor did the reconstructed CLC serial record that left 60 unassigned spaces allow for the 64 locomotives known or reported to have been built in Kingston - including these four locomotives.

4? American Standard Type 4-4-0?

--X-- --" ---# --000 ---000 --000 -

The order for these four **Halifax & Cape Breton Railway**



No.8 H.NUTTALL, even though lettered for the CPR, was actually owned by Joseph Whitehead, the contractor who built parts of the CPR in central Canada. This image was one of two exposed in the early spring of 1880 along the K&P north of Kingston. The other differed from this one in that there were no people, and the name of the locomotive was ST. BONIFACE. The CL&ECo may have had the photograph of H.NUTTALL taken for promotional reasons, and the name assigned to the CPR construction locomotive no.8 was actually the ST.BONIFACE. Note the design of the CL&ECo builders plate in this photograph.
CLC- Sheldon & Davis photograph?, Bill Thomson collection.

1904 the 100-series were renumbered to **GTR N1 class 155-159** (16x24); the 300s and 500s became part of the **GTR J4 class** (17x24) and numbered between **357 and 367.** GTR N1 155 was sold in 1907 to **J.B.Smith & Sons Lumber Co,** (possibly as its **no.3**) working in Callander, Ontario until it was retired for scrap in 1923. In 1910 the surviving N1 and J4 classes were renumbered for the fifth and last time

(158)?

1875

1 **American Standard Type** 4-4-0

--x-- --" ---# --000 ---000 --000 - wood

Kingston & Pembroke Railway 1st 2, named **T.M.CARSWELL,** may have been delivered in September 1875. <CLC is blank; but lists the build-date for #196 (K&P no.4) as 1875>. K&P 2 has also been confused with K&P 4 [#196] as the locomotive that became Victoria & Sidney Railway no.2 in 1893. (The editors believe that it was K&P 4 that became V&S 2, and that some of the history associated with V&S 2 belongs to this 4-4-0). K&P 2 may have been CE&MCo's entry in the **American Centennial Exhibition** at Philadelphia, Pennsylvania in 1876, before being delivered to the K&P. This locomotive, which does not appear in CPR records, was off the K&P roster before the CPR lease in 1913, but may have been used by the CPR in construction contracts in the Kootenay area of B.C. during the late 1880s and 1890s.

(159 to 162)?

1876

4 **American Standard Type** 4-4-0

14x18 48" ---# --000 ---000 --000 - 3'6" wood?

Prince Edward Island Railway [PEIR] 15-18 were reported ordered in September 1874 and shipped on June 15, 1876. All were retired for scrap sometime between 1904 and 1918, without being converted to standard gauge.

(163 to 164)?

1876-1877

2 **American Standard Type** 4-4-0

16x24 62" 130# 70000 ---000 --000 -

Intercolonial Railway of Canada 1st 101-102, shipped in 1876, and June 1877 respectively, may have been part of the 1875 order under #(137-146). In 1894 **IRC 101** was sold to **M.J.Hogan,** a Montreal railway contractor who at the time was working in the Maritimes. In 1899 **IRC 102** was sold, presumedly for scrap, to **A.E.Peters** of the **Record Foundry** located in Moncton, New Brunswick.

(165)?

1877

1 **American Standard Type** 4-4-0

16x24 62" ---# --000 ---000 --000 - [CPR]

Brockville & Ottawa Railway no.**8**(?) was shipped on March 29, 1877, according to the Kingston *British Whig,* and subsequently reported it in service on April 8, 1877. With the amalgamation into the **Central Canada Railway** in 1878, B&OR 8 locomotive may have become CCR 11. Canadian Pacific Railway records show a CCR 11 (4-4-0 16x24 62") as being built in Kingston at some unknown date. For the record, CCR 11 became **CPR I: 1st 211** in June 1881 before it was sold in October 1889 as **Great North West Central Railway Co.** no.**2.** It was off the GNWC roster by 1900.

(166)?

1877

1 **American Standard Type** 4-4-0

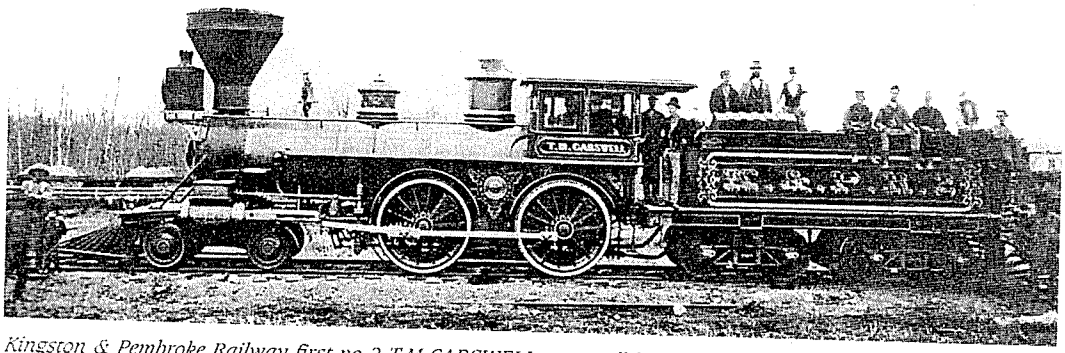
16x22 60" ---# 66000 ---000 --000 -

Northern & Northwestern Railway 2nd 29 may have been built under this serial and delivered in 1877. At the time of amalgamation in 1888, N&NW 29 became **GTR 650.** In 1898 it became **GTR 12** and was scrapped in October 1899.

147 to 157

CLC#		Shipped	1882	NB	1898	1904		3-1907	1910		
(147)?	GWR 167	6-07-72	GTR 734	1-88	GTR 343	GTR 359	J4		GTR 2063	Sc	5-15
(148)?	GWR 169	6-27-72	GTR 735		GTR 518	GTR 367	J4		GTR 2065	Sc	2-17
(149)?	GWR 171	7- -72	GTR 736		GTR 132					Sc	11-01
(150)?	GWR 173	8-6?-72	GTR 737		GTR 133	GTR 155	N1	JBS 3?		Sc	-23
(151)?	GWR 175	8- -72	GTR 738		GTR 134	GTR 156	N1		GTR 1985	Sc	9-11
(152)?	GWR 177	9- -72	GTR 739		GTR 135	GTR 157	N1		GTR 1986	Sc	4-11
(153)?	GWR 179	9-11-72	GTR 740		GTR 507	GTR 366	J4		GTR 2064	Sc	9-14
(154)?	GWR 181	9-24-72	GTR 741	1-89	GTR 342	GTR 358	J4		GTR 2062	Sc	11-16
(155)?	GWR 183	10- -72	GTR 742	2-86	GTR 357	GTR 357	J4			Sc	9-08
(156)?	GWR 185	10- -72	GTR 743		GTR 136	GTR 158	N1			Sc	6-06
(157)?	GWR 187	11- -72	GTR 744		GTR 137	GTR 159	N1		GTR 1987	Sc	7-12

NB= New boilers installed by GTR, shop unknown.



Kingston & Pembroke Railway first no.2 T.M.CARSWELL may well have represented what newspapers of the period described as 'beautiful', especially with its ornate lettering. What the media fails to tell us, likely because it would be stating the obvious at that time, was what colour combinations were used on these locomotives. The delivery of wood-burning K&P 2 in 1875 may have provided the occasion for the photograph to be taken at a now unknown location - although the background suggests the limestone plain north of Kingston. By this time the CE&MCo had changed the design of its builders plate from that of 1873, but not the location on the engine.

switched the plant until sold for scrap to the **United Steel & Metal Company. TH&B 47** went to **DOFASCO** as no.4, remaining in service until scrapped. In 1952 **TH&B 2nd 48** became **STELCO 48** and was used as one of the company switchers for another three years.

1515 to 1520

1918

6 Six-wheel Switcher 0-6-0 C-536

21x26 51" 180# 154400 252400 54400 (35%) 41-1'

Canadian Government Railways S6-2I 844-849 (170%) were delivered in July 1918. They were early examples of superheated switchers. In 1919-1920 they became **CNR O-12-d 7333-7338.** All were retired for scrap but only CNR 7336 was sold as scrap to **Western Iron & Metal,** in Fort William, Ontario.

1521 to 1524

4 Ten-wheel Type 4-6-0 C-537

16½x22 57" 175# 100100 171500 15600 (16%) 44-1" 5-6"

Prince Edward Island Railway 32-35 were shipped in August and September 1918 and arrived on the Island dur September and October. <CLC lists the customer as P.E.I.R. (Can.Govt.Rwys.)>. Lettered **Canadian Government Railways** on the cab, they carried a CGR haulage rating c 78%, but no class. Very shortly afterwards, they became C **X-5-b 32-35** and were converted to standard gauge betwe 1927 and 1930. The last narrow gauge run on September 1930 was powered by X-5-b 34 (in the photo below). All four were retired for scrap in 1930 but not written off as s untill 1932.

1509 to 1514

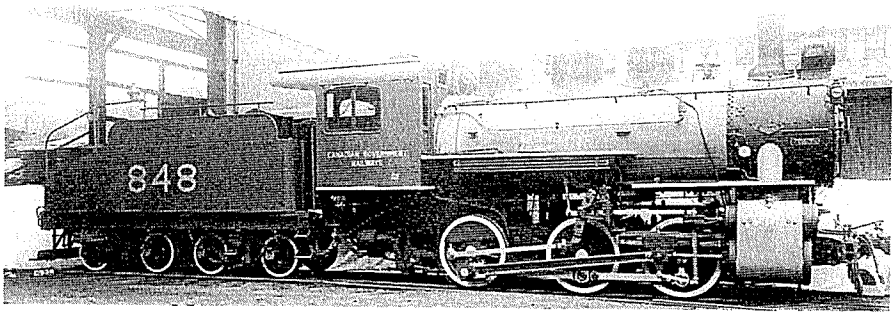
CLC#		Shipped							
1509	**TH&B 49**	5-13-18	-			**NSC**	**8**	3- -51	
						US&M		Ss -54	Sc 3- -55
1510	**TH&B 50**	5-18-18	**TH&B**	**47**	10-47	**DOFASCO**	**4**	12-06-51	Sc -53
1511	**TH&B 51**	5-30-18	**TH&B**	**48**	10-47	**STELCO**	**48**	12- -52	Sc 4- -55
1512	**TH&B 52**	5-31-18	**CaNoR**	**500**	8-18	**CNR**	**7302**	-19	Sc 12-28-56
1513	**(TH&B 53)**	6-06-18	**CaNoR**	**501**	6-18	**CNR**	**7303**	-19	Sc 12-21-56
1514	**(TH&B 54)**	6-08-18	**CaNoR**	**502**	6-18	**CNR**	**7304**	-19	Sc 4-30-58

1515 to 1520

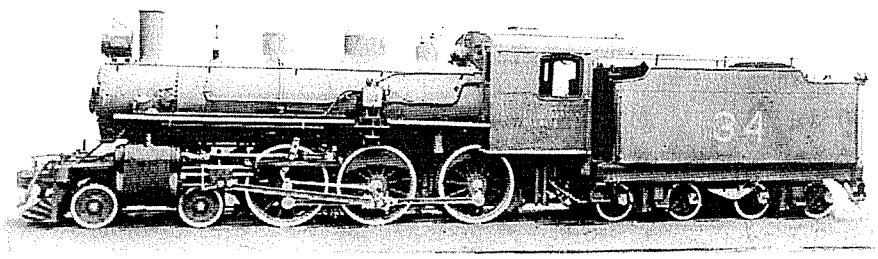
CLC#		Shipped	1919		
1515	**CGR 844**	7-05-18	**CNR 7333**	Sc	3-14-60
1516	**CGR 845**	7-10-18	**CNR 7334**	Sc	4-21-60
1517	**CGR 846**	7-12-18	**CNR 7335**	Sc	6-21-61
1518	**CGR 847**	7-22-18	**CNR 7336**	Ss WI&M	5-26-60
1519	**CGR 848**	7-24-18	**CNR 7337**	Sc	8-30-57
1520	**CGR 849**	7-31-18	**CNR 7338**	Sc	11-07-56

1521 to 1524

CLC#		Shipped	CGR	1919	
1521	**CGR (PEIR) 32**	8-22-18	9-13-18	**CNR 32**	Sc 12-22-32
1522	**CGR (PEIR) 33**	8-29-18	9-13-18	**CNR 33**	Sc 12-22-32
1523	**CGR (PEIR) 34**	9-28-18	10-02-18	**CNR 34**	Sc 12-22-32
1524	**CGR (PEIR) 35**	9-28-18	10-02-18	**CNR 35**	Sc 12-22-32



CGR class S6-2I 848, (170%) was positioned for portrait below Ontario Street, at the west end of th coke and scrap iron storage shed. The streetscap view of Ontario Street would eventually disappea the construction of the machine shop in 1941. It w the fifth locomotive in the only order for switchers placed by CGR with CLC. In addition to the builder plate mounted on the smokebox, a (Schmidt) Locomotive Superheater Company plate was below The superheater, and a turbo-generator mounted a of the cab on top of the firebox for electricity, are j two pieces of evidence to illustrate the fact that eve yard switchers were now built with the technologic advances previously applied to main line motive po
CLC- photographer unknown, Don McQueen collect



PEIR 4-6-0 34 was the second-last locomotive bui for the island railway. The four Ten-wheelers in thi order were in service only fifteen years - victims of size once the PEIR standard gauged and began to operate mainland locomotives. When compared to t last standard gauge 4-6-0s built five and half year previously for the predecessor IRC {#1034-1036} which had a 9x3.4' firebox, a 30.7 sq.ft. grate, an 2050 sq.ft.of total heating surface, the narrow-gau Islanders had only a 7.3x2.45' firebox, 18 sq.ft gr and 952 sq.ft. of superheated surface. The PEIR he 2,000 imperial gallons less than did the IRC 5000- gallon tender and 4 tons of coal - 6 tons less than IRC 4-6-0.
CLC- Butler photograph, Don McQueen collection.

Railway as 29 and 30. In 1929 they became **Northern Alberta Railways 29-30.** In 1920 TEM 103 was sold to **Canadian Equipment Company Limited** who resold it in 1921 to **Baldry Yarburgh & Hutchinson Construction Company 103?**, and like the other BY&H 4-6-0, its ultimate disposition is unknown.

615 — 1904

1 American Standard Type 4-4-0

18x24 63" 180# 110000 201000 18880 (18%) 47-0'

Central Ontario Railway 14 was delivered on June 2, 1904; the second of two 4-4-0s delivered to the COR. {See #628 below}. By January 1912 it had been renumbered to **CaNoR A-20-A 47.** After 1919 it became **CNR A-20-a 120** and was retired on December 31, 1924.

Prince Edward Island Railway 3rd 1, 2nd 11; 26-27, and **1st 28** were shipped during April and May 1904. In April PEIR 1st 28 travelled to the World's Fair held in St.Louis, Missouri and was part of the CLCo. display before its delivery to the Island. <CLC has a handwritten note *Built for Worlds Fair St.Louis Mo.*>. About 1907 it was renumbered **PEIR 2nd 19** to avoid conflict with the new PEIR 28 {#781}, which evidently had been numbered incorrectly by CLCo. <CLC has the typed road numbers for #625 (19 and 28) struck out and a manuscripted 19 in black ink substituted>. In 1916 all five were relettered **CGR** and given a haulage rating of 53%, but no class. In 1918 they were renumbered to **CNR** class **X-4-a 10, 1st 18, 26-27** and **19.** CNR 19 and 27 was sold to **Lamoreaux-Kelly Contracting Company** and later became **Armstrong, Whitworth and Company 219** and **227.** See #470-471 (above) for details.

620 to 624 — 1904

5 Ten-wheel Type 4-6-0

20x26 69" 200# 152000 258300 25600 (25%) 51-1'

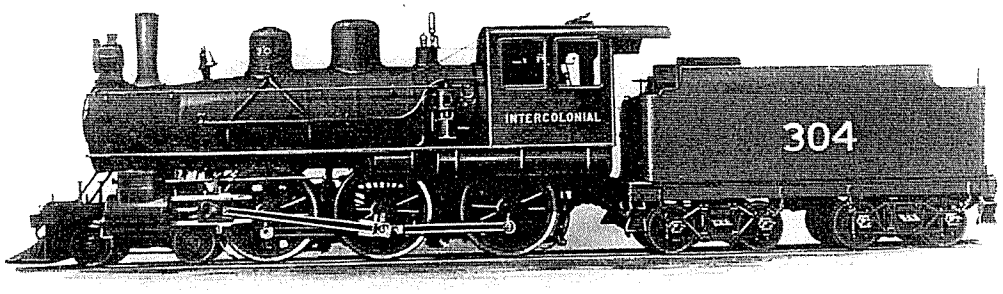
Intercolonial Railway of Canada 1st 301-305 were delivered during June and July 1904. Within six months of their delivery the five 4-6-0s were renumbered **IRC 4th 6; 4th 1,**

616 to 619 & 625

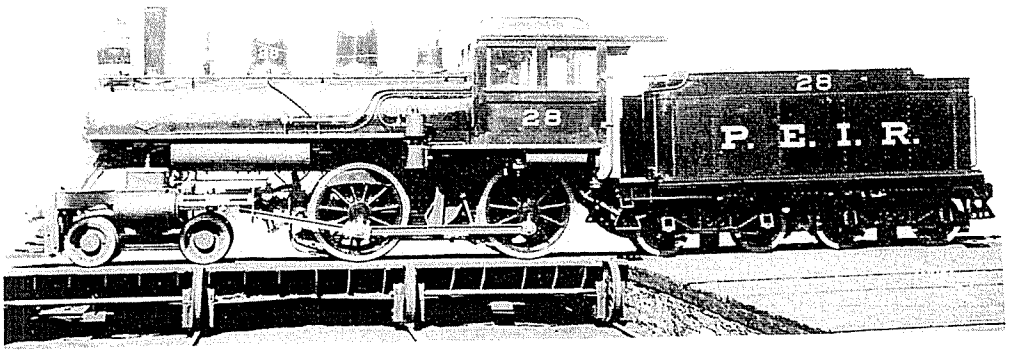
CLC#		Shipped	1907	1916	1918	11-1923			
616	**PEIR 1**	4-30-04		**CGR 1**	**CNR 10**			Sc 12-	-24
617	**PEIR 11**	4-23-04		**CGR 11**	**CNR 18**			Sc 12-	-24
618	**PEIR 26**	4-30-04		**CGR 26**	**CNR 26**			Sc 12-	-24
619	**PEIR 27**	5-04-04		**CGR 27**	**CNR 27**	**L-K 27**	**AWCo 227**	Sc	-??
625	**PEIR 28**	4-19-04	**PEIR 19**	**CGR 19**	**CNR 19**	**L-K 19**	**AWCo 219**	Sc	-??

620 to 624

CLC#		Shipped	12-1904	1912	1916	1919	
620	**IRC 301**	6-29-04	**IRC 6**	**IRC-CGR**	**640**	**CNR 1532**	Sc 3-31-30
621	**IRC 302**	7-04-04	**IRC 1**	**IRC-CGR**	**638**	**CNR 1530**	Sc 12- -25
622	**IRC 303**	7-13-04	**IRC 2**	**IRC-CGR**	**639**	**CNR 1531**	Sc 12- -25
623	**IRC 304**	7-21-04	**IRC 50**	**IRC-CGR**	**642**	**CNR 1534**	Sc 10-29-25
624	**IRC 305**	7-29-04	**IRC 43**	**IRC-CGR**	**641**	**CNR 1533**	Sc 12- -25



IRC passenger 4-6-0 304 was representative of a breed of locomotive that was soon to be usurped by the development of the 4-6-2 type. Built for passenger trains that were short, frequent, and consisted of wood equipment, their demise came during the decade after the end of World War I with the introduction of steel passenger cars, longer trains and newer steam technology. CLCo built only 29 Ten-wheel Types for IRC between 1890 and 1912, and of those, thirteen had the 69-72" drivers suitable for passenger service.
CLC- Miln-Bingham lithograph from a Henderson photograph, Don McQueen collection.



PEIR 4-4-0 28 was destined to travel a lot more than most PEIR locomotives. Before entering service on what was to become its first island assignment, it had starred in the CLCo's display at the 1904 World's Fair. After twenty years on Prince Edward Island it moved to Newfoundland, working out its final assignments at Corner Brook. Unique to this 'Islander' was its clerestory cab roof, a style which had long disappeared on mainland locomotives. Compare this photo with the original background not opaqued on page 343. Both these photographs were the first known examples taken by Henderson, a commercial photographer located in Kingston. Part of his label in white appears in the planking on the lower right of the photograph. (See Appendix E for more detail).
CLC- Henderson photograph, Queen's University Archives.

766 to 780 — 1907

15 Consolidation Type 2-8-0

21x26 57" 200# 168000 301100 34215 (35%) 53-4'

Canadian Northern Railway 401-415 were delivered between August and November 1907. In 1912 they were renumbered **CaNoR M-1-A 2010-2024.** <CLC has the original numbers struck out with the 1912 four-digit numbers substituted>. After 1919 they became **CNR M-1-a 2010-2024.** All but four of the class were scrapped between 1935-1955. After 1936 CNR 2012's boiler was used as a heating plant at the Montreal & Southern Counties Railway shops at St. Lambert, Quebec. In 1955 CNR 2015, 2016, 2021 and 2024 were renumbered **CNR M-1-a 2820-2823** to clear the 2000-series for new GR-17f GP9s. The four were retired for scrap between 1956-1958.

781 to 784 — 1907

4 Ten-wheel Type 4-6-0

16½x22 57" 175# 95000 124200❑ 15600 (16%) - 3'6"

Prince Edward Island Railway 2nd 28; 29-31 were shipped in November and December 1907. In 1916 they were relettered

785 to 788 — 1907-1908

4 Ten-wheel Type 4-6-0

18x24 57" 190# 119750 219250 22050 (22%) 47-3'

Central Ontario Railway 17-20 were delivered in December 1907 and January 1908. They were ordered in May 1907 at a cost of C$15,700 each. By 1912 COR 17-20 were renumbered to **CaNoR G-3-A 1027-1030.** By 1919-1920 they became **CNR G-3-a 1027-1030.**

789 to 798 — 1908

10 Consolidation Type 2-8-01908

21x28 56" 200# 165800 286800 30600 (30%) 54-4'
20x28 56" 180# 177600 299250 30600 (31%) 46-7' [P-3-j]

Intercolonial Railway of Canada 371-380 were delivered in February and March 1908. In 1912 they became **IRC H4E 106-115** and in 1916 **CGR C1-4E 106-115.** <CLC shows the original numbers overstruck and the 1912 road numbers substituted>. Four had been superheated by CGR between 1916 and 1919, in a conversion programme that was completed by CNR. After 1919 the ten became **CNR M-4-j 1906-1915,** and in 1925 CNR 1915 was rebuilt to **CNR P-3-j 8069.**

781 to 784

CLC#		Shipped	1916	1918	
781	PEIR 28	11-27-07	CGR 28	CNR 28	Sc 5-31-27
782	PEIR 29	11-27-07	CGR 29	CNR 29	Sc 5-31-27
783	PEIR 30	12-05-07	CGR 30	CNR 30	Sc 5-31-27
784	PEIR 31	12-05-07	CGR 31	CNR 31	Sc 5-31-27

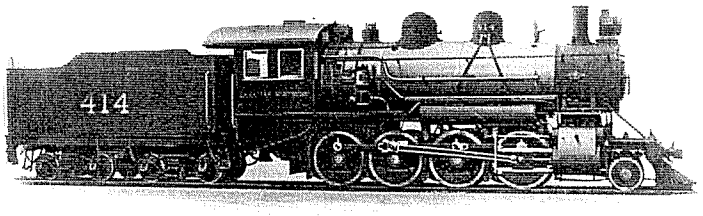
785 to 788

CLC#		Shipped	1-1912	1919	
785	COR 17	12-05-07	CaNoR 1027	CNR 1027	Sc 5-30-25
786	COR 18	12-30-07	CaNoR 1028	CNR 1028	Sc 9-28-34
787	COR 19	12-31-07	CaNoR 1029	CNR 1029	Sc 6-02-33
788	COR 20	1-06-08	CaNoR 1030	CNR 1030	Sc 5-30-25

789 to 798

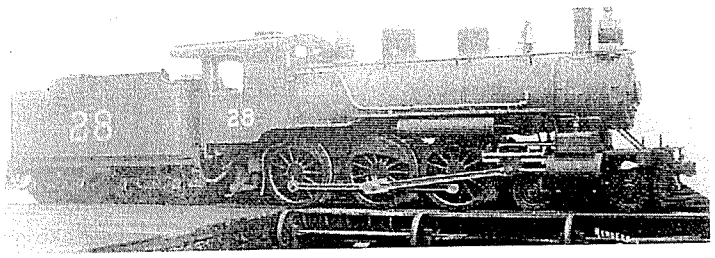
CLC#		Shipped	1912	1916	1919	4-1925	
789	IRC 371	2-10-08	IRC-CGR	106 s	CNR 1906		Sc 6-09-51
790	IRC 372	2-14-08	IRC-CGR	107	CNR 1907		Sc 9-28-34
791	IRC 373	2-17-08	IRC-CGR	108	CNR 1908		Sc 10-27-27
792	IRC 374	2-21-08	IRC-CGR	109 s	CNR 1909		Sc 12-31-46
793	IRC 375	2-26-08	IRC-CGR	110	CNR 1910		Sc 6-03-27
794	IRC 376	2-29-08	IRC-CGR	111 s	CNR 1911		Sc 11-25-50
795	IRC 377	3-06-08	IRC-CGR	112	CNR 1912		Sc 4-26-33
796	IRC 378	3-11-08	IRC-CGR	113	CNR 1913		Sc 10-12-28
797	IRC 379	3-16-08	IRC-CGR	114 s	CNR 1914		Sc 12-15-50
798	IRC 380	3-20-08	IRC-CGR	115	CNR 1915	CNR 8069	Sc 10-12-34

s= superheating program begun by CGR in 1916; completed by CNR.



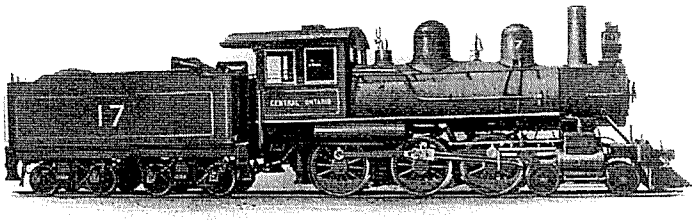
CaNoR had the CLC build 105 Consolidation Types between 1907 and 1913. CaNoR 414 was second-to-last in the first of four orders, leaving the plant on November 9, 1907. CaNoR and its Duluth Winnipeg & Pacific Railway subsidiary were to acquire 290 2-8-0s, 5 with 50-inch driver diameter (which became CNR class L), 170 with 56 or 57-inch drivers (the future CNR M class) and 115 with 63-inches (that were to become CNR class N). CLC only built Consolidation Types for CaNoR with 57" diameter drivers, representing 62% of the total with those dimensions.

CLC- Miln-Bingham lithograph from a Henderson photograph, Don McQueen collection.



PEIR 4-6-0 2nd 28 was shipped from Kingston on November 27, 1907, evidently with an erroneous road number. It was a duplication of a 4-4-0's number [#625 above] that had been shipped from Kingston on May 4, 1904. To eliminate the confusion the 1st 28 was renumbered to (2nd) 19, filling in a number vacated by yet another Kingston-built 0-4-4F [see #(171-172) above] in 1880. Ironically both PEIR's number 28 had been photographed on the plant transfer table.

CLC- Henderson photograph, Queen's University Archives.



COR 4-6-0 17 was the first in the order that turned out to be the last placed by the eastern Ontario railway before its absorption into the CaNoR. Even though the Rathbun Company of Deseronto which controlled the COR built and repaired locomotives, the Kingston firm had received the lion's share of all Prince Edward County Railway and COR orders for new locomotives, which had included six 4-4-0s and four 4-6-0s.

CLC- Miln-Bingham lithograph from a Henderson photograph, Don McQueen collection.

520 to 521 — 1901

2 American Standard Type 4-4-0

15x20 54" 140# 69750 96750❑ 9910 (11%) - 3'6"

Prince Edward Island Railway 24-25 were shipped December 17 and 26, 1901. In 1916 they were relettered **CGR 24-25** and given a haulage rating of 53%, but no class. In 1918 they were renumbered to **CNR** class **X-4-a 24 and 25.** CNR 25 was retired for scrap in July 1923 and CNR 24 was sold to **Lamoreaux-Kelly Contracting Company** which later became **Armstrong, Whitworth and Company 224.** See #470-471 (above) for details.

522 to 531 — 1903

10 Consolidation Type 2-8-0

21x28 56" 200# 164850 254650 53736 (30%) 54-0'

Intercolonial Railway of Canada 3rd 21, 23, 24; 4th 31; 3rd 45; 2nd 67, 88, 96; and 289-290 were delivered between April and June 1903. During 1912 they became **IRC H4A 56=67.** <CLC has the original IRC numbers crossed out and the 1912 numbers substituted>. The gap in the numbering was due to the fact that IRC 88 was wrecked in 1909 and thus was never renumbered into the CGR or CNR systems. In 1916 the nine 2-8-0s became part of the **CGR C1-4A class 56=67** and in 1919 **CNR M-4-f class, 1856=1867,** retaining their last two IRC-CGR road number digits.

532 to 541 — 1904

10 Consolidation Type 2-8-0

21x28 56" 200# 164850 254650 53736 (30%) 54-0'

Intercolonial Railway of Canada 291-300 were delivered between January and March 1904. In 1912 they became **IRC H4A 64=74** and in 1916 to **CGR C1-4A 64=74.** <CLC has the original IRC numbers overstruck and the 1912 numbers substituted>. CGR had superheated four of the class beginning in 1918, and after 1919 CNR completed the programme. After 1919 they became **CNR M-4-f 1864=1874.**

542 to 546 — 1902

5 Ten-wheel Type 4-6-0

19x24 56" 180# 133650 173650❑ 25000 (23%) -- Belpaire

Canadian Northern Railway 31-35 were delivered during February 1902. This was CaNoR's first order with CLCo., arranged by William Harty during his acquisition of the reorganized CLCo. In 1903 CaNoR 31-35 were renumbered **CaNoR 105-109** and later became **CaNoR G-10-A 1048-1052.** <CLC overstrikes the original CaNoR numbers with the 1912 numbers, making reference to the *A.L.Graburn letter June 7/13*>. After 1919 they became **CNR G-10-a 1048-1052.** In March 1926 CNR 1051 was retired and later sold to the **Manitoba Pulp & Paper Company** at Pine Falls. In 1928 CNR 1048 was sold to the **Alma and Jonquieres Railway as 1048.**

Canadian Northern Railway 31-35 represented another first for Kingston-built locomotives. The Ten-wheel Types were built with Belpaire boilers, a flat-topped firebox with wide sloping grates in a round-topped boiler. The increased water and steam evaporation space obtained greater efficiency, especially from low-grade fuel. Suspending the flat crown of the outer firebox to the corresponding sheet of the inner firebox permitted the use of a much simpler stay bolt system than that required with a round-top firebox. ***Alfred Belpaire*** *(1820-1893) was chief mechanical engineer and later administrative president of the Belgian State Railway. He first tested his boiler in 1860 on a BSR 2-4-0, and subsequently patented his boiler design in 1864. It eventually was used on all Belgian State Railway engines built between 1864 and 1884, and after the improvements introduced in 1884, gained immense popularity with British locomotive builders. Before 1914 it had been adopted by most railway lines in England, except the Great Northern and the North Eastern. It became the standard design for the Great Western and later the London Midland & Scottish Railway. The most notable user of the Belpaire design in the USA was the Pennsylvania Railroad. The PRR initially installed the boilers in a group of*

522 to 531

CLC#		Shipped	1912	1916	1919		
522	IRC 21	4-29-03	IRC-CGR	56	CNR 1856	Sc	6-28-29
523	IRC 23	5-02-03	IRC-CGR	57	CNR 1857	Sc	12-16-35
524	IRC 24	5-02-03	IRC-CGR	58	CNR 1858	Sc	9- -25
525	IRC 31	5-09-03	IRC-CGR	59	CNR 1859	Sc	12- -25
526	IRC 45	5-16-03	IRC-CGR	60	CNR 1860	Sc	7-16-36
527	IRC 67	5-23-03	IRC-CGR	67	CNR 1867	Sc	10-31-35
528	IRC 88	6-01-03		-	-	Wr	10-06-09
529	IRC 96	6-05-03	IRC-CGR	61	CNR 1861	Sc	10-31-35
530	IRC 289	6-12-03	IRC-CGR	62	CNR 1862	Sc	4-24-29
531	IRC 290	6-18-03	IRC-CGR	63	CNR 1863	Sc	6-28-29

532 to 541

CLC#		Shipped	1912	1916	1919		
532	IRC 291	1-12-04	IRC-CGR	64	CNR 1864	Sc	8-06-23
533	IRC 292	1-15-04	IRC-CGR	65	CNR 1865	Sc	5-29-31
534	IRC 293	1-28-04	IRC-CGR	66 s	CNR 1866	Sc	12-29-28
535	IRC 294	2-02-04	IRC-CGR	68	CNR 1868	Sc	5-04-29
536	IRC 295	2-17-04	IRC-CGR	69 s	CNR 1869	Sc	6-15-36
537	IRC 296	2-24-04	IRC-CGR	70	CNR 1870	Sc	8-24-43
538	IRC 297	3-04-04	IRC-CGR	71 s	CNR 1871	Sc	6-27-39
539	IRC 298	3-09-04	IRC-CGR	72	CNR 1872	Sc	11- -25
540	IRC 299	3-16-04	IRC-CGR	73	CNR 1873	Sc	11-30-35
541	IRC 300	3-23-04	IRC-CGR	74 s	CNR 1874	Sc	6-27-39

s= superheating program begun by CGR in 1918;completed by CNR.

542 to 546

CLC#		Shipped	1903	1-1912	1919					
542	CaNoR 31	2-05-02	CaNoR 105	CaNoR 1048	CNR 1048	A&J	- 1 -	-28	Sc	-31

PRINCE EDWARD ISLAND EXAMINER

inside width seven feet eleven inches. Her frame is of oak and iron, her sheathing is of whitewood, and her trucks are of Pullman's latest and best design. She is fitted with the Millar platform and couplings, and has the Lawrence vacuum brake. Her windows are twenty-four by twenty-two inches with an ornamental top twenty-two by ten inches. The sashes are of cherry-wood, and the blinds are of the kind known as Jennings' patent roller. The panneis between the windows are of curley polished ash, and polished verigated ash, set in alternately. The clear story, or monitor top of the car is mahogany finish with ornamental glass ventilators, over and around which spreads magnificent ornamental ceilings. The seats are of the Queen Ann style, rattan cushings and nickel-plated arms. They are broad and comfortable to sit in. The basket racks, and other small fixtures are of Queen Ann style, and are all nickel-plated. The car is lighted by six handsome lamps which afford sufficient light to read easily while the car is in motion after dark. The system of heating and ventilating is perfect. One of James Spear's patent hot air stoves, set in opposite the toilet, sends a current of hot air through pipes along the base of the car, which can be turned off to suit the temperature of any passengers. The car is fitted with end ventilators which send a current of air through sufficient to keep the passengers cool during the hottest weather. Altogether the interior fixings and finish of the car are superior to any we have yet seen. The exterior appearance is beautiful—the shea hing being painted in Pullman's standard color and magnificently ornamented, while her name, "Summerside," in gold stands out in bold relief on both sides.

It was first estimated by Mr. Unsworth that it would cost $5,000 to build a car of this discription in this city, but he found on completing it that the actual cost is $4,299.88. This is cheap considering that the Pullman Car Co. charge $6,000 for the same car.

We might here state that on arrival at Summerside yesterday, Mr. Coleman invited the party to the Clifton House, where he had a dinner prepared for them in Miss Mawley's best style. At five o'clock the party left Summerside on return, and arrived home shortly after seven. On some parts of the road the train ran at the rate of thirty-five to forty miles an hour, which was a splendid test of the easy running as well as the safety of the new car. We are pleased to see that all who took part in the excursion express themselves well pleased with the "Summerside," and we join them in congratulating the Superintendent and Engineer on the excellent work turned out of the P. E. I. Railway Car Works.

AUGUST 10
1873

The P. E. Island Railroad.

The contractors have made great addition to the work on the railroad within the last two months. The engine house, or more commonly called "round house," now completed, is a very fine building both in design and workmanship. It is a sixteen-sided construction of brick, 150 feet in diameter, in the immediate centre of which, and directly over the turn-table is a dome sixty feet in diameter, forty feet high, and surmounted with an ornamental ventilator, ten feet in height. The building has a capacity for housing sixteen engines, but at present a portion of it is petitioned off and used as a machine shop. The passenger building is completed and also the car-sheds. The wharf at Charlottetown, which is by far the largest and finest of any on the Island, is about finished. The track is laid the whole length of P, by which means the contractors now handle their freight entirely from their own wharf. There are ten engines, and upwards of one hundred cars of the different kinds put up and in running order. The track is laid from Charlottetown west to Summerside, and some fifteen miles beyond the latter place, and from Charlottetown east to Suffolk Road. The whole of the main track is graded and about two-thirds of the grading is done on the branches. All the road is ballasted from Suffolk Road east to within twenty-five miles of Summerside. The car shed and engine house at the latter place are completed and the passenger depot is in course of construction. There is also a number of the station houses finished along the line. On the night of the 5th inst., an engine ran through from Summerside to Charlottetown, and the road can, no doubt, be put into suitable condition for business by the first of the coming month, if the people demand it. The great advantage to be derived from the use of the road the coming season by the merchants of this place, and at Summerside, and as well by the farmers along the line, is one that should be sought for.—*Islander*.

Hamilton Spectator
September 22
1873

A RUNAWAY ENGINE.—We had a somewhat novel incident in railway life here one day last week, which might have been a serious affair, though, happily, it was not attended with any very damaging results. Some of the locomotives on our road are of English make, and are very much worn, and occosionally they are difficult to manage. A driver, when bringing his locomotive towards the station in this city, found that he could not stop her. He whistled "down brakes," but still the engine rushed onward, passing at tremendous speed through the station, on through the yard, on into the round house, and finally went at a tearing rate through the brick wall of the round house, knocking a vice bench into many fragments, scattering bricks and mortar in every direction, astonishing the employees in the yards and workshops, and at last landing on the side of Prince street, where the demoralized engine and the frightened driver and fireman came to a sudden stop.—*Charlottetown (P. E. I.) Correspondence Globe.*

Hamilton Evening Times December 1 1875

Railway Accident.

PEI Examiner

THE first Railway accident of the season occurred to the uptrain from Georgetown at noon to-day. The train, drawn by two engines, driven by A. McFarlane and John McArthur, respectively, "fought the snow" successfully and without accident from Georgetown to Suffolk. Passing this Station they rapidly breasted a high bank, in the centre of which the engines slipped from the rails and ran off the track a short distance. With the exception of Fireman McDonald—who had his head badly cut—no casualties were reported to the train hands or passengers. An auxiliary left the depot in this city to relieve the train at 2.30 this afternoon. Unless the obstruction is easily removed there will be no train for Georgetown or Souris this evening.

Since writing the above we learn that a train left this City at 4 o'clock, with passengers for Georgetown. Being unable to pass, it will be met at the wreck by a train from Georgetown, which will convey the passengers thither.

JAN 11 1879.

JANUARY 11, 1879

Almost a Dreadful Catastrophe.

Feb 4 — 1879

RAILWAY ACCIDENT NO. 2.

An accident which miraculously escaped an attendance of fatal results occurred on the railway, between Mt. Stewart and Royalty Junction, yesterday. The Georgetown train is usually connected with the Souris train at Mount Stewart—the first taking the passengers and freight of the last to this city. Yesterday morning the train from Souris was detained by snow on the branch. The Georgetown train arrived at Mount Stewart on time, and seeing no signs of the Souris train, proceeded directly on the way. At Bedford Station she came in contact with a heavy snow block. Striking it first she proved unable to pass through. The train was then backed; the passenger cars were left about fifteen chains from the bank, and the locomotives went forward to force a passage. In the third attempt to pass the engines were thrown a few feet from the rails. All efforts were made to replace them. It could not be quickly done, and a brakesman was sent back with a signal to warn the approaching Souris train of the fact.

An hour after the train first struck the passengers—six first class and six second class—leisurely sitting in their respective cars, heard a whistle quite near. No commotion was created by this, as they thought it was the locomotives returning to the cars after making a passage. A moment later they were horrified to see the Souris train swiftly bearing down upon them. She struck the first class car with a dreadful thud, carrying it three-quarter ways upon the snow-plow, tearing away the after trucks, breaking the rear door and destroying the couplings, railings, etc., between the two cars.

Three men and a young lady were sitting in the rear of the first class car. Seeing the train appreach the men opened the rear door with all haste and jumped from the platform. One of the number who did not jump far enough was completely covered with snow, and, until he recovered himself, it was thought he had been ran over. He received a slight injury to his wrist by being struck with the side of the snow plow. The young lady attempted to escape to the second-class car, but, ere she had gone half the length of the first-class, the train struck, and, as the car mounted the snow plow, she turned a clumsy somersault and was landed among the seats at the lower end of the car. She escaped with slight injuries to her back. Said a cool and collected passenger, who was recovering himself in the second-class car, and who saw the young woman lying among the seats: "That one is off the track, anyhow." The other woman, who was sitting near the front door in the first-class car, held on to the seat and escaped unhurt. A gentleman, dressed in all gaity, with beaver, kids, etc., standing at ease in the baggage-room, reading posters, tariff regulations and such like, was the first to fall in that apartment. He fell towards the apartment adjoining the baggage-room; four others who were in the same apartment fell on top of him, and all the loose baggage, buckets and traps fell on top of them. None was hurt except the first gentleman, who was slightly cut on the side of the head

February 4
1879

The train which left this city for Tignish this morning, ran off the track after passing County Line. The snow plough, two locomotives, a flanger and one car, are very "badly off." We learn that the flanger and the car which followed it are totally destroyed. The locomotives are but slightly damaged. No accident are reported to the train hands, save ne of the engineers who had his hands cut. he cause of the accident is as yet unknown; ut it is supposed that the snow plough which reeded the train, slipped from the rails ring to their being covered with ice, and at its action led the engines and cars off. l "auxiliary" left this city to assist the disled train at noon. It is thought it will be dy to proceed to Tignish to-morrow morn-

MARCH 5
1879

Spectator

ONTARIO, SATURDAY, FEBRUARY 8, 1879.

RAILWAY COLLISION.

Among Prince Edward Island Snow Drifts.

NO ONE SERIOUSLY HURT.

HALIFAX, Feb. 7.—An accident occurred on the P. E. I. R. on Monday last, which miraculously resulted without any fatal casualty. The Georgetown train is usually connected with the Souris train at Mount Stewart, the first taking the passengers and freight of the last to Charlottetown. The Georgetown train arrived at Mount Stewart on time, and seeing no signs of the Souris train proceeded directly on the way. At Bedford station it came in contact with a heavy snow block. On striking it first the locomotives proved unable to pass through, and the train then backed and the passenger cars were left about 15 chains from the bank while the locomotives went forward to force the passage. In the third attempt to pass the engines were thrown a few feet from the rails. Notwithstanding all efforts made to replace them it could not be quickly done, and a brakeman was sent back with signals to warn the approaching Souris train of the fact. An hour after the train first struck the passengers, six first-class and six second class, were horrified to see the Souris train bearing down upon them. It struck the first class car with a dreadful thud, carrying it upon the snow plow, tearing away the after trucks, breaking the rear door and destroying the couplings, railings, etc., between the two cars. Three men and a young lady sitting in the rear of the first class car opened the rear door with all haste and jumped from the platform. One of the number who did not jump far enough was completely covered with snow, and till he recovered himself it was thought he had been run over. He received a slight injury. The young lady attempted to escape to the second class car, but ere she had gone half the length of the first class car the train struck and she turned a clumsy somersault, and was landed among the seats at the lower end of the car. She escaped with slight injuries. No person seriously hurt.

February 8 1879

called "Mason-Ferley" engines, and are of the same kind, only larger, as engines which have given great satisfaction on the New Brunswick Railway. There are three wheels coupled under each side of the steam truck, and three wheels under each side of the tender. The greater number of wheels, it is said, will give greater adhesion to the rail, and allow the locomotives to draw heavier trains at the ordinary rate of speed. Messrs. Henry Nuttall and Fred'k Clarke, representing the Kingston Company, are now here, making them ready for work, and it is hoped that one of them will be ready for the road by Saturday next.

These engines are, we hope, but the first instalment of new rolling stock and improvements required to meet the increasing demands of the public. One cannot help contrasting the Island Railway with its trains trundling along at twelve miles an hour and jumping and swaying about for want of proper coupling and brakes, with the well equipped trains of the Intercolonial running smoothly at rates varying from twenty to forty miles an hour. We do of course—though the fares are the same, and the rates of freight nearly as high—expect all the comforts and luxuries on the Island Railway which are to be found on the Intercolonial Railway. But we do think it would be well—in the interests of the Island Railway, as well as of the people of this Province—to have passenger cars furnished with the Miller Platform and Air Brake; and in view of the rising fame of the Island as a place of summer resort, we also think it would be advisable to have new and better cars made and fitted up specially for summer traffic.

With reference to the reported resignation of the train despatcher, it appears that it is necessary for the despatcher to stay on duty until the last train on the road has arrived at its destination; and that, in consequence, Mr. Hughes has, of late, been obliged to remain in his office from 9 o'clock in the mornings until 12, 1, 2 and 3 o'clock the following nights, with only intermissions sufficient to enable him to get his meals; and that he found the constant labor of the office, with these long hours, too much for his health. We learn that before resigning he applied, without success, for an assistant. It is not likely that any one will be found to take Mr. Hughes' place at the low salary he is receiving. Mr. Grady threw up the office, and Messrs. McNeill and Glasford left it from considerations of hard work and inadequate pay.

January 24
1880
Examiner

Examiner 8/26/1880

SERIOUS RAILWAY ACCIDENT

THEO. STEWART AND GEORGE MACLEOD, ESQRS., BADLY INJURED—OTHER PASSENGERS SUFFER INJURIES LESS SEVERE—CARS WRECKED.

THE P. E. Island Railway has been remarkably free from accidents. Till yesterday, no passenger had ever been seriously hurt on any train. But last evening the city was startled by a report to the effect that an accident had happened the Souris-Georgetown train, by which several passengers had been seriously, if not fatally, injured. The report proved only too true.

The afternoon express train, with passengers, etc., for Georgetown and Souris, left Charlottetown at the usual hour—4 o'clock. The train was made up of two platform cars loaded with coal—a sheet-iron flue about forty feet long being laid lengthwise and bearing on each—one second class car and baggage car combined, and a first-class car. The train was under the charge of Conductor Perry, the train hands being Michael Pacquet, brakesman, John Hunter, driver, and Charles Harris, fireman. We find it impossible to obtain a complete list of the passengers, but the following were among the number:—Theophilus Stewart, George McLeod, Captain McInnis, Mr. Helliwell, of Toronto, Mr. Shaw, of Morell, Miss Kate Davies, Mrs. John McArthur, Mr. Collins, Georgetown. As the train passed a certain point on the line, one of the section men is reported to have remarked that the couplings of the platform cars were looser than they ought to have been, and that those cars were, consequently, swaying considerably. But all went well until a curve about a mile and a half or two miles east of York Station had been reached. Here one of the platform cars left the rails and the other cars followed. But the locomotive adhered to the road and before she could be stopped had dragged the train some distance over the sleepers—smashing the platform cars, tearing up the roadway, and toppling over the passenger cars. No one in the second class car was injured. But in the first class car Mr. Theophilus Stewart received a severe contusion in the back, Mr. George McLeod had his face completely broken up, Mr. Helliwell had his shoulder blade broken and was bruised on the side, Captain McInnis was bruised and shaken. Miss ——— was also hurt, but not seriously, while the remaining passengers were only very much shaken and he is doing as well as can be expected to-day. He is able to write notes to his physician and attendants, indicating his feelings and wants. The pluck he displayed while having his face sewed up is highly spoken of by Dr. Beer.

Mr. Helliwell is agent for Messrs. Moses Staunton & Co., paper hangers and manufacturers, Toronto, and was travelling through the Island on business. He was attended at the Revere House last evening by Dr. Beer, who set his broken shoulder blade, and applied remedies to the contusion on his side. He is easy to-day. The writer called upon him, and was surprised at the fortitude and cheerfulness with which he bears his injuries. In conversation he expressed the opinion that the accident was due to a bad road-bed.

Miss McDonald, of Boston, has a number of serious bruises, and Miss O'Connor, also of Boston, is slightly injured. Both are well cared for at the "Franklin House," and are being attended by Dr. McLeod. They are reported "easier to-day."

CAUSE OF THE ACCIDENT.

The immediate cause of the accident is not definitely known. It was at first reported that the flue was bound to both cars, and that it therefore prevented them from keeping the rail while going round the curve. But the fact that the flue was merely sheet iron and was not fastened tightly to the cars, explodes that theory. The opinion of some of the train hands and the passengers is that the "rails spread." If so, they must have spread after the locomotive passed over them, for it never left the rails at all. One would imagine that if the accident were due to the defective roadway, the engine, which is heaviest and shortest, would have suffered with the rest of the train. Another view is that some of the gear in the bottom of the car fell to the ground among the sleepers and tipped the car off. This view seems to be strengthened by the fact that the inside of one of the wheels of the car which first left the track was found to have been worn bright by the action of a loose iron bar, which may, on becoming looser, have fallen to the ground. But whatever the cause of this particular accident, the belief exists, and is widespread, that many of the sleepers on the railway are rotten, and that the roadway generally is defective. We hope that means will immediately be taken to disabuse the public mind of this opinion if it be wrong, or to remedy the road, if it be correct.

August 26 1880

News of the accident was, as quickly as possible, telegraphed to town; and a special train, with Dr. Beer and others, on board, was despatched to the scene. The injured persons were attended to by the physician; and under his directions immediately brought to town. Mr. Stewart was conveyed to the Hospital, Mr. McLeod to his residence, Mr. Helliwell to the Revere House, and the others to their several residences or boarding houses.

At about 9 o'clock a special train with the Superintendent, the Roadmaster, and a body of workmen on board, went to the scene of the disaster; and the broken roadway was repaired in time for the trains to pass over it this morning.

THE INJURED PASSENGERS.

The writer visited Mr. Stewart at the Hospital this forenoon. He was in good spirits, hopeful of speedy recovery, thankful that the injury was no worse, and chiefly solicitous about Mr. McLeod, whose injuries, if not greater, are at least more apparent. Mr. Stewart suffers from hemorrhage of the kidneys, caused by the blow he received on the back. The doctors think his injury serious, chiefly on account of his great age. Mr. Stewart is, we are informed, eighty-two; but, still, till yesterday, vigorous and active. His benevolence is proverbial; and though a comparatively poor man, he never misses an opportunity of doing all good he can. He was, when injured, on an errand of mercy—making a voluntary effort to get some poor debtor out of Georgetown jail. One trait of his character was strikingly brought out by the disaster. Mr. Stewart is strictly a "total abstainer." When the relief train arrived at the scene of the accident, he was laid on the side of the road suffering great pain and apparently nearly dead. One of those who came to help the sufferers, offered him a flask of liquor or brandy. "No—No," he groaned, "I am ready to die; but not yet ready to drink liquor!" We give the incident as we obtained it.

Mr. McLeod's injuries are chiefly in the face, which is dreadfully mangled. The cheek bone, and the bones of both the upper and lower jaws are broken in several places, and his front teeth, with the bones to which they are attached, are all gone. Last evening his face and head were very much swollen, but under the careful treatment of Drs. Hobkirk and Beer, who attended him throughout the night, the swelling is much reduced, and

August 26
1880

AILY EXAMINER.

UST 26, 1880.

SERIOUS RAILWAY ACCIDENT

THEO. STEWART AND GEORGE MACLEOD, ESQRS., BADLY INJURED—OTHER PASSENGERS SUFFER INJURIES LESS SEVERE—CARS WRECKED.

THE P. E. Island Railway has been remarkably free from accidents. Till yesterday, no passenger had ever been seriously hurt on any train. But last evening the city was startled by a report to the effect that an accident had happened the Souris-Georgetown train, by which several passengers had been seriously, if not fatally, injured. The report proved only too true.

The afternoon express train, with passengers, etc., for Georgetown and Souris left Charlottetown at the usual hour—4 o'clock. The train was made up of two platform cars loaded with coal—a sheet-iron flue about forty feet long being laid lengthwise and bearing on each—one second class car and baggage car combined, and a first-class car. The train was under the charge of Conductor Perry, the train hands being Michael Pacquet, brakesman, John Hunter, driver, and Charles Harris, fireman. We find it impossible to obtain a complete list of the passengers, but the following were among the number:—Theophilus Stewart, George McLeod, Captain McInnis, Mr. Helliwell, of Toronto, Mr. Shaw, of Morell, Miss Kate Davies, Mrs. John McArthur, Mr. Collins, Georgetown. As the train passed a certain point on the line, one of the section men is reported to have remarked that the couplings of the platform cars were looser than they ought to have been, and that those cars were, consequently, swaying considerably. But all went well until a curve about a mile and a half or two miles east of York Station had been reached. Here one of the platform cars left the rails and the other cars followed. But the locomotive adhered to the road and before she could be stopped had dragged the train some distance over the sleepers—smashing the platform cars, tearing up the roadway, and toppling over the passenger cars. No one in the second class car was injured. But in the first class car Mr. Theophilus Stewart received a severe contusion in the back, Mr. George McLeod had his face completely broken up, Mr. Helliwell had his shoulder blade broken and was bruised on the side, Captain McInnis was bruised and shaken. Miss ——— was also hurt, but not seriously, while the remaining passengers were only very much shaken and frightened.

News of the accident was, as quickly as he is doing as well as can be expected to-day. He is able to write notes to his physician and attendants, indicating his feelings and wants. The pluck he displayed while having his face sewed up is highly spoken of by Dr. Beer.

Mr. Helliwell is agent for Messrs. Moses Staunton & Co., paper hangers and manufacturers, Toronto, and was travelling through the Island on business. He was attended at the Revere House last evening by Dr. Beer, who set his broken shoulder blade, and applied remedies to the contusion on his side. He is easy to-day. The writer called upon him, and was surprised at the fortitude and cheerfulness with which he bears his injuries. In conversation he expressed the opinion that the accident was due to a bad road-bed.

Miss McDonald, of Boston, has a number of serious bruises, and Miss O'Connor, also of Boston, is slightly injured. Both are well cared for at the "Franklin House," and are being attended by Dr. McLeod. They are reported "easier to-day."

CAUSE OF THE ACCIDENT.

The immediate cause of the accident is not definitely known. It was at first reported that the flue was bound to both cars, and that it therefore prevented them from keeping the rail while going round the curve. But the fact that the flue was merely sheet iron and was not fastened tightly to the cars, explodes that theory. The opinion of some of the train hands and the passengers is that the "rails spread." If so, they must have spread after the locomotive passed over them, for it never left the rails at all. One would imagine that if the accident were due to the defective roadway, the engine, which is heaviest and shortest, would have suffered with the rest of the train. Another view is that some of the gear in the bottom of the car fell to the ground among the sleepers and tipped the car off. This view seems to be strengthened by the fact that the inside of one of the wheels of the car which first left the track was found to have been worn bright by the action of a loose iron bar, which may, on becoming looser, have fallen to the ground. But whatever the cause of this particular accident, the belief exists, and is widespread, that many of the sleepers on the railway are rotten, and that the roadway generally is defective. We hope that means will immediately be taken to disabuse the public mind of this opinion if it be wrong, or to remedy the road, if it be correct.

AUGUST 26 1880

Railway Items.

In answer to Mr. Heneberry we may say: The rule is, that express trains do not stop at flag stations; and as "Five Houses" is a flag station, the Station Master at Souris should not have sold Mr. Heneberry a ticket to go to that Station by an express train. But, as the mistake of selling the ticket was made, the Conductor might, we think, for once, have held up at a flag station, and allowed Mr. Heneberry to get the worth of his money. Mr. Heneberry is not correct in calling the railway "a farce." Nor is it farcical, because a blunder has been made, to make a man walk five miles. Public officials should be as obliging as they can, consistently with the performance of their duties.

We have lately heard many complaints about late and irregular trains. Persons who are delayed in the trains, persons who are delayed waiting at the stations, and the friends of persons delayed—all complain loudly. The explanation is gratifying in one respect. It appears that never before has the traffic of the road been so large; never before has the rolling stock been required to do so much; and the fact is, the locomotives are insufficient for the work.

The two new engines which arrived by the "Southport" on Saturday (just before the storm commenced) will, no doubt, afford some relief. They were manufactured by the "Canada Locomotive Engine Company" of Kingston, Ont.; and for heavy freight work are supposed to be superior to any now on the line. They are called "Mason-Ferley" engines, and are of the same kind, only larger, as engines which have given great satisfaction on the New Brunswick Railway. There are three wheels coupled under each side of the steam truck, and three wheels under each side of the tender. The greater number of wheels, it is said, will give greater adhesion to the rail, and allow the locomotives to draw heavier trains at the ordinary rate of speed. Messrs. Henry Nuttall and Fred'k Clarke, representing the Kingston Company, are now here, making them ready for work, and it is hoped that one of them will be ready for the road by Saturday next.

These engines are, we hope, but the first instalment of new rolling stock and improvements required to meet the increasing demands of the public. One cannot help contrasting the Island Railway with its trains trundling along at twelve miles an hour and jumping and swaying about for

called "Mason-Ferley" engines, and are of the same kind, only larger, as engines which have given great satisfaction on the New Brunswick Railway. There are three wheels coupled under each side of the steam truck, and three wheels under each side of the tender. The greater number of wheels, it is said, will give greater adhesion to the rail, and allow the locomotives to draw heavier trains at the ordinary rate of speed. Messrs. Henry Nuttall and Fred'k Clarke, representing the Kingston Company, are now here, making them ready for work, and it is hoped that one of them will be ready for the road by Saturday next.

These engines are, we hope, but the first instalment of new rolling stock and improvements required to meet the increasing demands of the public. One cannot help contrasting the Island Railway with its trains trundling along at twelve miles an hour and jumping and swaying about for want of proper coupling and brakes, with the well equipped trains of the Intercolonial running smoothly at rates varying from twenty to forty miles an hour. We do of course—though the fares are the same, and the rates of freight nearly as high—expect all the comforts and luxuries on the Island Railway which are to be found on the Intercolonial Railway. But we do think it would be well—in the interests of the Island Railway, as well as of the people of this Province—to have passenger cars furnished with the Miller Platform and Air Brake; and in view of the rising fame of the Island as a place of summer resort, we also think it would be advisable to have new and better cars made and fitted up specially for summer traffic.

With reference to the reported resignation of the train despatcher, it appears that it is necessary for the despatcher to stay on duty until the last train on the road has arrived at its destination; and that, in consequence, Mr. Hughes has, of late, been obliged to remain in his office from 9 o'clock in the mornings until 12, 1, 2 and 3 o'clock the following nights, with only intermissions sufficient to enable him to get his meals; and that he found the constant labor of the office, with these long hours, too much for his health. We learn that before resigning he applied, without success, for an assistant. It is not likely that any one will be found to take Mr. Hughes' place at the low salary he is receiving. Mr. Grady threw up the office, and Messrs. McNeill and Glasford left it from considerations of hard work and inadequate pay.

November 24 1880

Montreal

THE DAILY EXAMINER

OCTOBER 27, 1881.

The Inland Railway.

THERE is a free rush of freight at the Railway; and the rolling stock now on hand is insufficient for the traffic, notwithstanding the fact that new engines and cars were put on the road last year. Consequently trains are often late and passengers grumble. We learn that tenders were issued early in the year to every locomotive manufacturer in Canada and the United States for the supply of two new first-class engines; but such is the "boom" in the locomotive business, that not one would agree to furnish them within a year and a half. As the traffic of the road was increasing rapidly, greater despatch than this was necessary. So the Superintendent purchased two second hand engines in New Brunswick; and they are now in the railway workshops being made ready for the road. One of them is, we understand, a very good engine. The other requires more repairing. They will be ready to relieve the traffic before many days.

October 27 1881

P. E. Island Railway.

FOR SALE,

Five Second-Hand Locomotives.

ONE ENGINE contains about 46,150 lbs. of wrought iron, and 2,850 lbs. scrap do. The other four contain each about 37,900 lbs. wrought iron, and 2,100 lbs. of scrap do.

These Engines might be repaired so as to answer for light work on a 3-foot 6-inch gauge Railway, or they could be converted into stationary engines for saw mills or factories.

Can be seen at Charlottetown, and all information regarding them will be furnished on application, by the Storekeeper P. E. I Railway, Charlottetown.

JAMES COLEMAN,
Supt.

Railway Office, Ch'town, July 26th, 1883.

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JULY 30 1883

THE DAILY

The "Summerside"

HER FIRST TRIP BETWEEN CHARLOTTETOWN AND SUMMERSIDE. SHE RUNS SMOOTH AND GIVES GENERAL SATISFACTION TO THOSE ON BOARD.

As announced in our telegraphic column yesterday, Superintendent Coleman and Engineer Unsworth invited a number of leading citizens and the press of the city, to accompany them on a trial trip of the new car "Summerside," now finished at the P. E. I. and Railway car works. The train consisting of the new car, official car No. 10, baggage car and engine, left the city for Summerside at seven o'clock. It was conducted by Mr. F. Kelly and driven by Mr. John Hunter. On board were Hon. D. Laird, of the *Patriot*; Messrs. F. W. Hales, Benj. Rogers, T. Higgan, Railway Accountant; S. F. Hodgson, Clerk of the Mechanical Department; Alex. McDonald, Chief Clerk; Wm. Croskill, Wm. T. Tait, correspondent of the Buffalo *Courier*; T. A. McLean, S. W. Crabbe, Alex. McKinnon, P. R. Bowers, of the *New Era*; Richard Walsh, of the *Herald*; Capt. H. W. Mutch, and a representative of the DAILY EXAMINER. The day was pleasant and the trip was most enjoyable. The running qualities of the new car were thoroughly tested, and were pronounced to be very superior. Indeed a marked difference was perceptible between the ease with which she ran, in comparison with No. 10, which is the best car on the road. Not only does she run smoothly, but is cool and well ventilated, and, therefore, an admirable summer car.

The building of the "Summerside" was commenced in April by Mr. D. M. Fraser, Superintended by Mr. J. Unsworth, the Mechanical Engineer. She was built from a plan selected by Mr. Fraser, at the Pullman Car Works, Chicago, where thirty of the same kind, known as Pullman's latest patent, are being built for the Texas and St. Louis Railway (a narrow-gauge road—three feet). Her height from rail to top is twelve feet eight inches; length (outside) fifty-four feet; inside length forty-seven feet; the height from floor to ceiling eight feet four and one-half inches; the outside width is eight feet ten inches, and inside width seven feet eleven inches. Her frame is of oak and iron, her sheathing is of whitewood, and her trucks are of Pullman's latest and best design. She is fitted with the Millar platform and couplings, and has the Lawrence vacuum brake. Her windows are twenty-four by twenty-two inches with an ornamental top twenty-two by ten inches. The sashes are of cherry-wood, and the blinds are of the kind known as Jennings' patent roller. The panels between the windows are of barley polished ash, and polished verigated ash, set in alternately. The clear story, or monitor top of the car is mahogany finish with ornamental glass ventilators, over and around which spreads magnificent ornamental ceilings. The seats are of the Queen Ann style, rattan cushings and nickel-plated arms. They are broad and comfortable to sit in. The basket racks, and other small fixtures are of Queen Ann style, and are all nickel-plated. The car is lighted by six handsome lamps which afford sufficient light to read easily while the car is in motion after dark. The

August
10
1883

"The Charlottetown."

To-day the finishing touches are being given to the second of the magnificent new passenger cars built to run on the P. E. Island Railway between Charlottetown and Summerside. "The Charlottetown" is a counterpart of "The Summerside"—already described in The Examiner—except that the seats are upholstered in silk velvet and the panels are finished with solid mahogany in the "Queen Ann Style." Everything possible has been done to make it comfortable in winter. The painting, by Mr. Simmons, is exceedingly well done, and the workmanship displayed is highly creditable, not only to the Mechanical Superintendent of the Railway, but to Mr. Fraser and all concerned.

September 12
1883

New Cars on the P. E. I. R.

MAY 21 1884 —— Examiner

A SPECIAL TRAIN left here for the west this morning on a tour of inspection, and for the purpose of taking stock along the line. Advantage was taken of this train to give a trial run to three new passenger cars, which have just been turned out of the Railway Workshops. Two of these cars are intended for use either as second-class cars on express trains or for excursion business. Their dimensions are the same as the new cars "Charlottetown" and "Summerside," a detailed description of which was given by the EXAMINER last season. They are large and well ventilated, and will seat sixty passengers each. They are finished inside with natural wood varnished, and are furnished with perforated seats and backs of an improved pattern. The third is a combined smoking and postal car. In size it is the same as the two cars above described. One compartment has been fitted up with every convenience for the postal service, by the side of which is a passage leading to the smoking compartment, which is intended for the use of first-class passengers, and having a seating capacity for thirty people. This car is also furnished with perforated seats of the latest design. They are very comfortable, and will require to be seen and occupied to be fully appreciated. This car is in every respect equal to any of its class now in use on the Intercolonial Railway.

MAY 21 1884

Superintendent Coleman and Mechanical Superintendent Unsworth to-day made a trial trip to Tignish with the new Engine No. 7, built at Kingston for the Island Railway.

July 10
1884

THE new locomotive, No. 7, went as far as Alberton, yesterday, on a trial trip, and we are glad to learn that the officials in charge were highly pleased with her performance. At times a speed of thirty-eight miles per hour was reached, with ease. Eighty-seven miles were run without stopping for either fuel or water. The specification from which this fine engine has been built was prepared by the Mechanical Superintendent, J. Unsworth, Esq. In appearance she is handsome, and the workmanship reflects great credit on her builders—the Canadian Locomotive and Engine Company of Kingston, Ontario. The best material has been used in her construction, and it is stated that she is second to none as a narrow-gauge engine.

PEI Examiner

July 11
1884

THE new Engine, No. 21, just received from the Canadian Locomotive and Engine Company of Ontario, went on her trial trip to-day. We learn that the test was highly satisfactory, and that she is the equal, in every respect, of No. 7, of which we gave an accounnt yesterday. These enginess being built from the same specification, and both being first class machines, show that the Kingston Locomotive Company build engines according to the true principles of mechanics—they can hit it every time.

July 21 1884

Examiner

New Rolling Stock for our Railway

THE liberal addition made last year to the rolling stock of the P. E. Island Railway is to be supplemented this year by cars, etc., to the value of nearly $30,000. The cars are to be manufactured at the Railway works, in Charlottetown, under the superintendence of Mr. Unsworth—which is a sufficient guarantee that they will be well done. They will comprise—

FOR THE P. E. ISLAND RAILWAY.

48 Box Cars at $400	$19,200.00
10 Flat Cars at $275	2,750.00
	$21,950 00

FOR THE CAPE TRAVERSE BRANCH.

1 First Class Car	$ 4,400 00
1 Combination Car	3,000.00
1 Snow Flanger	500.00
	$ 7,900.00
Total	$29,850.00

The first class car for the Cape Traverse Branch will be similar to the "Charlottetown" and "Summerside."

August 13 1884

EXAMINER,

RAILWAY ACCIDENT.

Break-up of a Train

AND INJURY OF TWO TRAIN HANDS.

The Passengers Escape.

Sept 9--1884

The afternoon train from Charlottetown to Summerside—Conductor Thompson—was thrown off the track, a few miles west of County Line, last evening, and badly wrecked, driver N. Watson and fireman Craswell, sustaining severe injuries.

The train was made up of a Baldwin engine and five cars, including first and second-class passenger cars. After crossing the evening express train from Summerside at County Line, and just before reaching Nod Road Station, Mr. Watson, the driver, noticed something on the track ahead; but as it was dusky he could not see it distinctly. He immediately signalled "down brakes" and they were at once applied. But it was too late. Before the speed of the train was slackened appreciably, the locomotive struck a platform car loaded with iron rails, the end of which protruded from the siding over the main track. The consequence was that the car was overturned, the rails thrown out, the engine knocked to the right, the tender to the left, and they and the freight cars of the train were badly wrecked, while the rails and sleepers were torn up and smashed a distance of one hundred feet. Fortunately the passenger cars and their occupants, including eighteen or twenty passengers, escaped without serious injury.

The shock of the collision was such that Mr. Watson, the driver, was thrown a distance of thirty feet clear of everything; and the fireman was also thrown a considerable distance. Watson was injured in the hips, three of his ribs were broken, and he was bruised both externally and internally. Craswell, the fireman is, it is feared, seriously injured in the spine. But both men were able to walk from County Line Station to the Hotel.

As soon as possible after the occurrence, Conductor Thompson walked back to County Line Station and telegraphed for aid, which was promptly forwarded from both Charlottetown and Summerside. The train from Summerside took the passengers to their destination, at which they arrived only three hours behind time; and the train from Charlottetown brought equipment and material to remove the wreck and repair the road. To-day the track is all right again, and the trains are running on time.

As to the cause of the accident: the siding is slightly off the level, and it is supposed that the brakes in the car of rails which had been left on the siding, were not properly set up; and that the vibration caused by the passing of the Express, about twenty minutes before the accident, started the car and caused it to move down over the points of the switch on the main track.

September 9
1884

ailg Examiner

T. 3ER 16, 1884.

CAPE TRAVERSE BRANCH.

DESCRIPTION OF THE WORK.

The Pier at the Cape

A FIRST-CLASS JOB.

STRANG'S NEW HOTEL

WINTER CROSSING

ONE OR TWO SUGGESTIONS.

Sept 16 — 1884

Cape Traverse Branch Railway is rapidly approaching completion. Track laying will be finished at the end of the present week, and the work of ballasting is being energetically pushed forward.

THE BRANCH LINE.

The line is twelve miles long, having its junction with the main line at County Line and its terminus at Cape Traverse. It has been built by Messrs. Grey and Wheaton; and the work so far performed reflects credit on these gentlemen. The line is comparatively straight. The Government Engineer, Mr. J. E. Brown, has located it admirably. Only in one section is there a curve which can be pronounced sharp, and in this section a sharp curve was quite unavoidable. The branch has but two flag stations—one at Somerset and the other at Tryon Road. At five small streams it was necessary to construct bridges. These bridges are of iron, very strongly built, and are set on piers of substantial masonry. There are also a good number of stone culverts on the line, capable of carrying off the water which may lodge on the track. The cuttings are wider than those on the main line, which is an improvement. The fencing is of barbed wire, with a board at the top, so that cattle may see it and prevent their colliding with it. At the junction of the branch with the main line a Y is being built for turning trains, and at Cape Traverse the foundations are laid for an engine-house and turn-table, which will be completed at the end of the present month.

THE PIER AT THE CAPE.

The pier at Cape Traverse is, perhaps, the best of the kind in the Maritime provinces. It is built on the site of the old Cape Traverse wharf. About eight hundred feet of the old wharf has been utilized in its construction. The old wharf has been raised three feet, and widened thirteen, and thoroughly repaired. To this has been built an extension entirely new, making the wharf about two thousand feet long, thirty-three feet broad, and twenty-one feet deep at the outer ends. The extension is

acting minister of railways for its removal to a more suitable site.

The petition enumerates the reasons against having the station and dwelling on site as arranged by Railway Department, as well as those for having it built on the site opposite the hotel. Wood building, as prayed for in the petition. We may mention some of the principal reasons:—

1st (against station being built on present site):—Danger to passengers, horses, wagons and freight-teams, owing to station being placed at the crossing at the inner end of wharf; want of convenience for passengers going to and from station; stoppage of local traffic on wharf; unhealthy residence and distance from hotel.

2nd (for station as prayed for):—No risk to passengers or teams; convenience to passengers in summer and winter, the latter period especially; no hindrance to local traffic, which will be very heavy both spring and fall, and a more healthy situation for the man who is fortunate enough to be appointed agent to this, which we feel assured will rise to be a flourishing village, if not a town of considerable size.

WINTER CROSSING.

With reference to the winter crossing, THE EXAMINER'S representative had a brief conversation with the veteran Capt. Arthur Irving. He is of opinion that two substantial tugs would, on very many occasions during the season, be of great advantage. They could steam through the lolly which causes so much difficulty at certain times. lessen the risk of life to passengers and crew, and shorten the time in crossing. The advantage of tugs at certain times has been witnessed by many influential men, and has been set forth in Parliament by our Island members. Capt. Irving believes that it would be advisable for the Government to test the practicability of tugs at the Capes during the coming winter.

September 16
1884

PRINCE EDWARD ISLAND EXAMINER

1874

November 23, 1874 The Railway is finished, the inspections have been made.

November 30, 1874 Shipping was started on the 25th.

December 7, 1874 The Government has not taken over the running of the railroad from the contractors.

1875

January 4, 1875 The opening of the Railway has been postponed due to the snow blockade. The Dominion Government has taken over the eastern portion of the Railway.

January 4, 1875 The opening of our railway is delayed owing to the sucession of heavy snowstorms which have visited the Island, postponed until further notice. Great efforts were made by the Railway officials to clear the tracks so that trains could run as advertised. On Monday last, the 28th the contractors were, we are informed, still in possession of the western section of the line and had clearing parties and trains on the track under an arrangement with Mr Rhennie of the Dominion Government, took possession of the eastern section and at once sent out a special train and clearing party to Georgetown. Their train could get no further than Royalty and had to return.

The next day, Tuesday the Dominion Government took full possession of the whole lin. Early in the morning two trains were sent out, and other special trains following at a later hour in the day. All these got stuck in the snowdrifts and one was stopped by the ice

on the rails. The Georgetown train went no further then Mount Stewart where it met with an accident which delayed its further progress. The Summerside train could get no further than a mile or two beyond Hunter River station, where one engine was disabled.

On Wednesday morning two relief trains, one going west in charge Mr Ridout C.E. The other going west east in charge of Mr Stonach, Mechanical Superintendent , were sent out. The former reached the diabled train at Hunter River, and brought the wrecked train back to the Hunter River station.

On Thursday morning, Mr Ridout, with a gang of fifty men commenced clearing the track westward and arrived at Fredericton a distance of only four and a half miles, late on Thursday evening. On New Year's morning he left Fredericton and by five o'clock reached County Line, a distance of six and one half miles from the starting place. Determined to work all night and reach Summerside if possible, he went on, but about half a mile beyond County Line, the snowplow and the leading engine ran off the track and were both disabled. The passengers after having been four days on the train were brought back to Mr Elliotts on to Summerside by sleighs, but the train remained where it was disabled.

Mr Ridout after a terribly cold drive arrived in town on Saturday morning. Thr train sent to relieve the train near Mount Stewart returned town on Friday evening.

The Saturday morning train was sent to the relief of the Summerside train, but the storm coming on, it got blocked up at North Wiltshire, where it now is trying to work its way west.

Seven engines with strong gangs o men were all working the past week, but all their efforts to clear the track, proved unavailing. In some cuttings the snow and ice is twelve feet deep.

This morning at 10:30 two relief trains with snow plows, flangers, etc. and accompanied by a gang of thirty men were sent out to relieve the other trains and hands. Mr Swinyard appears to be

making every effort in his power to get the road in working condition as soon as possible. In the meantime he has thought it advisable to issue a notice postponing the opening of the line until further notice.

January 25, 1875 The snow blockade continues.

PRINCE EDWARD ISLAND EXAMINER

October 19, 1881

One of the engines purchased by Mr Archibald for the Prince Edward Island Railway arrived from Pictou and was partially moved on to the rails from the Steam Navigation Wharf to the Depot today.

October 27, 1881

Lookin for locomotives, two second-hand locomotives from New Brunswick are in the repair shops.

December 11, 1883

Locomotive No. 9 was rebuilt at the Prince Edward Island Railway Works was tested by the Mechanical Superintendent Mr Unsworth yesterday and was found to be highly satisfactory. Two new boxcars have been built, one new snow plow and eighteen new boxcars are planned.

The vacuum brakes were tested.

May 23, 1884

Joseph Unsworth Esquire, Mechanical Superintendent of the PEI Ry. returned from Kingston Ontario last evening where he had been inspecting the new locomotives under construction.

May 31, 1884

The new cars built for the Island Railway were further tested by the Superintendent today they are satisfactory and will be run on the Express Monday

July 12, 1884

New engine No. 21 has just been received from Canadian Locomotive Works went out on a trial trip.

November 11, 1880

The new PEI locomotives have arrived at Moncton.

November 24, 1880

The two new engines which arrived by the "Southport" on Saturday (just before the storm commenced) will no doubt afford some relief. They are manufactured by the Canada Locomotive Engine Company of Kingston, Ontario and for heavy freight work are supposed to be superior to any now on the line. They are called Mason Fairlie engines and are of the same kind only larger as engines which have given great satisfaction on the New Brunswick Railway. There are three wheels coupled under each side of the steam truck and three wheels under each side of the tender.

PRINCE EDWARD ISLAND EXAMINER

March 27, 1876

Tenders were being taken for the stations at Summerside, County Line, Lot Forty.

April 17, 1876

Report states that the engines are insufficient in numbers and strength.

January 11, 1879

The first railway accident of the season occurred to the up train from Georgetown at noon today. The train drawn by two engines driven by A. McFarlane and John McArthur respectively "fought the snow" successfully and without accident from Georgetown to Suffolk passing this station they rapidly breasted a high bank in the center of which the engines slipped from the rails and ran off the track a short distance. With the exception of Fireman McDonald who had his hand badly cut, no casualties were reported to the train hands or the passengers. An auxilary left the depot in this city to relieve the train at 2:30 this afternoon. Unless the obstruction is easily removed there will be no train from Georgetown or Souris this evening.

Since writing the above we learn that a train left this city at four o'clock with passengers for Georgetown. Being unable to pass it will be met at the wreck by a another train from Georgetown which will convey the passengers

January 13, 1879

He train which ran off the track at Suffolk Station on Saturday was righted and taken into the city at six o'clock Saturday evening. One of the engines was badly damaged and the track torn up for a considerable distance.

January 25, 1879

The regular train ran off the track after leaving Souris this morning. It was righted late this afternoon and may be expected in the city at eight o'clock this evening.

February 4, 1879

Railway accident number two, between Mount Stewart and Royalty Junction yesterday at Bedford station there was a heavy snow blockade, the engines were thrown from the rails.

February 24, 1879

A big snow storm.

February 26, 1879

The Railway is still blocked by snow.

March 5, 1879

A derailment occurred at County Line.

March 5, 1877

The method adopted last winter of building snow ploughs upon the tank engines acted admirably bringing the power and work to be accomplished much closer together, (a very desirable object upon the many sharp curves of the Railway.) The great weight also of these locomotives plowing prevented their leaving the track, whereas during the previous winter it was almost impossible to keep the wooden ploughs on the track.

We have a very good excursion business during the summer months and in order to meet the requirements of which we are forced to put tempoary seats in box and flat cars.

Windmills have been erected at various water stations through out the line for the purpose of pumping water.

A machine shop 40 by 120 and an enginehouse 26 feet by 30 feet of native stone has been erected at Charlottetown.

November 27, 1877

Steel rails at Charlotteown are for Royalty.

CANADA SESSIONAL PAPERS

INTERCOLONIAL REPORTS

I arrived on the Island on the first of May. The Railway was not fully cleared from snow until the fifth of that month and trains did not run regularly until the 12th but since then have run according to timetable.

The tank engines will require repairs. It is intended to provide tenders for carrying coal to the large tank engines.

Engine No. 3 is used as a stationary engine for the machine shop. Engines 1 to 14 are on hand. The Railway has 14 first class passenger cars, 9 second class-baggage cars, 5 postal cars 128 boxcars, 37 flat cars, 4 snow plows.

The Railway was opened for regular traffic on May 12th, 1875.

The Railway was opened in an incomplete state and the rolling stock was not adequate for the work which it to due. Four engines were ordered and are now on the line.

A machine shop is being built at Charlottetown. A heavy gale on November 17th , 1875 at St Peters Bay , Souris disrupted traffic.

The heaviest tonnage was oats. The rails are forty pound. There are 18 locomotives. The first fourteen locomotives were supplied by the contractors. Four of the light tank engines are being prepared as snow ploughs. The Royalty station was moved between the two lines.

Four Kingston locomotives were added during the first two months of 1877.Complaints about the tank engines on account of their boilers not being large enough for their cylinders., make for poor work on the mainline unless they have a light load, say three to five cars at most, and are good for shunting purposes. They are able for quite heavy lifts in a yard, and would be very useful in coal pits.

I would recommend the sale of six of them for such purpose, and four large engines similar to those lately purchased be procured in their stead.

New stations are at Summerside, County Line and Morrell and are great improvements over what the contractor built. The trucks under the boxcars and flatcars being too weak and the wheels are too small we are forced to renew them by substituting 33 inch wheels.

A station was built at Breadelbane. A telegraph station was opened at the tank house at Baldwin in the winter, mid-way between Cardigan and Mount Stewart.

The Souris Extension 8500 feet. from a point out of Souris to the deep harbour of Souris will be completed by December.

The Railway intends to secure two Mason Fairlie Bogie engines.

Six light tank engines are on hand

Four heavy tank engines are on hand.

Eight tender engines are on hand.

Engines 1-6 are light tank. Engine No. 1 is condemned having left the track in snowplowing and the engines following damaged her past repair. Numbers 2, 3, 4 and 5 are in fair order. No. 6 will need a new firebox. Engines seven to ten are heavy tank engines. No. 7 will be getting a ne firebox in the shop and No. 8 is in poor condition, needing a new firebox. She relieves No. 10 in shunting.

PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL DEPARTMENT,

CHARLOTTETOWN, 1st July, 1879.

SIR,—I beg to submit a report of the working of the Mechanical Department for the year ended 30th June, 1879.

Appended are the following Statements:—

A. Statement of performance and cost of Locomotives for the year.
B. Monthly Statement of cost of Locomotive Power for the year.
C. Monthly Abstract from Locomotive Returns for the year.
D. Monthly Statement of Car Mileage for the year.
E. Statement showing number of Locomotives and Cars.
F. Comparative Statement of the expenses of the Mechanical Department for the years 1878 and 1879.

The locomotives from No. 1 to 6, inclusive, are light tank-engines. No. 1 is condemned, having left the track in snow-ploughing, the engines following damaging her past repair. Nos. 2, 3, 4 and 5 are in fair order. No. 6 will need a new fire-box and a set of boiler tubes.

Nos. 7 to 10, inclusive, are heavy tank-engines. No. 7 is in the shop getting a new fire-box and a set of tubes. No. 8 is in poor condition, needing a new fire-box, a set of tubes and a driving axle. She relieves No. 10 shunting. No. 10 needs a new fire-box and a set of tubes. There is very little encouragement for the repairs put on the foregoing engines. No. 9 lately got a new fire-box and a set of tubes, and is doing very well on a light train. If the former engines take more than three cars, and the latter more than five, they are not sure of getting to their destination without a mishap. In consideration of these difficulties, I beg to recommend the purchase of two or three new tender-locomotives, which would be of greater service than the whole of the tank-engines.

Nos. 11 to 18, inclusive, are tender-engines, and are our best. They are in very good order.

The first-class cars are in good order, except the old windows in two of the "monitor" roofs; they will require to be made new as they cannot otherwise be made water-tight.

The second-class cars are in very good order, eight having been newly floored, and ten trucks altered to receive larger wheels.

The postal-cars, originally five in number, have been reduced to two. These two have been fitted up with "monitor" tops, to give better light and ventilation. The others have been converted into second-class for summer accommodation.

The van mentioned in my last report has been converted into a pay-car.

The four large and the five small snow-ploughs are all in a good state of repair, excepting some slight repairs needed to the trucks of three of the larger ones.

The following cars, &c., have been rebuilt, viz.: Four box-cars, ten platform-cars, one snow-plough, and four water-tanks.

As the well water is impregnated with salt, and injurious to the stationary engine boiler, a large tank has been built under the shop floor, and the rain water collected from the shop roofs into it. When this fails a tank placed on wheels brings water from the nearest watering station. The water at the shop well is never used by the locomotives if it can be avoided, as it sets them "priming."

and Summerside of which 284 tons were laid during the past fiscal year. The stock of rails on hand, 1,466 tons, is sufficient to maintain the permanent way.

The line has been ballasted where necessary and drainage works executed.

The necessary repairs have been made to stations and the accessory buildings.

The cost of maintenance of way is reported to have been $102,867.57, as against $90,392.87 in the previous year. In accordance with the recommendations of the then General Superintendent of Railways, 1,067½ tons of steel rails and fastenings have been purchased, which are now in store. The cost, delivered at the railway wharf at Charlottetown, is £5,521 18s. 7d. sterling, including insurance and commission.

The casualties were two in number.

The working of the road has been re-organized with a view to the establishment of more efficient and economical management. In the month of May last Mr. [illegible] was appointed Engineer and Superintendent. The annual saving will be large.

The connection between the Intercolonial Railway system proper and the Railways of Prince Edward Island, although, as a rule accomplished without difficulty in summer, in winter becomes a matter of serious consideration.

In summer the connection is made from Shediac, N.B. and Pictou N.S. The Railway train runs on to the wharf, and the passenger transferred to the steamboat is landed from Shediac at Summerside and from Pictou at Charlottetown.

The voyage in either case is ordinarily a matter of 4 hours.

As is the case with all tidal ferries through open water of any extent, vessels do not leave port when the weather is unusually threatening. Delay also occasionally takes place from fog and rough weather, but in the main the trip is performed with ease and regularity. The period of open passage varies, but generally it is included between May and December. When winter sets in, serious difficulty is experienced from great floes of northern ice driven by the north east winds. Then the crossing is in part through water studded with masses of floating ice, and floes of ice [illegible] which make navigation extremely hazardous if not impracticable. These floes move to and fro, sometimes at the rate of 4 miles an hour, especially at the narrow portion of the Strait. This condition is not continuous, at one time the water is entirely open, at another—though rarely—the ice, is jammed and packed sothat for some short period there is no movement.

Hitherto the working of the winter crossing has been undertaken by men who professionally take up the work as the means of livelihood. The boat used is of peculiar structure sheeted with tin, with a keel and two side runners, the bow has a flattened point, while the stern has the ordinary square form. The crew consists generally of from 6 to 8 men. When the ice is good the boat is pushed over it by

The locomotives and passenger-cars are kept neatly painted. They have received more attention in this respect than during the past years. During the summer quite a number of the box and platform-cars will need painting.

The total reduction in the expenses of this Department, as compared with last year, is $9,947.63.

I have the honor to be, Sir,

Your obedient servant,

ALEX. STRONACH,

Mechanical Superintendent.

MacNab, Esquire,

Superintendent and Engineer, P. E. I. Railway,

Charlottetown.

The Souris Extension has been completed and now is in operation. Two Mason Fairlie Engines have been ordered. Engines numbers 2 to 6 are in poor shape. Engines 7 to 9 are heavy tank engines but they are no better than the former. These tank engines are so poorly proportioned that they are a source of trouble and expense at their best are unreliable. Engines 11-18 are tender engines and are good and dependable. The two heavy Mason Fairlie engines ordered last fall have not been received and probably not be until the coming autumn.

1882 Sessional Papers, vol 5; Paper #8,
Annual Report of Minister of Railways and Canals for 80-81
Appendix 3, PEI Railway Reports

which it was originally built. This necessitated the purchase of considerable land, as the original right of way was not wide enough to contain the accumulation of snow caught by the fences without blocking the track. 6,146 feet of pole fence was also built where most required.

It is in contemplation to build a quantity of barbed wire fence next year.

Water Supply.

The Haggas Water Elevator has been adopted at fifteen watering stations on the line, and gives excellent satisfaction. It has proved to be much superior and more economical than the system of windmills and elevated tanks formerly in use. The tanks in connection with this system being under ground below the reach of frost the Railway is relieved of the expense of keeping up tank houses, repairing windmills, furnishing fuel and attendance necessary to keep the elevated tanks from freezing in winter. Windmills are still in use at four stations, but the "Haggas Elevator" will be substituted at these places shortly, when the expense for water supply will be reduced to a minimum. The old tank houses will be taken down or otherwise disposed of to the best advantage.

Mechanical Department.

The want of increased locomotive power was severely felt last fall previous to the close of navigation, and also during the severe storms of last winter.

Two of the tank engines have been condemned as not being worth further repairs, and the remainder of the tank engines are of little use except for shunting purposes. Engines Nos. 11 to 18 inclusive of the ordinary American pattern have done excellent service.

Two Mason Farlie engines were received from the Kingston Works in November last, but so far have not given the satisfaction expected. They have already required and received extensive repairs. A balance of four thousand three hundred dollars on the contract price of these engines is still retained. At least two more locomotives should be procured to meet the requirements of the road.

The passenger cars are all in good order. The comfort and safety of the travelling public has been much increased by the equipment of these cars with the Miller platform and air brakes. Much needed improvements in lighting and ventilation have also been made. Four new passenger cars are needed to meet the requirements of excursion traffic in summer. These could be built in the Railway shops at Charlottetown. Six box and three platform cars were rebuilt, a larger number will require renewal next year as all the eight ton cars with which the road was originally equipped are shewing more or less signs of decay. A gain of two tons in the carrying capacity of each car rebuilt is effected. The snow ploughs, five in number, are all in good order. Another is required and will be built before next winter. They were run with great care and at a moderate speed last winter, and as a consequence only one derailment occurred.

Ten hand cars of an improved pattern were built, for the Track Department, to replace ones worn out.

Stores.

The stock of stores on hand June 30th, 1881, was as follows:—

Ordinary stores	$33,104 05
Fuel	798 41
Rails and fastenings	31,755 62
Total	65,658 08

The purchases for the year amounted to $69,301.58. Great care has been used to procure stores of good quality.

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The purchases for the year amounted to $69,301.58. Great care has been used to procure stores of good quality.

CASUALTIES.

Only one accident of any kind occurred during the year. On the 25th August, when two miles east of York station, two freight and two passenger cars of a mixed train ran off the track and over a slight embankment, injuring several passengers.

The Superintendent then in charge of the line, was unable to determine the cause of the derailment.

Very great difficulty was experienced in operating the line during the past winter owing to frequent and heavy snow falls. The expense of clearing the track of snow and ice was very heavy, amounting to $11,426.22, and being obliged to run two locomotives on each train, a great deal of the time, was added materially to the working expenses, it is said to have been the worst winter for railroading since the opening of the line.

Every effort has been made to maintain the road and its equipment in a thorough state of efficiency, and it is satisfactory to be able to report that it never was in better condition than at present.

I have the honor to be, Sir,

Your obedient servant,

(Signed) L. B. ARCHIBALD,

Superintendent.

COLLINGWOOD SCHREIBER, Esq.,
Chief Engineer of Government Railways,
Ottawa.

Four locomotives were bought and four old locomotives will be sold. A new flag station for Midgell.

Two of the tank engines are condemned as not worth further repair and the remainder of the tank engines are of little use except for shunting purposes. Two Mason Fairlie engines were received from the Kingston Works in November last, but so far they have not given the satisfaction expected. They already require extensive repairs.

On the 29th of March last, in a district extending for over 121 miles there were 14 miles of snow drifts from five to ten feet deep Some were fifteen to twenty feet deep. Traffic was impeded.

At Georgetown a wye was built.

New stations were built at Bloomfield and Freetown.

Six boxcars were built and two flangers.

Coach No. 12 was rebuilt.

Three others have been condemned during the year, and others to replace them are in course of construction at Kingston (and it is expected will be on the road this fall), leaving now on the road, fit for service, fifteen locomotives, which are numbered as follows:—

1, 2, 7, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19 and 20.

No. 1, which was purchased from the New Brunswick Railway Co. last fall, is of the Mason-Fairlie type built by the Mason Machine Works at Taunton, Mass., in 1873, and is in good order.

No. 2, which is an engine precisely the same in every respect as No. 1, and purchased at the same time, is also in good order, but will shortly require a new set of tires. These engines have given every satisfaction since they were put on the road.

Nos. 7, 9 10 are tank engines, and are used only as switch engines, not being suitable, on account of their limited tank capacity, for running passenger or freight trains. They have received the repairs necessary during the year to keep them in good condition for their work.

No. 11, built at the Baldwin Works, Philadelphia, in 1874, will shortly require to be taken into the shop and thoroughly repaired.

No. 12, built at the Baldwin Works in 1874, is now in the shops undergoing heavy repairs.

No. 13, built at the Baldwin Works in 1874, has been carefully overhauled during the past winter and is now in excellent working order.

No. 14, built at the Baldwin Works in 1874, has also received extensive repairs and is in first class condition.

Nos. 15, 16, 17, and 18, built at the Kingston Works in 1876, have also been thoroughly overhauled. No. 17 since her repairs has seen a good deal of hard service, and will shortly require some additional labor expended on her. The others are in first rate order. All of the tenders of these American pattern locomotives had only one truck and a pair of pony wheels under them. They have all been furnished with new tender frames, which have been lengthened so as to enable us to put in two pairs of trucks. This adds very much to their safety, as previous to this they were continually getting off the track.

Engines Nos. 19 and 20, built at the Kingston Works in 1880, are of the "Mason-Fairlie" pattern, with outside link motion. These engines have required continual attention in order to keep them running.

The boilers and steam gauges of all the locomotives are duly tested and a record of the same kept.

CARS.

The road is equipped with 282 cars, as follows:—

First class passenger cars	14
Second class cars	3
Second class and baggage cars combined	8
Baggage car	1
Postal cars	2
Pay car	1
Conductors' vans	3
Box cars	142
Cattle cars	4
Sheep cars	4
Flat cars	100

Of the 150 box, stock and sheep cars, 104 are 8-ton cars, and are those with which the road was first equipped. The greater number of these have small, light trucks, with 24-inch wheels. The other 46 are 10-ton cars, and are in good condition, having 33-inch wheels and standard trucks.

Of the 100 flat cars, 37 are 8-ton cars, and are those with which the road was originally supplied.

55 (page #s of Paper #8)

(Mech. Supt was J. Unsworth)

Annual Report of Minister of Railways and Canals for 1881-8

On the 24th February, while engaged in opening the line after a severe snow-storm, Archibald Macfarlane, an engine driver, fell from his engine, was run over, and instantly killed. The verdict of the coroner's jury was as follows:—"The said Archibald Macfarlane, on the 24th February, being driver of engine No. 20, going west on special snow clearing train, of which Daniel McDonald was conductor, when about a mile west of Summerside, slipped and fell from said engine, the outside running gear striking him on the head, which, together with the snow plough passing over his head, inflicted wounds which, we believe, caused instant death."

In conclusion, I am happy to say the whole road was never in better order, nor the public better served than at present. Express trains are run in summer with the utmost regularity, and afford great accommodation to the people. In winter, owing to snow, it is impossible at times to maintain regularity, but the most untiring efforts are made to keep the line open and traffic moving.

In short, the line will compare favorably with any of the same gauge on the continent.

I have the honor to be, Sir,
Your obedient servant,

L. B. ARCHIBALD,
Superintendent.

COLLINGWOOD SCHREIBER, Esq.,
Chief Engineer and General Manager Government Railways,
Ottawa.

PRINCE EDWARD ISLAND RAILWAY.

MECHANICAL SUPERINTENDENT'S OFFICE,
CHARLOTTETOWN, 14th August, 1882.

SIR,—I beg to submit the following statement showing the operations of the Mechanical Department of this Railway for the year ending 30th June, 1882.

A.—Monthly statement of the cost of locomotive power.
B.—Statement of performance and consumption of locomotives.
C.—Monthly statement of car mileage.
D.—Statement showing number of locomotives and cars.
E.—Statement of the expenses of the Mechanical Department for the year 1882.

I was appointed Mechanical Superintendent and Storekeeper of this Railway on 22nd November, 1881, and, in compliance with your instructions, I immediately commenced a thorough inspection of the machinery and rolling stock of the road, and reported upon the condition of the same. Since then, the work of carrying out those of my suggestions which met with your approval for bettering the condition and increasing the efficiency of the service has been diligently prosecuted.

The stationary engine, being urgently in need of thorough repair, was first taken in hand and carefully overhauled. From long service with the use of water of an alkaline nature the boiler was much encrusted, and the crown sheet, bars, and stays had to be entirely renewed. By temporarily substituting one of the old tank engines in its place, repairs to this engine were made without any interruption to the working of the machinery in the shops. In this connection I would suggest that if possible, a supply of better water be procured for the use of the Mechanical Department at Charlottetown, as all the locomotives are suffering more or less from the use of bad water at this place.

LOCOMOTIVES.

Four of the ten tank engines with which the road was originally equipped have been condemned up to this date, and, four engines were purchased replacing them.

1883 Sessional Papers, vol 6; Paper # 8. An Appendix # 4. P.E.I. Railway Reports

Three others have been condemned during the year, and others to replace them are in course of construction at Kingston (and it is expected will be on the road this fall), leaving now on the road, fit for service, fifteen locomotives, which are numbered as follows:—

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LOCOMOTIVES.

Four of the ten tank engines with which the road was originally equipped have been condemned up to this date, and, four engines were purchased replacing them.

The Railway are working on building two snowploughs and two first class coaches.

New station at Miscouche.

Two new engines came from Canadian Engine Company.

25 boxcars

25 10 ton flatcars

2 plows

The four new locomotives from Canadian Engine Company are well built.

July 17, 1882 the No. 1 train the axle of he forward coach broke close up to the wheel throwing two coaches off the track at Winsloe Station.

A coal shed was added at Charlottetown 30 by 60 feet.

The railway have 21 locomotives.

In July last a heavy freight engine was purchased to replace engine No. 10 that had been condemned.

Engine numbers 4, 6, 12, 14, 18 have received new fireboxes.

On March 24, 1895 the Special Mail Train with engine No. 14 at the Mount Edward Crossing the engine hit a cow and left the track going down the embankment and turning over.

53 VICTORIA, No.6 1890 6-1889

The Railway has 21 locomotives.

54 VICTORIA No. 10 1891 6-1890

The West Devon station was rebuilt after a fire.

55 VICTORIA No. 9 1892 6-1891

The Railway have 21 locomotives.

56 VICTORIA No. 9 1893 6- 1892

The Summerside station was moved from the wharf to Water Street.

The Railway has 21 locomotives.

A fire at Tignish, August 30, 1896 destroyed the following railway property; enginehouse and contents including engine No. 6, coal shed and hoist, 300 tons coal, the agents dwelling house and car sheds combined, six boxcars, one flanger and one snow-plough.

A new first class car built of modern design.

A new yard built at Tignish and the turntable was moved.

One van was rebuilt into a flanger to replace the Tignish flanger.

On April 20, 1897 a car left the track on train No. 1, engine No. 3 at Harpers.

Shortening of the line between North Wilshire and Colville and a survey for a branch line from South Port to Murray Harbour.

In October and November of 1897 storms did great damage to the works of the Railway at Marie and Migell, and at St Peters.

At Mount Stewart a nine hundred foot siding to the wharf was built.

Locomotives numbers 4 and 18 were rebuilt, n this included new fireboxes, new driving wheels, new axles, new pistons and rods.

One second class baggage car was converted into a postal baggage car.

On January 24, 1898 Train No. 1 derailed near Traveller's Rest, double header with engines No. 7 and No. 21.

The Railway purchased the wharf at Mount Stewart.

Seven new double deck stock cars were built.

The curves were reduced at North Wilshire.

At Coleman a combined waiting room freight shed was added.

Locomotives Numbers 3, 5 and 17 were practically rebuilt.

A new first class car was built.

A first class smoking, postal car was built.

One cold storage car and seven stock cars built.

One locomotive was condemned on July 1st, 1898. It will be rebuilt.

A branch railway to Murray Harbour 11,5 miles mitchs Pond to village Green is under construction.

Twenty flatcars are being built. As well as 18 boxcars.

Locomotives No. 8 and No. 20 were purchased from Canadian Locomotive Company. Two first class cars and on baggage car were built.

Three 15 ton coal cars were built to replace three 10 ton coal cars that were condemned.

Two engines were condemned.

One plow was rebuilt.

One second class car was condemned.

One first class car converted into a second class car.

The Murray Harbour Branch, Willard Kitchen has the contract.

Twenty flatcars were built.

Twenty boxcars were built.

Two locomotives from Canadian Locomotive Company No. 22 and No. 23 were received.

Two first class coaches built

One second class coach built.

The railway has 21 locomotives, 17 first class coaches, 7 second class coaches 4 combines, 2 postal cars, 3 combination postal-baggage cars one paycar, 3 vans, 183 boxcars, 1 refrigerator, 17 stock cars, 18 coal cars, 125 flatcars, 8 plows, and 7 flangers.

On August 25, 1900 Train No. 5 the mixed train with engine No. 6 derailed at Blue Shark.

The length of the railway line was reduced by one mile by reducing the curves between Loyalist and Colville Stations

Two locomotives have arrived from Canadian Locomotive Company No. 24 and No. 25.

Two second class passenger cars have been built and two first class cars are almost completed.

23 locomotives are on hand plus two just purchased equals twenty-five locomotives.

The Murray Branch has been completed between Mitch's Point and murray River 42. 26 miles.

Construction at the Hillsborough River Bridge.

A new station at Georgetown.

One postal-smoking car built.

One postal-baggage car built.

Ten new boxcars built.

Three engines were condemned July 1902 and are to be rebuilt.

New floors were laid in Georgetown and Mount Stewart offices, and counters put up. A counter was also placed in St. Peter's office.

Five hundred yards of clay were used in grading station ground at Bear River.

All stations, &c., received slight general repairs.

WHARVES, &C.

Forty-five tons of timber and scantling, and fifty tons of stone ballast, were used repair breastwork at Charlottetown wharf, damaged by storm on 5th November

Fifteen fenders and one mooring post were renewed at Georgetown wharf, and tons of stone ballast were used in its repair.

Extensive repairs were made to Summerside wharf, and fenders were placed and both sides, for a distance of 400 feet. A portion of this wharf was replanked, the planking had general repairs.

Souris and St. Peter's wharves received repairs.

FENCING.

Four thousand two hundred and twenty-two lineal feet of new barbed wire ce was built between Ellerslie and Brae stations.

Twenty-seven thousand three hundred and seventy-two feet of fence was renewed h barbed wire.

Three thousand nine hundred and eighty-eight feet of pole fence, and 2,140 feet board fence, have been renewed.

Forty miles of old fence, 228 gate posts, and 123 farmers' gates, were renewed.

One thousand one hundred and seventy-five feet of snow fence, blown down by les during the summer, were rebuilt.

A large quantity of fence which had been burned was repaired.

SEMAPHORE SIGNALS, &C.

The semaphore, east of Summerside Station, was removed 600 feet further out, as to better protect the siding.

All semaphores, switch frames, targets, telegraph signals, and most of the outside mps, were painted.

WATER SUPPLY.

The "Haggas" water system is still in use, and continues to give good satisction.

ROLLING STOCK.

One new locomotive, built for the Cape Traverse Branch, has been added to the olling stock, and charged to Capital.

Forty-three 10-ton box cars, eleven 10-ton platform cars, and one snow plough, ave been rebuilt in the workshops of the railway, at Charlottetown, and are charged o working expenses.

The rolling stock has received the necessary repairs, and is now in good ondition.

Forty box and twelve platform cars yet remain to be rebuilt.

STORES.

The purchases of stores during the year amounted to $77,039.57

The value of stores on hand, 30th June, 1885, was :—

General stores	$60,715 89
Coal	569 57
Rails and fastenings	20,948 96
Old material, serviceable	7,282 00
	$89,516 42

Canadian National Railways C

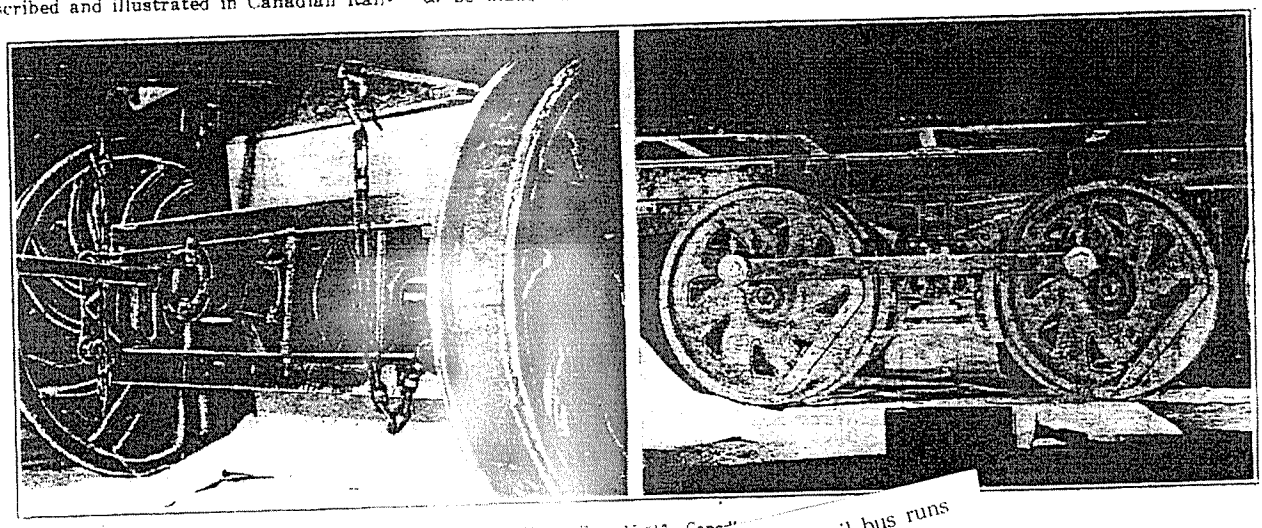
Atlantic Region Betterments.—We are advised that the following were the principal betterments done on the Atlantic Region during 1923:—

The Prince Edward Island Ry. from Summerside to Tignish and Alberton, was widened to standard gauge, and on 20.8 miles of the distance the old 50 lb. rail was replaced with 67½ lb. Russian rail. A third rail, which permitted operation of narrow gauge stock, as well as standard gauge, was taken up between Royalty Jct. and Summerside, 42.4 miles, and between Emerald Junction and Borden, 13 miles. All the track west of Royalty Jct. is now standard gauge, and between Royalty Jct. and Charlottetown a third rail provides for the operation of both narrow and standard gauge stock.

February 1924

was operated in 1921 between Brockville and Westport, 44.4 miles, on the Ontario District, Ottawa Division, Brockville Subdivision, has been transferred to the Maritime District, Edmundston Division, and is operating between Cross Creek and Stanley, N.B., on the Nashwaak and Stanley Subdivisions, 5.74 miles. This car was described in Canadian Railway and Marine World for Nov. and Dec., 1921.

The gasoline car equipped with a Winton chassis and 6-cylinder engine, described and illustrated in Canadian Railway and Marine World for Dec., 1921, and which ran formerly between Cross Creek and Stanley, N.B., has been converted to 3½-ft. gauge at the C.N.R. Moncton shops, and started on July 6 operating between Souris and Elmira, P.E.I., on the Maritime District, Island Division, Souris and Elmira Subdivisions. Trains 23 and 24, which operated between Souris and Elmira daily except Sunday, were cancelled on the date mentioned, and motor car service was installed on the following schedule: Daily except Sunday the car leaves Elmira 6.20 a.m., Harmony Jct. at 7.03 a.m., arrives at Souris at 7.30 a.m.; leaves Souris at 5.30 p.m. On Wednesday only Souris at 5.30 p.m., Harmony Jct. at 5.50 p.m., and arrives Elmira at 6.30. On Wednesday only the car leaves Souris at 1.15 p.m., arrives Harmony Jct. at 1.32 p.m., leaves Harmony Jct. at 1.45 p.m., and arrives at Souris at 2.05 p.m. Daily except Sunday and Wednesday the car leaves Souris at 10.45 a.m., Harmony Jct. at 11.05 and arrives at Elmira at 11.45 a.m.; leaves Elmira at 12.45 p.m., Harmony Jct. at 1.32 p.m., and arrives at Souris at 1.50 p.m. In addition to the motor car service a mixed train service is given between Souris and Elmira on Wednesday only. From Souris to Harmony Jct., the junction between the Souris and Elmira Subdivisions, is 4.8 miles, and from Harmony Jct. to Elmira is 9.85 miles, making the total distance from Souris to Elmira 14.65 miles. Harmony Jct. is 55.5 miles from Charlottetown. No meets having to be made on steam trains, the motor

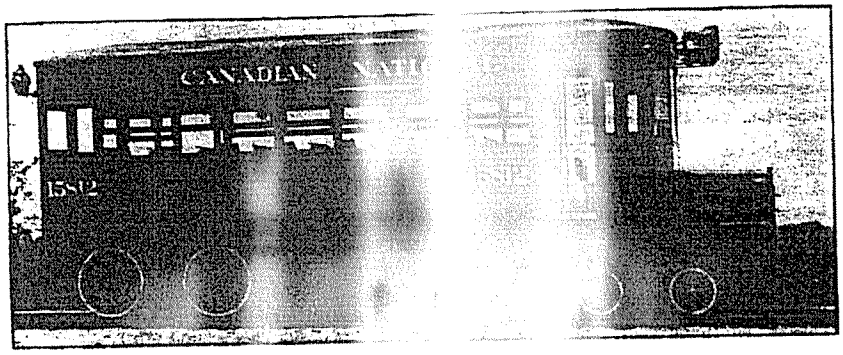


Gasoline Railway Motor Car, 15,812, Canadian National Railways.

Front of rear truck, with drive shaft arrangement.

CNR Car 15800 gasoline rail bus runs Souris to Elmira, Prince Edward Island in 1922.

gasoline cars ... the C.N.R. manage... Ledoux, Jennings, Ltd., Mont... was, on June 28, as stated in our ... issue, placed on the run between ... and Trenton, 30.6 miles, on the



Gasoline Railway Motor Car ... Canadian National Railways.

... Ottawa Division, Pic... and between Trenton ..., 1.6 miles, on the May... also, and between ...anee, 34.6 miles, on the ...on. The car's schedule ... June issue on pg. 289. ... very satisfactory ser... described and a plan and ... given in our June issue, ... are shown illustrations of ... truck details.

... car was delivered, it left Montreal under its own power and made the trip to Ottawa, 114 miles, in 4 hours, including all stops and meets. The builders state that between Montreal and Hurdman, 111.4 miles from the Montreal Tunnel station, 107 miles were run on a gasoline consumption of 9¾ galls., with 5 passengers in the car. On arrival at Ottawa, the car was inspected by Board of Railway Commissioners' members and officials, after which it was driven to Trenton, making on part of the trip 20 miles in 30 minutes. The trial trip on the regular runs was made June

... wing side rods.

... 21 passengers on board 32 ... un in 55 minutes, including ... The builders further state ... e a report that on one day ... made 196 miles on 14 gals. of ... asoline, or 14 miles to the gallon. To July 10 the mileage made was 5,000.

As stated in our July issue, the C.N.R. management intends to convert 2 passenger cars into self-propelled cars of the storage battery type at the Niagara, St. Catharines & Toronto Ry. shops at St. Catharines, Ont., for use on Ontario District lines. They will each be fitted with a set of storage batteries and 4 motors, and all other electrical and control equipment will be applied at St. Catharines. The type of battery to be used has not been decided.

The self-propelled cars in C.N.R. service have been renumbered recently. The gasoline electric car which has been operating for some time between Transcona and Winnipeg, Man., is now no. 15,800; the storage battery car operating between Bathurst and Campbellton is now no. 15,801; the 2 storage battery cars to be built at St. Catharines will be nos. 15,802 and 15,803; the gasoline car operating in Prince Edward Island has been numbered 15,810; the first car built by Ledoux, Jennings, Ltd., now operating between Cross Creek and Stanley, N.B., is no. 15,811; the 2 gasoline cars ordered recently from the same builders, are nos. 15,812 and 15,813, and the gasoline motor car to be operated between Bathurst and Campbellton is no. 15,814.

Greater Winnipeg Water District Ry.—The gasoline motor car bought for this line, which extends from St. Boniface, Man., to Waugh, Shoal Lake, adjoining Lake of the Woods, 91.9 miles, was delivered in Winnipeg, June 23, and was placed in service July 3. It leaves St. Boniface, 5.3 miles from Winnipeg, on

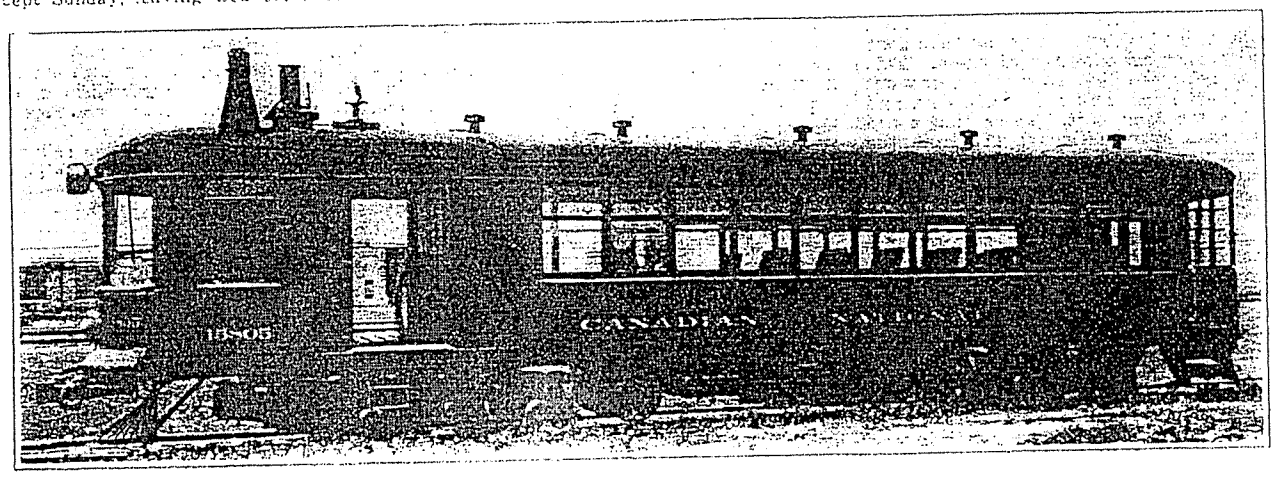
Self Propelled Cars on Steam Railways.

Canadian National Railways' self propelled cars are, or very soon will be, assigned to service as follows: No. 15,800, the gasoline-electric car, which has been operating for some time between Winnipeg and Transcona, Man., will be withdrawn from service and remodelled, probably at the Transcona shop. Thorough overhauling of the motor is necessary. It will be replaced by storage battery car 15,802, one of those received from the Cambria and Indiana Rd. no. 15,801, the storage battery car which has been furnishing satisfactory service between Bathurst and Campbellton, on the Maritime District, is operating between Toronto and Beaverton, Ont., 64.3 miles, on the Muskoka Subdivision, Nipissing Division, Ontario District. The first trip was made Oct. 15. It was originally intended to give the service between Toronto and Washago, 89 miles, but in view of the latter place receiving adequate service without the car, the Toronto-Beaverton run was decided upon. The car handles a large milk traffic, in addition to local passenger traffic, and operates daily except Sunday, leaving Beaverton as train 316 at 8.30 a.m., and arriving at Toronto Union Station at 11.30 a.m., and leaving Toronto as train 315 at 3 p.m., and arriving at Beaverton at 6.05 p.m. Power for charging the batteries is available at both Toronto and Beaverton. Contrary to the original intention, car 15,802 will not be remodelled at the Niagara, St. Catharines & Toronto Ry. shops at St. Catharines, Ont., but at the Transcona shops, near Winnipeg. The baggage compartment will be fitted up as a smoking compartment and a few other small changes will be made. Storage battery car 15,803, also from the Cambria and Indiana Rd., is being rehabilitated at the Niagara, St. Catharines & Toronto shops at St. Catharines. New batteries are being put in, the car is being rewired, and equipped with locomotive bell, seats in the baggage compartment, standard headlights and marker lights, and a lavatory, and generally is being made to conform with the Board of Railway Commissioners' requirements. When hydro power becomes available, this car will run between Brockville and Westport, 44.4 miles, Brockville Subdivision, Ottawa Division, Ontario District. Steam car 15,805, described in Canadian Railway and Marine World for October, and illustrated herewith, has been placed on the Bathurst-Campbellton run, on the same schedule as the storage battery car operated there heretofore. Particulars of this schedule have been given in preceding numbers of Canadian Railway and Marine World. No. 15,810, the small gasoline car with the Winton engine, is still in operation between Souris and Elmira, on Prince Edward Island. Particulars of this run were given in Canadian Railway and Marine World for August, pg. 418. No. 15,811, the first gasoline car to be received from Ledoux, Jennings, Ltd., Montreal, is still in service between Cross Creek and Stanley, N.B., 5.24 miles, on the Nashwaak and Stanley Subdivisions, Edmundston Division, Maritime District. Gasoline car 15,812 is in service between Brockville and Westport, Ont., but will be replaced by car 15,803, as stated, after which it will be kept as a spare on the Trenton-Picton-Napanee run. Gasoline car 15,813 has been sent to the Pacific coast, where it will operate between Victoria and Sooke, some 22 miles out of Victoria, on the Victoria-Alberni line. Gasoline car 15,814 is in service on the Ottawa Division, Ontario District, between Picton and Trenton, 30.6 miles, on the Picton Subdivision; between Trenton and Trenton Jct., 1.8 miles, on the Maynooth Subdivision, and between Trenton and Napanee, 34.6 miles, on the Rideau Subdivision. Battery cars 15,801 and 15,802 are equipped with Edison storage batteries, which have proved satisfactory in every way. Battery car 15,803 will be equipped with ironclad exide batteries.

The Board of Railway Commissioners passed order 32,842 on Sept. 9, authorizing the operation of gasoline car 15,813, as follows: "The Board orders that the Canadian National Rys. be authorized to operate the passenger car known as the Ledoux, Jennings gas car, propelled by gasoline, and constructed according to the detail plans approved under order 32,224, March 25, 1922. The Board reserves the right, at any time hereafter, upon the report of its Chief Operating Officer or its Mechanical Appliance Specialist, to order any change or improvements in the said plans, or in any car constructed thereupon, which it may seem necessary for the safety and convenience of the public or the employes of the applicants; and the Board further reserves the right at any time to direct the discontinuance of the passenger service to be afforded by any car built according to the said plans, and the substitution therefor of other service."

We understand that the Canadian Nationa[illegible] about to order an additio[illegible]

CNR Car 15800 gasoline rail bus runs Souris to Elmira, Prince Edward Island in 1922.



Self Propelled Steam Car, Canadian National Railways.

[illegible] $4.02, but this of course, covers [illegible] items of expense. What the average cost per passenger train mile is, is impossible to determine, although from time to time some railway accountant announces that he has devised a method of segregating operating costs as between freight and passenger service. It is evident that such a distribution of expense would at best be but a scientific guess. At all events, while exact costs and savings are not yet available, it may be stated that the self-propelled cars on the Canadian National Rys. have demonstrated their ability to economically provide services that steam trains could not provide except at a large loss.

The two storage battery cars bought by the Canadian National Rys. from the Cambria & Indiana Rd. were in service formerly between Colver Heights and Nant-Y-Glo, Pa., 13.1 miles, making two round trips daily. It was decided by the Cambria & Indiana management to get rid of them, owing to the high cost of power, which was 5c per k.w.h. The cost of operating the cars was as follows: current, $490; attendant for storage battery charging plant, $110; and repairs, labor and materials, $115 monthly; making a total of $715 monthly. The cars were replaced by a service gasoline motor car.

We are informed that the Board of Railway Commissioners has decided to require air brakes on all self-propelled cars put in service in future. All of the Canadian National Rys. self-propelled cars are equipped with air brakes except 15,810; 15,811; 15,812 and 15,813.

Grand Trunk Ry. The National Steel Car Corporation, Hamilton, Ont., is preparing plans for a gasoline car for the G.T.R. The Boards of Trade of Kitchener, Galt, Doon and Waterloo, Ont., recently petitioned the Railways Department for a gasoline car service on the

CNR oil electric No. 15823 is assigned to run between Tignish and Charlottetown on Tignish and Kensington Subdivisions, Island Division, 115.17 miles as Trains 205 and 206.

Canadian Railway and Marine World

February, 1922

Double Gauge Track on Prince Edward Island Railway.

As the question of completing the changing of the Prince Edward Island Ry. gauge from 3½ ft. to the standard 4 ft. 8½ in. was much discussed during the recent general elections, it will be of interest to review what has already been done in this connection, the methods adopted, and the results. The P.E.I.R. has a total mileage of 276.77, made up as follows:—main line, Charlottetown via Summerside to Tignish, 115.17; and the following branches, Charlottetown to Murray Harbor, 47.70; Lake Verde to Vernon, [illegible] Royalty Jct. to Souris, 56.08; Harmony Jct. to Elmira, 9.85; Mount Stewart Jct. to Georgetown, 24.29; Emerald Jct. to Borden, 12.89. A third rail has been laid on the main line from Charlottetown to Summerside, 47.38 miles, and on the Emerald Jct.-Borden Branch, 12.89 miles, a total of 60.27 miles. The laying of the third rail was begun in Aug. 1918, and carried on until the early part of December, when it was abandoned for the winter. Construction resumed in May 1919 and completed in August of that year.

The original narrow gauge track consisted of about 38 miles of 56 lb. rail, and 22 miles of 50 lb. rail, but for the installation of the third rail this was replaced in part by having the two outer or standard gauge rails of 67½ lb. rail, which had been rolled for the Russian Government in 1917. The inside rail of 56 or 50 lb. weight, was allowed to remain for narrow gauge equipment. As the Russian rail is 5 in. high and the 56 lb. rail only 4 in., it was necessary to place shims under the light rail, so that the surface of the three rails would be in the same plane. This has proved fairly satisfactory, except that, owing to the short life of the shims, the cost of replacement is becoming rather heavy. Some difficulty is also being experienced in keeping the shimmed rail to gauge on sharp curves, as the shims have a tendency to slide on the ties, but this is overcome to some extent by the insertion of wooden braces between the shimmed rail and the outer Russian rail.

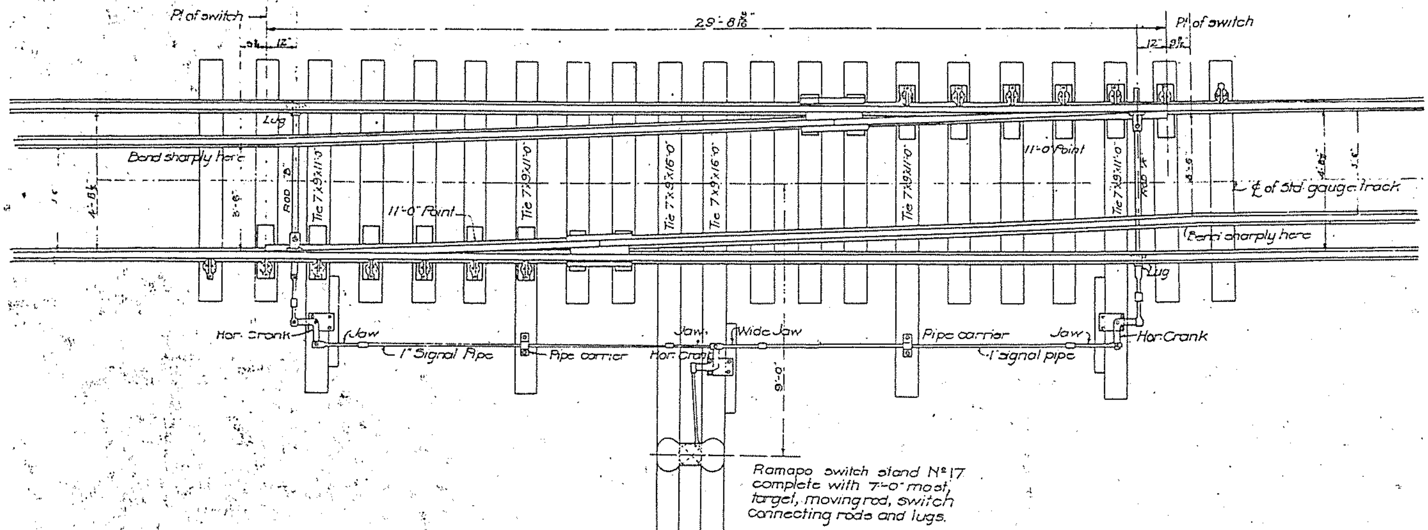


Fig. [illegible] Double Gauge Tracks, Prince Edward Island Ry. Standard and narrow gauge combination turnouts, 80 lb., showing switches necessary for Y tracks.

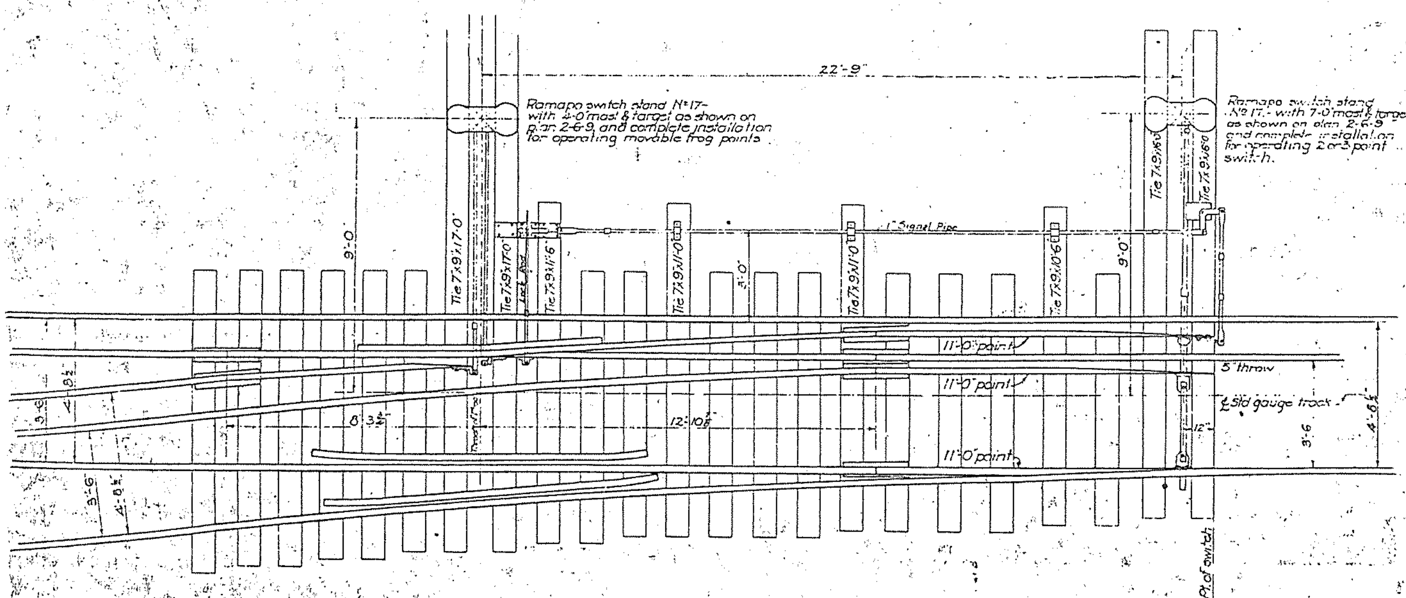


Fig. 2. Double Gauge Tracks, Prince Edward Island Dy. Standard and narrow gauge combination turnouts, 80 lb. Method of interlocking movable point frog and switch point.

There were no particular problems experienced in the laying of the third rail, but the labor involved was rather heavy, as the two outer rails had to be laid so that the center line of the standard gauge track, which would carry the heaviest rolling stock, would correspond with the center line of the roadbed or ties, and this

Double Gauge Track on Prince Edward Island Railway.

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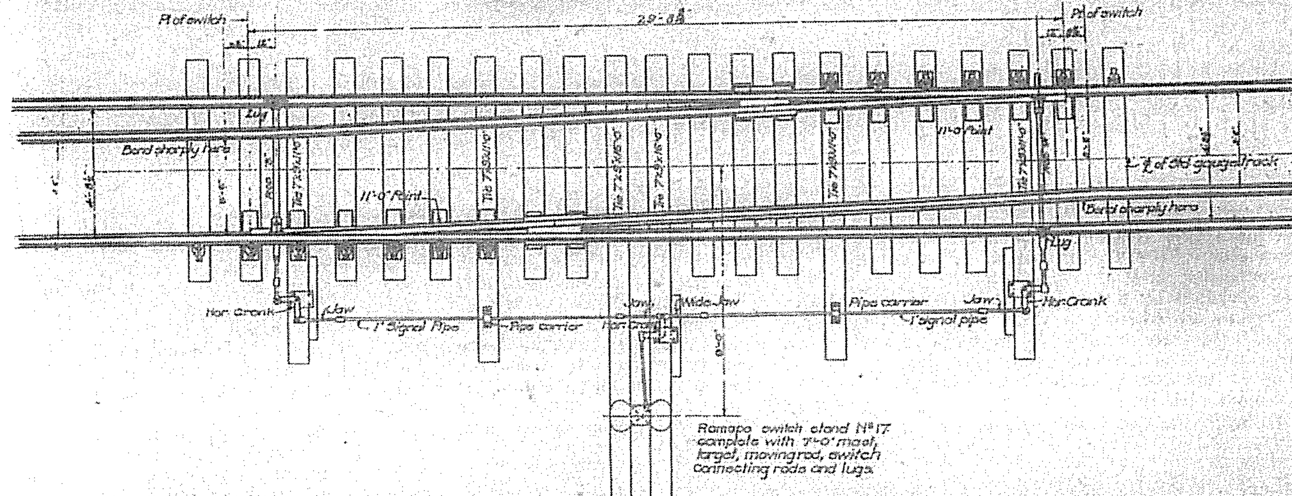
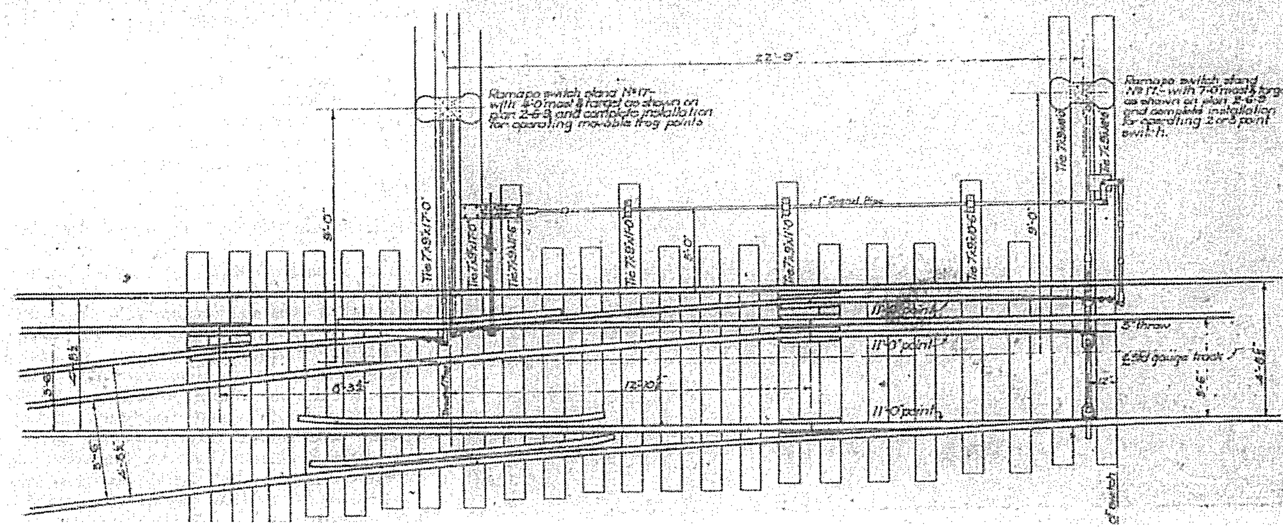
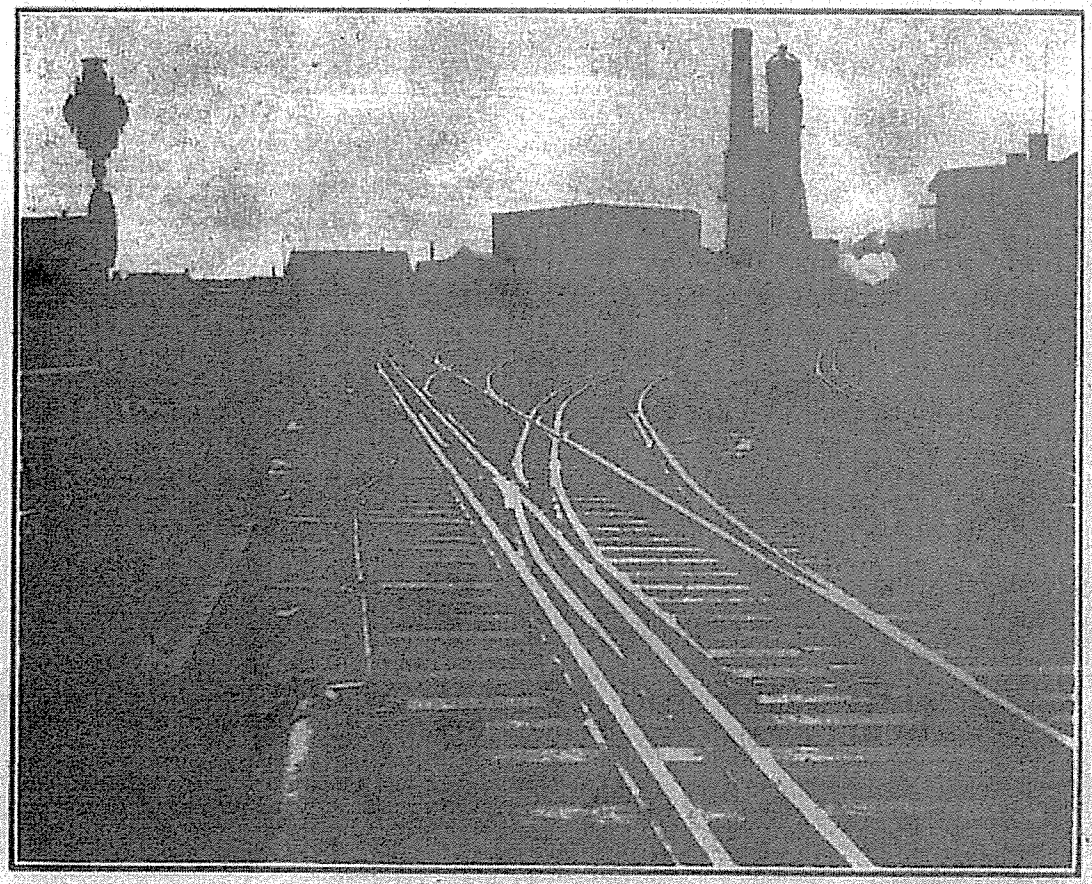


Fig. 1. Double Gauge Tracks, Prince Edward Island Ry. Standard and narrow gauge combination turnouts, 80 lb., showing switches necessary for Y tracks.



All main line turnouts are no. 8, and



Double Gauge Tracks and Switches in Charlottetown Terminal Yard, P.E.I. Ry.

consist of two no. 8 frogs and one no. 13 frog, with movable points. These frog points are operated by a Ramapo switch stand, having two moving rods, and double throw instead of the ordinary single throw. This stand is partly interlocked with the switch points by plunger and lock rods, making it impossible to leave the frog points set for a siding if the switch points are set for the main line.

noses were fitted with a removable plate, slotted for the inner or narrow gauge rail. This plate is changed over to the left or right hand of the plough to suit the position of the inner rail, that is in working west the plate is on the right hand side of the plough, and in working east it is changed over to the left hand side. Considerable trouble has, however, been experienced in the spring, while the frost is leaving the ground. The fact

hoped that financial conditions will in the not distant future permit the extension of the standard gauge to outlying points, and thus eliminate the present multiple rail track as far as possible.

Canadian Railway and Marine World is indebted to Alex. Scott, Division Engineer, Island Division, Canadian National Rys., for the foregoing information.

The next portion of the work to be undertaken will undoubtedly be the part of the main line between Summerside and Tignish, 115.17 miles, which would do away with the transfer of freight from standard gauge cars to narrow gauge ones at Summerside, for points from there to Tignish.

Additional illustrations will be found on page 61.

Station Caretaker Agents' Duties.

The Board of Railway Commissioners passed general order 355 Jan. 5, as follows:—Re general order 119, Jan. 31, 1914, and the appointment of caretaker agents at non-agency stations. Whereas railway companies are required from time to time to appoint caretaker agents at stations at which regular station agents are not maintained, the Board therefore declares that the duties of a caretaker agent shall be to see that the station is kept clean, and, when necessary, heated and lighted for passenger's accommodation, and to be present on the arrival and departure of trains; such duties to be the same as those of a regular station agent, excepting the billing of freight and handling the telegraph system.

The Canadian National Rys. Employes' Social Club held a New Year party in the Winnipeg union station rotunda, commencing just after midnight and continuing until 4 am. on Jan. 2.

meant that the remaining narrow gauge rail had to be moved over on the tie 7¼ in., being half the difference between the width of the standard and narrow gauge. In general the third or standard gauge rail is laid on the north or right hand side of the track, but to follow this out while connecting up at junctions would have meant that the third rail at one end of the Y would be on the opposite side of the track, when meeting up with the main line tracks. This was overcome simply, by the provision of two switchpoints, one on each side of the rail, operated by a single switch stand, by means of which the third rail was transferred from one side of the track to the other. The accompanying plan, fig. 1, of switch for Y tracks will explain this more clearly.

All main line turnouts are no. 8, and for yard sidings a no. 13 rigid frog was used. This frog is double pointed, and, owing to the very small angle, the tracks and wheels must be rigidly to gauge to avoid derailments, on account of the liability of wheels striking frog points. The accompanying plans, figs. 2 and 3, show the arrangements of both the rigid and movable frog turnouts.

Nearly all the bridge spans had to be renewed to take care of the heavier rolling stock, but as none of them are over 40 ft. long, no heavy work was involved.

It was expected that considerable difficulty would be experienced in winter operation in keeping the narrow and outer rail clear of ice and snow, but the drop nose ploughs previously in use for narrow gauge operation have done this work quite satisfactorily. Their drop noses were fitted with a removable plate, that there are two rails on the north side of the track, close together, provides sufficient shade from the sun to hold the frost at the north end of the ties for a longer period than at the south end, with the inevitable result that during this time it is quite a problem to hold the track to anything like proper elevation, and there have been several derailments on this account.

The third rail was to provide through standard accommodation between Charlottetown and Summerside, the chief distributing points on the Island, and mainland points, via the car ferry between Port Borden, P.E.I., and Cape Tormentine, N.B., and covers about one-fifth of the P.E.I.R., which is now the Canadian National Rys. Island Division, but it is hoped that financial conditions will in the not distant future permit the extension of the standard gauge to outlying points, and thus eliminate the present multiple rail track as far as possible.

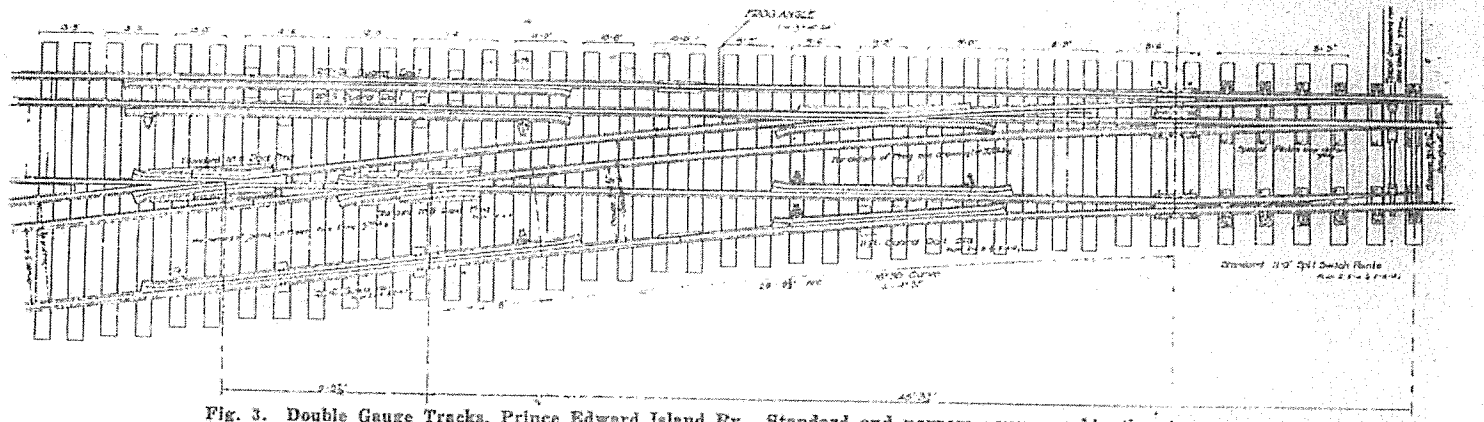
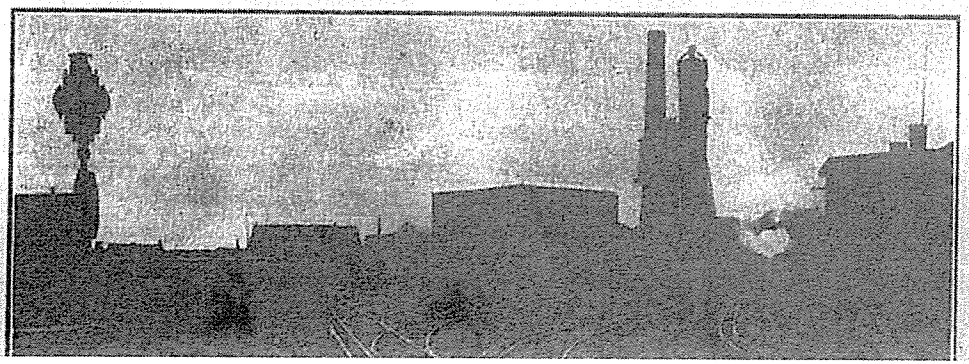
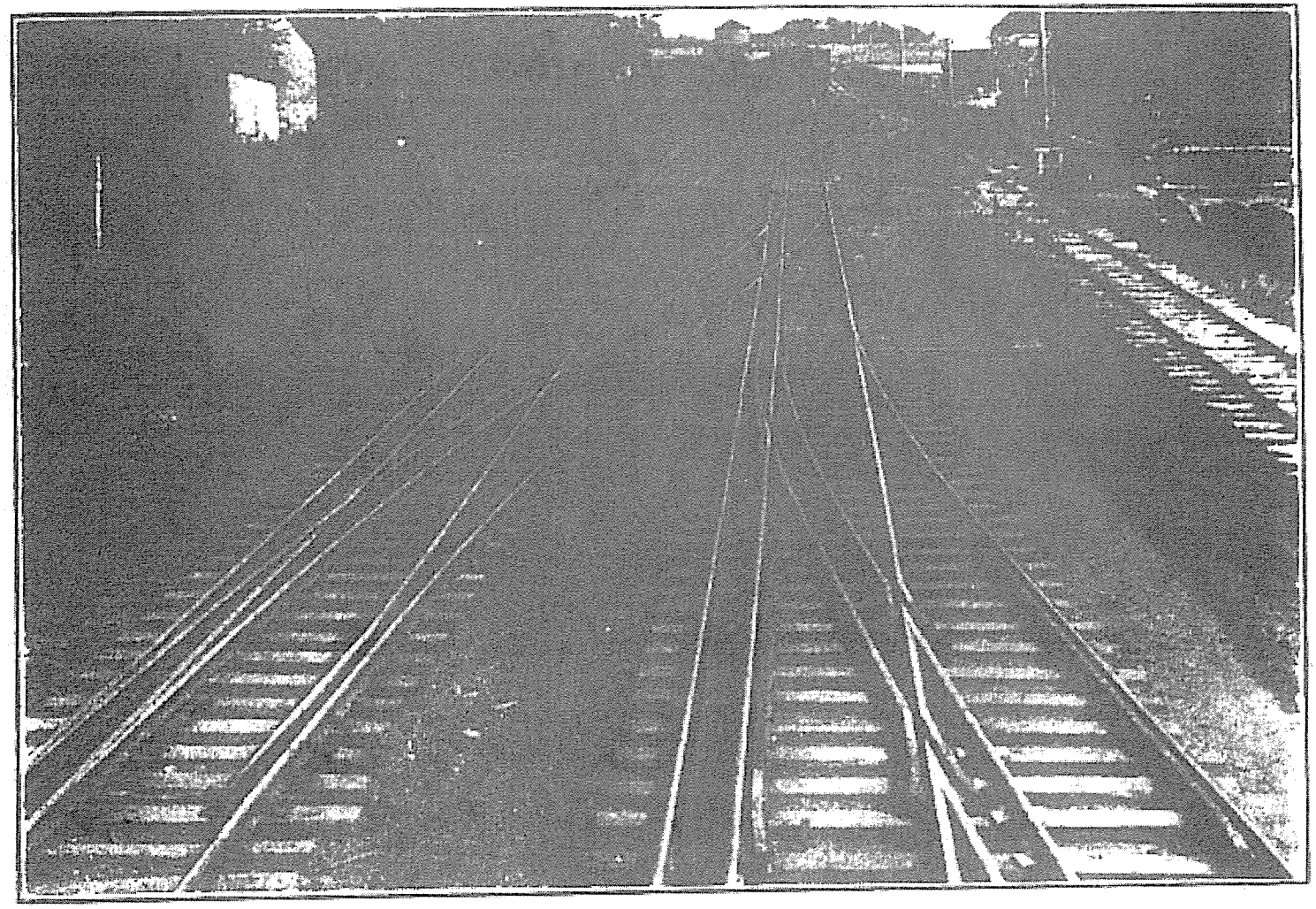


Fig. 3. Double Gauge Tracks, Prince Edward Island Ry. Standard and narrow gauge combination turnouts.

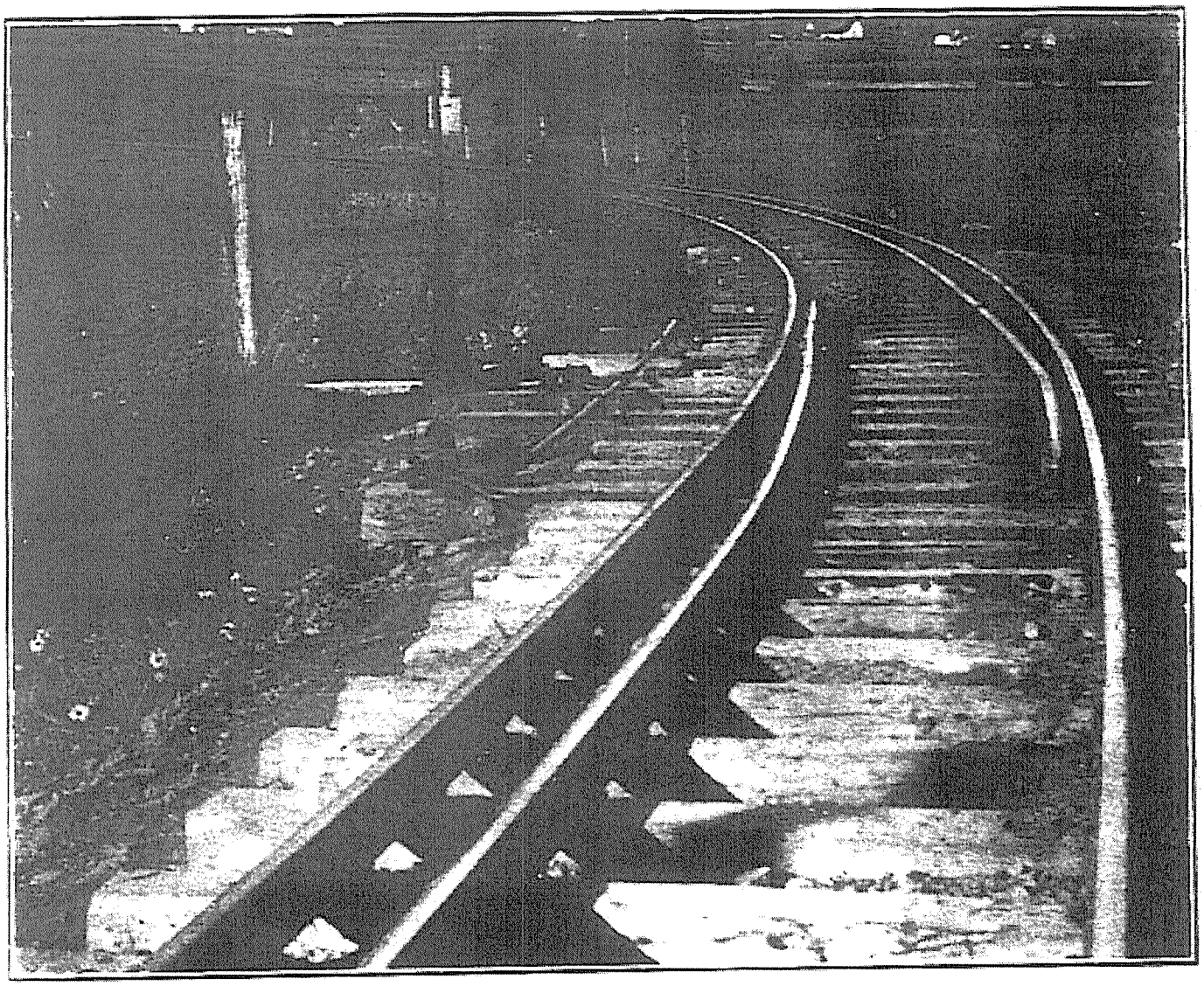


Canadian Railway and Marine World is indebted to Alex. Scott, Division Engineer, Island Division, Canadian National Rys., for the foregoing information.

The next portion of the work to be undertaken will undoubtedly be the part of the main line between Summerside and Tignish, 115.17 miles, which would do away with the transfer of freight from standard gauge cars to narrow gauge ones at Summerside, for points from there to Tignish.



Double Gauge Tracks and Switches in Summerside Yard P.E.I. Ry. [illegible]



Special Switch at Emerald Jct. P.E.I. Ry. for Y to change third rail from left hand to right hand

meant that the remaining narrow gauge rail had to be moved over on the tie 7¼ in., being half the difference between the width of the standard and narrow gauge. In general the third or standard gauge rail is laid on the north or right hand side of the track, but to follow this out while connecting up at junctions would have meant that the third rail at one end of the Y would be on the opposite side of the track, when meeting up with the main line tracks. This was overcome simply, by the provision of two switchpoints, one on each side of the rail, operated by a single switch stand, by means of which the third rail was transferred from one side of the track to the other. The accompanying plan, fig. 1, of switch for Y tracks will explain this more clearly.

All main line turnouts are no. 8, and for yard sidings a no. 13 rigid frog was used. This frog is double pointed, and, owing to the very small angle, the tracks and wheels must be rigidly to gauge to avoid derailments, on account of the liability of wheels striking frog points. The accompanying plans, figs. 2 and 3, show the arrangements of both the rigid and movable frog turnouts.

Nearly all the bridge spans had to be renewed to take care of the heavier rolling stock, but as none of them are over 40 ft. long, no heavy work was involved.

It was expected that considerable difficulty would be experienced in winter operation in keeping the narrow and outer rail clear of ice and snow, but the drop nose ploughs previously in use for narrow gauge operation have done this work quite satisfactorily. Their drop noses were fitted with a removable plate, that there are two rails on the north side of the track, close together, provides sufficient shade from the sun to hold the frost at the north end of the ties for a longer period than at the south end, with the inevitable result that during this time it is quite a problem to hold the track to anything like proper elevation, and there have been several derailments on this account.

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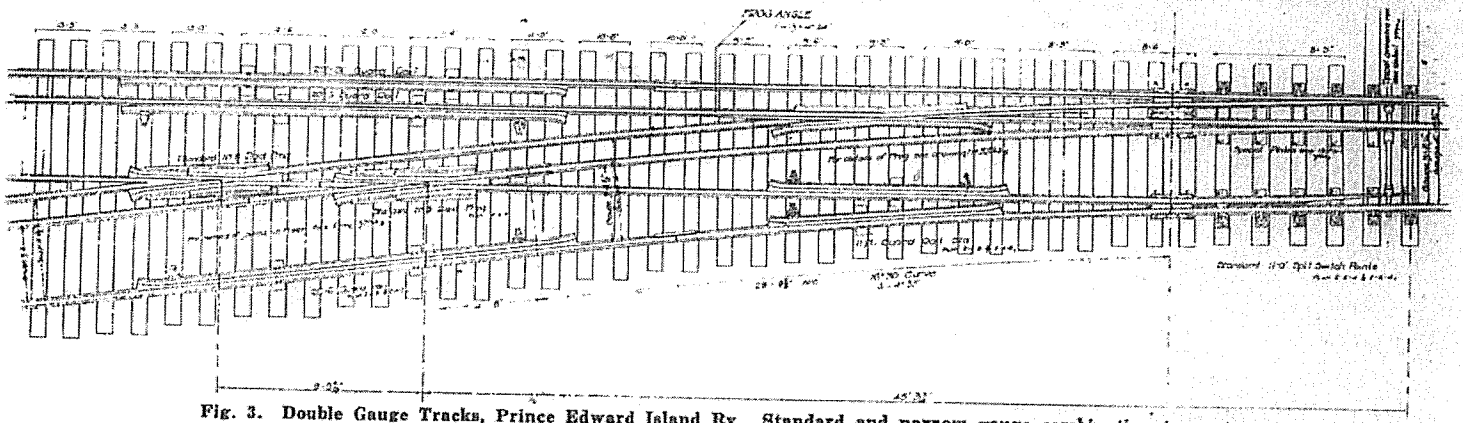

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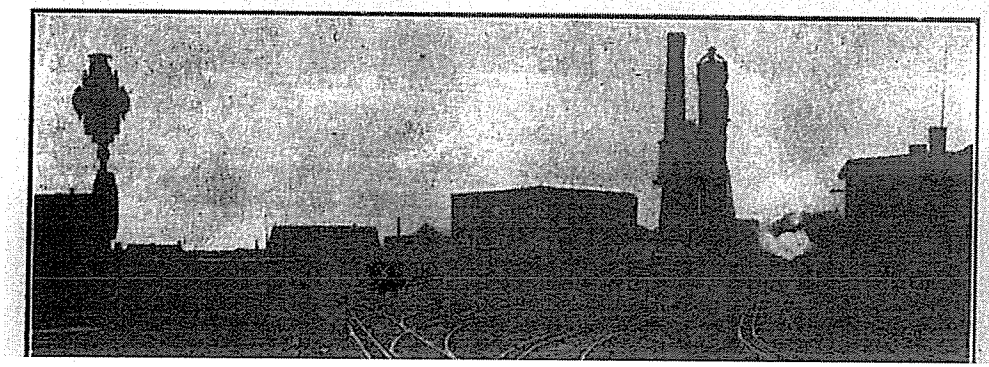

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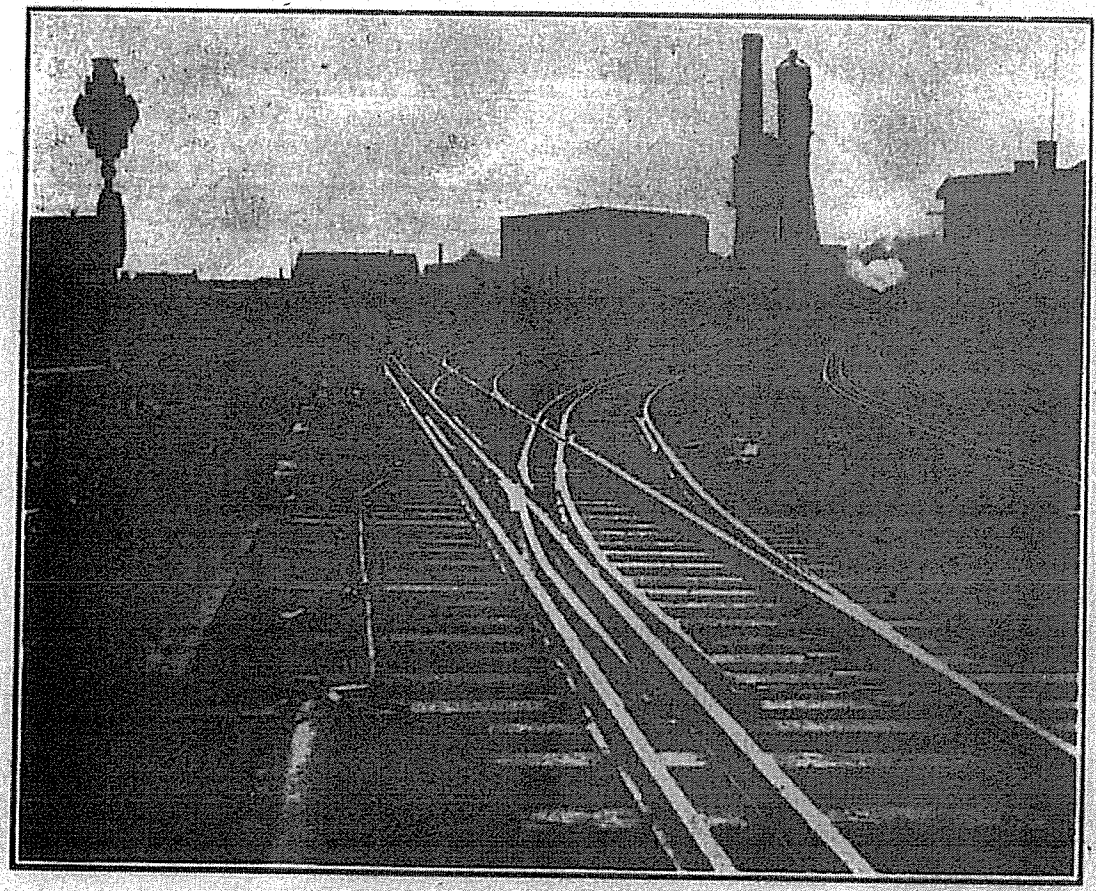
All main line turnouts are no. 8, and consist of two no. 8 frogs and one no. 13 frog, with movable points. These frog points are operated by a Ramapo switch stand, having two moving rods, and double throw instead of the ordinary single throw. This stand is partly interlocked with the switch points by plunger and lock rods, making it impossible to leave the frog points set for a siding if the switch points are set for the main line.

[illegible] noses were fitted with a removable plate, slotted for the inner or narrow gauge rail. This plate is changed over to the left or right hand of the plough to suit the position of the inner rail, that is in working west the plate is on the right hand side of the plough, and in working east it is changed over to the left hand side. Considerable trouble has, however, been experienced in the spring, while the frost is leaving the ground. The fact



Double Gauge Tracks and Switches in Charlottetown Terminal Yard, P.E.I. Ry.

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Additional illustrations will be found on page 61.

Station Caretaker Agents' Duties.

The Board of Railway Commissioners passed general order 355 Jan. 5, as follows:—Re general order 119, Jan. 31, 1914, and the appointment of caretaker agents at non-agency stations. Whereas railway companies are required from time to time to appoint caretaker agents at stations at which regular station agents are not maintained, the Board therefore declares that the duties of a caretaker agent shall be to see that the station is kept clean, and, when necessary, heated and lighted for passenger's accommodation, and to be present on the arrival and departure of trains; such duties to be the same as those of a regular station agent, excepting the billing of freight and handling the telegraph system.

The Canadian National Rys. Employes' Social Club held a New Year party in the Winnipeg union station rotunda, commencing just after midnight and continuing until 4 am. on Jan. 2.

Canadian National Railways C

Atlantic Region Betterments.—We are advised that the following were the principal betterments done on the Atlantic Region during 1923:—

The Prince Edward Island Ry. from Summerside to Tignish and Alberton, was widened to standard gauge, and on 20.8 miles of the distance the old 50 lb. rail was replaced with 67½ lb. Russian rail. A third rail, which permitted operation of narrow gauge stock, as well as standard gauge, was taken up between Royalty Jct. and Summerside, 42.4 miles, and between Emerald Junction and Borden, 13 miles. All the track west of Royalty Jct. is now standard gauge, and between Royalty Jct. and Charlottetown a third rail provides for the operation of both narrow and standard gauge stock.

February
1924

On the Island Division (Prince Edward Island Ry.) the gauge was originally 3½ ft. Some years ago a commencement was made on the standardization of gauge to obviate the necessitv of transferring loads from narrow gauge to standard gauge cars for shipment by car ferry to the mainland. Standardization of gauge between Royalty Jct. and Tignish, and from Emerald Jct. to Port Borden, was completed a few years ago, and the track between Royalty Jct. and Charlottetown was made multiple gauge to permit handling of both narrow and standard gauge trains. During 1924 work was started under a 3 year programme for the standardization of gauge on the Souris, Georgetown and Montague Subdivisions, totalling 85.41 miles. The work during 1925 consisted of grading, ditching, extension or replacement of culverts, some 50,000 cu. yd. of ballasting, and the replacement of the following bridges: — Souris Subdivision, mile 27.4, Morell River, new steel 241½ ft. d.p.g. spans and one 90 ft. d.p.g. swing span, concrete pivot pier, creosoted timber abutments. Mile 31.2, Midgell River, new steel two 35 ft. d.p.g. new concrete pier, granite faced and concrete abutments. Mile 35.3, subway, new steel 35 ft. I beam span on existing masonry abutments, with new bridge seats. Georgetown Subdivision, mile 0.4, replacement of 102 ft. span with fill and two culverts. Montague Subdivision, mile 2.8, Brudnell River, new steel 80 ft. d.p.g. new concrete abutments. At Souris, replacement of old c.i. turntable by a 70 ft. turntable on concrete pivot pier. In Charlottetown yard, conversion of nine tracks from narrow gauge to multiple gauge, 90% completed, balance to be done in 1926.

January 1926

Summerside Station, Etc.—A press report states that a new station will be built at Summerside, P.E.I., during the summer, and that $63,000 has been appropriated for repairs to the railway wharf and for the erection of a potato warehouse. (March, pg. 129.)

April 1927

Charlottetown Wharf.—The Dominion Public Works Department received tenders to April 22, for the reconstruction of the outer 435 ft. of the eastern face of the C.N.R. wharf at Charlottetown, P.E.I. We were advised officially, May 6, that it had been decided to prepare other plans for the work and to call for new tenders.

Summerside, P.E.I., Board of Trade is reported to have approved of plans submitted for a new station building there and that it will be 135 x 32 ft., will have a bungalow roof, with walls at the eaves about 12 ft. high, while its highest elevation will be about 30 ft. The roof will project some 6 ft. from the main building and will serve as a shelter. The roof will be covered with asbestos shingles and the walls will be finished in P.E. Island field stone or brick and tile. It is stated that construction will be started at an early date.

Tenders were received by the Dominion Public Works Department to May 10, for the reconstruction of the outer 365 ft. of the railway wharf at Summerside, and the construction of freight sheds.

JUNE 1927

starting, ignition, throttle, forward and reverse. The car speed is controlled by generator field regulation and by throttle control. The control equipment is of the electro-pneumatic type.

An illustration of the car is given herewith, also one of the power unit, which is evidently very compact, the engine, generator, electric control units in their cabinet, and the exhaust and engine cooling systems all being in the one assembly.

Canadian National Railway Construction, Betterments, Etc.

Charlottetown, P.E.I., Terminals.—We are advised officially that a contract for the construction of an extension to the C.N.R. wharf and freight shed has been given by the Dominion Public Works Department N.S., for about $135,979.90. A description of the work was given in Canadian Railway and Marine World for Dec. 1927, pg. 694.

Tenders were received by the General Manager, Atlantic Region, Moncton, N.B., to April 16 for furnishing and operating a suction dredge, and placing the material discharged over a retaining wall, to raise to the desired elevation the area required for the railway yard enlargement.

Montreal Stockyards Co.—A press report states that it has been decided to reconstruct the stockyards at Montreal. The C.N.R. is represented on the company's directorate.

Montfort Jct., Que. The Board of Railway Commissioners passed order 49,493, March 22, directing the Canadian National and Canadian Pacific Rys. to build interchange tracks at Montfort, Que.

Marine Department

Construction of Car Ferry Terminal at Carleton Point, P. E. I.

Rapid progress is being made with the building of the car ferry terminal at Carleton Point, P.E.I., for the car ferry to be established by the Canadian Government Railways across Northumberland Strait. The mainland terminal will be located at Cape Tormentine, N.B. The two terminal sites were selected as the result of the investigations by the late A. K. Kirkpatrick, M.Can.Soc.C.E., into the best location for such a route, considering natural harbor conditions, ice formations, currents, tides and shifting of sand. This report appeared in full in Canadian Railway and Marine World for Oct., 1912.

The Carleton Point terminal will consist of a landing pier extending southerly from the shore for about 2,200 ft., beyond which there will be a breakwater 500 ft. long, with an opening 600 ft. wide, between which, with the harbor formed, will be dredged to a depth of 20 ft. An 8 ft. tide has to be contended with. The landing pier and breakwater will both be of the same general construction, consisting of a stone fill, faced on both sides with large stones, the outer end consisting of 9 concrete cribs, to form the landing stage. The inner end of the landing pier will have a top width of 20 ft. for about two thirds the length from the shore, widening to a maximum of about 80 ft. near the landing stage, where there will be several tracks. Only a single track will lead out the greater length of the pier. On the sea side there will be a stone parapet. The outer end of the pier will be 13 ft. above low water, rising from a point two thirds out from the shore, to an elevation of 19 ft. above high tide at the shore line. The outer end concrete cribs will be from 102 to 113 ft. long. There will be 5 at the outer end, with 4 forming the landing stage. The breakwater will consist of a stone core, with large stone facing, rising 15 ft. above low water, and 10 ft. wide at the top, located so as to protect the landing stage from southerly seas.

The completed work so far consists of the filling of the breakwater to low water level, as well as about 1,300 ft. of the landing pier completed to the same state. In addition, from 400 to 500 ft. of the outer end of this section of the landing pier has been filled to high tide level. The contractors, Roger Miller and Co., Toronto, have a very complete plant on the work, consisting of the plant on the site, a plant t Point du Chene, N.B., where the cribs are ing built, and a quarry 5 miles back from e latter place on the Intercolonial Ry. int du Chene Branch.

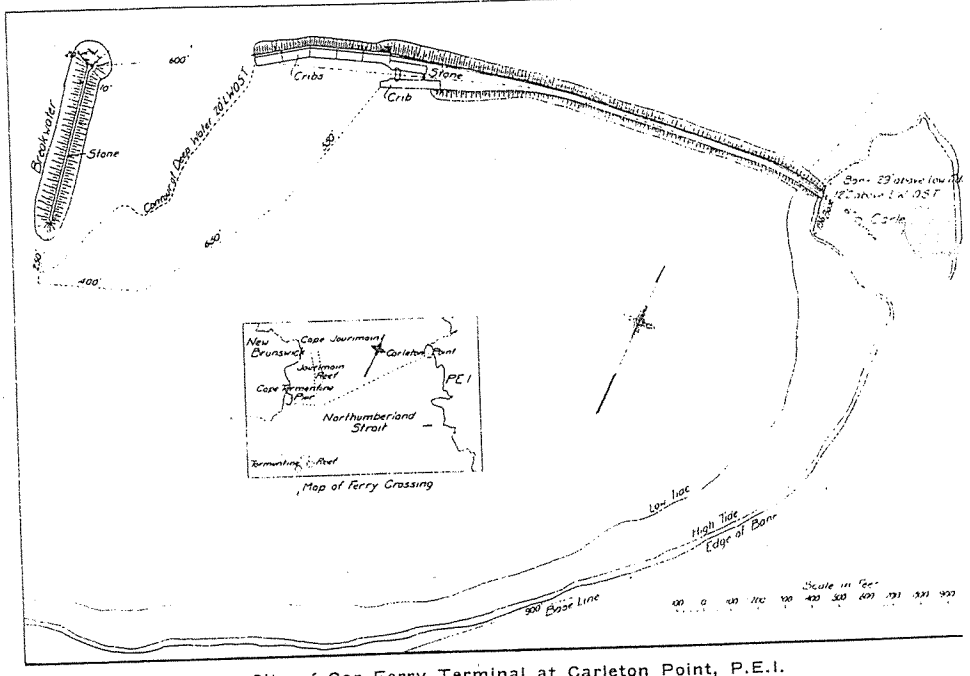
The quarry, which is on a siding about 0 ft. from the I.R.C. line, consists of a ing at right angles to the siding, from ch additional sidings have been laid the working. The stripping involved emoval of about 8 ft. of red clay, which accomplished by means of a steam ovel. The quarry face varied from 25 to 40 ft. in depth, and is about 300 ft. long. Back from the face, from 10 to 20 blast holes are drilled with a cyclone drill, and the whole face of 300 ft. blown out at one charge. The estimated quantity of stone released in a single blast is about 30,000 tons. This blasted stone is handled by a 60 ton steam shovel operating on a track parallel to the quarry face, into 6 yd. steel skips, 8 ft. square, placed on the flat cars. Paralleling the quarry face, and extending from the inner end of the quarry cut to the outside of the main siding from the I. R.C., there is a 600 ft. span cableway, which picks up the big stones, and carries them out to the cars waiting on tracks paralleling the main siding. There are 40 steel frame flat cars in constant service. Each car holds 4 steel skips on its deck. The cableway towers are each mounted on 18 pairs of standard car wheels, which operate on short lengths of track at each end, so that the cableway may be moved in towards the quarry face as the cut progresses.

It is the intention to use a 25 ton locomotive crane in the quarry this summer for the removal of the larger facing stones, in addition to the cableway. This crane will operate on a track alongside the face opposite to that from which the core stone is being removed by the steam shovel. From the quarry the stone is taken over the I.R.C. to Point du Chene, a 100 ton I. R.C. locomotive working continuously. At Point du Chene, the steel skips are lifted bodily from the flat cars by derricks along the wharf edge, and placed on scows for removal to the pier site at Carleton Point, a 40 mile tow.

Two methods for dumping the stone on the site have been employed. For the lower portion of the core fill, the stone at Point du Chene has been deposited from the steel skips into dump scows, towed to the site, and dumped in the required position. This method of conducting the work is possible up to the low water line, above which point it is impossible to float the scows at high tide. As noted above, most of this portion of the work is completed. For the upper fill portion, the steel skips have been loaded bodily on flat scows and towed to the site, where for the landing pier, the skips are lifted from the scows by an overhead cableway, carried out over the desired point, and dumped.

This landing pier cableway involved the installation of a considerable piece of plant. At the outer end of the filled portion of the pier, 1,500 ft. from the shore, just back of the point where the concrete cribs will be located, there were placed two wooden cribs, 100 by 30 ft., end to end across the pier site, which were sunk in position. The backs of these two cribs were banked for 80 ft. with stone to protect them from the seas, the inner faces of the cribs being left open for the docking of the stone scows between the cribs and the shore on the protected side of the cribs. No stone was dumped in this vicinity, a clear length of about 150 ft. of the pier fill ing being left open. On this crib there was erected a 95 ft. tower, with a 105 ft. tower at the shore end of the pier. Between the piers there was suspended a cable. The scows towed across from Point du Chene are docked on the inner face of the cribs and the steel skips lifted from the scows b the cableway, and run along to the desire dumping position. By this means the uppe portion of the pier is being filled. In th initial installation a searchlight was pl on the shore tower, to enable the unloa to proceed at night. Since then the se light has been placed on the crib towe that the light will not interfere with operators.

For transporting stone across from P du Chene there have been in servi scows. Of these a large one, 125 x 3 12 ft. high, with a capacity for 1,000 and equipped with a derrick, is to be principally for transporting the large f stones. For the lower core fill, ther two 120 x 35 ft., 13 ft. dump scows, capacity for 850 tons. These two are being used for carrying the steel In addition there are two deck scow x 30 ft., 8 ft. deep, for deck loads Three tugs are employed on the worl for towing the scows across, and a thi assisting on the site. The largest, O. Gravel, is a 100 ft. steel vessel, draught, equipped with a searchligh used in towing across. A smaller tu D. M. Fraser, is an 85 ft. vessel, wit



Site of Car Ferry Terminal at Carleton Point, P.E.I.

Prince Edward Island Car Ferry Service. We are advised officially that work is under way at Borden, P.E.I. and Cape Tormentine, N.B., on the widening of the approaches to the car ferry piers and landings, so as to provide an automobile roadway at each point. At the outer end of the piers, in order to reach the upper deck of the ferry, ship ramps are to be built, with adjustable aprons, so as to reach the ship at any stage of the tide, it being the intention to also accommodate automobiles on the present ferry ship's upper deck

November 1928

Prince Edward Island Car Ferry Terminals Extension.

A car ferry service was started between Cape Tormentine, N.B., and Port Borden, P.E.I., on Oct. 16, 1917, by the car ferry steamship, Prince Edward Island, which had been built for the service by Armstrong, Whitworth and Co., Newcastle-on-Tyne, England, and which was described and illustrated in Canadian Railway and Marine World for Nov. 1914, pg. 518. Terminals for the ship at Cape Tormentine and at Port Borden were designed, and put under contract in June 1913, and were completed four years later. A full description of them and a view of the Port Borden terminal were given in Canadian Railway and Marine World for Nov. 1917, pg. 447-8. The single ship proved adequate for the trade for several years, but with the widening of the Prince Edward Island Ry. to standard gauge, the traffic increased to such an extent that during the 1927 season it was found necessary to transfer the Scotia from the Strait of Canso ferry service between Port Tupper and Mulgrave, N.S., to the route. Subsequently Parliament provided for the construction of an additional ship so that a double daily service may be maintained, and for the enlargement of the ferry terminals. During the discussion in the House of Commons on the vote for this purpose it was stated that the new ship would cost approximately $2,000,000, and would have the following approximate dimensions:—length, 310 ft.; breadth, 59 ft.; depth, 19½ ft.; and to be fitted with oil burning engines which would give greater dependability and flexibility in ice conditions. The plans for the ship are being prepared by Lambert and German, naval architects, Montreal. The parliamentary provision for the ferry terminals work included improvements to pier at Tormentine, N.B., an automobile roadway leading to the ferry ramp, dredging, etc., at an estimated cost of $811,000; improvements to pier at Port Borden, P.E.I., automobile roadway, ramp and dredging, estimated cost $592,000; lay-up wharf at Port Borden, $192,000; oil storage facilities, pipe lines, etc., at Port Borden, $172,000.

We are advised officially that a contract for the enlarging of the piers, providing a lay-up berth and dredging in connection therewith, at the terminals, has been let to Northern Construction Co., and J. W. Stewart. The contract includes the completion and trimming of the existing embankments leading to the piers at both Port Borden and Cape Tormentine. This work was started and partly completed in 1928 by Canadian National Ry. forces. That work will be completed and heavily riprapped on both sides. The effect of this will be that the embankments will be widened and strengthened to accommodate the increasing traffic. At Port Borden there will be some cribwork at the inside end of the embankment, to be backed by a gravel or broken stone fill. At Cape Tormentine cribs are to be built to widen on the inside of the pier leading to the ferry slip, and the space between the cribs and the old approach will be filled with rock and gravel. This will provide an additional area for trackage. At both Cape Tormentine and Port Borden a special roadway will be provided for automobile traffic to and from the ferry slip. A large quantity of timber required for the work has been bought and creosoted by the C.N.R., so that for this timber the contractor will have only an erection price. The contract also includes the provision at Port Borden of a lay-up berth which has not been necessary up to the present, there being only one ferry ship regularly in the service, although it has had to be supplemented during the summer by one of the ships from Canso Strait. With two ships regularly in operation, which there will be when the new ship is completed, a lay-up berth is necessary for one of the ships in slack seasons. The work to be done involves a considerable quantity of dredging; the depth to be provided for the approach to each terminal is 23 ft. at ordinary spring tides, and the same depth in front of the lay-up wharf at Port Borden.

December 1929

Prince Edward Island Gauge Standardization.—We were advised officially at the end of August that the preliminary work of filling structures, constructing and lengthening culverts, widening, ditching, etc., on the Murray Harbor and Vernon Subdivisions, Island Division, Atlantic Region, required in connection with changing the track gauge from 3½ ft. to standard, was practically completed, including the erection of one new steel bridge, and that the actual widening of the gauge would take place immediately following completion of the Lake Verde-Pisquid branch, during the latter part of September or early in October. The widening will be done in one day, so that there will be no interruption to traffic.

October 1930

Canadian Nationa

Souris Warehouse.—The Dominion Public Works Department received tenders to June 24 for the construction of a frost-proof warehouse at the C.N.R. wharf at Souris, P.E.I.

Grading at Borden and Cape Tormentine.—Tenders were received to June 23 by the General Manager, Atlantic Region, for grading a site for oil storage tanks, and building a road, at Borden, P.E.I., and for building a road at Cape Tormentine, N.B., the termini of the car ferry route connecting Prince Edward Island with the mainland.

Truro, N.S., Subway.—The Minister of Railways and Canals, Mr. Crerar, replying in the House of Commons on May 30 to a question by G. T. MacNutt, Colchester, N.S., as to whether he had received a communication from Truro, N.S., City Council and board of trade asking that a subway be built under the C.N.R. tracks there, stated that there was some difficulty in arriving at a decision, on the town's part, as to where the subway should be located, but that he understood the difficulty had been settled, and that the town authorities had notified the railway management as to where they want the subway, arrangements being made to have its construction started at an early date.

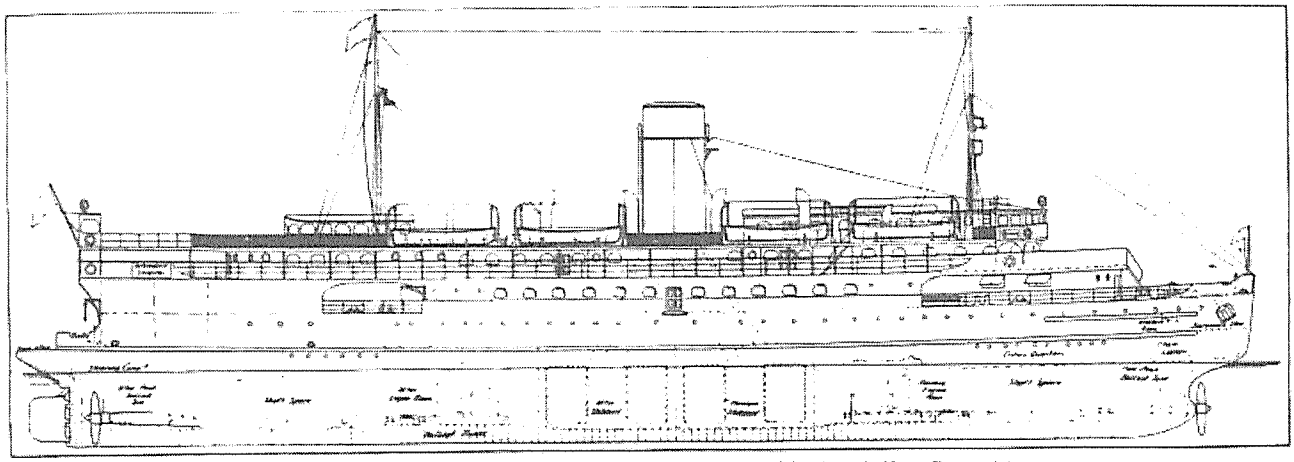
July 1930

Marine Department

Car Ferry Steamship for Prince Edward Island Service.

The keel has been laid for the ice-breaking steamship to be operated by Canadian National Rys. between Tormentine, N.B., and Borden, P.E.I. which, as announced in Canadian Railway and Marine World for May, pg. 329, the Railways and Canals Department under authority of an order in council, passed March 8, ordered to be built by Davie Ship Building and Repairing Co., a subsidiary of Canada Steamship Lines, Limited, at Lauzon, Levis, Que., the contract price being $2,112,000. The contract is said to be the largest for a single ship ever given to a Canadian shipyard. The principal particulars of the ship are as follows:—

Length overall	324 ft.
Length between perpendiculars	310 ft.
Breadth moulded	59 ft.
Depth moulded	25 ft.
Draft extreme	19¼ ft.
Deadweight capacity	1330 tons
Railway car tracks	3
Freight cars carried	16
Automobiles carried	1



Car Ferry Steamship for Service between Prince Edward Island and New Brunswick

Engines, 3 sets 26 x 41 x 66 in. x 36 in. stroke	
Indicated horse power of engines	8000
Boilers, Scotch, 8, each 15 ft. diam x 11 ft. long	
Steam pressure	180 lb.
Fuel oil tank capacity	450 tons

A study of the design plans and specifications reveals several features of interest. Although the existing terminals are to be used, so as to facilitate the continuation in service of the car ferry, s.s. Prince Edward Island and other ships which have been used there, the new ship will be heavier and more powerful, with greater capacity for railway cars, and with an entirely new provision for the transportation of automobiles without their having to be placed on railway flat cars as at present. While the ship will be built in accordance with requirements of the Board of Steamship Inspection and with Lloyd's Registry of Shipping rules, the principal construction of both the machinery and the hull will be greatly in excess of those requirements, owing to the exigencies of the service intended, which are probably as severe as in any part of the world.

The hull will be of extra heavy construction, to enable the ship to operate in the heavy ice incidental to the service in winter. The main deck will be utilized for the carriage of railway cars on three tracks. The forward end will be closed by the normal bow ship construction, the after end being open, except for a vertical sliding shutter, and recessed to form a seat for the apron, which is lowered in suspension from the respective terminals. The sides of the main deck will be protected by store rooms, funnel uptakes, staircases, crew's mess rooms, galleys, etc. The hull structure below the main deck will contain the machinery amidships, and crew's accommodation, store rooms, etc., at the ends. The machinery arrangement will be an unusual one, there being an engine room at the forward end, containing one propulsion engine to operate the bow propeller, whose principal duty will be to create a suction under the ice and assist in its displacement; it will also be of great assistance in manoeuvring the ship at the terminals. There will be another engine room at the after end, containing two propulsion engines, operating twin screws at the stern. The three engines will be of the same size, and interchangeable as to parts. Amidships will be the two main boiler rooms, each containing four single ended Scotch boilers, and each boiler room comprising a separate entity with its own fan engines, fuel pumps, etc., the rooms being interconnected by watertight sliding doors of a quick closing type, and operated from the main deck.

The location of the oil fuel storage tanks, which will be distributed along the center line of the ship and between each pair of boilers, will be somewhat novel, the normal arrangement being to place the tanks in the sides of the holds, or in the double bottom. The advantage of the arrangement determined upon is said to be twofold. The bulkheads bounding the tanks will provide an excellent center support for the excessive weights of railway locomotives and loaded cars which will be carried on the main deck, while the tanks being in a sense "islands" inside the boiler rooms, the temperature of the oil will be maintained in winter to a satisfactory degree without abnormal use of steam for special heating.

The mezzanine deck, above the main deck, will extend at the sides of the ship only, owing to the unusual depth clearances required amidships for locomotives, railway cars, wrecking cranes, etc. The travelling public will board the ship at the mezzanine deck level, and proceed to the automobile and accommodation deck above by several staircases of ample width which will all lead to the main entrance saloon amidships, which will be a handsomely furnished public room 72 ft. long by 27 ft. wide. From the entrance saloon access will be provided by two sets of double doors to the observation lounge forward, which will be 58 ft. long by 35 ft. wide; to a well appointed womens' lounge; to a very modernly equipped dining saloon and lunch counter att the after end, and by a double staircase to an entrance hall on the boat deck above.

The outside of the public rooms on the automobile and accommodation deck will be reserved for automobiles, and considerable pains have been taken to provide travelling motorists with safe, easy and convenient accommodation for their cars. At the terminals specially arranged approaches are being constructed to lead immediately on to the automobile deck, and from which the cars will proceed in single file around the boundary of the deck. In no case will any backing or special manoeuvring be required, and the first car on will be the first car off. On the inside of the cars an adequate sidewalk will be provided, with double doors in four locations giving entrance to the main saloon. Special insulation will be provided to eliminate the possibility of an automobile catching fire and endangering the safety of the ship or the lives of passengers, and fire extinguishing apparatus of a most modern type will be installed.

The public rooms will provide inside seating accommodation for about 250 passengers, and emergency sleeping accommodation for about 100. There will be two galleys, one on the main deck for the officers and crew, and another on the automobile deck for the passengers, with electric refrigeration and cold storage space. The cooking range in the passengers' galley will be operated by electricity, and all will be equipped to provide first class restaurant service for 100 persons an hour. The public rooms will be furnished in accordance with specially approved decorative schemes and all design and workmanship will be of the highest standard. Furniture will be of polished hardwood throughout, except in the ob-

servation room, where it will be of art wicker. The smoking room and womens' lounge will be upholstered in leather; the observation room in silk tapestry; and the main entrance saloon and lounge in velour. The floors of the public rooms will be covered principally with ruboleum tiles, carpets being used in the lounge and observation room.

On the boat deck above there will be eight large lifeboats, which will be operated by the latest type of mechanical davits, ensuring quick and easy lowering in an emergency. There will also be two principal steel houses, each to be entered by staircases from the deck below. The forward house will contain an excellently appointed smoking saloon, the captain's accommodation, and, at the extreme forward end, the chart room and wheel house which will be equipped with navigating instruments of the most modern type, including extra powerful searchlights, range finder, gyro compass and radio-telephone. The navigating bridge will be enclosed entirely with large glass windows all around, as also will be the docking bridge at the extreme after end of the boat deck, which will be used when the ship will be backing up to the terminals. The after house on the boat deck will contain an observation saloon, specially placed to give a clear view all around, and immediately abaft it will be a staircase leading down to the automobile deck, so that automobile passengers may proceed direct to the boat deck if they wish without going through the public rooms on the deck below.

There will be two main generators, one driven by steam and the other by a Diesel engine; the latter will be used when the ship is in dock undergoing repairs, with the boilers out of action.

The ship has been designed by Lambert & German, naval architects, Montreal. A sub contract for the construction of the 8,000 h.p. engines has been given to Canadian Vickers, Ltd., Montreal. All material and equipment will be obtained in Canada as far as possible.

PEI Car Ferry

August 1930.

a total of $670,000.

Prince Edward Island Ferry Terminals. —In the improving of the ferry steamship terminals at Borden, P.E.I., and Cape Tormentine, N.B., in preparation for the entry into service of the additional ship being built for the service between those points, as described in these columns previously, the widening of the embankments of the approaches to the ferry landings, to provide for an additional track and motor vehicle roadway, at both terminals, was 70% complete at the end of August, riprap protection of the new work being 30% complete, and new creosoted crib wharf landings 60% complete.—In connection with the provision of fuel oil storage tanks at Borden, grading of the site was 60% complete at the end of August, and all tanks, pumps, etc., were on order.—Machinery and equipment for the power house at Borden had been ordered and part of it delivered. —Dredging in connection with the widening of the turning basins at both terminals, and the layup berth at Borden, was 80% complete.—Changes in the spring fender at Borden, to meet the requirements of the new ship, were completed, and similar changes at Cape Tormentine were 15% completed, all materials for the spring fenders having been delivered.

October 1930