

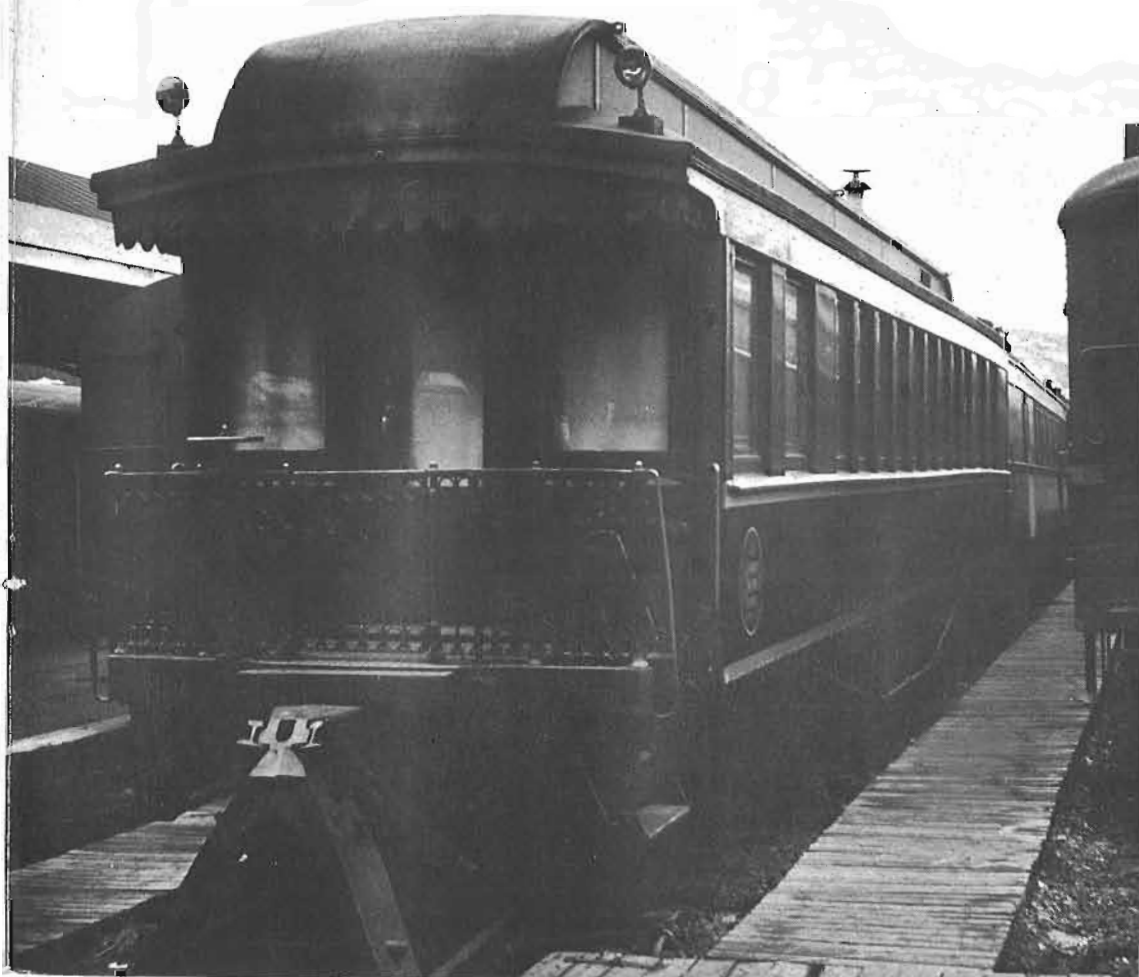
# Canadian Rail

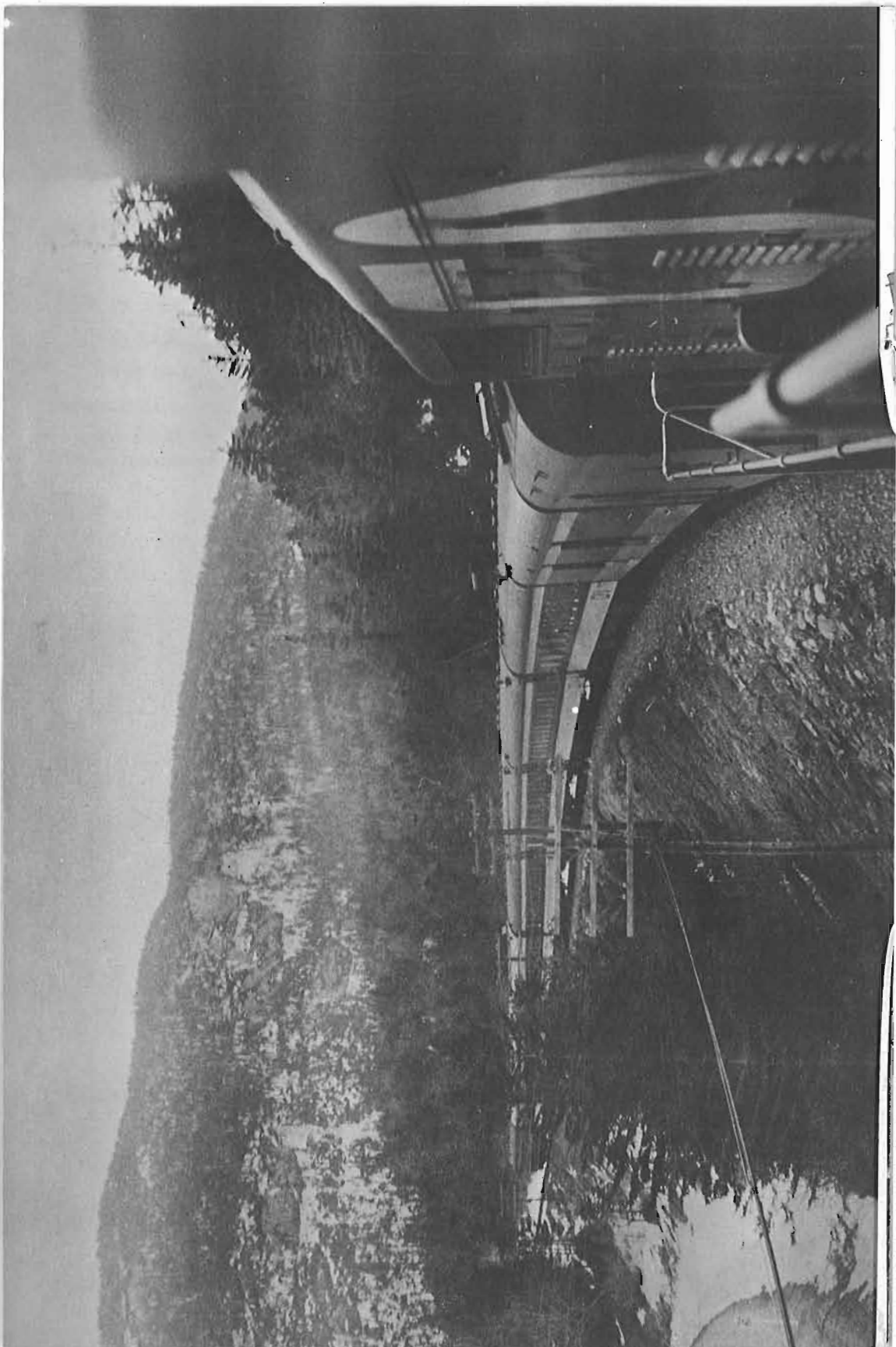


NO. 214

OCTOBER 1969

NEWFOUNDLAND ISSUE





# THE DEATH OF THE NEWFIE BULLET

Photographs by the Author.

Douglas E. Stoltz

**A**fter two years of impending withdrawal, Newfoundland's narrow-gauge passenger trains survived to appear in yet another issue of Canadian National's system timetable. However, the temporary stay of execution was short-lived and on July 3, 1969, 71 years of trans-Island service came to an end with the arrival in St. John's of Train 102, the eastbound "Caribou".



COVER PHOTO: In the hey-day of narrow-gauge operation in Newfoundland, former Newfoundland Railway's private car TERRA NOVA stands wistfully in the passenger car siding at St. John's Nfld. The historic car has gone to Ottawa, and the tracks have been lifted to make room for an express terminal for trucks.

Photo courtesy F.A.Kemp.

PHOTO ABOVE: Tilted wafer insignia of the Nfld. Railway from the tender of a rotary snow-plow in the yards at St. John's Nfld. in October, 1954.

E.A.Toohy Collection.

PHOTO OPPOSITE: Running eastward down the Humber River valley, the "Bullet" approaches Corner Brook, Nfld. February 22, 1969.



### Background events

The demise of Trains 101-102, known affectionately to many as the "Newfie Bullet", is an almost direct consequence of improvements in the Island's formerly primitive system of roads. In 1965, the Newfoundland leg of the Trans-Canada Highway, built to national standards, was completed, reducing driving time between St. John's and Port aux Basques to about half that required by the train. Although rail and highway routes are roughly parallel and the distances are about the same, the speed of the trains was severely restricted by the combination of 42-inch gauge and the line's famous roller-coaster right-of-way. While passengers on the mainland were flocking back to CN's trains, Newfoundlanders were largely deserting the rails. By switching to buses, which can provide more frequent as well as faster service over the new highway, the Railway hoped to win back some of the lost traffic, or at least to eliminate the excessive operating deficits incurred by the trains.

CN first announced its intentions to drop the "Caribou" in May, 1967. The changeover to buses was to take place the following spring. However, the withdrawal of the trains required the concurrence of the Canadian Transport Commission's Railway Transport Committee. Formal application was made in the fall of 1967 and approval was finally given on July 3, 1968. The railway was ordered to discontinue trans-island passenger train service by April 15, 1969; prior to that date, it was free to stop running its trains as soon as the C.T.C. indicated its satisfaction with the bus service (although the equipment was to be kept ready for use in "emergencies").

On October 28, 1968, the Province's Public Utilities Commission opened hearings on the railway's application to operate a bus service between St. John's and Port aux Basques. Permission was quickly granted. Two earlier applications by private firms had been rejected and a third withdrawn in anticipation of CN's bid. Sixteen new busses, equipped with two-way radio, recorded music, air-conditioning, reclining seats and chemical toilets had already been ordered from Prévost Car Company of St-Clare, Québec.

CN's new ROADCRUISERS (to use the railway's euphemism for "bus"), began regular service on December 2, 1968, with schedules 501-502, 507-508 and 511-512 (see CN timetable). The remaining local runs were to commence December 30 but, due apparently to delays in delivery of the vehicles, only schedules 509-510 actually became effective at that time; 515-516 and 517-518 finally followed on April 7. Schedules 503-504, intended as summer-only runs, were added at the change of time on April 27, 1969. On May 18, adjustments were made in the times of several of the locals. (CN's summer system timetable gives the schedules effective on that date.)

The buses proved successful beyond everyone's expectations, including the railway's. In the first month of operation, twice as many people road by bus as by train and, by May, the ratio was five to one. It was not merely a case of passengers switching from train to bus; overall traffic, train and bus, more than doubled.



↑ The Death of the Bullet is attended by the official 'mourners' of St. John's Nfld., on February 21, 1969.



Obviously, CN was attracting back many of the customers it had previously lost to other modes of travel and, moreover, the availability of fast and frequent transportation was to some extent generating its own market.

Nevertheless, the deadlining for the termination of train service, April 15, came and went and still the "Bullet" could be seen making its way unobtrusively over the hills and around the bends of the "Newfoundland Air Line", blithely ignoring events on the neighbouring highway. Ironically, it was the overwhelming popularity of the ROADCRUISERS which had extended the train's life this time. CN was uncertain whether its buses could alone handle the normal proportional increase in summer traffic; although it had ordered four additional vehicles, these would not be delivered before June, 1969. Thus, the railway had found itself applying to the Canadian Transport Commission again, - now for permission to keep its trains running.

Approval came on April 14, the date on which the final train was to have departed from St. John's, westbound. A provision of the Railway Act limited the date of discontinuance to one year from the announcement of the original order; hence, the revised terminal date of July 2, 1969 (this was interpreted to mean the date of the final departure) was the latest allowable by law, precluding any further reprieves, had they been thought desirable. However, the C.T.C. did add a stipulation that the railway must maintain passenger equipment ready for operation until September 30, 1970, for use in case of emergency. So there remains the possibility that sometime during the coming winter, a ghost of the "Bullet" may appear from the depths of a Newfoundland blizzard.

#### The ROADCRUISER Service

The main attraction of the buses, over the long haul, at least, has been the greatly accelerated schedules and consequent elimination of night-time travel. The express bus crosses the Island in 14 hours 15 minutes, including two 45-minute meal stops. The best train time was 21 hours 35 minutes, of which 50 minutes was consumed at division points. As a further inducement to travellers, CN has taken full advantage of the inherent flexibility of bus op-

eration, to provide frequent local services, in addition to the through runs.

Two reserved-seat express buses (501-502, 503-504) run daily each way between St. John's and Port aux Basques, stopping only at Gander, Grand Falls and Corner Brook, the first and last for meals. Dubbed EXPEDO, these may be North America's first "Name" buses. Another bus, 507-508, makes local stops and detours from the Trans Canada Highway to reach Stephenville, completing the trip in seventeen hours. Four other intermediate local runs round out the slate, giving each bus stop a total of three local schedules in each direction, daily, comparing rather favourably with the train's thrice-weekly frequency. Most stops are at railway stations or centrally located commercial establishments.

Fares under the "Red, White and Blue" scheme have remained identical for the bus as for the train. The extra cost of overnight accommodation, however, is avoided on the bus, although meals are extra. CN competed to one degree or another with several independent bus or taxi firms operating local shuttles as follows: St. John's-Clareville; Gander-Grand Falls; Deer Lake-Corner Brook; Corner Brook-Stephenville.

#### Review of Train Services

The service provided by Trains 101-102, formerly nos. 1 & 2, was augmented on certain days of the week by the addition of a passenger coach to otherwise-freight trains 203 & 204, which run daily. Until the fall of 1962, both services operated 6 or 7 days a week. Subsequently, 101-102 ran 6 days a week, during the summer months only and thrice-weekly the rest of the year. The frequency of mixed service varied, being once per week at the end, - though it did not appear at all in the last timetable. The last trip was the eastbound of June 30-July 1. The arrival may actually have been on the morning of July 2, as the trains were invariably late, often by several hours. The frequent delays, added to what was already a painfully slow schedule (31 hours westbound), made travel on the mixed a singular test of patience and endurance.

In addition to the trans-Island mixed service, a coach was always present on Trains 203-204, between Bishops Falls and Corner Brook, on the days the "Caribou" did not run, for the benefit of Howley and Millertown Junction residents. These communities lie along the 80-mile section of the railway, between Badger and Deer Lake, which is isolated from the Trans-Canada Highway. In its decision, the C.T.C. ruled that CN must continue to provide coach service between Corner Brook and Bishops Falls and on a daily basis. This vestige of trans-Island service will disappear as soon as a passable road reaches Howley.

Railway Post Office service ended in Newfoundland on October 1, 1968. Handled on Trains 203-204, it was the last narrow-gauge R.P.O. run, on the continent. The mail was reassigned to container trucks (CN had become the first trans-Island trucking operator in 1961), a move which reportedly saved CN its post office contract. Now, except between Bishops Falls and Corner Brook, only the express cars ahead of the caboose distinguish 203-204 from the



other main line freights, nos. 400-401. In recent years, despite the difference in class, the two have differed little in their function as freight trains, each handling through cars and performing road-switching. "Extra" freights, incidentally, are seldom seen on CN's Newfoundland lines.

Mainline freight traffic is healthier than ever, so that total abandonment of the railway is not yet in sight. Particularly reassuring is CN's substantial investment in providing for the transfer of mainland freight cars to the Island. Unfortunately, the picture on the Island's branch is less encouraging. The railway has applied to abandon both the Argentia and Bonavista Subdivisions as soon as new "highroads" are completed to the areas involved. The present service on both lines consists of a thrice-weekly mixed turn; the Argentia train is based at St. John's and calls in at Carbonear on the return trip. Both the Carbonear and Lewisporte Subdivisions are to be retained for the time being. Though not shown in the timetable, the five-days-a-week Gander-Lewisporte train (209-210), essentially a fuel-supply shuttle for Gander Airport, will still accommodate passengers in the van.

In passing, it is worth mentioning CN's contemplated acquisition of a 10-mile branch, built by the United States Army during World War II, connecting Harmon Air Force Base at Stephenville, with the then-Newfoundland Railway at Whites Road. Although the line is apparently not in use, the tracks have never been taken up. Since Harmon A.F.B. was vacated in 1966, the Provincial Government has been successful in attracting new industry to the area, creating the need for a direct rail link.

Of the two other railways in Newfoundland (see map), the Grand Falls Central still carries passengers. Five or six unscheduled trains run every 24 hours, offering "limited passenger accommodations" in the caboose.



The 'morning after' at Cruisers, west of Bishops Falls, Nfld. The stray placard refers to the earlier loss of the 'Bullet's' first class dining service, February 22, 1968.



"Save the Bullet"

The proposal to discontinue the Island's rail passenger service at first met with much well-publicised opposition. The "Bullet" was, after all, a Newfoundland institution, along with codfish and Joey Smallwood. When the Island's roads were muddy tracks and most Newfoundlanders were still strangers to one another, let alone the rest of the world, the slender thread of the railway had sustained what unity and national identity the isolated colony could muster. It was therefore not unnatural that when the trains became threatened by decisions being made in Ottawa and Montreal, a reservoir of sentiment should have arisen in their defense. Moreover, in Newfoundland as elsewhere, the public made little distinction between the cessation of passenger service and the outright abandonment of the railway. To many an Islander, the loss of the "Bullet" signified the death of the Newfoundland Railway; letters to the Editor left the impression that the tracks were already all but torn up.

Throughout the controversy, the Provincial Government voiced only token opposition to CN's plans. (Interestingly, it had been Premier Joey Smallwood who, as far back as 1940, first envisioned complete abandonment of the railway.) The opportunity to exploit public sentiment was not lost on the Island's conservatives, whose platform in the 1968 general election campaign included a "Save the Bullet" plank. Realistically, all they could hope for was a more gradual replacement of the trains by buses. This much has in fact been achieved, but without the interference of the politicians, unless one chooses to believe that their criticism put CN on the defensive, which would perhaps explain the Railway's reluctance to drop the trains while there remained any possibility of inadequacies in the bus service. In any event, the Tories, on the strength of this and other issues, did manage to capture 6 out of 7 seats in the traditionally Liberal province. On their way to Ottawa in September 1968, four of the M.P.'s staged a protest ride as far as Stephenville Crossing. There, in an appropriately symbolic gesture, they abandoned the train for an AIR CANADA flight.

Many of those opposed to the bus service had been counting on the Newfoundland winter to put CN's ROADCRUISERS off the road, thereby demonstrating a continuing need for rail service. However, the combination of diesel bus, first-class highway and modern snow-clearing equipment proved an effective match for all but the severest storms and delays were few. On one occasion, buses even came to the rescue of rail passengers. It had been hoped that individual Islanders would do their bit to save the "Bullet" by actually riding on it. But, for the most part, travellers continued to avoid the train in droves. The final blow was the immediate and widespread public acceptance of the buses, which effectively sealed the "Bullet's" fate once and for all. On June 30, Transport Minister Donald Jamieson (a Newfoundlander) announced that the Federal Cabinet had decided not to interfere in the matter.

Destination Holyrood





Low clouds accentuate the bleakness of the barren heights of Gaff Topsails near Summit, the highest point on the trans-island line.



A meet with Mixed Train No. 203 at Northern, east of Deer Lake, Nfld. The 'mixed' still runs over this line. February 19, 1969.



While the initial storm of protest eventually gave way to resignation on the part of most Islanders, the pro-train forces managed to organize a colorful demonstration in St. John's as recently as last February 21. The occasion was the visit to the City of the House of Commons Standing Committee on Transportation and Communications. The twenty M.P.'s were touring the Atlantic Provinces to gather briefs on local transportation problems. As might be expected, the abandonment of rail passenger service was at the centre of attention at the St. John's hearings.

In the evening, the Committee was scheduled to ride Train 101 as far as Holyrood, - all of 30 miles, then to return by ROADCRUISER to St. John's. Their aim was ostensibly to compare the two modes of travel and determine whether the bus service was really as inferior as its opponents claimed. The exercise was a concession to Committee members James McGrath and Walter Carter, who happen to represent the two St. John's ridings in the House of Commons. Their pre-election pledge to try to save the "Bullet" obliged them at least to go through the motions. The Committee did subsequently recommend a review of the C.T.C.'s decision, but their re-

port was never adopted by Parliament.

Well before train departure time, a large crowd had gathered at the great stone station, which also houses CN Newfoundland Area offices. Soon 30 or 40 demonstrators carrying placards began marching around the building, chanting "We want the Bullet!", encouraged by a film crew from the local television station. At the head of the procession waved a "Union Jack", paradoxically a symbol of the Island's former "independence" from Canada. Next, came a "coffin" bearing the inscription "Newfoundland Railway" "Born 1898, murdered by Canada, 1969". The marchers who followed, - everyone from school children to well-preserved old timers, carried signs proclaiming "Train plus Bus equals Just Society", "Stop the Great Train Robbery", even "Save Lives - Keep the Bullet".

Around the station, up and down the long platform and in front of departing Prevost buses they marched singing "We shall Overcome". A carnival atmosphere attended the whole production. At



One of the larger of the two models of ROADCRUISER, at the CN station in St. John's Nfld. February 21, 1969.



The 'New Look' of transportation in Newfoundland. On February 22, train 900 derailed near Spruce Brook. Passengers were transferred to regular bus runs. Here No. 511 stands ready for loading. Extra bus at the rear was not required.



one point, the sleeping car porter entered one of the vestibules, peered out at the milling throng, then clutched your reporter elatedly. "Isn't it wonderful!" he exclaimed, - but then reflected, "Ah, but you know, I don't think it'll change a thing. No." He was right, of course, but the mood of the moment tended to obscure the unpleasant reality.

When the Commons Committee members arrived, they were faced with a noisy welcome on their way to the first of the usual three coaches. Jim McGrath and Walt Carter were the heroes of the day and beamed their broadest political smiles. Unfortunately, the commotion prevented an on-time departure. At 2340, 10 minutes late, the doors finally slammed shut and the trip began. Most of the placards and not a few placard-bearers had found their way aboard and some of each dangled from the vestibules, as the train moved into the city's suburbs, quickly gaining speed.

Then, only five minutes out of St. John's, to everyone's dismay, the "Bullet" suddenly slowed to a halt. Apparently those who had been "carried away" during the excitement of the demonstration were now being politely discharged. Once resumed, the journey continued without event the rest of the way to Holyrood. Some of the M.P.'s mingled with the passengers in the Club Car; others huddled in their coach for mutual protection. Onetime railwayman Jack Skoberg, NDP M.P. for Moose Jaw, rode the cab. At Holyrood, another crowd and more newsmen were waiting, along with two special CN buses, to return the Committee and reporters to St. John's. Committee members appear to have found the ROADCRUISERS comfortable enough--- most of them reportedly slept all the way back.

Just twenty years ago, a new era of rail passenger service began in Newfoundland, when Canadian National assumed operation of the Island's rail network. Today, that era has ended and another has begun, as public transportation takes to the highways. While mixed-train service lasts, it will still be possible to ride narrow-gauge trains in parts of Newfoundland, including segments of the main line. However, the long trans-Island passenger trains, in the tradition of the Newfoundland Railway's "Foreign Express" and "Overland Limited", now belong to history.

The author is indebted to W.J.O'Leary and H.F.Howe of the Canadian National at St. John's for their assistance in preparing this article.





Appendix ICANADIAN NATIONAL RAILWAYS

## Newfoundland Area.

Passenger Equipment Roster as of December 31, 1967.

<u>Type</u>	<u>Total</u>	<u>Road Numbers</u>	<u>Builder</u>	<u>Year</u>	<u>Note</u>
Steam Generator	5	2950-53 2956	CNR-Moncton	1956	-
Box Baggage	10	1590-1594	Eastern Car Company	1954	A
		1595-1599	Eastern Car Company	1954	B
Baggage	10	1300-1302	Canadian Car & Foundry	1943	-
		1303-1305	Canadian Car & Foundry	1950	-
		1306-1307	National Steel Car	1958	-
		1308-1309	CNR-Moncton	1956	C
Express	4	1600-1603	Canadian Car & Foundry	1943	-
Express- Refrigerator	5	1900 1904	Eastern Car Company	1951	-
Insulated Box	5	1950-1954	Eastern Car Company	1951	D
Mail	7	1702	Newfoundland Railway	1924	E
		1800-1802	Canadian Car & Foundry	1943	-
		1803-1805	Canadian Car & Foundry	1952	-
Coach	22	750-752	Canadian Car & Foundry	1943	-
		754-757	Canadian Car & Foundry	1943	-
		758-765	Canadian Car & Foundry	1949	-
		766-770	Canadian Car & Foundry	1955	-
		771-772	National Steel Car	1958	-
Dining	7	170	National Steel Car	1930	-
		171	National Steel Car	1938	-
		172-174	Canadian Car & Foundry	1943	-
		175	Canadian Car & Foundry (?)		F
		176	National Steel Car	1958	-
Sleeping	17	300 BURGEON	Nat.Steel Car	1930	-
		301 BOTWOOD	C.C.& F.	1943	-
		302 BUCHANS	C.C.& F.	1943	-
		303 FOGO	C.C.& F.	1943	-
		304 GANDER	C.C.& F.	1943	-
		305 GRAND FALLS	Nat.Steel Car	1928	-
		306 HUMBER	Nat.Steel Car	1928	-
		307 LEWISPORTE	Nat.Steel Car	1930	-
		308 ST.GEORGE'S	C.C.& F.	1938	-
		309 TWILLINGATE	C.C.& F.	1938	-
		311 CIARENVILLE	C.C.& F.	1952	-
		312 FLOWER'S COVE	C.C.& F.	1952	-
		313 CORNER BROOK	C.C.& F.	1952	-
		314 PRINCETON	C.C.& F.	1952	-
		315 BISHOP'S FALLS	C.C.& F.	1952	-

		316	WHITBOURNE	C.C.& F.	1952	-
		317	BONAVISTA	C.C.& F.	1955	-
Business	3	1	TERRA NOVA	(?)	(?)	G
		2	AVALON	(?)	(?)	
		3	(Inspection Car)	(?)	(?)	

### Notes:

A Converted in 1961 from 8100-series box cars.

B Converted in 1957 from 8100-series box cars.

C Converted in 1964 from Steam Generator cars 2954-2955.

D Converted in 1961-62 from Express Refrigerator cars 1908-9-5-7-6.

E This wooden relic was the oldest piece of non-work equipment on the Island, except for a number of wooden vans, built mostly for the Reid Newfoundland Company, which date back to 1900.

F Converted in 1953 from Coach no. 36.

G Officially presented to the National Museum of Science and Technology, Ottawa, Canada, in June, 1969.

Total number of passenger train cars-----, 92 .

Passenger cars are non-air-conditioned.

Sleeping cars are 8-section 1 drawing-room.

The so-called Club Cars or "Beer Parlour Cars", a standard feature on the "Caribou", were drawn from the dining car fleet.



Canadian National's 'Caribou' 1956 style, doubleheaded with engine No. 317 a 2-8-2 type in the lead position. Photograph taken at the west end of St. Johns yard, five hundred and forty seven miles East of the train's destination of Port aux Basques Nfld.





# THE UNUSUAL RAILWAY THAT DOES

S.S.WORTHEN.

(The following article was written prior to the discontinuance of passenger train service in Newfoundland in July, 1969.)

**L**istening to the stories of travellers, - mostly from central Canada but frequently from other locations, it is all too often concluded that the train services to and in Canada's Maritime Provinces are, in general, terrible. More than that, - the same services in Canada's tenth - and youngest province - Newfoundland, are infinitely worse!

This primitive and unsatisfactory situation is usually said to be due to (a) the equipment, (b) the indifference of the authorities and last, but not least, (c) the railway itself and its proportions. And of course all of these self-styled transportation experts assume from the outset that because Newfoundland's railways are only three feet and a half between the rails - as contrasted with a "normal" (conventional) socially-acceptable separation of 4 feet 8½ inches, anything less than this latter distance is antique and outmoded and can only result in a predictably primitive "second-class" sort of service.

Certainly, these self-styled experts ought to verify their facts before making any purportedly authoritative statements on the subject, - but they seldom do. Current schedules published in the public time-tables raise some very particular questions, which can be answered by observation of Newfoundland's railway, - its principal main-line railway, that is. The observations and the conclusions drawn therefrom are supported by the following table of maximum speeds published in the operating time-table "for the information and government of employees only":

## MAXIMUM SPEEDS

<u>Mileage</u>	<u>Passenger</u>	<u>Freight &amp; Mixed</u>
0.0 to 10.6	35 m.p.h.	35 m.p.h.
10.6 to 15.5	30	30
15.5 to 31.0	35	35
31.0 to 33.0	20	20



33.0 to 55.0	35	35
55.0 to 61.5	50	40
61.5 to 83.0	40	35
83.0 to 98.0	30	30
98.0 to 100.6	40	35
100.6 to 126.0	35	35
126.0 to 131.1	30	30

The foregoing tabulation applies to the first 131.1 miles of the once Newfoundland Railway, - presently the Newfoundland Area of the Atlantic Region of Canadian National Railways, from St. John's to Clarenville.

Summarized in another manner the 547.8 miles of main line from St. John's, - the Provincial capital, to Port aux Basques, - western ferry terminal and jumping-off point for North Sydney on Cape Breton Island and thence to the mainland, may be divided as follows according to permitted maximum speeds for passenger trains:

Miles run at indicated m.p.h.

<u>Subdivision</u>	<u>5</u>	<u>10</u>	<u>15</u>	<u>20</u>	<u>25</u>	<u>30</u>	<u>35</u>	<u>40</u>	<u>50</u>	
St. John's	0	0	0	2.0	0	25.0	73.5	24.1	6.5	131.1
Clarenville	0	0.5	0	0	0	11.0	49.4	62.7	13.1	136.2
Bishop's Falls	0.2	0	0.8	0.3	0.1	36.5	68.0	21.5	12.6	138.0
Port aux Basques	0	0.6	2.0	0.1	6.2	31.7	45.8	27.2	30.4	142.5

The natural question arising from this tabular presentation is "What in the world is the reason for all these slow speeds?" The answer is not a simple one and there are many reasons for the situation all of which are valid. Let us take a few "for instances." On Newfoundland's main-line railway the observer will note stretches of track where he cannot see for much more than 500 feet ahead. He will watch the track dive down a 2% plus-grade, through a narrow rock-cut and around a towering cliff on an incredibly tight curve - some fifty to one hundred feet above an arm of the ocean or a vast highland lake. Elsewhere the observer will ride over a causeway, - just about the width of the track, with the water almost at rail level at flood-tide or in the spring of the year. Midway in this causeway is a combination wood-steel draw-bridge, - a remarkable mechanism resembling the draw-bridge of a castle moat of the Middle Ages.

These are two of the reasons why, on the Bishop's Falls Subdivision, - which incidentally may be said to be the "driest" of the four subdivisions from St. John's to Port Aux Basques there are only 12.6 miles where Nos. 101 and 102, - the "Caribou" to some and the "Newfie Bullet" to others, can run at the top speed of 50 miles per hour.



← Mixed Train M-206 of CN's Newfoundland Area operation, with engines nos. 800 & 801, rumbles along the edge of Goose Bay, on the branch between Clarenville and Bonavista, October 8, 1968.

Photo by W.R. Linley, Ottawa, Ont.



When you ride the Newfoundland Area of Canadian National Railways, - and you'd better plan to do it soon, all of these apparently ridiculous speed restrictions will become very logical requirements. There's no doubt about it, - you just have to see the operation to believe it, and to understand it. There have been a multitude of descriptions of the line both historic and contemporary but it is quite certain that the personal experience of riding the railways of Newfoundland will prove conclusively the impossibility of composing an adequate description, in writing, of this unique railway.

But we have digressed. The purpose of this report was to show why it takes, (in the Autumn of 1968), 21 hours and 35 minutes for the eastward trip, - St. John's to Port aux Basques. As an aside, the westward trip requires 22 hours, providing that No. 102 keeps to the schedule, and there are no unusual happenings. Let us then examine the run of No. 101 on a Friday night and all day Saturday in the month of October, 1968, with reference to the number and variety of train orders issued by the St. John's and Bishop's Falls dispatchers. The capital letters indicate the operating point on the line, and the orders are numbered and reproduced without change:

ST. JOHN'S

Orders 40 - 46 - 570 - 580

Train Order No. 40

Oct. 18, 1968

To Trains 101 &amp; 203 at St. John's.

No. 203 Eng. 919  
run ahead of No. 101 Eng. 923  
from St. John's until over-  
taken

GMD Complete 1911

Train Order No. 46

Oct. 18, 1968

To No. 101 Westward Trains at St. John's

Westward trains except No. 101  
Eng. 923 wait at St. John's until  
nought Six hundred 0600.

GMD Complete 2149

Train Order. No. 570

Oct. 16, 1968

To Westward Trains at St. John's

Do not exceed fifteen 15 miles per  
hour within five hundred 500 feet  
of road crossing until crossing  
occupied at mileage one thirty  
point nine 130.9

FGD Complete 0115

→

◆◆◆◆◆◆◆◆◆◆

Canadian National's Train 102 - THE NEWFIE BULLET - otherwise known as the Caribou, with engines 936 and 931 on the point, speeds eastward along the edge of Deer Lake, Nfld., October 9, 1968.  
Photo by W.R. Linley, Ottawa, Ontario.



Train Order No. 580

Oct. 18, 1968

To Westward Trains at St. John's

Cars on following Passing tracks

St. John's sub

Irvine Four 4

Talcville Five 5

Kelligrews Three 3

Whitbourne Four 4

FGD

Complete 0121

GMD is Mr. G. M. Delaney, Dispatcher at St. John's, who was on the evening trick. FGD is Mr. F. G. Doyle, Relief Dispatcher at St. John's who had the midnight to 0800 shift on Friday morning.

Train 101, westbound, left St. John's Friday night at about 2238, with the following consist:

Engine 923 Class GR 12 GMD 1200 h.p.

Engine 903 Class GR 12 GMD 1200 h.p.

Train Heating Car 2956

Baggage Car 1306

Cafe Car 176

Coach 769

Coach 767

Coach 772

Coach 771

Dining Car 172

Sleeping Car PRINCETON no. 1010

Sleeping Car CLARENVILLE no. 1011

Sleeping car WHITBOURNE no. 1015

Sleeping Car BURGEO no. 1016

Sleeper-Observation Crew Car FOGO

WHITBOURNE Orders 1 - 52Train Order No. 1

Oct. 19, 1968

To No. 101 at Whitbourne

No. 102 Eng. 929

meet No. 101 Eng. 923

at Goobies

R.A.B.

Complete 0127

Train Order No. 52

Oct. 18, 1968

To No. 203

No. 101 at Whitbourne

No. 204 Eng. 913

meet No. 203 Eng. 919

at Ferguson instead of

Tickle Harbour and

meet No. 101 Eng. 923

at Camp 4

G.M.D.

Complete 2327

GOOBIES

Orders 1



Train Order No. 1

Oct. 19, 1968

To Opr. at Goobies

No. 102 Eng. 929  
meet No. 101 Eng. 923  
at Goobies

R.A.B.

Complete 0126

CLARENVILLE

Orders 6 - 7 - 9 - 562 - 572 - 582

Train Order No. 6

Oct. 19, 1968

To No. 203

at Clarenville

No. 101

No. 400 Eng. 918 meet No. 203 Eng.  
919 at Terra Nova and meet No. 101  
Eng. 923 at Clode

RAB

Complete 0342

Train Order No. 7

Oct. 19, 1968

To No. 203

No. 101

at Clarenville

No. 203 Eng. 919 Run ahead of No.  
101 Eng. 923 from Clarenville  
until overtaken unless overtaken  
at Clarenville

RAB

Complete 0346

Train Order No. 9

Oct. 19, 1968

To No. 101

Westward Trains except Bonavista Sub

at Clarenville

Westward trains except No. 101 Eng.  
923 wait at Clarenville until nought  
Eight hundred 0800.

RAB

Complete 0455

Train Order No. 562

Oct. 14, 1968

To Westward Trains

Except Bonavista Sub at Clarenville

Do not exceed Thirty 30 Miles  
per hour on Bridge mileage one  
forty eight point eight 148.8  
Ten 10 Miles per on Bridge  
Mileage one sixty four point  
eight 164.8 and fifteen 15  
miles per hour on Bridge  
mileage one eighty nine  
point nine 189.9.

FGD

Complete 0149

Train Order No. 572

Oct. 16, 1968

To Westward Trains at Clarendville

Eastward Trains Bonavista

Do Not Exceed fifteen 15 Miles per hour  
within six hundred 600 feet of road  
crossing until crossing is occupied at  
mileage one thirty one point five 131.5

FGD Complete 0120

Train Order No. 582

Oct. 18, 1968

To Westward trains at Clarendville

Cars on following passing tracks  
Clarendville

Sub Stanley Twenty five 25  
Glenwood five 5

FGD Complete 0128

RAB is Mr. R.A. Bartlett, Dispatcher at Bishop's Falls. No. 101 was due to leave Clarendville at 0445. Since order 9 was complete at 0455, it is concluded that No. 101 was somewhat late in leaving. Order 572 covered a highway crossing about half a mile north of Clarendville. Order 562 referred to the bridge over Southwest Brook, a good sized stream, in the first instance, and in the second to the crossing of the Terra Nova River, near Terra Nova station, mileage 164.6.

GAMBO No orders OK at 0719 RAB

GANDER No orders OK at 0726 RAB

BISHOPS FALLS Orders 150 - 166 - 351 - 377 - 392 - 398

Train Order No. 150

Oct. 19, 1968

To Westward Trains at Bishops Falls

Men working nought Seven Hundred 0700 until  
Eighteen Hundred 1800 between mileage Three  
nine Five 395 and mileage Three nine Six 396  
All Trains be prepared to Stop at the red  
Signal.

R.A.B. Complete 0112

Train Order No. 166

Oct. 19, 1968

To No. 101 at Bishops Falls

No. 101 Eng. 923 meet No. 204 Eng. 933 at  
Millertown Jct.

GMD Complete 0852

Train Order No. 351

Oct. 5, 1968

To Westward trains at Bishops Falls



The brakeman is ready to couple up the engines and the heater car to the remainder of Train 102, at Port aux Basques, Nfld., October 6, 1968. Train 102 eastbound was hauled by Engines 946 & 931, with heater car 2951. Photo by W.R. Linley, Ottawa, Ont.



West End of passing track at South Brook Closed.

GMD Complete 0949

Train Order No. 377

Oct. 12, 1968

To Westward Trains at Bishops Falls

Do not exceed Five 5 miles per hour within  
Five nought nought 500 feet of Road Cross-  
ing until crossing occupied at mileage Two  
Six Seven point Five 267.5

J.F.R. Complete 2232

Train Order No. 392

Oct. 16, 1968

To Westward trains at Bishops Falls

Cars on following passing track Bishops  
Falls sub

South Brook Nineteen 19  
Russell Twenty three 23

RAB Complete 0155



Train Order No. 398

Oct. 18, 1968

To Westward trains at Bishops Falls

Do not exceed twenty five 25 Miles per  
hour between Deer Lake and mileage Three  
seven nine 379

SJB Complete 2221

JFR is Mr. J. F. Ryan, the afternoon trick dispatcher at Bishop's Falls. He turned over the desk to Mr. Bartlett, who worked the mid-night to 0800 trick. SJB is Mr. S. J. Best, the day dispatcher at Bishop's Falls. Order No. 150 notified the crew of No. 101 that the section gang would be working between South Brook and Russell in the spectacular canyon of the Humber River, just east of Corner Brook. Mr. Tom Glavine, No. 101's engineer from Bishop's Falls to Corner Brook, called this part of the valley the "Humber Canal," - or at least that's what was understood!

GRAND FALLS

No Orders OK at 1013 G.M.D.

MILLERTOWN JCT.

Order 175

Train Order No. 175

Oct. 19, 1968

To No. 101

Westward Trains at Millertown Jct.

Westward trains except No. 101 Eng. 923  
wait at Millertown Jct. until Thirteen  
Fifty 1350.

G.M.D. Complete 1140

DEER LAKE

Orders 400

Train Order No. 400

Oct. 19, 1968

To No. 101 at Deer Lake

Do not exceed five 5 miles per hour between  
ten 10 poles west and thirty five 35 poles  
west of mileage three nine five 395

G.M.D. Complete 1316

This is the same trackage referred to in Order No. 150, where the track gang was engaged in relocating about 500 feet of the main line back from the edge of the bank above the river. The Trainmaster explained that the rails had been creeping towards the edge gradually, and the time had come to relocate the line, including easing the left-hand curve, for safer and faster train operation. This relocation also eased off the grade (eastbound) a little.

CORNER BROOK Orders 170 - 171 - 185 - 378 - 379

Train Order No. 170

Oct. 19, 1968

To Westward trains at Corner Brook

No. 102 Due to Leave Port aux Basques  
Saturday, Oct. 19th is annulled Port  
aux Basques to Corner Brook.

GMD Complete 1038

Train Order No. 171

Oct. 19, 1968

To No. 101

Extra 934 West at Corner Brook

Extra 934 West Run ahead of No. 101 Eng.  
923 from Corner Brook until overtaken

GMD Complete 1042

Train Order No. 185

Oct. 19, 1968

To No. 101

Westward trains at Corner Brook

No. 101 Eng. 923 wait at mileage four  
nought nine 409 until twenty two hundred  
2200

GMD Complete 1430

Train Order No. 378

Oct. 12, 1968

To Westward trains at Corner Brook

Do not exceed five 5 miles per hour over  
culvert twenty five 25 poles West of  
mileage four one nought 410.

JFR Complete 2235

Train Order No. 379

Oct. 12, 1968

To Westward trains at Corner Brook

Do not exceed twenty-five 25 miles per  
hour between mileage four nought eight  
408 and mileage four one nine 419.

JFR Complete 2235

Train Order No. 396

Oct. 18, 1968

To Westward trains at Corner Brook

Cars on following passing tracks Port aux  
Basques

Sub Beaver	one	1
St. Georges	three	3
Joyce	thirty	30
Robinsons	three	3



CANADIAN NATIONAL RAILWAYS  
FORM 19 R

SERIAL  
700

TRAIN ORDER NO.

150

Oct 19 1968

TO

Westward Train

AT

Briggs Sales

Man working caught seen  
Hundred 0700 until Eighteen  
Hundred 1800 between mileage  
Three nine Five 395 and  
mileage Three nine Six 396  
All Trains be prepared to  
stop at the red signal

SIGNATURES

R.A.B

REPEATED AT

0112

MADE

Com Time

0112

OPR

1 Kent



CANADIAN NATIONAL RAILWAYS  
FORM 19 R

SERIAL  
700

TRAIN ORDER NO.

400

Oct 19 1968

TO

No 101.

AT

Deer Lake.

Do not exceed five 5 miles  
per hour between ten 10  
pole West and thirty five  
35 pole West of mileage  
three nine five 395.

G.M.D.

SIGNATURES

REPEATED AT

1316

MADE

Comp. Time

1316

OPR

on Bennett



South Branch	thirteen	13
Doyles	five	5
Cape Ray	five	5

CMH Complete 0415

CMH is Mr. C. M. Hannon, dispatcher at Bishop's Falls on the afternoon trick on October 18, 1968. Ten miles east of Corner Brook, on the side of the valley above a little brook, there were signs of washing by recent rain. Order No. 379 imposed a speed restriction for some 11 miles, with Order No. 378 designating the real trouble spot.

STEPHENVILLE CROSSING

Orders 199

Train Order No. 199

Oct. 19, 1968

To No. 101 at Stephenville Crossing

No. 101 Eng. 923 meet Extra 917 East at Fischell

No. 101 Take Siding at Fischell

SJB Complete 1655

On Mr. S.J. Best's instructions, No. 101 took the siding and waited just about 15 minutes. Extra 917 East had three units and a long train, including both Newfoundland area (3 ft. 6 in.) freight cars and a few standard gauge box cars and tank cars mounted on narrow gauge trucks.

ROBINSONS

Orders 207 - 208 - 209

Train Order No. 207

Oct. 19, 1968

To No. 101 at Robinsons

No. 101 Eng. 923 Meet No. 204 Eng. 928 at St. Andrews

SJB Complete 1839

Train Order No. 208

Oct. 19, 1968

To No. 101 at Robinsons

No. 101 Eng. 923 Meet No. 204 Eng. 928 at Riverview Instead of St. Andrews

SJB Complete 1843

Train Order No. 209

Oct. 19, 1968

To No. 101 at Robinsons

No. 101 Eng. 923 Wait at Riverview until Twenty Twenty 2020 St. Andrews Twenty Forty 2040 Cape Ray Twenty fifty five 2055

SJB Complete 1848

Normally, No. 101 should have met No. 204 at Codroy Pond, some 20 miles east of Riverview. With No. 101 now running more than



The eastbound CARIBOU, - Train 102 of CN's Newfoundland Area, eastbound near St. George's, on the French Treaty Coast. Engines 946 & 931 haul the train while Heater Car 2951 supplies the steam.

Photo by W.R. Linley, Ottawa, Ontario



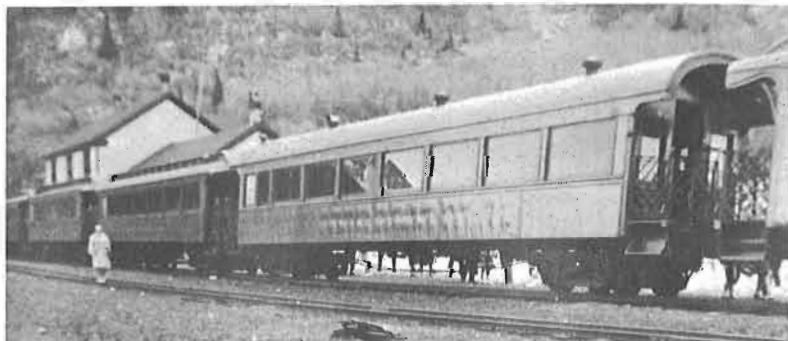
45 minutes late, some adjustments had to be made. These are reflected in Train Orders Nos. 207 and 208.

There is a great deal of traffic, - both passenger and freight, moving over the railroad in the Newfoundland Area of Canadian National Railways. In addition, essential maintenance projects must be completed during the relatively short summer. Put all of these conditions together, and it is not surprising that there are times when the trip from Port aux Basques to St. John's takes more than the scheduled 22 hours. Nonetheless, the whole Newfie railway team is working very hard to keep the service running and the road in tip-top condition. This is a far from easy job, but with the reputation which they have earned for all-weather, efficient operation, they can't afford to relax their vigilance.

So, the next time you hear someone being critical about the operation of the railway in Newfoundland, you might suggest that it would be a good idea if they made a trip to the Island, so that they could better appreciate the workmanlike job that is being done on the little railroad that could - and did, and does!



White Pass and Yukon Railway parlor cars presently in service on that railway. New additional units are on order. (see observations)





BY F.A.KEMP

#### "WHITE PASS" GETS NEW CARS.....

On the other side of Canada, passenger service is booming on a line 6 inches narrower and 437 miles shorter than the route of the "Caribou". The White Pass & Yukon Railway operates all-parlor car trains, connecting with each cruise steamer at Skagway, Alaska, for a day excursion to Lake Bennett, where a hearty, frontier-style meal is served. The increasing popularity of west-coast cruise tours has increased to six the number of vessels calling at Skagway, and has placed a strain on the capacity of the ageing White Pass fleet of open-platform wooden parlor cars, some of which were second-hand from the Oahu Railway in Hawaii.

For this reason, as reported last month, the Company ordered four new parlor cars from a Vancouver builder. They are of steel construction and of similar appearance to the existing wooden cars. The number ordered would seem to indicate that the new cars will be used mainly on the daily Skagway-Whitehorse mixed trains, which normally carry two cars each.

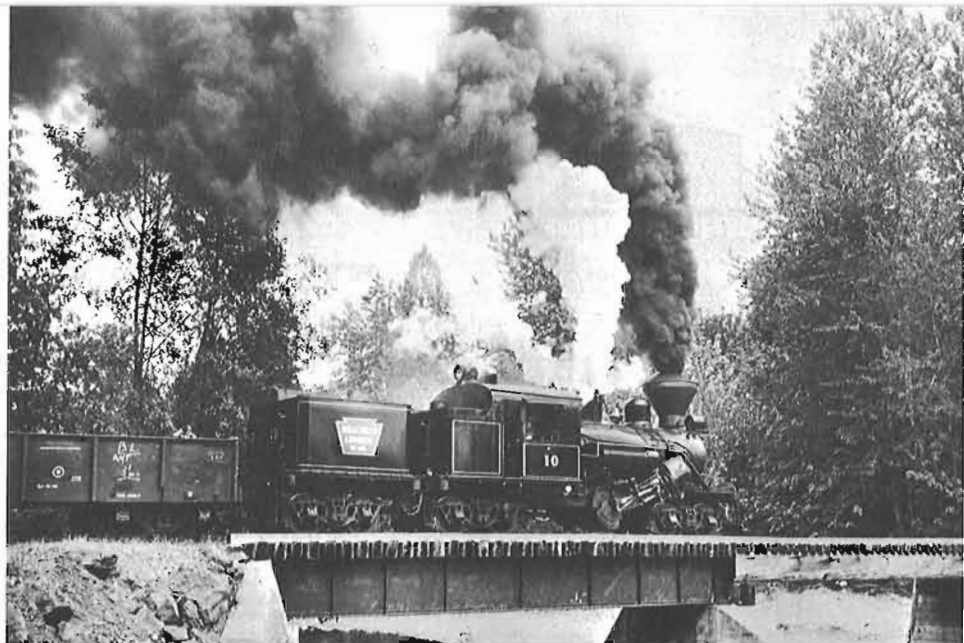
Freight traffic is also on the increase on this containerized railway and a large number of new flat cars were recently transported from Hamilton, Ont., to Vancouver, stacked in CP RAIL gondolas, after delivery from National Steel Car Company, Limited.

MIW-Worthington is building seven 1200 hp. diesel-electric locomotives, which will be better able to boost heavier trains up to Dead Horse Gulch and through White Pass than the present 800 hp. General Electric "A" units.

#### A "LAST RUN" FOR NUMBER TEN.....

Vancouver Island's once-numerous logging railways are disappearing and getting rid of their interesting motive power, including the Climax, Heisler and Shay geared steam locomotives, which sacrificed speed in favour of more power, to haul the "big sticks" to the many Island sawmills. The last operating Climax locomotive on the Island outside of museums and parks, was No. 10 of the Hillcrest Lumber Company at Mesachie Lake, B.C., which ceased operation in 1968. This engine has been sold to Terry Ian Ferguson, a young Vancouver citizen, for preservation and, if possible, operation, as a private commercial venture. On May 4, the locomotive made three round-trips between Mesachie Lake and Lake Cowichan, hauling a passenger-laden CP RAIL gondola, on a "last run", before being moved to either Vancouver or Victoria.





#### CP RAIL AND THE "NEW IMAGE" .....

CP RAIL's new "gallery" suburban coaches nos. 900 to 906 and control cars 2700 and 2701 were scheduled to be delivered during August from Canadian Vickers Limited, of Montréal. In the meantime, a larger-than-usual number of heavyweight coaches were used in suburban service during June and July, to permit repainting the 800-series cars in the "new image". It would appear that RDC 9049 will be the first DAYLINER repainted, but the extensive repair job on this car was not finished when the Angus Shops closed for the annual vacation period on July 12. Only one side was repainted, end-stripping remaining the same, but "action red" was used.

#### CANADIAN PACIFIC -SERVING YOU IN SO MANY WAYS.....

but not so many as before! The discontinuance of Canadian Pacific Express' Travellers Cheques in March has been followed by a similar cut-off of Canadian Pacific Express' Money Orders. The reason given in the case of the travellers' cheques was the increasing use of credit cards by travellers, but another factor may have been that CP Express cheques have never enjoyed the wide acceptance of those of American Express. No reason for discontinuance of the money orders was given. They were cheaper than those issued by banks and post offices and had the advantage of being obtainable on Saturdays, Sundays and holidays.

Another service being eliminated, as it gradually evolves into CP-CN TELECOMMUNICATIONS is the personal or individual telegraph service. Telegraph offices at both Central and Windsor Stations in Montreal were closed recently and persons travelling by train are often unable to send any messages at all en route, in case of emergencies, due to the closure of many public telegraph offices.

The sending of money by wire, formerly quite common in emergency cases, has become almost impossible, as the limited service still available usually depends on the relay of messages by telephone. The telecommunications business is becoming increasingly "wholesale", as is the railway business generally and the small customer, to whom a TELEX or BROADBAND machine is utterly redundant is being slowly

squeezed out. This slow decline, coupled with the alarming deterioration in postal services, means that, in an age where mass communication is the rule, reliable individual communication is becoming more and more difficult.

#### CP RAIL MOTIVE POWER.....

All diesel units repainted at Angus Shops from June 15 until the vacation closure on July 12 were given the "new image", which (appearance to the contrary) is more complicated to produce than the old colour scheme. The placement of the MULTIMARK at the rear of all units and the black, white and red striping on the ends, means in effect a different colour scheme for each type of unit. The fact that screens, shutters and hoods are often painted while they are separated from the body makes the work even more complex. Conversion work on the two steel silk cars, being converted into ROBOT units 3 & 4 was stopped in June. The two original ROBOT cars (nos. 1000 & 1001) were brought into the shops and some of the equipment removed. Eventual disposition of these cars is not yet known.

CP RAIL coach 2101, one of the original streamlined cars of 1936, is to be scrapped.

#### MORE RENUMBERING FOR A.C.I.....

At the time that renumbering of alphabetically-identified equipment was begun by Canadian National, to conform to Automatic Car Identification requirements, no provision was made for the equipment used in Ontario's GO TRANSIT suburban service in the Toronto area. This rolling stock and motive power, including GP-40 diesel-electric units numbered in the 600's, push-pull control cars (C-700's) and self-propelled diesel-mechanical cars (D-700's) will be numbered in the 9800-series, to keep A.C.I. happy!

#### PRINCE EDWARD ISLAND - ALL AFLOAT!.....

The recent postponement of the "Great Causeway Project", between New Brunswick and Prince Edward Island was partially mitigated by the effort necessary to rush to completion two new ferry terminals at Cape Tormentine, N.B. and Borden, P.E.I. While train service to and from the Island has sunk to a new low, more and better facilities are being provided to reduce the "big wait" formerly inflicted on the summer motorists. There are now four ships in the ferry service. The JOHN HAMILTON GRAY recently joined the ABEGWEIT in the train-ferry services, carrying automobiles and passengers as well and replacing the PRINCE EDWARD ISLAND, which has now been retired after 53 years of operation.

The LUCY MAUDE MONTGOMERY, lately the STENA DANICA, has joined the CONFEDERATION in transporting road vehicles and passengers only. The former vessel was purchased in Europe and was once used in a similar service between Denmark and Sweden. The four vessels will make 21 scheduled crossings each day during the summer. But is this really the end of the controversial causeway concept? Wait until next year!



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