

**NEWFOUNDLAND  
RAILWAY  
INCORPORATED  
INTO CANADIAN  
NATIONAL  
RAILWAYS, 1949.**



## C.N.R. to Operate Newfoundland Ry.

*Also, under the agreement providing for entry of Newfoundland into Confederation, the C.N.R. will operate the Newfoundland Ry. coastal steamship service, and it will be a C.N.R. responsibility to see that services are furnished commensurate with traffic offering*

DURING the course of negotiations covering the final terms under which Newfoundland is to enter Confederation, many questions in regard to Canadian policy were raised by the Newfoundland delegation and answered on behalf of the Canadian Government. As the matters concerned were not of a constitutional nature, and were not included in the formal terms of union, they were covered by a memorandum directed from the Prime Minister of Canada, Mr. St. Laurent, to Chairman A. J. Walsh of the Newfoundland delegation.

One of the matters covered by the memorandum is that of the administration of the Newfoundland Ry., and the following brief statement appears:—"After the date of Union, the Canadian National Railways will be entrusted with the responsibility of operating the Newfoundland Railway and Coastal Steamship Services, and it will be their responsibility to see that services are furnished commensurate with the traffic offering."

Along with the memorandum referred to above, we have been furnished with a summary of the terms of union of Newfoundland with Canada, which was prepared for the convenience of the press but which is not to be quoted as an official document. In this, under the heading of "Transportation", it is

stated:—"As suggested in 1947, in view of the importance for Newfoundland of transportation, a freight and passenger steamship service will be operated between North Sydney, Nova Scotia, and Port-aux-Basques, Newfoundland, and upon the construction of a motor highway in Newfoundland to Port-aux-Basques, this steamship service will make provision for carriage of motor cars."

"Further, for railway rate regulation the Island of Newfoundland will be included in the Maritime Region of Canada and through traffic between North Sydney and Port-aux-Basques will be treated as all-rail traffic; any federal legislation providing for special railway rates relating to the Maritime Region will, to the extent appropriate, be made applicable to the Island of Newfoundland."

Elsewhere in the memorandum submitted by Prime Minister St. Laurent under the heading of "Recoverable Advances", it is stated:—"Canada will take over the fixed assets of the Newfoundland Railway free of debt except for the liability of the railway at March 31, 1949, to the Reconstruction Finance Corporation of the United States of America. It is understood that the railway will be turned over to Canada as a going concern and that railway current assets acquired by Canada at

March 31, 1949, will be maintained at an amount equal to the sum of railway current liabilities and the liability to the Reconstruction Finance Corporation."

"Canada will assume payment for railway equipment on order at the date of this memorandum (December 11, 1948) but not delivered at March 31, 1949, and will reimburse Newfoundland for payments made before March 31, 1949, on account of equipment on order but not delivered until after March 31, 1949."

"It is understood that Newfoundland will retain cash on deposit in the Railway Renewals Fund at March 31, 1949, and the proceeds of the sale of any capital assets between the date of this memorandum and the date of Union."

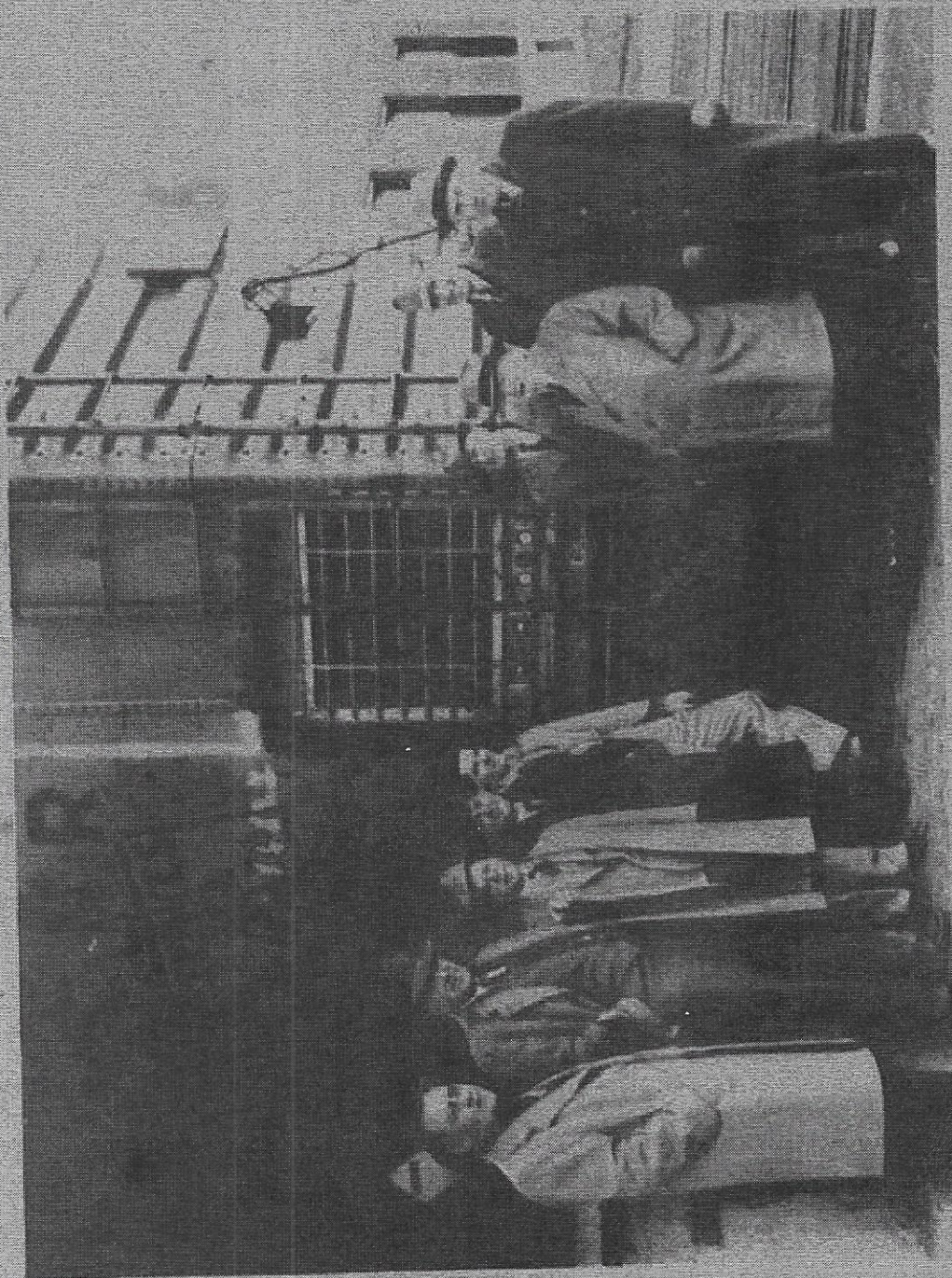
(The terms of union also deal with civil aviation and with a number of marine matters; these are dealt with in the Air Transport Department and Marine Department, respectively, in this issue.)

## Experiments with Mechanical Refrigeration

In our December issue, page 649, we told of an experimental shipment of frozen fruits and vegetables consigned from New Westminster, B.C., to Edmonton, Alta., in a Canadian National Ry. refrigerator car equipped with a mechanical refrigeration unit furnished by U. S. Thermo-Control Co. of Minneapolis. This refrigerator car is said to be the first and only one in Canada with a mechanical unit installed.

Recent advice is that during the run from New Westminster to Edmonton, temperatures as low as 17° below zero F. were obtained. C. K. Dunn, of U.S. Thermo-Control Co., and David H. Taylor, of the engineering staff of the Pacific Fisheries Experimental Station,





**The C.N.R. Refrigerator Car with Mechanical Refrigeration Unit, and a Group Interested in its Trial Run from New Westminster to Edmonton.**

Appearing in the illustration above, which was prepared from a photograph taken at Edmonton, are, from left to right, C. K. Dunn, of U.S. Thermo-Control Co., Minneapolis, Minn.; H. R. Blackwood, Assistant Superintendent, C.N.R., Edmonton; H. J. Ayling, of the C.N.R. general freight office in Edmonton; B. C. McVeigh, of the C.N.R. Traffic Department, Winnipeg; D. H. Taylor, of Pacific Fisheries Experimental Station, Vancouver; H. R. Burden, Delver Frozen Food Representative, Edmonton; D. S. Funnell, of the C.N.R. Traffic Department, Edmonton; W. L. Armstrong, Freight Agent, C.N.R., Edmonton, and A. Duclos, President and Manager, Edmonton Cold Storage Co., Ltd.



# Transportation

## Newfoundland Ry. Incorporated into C. N. R.

*The narrow gauge railway system which has long and efficiently served Newfoundland, now the tenth province of Canada, has been made a part of the Canadian National system. The Newfoundland property is one of great historical and current interest; its history, and operations up to the recent date of union, are reviewed fully in this article.*

THE union of Newfoundland with Canada, effected at the beginning of April, naturally turns attention of transportation people in this country to the Newfoundland Ry. and its associated communications and shipping services. Newfoundland, commonly looked upon as the oldest colony in North America, saw its first settlers some four and one-half centuries ago, but development was on a very restricted scale until about 70 years ago, and the growth in population, settlement and production recorded in the past 70 years has been due largely to the construction of the railway, and its operation. The course of railway construction and operation in Newfoundland has not been a smooth one. On the contrary, it has been one of difficulties, disappointments and frustrations, of abrupt changes in ownership and management, and of considerable economic loss due to inefficient planning, constructional difficulties, and alterations in line locations. At times, the history of railway building in Newfoundland was identified with the efforts of promoters who were not as much concerned with the welfare and progress of the country as they were with securing as much wealth as possible for themselves. Finally, after many years of difficulty and uncertainty, the Newfoundland Government took over the entire railway undertaking on July 1, 1923, and since that time the property has been operated by the government through a board of railway commissioners.

The first sod for the first railway line in Newfoundland was turned on August 9, 1881, but there had been much prior discussion among New-

foundlanders to authorize the construction of a railway line from St. John's to Harbour Grace.

As a sample of the discussion which was taking place in the '70's as to the possibility of a railway line, we quote from a speech by Sir Stephen Hill, at the opening of the Newfoundland Legislature in 1875. He said:—"The period



Frank Simpson.

Manager of Canadian National Ry. Rail Lines, Coastal Steamships and Dry Dock in Newfoundland, with headquarters at St. John's.

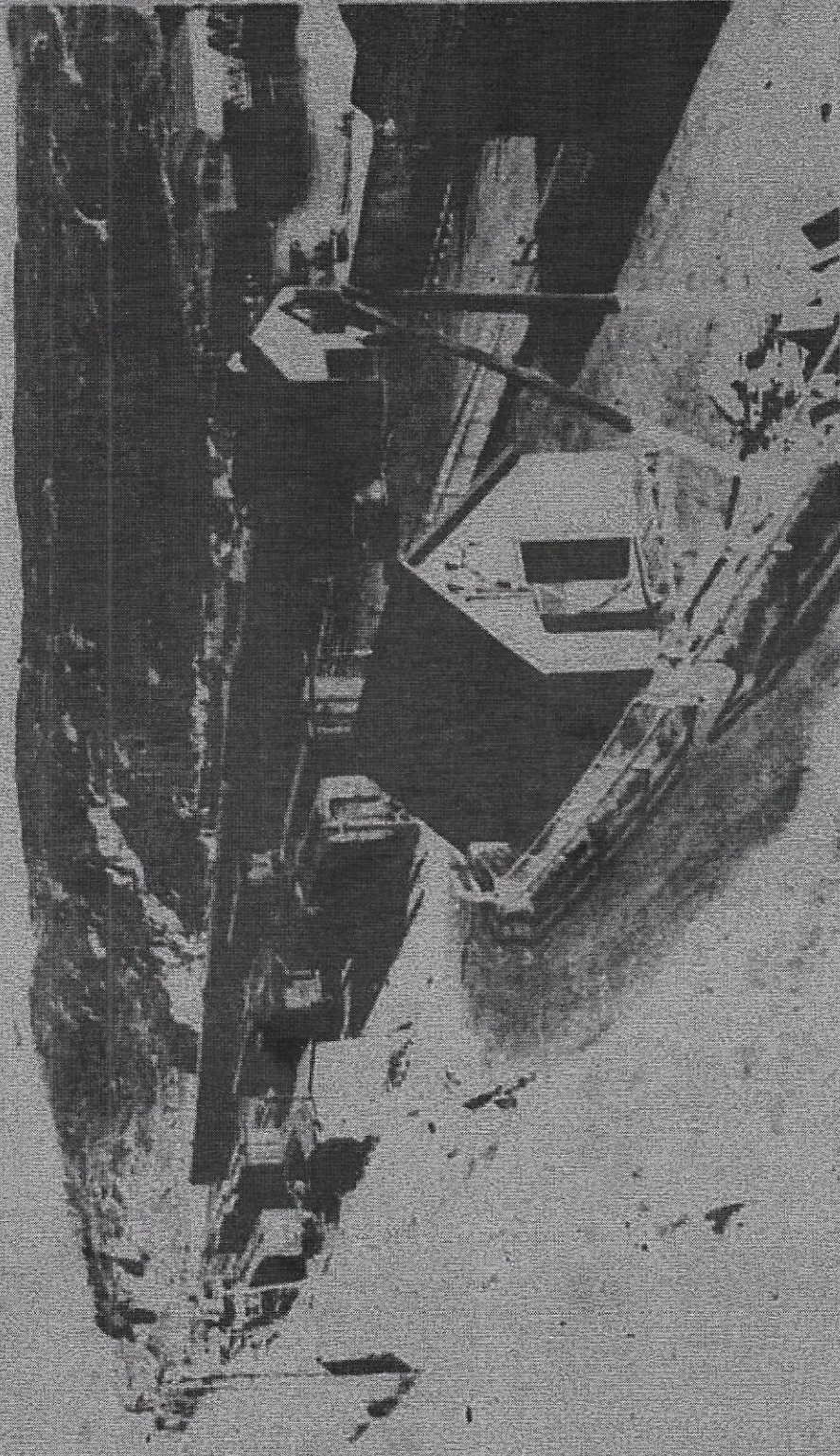
appears to have arrived when a question which has for some time engaged public discussion, viz., the construction of a railway across the island to St. George's Bay, should receive a prac-

tician surveyors under direction of Sanford (later Sir Sanford) Fleming. This survey was carried out in very rapid manner, and covered a course which varied widely from the one later followed in actual construction of the line; however, it clearly demonstrated that a railway line was feasible, that there were no great engineering difficulties to be overcome, and that a light railway could be built at very reasonable cost. However, for some years no progress was made, as considerable opposition to railway construction was encountered in certain quarters. In the autumn of 1880, however, a survey was completed of a route from St. John's to Harbour Grace via Whitbourne and Tilton, and various capitalists submitted tenders covering the work of building the line. On motion of the Prime Minister of the country, the various proposals were submitted to a joint committee, and after due deliberation a charter was granted to an American company which gave the name "Newfoundland Railway Company" to the undertaking. This company undertook to build a narrow gauge (3 ft. 6 in.) railway, using 35-lb. rail, from St. John's to Notre Dame Bay, with a branch to Harbour Grace via Whitbourne and Tilton, a total of 340 miles, in return for 5,000 acres of land and a mail subsidy of \$530 per mile per year for 35 years. As stated, the first sod for the undertaking was turned August 9, 1881. Funds for construction were obtained by sale of the company's bonds in England, but these funds were soon dissipated by mismanagement and extravagance, and, after the completion of 60 miles of line, the company defaulted. The under-



for purchase of additional equipment. Hussen was a native of Newfoundland.

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Port aux Basques, the Western Terminus of the Newfoundland Ry.



and entered the Reid-Newfoundland Co. service in 1907. Following successive promotions, he became General Manager of the Newfoundland Ry. property in 1923. The officials who were associated with Mr. Russell in the direction of railway affairs have been identified with the property, for the most part, since 1923, and have a close knowledge of the railway's problems and of the requirements of the territory served. Except for the disagreement which produced a strike in the autumn of last year the relations between the railway management and the employees have been harmonious throughout. The employees, through their various labor organizations, are affiliated with railway employees in Canada and the United States. The working conditions of the employees, over the years, have been gradually raised to a par with Canadian standards; in fact, the whole plan of railway operation has been largely Canadian.

For four months of each year the ports along the north side of Newfoundland are closed to navigation, which means that the yearly transportation requirements of the localities concerned must be met in an eight-month period. The ports along the south side of the island, however, are rarely closed to navigation for more than a very few days at a time; there has been only one notable exception to this in 20 years, when these ports were closed for a two-week period by drifting ice from the Gulf of St. Lawrence. Extremes in weather conditions are frequently met with by trains operating on the trans-island route; at one point on the run rain may be encountered, to be followed later by below zero weather. In some winters, the snow removal problem is one presenting considerable difficulty. Despite the severe winter climate and the hazards and hardships of railroading, the employees have taken great pride in their work, this being evidenced not only by the complete co-operation among them, but also by the efforts made to pro-

note the welfare of all concerned. For some 22 years the employees have operated the Railway Employees Welfare Association, without outside financial aid except as concerns loans for housing. They have acquired more than 800 homes on the rental purchase plan, and have distributed approximately \$3½ million for medical services and hospitalization. The plan provides for a death benefit fund of \$2,000 maximum, a pension of \$50 a month for widows and a credit union designated the "Savings and Provident Fund", from which employees may secure domestic loans. Also, there is an educational fund for the benefit of the children of deceased employees. The welfare association management has been consistently placed in the hands of railway officers by annual ballot, with the Assistant Manager as President, the Paymaster as Treasurer and the General Passenger Agent as Secretary, and with the members of the executive holding supervisory positions in the railway service.

#### The Property at Date of Union

Always Narrow Gauge Line.—The Newfoundland Ry. was built as a narrow gauge (3 ft. 6 in.) one, and has retained that gauge to date. In early construction, 55-lb. rail was the standard; later, 50-lb. rail replaced the lighter section, and, as stated above, a move to 70-lb. rail as standard was finally made. About one-quarter of the trans-island route, or 131 miles, is level track, and the balance of the mileage is made up of grades of from 1% to 2½%, and curvature runs to a maximum of 12°. About 95% of the track is tie plated. When operation first began small locomotives, running around 20 tons each, were used, but, as heavier rail was adopted, it became possible to employ larger locomotives, and the light machines of the early days were replaced successively by 40-ton, 60-ton and finally 100-ton and even heavier locomotives. The locomotives acquired have been from various sources, in-

cluding Baldwin Locomotive Works, Montreal Locomotive Works, American Locomotive Co. and a number of British builders. The maximum trainload for freight trains is nine cars, averaging 23 tons per car, and average freight car miles per day are 22. The maximum passenger trainload for one locomotive is eight cars, viz., two steel sleepers, two coaches, a dining car, a mail car, an express car and a baggage car, giving total weight of about 180 tons. Passenger train cars average about 1,100 miles per car per week.

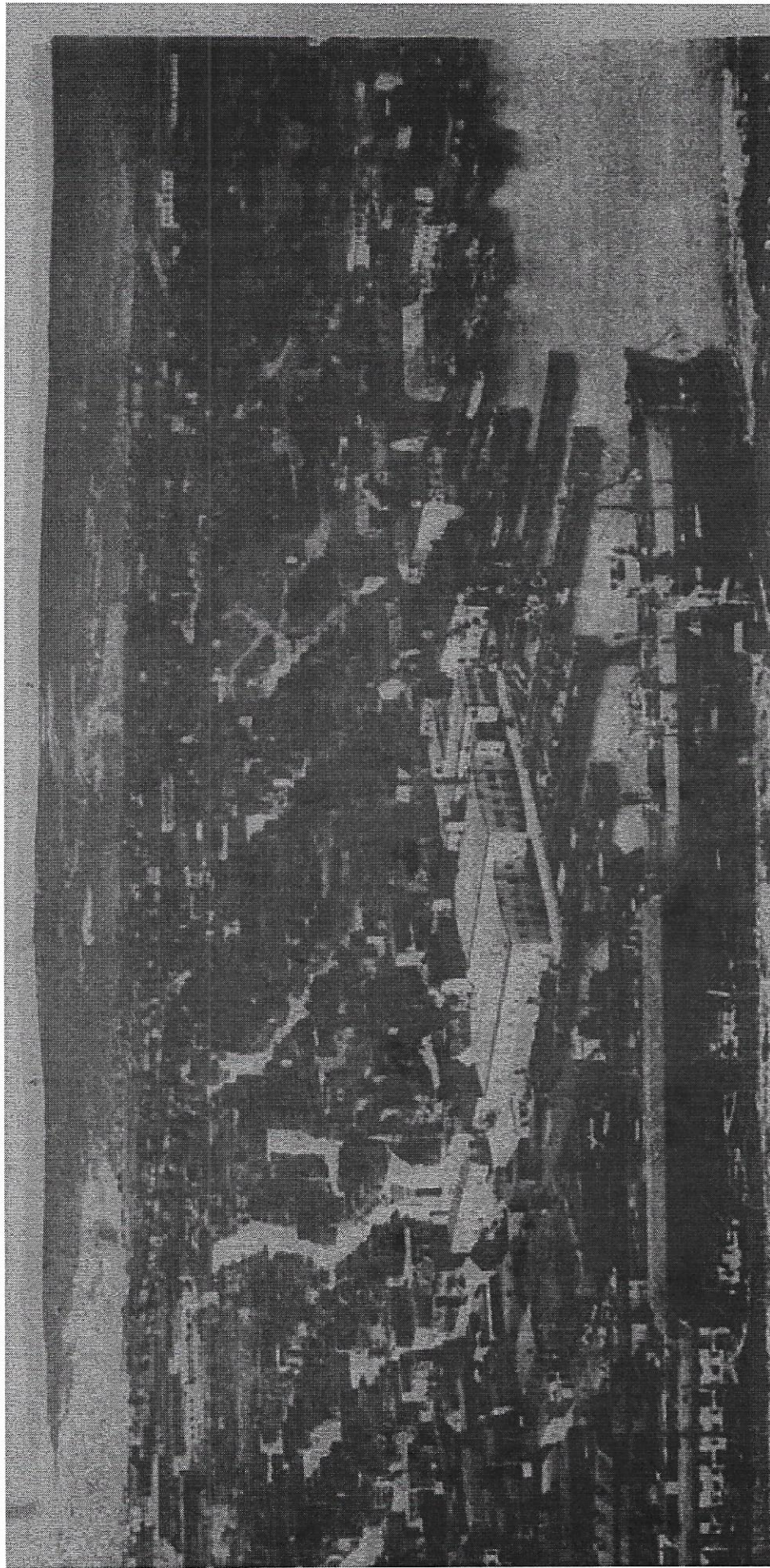
Locomotive.—Up to the time of union, the motive power was pooled for freight and passenger service, without assignment, and average locomotive mileage per day, including branch line service, was 171. There were three Diesel locomotives of 95,000 lb. each, and 40 steam locomotives as follows:—

Five 4-6-0 type, weighing 164,000 lb. each; one 2-8-0 type, 182,000 lb.; six 4-6-2 type, 198,000 lb.; four 4-6-2 type, 220,000 lb.; 24 2-8-2 type, 258,000 lb.

Rolling Stock.—Following is a list of the Newfoundland Ry. rolling stock as it existed just prior to union.

First class passenger cars	14
Second class passenger cars	14
Private cars	14
Steam cars	14
Freight work cars	14
Government and observation car	14
Dining cars	14
Baggage car	14
Express car	14
Mail car	14
Club cars	14
Tour cars	14
Work and maintenance	14
Cook and bunk cars	14
Coal car, regular	14
Dump cars, steel	14
Dump cars, iron	14
Dump cars, tank	14
Snow ploughs, wood	14
Snow ploughs, steel	14
Rotary plough	14
Steam shovels	14
Diesel cranes	14
Demolished motor car	14
Pile driver	14
Ditcher	14
Flat cars	14
Box cars	14
Refrigerator cars	14
Automotive cars	14
Shed tank cars	14
General oil tank cars	14
Gas tank cars	14
Oil Railway tank cars	14
U.S. Army tank cars	14
Total tank cars	14





General View of City of St. John's, Nfld., Eastern Terminus of the Newfoundland Ry.

railway operates the dry dock and maintains dockside wharves. Also, the storage and paper sheds, shown in the foreground, are operated by the railway.

PORTATION, MAY, 1949



in this paragraph was by the company formed by Sir Robert Reid, the Reid-Newfoundland Co., and the latter part of it by the Newfoundland Government, as may be gathered from the information presented in the following.

The 1898 agreement between the Newfoundland Government and the Reid interests was amended by an agreement entered into in 1901 between the Newfoundland Bond administration and the Reid-Newfoundland Co. The company became lessor of the railway for a 50-year period; the company surrendered the 2,550,000 acres of land voted to it under the terms of the 1898 agreement and received \$850,000 in cash therefor; the company surrendered the telegraph system under an arrangement that each party should submit claims for damages to arbitration, such arbitrations proceedings having been held in 1905, with the company awarded \$1,550,000. Also, by the 1901 agreement, claims outstanding by Reid-Newfoundland Co. against the Newfoundland Government for rolling stock, etc., were to be submitted to arbitration; subsequent arbitration proceedings resulted in the Reid-Newfoundland Co. securing an award of \$894,000.

The first through passenger train over the trans-island line left St. John's at 7 p.m., June 29, 1898, and the trip to Port aux Basques was made in 27 hours, 45 minutes, connection having been made at Port aux Basques with the ss. Bruce. In commenting on this run, the St. John's Herald of July 1, 1898, said in part:—"The successful run of the first through train from St. John's to Port aux Basques and the transfer to Sydney of the Bruce marks a new epoch in our history as a colony. Our great railway enterprise is now completed, and we have tri-weekly communication with the American Continent. Our next task is to secure the settlement of the interior and the development of the regions through which the road runs. We have paid out millions to construct this line, and the whole future of the colony depends

upon the success which follows the operation in mining, lumbering, farming and pulp making in the unknown wilds, and in the number of wealthy tourists who can be induced to summer here instead of in Europe, and to spend their money amongst us."

With railway operation proceeding by the Reid-Newfoundland Co. under the terms of the 1898 and 1901 agreements, a substantial depot was constructed in the west end of St. John's, work having been begun in 1893, and the new depot having been completed and opened for service in January, 1903. The railway headquarters were established at the present terminus in the west end of the city, and railway operations soon became more substantial, and real growth in traffic commenced. Soon after the terminal at the west end of St. John's was established, traffic developed to the extent that about 135,000 passengers and about 120,000 tons of freight were handled in one year. In 1909, the Grand Falls Paper Co. mill construction began, and the subsequent operations of that company brought greatly increased traffic to the railway, marking the commencement of interior development on an important scale. In 1907, Sir Robert Reid, who occupied the position of President, Reid-Newfoundland Co., died, and was succeeded in the presidency by his son, William D. Reid, later Sir William D. Reid. In 1909, Sir Edward Morris, a political party leader of the day, had, as an important plank in his election platform, an undertaking to construct a number of branch railway lines to serve certain sections of the island which did not then enjoy railway service. He was upheld by the electors in this policy, and in 1910 the Reid-Newfoundland Co. contracted with the Newfoundland Government to build six branch lines, viz., from Clarendville to Bonaville; from Broad Cove to Heart's Content; from Carbonear to Grate's Cove; from St. John's to Trepassy; from Gratie's to Fortune Bay; from Deer Lake to Bonne Bay. The

approximate mileage of these six branches was 300, and the contract price for construction was \$15,600 per mile, with the company to be given a land subsidy of 4,000 acres per mile.

This branch line construction programme was not particularly successful, and a considerable portion of the branch line mileage built was later abandoned. Construction on the Bonaville branch was begun in the autumn of 1909, and this line was opened for service November 8, 1911. Construction of the Trepassy branch was begun in 1911, and the line was opened for traffic January 1, 1914, but was abandoned in 1931. The Heart's Content branch construction was begun in 1914, and the line was completed and opened for traffic in July, 1915, but was abandoned in 1939. The branch to Gratie's Cove, with a spur to Bay de Verde, was begun in 1913, and completed and opened for traffic in July, 1915, but was abandoned in 1931. Work on the line to Fortune Bay was abandoned after 43 miles were built, and work on the line to Bonne Bay was also held up.

The construction and placing into operation of four of the six scheduled branch lines necessitated additions to the railway's motive power and rolling stock, and also to the operating staff. With outbreak of the first world war and consequent increase in prices and wages, the higher costs of materials and larger payrolls created serious financial difficulties for the railway undertaking. On December 29, 1917, H. D. Reid succeeded Sir William Reid as President of the Reid-Newfoundland Co., and subsequently the company appealed to the Newfoundland Government for assistance in operation of the railway property. On August 13, 1920, a joint railway commission was constituted to take over the operation of the railway and the subsidiary steamship services for a one-year period. This commission consisted of two representatives of the Reid-Newfoundland Co., and Hon. W. F. Coaker and T. A.



feated, and the Conservative party, led by Sir James Winter, came to power. The Winter administration, in the following year, made an agreement with Mr. Reid, which subsequently became famous as the "Reid Deal" or the "98 Contract".

It was provided by this 1898 contract with Mr. Reid that he was to undertake the operation of the Newfoundland Ry., which then totalled 638 miles of line, for a 50-year period for a grant of 2,500 acres of land per mile of railway line, in addition to the 5,000 acres per mile granted him under the agreement of 1895. Also, the agreement provided for the purchase by Mr. Reid from the Newfoundland Government, for \$225,000, of the dry dock which had been built at St. John's in 1884 at cost of \$560,000. Mr. Reid purchased the Newfoundland Government telegraph lines, of aggregate mileage of about 1,000, for \$125,000. Also, Mr. Reid undertook to build eight modern steamships for the Newfoundland coastal mail and passenger service, on condition that the Newfoundland Government pay him an aggregate subsidy of \$92,000 per year.

On October 13, 1897, the steamship Bruce, acquired to furnish the connecting link between Newfoundland and Canada, began her service, and operated between North Sydney and Placentia during the 1897-1898 winter, and throughout the spring of 1898 until the opening of the trans-island railway service between St. John's and Port aux Basques. A tri-weekly service over the railway has been maintained until the present time, with very little interruption except for a period from 1912 to 1915, when a daily service was given. The original steamship Bruce was lost near Louisburg, March 24, 1911, and was succeeded in the Newfoundland-Canada service by a ship of the same name, which began service February



The Route of the Newfoundland Ry., Connecting St. John's, at the Eastern Side of the Island, with Port aux Basques, at the Extreme Southwest

ceded by the Thorburn administration in 1885, and the new government had not been in office long until it undertook, as a public work managed by commissioners and financed by funds from the colonial treasury, construction of 26 miles of line extending from Whitbourne to Placentia. Work on

ques, at the south-western extremity of the island, whence daily communication with the Canadian mainland could be maintained by fast steamship. Accordingly, another contract was entered into with Mr. Reid, for the construction of the western division of the line, on the same terms as before, and the line was

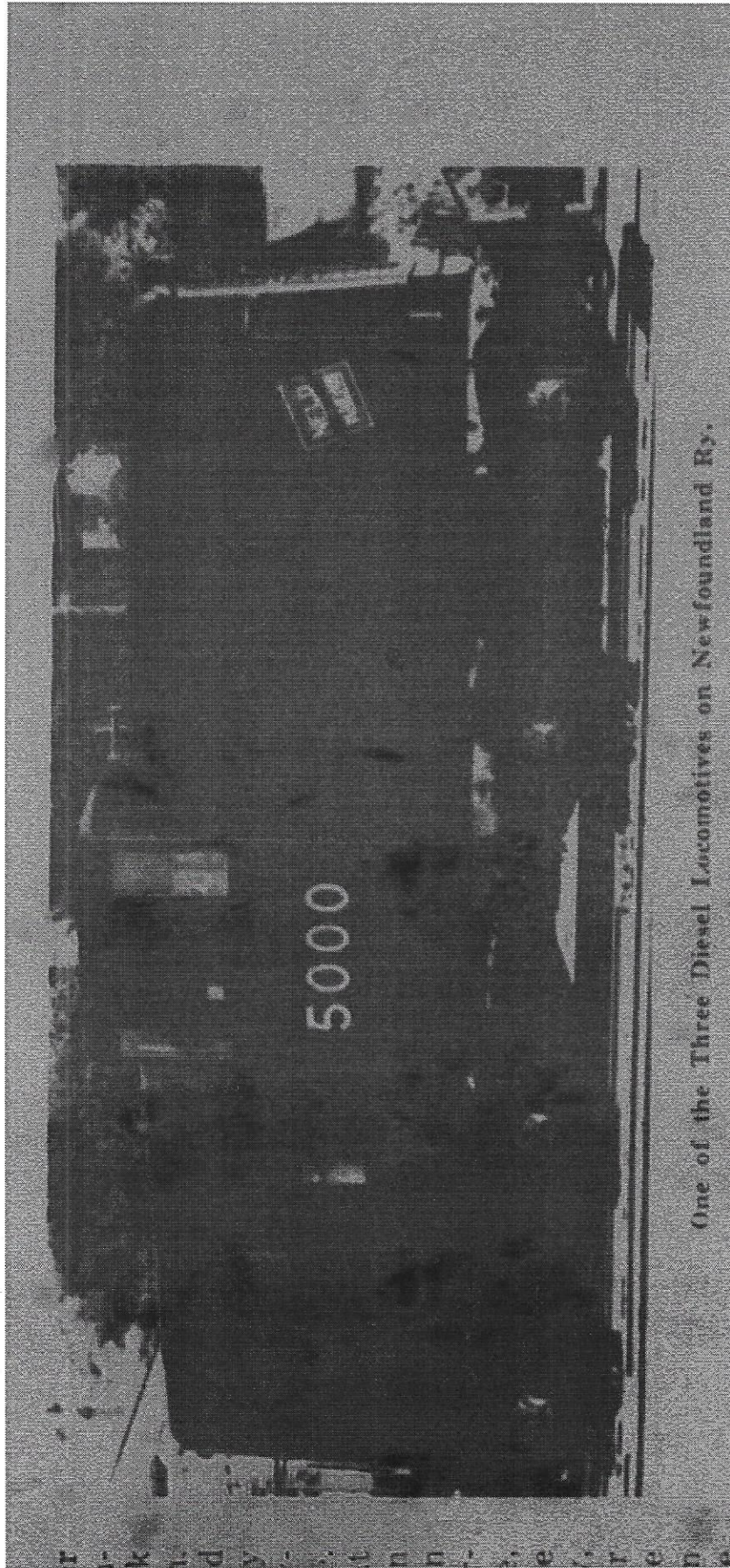


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One of the Three Diesel Locomotives on Newfoundland Ry.



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294 General Superintendent of Motive  
298 Power and Car Equipment, C.N.R. At-  
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323 Advice from C.N.R. headquarters in  
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337 8 and one-half-inch width common to  
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349

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Six new Mikado type oil-burning locomotives passed through Moncton near the end of April, en route to Newfoundland, for use on the Newfoundland Railway, which is now part of the Canadian National System with the inclusion of Newfoundland as Canada's tenth province. The locomotives are narrow gauge, three feet, six inches, have a total weight of 155,000 lb., and were built by Montreal Locomotive Works, Ltd. The locomotives were loaded on flat cars, and are lettered "Newfoundland Railway". They were inspected in Moncton by E. Wynne, General Superintendent of Motive Power and Car Equipment, C.N.R., Atlantic Region, along with R. B. Graham, General Superintendent, and E. A. Robertson, General Superintendent of Transportation.

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The coaches represent the first new passenger equipment for Newfoundland since the rail lines there became part of the Canadian National System at Confederation, and were built at the Canadian Car and Foundry shops in Montreal. They were ordered by the Newfoundland Ry. before its entry into



CNR

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