Derek Underwood photo,
Museum of Industry, Stellarton N.S.

Bowater Mersey Vulcan

The last locomotive built in Nova Scotia, this engine is a rebuild of the paper mill's 1928 D-781 EM 25-ton diesel switcher. In 1958 its gasoline engine was replaced by a Rolls Royce diesel. It is now part of the collection of the Nova Scotia Museum of Industry in Stellarton

Alexander Mitchell

Courtesy Elmer Mills

Born at Wallace, Cumberland County in 1832, he designed the famous 2-8-0 "Consolidation" style locomotive in the United States to haul anthracite on the heavy grades of the coal fields of Pennsylvania. He died in New Jersey, in 1908.

The Nova Scotia Railway Heritage Society was established in 2002 to promote the preservation and educational use of the railway heritage of Nova Scotia and encourage the sharing of information among individuals and organizations having an interest in the history and development of the province's railways.

Membership is open to any individual or organization upon payment of nominal annual dues, and allows the member access to the society's on-line forum "Novarail" hosted by Yahoogroups.

Dues are income tax deductible, and gifts of money, documents or artifacts may also be eligible for an income tax receipt.

Nova Scotia Railway Heritage Society
c/o 16 Brook Court Unit A
Elmsdale NS Canada B2S 1J8

Visit us on-line at:
http://www.novascotiarailwayheritage.com.

Nova Scotia Joint Stock Companies No. 3073539
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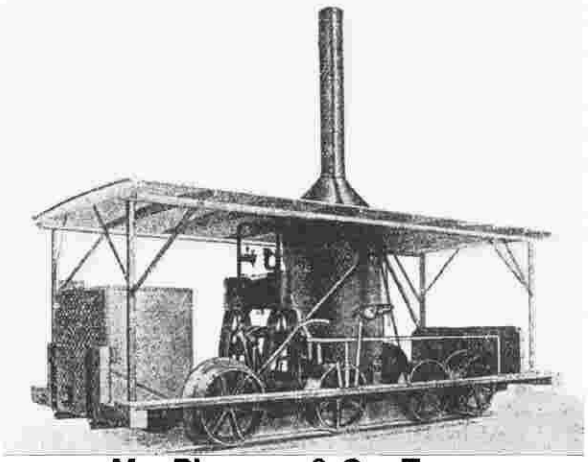
http://www.cra-arc.gc

Nova Scotia's Locomotives

It is widely believed that "Samson" was the first railway locomotive assembled in Nova Scotia, but the engine was not manufactured in the province. Nova Scotia has a rich history of building its own "Iron Horses."

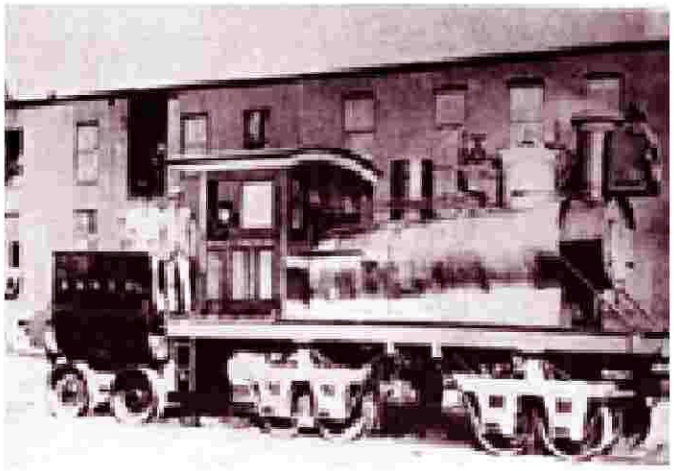
Montgomery 4-4-0 ca. 1872

Ten of these Halifax-built locomotives were ordered from the Scotia Iron Works by the Intercolonial Railway in anticipation of the change from the 5' 6" Provincial gauge to the 4' 8.5" Standard gauge in 1875. They were later sold to smaller lines, with three serving as contractors' engines on the CPR in the Algoma District of Ontario.



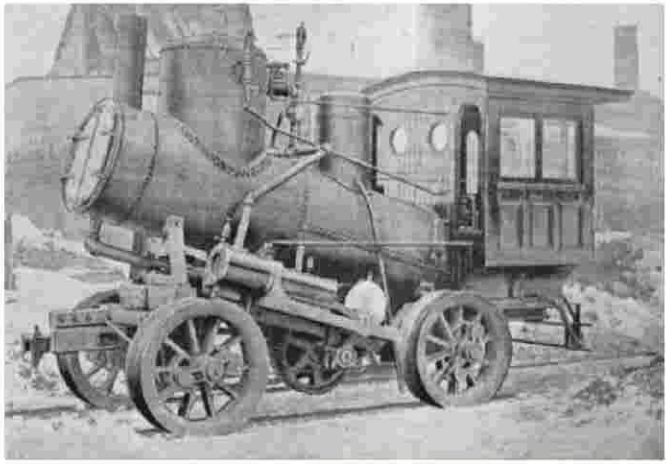
MacPherson & Co. Trams

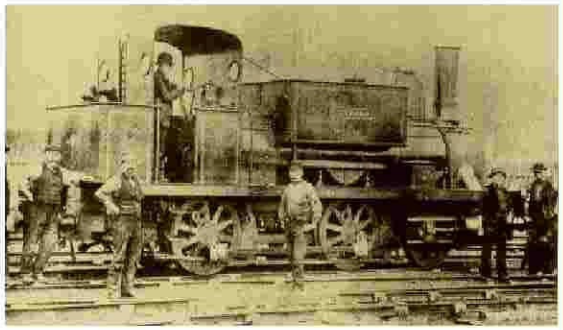
Built at Oxford between 1867 and 1907, these "Climax" style machines were used on wooden "pole" railways for lumber and mineral operations.



"Maria Theresa" 1 & 2

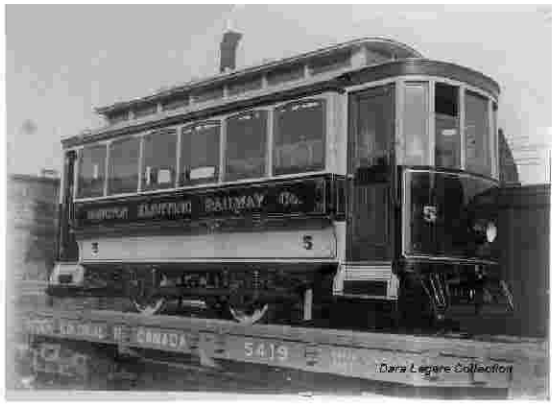
Built by Robb Engineering of Amherst in 1897, this engine replaced a machine made by workers on the Weymouth & New France Railway between Digby and Weymouth. The concave wheels carried the engine on rough "pole" rails. "Maria Theresa 2" (below) was a rebuild to correct flaws in the boiler and to reduce the weight of the locomotive. Robb was considering going into full-scale locomotive production as late as 1904.





"C.G. Swann"

Built at Sydney Mines, Cape Breton in 1886 by the workers of the General Mining Association, this 0-6-0 switcher was named in honour of a company executive and was a replica of a machine already in use. It worked the Victoria Mines railway for many years.



Courtesy Dara Legere Collection

Electric Streetcar

Built by Rhodes Curry of Amherst, these cars were successfully used on the Moncton, New Brunswick street railway between 1890 and 1934, when the railway was abandoned. None have survived.