

Brockville & Ottawa Railway All-Time Locomotive Roster 1858-1877

<u>Number*</u>	<u>Name</u>	<u>Acquired</u>	<u>Builder</u>	<u>Comments</u>
<i>1</i>	Ottawa	June 1858 ¹	Ontario Foundry, Kingston builder's #11	Newspaper reports use names only, not numbers, for this pair. All reports found so far give the names in the order used here.
<i>2</i>	St. Lawrence	June 1858	Ontario Foundry, Kingston builder's #12	Nos. 1 and 2 were delivered at least a year earlier than indicated in <i>Constructed in Kingston</i> .
<i>3</i>	Tay	September 1858 ²	US, unknown	Keefer 1859-60 report shows 1 US-made loco and 2 Canadian; <i>Tay</i> reported in service until April 1880 gauge change
<i>4</i>	Mississippi	Spring 1863 ³	unknown	Used on a directors' excursion, March 1863; no other news reports, but <i>B&O Annual Report 1864</i> shows \$657.48 final payment on Mississippi.
5		July 1865 ⁴	Canadian Engine & Machinery Co., Kingston, builder's #43	<i>B&O Annual Report 1865</i> shows \$2500.00 paid for each of nos. 4 and 5. No. 5 was identified in a coroner's jury verdict in Sept. 1872.
<i>6</i>		July 1865	Canadian Engine & Machinery Co., Kingston, builder's #44	<i>B&O Annual Report 1865</i> shows \$2500.00 paid for each of nos. 4 and 5 and says both have been working 5 months at year-end.
<i>7</i>		1867	unknown	No news reports, but <i>B&O Annual Report 1867</i> shows \$4007.00 paid for new locomotive and <i>Sessional Paper 1</i> (1869) shows 7 locos in 1867.
<i>8</i>		1868-1872	unknown	No news reports, but strongly suggested by the subsequent number assignments.
9		July 1872 ⁵	The Portland Company; Portland ME, builder's #216	Became CCR 9 at an unknown date, then CPR 209 in 1881
10		July or August 1872 ⁶	The Portland Company; Portland ME, builder's #217	Became CCR 10 at an unknown date, then CPR 210 in 1881.
<i>The Railway Statistics of Canada show the B&O roster reduced to nine locomotives by 1874 and restored to 10 in 1876.</i>				
11	Renfrew?	Apr. 3, 1877 ⁷	Canadian Engine & Machinery Co., Kingston, builder's #165	Became CCR 11 at an unknown date, then CPR 211 in 1881.

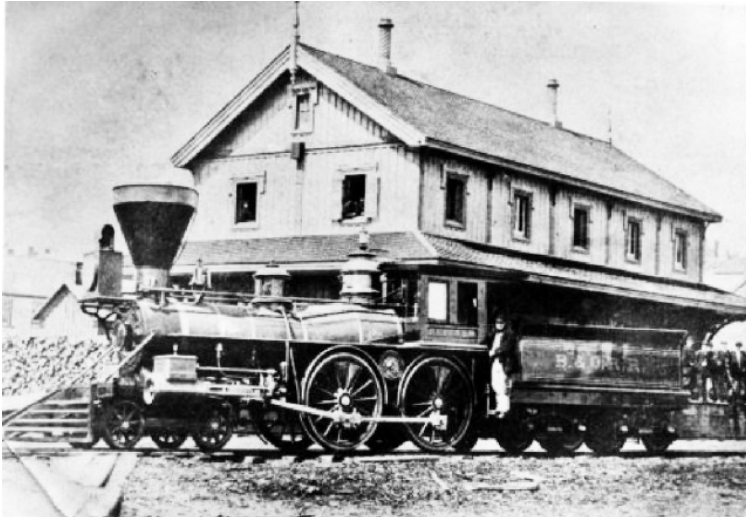
* Numbers in *italics* are not found in contemporary reports; I have inferred them from the order of acquisition.

Sources Cited

- 1 Perth Courier, 1858-06-11; additional details from *Constructed in Kingston*
- 2 Perth Courier, 1858-10-08; *Report Of Samuel Keefer, Esq., Inspector Of Railways, For The Years 1859 And 1860*, Tables 64 and 65
- 3 Perth Courier, 1863-04-10
- 4 Perth Courier, 1865-08-25; additional details from *Constructed in Kingston*
- 5 Ottawa Citizen, 1872-07-12; Ottawa Free Press, 1872-07-26
- 6 Ottawa Free Press, 1872-08-29
- 7 Brockville Recorder, 1877-04-04; additional details from *Constructed in Kingston*

All the newspaper citations are included in *Colin Churcher's Railway Pages* <https://churcher.crqml.org/> *Sessional Papers*, including Railway Statistics, and the B&O *Annual Reports* cited can be found at <https://www.canadiana.ca/>

A puzzle solved, but...



The only known photograph of a B&O loco is this undated shot of an apparently new engine in front of Brockville B&O station. The un-numbered loco appears to be named RENFREW. Donald McQueen, co-author of *Constructed in Kingston*, has identified the builder's plate (seen between the driving wheels) as one used by Canadian Engine & Machinery Co. between 1876 and 1888. Only one B&O locomotive was acquired in that time frame, so *Renfrew* is almost certainly No. 11 and the photo dates from 1877.

The lettering on Renfrew's tender — B. & O. R. R. — is curious. If the Brockville and Ottawa Railway Co. had followed convention, its abbreviation would have been B. & O. R. (with or without punctuation), like the GTR or CPR. A second "R" would normally signal that the company name ended in "Rail Road" or "Railroad". It seems unlikely that the railway would pose locomotive No. 11 and tender proudly for a delivery photo if the lettering was wrong. Perhaps all tenders (and rolling stock?) were lettered "B. & O. R. R."

Source: <https://oldbrockvillephotographs.wordpress.com>
the Brockville & Ottawa in advertisements, so far as we know, though it does appear in newspaper editorial copy. It was used in the President's Annual Report of 1865, though other company documents use B. & O. R.

Unless more photographs turn up, we may never know. The abbreviation was never used by

Two that got away

B&O locomotives 1 and 2 were delivered in June 1858 as part of a four-engine order placed in April. The remaining two were built and, in late September 1858, exhibited at the Provincial Exhibition in Toronto, where they were described as "intended for the Brockville & Ottawa". The B&O never took delivery. I have found no reports of the order's cancellation, nor of the eventual purchaser of the engines. It seems likely that the B&O was forced to cancel for lack of funds.