THE NEWFOUNDLAND RAILWAY DIARY IV

C. H. RIFF

THE NEWFOUNDLAND RAILWAY

A triumph of twisting steel over nature, demography, and politics.

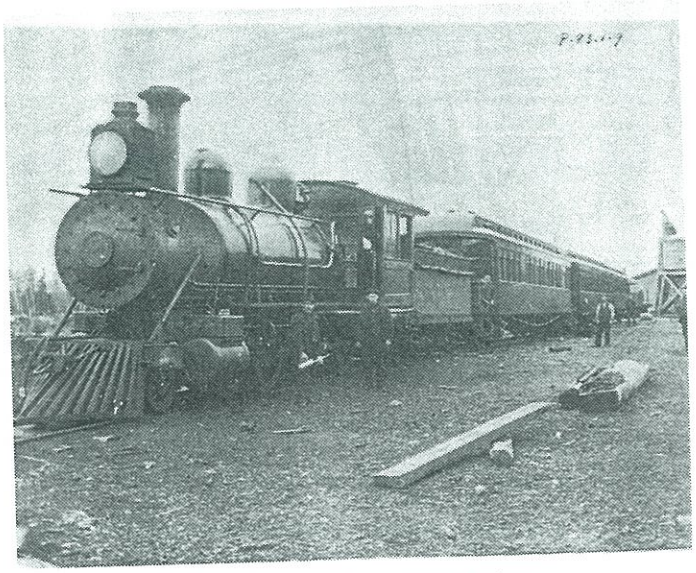
Compiled by Mike Wragg

The Railway—an Island Institution.

On May 5th. 1984, in the CBC Radio series 'The Way We Were', three one-time Employees of the Newfoundland Railway reminisced about the old days. They recalled the Newfoundland Express, blocked with passengers, loggers out of the woods with bucksaws in bags, luggage crammed in the aisles. It was the only land link across the Island, and carried everything that moved.

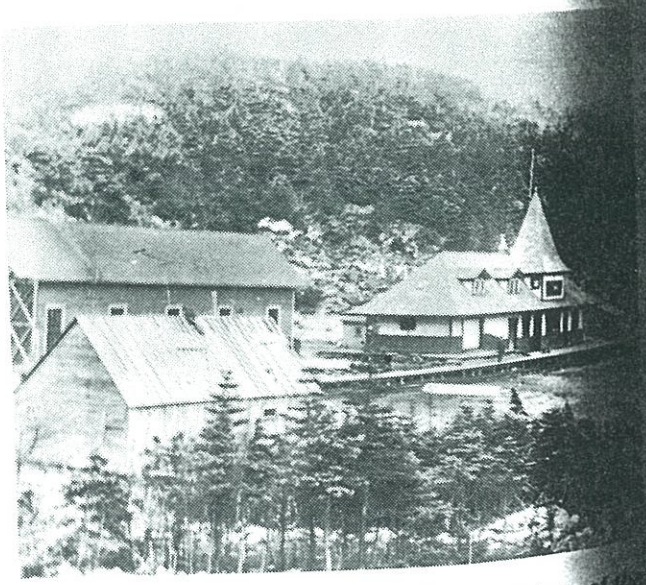
There were babies who could not wait the once 26 hour crossing to be born. There were even twins, one at Maccles, and number 2 arrived at Terra Nova, up the line. When the train left St John's at 5:00 pm, the only contact was with the Dispatcher. The Staff were on their own and relied on travelling Doctors, Nurses and Midwives, anyone, in an emergency.

The Kitchen Crew moved swiftly to feed hundreds of passengers, 24 only at each sitting, in the dining car.



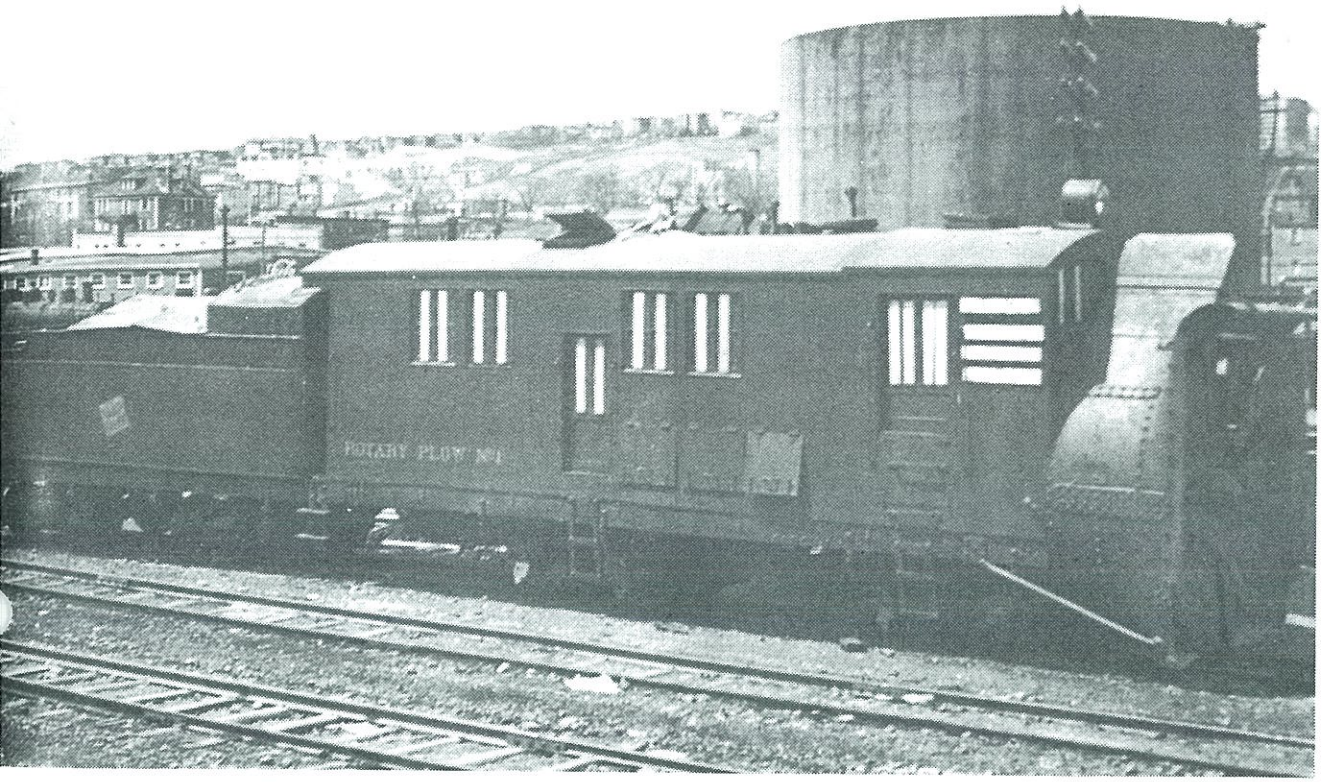
Baldwin 4-6-0 and train photographed at Whitbourne in 1903. Note link and pin couplers. First car is buffet sleeper "trinity" which survived until the 1950's.

Photo courtesy of Newfoundland Transportation Historical Society.



Station at Jerseyside Placentia, first terminus of the Gulf Ferry and terminus of the Placentia Railway.

Photo courtesy of Newfoundland Transportation Historical Society.



The end of the era for the Nfld. Railways rotary snowplow. CRHA Archives, E.A. Toohey collection No. 54-151.

vision has now captured close to 40% of neral traffic in Newfoundland.

Not everyone is happy about this. Atlantic ntainer Express Inc., an Ontario based trucking mpany, complained to the CTC. that rraTransport freight rates were too low and presented unfair competition.

On CBC. Radio January 14th 1985., President ter Clarke of TerraTransport, confirmed the C had ruled individual rates should be creased from 2% to 39%, with an average rise of % to 25% in costs to Users. If these increases e implemented, TerraTransport could lose 30% its Railway traffic. Presently they have been spended until the Federal Court of Appeal can ke a decision.

By the Fall of 1983, intermodal containers had en in use for 18 months or so, and a survey of 7 Customers was carried out.

106 Clients reported their business with rraTransport had increased during this time. indicated a decrease in business, and there re five no change or don't knows. Security, nimal damage, efficient service and door to or delivery, were rated good to excellent.

The System continues to be modernised and trimmed. Replacement of cabooses by ETU's was announced in 1984 as the current objective.

The branch from Clarenville to Bonavista was closed entirely effective June 20th 1984.

The last mixed train fom St. John's to Carbonear, called the 'Shoreliner', covered the 80.1 miles in five hours on September 20th 1984. The train only stopped for ten minutes, when the two EMD G8 road switches 800 and 804 pulled out for the last historic run back to St. John's. The return fare was $14.00. Freight only services continue on both branches.

It is still possible to take a ride on the Railway, but probably not for much longer. A passenger car is added to the rear of a daily main line freight, just between Bishops Falls and Corner Brook, and this service is mainly for the conveience of cabin owners who have no road access.

Then there is the traditional 'Trouters' Special' run out of St. John's on the Victoria Day long weekend, dropping the 100 or so passengers off at their favorite fishing holes en route.

1969

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

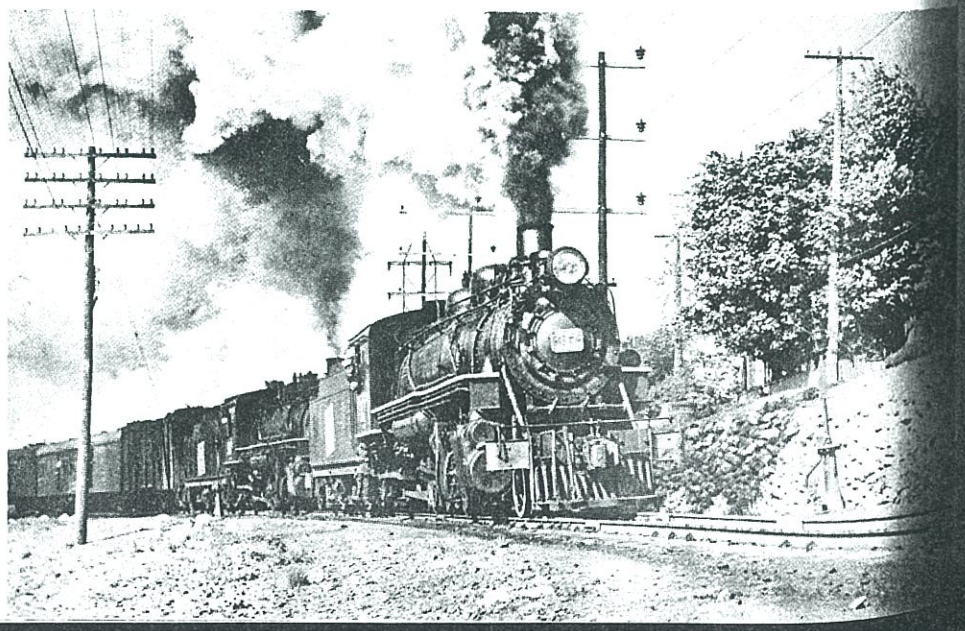
Notes:

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 UN
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S.S.W

(The following article
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Newfoundland in July, 1

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ches, anything less than this l
and can only result in a predic
service.

Certainly, these self
facts before making any purpor
subject, - but they seldom do.
public time-tables raise some v
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main-line railway, that is.
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published in the operating time
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MAX

Mileage

0.0 to 10.6 35
10.6 to 15.5 30
15.5 to 31.0 35
31.0 to 33.0 20

nd Labrador. This Commission, which became nown as the "Sullivan Commission," completed s study in 1978, and set forth, among its many ecommendations, one in particular that applied pecifically to the railway. Recommendation o. 29 stated:

"That plans be commenced now to phase out e railway in Newfoundland in approximately n years..."

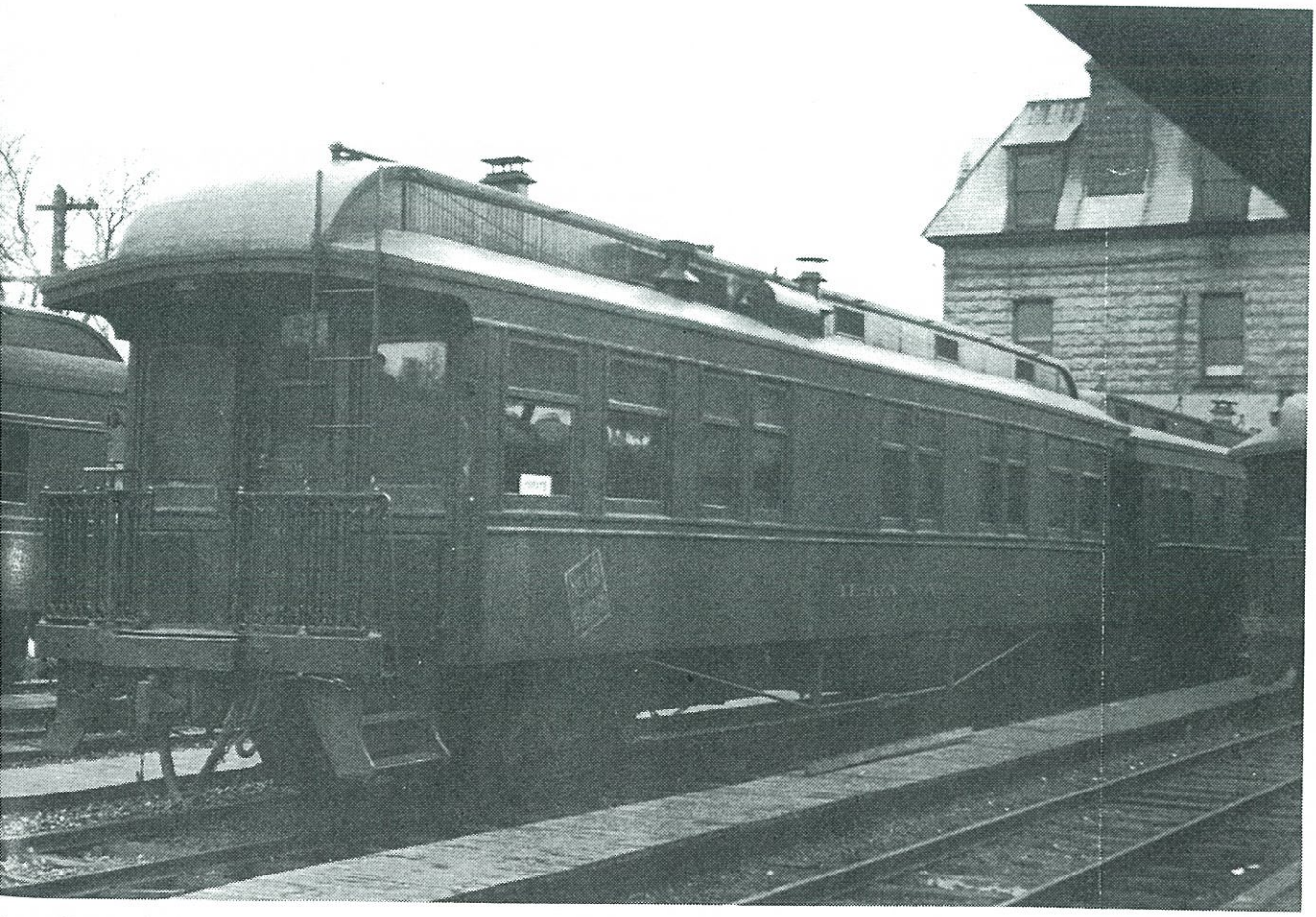
This recommendation was rejected by both the ederal and Provincial governments.

In November 1979, the Federal Government nnounced the funding for a five-year program to upport "Revitalization of the Railway in New-undland." An amount of $67 million was armarked for new initiatives under a vigorous rogram of "testing and evaluation" of the ilway to determine its longer term role within e total Newfoundland tranportation nvironment. In addition, $10 million was rovided to assist employees likely to be affected manpower adjustments.

The availability of funds was tied to the evelopment and implementation of programs to nprove the marketability and operational effectiveness of the railway and to bring the financial deficit under control. The annual Newfoundland rail deficit of some $30 million in 1979 was expected to increase to $55-$60 million in the next five years if no action was taken.

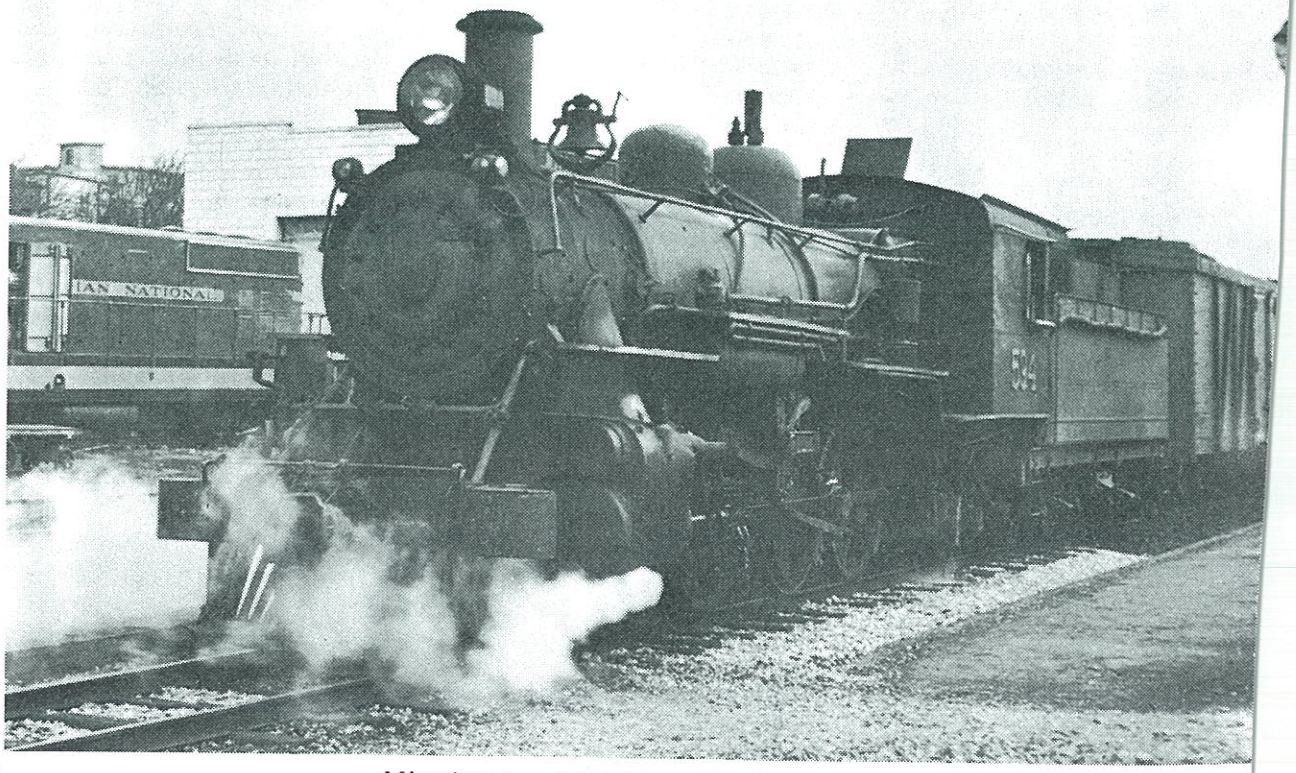
During 1980, Terra Transport's marketing function co-ordinated an extensive investigation of several strategic planning alternatives. According to Ed Roberts, manager, marketing, for Terra Transport at that time, these studies included market surveys, traffic flow analyses and competition studies. Included also were operational changes and new handling systems. The major objective, of course, was to determine a new long term role for the railway that would meet market requirements.

Four alternate plans were submitted to Transport Canada, and the Rail Container Plan provided not only the lowest cost option, but also the highest probability of meeting customer acceptance. Mr. Roberts stated that the container plan offered a number of significant advantages from a marketing and operational viewpoint:

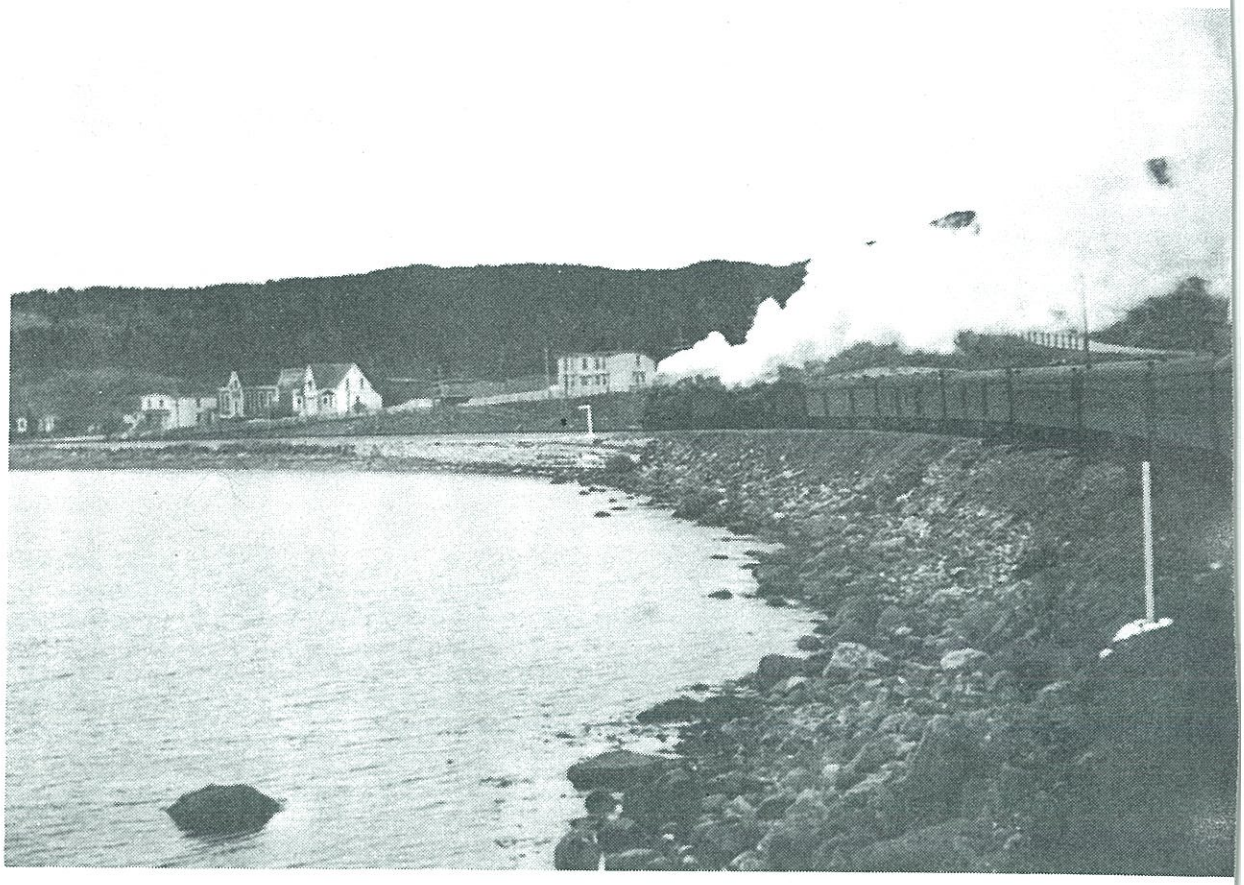


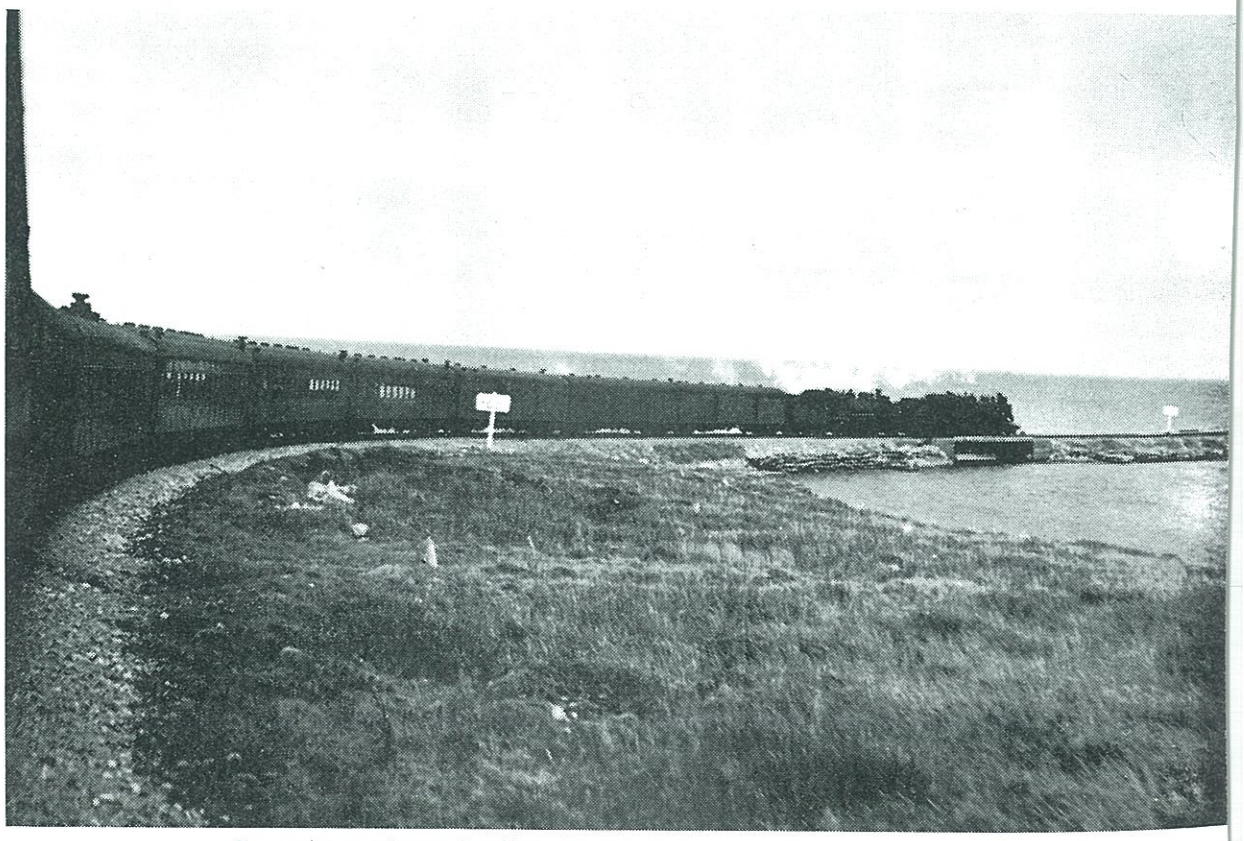
erra Nova" in St. John's in 1954. This private car is now preserved at the National Museum of Science and chnology in Ottawa.
CRHA Archives, E.A. Toohey Collection No. 54-136.

"The Caribou" at Cornerbrook, Nfld. in 1954.
CRHA Archives, E.A. Toohey Collection No. 54-119.



Mixed train with 594 at St. John's in October of 1954.
CRHA Archives, E.A. Toohey Collection No. 54-109.





Two views along the line, North of Port aux Basques and at Grand Bay.
Photos CRHA Archives, E.A. Toohey Collection Nos. 54-114, 54-115.

ng of settlements and towns sprouted along line, supported by the Railway, farming, and forest industries.

lthough traffic through the 1914-1918 War rs was heavy, the Reid-Newfoundland mpany claimed average losses were $213,827 ear, and they needed $2.8 million to put the ck back in shape. The Government Engineer orted $5.5 million was more like the figure eded.

n 1920, the Company experienced a financial sis and eventually Mr. R.C. Morgan of the CPR. as appointed as 'General Manager'. The overnment was to meet all losses up to a aximum of $1.5 million, and losses there were. After a sometimes bitter dispute with the ompany, the Government repossessed the ilway and operated it as the 'Newfoundland overnment Railway. The dock and steamships so changed hands, and the Reids got $2 million settlement of all claims

In 1926, an Act was passed changing the name the 'Newfoundland Railway'.

During his short term in office, R.C. Morgan had estimated it cost the Reid Company 7½ cents to move one ton one mile, due to light 50 lb. rail and corresponding light rolling stock, plus heavy grades and excessive curvature. It cost the CPR less than one cent, and yet Newfoundland freight rates were similar to those charged by CPR in Ontario and Quebec.

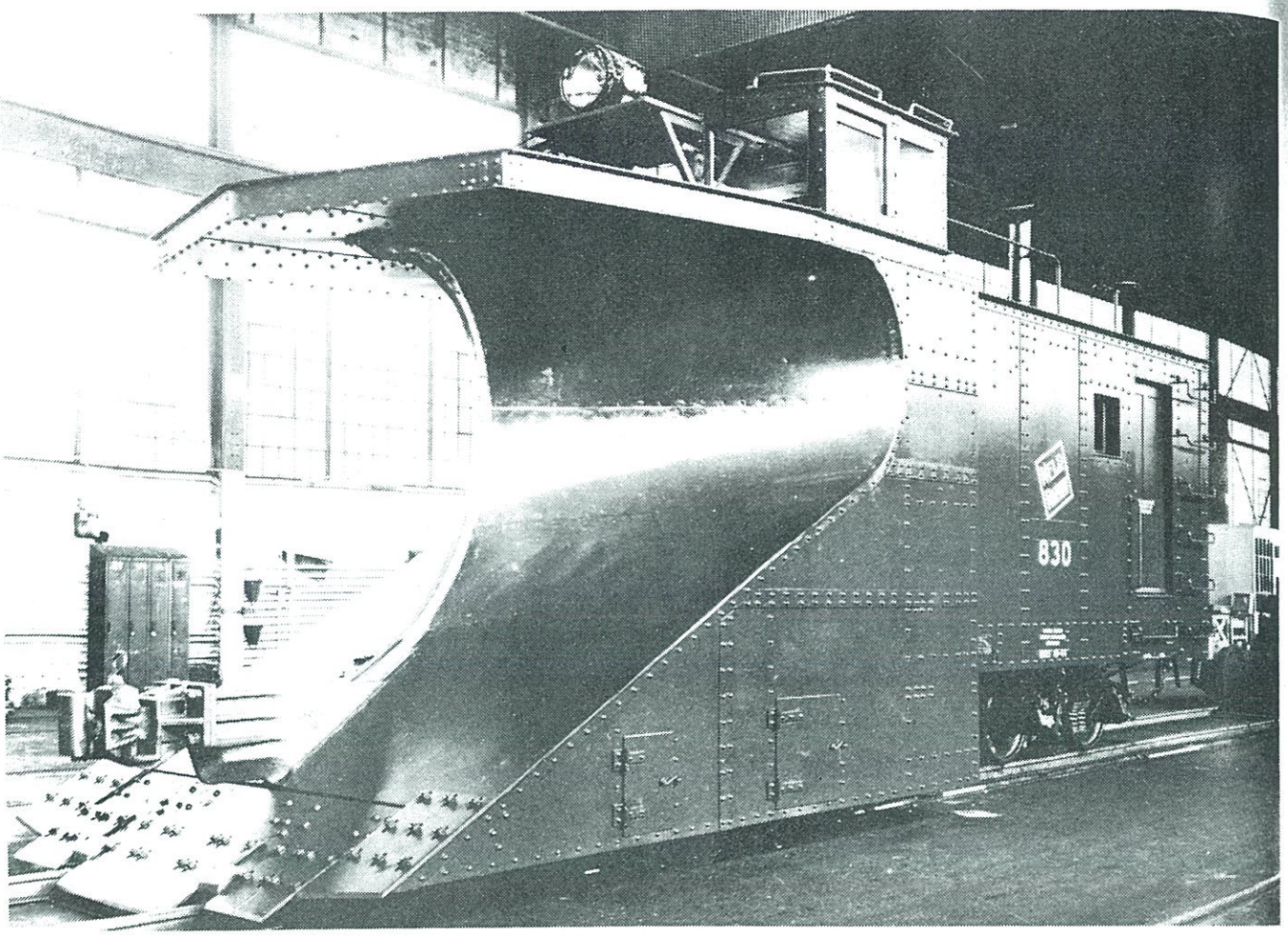
In the 1930's, many of the grossly uneconomic branch lines were abandoned. The entire main line was re-railed with 70 lb. rail by 1928, at a cost of $3.3 million and new rolling stock acquired.

Five oil-fired steam rail cars were bought from Sentinel-Cammell in England, and used for suburban services. Most likely, all the power and ancillary equipment came from Sentinel in Shrewsbury, and the complete units erected by Metro-Cammell at Saltley, Birmingham.

In 1934 Newfoundland was unable to make payments on the public debt of $100.7 million, and responsible government was suspended. Partial colonial rule from Westminster was restored with British Governor and a Commission

A refrigerator car for the Newfoundland Railway photographed new at the Canadian Car and Foundry shops in Montreal in June 1945. Note that it is standing on the 3'6" gauge version of "snap track".

Can-Car Collection, C.R.H.A. Archives.



When the winter blizzards howl across Newfoundland plows like this are very necessary to keep the line open. No. 830 had just been completed at the Cancar shops in Montreal when photographed in October 1944.
Can-Car collection, C.R.H.A. Archives.

upheaval that followed caused a change in Government, and a modified contract signed in 1901.

Most important, the Government would resume full ownership of the Railway. The operating period was stretched to 1951, and Reid allowed to end his personal liability by incorporating into the Reid Newfoundland Company Ltd. Rolling stock on the complete railway system was so lettered.

Some development followed in lumber and pulp and paper, but by 1909, the population was only about 220,000, and traffic was light. Steep grades and light construction restricted tonnage a locomotive could handle, and the costs of winter operating were horrendous. Losses were $120,000 a year.

Another change in Government brought the Reids some relief with new branch line contracts on which no tenders were called. Payment was in land grants and cash, rather than bonds as in 1890.

Lines were built to Bonavista 1911, Trespassey 1914, and Heart's Content, Grate's Cove, and Bay de Verde in 1915.

A proposed branch to Fortune got as far as Terrenceville and was abandoned. Newfoundland now possessed about 950 miles of railway, serving a scattered population of 265,000.

By 1921 over 2,000 were employed and the annual payroll had risen to $1.7 million. The Railway created employment for interior Newfoundland and it became possible to live and grow, away from the coast and the fishery. A

(Aug. 1937) Form E. D. 1007
Made by Ernst Checked by Ernst

Shop Nos. 69444
Road Nos. 1007
Shipment June 1941

AMERICAN LOCOMOTIVE COMPANY

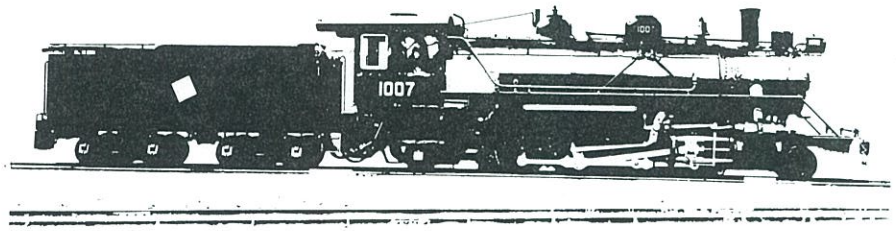
Montreal WORKS

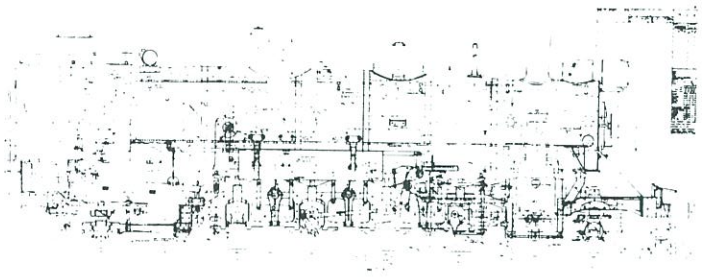
ORDER Q391

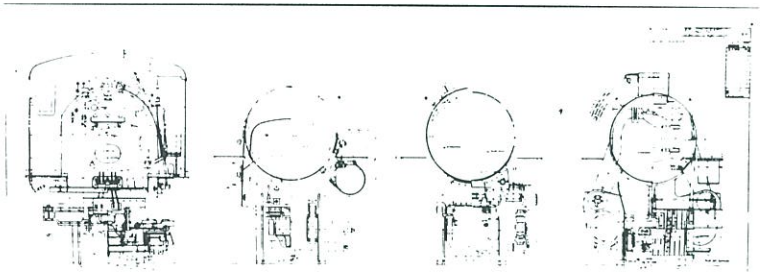
ROAD CLASS 4290 3290

SPECIFICATION No. A-13115 Drawing No. 4290 3300

TYPE 2-8-2S 152 ROAD New Foundland Ry.







GENERAL DIMENSIONS

Gauge	3'-6"
Fuel	Soft Coal
Weight on drivers in Running Order	119500
" on Truck	12900
" on Trailers	19600
" of Engine in Running Order (in Red)	152000
" of Tender in Running Order	101600
" of Eng. and Tend. in Running Order	253600
" of Engine Empty	136150
" of Tender Empty	41930
" of Engine and Tender Empty	178080
Wheel Base, Driving	13'-3"
" " Rigid	8'-10"
" " Total Engine	29'-3"
" " Total Engine and Tender	55'-11½"
Center Front Wheel to Chafing Plate	34'-5¾"
Tractive Power, Maximum	29000
Adhesion (Factor of)	4.12
Grade and Curvature	2% 14°
Diameter and Stroke CYLINDERS	18"x24"
Diameter of Piston Rod	3¼"
Style of Piston Packing	N.I. 2 Snap Rings
Maximum Width over Cylinders	8'-2"
Crosshead, Type	Alligator
Type of Gear VALVES	Walschaert
Diameter (if Piston)	8"
Greatest Travel	5"
Steam Lap	13/16"
Exhaust ~~Lap~~ Clearance	L & L
Lead in Full Gear	3/16"
DRIVING WHEELS, ETC.	
Diameter Driving Wheels, Outside Tire	48"
" " " Centers	42"
Tire Held by	Lip & Shrinkage
Driving Journals, Diameter and Length	M 8½"x8" Others 8"x8"
Diameter of Driving Wheel Axle Fit	M 8½" Others 8"
Trailing Truck, Type	Radial. Outside Brg.
" " Journals	5"x9"
" " Wheels Diameter	30"
Engine Truck, Type	Radial Inside Brg.
" " Journals	4¼"x7½"
" " Wheels Diameter	30"
Diameter and Length of Main Crank Pin Journals	5½"x6"
" " " " " Side Rod "	6½"x5"
" " " " Inter " " "	4"x3 9/16"
" " " " F&B " " "	4"x3 1/16"
Frames, Width	4"
Style BOILER	Extended Wagon Top
Inside Diameter of First Ring	58 9/16"
Outside Diameter of Largest Course	65"
Height over Crown, Front (Water Level 7")	19 15/32"
Pressure Built for 210" working	210"
Height to Center, From Rail	88"
Cylinder Center to Front Tube Sheet	33"
Dome, I. D. 28¼ Style	One Piece
Fire Box, Length (Inside Sheets)	84⅛"
" " Width (Inside Sheets)	60¼"
Combustion Chamber, Length	—

Gaines Arch ~~Water~~ none	
Fire Box, Depth	Ft. 61" Bk. 52"
" " Depth (Top of Grate to Cen. Lowest Tube)	17⅜"
" " Plates Thickness, Sides	⅜"
" " " " Back	⅜"
" " " " Crown	⅜"
" " " " Tube Sheet	½"
" " Water Space, Front	4"
" " " " Sides	3½"
" " " " Back	3½"
" " Crown Staying (Dia. Body)	15/16" 15/16"
" " Staybolt (Diam.)	1 1/16" 1⅛"
" " " Spacing	4.25" x 3.82"
Tubes, Diameter	2"
" Number of	126
" Thickness	#12 B.W.G. Min.
" Spacing	2¾" F & B
" Length over Tube Sheets	17'-0"
Superheater Flues, Diameter	5⅜"
" " Number of	21
" " Thickness	#9 B.W.G. Min.
Heating Surface, Tubes	1115 Sq. Ft.
" " Flues	500 " "
" " Arch Tubes	— " "
" " Syphons	35 " "
" " Fire Box	118 " "
" " Total	1768 " "
Superheating, Surface	426 " "
Grate, Length 84⅛ Width 60¼ Area 35.2	" "
" Style	Cast Iron. Rocking
Fire Brick, Supported on	—
Ash Pan	Stl. Plate
" " ~~Air or Steam~~ Operated	Hand
Fire Door, Size	18"x13"
Exhaust Pipes	Single Cast Iron
" Nozzles	1-5½" Dia. " "
Smoke Stack, Diameter Inside	14"
" " Height Top Above Rail	12'-10⅜"
TENDER	
Tender Truck, Type	4 Wheel C.S. Side Frame
" " Journals	5"x9"
" " Wheels Diameter	30"
" " " Number	8
" " Boxes	Symington
Wheel Base, Trucks, 5'-6" Tender	16'-11"
Center Rear Wheel to Chafing Plate (Tender)	21'-6¾"
Tender Frame	8 & 10" Channel 12¼ & 30#
Tank, Kind	"U" Shape Level Top.
" Body, Length	264" Inside
" " Width	104" "
" " Depth	58" "
" Capacity, Gallons Water	5000 U.S.
Fuel Capacity, Tons	9
" " Gallons Oil	—
Length over all, Engine and Tender	66'-10¾"
Extreme Width	9'-5"
" Height	12'-10½"
Height Tank Filling Hole	107⅛"

MATERIALS AND SPECIALTIES

ITEMS		
Axles, Driving	O.H. Steel	A.A.R. Spec'n.
" Engine Truck	"	"
" Trailing "	"	"
" Tender "	"	A.S.T.M.
Ash Pan Special	—	

ITEMS	
Feed Water, Heater or Exh. St. Inj., Make	— Capacity —
" " Strainer	Perf. Pl. in Tank & "Okadee" on Feed Pipe
" " Joints	Screwed.
" Pipe Material	Copper.
Fire Box, Special Type	—

ITEMS	
Superheater Type	Superheater Co's. Type "A"
" Header Matl.	Elescoloy Iron
" Pipes Size	1½" O.D.
" " Thickness	#10 B.W.G. Min.
" " Return Bends	Forged.

1985

A certificate for 10 shares of stock in the first Newfoundland Railway company. This certificate was issued in New York on December 12 1881. The picture is a standard design of the bank note company.
Collection of Fred Angus.

/hat came through, was the caring of Staff for vellers. A sense of Family, all on a swaying, pping, grinding trip across the Island.
ow did it all begin?

The Early Days

ailways were late arrivals in Newfoundland. owing a trans-Island survey supervised by the tish-Canadian engineer Sandford Fleming in 4, plans were sent to the British Colonial ce. There was virtually no interest, either in ernment, or Business circles.

e proposed west coast terminus was on 'The ch Shore'. French fishermen had treaty s to process fish on the north and west ts, free from competition, and the British nial Office was reluctant to take heat from s for thrusting a railway upon them.

Newfoundland Politicians were nervous of the risks involved. In 1874, population was only 162,000., mostly engaged in the fishery along the coast. All travel was along the coastal perimiter and only hunters normally penetrated the interior.

By 1880, a new Government in St. John's decided to go it alone on a limited scale, with a light 3' 6" gauge line from the Capital to Hall's Bay, with a branch from Whitbourne to Harbour Grace.

A.L. Blackman, a wild promoter, representing an American syndicate, gained the confidence of Sir William Whiteway, then Prime Minister, and won the contract.

The Syndicate incorporated as The Newfoundland Railway Company, which would own and operate the line in return for a Government cash subsidy of $180,000. a year for thirty five years,

"EXPRESS CROSSING NEWFOUNDLAND" was the subject of this very detailed engraving on the 5 cent postage stamp issued between 1928 and 1932. Collection of Fred Angus.

following completion, plus 5,000 acre land grants per mile. The Syndicate deposited $100,000. in U.S. Bonds as surety.

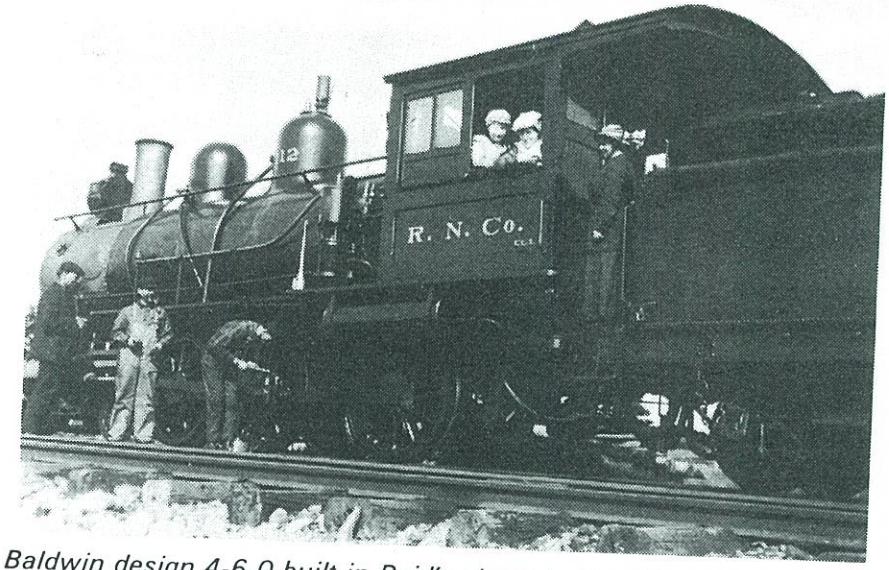
Money was borrowed on the London market, and on August 9th 1881, work began, with fifty men hired for eight cents an hour. The light rails weighed 35 lbs. per yard.

The old style fish merchants were not too happy. They could forsee higher taxes, and erosion of their hold on the Island economy. One such 'Fishocrat' spread rumours around Conception Bay that the Surveyors' sticks and red flannel were Canadian flags, ipso facto, a Canadian land grab. An armed mob stalled the survey at Foxtrap and Women pelted the Surveyors with rotten cods' livers. Judge Prowse and his posse had to make a charge at the 600 strong crowd. This action went down in history as the Battle of Foxtrap.

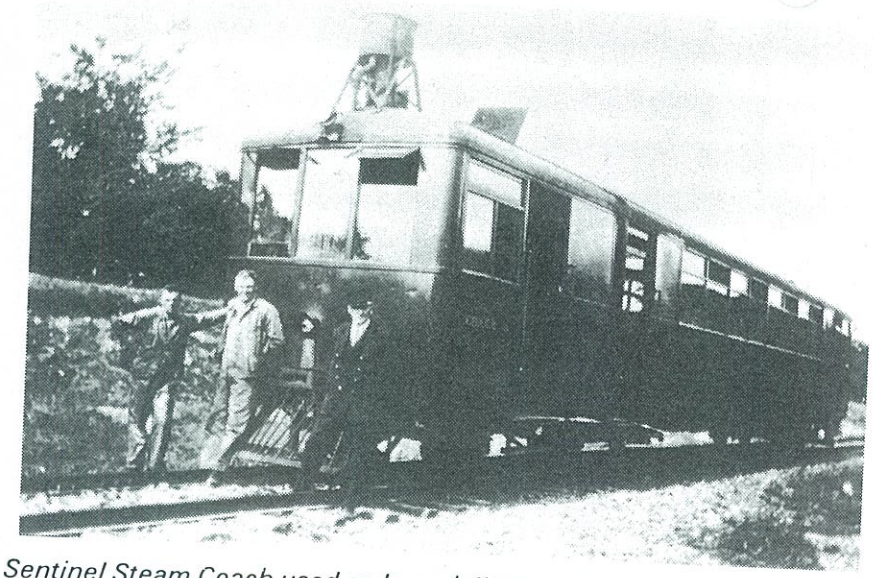
By September 1882, the tracks passed Holyrood and trains were running three times a week, connecting with the steamer Lady Glover at Holyrood, for ports in Conception Bay.

The first locomotive was an 4-4-OT., built by Hunslet of Leeds, England around 1872., and purchased from Prince Edward Island Railway.

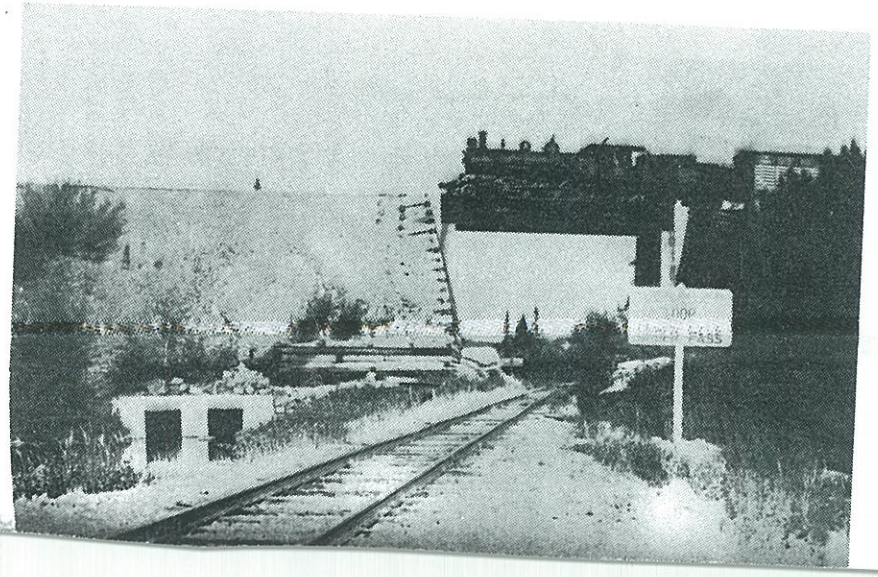
"The Newfie Bullet " prepares to depart St. John's with locomotive 1024 on the head end. Photo courtesy CN No. X30702.

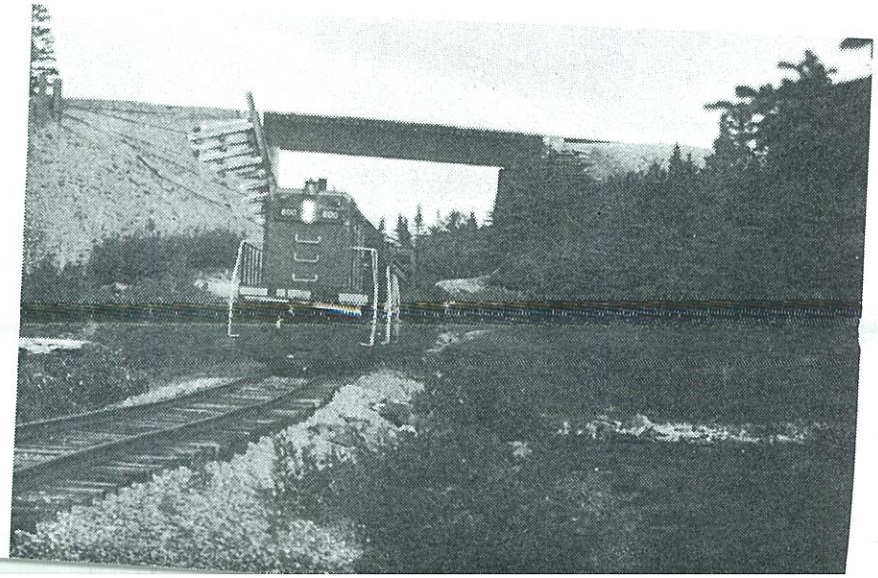


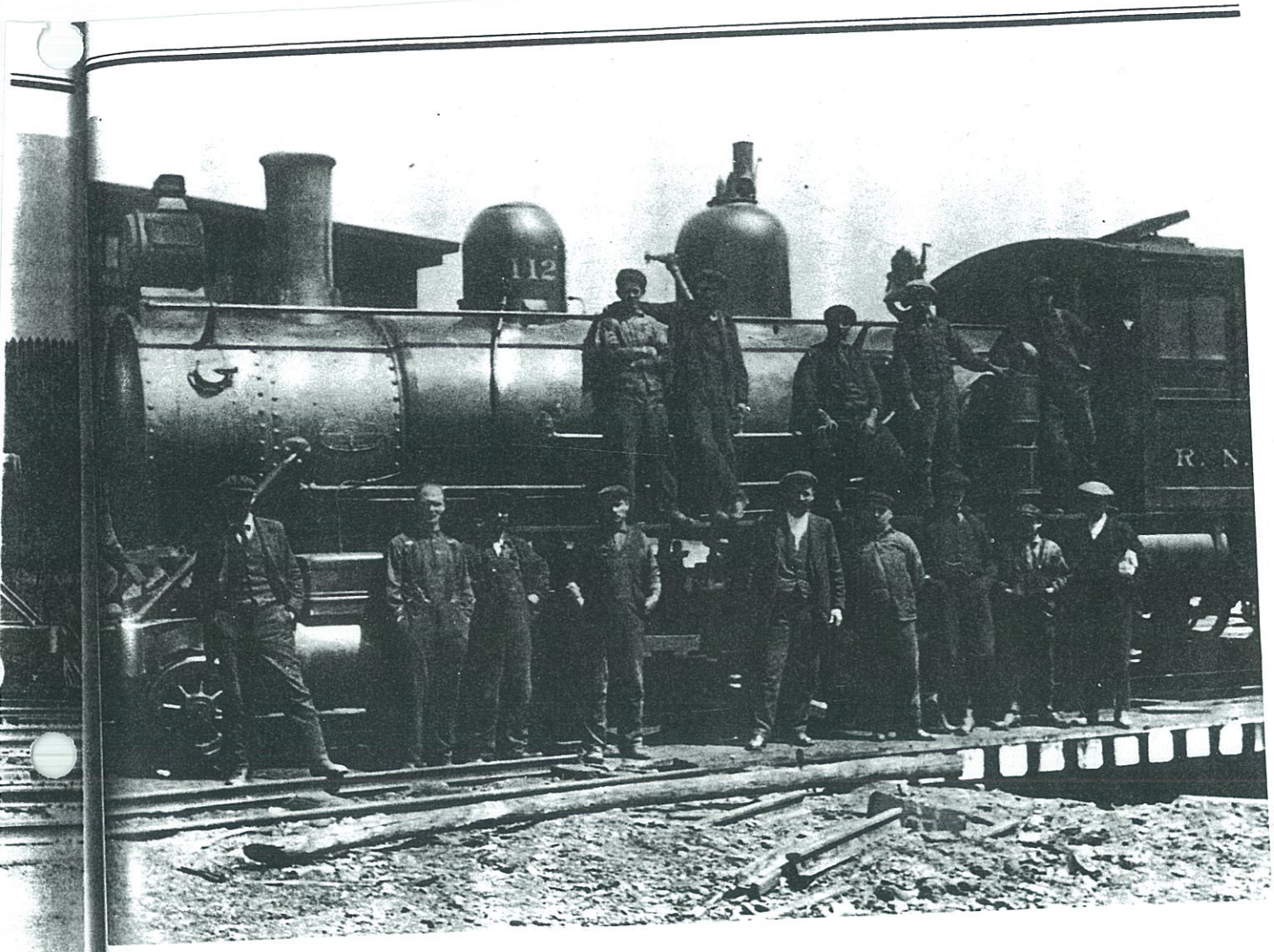
Baldwin design 4-6-0 built in Reid's shops in St. John's in 1911. Photo courtesy of Newfoundland Transportation Historical Society.



Sentinel Steam Coach used on branch lines in the 1920's. Man in cap is Mr. Downton, father of first treasurer of the Newfoundland Transportation Historical Society.







NEWFOUNDLAND RAILWAY
SUBJECT TO CONDITIONS PRINTED HEREON

No. F 1110 January 8th. 194~~1~~9.

First Class

PASS C. Cook

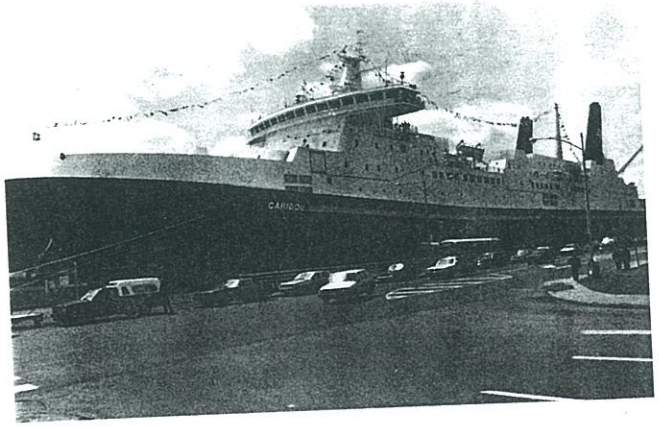
Account of Brakeman

From Station To Station

Good ~~XXXXXXX~~ Until January 26th. 194~~1~~9.

Valid when countersigned by
G. Cobb, W. Fitzpatrick,
J. V. Ryan or Myself.

GEN. MANAGER



1988

A potpourri of Newfoundland photos from the collection of Clayton Cook. On this page are photos of two locomotives that came to Newfoundland from two allied countries, Britain and the United States, during World War II. The strategic importance of the Newfoundland Railway was immense during that conflict as the island formed the nearest North American jumping-off point to the European battlefields. The British locomotive proudl bears the inscription "Britain Delivers The Goods". On page 199 we see a view of Reid Newfoundland Company locomotive 112 on some unknown date prior t 1922. The pass, issued to Clayton Cook in 1949, is one of the last issued by the Newfoundland Railway before i was taken over by CN when Newfoundland entered Confederation the same year. Finally there is a view of the ship "Caribou", recently delivered, which has the same name as the ship sunk by a German submarine during World War II. .

MOTIVE POWER SHOP BUILT LOCOMOTIVES

THE Reid Newfoundland Company and the Newfoundland Railway were superb locomotive builders and did excellent work in overhauling and rebuilding of locomotives in the locomotive shop at St. John's. In 1911 they started to experiment in the building of steam locomotives, and between 1911 and 1916 had built a total of 12 locomotives for their Newfoundland service. Ten of those locomotives were of the 100 class—4-6-0 type—around 75 tons and used primarily on branch line service. They were numbered 111 to 120 consecutively. The last two of those locomotives were of the 150 class—2-8-0 consolidation type—around 113 tons each, and numbered 152 and 153. Because of somewhat slow speed, they were used mostly in freight train service. In 1921 the Reids built a steam rotary plow which weighed around 75 tons and was numbered No. 3.

In 1930, the Newfoundland Railway received their first 1000 class 2-8-2 Mikado type locomotives which weighed around 130 tons. These were the steel giants of the Newfoundland Railway, the first taste of super power, and were built by the American Locomotive Company. From 1930 up to 1949, the Newfoundland Railway received 30 of those very efficient and stream-lined Mikado 2-8-2 type locomotives.

When a locomotive was returned to service after a major overhaul in its repair shop at St. John's, there was usually a long period during which very little attention was required to maintain it in first class condition, unless of course something unusual happened, such as damage in a wreck, collision or wheels with flats due to excessive skidding.

Usually the locomotive operated up to a year or more without any shop attention (minor repairs of course were taken care of by the divisional repair depots located at Clarenville, Bishops Falls, Humbermouth and Port aux Basques). Then as the service mileage started to add up and the locomotive's machinery began to show signs of wear, tires on the wheels would develop sharp flanges, pipes would start to leak, bolts became slack, boiler tubes leaked and the general appearance of the locomotive would show signs of decay.

Complete overhaul and rebuilding would then be scheduled. When the locomotive was delivered to the St. John's repair shop, it was inspected and checked for repairs, usually against the work reports which had already been submitted from the divisional repair depots to the motive power department.

Next the locomotive went to the coal or oil pit where the coal or oil was removed from its tender, ashes dumped and water drained off. Then the locomotive would be taken to an area where it was sand blasted to be cleaned of grease and dirt.

After the sand blasting, a priming coat of paint was applied and the locomotive went into the machine shop where the erecting crew prepared for the lifting of the boiler and cab from the wheels.

The shop crews then descended on the locomotive, completely stripping all machinery and parts which would then be sent to the different areas of the machine shop for servicing, repairing or perhaps replacement.

The locomotive was now ready to be lifted up by two overhead cranes. The wheels were dropped and the locomotive carried to a designated area in the shop where it would remain during repairs to boiler, tubes, flues and the firebox.

When the boiler work was completed and the hydrostatic test made, the locomotive was carried back down the shop and placed on its wheels. The shop crews then placed all the machinery and parts back on the locomotive, and a final coating of paint was applied. The locomotive would then undergo trial runs to make sure everything was working properly.

So thorough were the steam locomotive experts at the Reid Newfoundland Company and the Newfoundland Railway's St. John's shop, that when a locomotive left the shop after being overhauled and rebuilt, they would claim that it was as mechanically perfect as the day it was built.

After Canadian National Railways took control of the railway in 1949, they also did excellent work in the servicing of their diesel fleet of locomotives. For a time Canadian National had a fleet of 56 diesel electric locomotives on their roster, comprised of:

3— 380 HP Numbered 775 to 777 consecutively
6— 875 HP Numbered 800 to 805 consecutively
47—1200 HP Numbered 900 to 946 consecutively

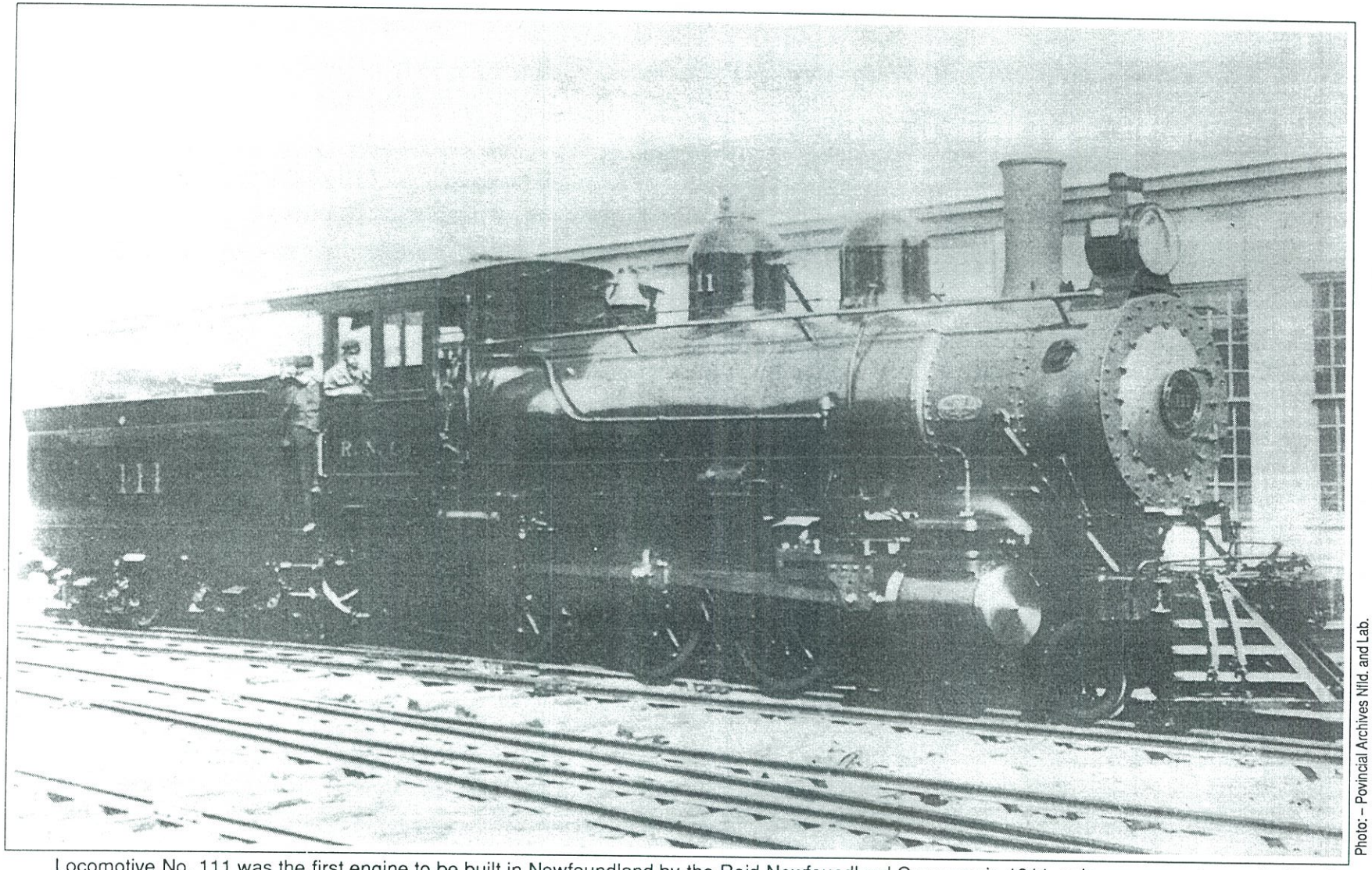


Photo: – Povincial Archives Nfld. and Lab.

Locomotive No. 111 was the first engine to be built in Newfoundland by the Reid Newfoundland Company in 1911, using many parts supplied by the Baldwin Locomotive Works, Philadelphia, U.S.A.

No. 111 was a 4-6-0 tender type locomotive and was used for many years in main line passenger and freight train service, and in later years was assigned to branch line service.

Taken out of service and scrapped around the early 1940s.

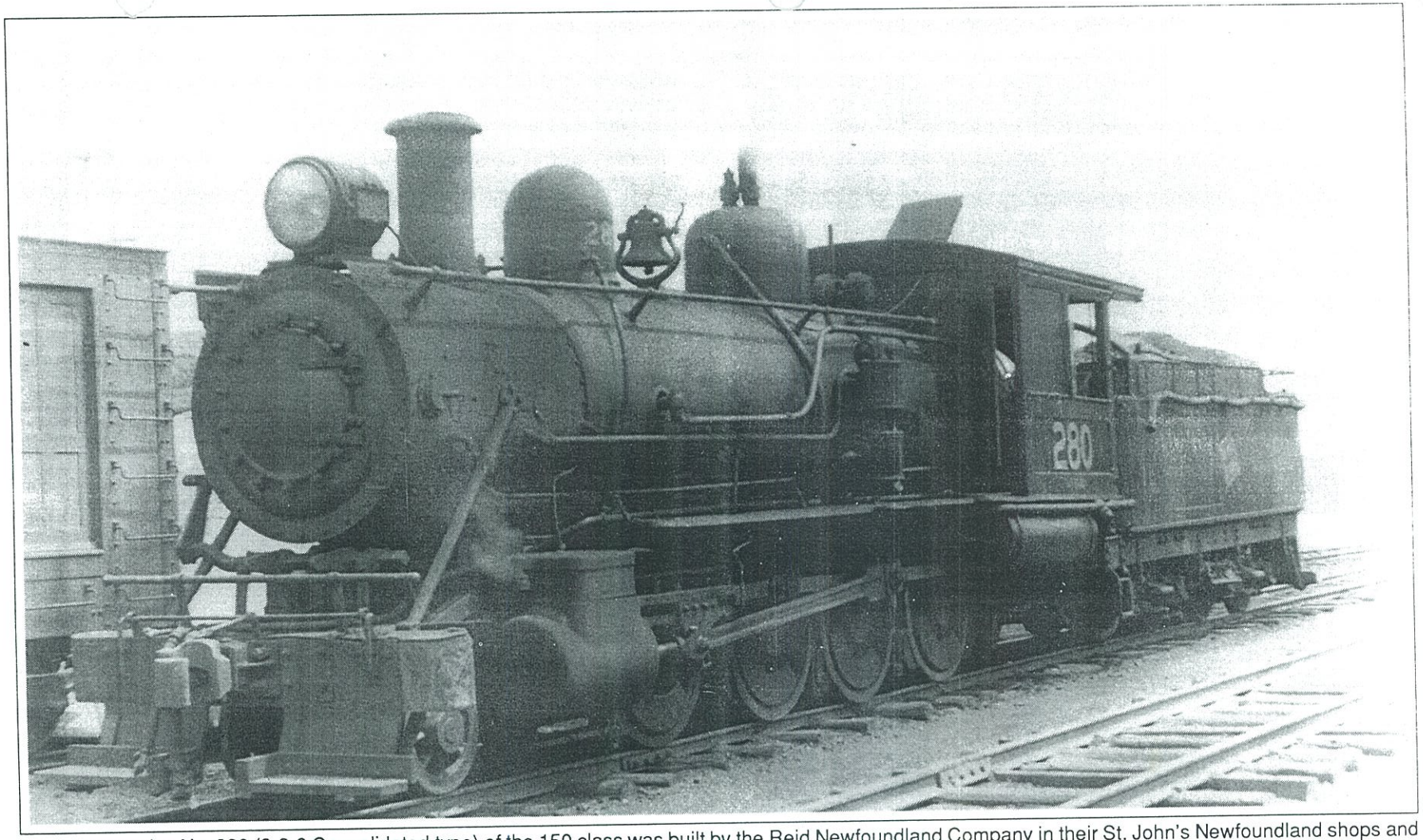


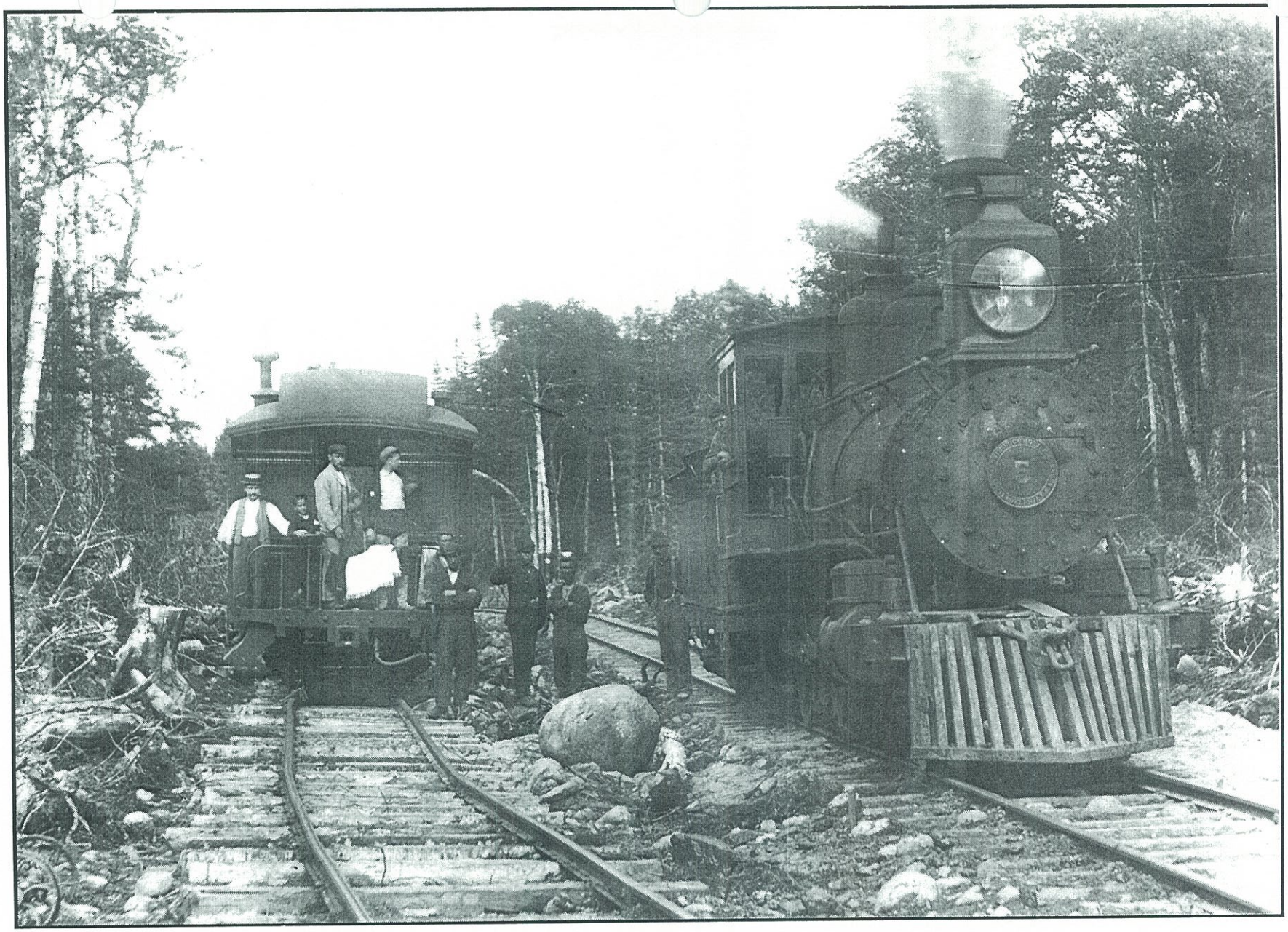
Photo - Omer Lavallee

Locomotive No. 280 (2-8-0 Consolidated type) of the 150 class was built by the Reid Newfoundland Company in their St. John's Newfoundland shops and its original number was No. 152.

The Engine, owing to its slow speed and extra pair of driving wheels, was used primarily for freight train service.

Built in 1916, the old engine spent the last few years switching in the Port aux Basques yard. Returning to Corner Brook in April 1955 for servicing in charge of Engineer Rody Hickey, it became disabled at Black Duck Siding. The author was Conductor in charge of an extra train sent out from Corner Brook to bring the disabled engine back to Corner Brook for the last time.

No. 280 was scrapped in May 1955.



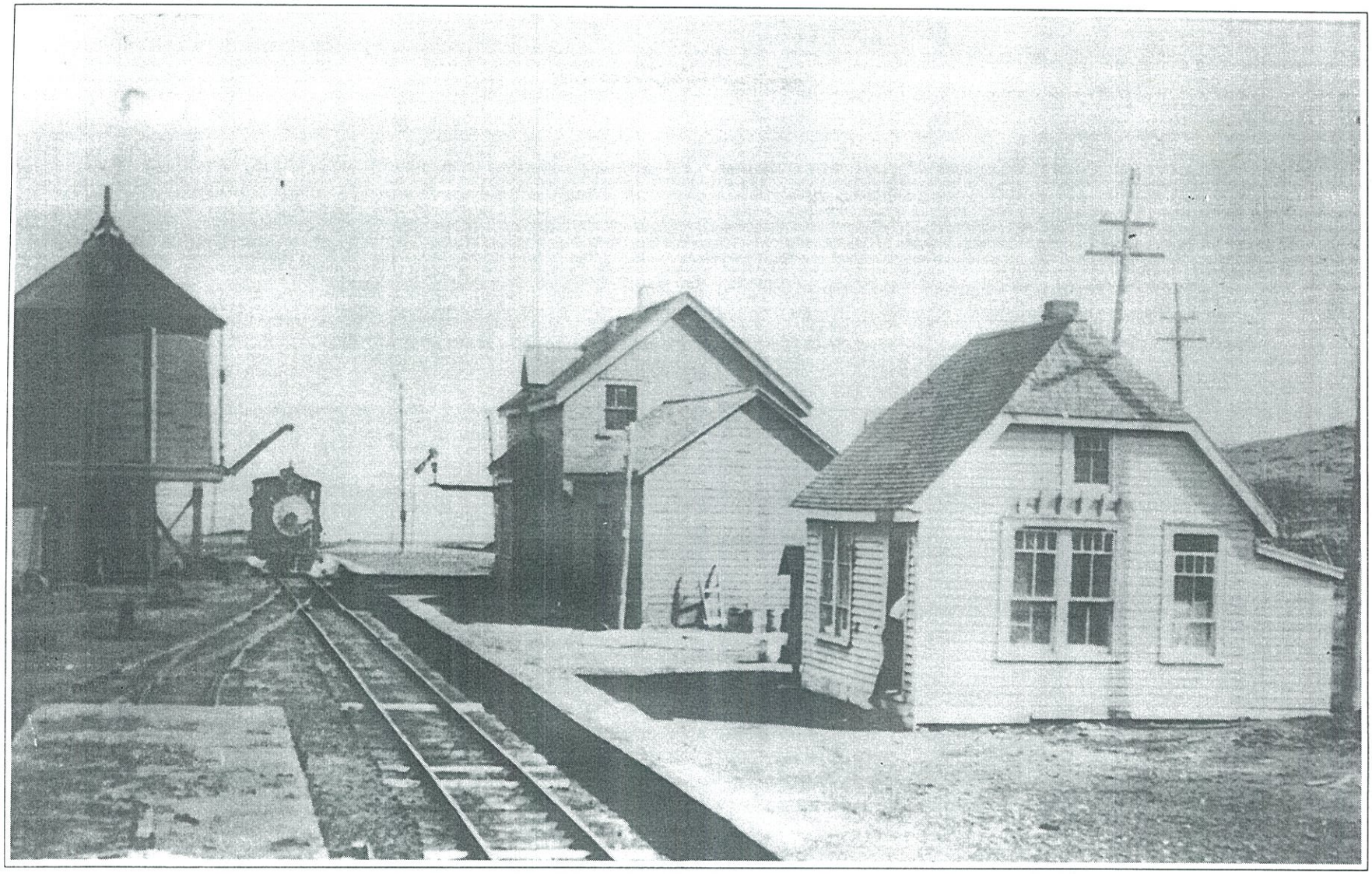


Photo- courtesy Stephen Parsons.

Photo shows Clarenville Railway Station and Postal Telegraph Office (both now gone) during the early 1940s.
Note the "Train Order Signal Board" showing proceed position.

The locomotive in front of the water tank, is a 4-6-0 type No. 122, built by the Baldwin Locomotive Works in 1917 for the Reid Newfoundland Company
Taken out of service and scrapped in July 1953.

The Newfoundland Railway and the "ATLANTIC MEETING" Placentia Bay, Newfoundland - August, 1941

THE Newfoundland Railway played a part in the drafting of the now famous "Atlantic Charter" in Placentia Bay, in August, 1941.

Winston Churchill, Prime Minister of Great Britain, departed Great Britain on the evening of August 4th, 1941 on board the battleship H.M.S. *Prince of Wales*, enroute to Placentia Bay, Newfoundland, where he was to rendezvous on board the U.S.S. *Augusta*, with Franklin D. Roosevelt, President of the United States. He left instructions with his wartime Minister of Supply, Lord Beaverbrook, to fly to Gander and meet him at Placentia Bay after his arrival. (For security reasons, while travelling Lord Beaverbrook was referred to as "a newspaper man"). When the *Prince of Wales* arrived in Placentia Bay on August 9th, Churchill advised the Governor of Newfoundland, Vice-Admiral Sir Humphrey Walwyn, to arrange to meet with him at his earliest convenience on board the H.M.S. *Prince of Wales*.

Instructions were issued to the General Manager of the Newfoundland Railway, Mr. H.J. Russell, to arrange a special train, with the business car "Terra Nova" to be used as sleeping and eating accommodations while at Argentia, and to be ready to leave St. John's, Sunday August 10th at around 2:00 P.M. The train consisted of one lightweight steam locomotive, one box car, trainmen's caboose and private car "Terra Nova", arriving at final destination around 5:00 P.M. on the same day. (The business car "Terra Nova" has been preserved and is now at the National Museum of Science and Technology, Ottawa, Ontario). The Governor also issued instructions to the General Manager of the Newfoundland Railway, to arrange a special train to pick up one passenger at Gander who would be arriving from England by air, and transport him to Argentia at utmost speed.

The train consisted of one light weight steam locomotive, one box car and one caboose with passenger accommodations. The train crew were: Conductor, Tom Walsh and Trainman, Ted Haines. The train departed Gander at 8:00 P.M., August 11th and arrived Argentia at 5:30 A.M. on August 12th, after a journey of nine and one half hours, in which Lord Beaverbrook was said to remark later, that the trip by train was very uncomfortable as he had to sleep on a straw mattress on a wooden bunk.

On December 10th, 1941, around four months after she visited Placentia Bay, H.M.S. *Prince of Wales* was sunk by Japanese Aircraft while enroute to Singapore. Five hundred of her crew perished with their ship.

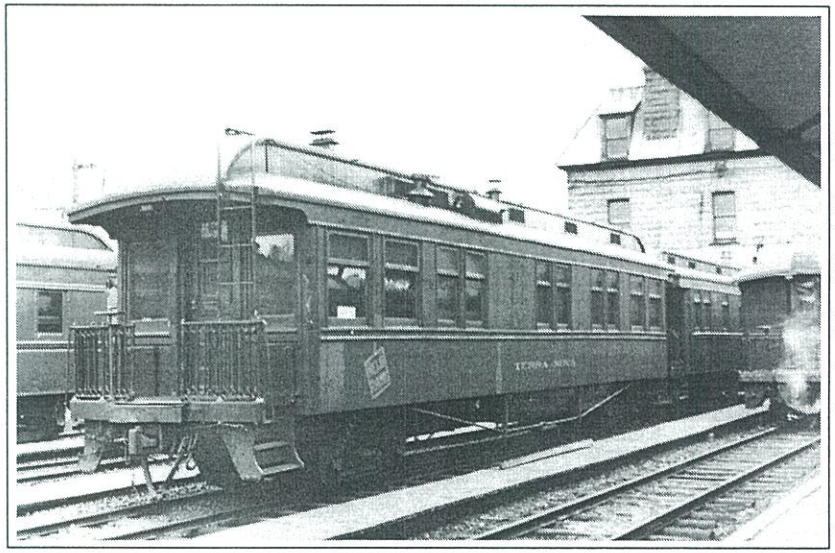
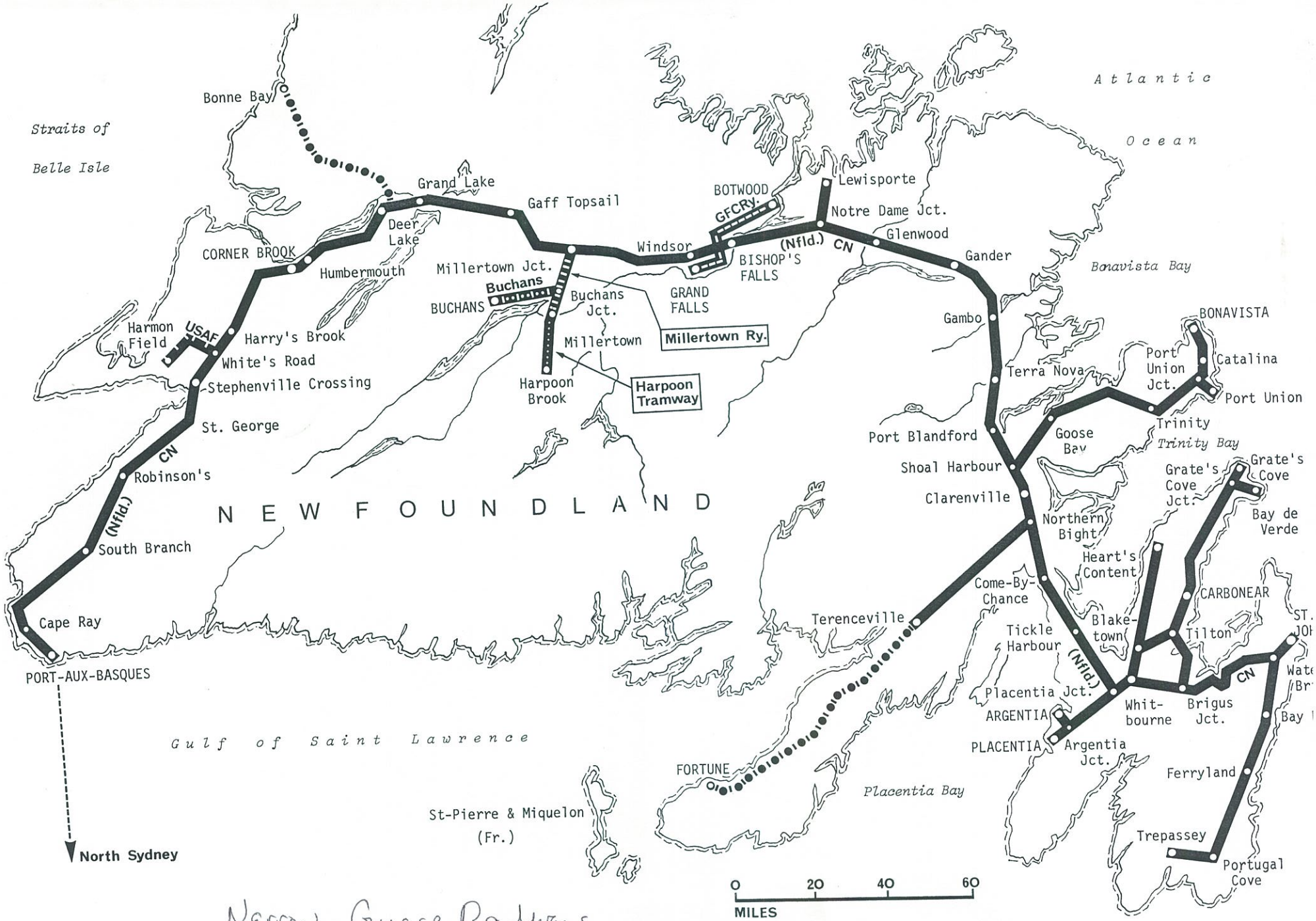


Photo – courtesy Canadian Railroad Historical Association (E.A. Toohey collection).

Newfoundland Railway's business car "Terra Nova".

The car used to transport Governor Walwyn of the Dominion of Newfoundland, and other high ranking dignitaries from St. John's, Newfoundland to Argentia to rendezvous with the H.M.S. *Prince of Wales* and Prime Minister Winston Churchill.



Narrow Guage Railways of Canada Omer Lavallee.

Newfoundland Railway used a tilted wafer as a symbol long before it was integrated into Canadian National system.

9 Newfoundland Railway

Newfoundland Railway (1)
Placentia Railway
Hall's Bay Railway
Newfoundland Northern & Western Railway

When the Newfoundland Railway was chartered by the Goverment of that British colony (then separate politically from Canada) on May 9th, 1881, the selection of the narrow-gauge of 3' 6" for this system was almost automatic, because of its economic characteristics. Until this time, the inhabitants of the oldest British Crown Colony (discovered in 1497) eked out a precarious existence on the shores of this huge island. The only means of communication was by coasting vessel, subject to the vagaries of the sea and weather. The tiny settlements in the coves and inlets had to be virtually self-sufficient, making fish, particularly the cod, the staple article of diet and economy alike, and even, at times, serving as currency.

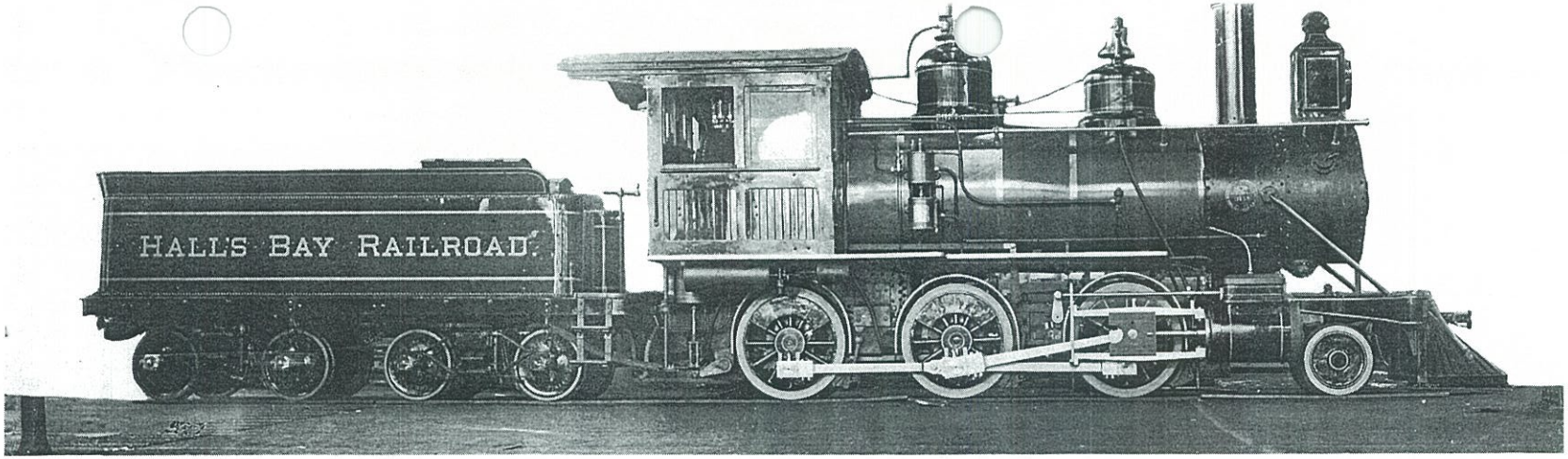
Nonetheless, there was a considerable forested area in the interior, particularly on the western half of the island, and mining would, in time, take an important place among the industries of Newfoundland.

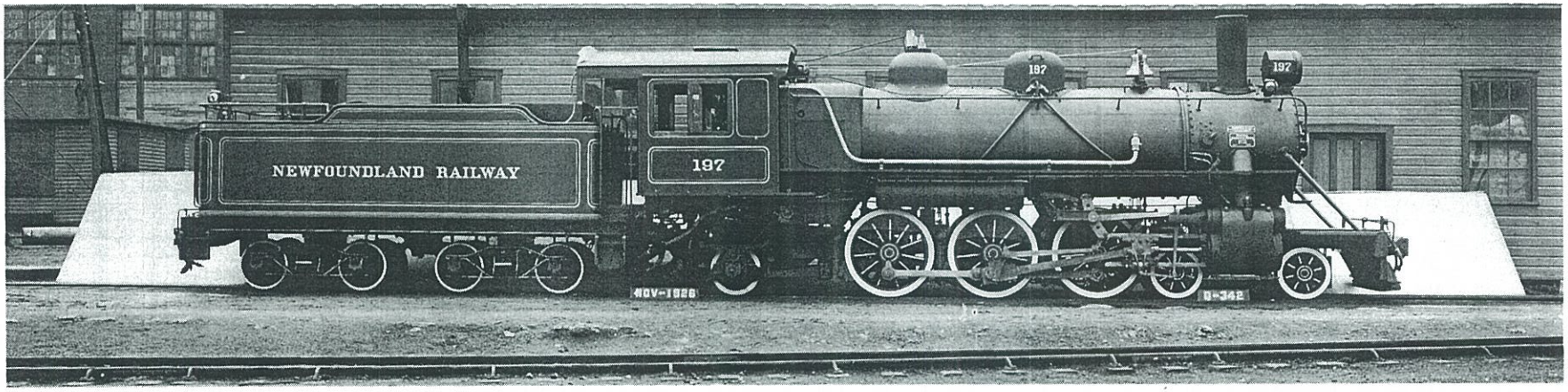
Accordingly, in 1881, a terminus was selected in St. Johns near the site of old Fort William, practically where now stands the Newfoundland Hotel of Canadian National Railways. The rails headed out in an easterly direction, made a counter-clock-wise half circle, turning westward toward the head of the harbour on the rocky heights above the old city. A short distance to the west, at Topsail, it crossed the rocky backbone of the Avalon Peninsula and descended to the beach at Holyrood on Conception Bay. The line was completed to Holyrood in July 1882, and by the fall of that year, reached Salmon Cove.

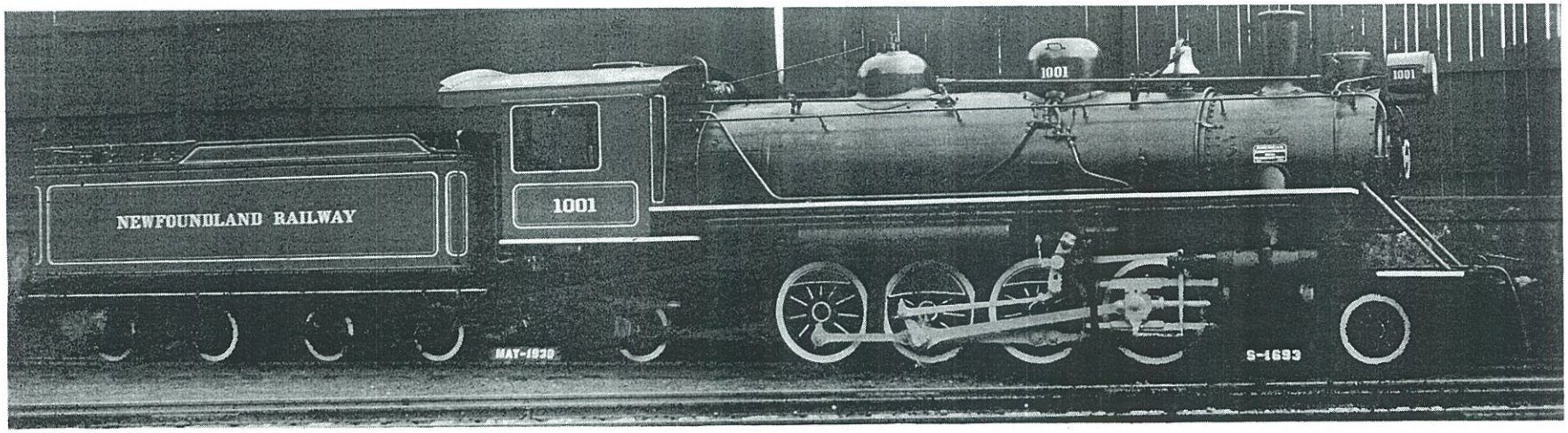
The railway was headed toward Carbonear, also on Conception Bay, nearly one hundred miles away. Early in 1884, while work on the railway was still in progress, a regular service was started between St. Johns and Holyrood, where a steamer connected to Brigus, Bay Roberts, Harbour Grace and Carbonear. In November, 1884, the railway was finally completed. after severe financial vicissitudes, to Harbour Grace by way of Whitbourne and Tilton. This railway was officially a private company, but it carried on the construction largely with money borrowed on bond issues, and on government guarantees and subsidies. After the completion of the railway to Harbour Grace, it failed, and its assets were taken over by the Newfoundland Government.

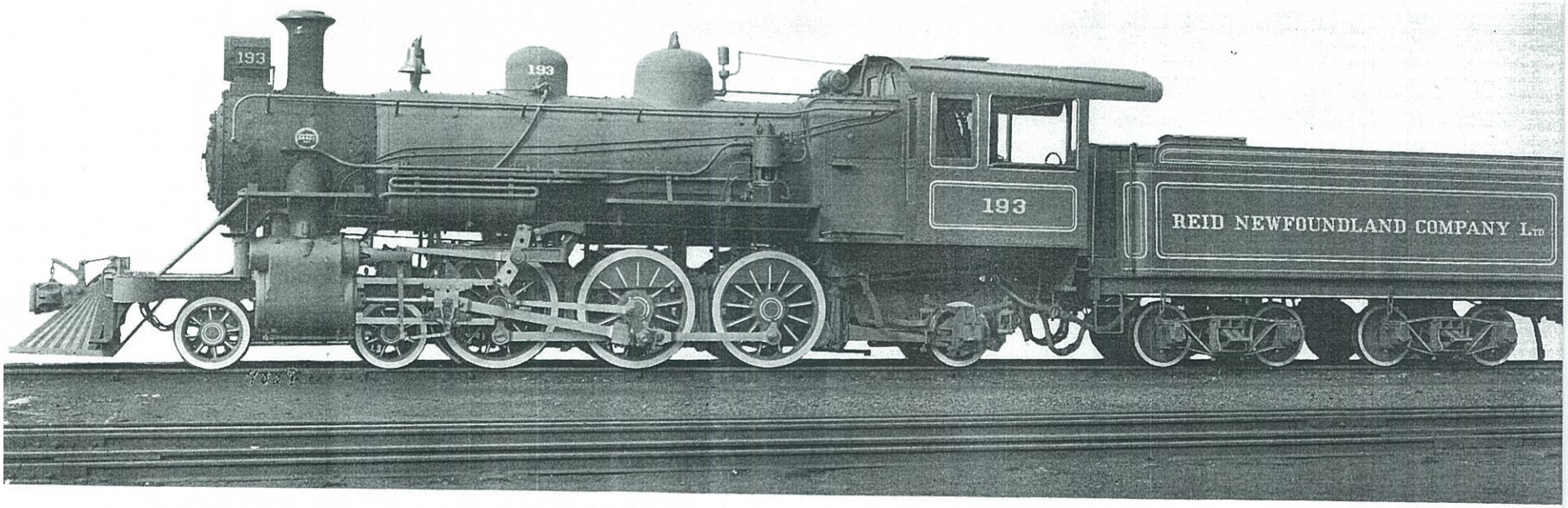
In 1886, the Government itself started work on a railway from the Newfoundland Railway at Whitbourne, to the port of Placentia; this railway, known as the Placentia Railway, was opened on October 2nd, 1888. This construction proved to be costly, so much so that the Government decided to ask for tenders for construction from outside contractors on future projects of this kind.

Upon the completion of the Placentia Railway, the Government decided to extend the railway to Hall's Bay, on Notre Dame Bay, about 280 miles from Whitbourne. Accordingly, the Placentia Railway was included as part of a new railway, called the Hall's Bay Railway, and when contracts for construction were awarded, the successful bidder was Mr. (later Sir) Robert G. Reid, of Montreal. The contract was signed in 1890 and in the ensuing three years, the railway was built up the eastern side of the Island, reaching Norris Arm in 1893. At this point, the plans were changed to provide for the western terminal at Port-aux-Basques, instead of Hall's Bay, and it was under the title of a third company, the Newfoundland Northern & Western Railway that the line was finally completed to Port-aux-Basques, 547 miles from St. Johns, in 1897.


HALL'S BAY RAILROAD


NEWFOUNDLAND RAILWAY
197
197
197
NOV-1926
B-342


NEWFOUNDLAND RAILWAY
1001
1001
1001
MAY-1930
S-1693



Left Top and Centre:
The Baldwin Locomotive Works of Philadelphia, U.S.A. outshopped Halls Bay Railroad 2-6-0 No. 4, and Newfoundland Railway 4-6-2 No. 197.
(Photos Baldwin Locomotive Works)

Left Lower:
Newfoundland 2-8-2 No. 1001, later Canadian National No. 301, was constructed at Schenectady by American Locomotive Company in 1930.
(Photo American Locomotive Company)

Reid — Newfoundland Company

While the road was under construction, Mr. Reid, the contractor, entered into a contract with the Government, under which he agreed to operate the railway for ten years from September 1st, 1893, in return for a grant of 5,000 acres of land for each mile of line operated. In 1898, following completion of the railway to Port-aux-Basques, Reid negotiated a further contract to operate the railway for fifty years, on certain conditions, and in that year, railway operation in Newfoundland was taken over by the "Reid-Newfoundland Company" and all of the rolling stock was so lettered. The new system included all of the Government-built lines, now incorporated in the Newfoundland Northern & Western Railway as well

Port-aux-Basques at 10:45 PM on the following taking 27 hours and 45 minutes for the 547-mile During the run, seven locomotives were use relays, the types including 4-4-0s, 4-6-0s and a 2-

The year 1898 also saw the construction of Lewisporte branch, the "cut-off" from Br Junction to Tilton, and the extension from Harb Grace to Carbonear. Ten years elapsed before fur thought was given to branch lines, but between 1 and 1915, another intensive spurt of branch buil

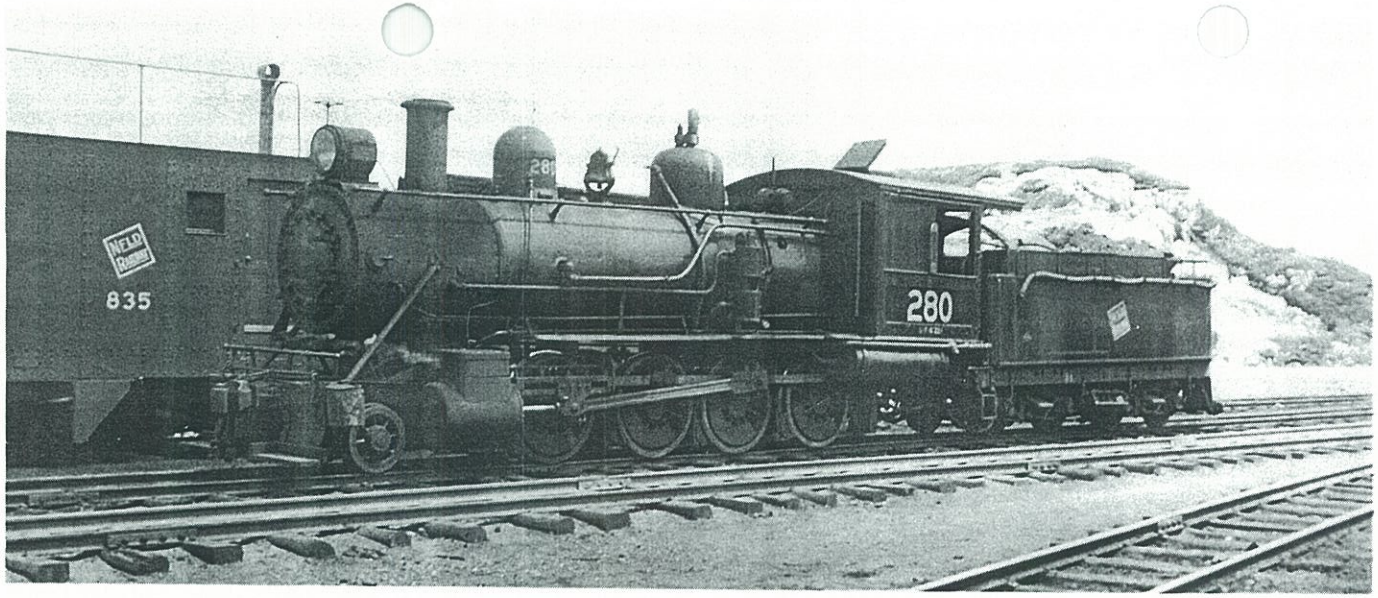
Newfoundland Railwa[illegible])
Canadian National Ra[illegible]ys

In 1920, the Reid-Newfoundland Company got into financial difficulties as a result of the extensive branch-line building, and following an appeal for aid to the Government, the latter hired Mr. R.C. Morgan of the Canadian Pacific Railway, to act as "general manager" – a liaison position between the Reid Company and the railway. This arrangement lasted only for a short time, and on the heels of a dispute which arose in 1922 between the Government, and the Reid-Newfoundland Company, the Government, on July 1st, 1923, repossessed the railway and started to operate it as the "Newfoundland Government Railway". In 1926, an Act was passed changing the name of the railway to the "Newfoundland Railway".

During the 1930's, many of the impulsively-built branch lines were abandoned. These curtailments did away with the branches to Terrenceville, Trepassey, Heart's Content, Grates Cove and Bay-de-Verde. The remaining system, consisting of a main line from St. Johns to Port-aux-Basques, with branches from Brigus Jct. to Carbonear; from Placentia Jct. to Argentia and Placentia; Shoal Harbour to Bonavista; and Notre Dame Jct. to Lewisporte, is the same system which, in 1949, upon Newfoundland's confederation with Canada, became a part of the Canadian National Railways system. The resulting 700-mile narrow-gauge network, dieselized and modernized, now forms North America's largest concentration of narrow-gauge railways. With Newfoundland some 100 miles off the Nova Scotia coast, there seems little likelihood of the railway being converted to standard-gauge in the forseeable future.

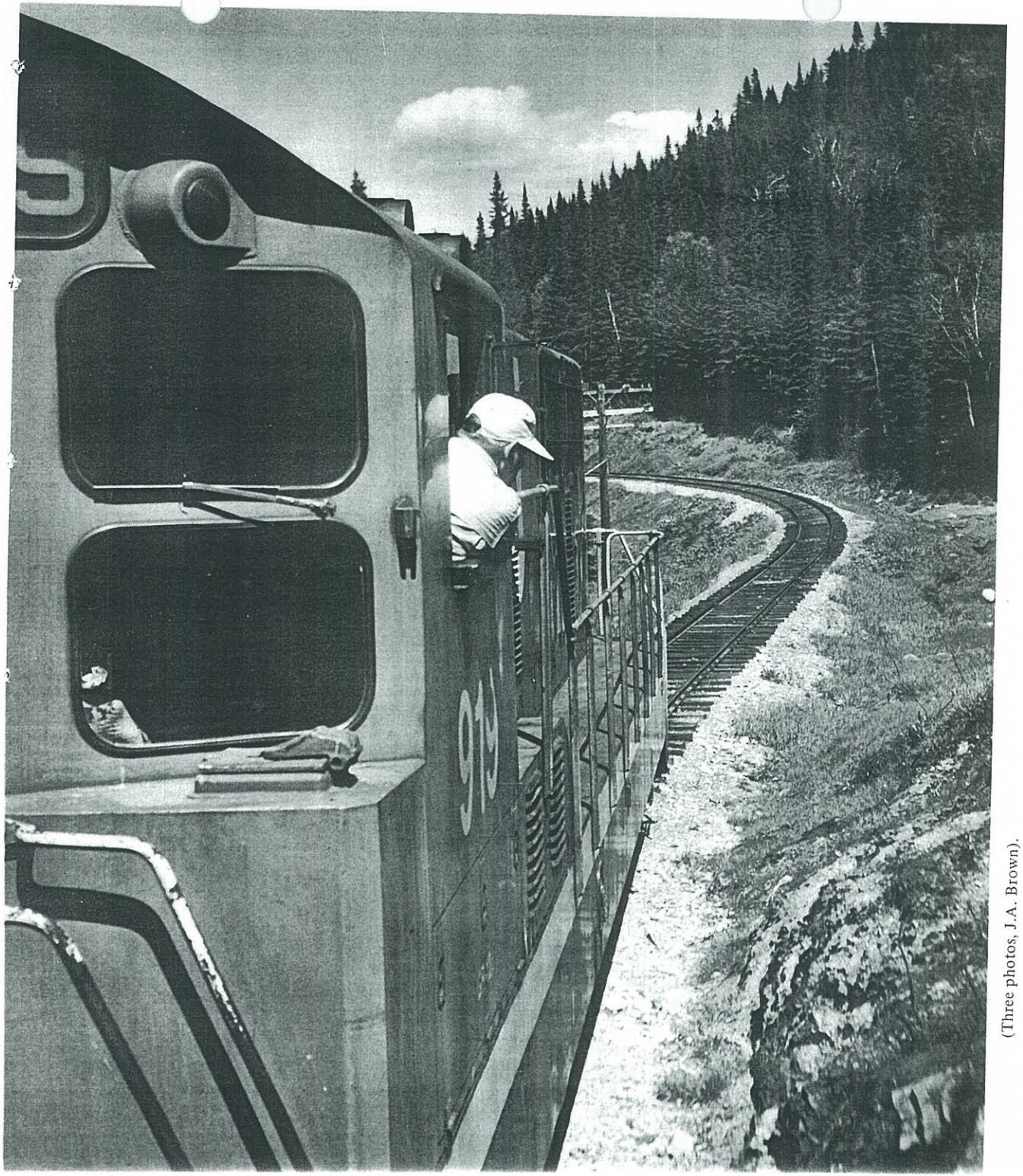
Sometime after the turn of the century the location of the station in St. Johns was changed from the site of Fort William, to the present location at the head of the harbour, where the railway also has its yards and repair shops.

The rolling stock was always particularly interesting, and possessed pleasing idiosyncracies. One of the most distinctive practices, redolent of European railways, was the painting of the ends of the steam locomotive buffer beams in crimson. At one time, too, the railway operated a bustling commuter service out of St. Johns, using British-built Sentinel steam cars.



Aptly numbered 2-8-0 No. 280, bearing Newfoundland Railway's insignia but Canadian National number as Port-aux Basques switcher, was the only coal-burning steam locomotive on the roster in 1952 when this photograph was made. Engine was built at St. John's in 1916 by Reid-Newfoundland Company using many components supplied by Baldwin. (Photo Omer Lavallée)

Train No. 2 "The Caribou", meets engine 902 heading a freight at Harry's Brook, Nfld., in June, 1956. This was part of a four-way meet involving two passenger trains and two freight trains – a not-uncommon feature of railroading in the tenth province where trains were short but frequent. (Photo R.J. Sandusky)

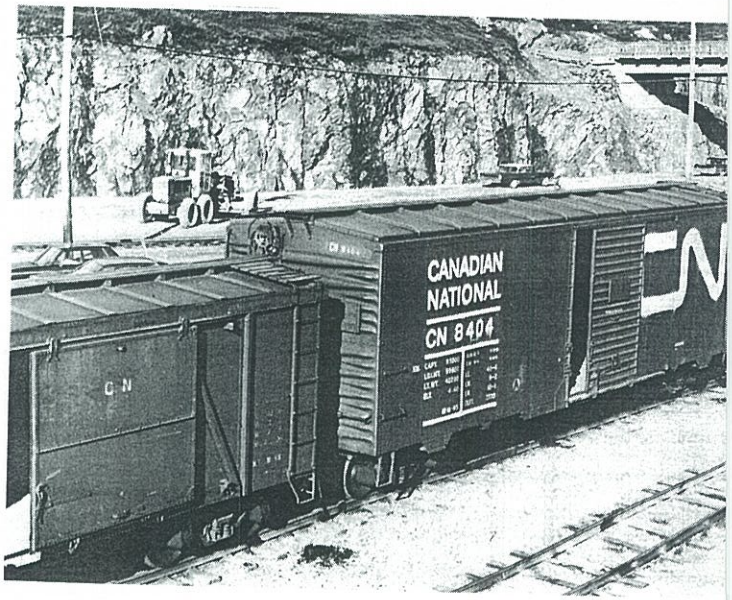


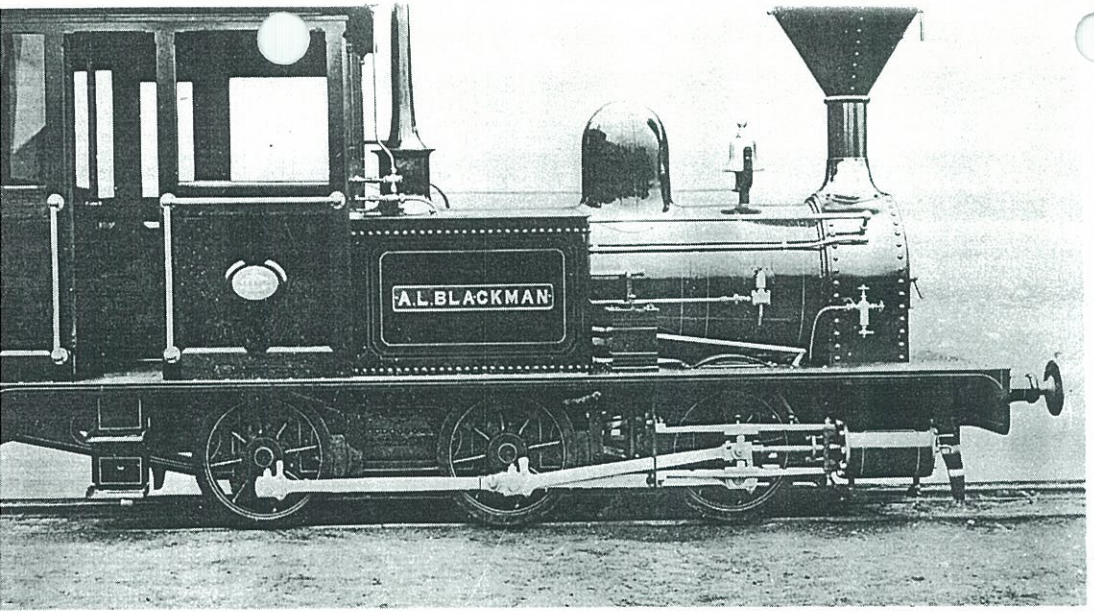
Left: Engineman Kevin Byrne leans out of the cab of No. 919 head "The Caribou" near Cooke, Nfld., on June 20th, 1967.

Above: Barren countryside surrounding Carbonear, Nfld., acts as a backd for mixed train 212, headed by GMDL 875-h.p. units on June 20 1967.

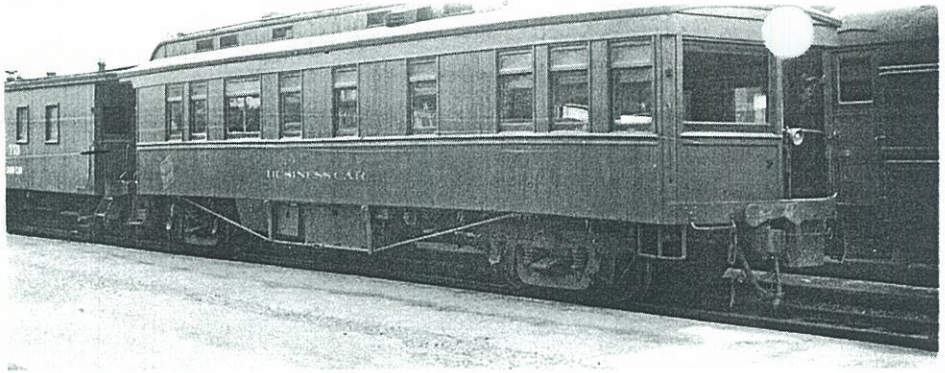
Below: Standard-gauge car mounted on 42"-gauge trucks looks incongru coupled to normal Newfoundland equipment. This current procedure is reminiscent of former similar practice of East Bro Top Railroad in Pennsylvania where standard-gauge hopper cars w placed on 36"-gauge trucks.

(Three photos, J.A. Brown).



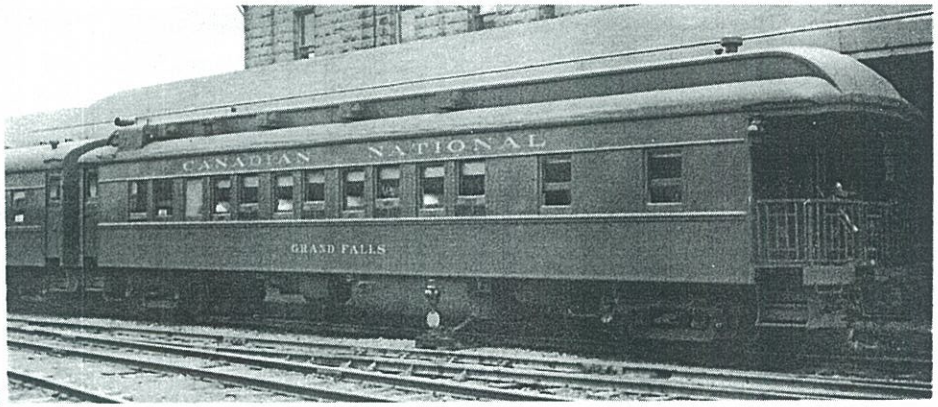


A



C

(Omer Lavallée)

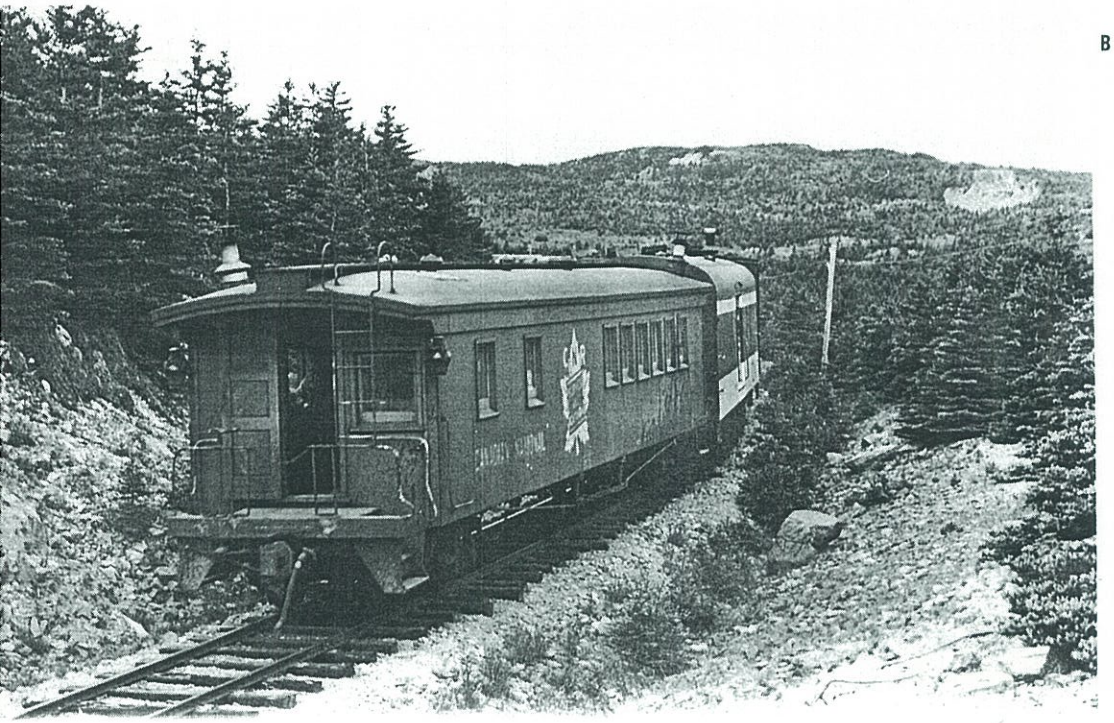


D

▲(Omer Lavallée)▼

A: (above)
This photograph reputedly illustrates the first locomotive used in Newfoundland. It was constructed for the so-called "Harbour Grace Railway" by the Hunslet Engine Company of Leeds, in 1882, serial number 284. (Hunslet)

B: (below)
The former Newfoundland railway had a considerable variety of "cabin cars" or cabooses, ranging from the more conventional cupola-topped cars to former passenger cars, such as No. 6009 shown here in Canadian National colours. The photograph was taken west of Harbour Grace, Nfld., in 1967. (J.A. Brown)



B

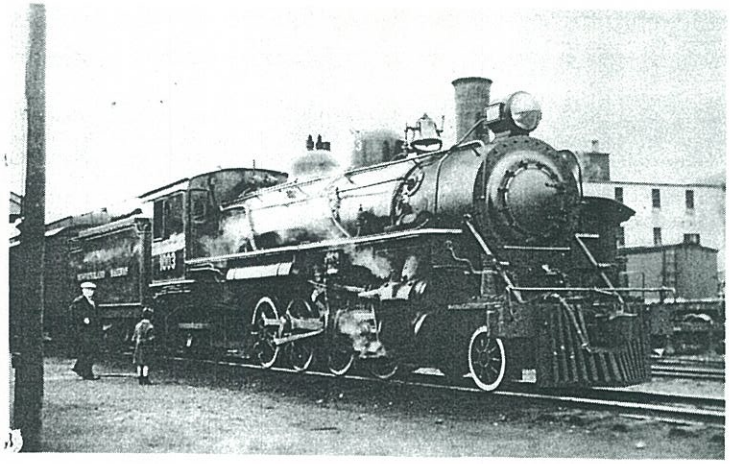
E

(J.A. Brown) ▶

C: An unusual official car owned by the Newfoundland Railway was the aptly-titled "Business Car", whose lounge area was graced by a picture window four feet wide. The car is pictured at St. John's in June 1952; it was scrapped shortly afterward.

D: The last observation cars operated on long-distance trains in North America were to be seen on the Newfoundland lines of Canadian National Railways through the Sixties. The cars were eight-section, one drawing room "standard" sleeping cars in other respects. The "Grand Falls", shown here at St. John's in 1952, was an older car. Later versions had arched roofs.

F



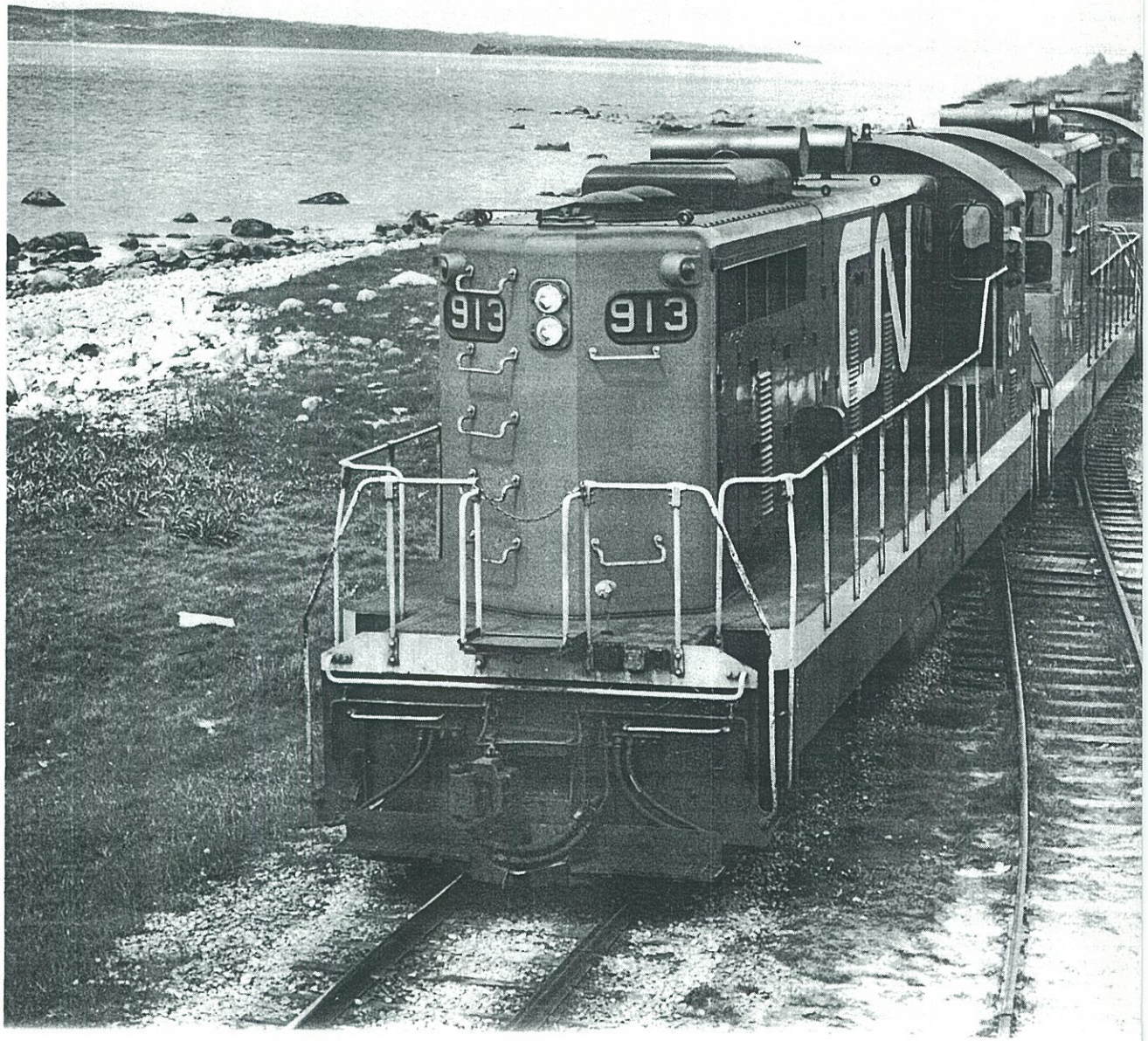
(Photo late Robert R. Brown)

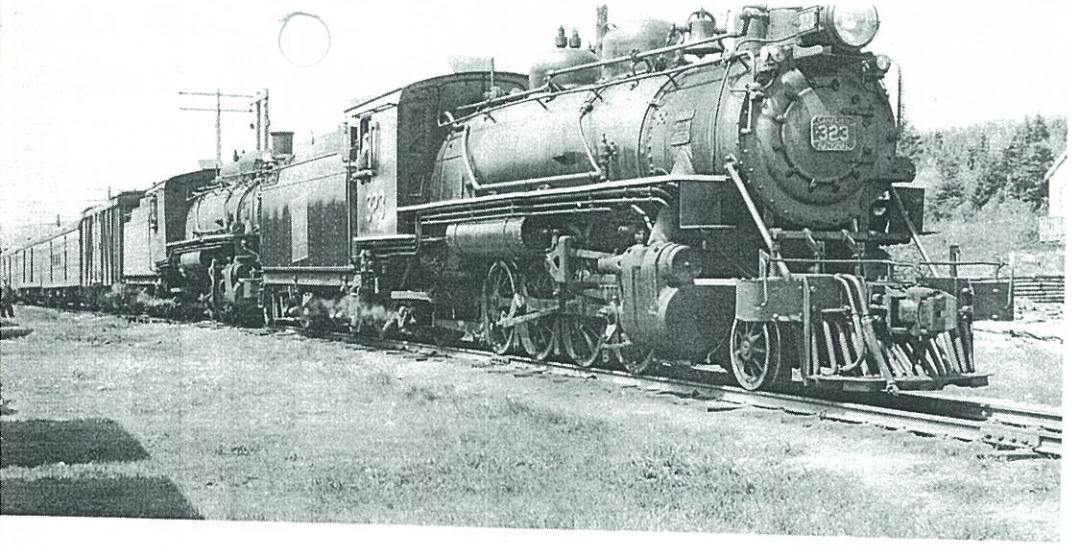
E: Before integration into Canadian National system after confederation with Canada in 1949, the Newfoundland Railway had experimented with diesel-electric yard engines. No. 775, formerly Newfoundland Railway No. 5000, was built by General Electric at Erie, Pa., in 1948, was photographed in St. John's yard in June 1952.

F: Newfoundland motive power in pre-CN livery at St. John's, Nfld. in the 1930s. No. 1003 was built by North British in 1935.

G: Train 401, headed by GMDL-built units 913, 904, 925 holds the main line at a 1967 meet at Kelligrews, Nfld., the locale of a fabled event commemorated in Newfoundland song and folklore, the "Kelligrews Soiree".

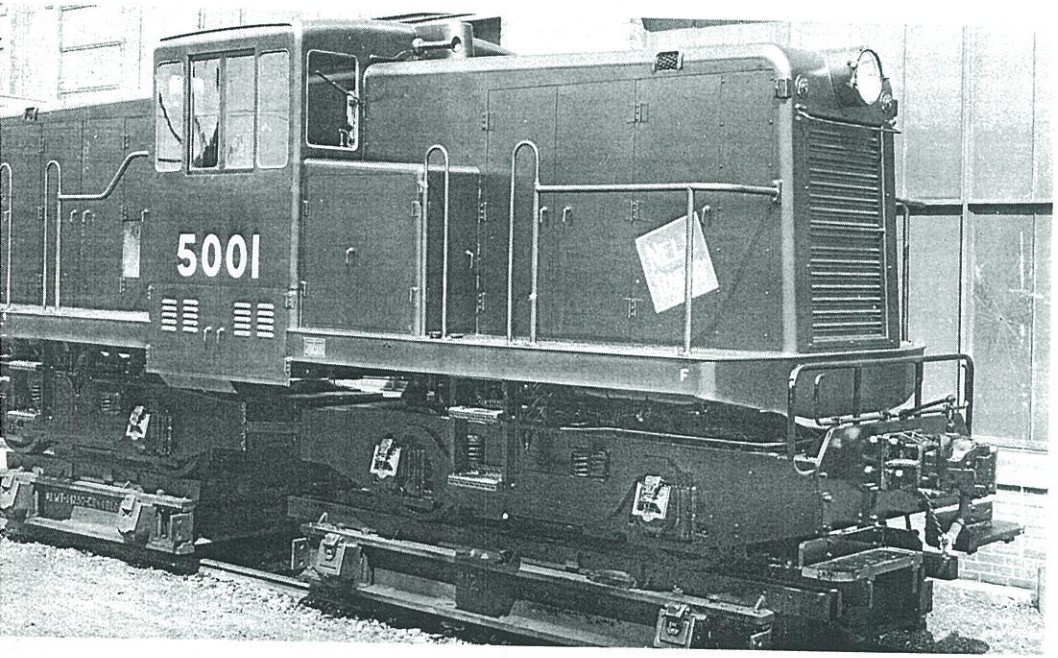
G





Canadian National 2-8-2s Nos. 323 and 314 heading No. 2, "The Caribou", eastbound, with a consist of twelve passenger cars, take water at Codroy Pond on June 19th, 1956. (Robert J. Sandusky)

A General Electric shop photograph of Newfoundland Railway 380-h.p. switcher No. 5001. The locomotive is mounted on standard gauge carrying trucks. The three units of this series are now in Costa Rica, Central America. (General Electric)



No.	Builder	Year	Type	From	T	Notes
10	Ottawa Car Mfg.Co.	1926	ST DE Birney Safety Car	New	x1948	
11	"	"	"	"	"	
12	"	"	"	"	"	
13	"	"	"	"	"	
14	"	"	"	"	"	
15	"	"	"	"	"	
16	"	"	"	"	"	
17	"	"	"	"	"	B

Notes: All passenger cars had doors (at each end of car) on same side.
A- Body of sweeper 9 at Topsail, Nfld., as of 1956. B- Body of Birney 16 at Topsail, Nfld., as of 1956.

During unloading of cars in St. John's harbour in 1926, one Birney car slipped through its sling and landed on bottom of harbour -- fortunately without any permanent ill effects !

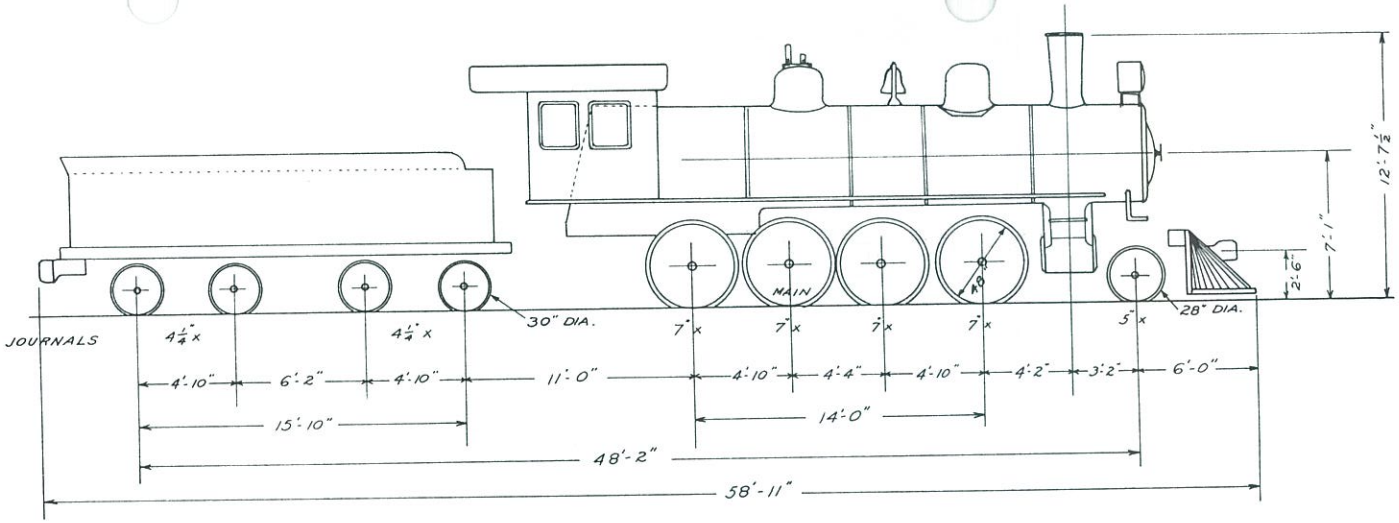
● NEWFOUNDLAND RAILWAY (1881-1897)
Southern Division - so-called "HARBOUR GRACE RAILWAY"
Northern Division - so-called "PLACENTIA RAILWAY (1886-1890)
"HALLS BAY RAILROAD" (1890-1894)
"NEWFOUNDLAND NORTHERN & WESTERN RAILWAY" (1894-1897)
REID-NEWFOUNDLAND COMPANY (1897-1923)
NEWFOUNDLAND GOVERNMENT RAILWAY (1923-1926)
NEWFOUNDLAND RAILWAY (1926-1949)
CANADIAN NATIONAL RAILWAYS (1949- @)

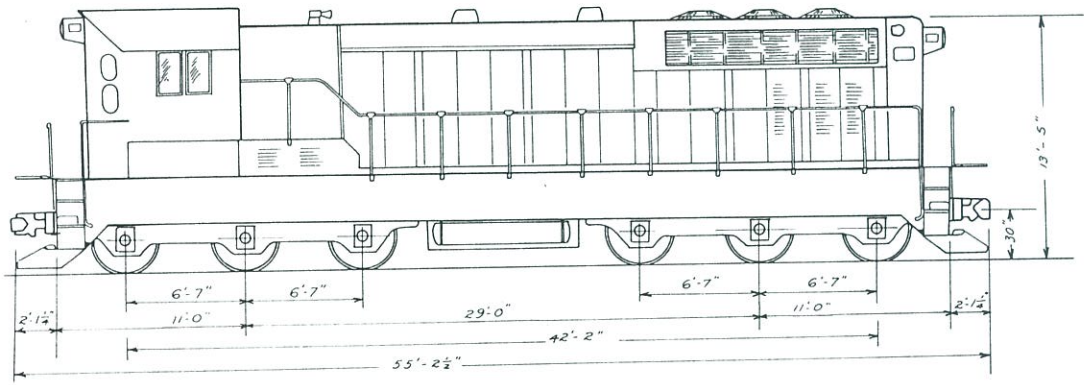
St. John's (Fort William) to Western Jc.	8.0	miles	aban.
Western Jc. to Whitbourne	47.5	"	@
Whitbourne to Blaketown	4.0	"	aban.
Blaketown to Tilton	12.5	"	"
Tilton to Harbour Grace	6.0	"	@
Whitbourne to Placentia	24.5	"	@
Placentia Jc. to Norris Arm	192.3	"	@
Norris Arm to Port-aux-Basques	294.0	"	@
Brigus Jc. to Tilton	26.5	"	@
Notre Dame Jc. to Lewisporte	9.4	"	@
Harbour Grace to Carbonear	6.0	"	@
Western Jc. to St. John's (present station)	7.0	"	@
Shoal Harbour to Bonavista	87.9	"	@
Port Union Jc. to Port Union	2.0	"	aban.
Waterford Bridge to Trepassey	104.0	"	"
Blaketown to Heart's Content	39.0	"	"
Carbonear to Bay de Verde	48.0	"	"
Grates Cove Jc. to Grates Cove	4.2	"	"
Goobies to Terrenceville (never operated)	42.0	"	"
Argentia Jc. to Argentia	3.2	"	@

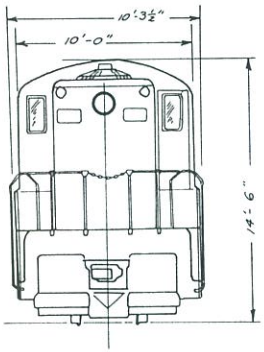
The following sections were started but not completed:

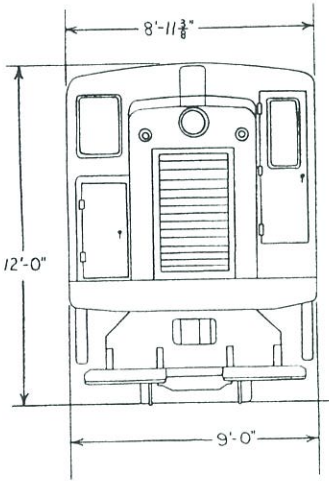
Terrenceville to Fortune	69.0	"
Grand Lake to Bonne Bay	38.0	"

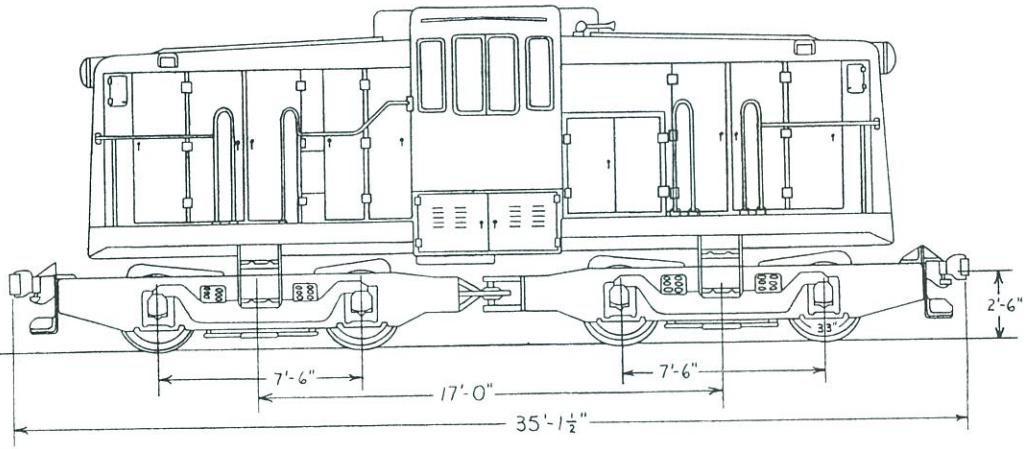
GAUGE: 3 feet, 6 inches.











NEWFOUNDLAND RAILWAY 2-8-0

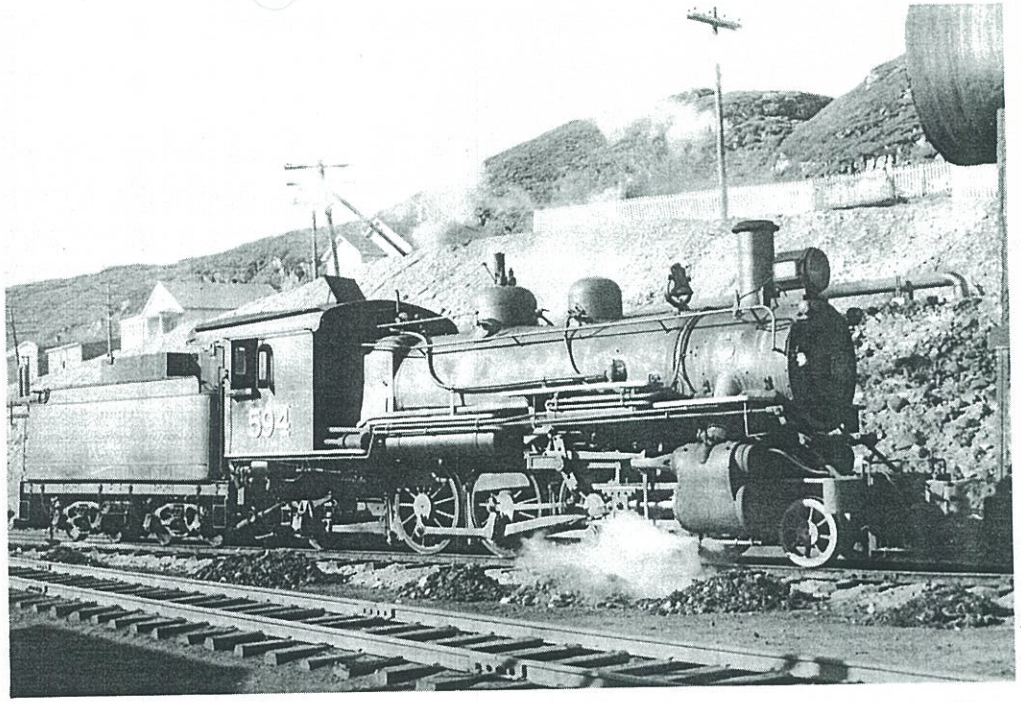
Road Nos.	152
Gauge	42"
Type	2-8-0
Builder	REID
Date	1912
Cylinders (diam. & stroke)	18" x 22"
Driving wheels	48"
Pressure	180 p.s.i.
Tractive Effort	22,720 lb
Weights (working order)	
On drivers	125,660 lb
Total engine	146,600 lb
Tender	80,000 lb
Tender Capacity	
Coal	8 tons
Water	2,400 gal
Oil	—

CANADIAN NATIONAL Type A1A-A1A

Rly.	Canadian National
Road Nos.	900-902
Gauge	42"
Builder	General Motors Dies Ltd.
Date	1952
Type	A1A-A1A
HP	1200
Weight (working order)	222,180 lbs.
Tractive Effort (continuous)	40,000 lbs.

NEWFOUNDLAND RAILWAY Type B-B

Rly.	Newfoundland R
Road Nos.	5000-5002
Gauge	42"
Builder	General Electri
Date	Aug 1948
Type	B-B
HP	380
Weight (working order)	97,800 lbs.
Tractive Effort (continuous)	13,000 lbs.



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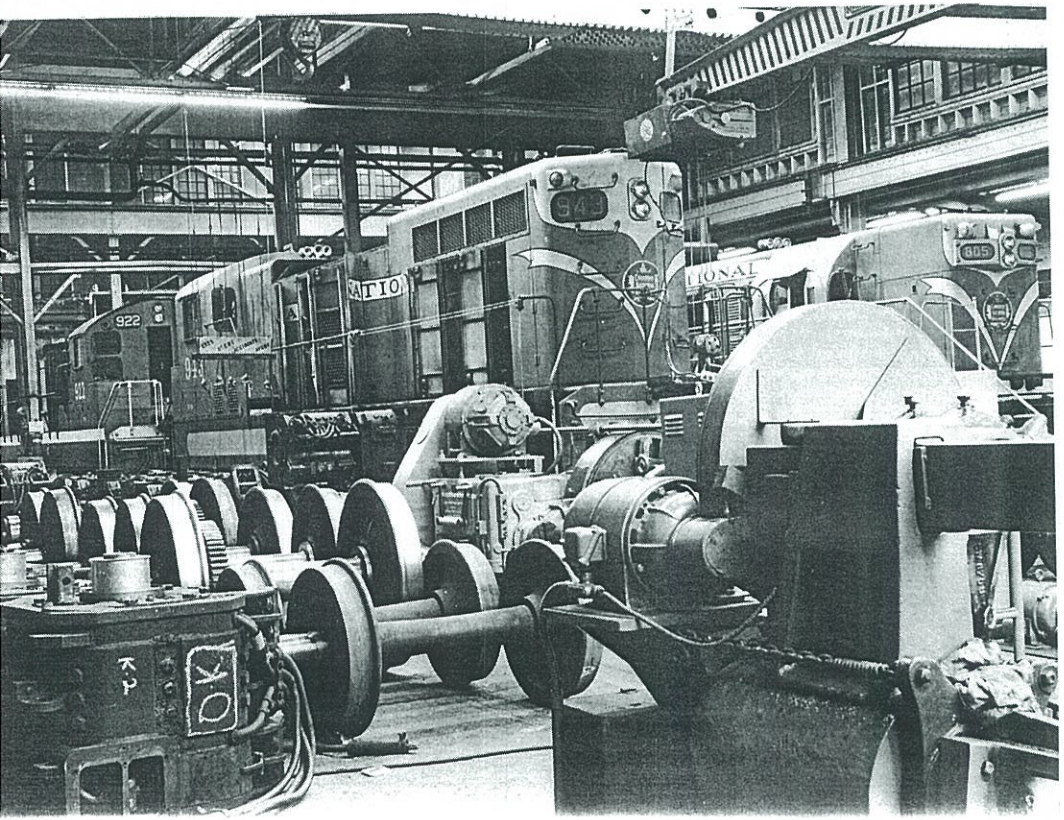

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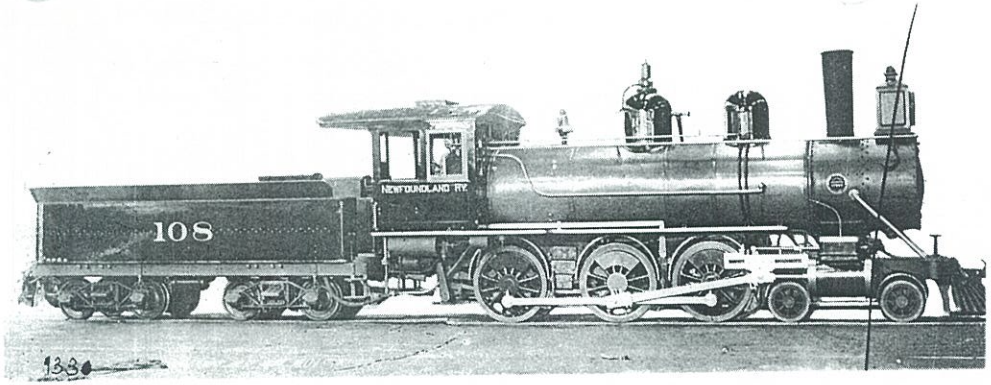

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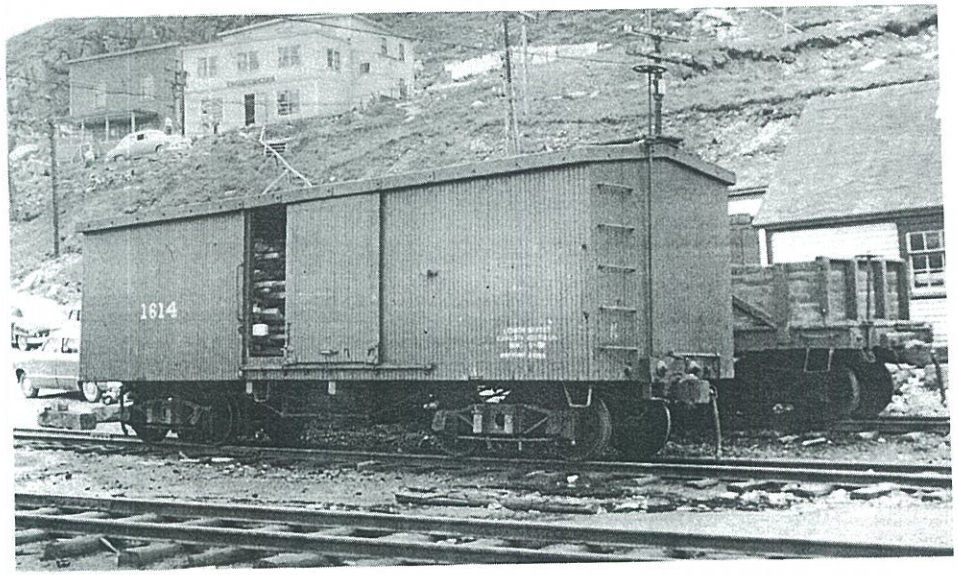
D



E

A: No. 594 handled switching duties at Port-aux-Basques in June 1956. (Omer Lavallée)
B: Interior of Canadian National's Newfoundland shop at St. John's, June 1967. (James A. Brown)
C: Newfoundland Railway No. 108, a 4-6-0 built by Baldwin. (Collection of H.L. Broadbelt)
D: No. 1021 was a Montreal-built 2-8-2 for the Newfoundland Railway. (Montreal Locomotive Works)
E: Wood sheathed, truss-rodded boxcars were a common sight on Newfoundland lines in the 1950s. (Omer Lavallée)

Chronology:

1881, June 1- Incorporation of the Newfoundland Railway Company to build from St. John's to Harbour Grace (Southern Division) and from Whitbourne to Halls Bay (Northern Division).
1884, Nov.- Southern Division, known as "Harbour Grace Railway" completed from St. John's (Fort William) to Harbour Grace.
1888, Oct. 2- Northern Division, known as "Placentia Railway" completed from Whitbourne to Placentia. (Commenced in 1886)
1893- Northern Division, now known as "Halls Bay Railroad" completed from Placentia Jc. to Norris Arm (Exploits).
1897, autumn- Northern Division, now known as "Newfoundland Northern & Western Railway, completed from Norris Arm to Port-aux-Basques.
1898- Reid-Newfoundland Company, incorporated in 1893, takes over operation of Northern and Southern Divisions of Newfoundland Railway Company.
1898, June 30- First through train from St. John's arrives at Port-aux-Basques at 2245, having taken 27 hours 45 minutes for journey.
1898- Lines completed from Notre Dame Jc. to Lewisporte, from Harbour Grace to Carbonear and from Brigus Jc. to Tilton. Line from Blaketown to Tilton abandoned.
1899- Line commenced from Western Jc. to existing terminal at head of St.John's harbour but opened only in January 1903, at which time old Fort William terminal and connecting line abandoned.
1910- Grand Lake to Bonne Bay line authorized, but never completed.*
1911, Nov. 8- Opening of Shoal Harbour-Bonavista branch, commenced 1909.*
1911- Opening of Port Union Jc.-Port Union branch.
1914, Jan. 1- Opening of Waterford Bridge-Trepassey branch, commenced 1911.*
1915, July- Opening of Blaketown-Heart's Content branch, commenced 1914, also extension from Carbonear to Bay de Verde, commenced 1913.*
1915, Oct. 11- Opening of Grates Cove branch, commenced 1913.*
1915- Fortune line commenced from Goobies to Fortune, but only 43 miles completed to Terrenceville and never operated.*
1921- Argentia branch completed.
1921, May 16-23- Railway operation ceased due to dispute between Reid-Newfoundland Company and government.
1923, July 1- Reid-Newfoundland Company taken over by government and operated as Newfoundland Government Railway.
1926, June 9- Original name, Newfoundland Railway, restored.
1934- Trepassey, Bay de Verde and Grates Cove branches abandoned.
1939, June 1- Unused Goobies-Terrenceville branch dismantled.
1939- Whitbourne-Heart's Content branch abandoned.
1949, March 31- Newfoundland confederates with Canada, and Newfoundland Railway incorporated into Canadian National Railways.

*Extensions all authorized in 1910.

Motive Power:

Notes on Locomotive Rosters:

The lists are divided into four:

(a) Steam locomotives of the Southern Division of the Newfoundland Ry.
(b) Steam locomotives of the Northern Division of the Newfoundland Ry.
(c) Steam locomotives of the Reid-Newfoundland Company and its successors up to the present time.
(d) Internal combustion locomotives of the Newfoundland Railway and Canadian National Railways.

Lists (c) and (d) show two road number columns: that headed (1) is series in use until Canadian National Railways assumed control. List headed (2) is series devised and put into effect by C.N. in November 1950. It should be noted that C.N. locomotives 15-18 had numbers assigned but they were scrapped before these numbers applied. Locomotives shown as built by Reid-Newfoundland Company were built with parts supplied by Baldwin.

There is regrettably no information on individual scrapping dates for locomotives prior to 1949. In 1936, however, the following Newfoundland Railway locomotives were still in existence:

100 re#1; 107-109; 112-125; 151-153; 190-199; 1000-1003; --a total of 34 steam locomotives.

No.100 re#1, built by Baldwin in 1898 was for many years assigned to yard service at St. John's and was known as "The Shunter". Only one ex-Newfoundland Railway steam locomotive has been preserved, No. 593, 4-6-2 type in Lady Bowater Park, Corner Brook, Nfld., through the efforts of the local Rotary Club.

Motive Power: Steam Locomotives

No.	Builder	Year	C/N	Type	Cyls.	Dri.	From	To	Notes
"HARBOUR GRACE RAILWAY" (Newfoundland Railway, Southern Division)(1881-1898)									
1	Haw.-Les.	1881	1884	0-6-0T	8x12"	27"	New	RNCo.#1 1898	
2)	Some, if not all, of these were 4-4-0T Hunslet 1872,							" #2 "	
3)	10x16", 42" purchased from the Prince Edward Island							" #3 "	
4)	Railway in 1881. Group may also have included one							" #4 "	
5)	or more unaccounted locomotives from the New							" #5 "	
6)	Brunswick Railway.							" #6 "	
7	Haw.-Les.	1882	1885	2-6-0	13x18"	40"	New	RNCo#20 1898	
8	"	"	1886	"	"	"	"	" 21 "	A
9	"	"	1887	"	"	"	"	" 22 "	
1/10	"	"	1888	"	"	"	"	x1887	
2/10	"	1888	2061	2-6-2	14x20"	42"	"	RNCo#23 1898	
11	"	1882	1889	2-6-0	13x18"	40"	"	x1894	
12	Baldwin	1877-8		"	14x18"	41"	NBR	x ?	B

Notes: A- Named "St. Johns". B- #12 reported ex N.B.R. #9; other sources suggest it is N.B.R. #10. (q.v.)

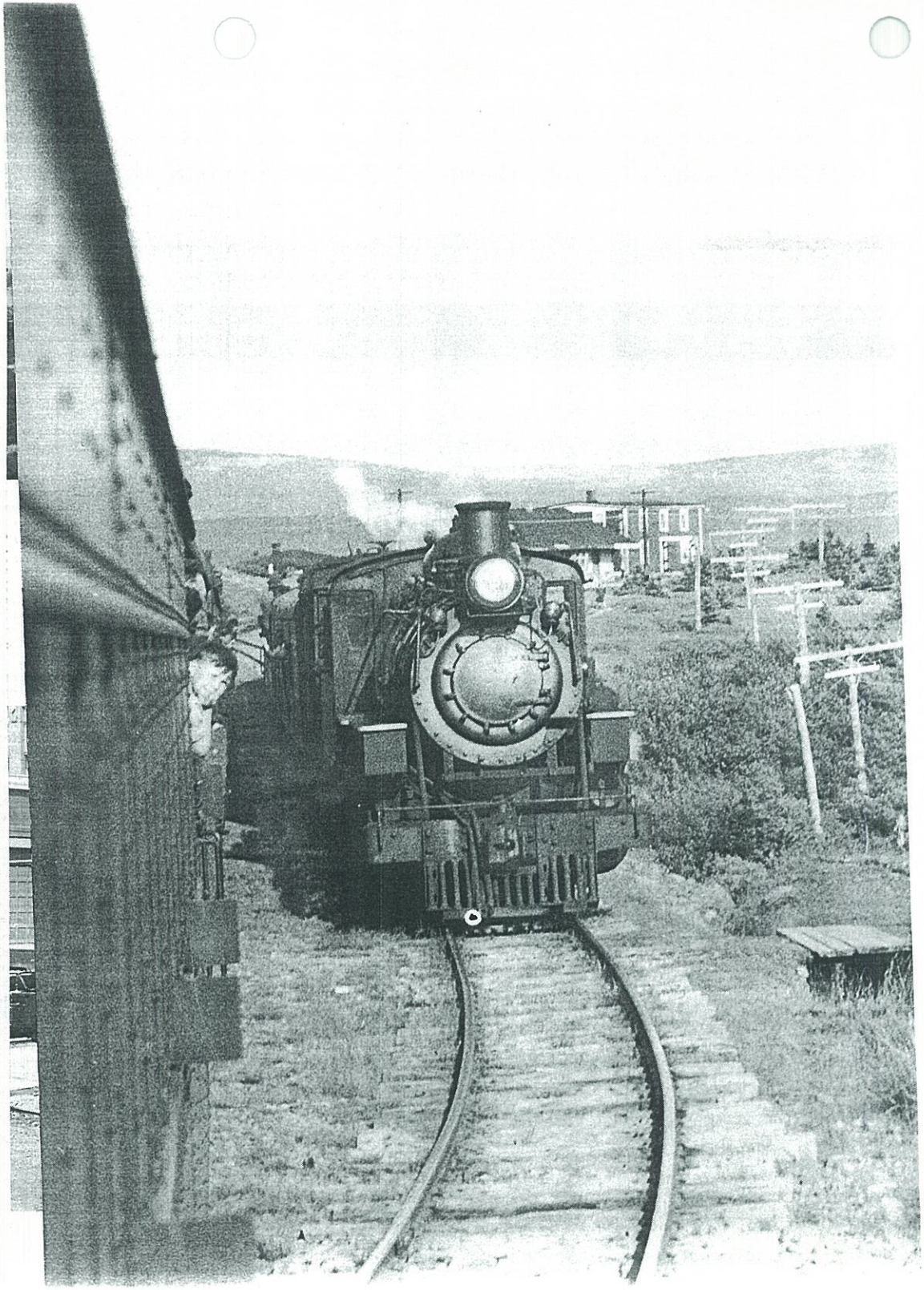
"PLACENTIA RAILWAY" (1886-1890); "HALLS BAY RAILROAD" (1890-1894); "NEWFOUNDLAND NORTHERN & WESTERN RAILWAY" (1894-1898) (Newfoundland Railway, Northern Division)

1	?	?	?	?	?	?	?		A
2	Baldwin	1889	10135	4-4-0	14x18"	48"	New	RNCo.#43 1898	
3	"	5/91	11851	"	"	"	"	" #41 "	D
4	"	"	11859	2-6-0	16x20"	44"	"	" #60 "	
5	"	7/91	12100	4-4-0	14x18"	48"	"	" #42 "	
6	"	6/93	13519	2-6-0	16x20"	44"	"	" #61 "	
7	"	"	13518	4-4-0	14x18"	48"	"	" #40 "	
8	"	7/93	13566	2-4-2T	"	44"	"	" #8 "	
9	"	"	13567	"	"	"	"	" #9 "	
10	"	3/94	13968	0-4-2T	9x16"	33"	"	" #10 "	
11	"	"	13976	2-6-0	16x20"	44"	"	" #62 "	
12	"	4/97	15308	4-6-0	"	"	"	" #105 "	B
13	"	"	15309	"	"	"	"	" #102 "	C

Notes: A- No information available. Could have come from same group as Nos.2-6 of "Harbour Grace Railway". B- Named "Sir Herbert Murray. C- Named "Hon. Robert Bond". D- Named "Sir William V. Whiteway".

REID-NEWFOUNDLAND COMPANY (1898-1923) NEWFOUNDLAND GOVERNMENT RAILWAY (1923-26)
NEWFOUNDLAND RAILWAY (1926-1949) CANADIAN NATIONAL RAILWAYS (1949- @)

Nos. (1)	(2)	Builder	Year	C/N	Type	Cyls.	Dri.	From	To	Notes
1/1		Haw.-Les.	1881	1884	0-6-0T	8x12"	27"	HGR #1 1898	Bot.#1 1898	
2/1		Baldwin	1898	16244	4-6-0	16x20"	44"	#100 1925.	x6/1939	
2)									(x1889	
3)		See comments under same numbers, "Harbour Grace Railway".							(x1891	
4)		One possibly sold to Millertown Railway instead of							(x1891	
5)		being scrapped, as noted.							(x1891	
6)									(x1893	



Nos. (1)	(2)	Builder	Year	C/N	Type	Cyls.	Dri.	From	To	Notes
8		Baldwin	7/93	13566	2-4-2T	14x18"	44"	NN&W #8 1898	x1925	
9		"	"	13567	"	"	"	" #9 "	x1934	
10		"	3/94	13968	0-4-2T	9x16"	33"	" #10 "	Intl.P&P#1 19-?	
20		Haw.-Les.	1882	1885	2-6-0	13x18"	42"	HGR #7 1898	x	
21		"	"	1886	"	"	"	" #8 "	x	
22		"	"	1887	"	"	"	" #9 "	x	
23		"	1888	2061	2-6-2	14x20"	"	" #10 "	x	
40		Baldwin	6/93	13518	4-4-0	14x18"	48"	NN&W #7 "	x	
41		"	5/91	11851	"	"	"	" #3 "	x	
42		"	7/91	12100	"	"	"	" #5 "	x	
43		"	1889	10135	"	"	"	" #2 "	Bot.#8 1918	
60		"	5/91	11859	2-6-0	16x20"	44"	" #4 "	x	
61		"	6/93	13519	"	"	"	" #6 "	x	
62		"	3/94	13976	"	"	"	" #11 "	x	
100		"	10/98	16244	4-6-0	"	"	New	re# 1 1925	
101		"	"	16245	"	"	"	"	x	
102		"	4/97	15309	"	"	"	NN&W #13 1898	x	
103		"	10/98	16271	"	"	"	New	x	
104		"	"	16272	"	"	"	"	x	
1/105		"	4/97	15308	"	"	"	NN&W #12 1898	x	A
2/105		"	2/00	17510	"	"	"	New	re# 125 1918	A
106		"	"	17511	"	"	"	"	x	B
107		"	6/00	17832	"	"	"	"	x1939	
108		"	"	17837	"	"	"	"	x	
109		"	1/08	32576	"	17x22"	50"	"	x1939	
110		"	"	32577	"	"	"	"	x	
111		R.-N.Co.	1911	1	"	"	"	"	x	
112		"	1911	2	"	"	"	"	x	
113	(15)	"	1912	3	"	"	"	" CN F-3-a	x12/51	
114	(16)	"	"	4	"	"	"	" "	x12/51	
115		"	1913	5	"	"	"	"	x by 1938	
116		"	"	6	"	"	"	"	x1938	
117	(17)	"	1914	7	"	"	"	" CN F-3-a	x7/53	
118		"	"	8	"	"	"	"	x1938	
119		"	1915	9	"	"	"	"	x	
120		"	"	10	"	"	"	"	x	
121		Baldwin	10/17	46636	"	"	"	"	x1938	
122	(18)	"	"	46637	"	"	"	" CN F-3-a	x7/53	
123		"	"	46638	"	"	"	"	x1939	
124		"	"	46691	"	"	"	"	x	
125		"	2/00	17510	"	16x20"	"	Ex 2/105	x1939	
150		"	2/03	21597	2-8-0	18x24"	48"	New	x1934	
151		"	"	21598	"	"	"	"	x	
152	280	R.-N.Co.	1916	11	"	"	"	" CN L-5-a	x4/55	
153		"	"	12	"	"	"	"	x	
190	590	Baldwin	1920	54398	4-6-2	17x24"	52"	" CN J-8-a	x4/57	
191	591	"	"	54399	"	"	"	" "	x4/57	
192	592	"	"	54400	"	"	"	" "	x4/57	
193	593	"	"	54401	"	"	"	" "	Preserved 11/5	
194	594	"	"	54466	"	"	"	" "	x8/58	
195	595	"	"	54467	"	"	"	" "	x4/57	
196	596	"	1926	59531	"	18x24"	"	" CN J-8-b	x3/57	
197	597	Montreal	"	67129	"	"	"	" "	x4/57	
198	598	A.L.Co.	1929	67941	"	"	"	" CN J-8-c	Bot.#598 3/57	
199	599	"	"	67942	"	"	"	" "	" #599 "	
1000	300	"	1930	68400	2-8-2	"	48"	" CN R-2-a	x6/57	
1001	301	"	"	68401	"	"	"	" "	x3/57	
1002	302	No.Brit.	1935	24297	"	"	"	" CN R-2-b	x5/57	
1003	303	"	"	24298	"	"	"	" "	x9/57	
1004	304	"	1937	24436	"	"	"	" "	x3/57	
1005	305	"	1938	24521	"	"	"	" "	x11/57	
1006	306	"	"	24522	"	"	"	" "	x3/57	

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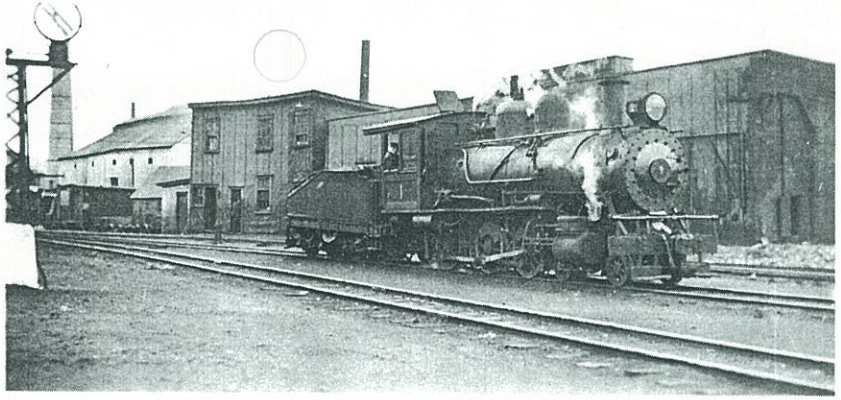
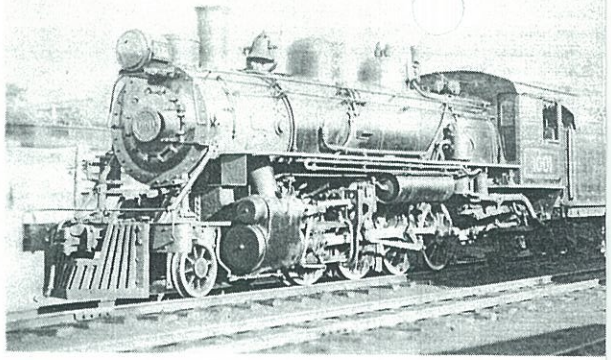
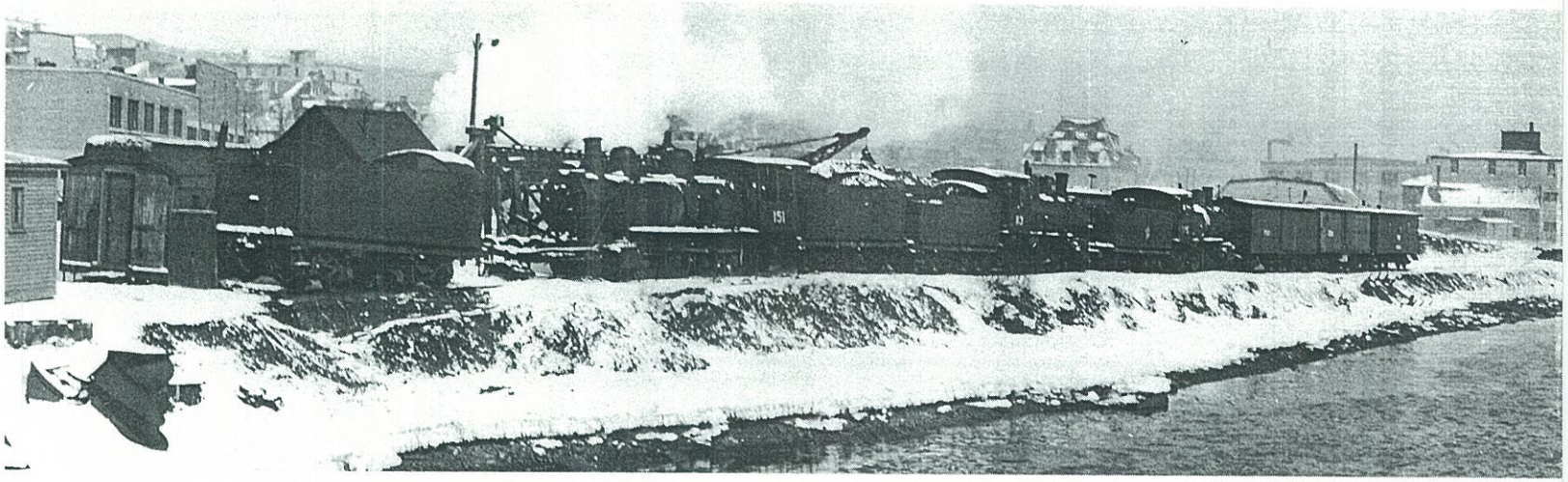


Left:
Newfoundland Railway No. 1, an ancient 4-6-0, was known popularly but unofficially as "The Shunter", because of its permanent assignment as the terminal yard engine in the Newfoundland capital. The unusual signal at the left – a semaphore blade in a "sandwich" made up of two glass discs – was for long the only fixed signal, apart from order boards, on the Island.
(Photo late Robert R. Brown)

Right:
Newfoundland Railway No. 1001, built by Alco in 1930, in pre-CN livery during the 1930s.
(Photo late Robert R. Brown)

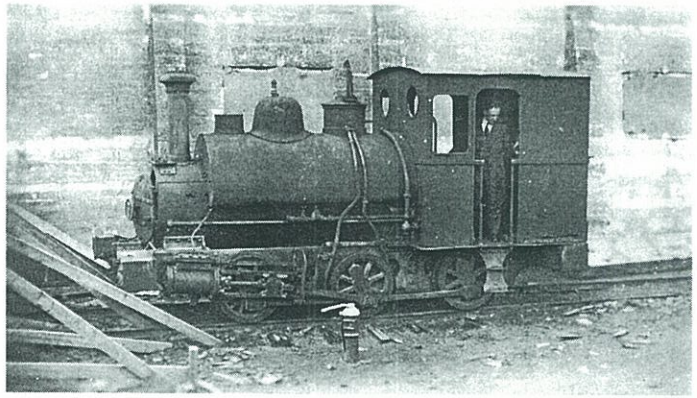


Right:
The shop yard at St. John's, Nfld., as it appeared one winter's day during World War II. Locomotives are old 2-8-0s and 4-6-0s out of service, dating back to Reid-Newfoundland days. Body of baggage car at left, long a familiar sight at this location, is reputedly that of the first such car to cross Newfoundland when service was inaugurated in 1897.
(James Plomer)

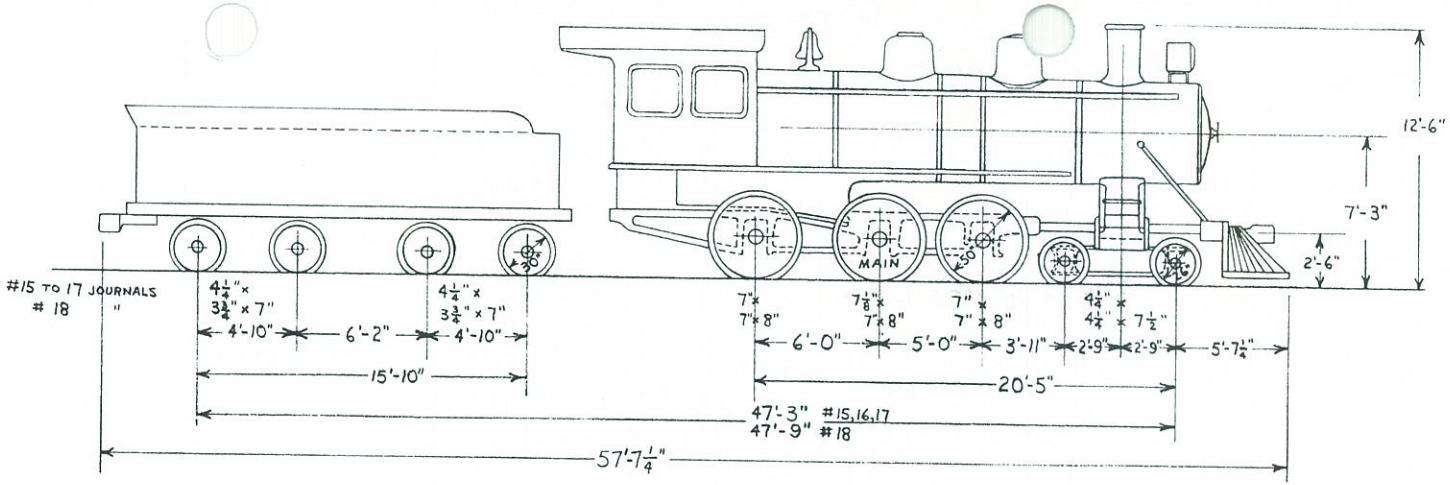


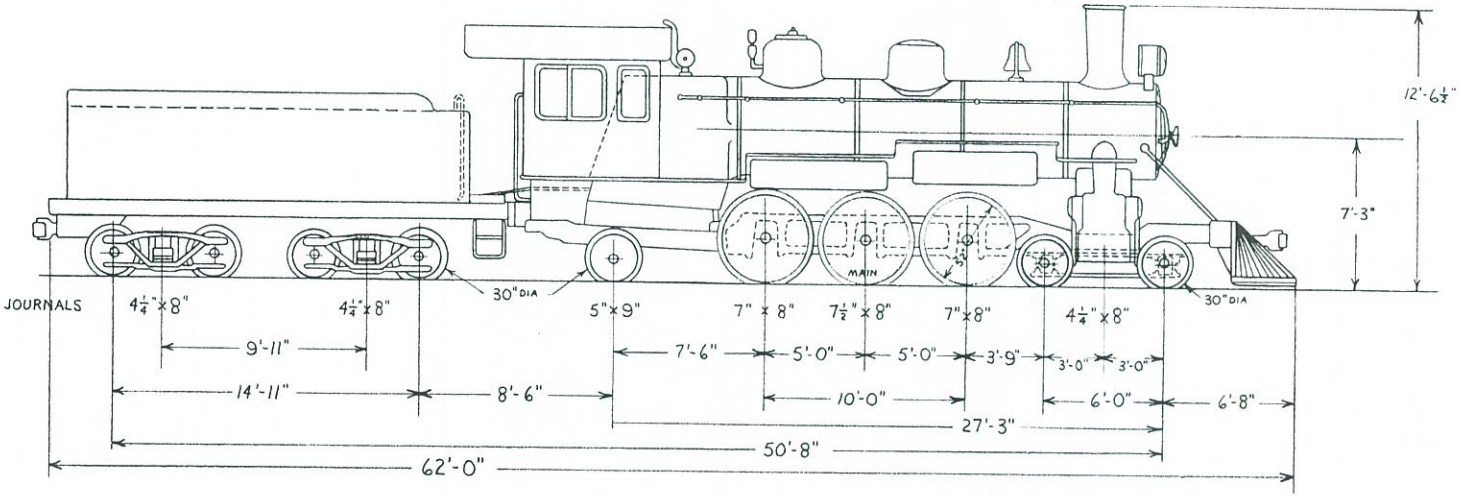
Opposite:
Carbonear-bound mixed train takes siding at Avondale, Nfld. for the eastbound "Caribou", in June 1952.
(Omer Lavallée)

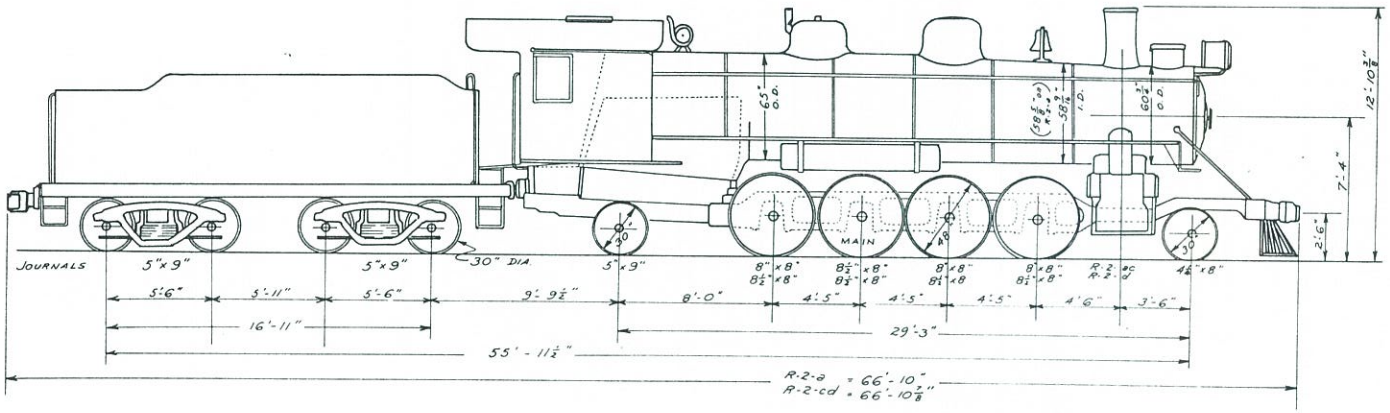
Right:
The first locomotive to arrive in Newfoundland in 1881 was "Harbour Grace Railway" No. 1, built by Hawthorne-Leslie in England. It ended up on the A.N.D.Co.'s Botwood Railway and is shown here, derelict, at Grand Falls, Nfld., in the late 1930s just prior to being scrapped.
(Photo late Robert R. Brown)



Right:
Canadian National's train No. 2 "Caribou" approaching Harry's Brook, Nfld., in June 1956.
(Robert J. Sandusky)







NEWFOUNDLAND RAILWAY 4-6-0

Road Nos.	1-22
Gauge	42"
Type	4-6-0
Builder	BLW
Date	1917
Cylinders (diam. & stroke)	17" x 22"
Driving wheels	50"
Pressure	180 p.s.i.
Tractive Effort	19,455 lbs.
Weights (working order)	
On drivers	72,700 lbs.
Total engine	92,100 lbs.
Tender	56,000 lbs.
Tender Capacity	
Coal	8 tons
Water	2,400 gals.
Oil	–

NEWFOUNDLAND RAILWAY 4-6-2

Road Nos.	190-195
Gauge	42"
Type	4-6-2
Builder	BLW
Date	1920
Cylinders (diam. & stroke)	17" x 24"
Driving wheels	52"
Pressure	180 p.s.i.
Tractive Effort	20,408 lbs.
Weights (working order)	
On drivers	78,000 lbs.
Total engine	115,000 lbs.
Tender	84,000 lbs.
Tender Capacity	
Coal	–
Water	3,000 gals.
Oil	1,665 gals.

NEWFOUNDLAND RAILWAY 2-8-2

Road Nos.	1000-1001
Gauge	42"
Type	2-8-2
Builder	ALCO
Date	1930
Cylinders (diam. & stroke)	18" x 24"
Driving wheels	48"
Pressure	200 p.s.i.
Tractive Effort	27,540 lbs.
Weights (working order)	
On drivers	115,000 lbs.
Total engine	146,000 lbs.
Tender	102,900 lbs.
Tender Capacity	
Coal	–
Water	4,170 gals.
Oil	2,170 gals.

Nos. (1)	(2)	Builder	Year	C/N	Type	Cyls.	Dri.	From	To	Notes
1007	308	Montreal	1941	69444	2-8-2	18x24"	48"	New CN R-2-c	Bot.#308	4/57
1008	307	No.Brit.	"	24667	"	"	"	" CN R-2-b	x5/57	
1009	309	A.L.Co.	"	69736	"	"	"	" CN R-2-c	x5/57	
1010	310	"	"	69737	"	"	"	" "	x5/57	
1011	311	"	"	69738	"	"	"	" "	x5/57	
1012	312	"	"	69739	"	"	"	" "	x3/57	
1013	313	"	"	69740	"	"	"	" "	x6/57	
1014	314	Montreal	1941	69695	"	"	"	" "	x11/57	
1015	315	"	"	69696	"	"	"	" "	x6/57	
1016	316	A.L.Co.	1944	71963	"	"	"	" "	x8/57	
1017	317	"	"	71964	"	"	"	" "	x7/57	
1018	318	"	"	71965	"	"	"	" "	x7/57	
1019	319	"	"	71966	"	"	"	" "	x9/57	
1020	320	Montreal	1947	75635	"	"	"	" CN R-2-d	x7/57	
1021	321	"	"	75636	"	"	"	" "	x11/57	
1022	322	"	"	75637	"	"	"	" "	x10/57	
1023	323	"	"	75638	"	"	"	" "	x7/57	
1024	324	"	1949	76333	"	"	"	" "	x8/57	
1025	325	"	"	76424	"	"	"	" "	x9/57	
1026	326	"	"	76425	"	"	"	" "	x8/57	
1027	327	"	"	76426	"	"	"	" "	Bot.#327	4/57
1028	328	"	"	76427	"	"	"	" "	x12/57	
1029	329	"	"	76428	"	"	"	" "	x11/57	

Notes- A- Duplication of numbers account overlapping dates not explained. Dates of renumbering possibly incorrect. B- C/N also given as 17831.

Diesel Electric Locomotives

						H.P.				
5000	775	Gen.Elec.	1948	29722	B-B	380	New CN ES-4-a	sold 10/68		B
5001	776	"	"	29723	"	"	"	"		B
5002	777	"	"	29724	"	"	"	"		B
	800	G.M.D.Ltd.	1956	A923	C-C	875	" CN GR-9-b	@		
	801	"	"	A924	"	"	"	@		
	802	"	"	A925	"	"	"	@		
	803	"	"	A926	"	"	"	@		
	804	"	"	A927	"	"	"	@		
	805	"	"	A928	"	"	"	@		
	900	"	1952	A303	"	1200	" CN Y-4-a	then GR-12-a		@
	901	"	"	A304	"	"	"	"	"	@
	902	"	"	A305	"	"	"	"	"	@
	903	"	1953	A435	"	"	" CN Y-4-b	then GR-12-b		@
	904	"	"	A436	"	"	"	"	"	@
	905	"	"	A437	"	"	"	"	"	@
	906	"	"	A438	"	"	"	"	"	@
	907	"	"	A439	"	"	"	"	"	@
	908	"	"	A440	"	"	"	"	"	@
	909	"	1956	A897	"	"	" CN GR-12-g	@		
	910	"	"	A898	"	"	"	@		
	911	"	"	A899	"	"	"	@		
	912	"	"	A900	"	"	"	x4/57		A
	913	"	"	A901	"	"	"	@		
	914	"	"	A902	"	"	"	@		
	915	"	"	A903	"	"	"	@		
	916	"	"	A904	"	"	"	@		
	917	"	"	A905	"	"	"	@		
	918	"	"	A906	"	"	"	@		
	919	"	"	A907	"	"	"	@		
	920	"	"	A908	"	"	"	x4/57		A
	921	"	"	A909	"	"	"	@		
	922	"	"	A910	"	"	"	@		
	923	"	"	A911	"	"	"	@		
	924	"	"	A912	"	"	"	@		

Nos. (1)	(2)	Builder	Year	C/N	Type	H.P.	From	To	Notes
	925	G.M.D.Ltd.	1956	A913	C-C	1200	New CN GR-12-g	@	
	926	"	"	A914	"	"	"	"	@
	927	"	"	A915	"	"	"	"	@
	928	"	"	A916	"	"	"	"	@
	929	"	"	A917	"	"	"	"	@
	930	"	"	A918	"	"	"	"	@
	931	"	"	A919	"	"	"	"	@
	932	"	"	A920	"	"	"	"	@
	933	"	"	A921	"	"	"	"	@
	934	"	"	A922	"	"	"	"	@
	935	"	1958	A1450	"	"	" CN GR-12-p		@
	936	"	"	A1451	"	"	"	"	@
	937	"	"	A1452	"	"	"	"	@
	938	"	1960	A1834	"	"	" CN GR-12-x		@
	939	"	"	A1835	"	"	"	"	@
	940	"	"	A1836	"	"	"	"	@
	941	"	"	A1837	"	"	"	"	@
	942	"	"	A1838	"	"	"	"	@
	943	"	"	A1839	"	"	"	"	@
	944	"	"	A1840	"	"	"	"	@
	945	"	"	A1841	"	"	"	"	@
	946	"	"	A1842	"	"	"	"	@

Notes: A- Collision 13 Sept. 1966. B- Sold to Frederick Libbey & Associates, Atlanta, Ga., USA; then in 1969 to Northern Railway Co. of Costa Rica.

Steam Self-Propelled Cars: Five motor passenger cars built by Sentinel-Cammell of Great Britain. Two, Newfoundland Ry. "A" and "B" in 1923; three more, "C". "D" and "E" in 1925. Used in suburban services. Scrapped.

● PRINCE EDWARD ISLAND RAILWAY (1871-1913)
CANADIAN GOVERNMENT RAILWAYS (1913-1918)
CANADIAN NATIONAL RAILWAYS (1918- @)

Charlottetown to Tignish, P.E.I.	115.17	miles	@
Alberton Jc. to Alberton, P.E.I.	1.69	"	aban.
Royalty Jc. to Souris, P.E.I.	55.03	"	@
Mount Stewart Jc. to Georgetown, P.E.I.	24.07	"	@
Emerald Jc. to Cape Traverse, P.E.I.	12.00	"	@part
Charlottetown to Murray Harbour, P.E.I.	47.66	"	@part
Lake Verde to Vernon, P.E.I.	4.43	"	@
Montague Jc. to Montague, P.E.I.	6.63	"	@
Harmony Jc. to Elmira, P.E.I.	9.85	"	@
Diversion from Cape Traverse branch to Borden, P.E.I. ...	3.27	"	@

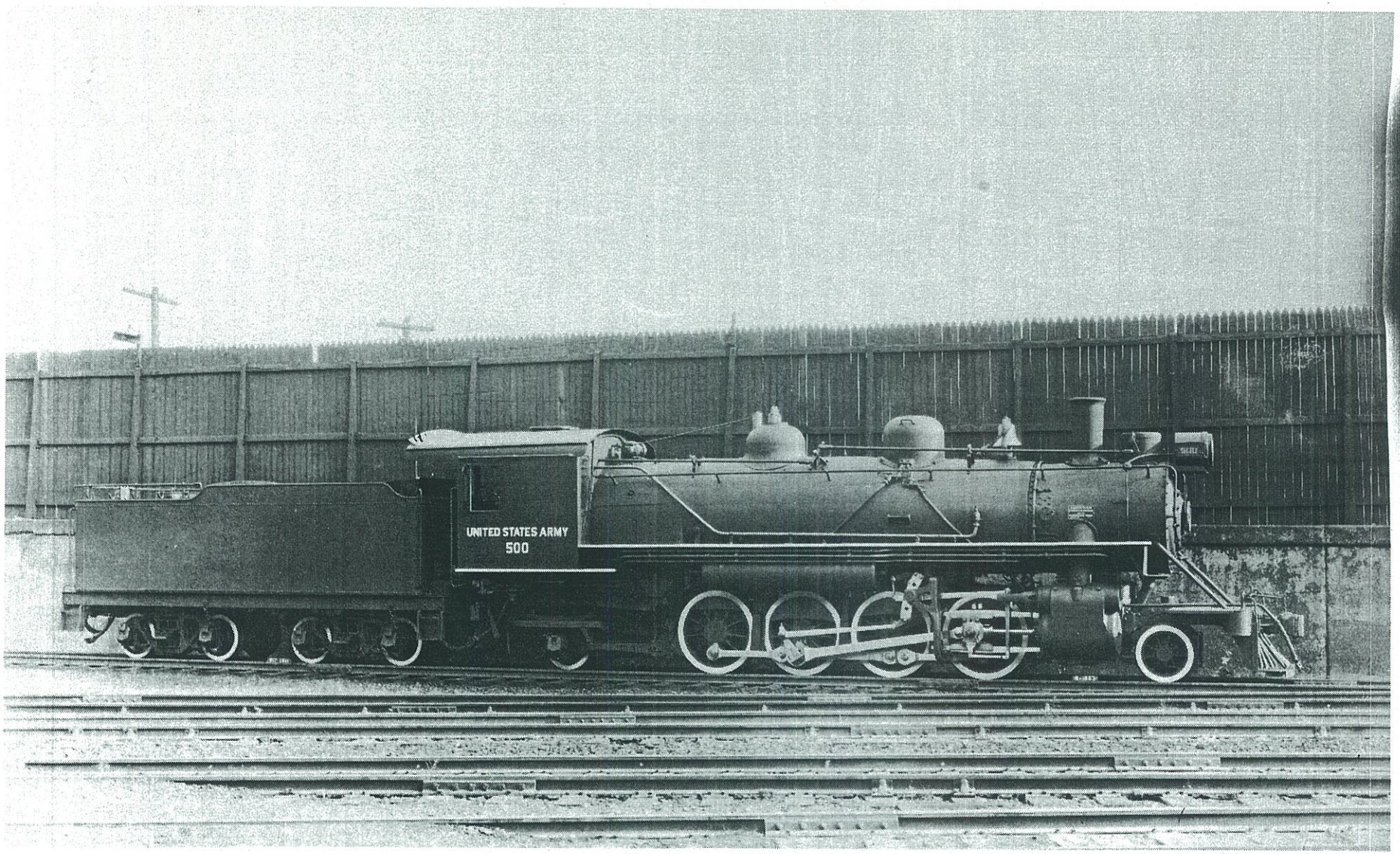
GAUGE: 3 feet, 6 inches

C h r o n o l o g y:

1871- Government of Prince Edward Island authorized to construct Prince Edward Island Railway, to be operated by commission.
1873- Prince Edward Island confederates with Canada and federal government agrees to take over railway as part of government lines.
1874, Dec.29- P.E.I.Ry. officially transferred to Dominion government.
1875, Jan.4- Railway opened from Souris to Tignish, with branches to Charlottetown, Georgetown and Alberton Wharf.
1885, Jan.22- Cape Traverse branch opened.
1901, Dec.31- Alberton Wharf branch abandoned.
1905, Nov.1- Opened from Charlottetown to Murray Harbour, and branch from Lake Verde to Vernon.
1906, June 1- Opened from Montague Jc. to Montague.

Tom Garrett.

Locomotive #1008 was built by the North British Locomotive Company of Glasgow and was delivered, across the submarine-infested waters of the North Atlantic, in 1941. This engine was renumbered 307 in 1949 and was scrapped in May of 1957.

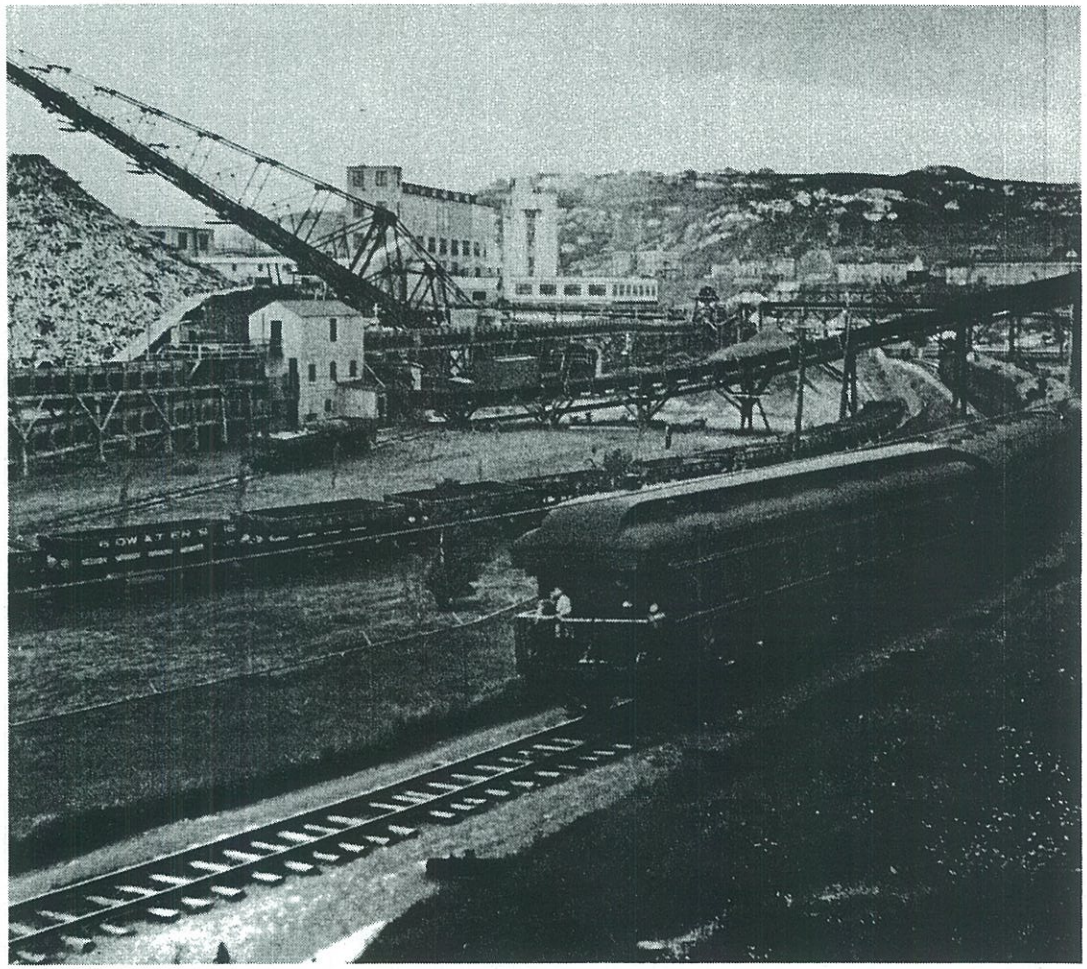


Alco Historic Photos.

US Army #500, one of five locomotives provided to the Newfoundland Railway in 1941 under the Lend-Lease Agreement. She was renumbered 1009 by the Newfoundland Railway and became #309 under CN.

otos.

Frances Maidment.



CN Photo # X-34661.

Left: one of the tank cars brought to Newfoundland in the war years by the Royal Canadian Air Force, to alleviate shortages at Gander. Right: The #2 passenger train (eastbound), entering Corner Brook yard.

A freight train at Deer Lake, 1956 or 1957.

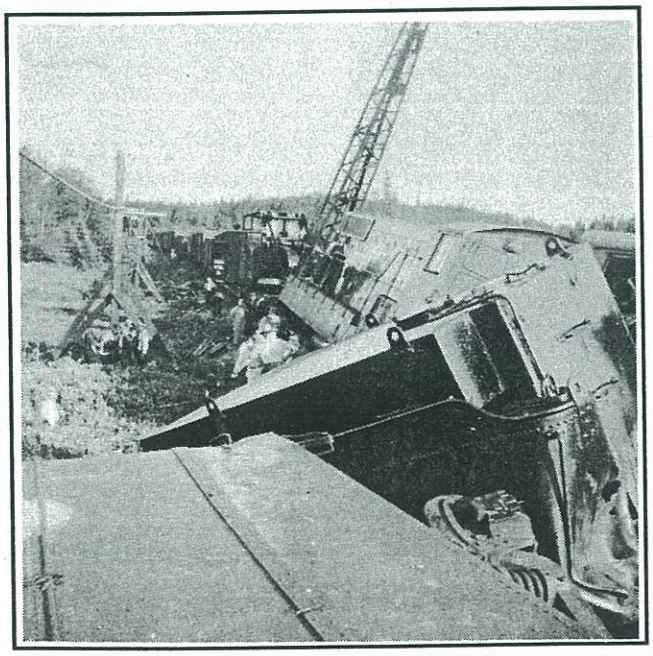
while, he agreed, and as soon as the fellow was gone, Dick started to laugh. I asked what he was g about and he said, 'If I don't make $500 on that fur, I'll burn it.' "

"There are many steep grades on the Bishop's Falls Subdivision, but I think the heaviest grade is a miles out of Bishop's Falls, coming up Cruisers. It's only about a mile, but it's a heavy grade. rd Curve is hard, and so is 338-339 going east, especially with the curves. You could leave Bishop's nd haul the diesels wide open with a train of wood. She'd hit the bottom of Cruisers about thirty-five per hour, and she'd just get up there. You could go on then after you passed Cruisers."

"You know all the workers between Bishop's Falls and Port aux Basques were great fellows to work but the best of all was Clem Oldford. He knew his work, and he always had time for everyone. Carl and Norm Peyton were great fellows. Engineer Pat O'Reilly was a great fellow, just like his father O'Reilly. Bill Baggs was some worker, a great railroader. He would be out in weather when other men dn't be out. Bill thought a lot of Tom Penney and Pat O'Reilly."

"My worst experience was in 1943. I changed off with Steve Glavine in Port aux Basques. That was me Ambrose Wall got killed. We come out on a vegetable train, and Steve was supposed to come out Ambrose, but I let him take my run out so he could get back to Bishop's Falls. We left Port aux Basques unday, and Wednesday evening we were still on the road. We used to come out so far and, at that time, would spend all day loading vegetables and rest at night. Billy Smith, Don Smith's brother, was a student nan. He would spend some time back in the bunk car cooking for us and learn how to fire, too. So, we e to Curling, almost home. Mike Carey and Rhodie Hickey came behind us on a troop train, and we led in at Curling and let them go ahead of us. We left 20 minutes behind them, and when we came down, points were lined for Crow Gulch. The train went bottom up. Billy Smith was killed. I was caught and ldn't get out, but two soldiers come along and got me out. They had Billy Smith out then on a stretcher, I didn't know he was dead. Ambrose Wall was caught in the fire, but there wasn't a thing I could do.

Photographer: Mont Lingard



Photographer: Mont Lingard

On July 29, 1954, human error caused a head-on collision at Mile 236.1. Passenger train No. 16, engine 308, and extra west 908 collided, causing the passenger cars to tip over on their side, resulting in some injuries but no fatalities. The tender of 308 was pushed ahead and is seen on the left of these pictures.

Iike: "So you were here when the Buchans Railway got those little diesels. They used those to switch in ı ans?"

e.. "Yes, they hauled the ore out here. The Newfoundland Railway used to go to Buchans earlier, and ıe CN for a short time."

oug: "When they got their own diesels, they hauled the ore out to Millertown Junction."

en: "The Newfoundland Railway used to go in there. The Buchans company had two old steam engines rst. One was a camel back, they used to call her. They had a little small engine they used in the yard in uchans at the mine."

Iike: "When did they get those :tle steel cars?"

en: "They always had them."

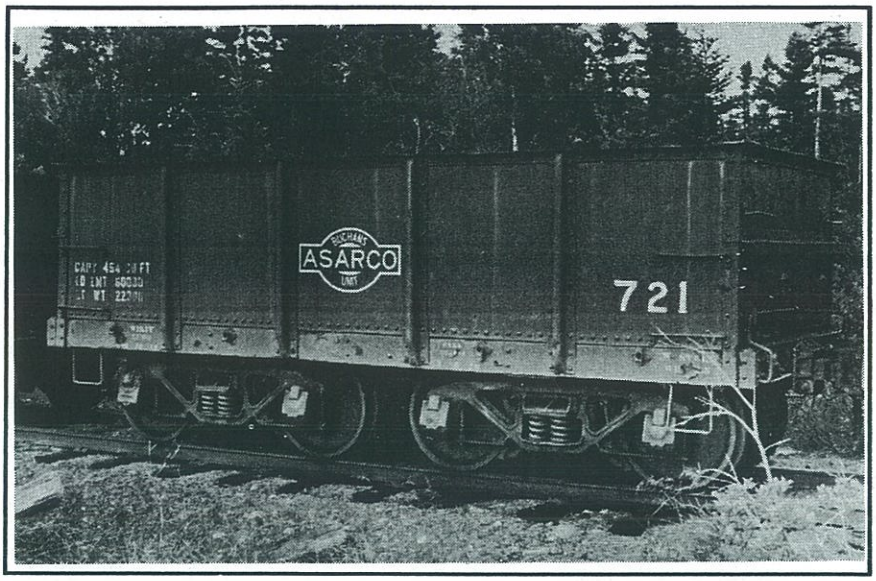
oug: "The ore cars were all built ı Buchans. They had the trucks ɔme, and they built the cars in uchans."

Iike: "I think they had the trucks ɔme from the States."

en: "There was more space etween the pairs of wheels than ıere was between the trucks. A 'ay more."

Iont: "There wasn't room to get ıe replacer in between the trucks. I called them "wiggly jigglies." 'ne was going this way and the ther that way."

en: "Lester Faulkner said, 'I can ıow you they won't wiggle. I don't ıake them wiggle.' I said, 'Why?' [e said, 'I gets them going instead f 25 miles an hour, it would be 45 iiles an hour. They don't get time to shake.' "



Photographer: Mike Shufelt

ASARCO ore car 721 carried 30 tons of ore fully loaded and weighed 11 tons when empty. Crewman called these cars "wiggly-jigglies" due to their short wheel bases which caused them to rock excessively at speed. CNR Employee Timetable 96, April 30, 1961, reads, "Trains handling loaded Buchans Mining Company ore cars are not to exceed speed of 25 miles per hour between Millertown Junction and Bishop's Falls."

Iike: "Yes. John O'Reilly was telling us what a fast engineer he was."

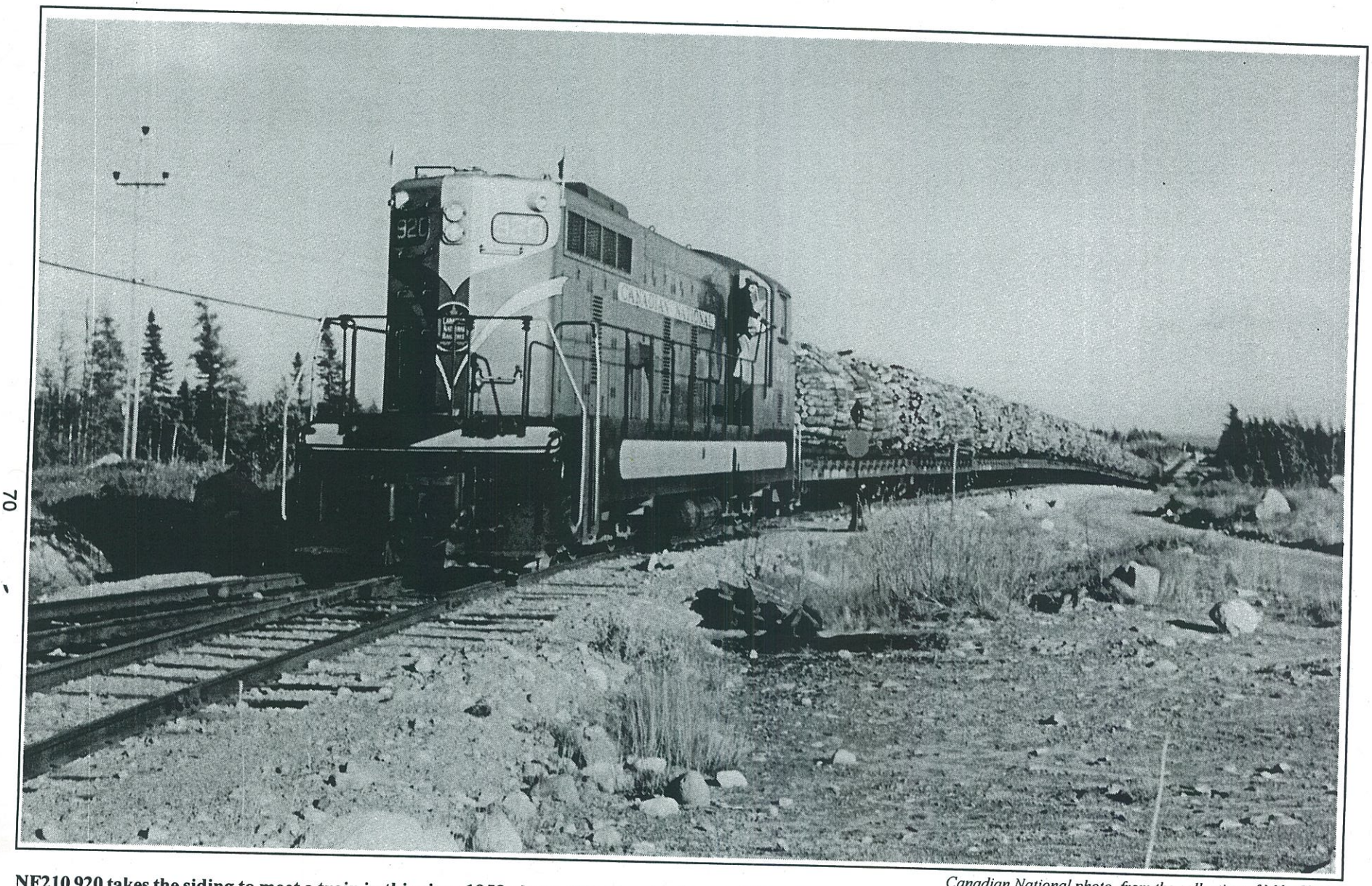
en: "Yes. I was telling Doug about the time me and Bob Osmond got aboard here with him and Reg [annon going to Humber Canal with a load of wood in the night. We got aboard with him. Going down ıe back hill, down at Tender Curve, 339. That's where everybody slowed down, and sometimes the cars 'ould roll that much the truck would come off the rails. Lester said, 'I'll show you.' He went down around ender Curve about thirty-seven or forty miles an hour. Not a gig out of them. He said, 'They don't get time) roll, you're gone before they gets to roll.' These little ore cars, the slower you went with them the worse ıey were."

"George Robertson told me one time he was over with old Bill O'Reilly on a big straight. George ad out his watch and timed him. He said, 'Skipper Bill, you're clicking her along tonight.' 'Oh,' he said, 'I'm nly going a good speed.' George said, 'You're not doing bad, you're making over sixty.' You take old lbert Pear with the plow. He used to come out with old man Hannon from Bishop's Falls, the roadmaster. [e 'd father he took out his watch at the Quarry, 325. And when he got down to 320, it was just five iinutes. Going down the hill. There was no crushed stone then, there was nothing only West Lake ballast ıen."

Iont: "From Caribou to Patrick's Brook. That was the fastest section of track, wasn't it?"

Photo from Provincial Archives of Newfoundland and Labrador

This great photo of St. John's yard, circa 1948, shows the coming end of steam and the introduction of diesel electric locomotives. On the left we see passenger cars with the station in the background. (Note the stub points.) Unit 5000, purchased from General Electric, stands in front of a passenger train consist while 4-6-2 199 rests near the coal ramp. Car repairmen change a truck in a box car, top centre.



Canadian National photo, from the collection of Mike Shufelt

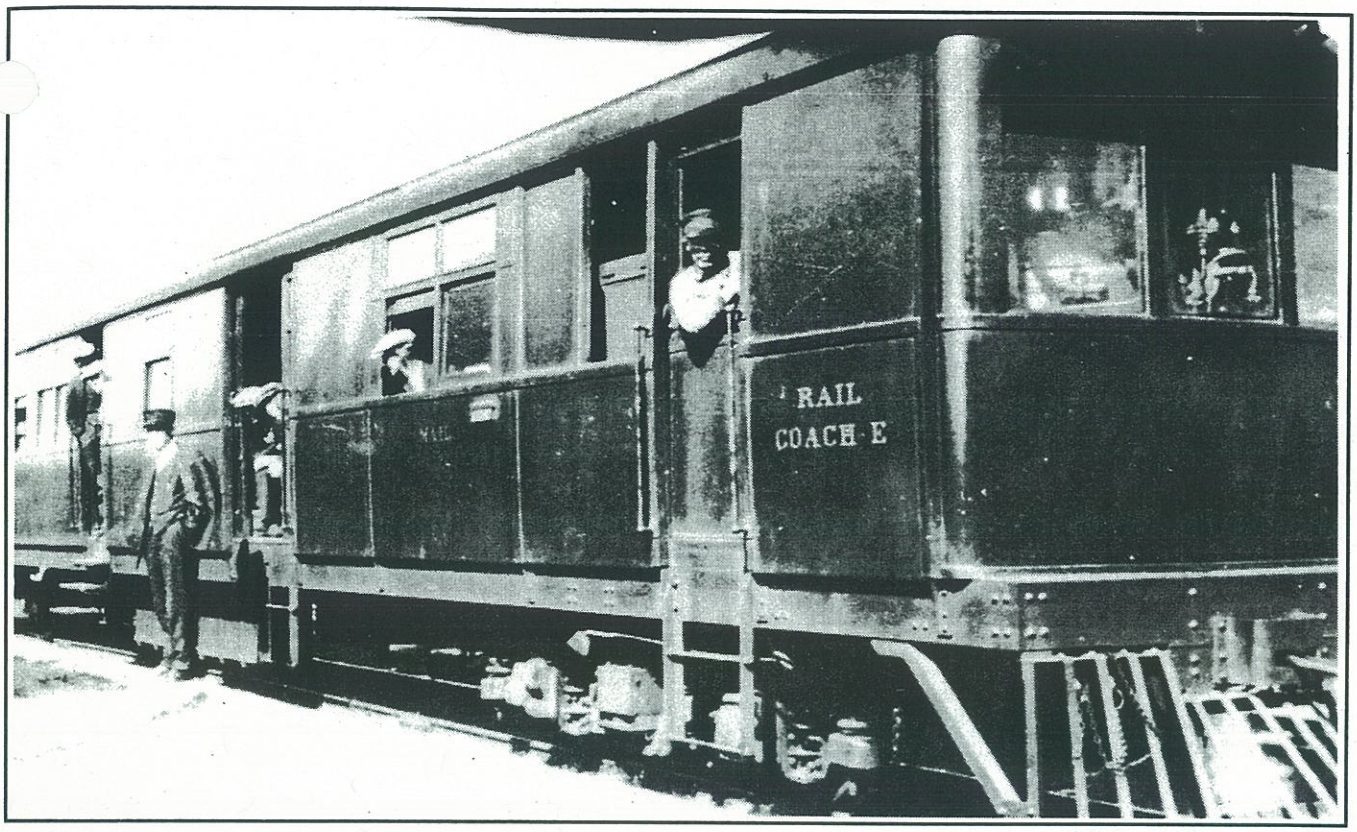
NF210 920 takes the siding to meet a train in this circa 1958 photo. Thousands of cars of "bundled wood" were hauled to paper mills in these days. Now wood is moved over our highways. 920 was built by GMD in 1956 and scrapped after a head on collision in September 1966.

Photographer Mike Shufelt

The railway station in St. John's faces on Water Street. Designed by Chief Engineer G. H. Massey, stonemason Charlie Henderson laid the granite blocks while W. Watson did the woodwork. The building was first occupied as headquarters and station on 7 January 1903. The statue of Industry, also constructed by Henderson stands in front of this beautiful structure on a block of granite from the Gaff Topsails where granite blocks for the building were also obtained. Photo April 1999.

From Canadian National Archives, collection of Mike Shufelt

An early photograph of Curling, showing the Newfoundland Railway station and freight shed. A steam locomotive and work train, as well as flat cars and a boxcar, may be seen on the sidings. Corner Brook is in the background.



Collection of Fabian M. Kennedy

Newfoundland Railway Steam Coach E is seen here circa 1930. This coach, the last of the five acquired from Sentinel-mmell of Great Britain, was acquired in 1928. Used on branch lines and in commuter service in St. John's and Corner Brook, these units were scrapped after 10 years operation due to excessive operating cost (requiring an engineer, fireman and conductor) and difficulty operating in winter.

arrived: 196 from Baldwin and 197 from Montreal Locomotive Works. In 1929 American Locomotive Works, Schenectady, New York, supplied the last two of this series, 198 and 199. In 1929 the railway ordered its first two 2-8-2 Mikados, 1000 and 1001, which arrived in 1930 from American Locomotive Works. Also in 1928 the railway acquired the first steel passenger equipment. National Steel Car Company of Hamilton, Ontario built sleeping cars *Grand Falls* and *Humber*. These cars were the first observation platform-equipped units on the railway and consisted of eight sections and a drawing room, which would be the standard configuration for the railway's steel sleeping cars. Business improved and in a few short years traffic between Newfoundland and the mainland increased.

Construction at Corner Brook, of what would be the largest paper mill in the world, was in full swing in 1924. The railway put on the *Humbermouth Special* to accommodate the large number of workers on this project and ran the train again in 1925. Following the completion of the mill the railway introduced the *Tourist Special* in 1926, from St. John's to Port aux Basques. This train, which ran one return trip per week, supplemented the three regular passenger trains on the route. Not making local stops, this train was 2 ½ hours faster than the regular trains. This train ran again in 1927, although not so named, and on 24 June 1928 the railway launched its flagship, the *Overland Limited*. This new train stopped en route only to pick up or discharge passengers for the United States or Canada. The *Overland Limited* ran in the summer tourist season on a schedule three hours faster than the regular trains. Trains were well patronized and in 1930 an additional train was added to the regular service. Three steel ssenger cars were received from National Steel Car in 1930. The *Overland Limited* was upgraded with a diner, which was the first non-clerestory roof car to be purchased, and all equipment to be acquired after would be of this type. Two more sleeping cars, *Lewisporte* and *Burgeo*, built by National Steel Car,

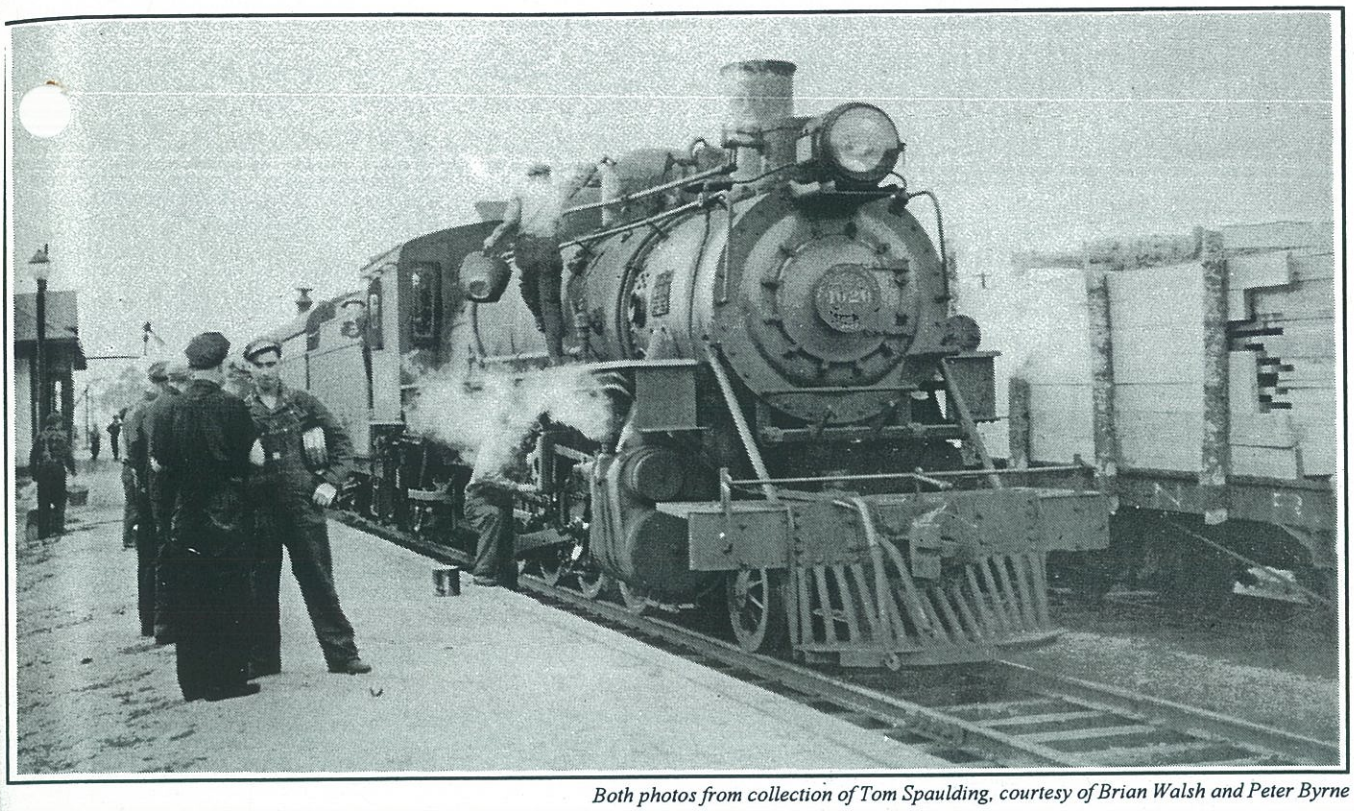
THE WORLD WAR II YEARS

Overworked locomotives that required overhaul, more demand for passenger space than could be found, difficulties of obtaining materials for repairs, train crews dropping with fatigue... these were some of the things which wartime traffic brought to the Newfoundland Railway [which] were taken in their stride by workers in all branches.
— The Story of the Newfoundland Railway in Wartime

The Newfoundland Railway experienced a brief boom during World War II. The railway's life as an important military asset actually began before the war, in the late 1930s with the building of the "Newfoundland Airport" at what is now Gander. Throughout the war years the supplying of Gander was one of the railway's major concerns. The base had to get all its supplies, fuel for the aircraft being ferried across the Atlantic to the war zones of Europe, crushed stone for the runways and coal for its generators through the rail link. Meanwhile civilian traffic increased greatly, as did the number and urgency of pulpwood movements to and from Grand Falls and Corner Brook. For many railwaymen this was the busiest time of their lives. Railway workers and equipment were pushed to the limits of their capacity and beyond.

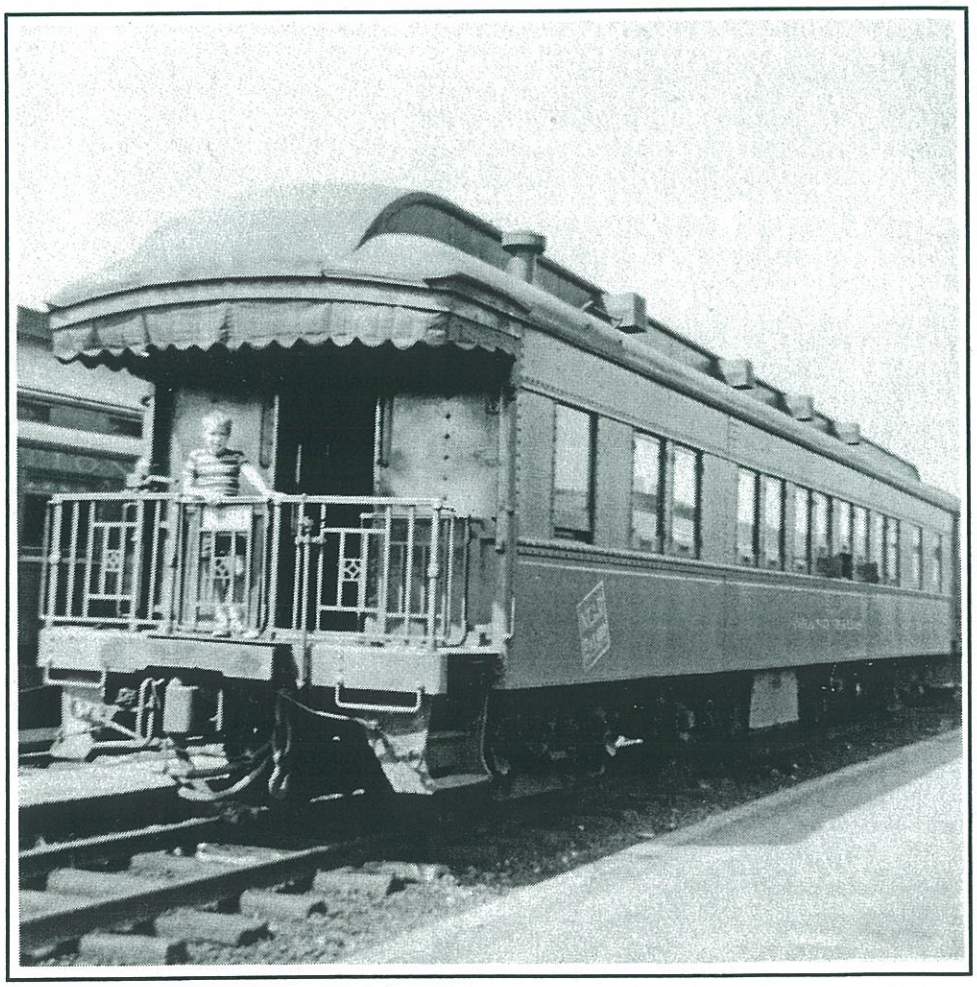
Like many railwaymen, I would just as soon forget the hardships and tragedies of the war years. However, I have one indelible memory of those years, which perhaps qualifies as the most unusual experience of all my years railroading. I was trainman on a non-scheduled westbound freight that stopped in Gander to pick up empty cars for Bishop's Falls. When we arrived at the airport siding, I was sent by the conductor to check spur lines for empty cars. Unknown to me, some of the spur lines ran quite close to an ammunition dump and oil storage which was quite closely guarded by the Canadian military.

Just as I approached the ammunition dump a squadron of 30 Hudson bombers was landing, so I did not hear the guards' order to halt — or the first few shots that they fired at me. I was eventually held and interrogated for five hours. This not only held up our train (giving me some anxious moments in the process), but also several other trainloads of vital supplies that were waiting for meets with our freight on sidings to the west.



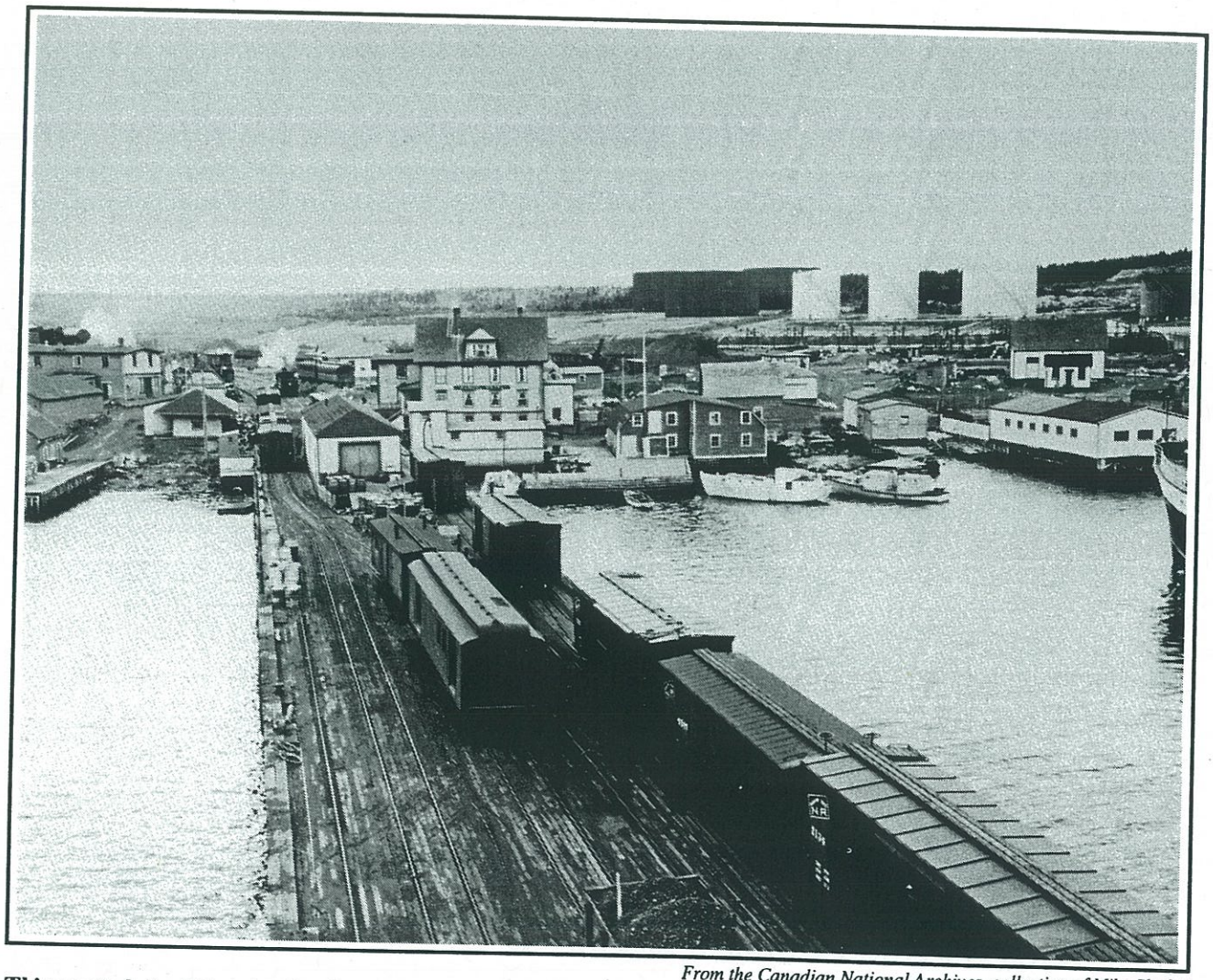
Both photos from collection of Tom Spaulding, courtesy of Brian Walsh and Peter Byrne

Top–East-bound passenger train Number 2 is at Humbermouth Station in this circa 1950 photo. Engineer Richard "Dick" Cashin is looking out the cab window of Mikado 2-8-2 1020 (Montreal Locomotive Works 1947) while locomotive fireman Ralph Beck (with lunch tin) faces the camera as the locomotive is serviced for the next subdivision to Bishop's Falls en route to its eastern terminal in St. John's.



Right–Sleeping car Grand Falls is the last car on this passenger train, as a young lad waits for the train to continue its cross-island journey, circa 1950. This was the first steel car acquired by the Newfoundland Railway in 1928 from National Steel Car of Hamilton Ontario.

Before we proceed on east, we will visit the Lewisporte Branch and learn of its importance, especially in the first half of this century. Originally named Burnt Bay by the first settlers in 1857 (the census that year records 28 people living there), the name was changed to Marshallville in 1891 (after the Methodist missionary William Marshall). The first store was opened in 1892 by Charles Moyles, and by 1901, the community had seven merchants. By this time, Lewis Miller began using this port as a shipping yard for his sawmills at Millertown and Glenwood. The town was then named Lewisporte in his honor. Around 1900, Robert W. Manuel built the Manuel Hotel. The economy was again boosted from 1906 to 1909 by the construction of the Anglo-Newfoundland Development Company mill at Grand Falls. As no road or rail connection had yet been made to Botwood, construction materials and machinery for this great project came through this port. By 1911, the population had grown to 514. In the late 1930's, construction began on Gander Airport, and coal, oil, gas, and construction materials were transported from here to the construction site at Hattie's Camp at Mile 213. Following the start of World War II in September 1939, Lewisporte was a very busy terminal. It became an important base of operations for the Canadian forces. The supply of aviation fuel for Gander was viewed to be of such military importance that guns were set up to defend against possible attacks by Nazi U-boats. The volume of traffic moving from Lewisporte, during the war years especially, is explained in later chapters when railway employees are interviewed. By 1986, the population had grown to about four thousand.



From the Canadian National Archives, collection of Mike Shufelt

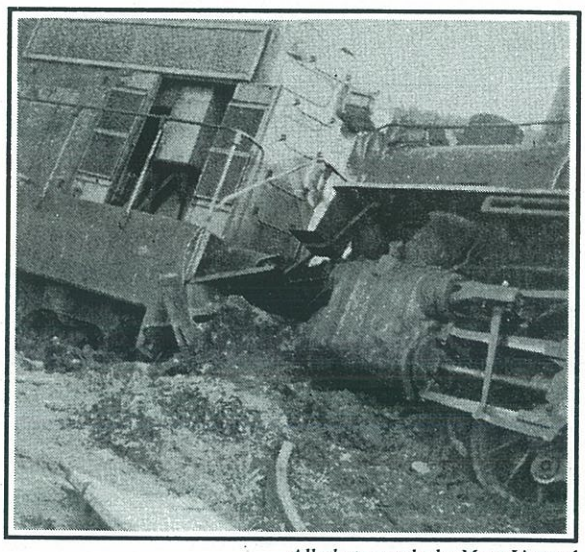
This great photo of the wharf and railway operations in Lewisporte show the importance of this facility in the 1940's. The Manuel Hotel stands high above surrounding buildings. A coal burning 90-class locomotive is performing switching duties while boxcars and passenger equipment may be seen on adjoining tracks.

CHAPTER IV

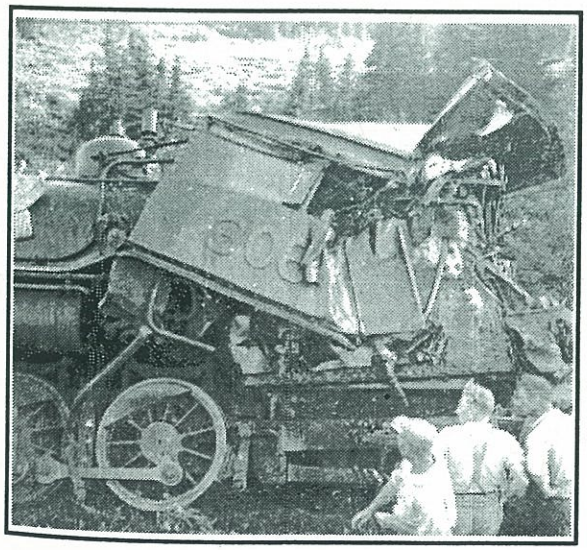
NOTRE DAME JUNCTION TO GAMBO

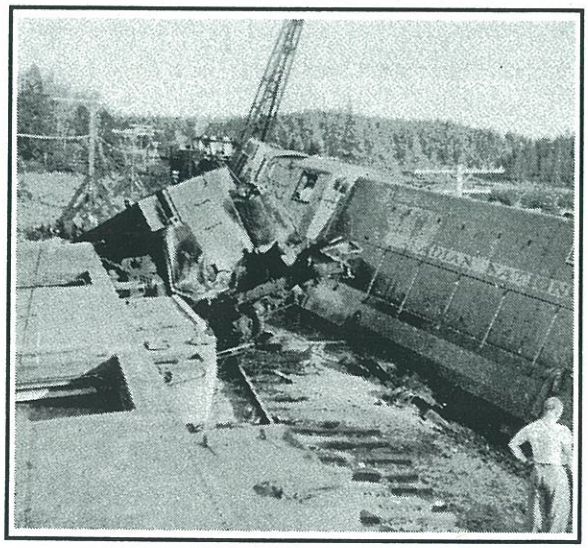
Leaving Lewisporte, we return to Notre Dame Junction, pick up our orders at the station, and head east again. We encounter a mixture of hills and curves. At Mileage 242, we pass a point where a wood spur known as Miles Siding was located. Wood trains going west would pick up cars of wood for the Grand Falls mill. Just east at Mile 241, Neil's Bridge, there was another major woods operation where wood had to be picked up and empty flats left for loading. The capacity of these sidings was 5 and 28 cars respectively.

Soon we arrive at Mileage 237.2, Lake O'Brien. With two sidings and a capacity for 62 cars, Lake O'Brien has a story of its own. It involved a head-on collision on 29 July 1954 between east bound passenger train Number 16 and a west bound wood train. Both trains were supposed to meet at Lake O'Brien. It was a very stormy night, heavy rain with thunder and lightning. Extra west 903, another wood train, made its own meet on Number 16 at Lake O'Brien. Train Number 16 had a meet on extra west 908. When Number 16 arrived at Lake O'Brien, the crew mistook 903 to be 908, and thinking they had seen 908 on the siding, continued on east. Just a short distance from Lake O'Brien, the collision occurred. Steam locomotive 308 hit diesel locomotive 908 head on, causing the locomotives, passenger train consist, and 12 cars of bundled wood to derail, most on their side. Several passengers were

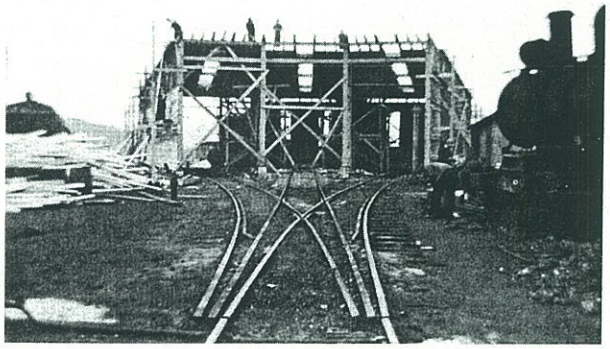


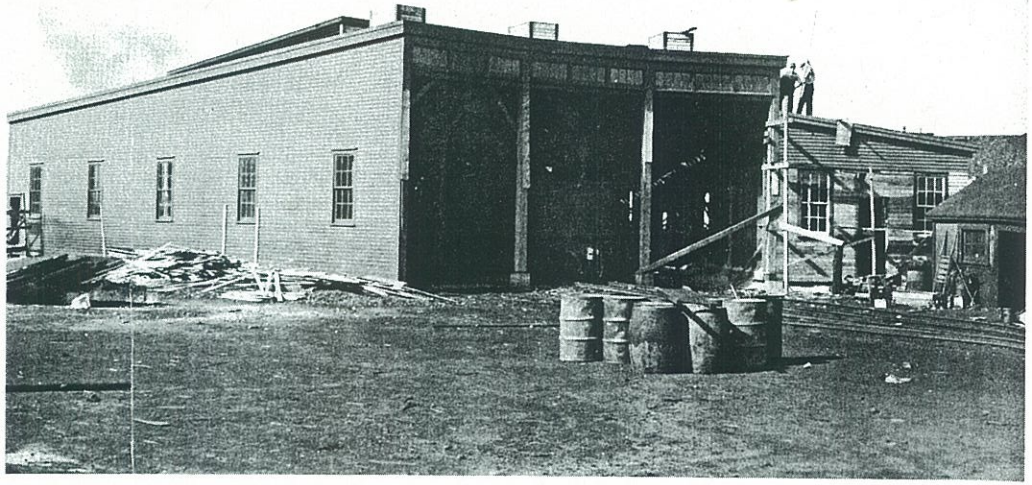
All photographs by Mont Lingard

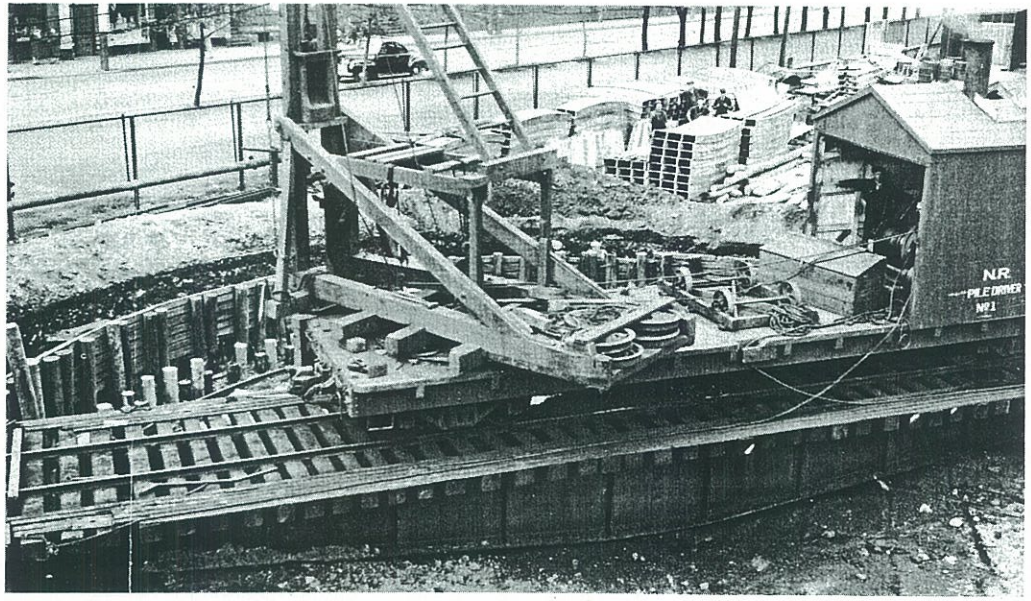




Passenger train Number 16 meets Extra West 908 head on at Mile 236.1 29 July 1954. Photos show NF110 908 and 2-8-2 308 locked together and derailed. The cab of 308 is practically demolished. The tender is pushed ahead of the cab and is seen on the left. Miraculously, the crew on the steam engine were not seriously hurt. All locomotives (308, 908, and 902) were derailed, the passenger train consist was on its side, and 12 cars of bundled wood were derailed in this collision.







[This page] World War II brought many changes to the Newfoundland Railway. There were several Allied bases on the island. St. John's was a major embarkation point for North Atlantic convoys. The narrow gauge line became an important supply route, although its track was light and crooked, equipment mostly old, and many facilities in poor shape. Only 32 passenger cars were available to transport the thousands of troops, while still carrying islanders, as well. The U.S. Government supplied some new equipment, and overworked railway crews tried to repair the rest. Three of these photos show construction of a new 3-stall roundhouse and machine shop at Clarenville, north of St. John's, during 1944. The three-way stub switch seen in the top photo is an example of vintage railway methods still in use on the line during the busy war years. Inside one of the completed stalls we barely see the back of 4-6-2 No. 193, the only steam engine to survive from those days. The bottom photo shows the railway's No. 1 Pile Driver putting new pilings around a war-worn turntable at St. John's, in 1945.

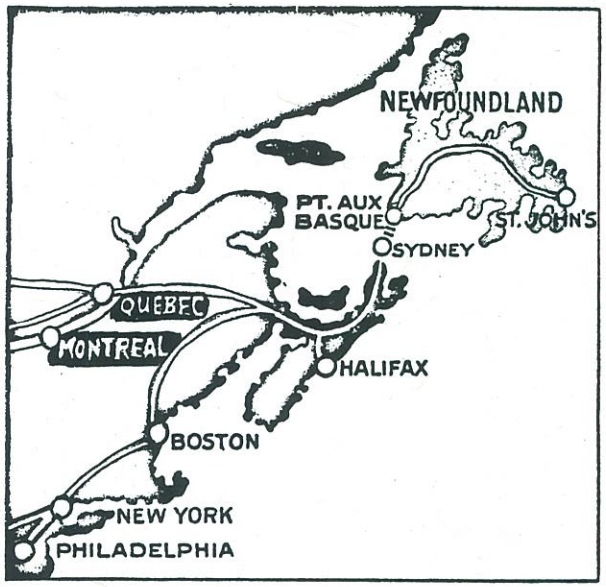
All, Collection of J.L. Lawrence

1942

(Effective January 11th to May 15th)

NEWFOUNDLAND RAILWAY

The OVERLAND ROUTE



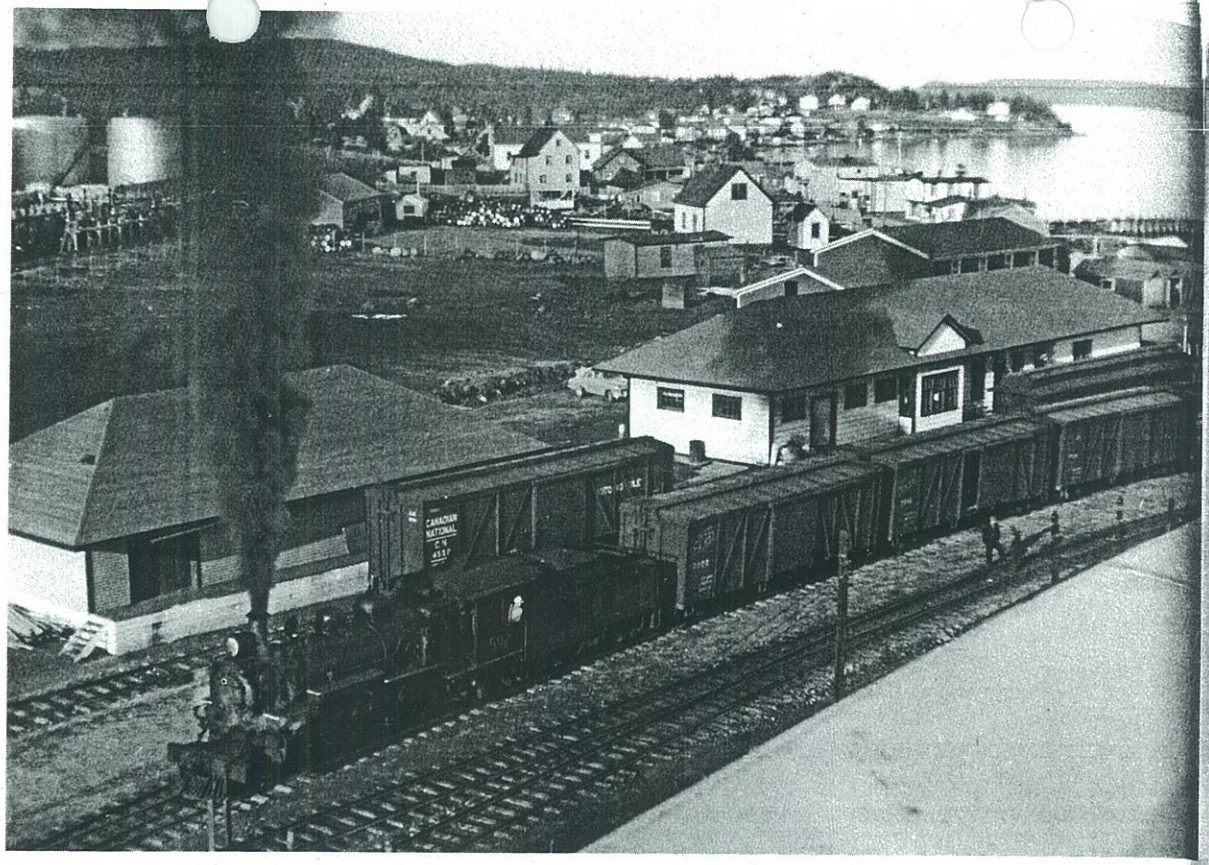
RAILWAY AND STEAMSHIP SYSTEM

F. E. PITTMAN

GENERAL PASSENGER AND TICKET AGENT

HEAD OFFICE:

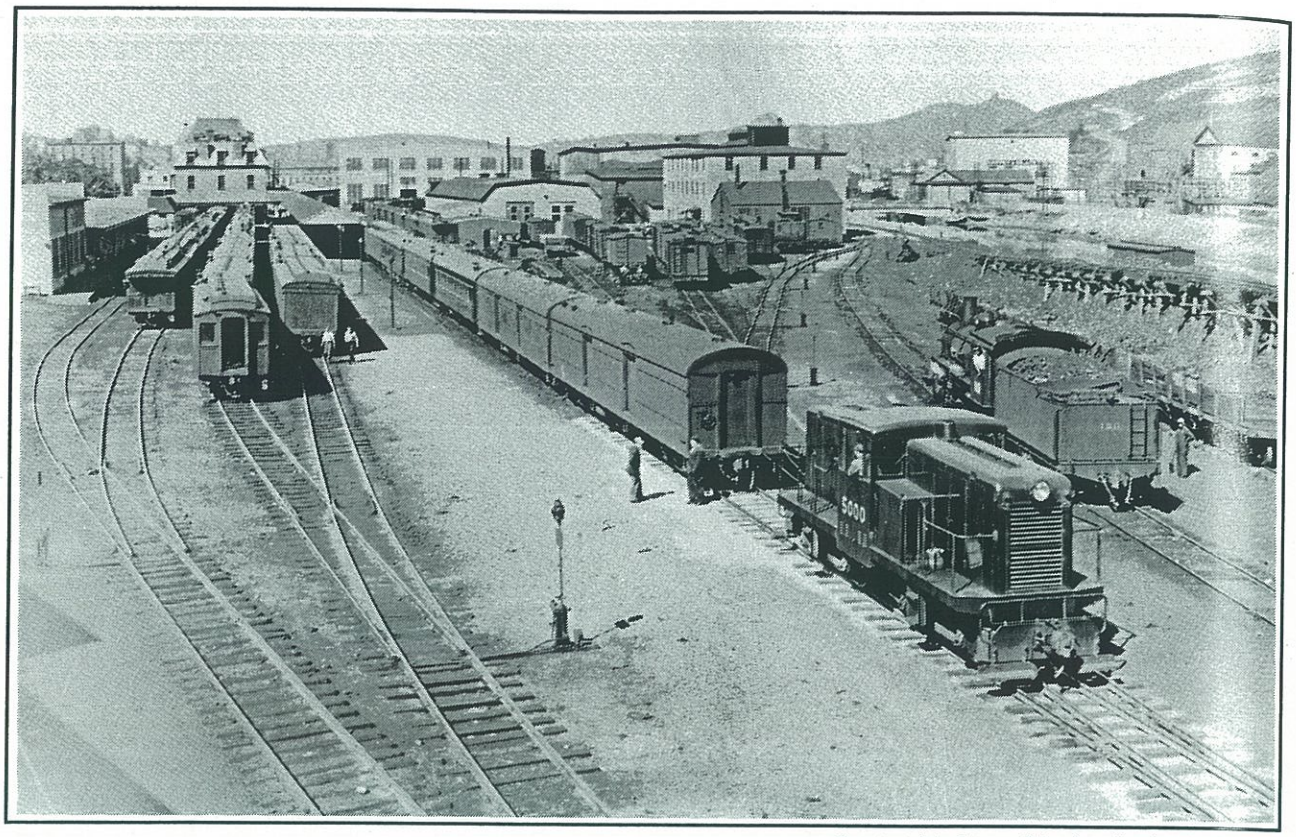
ST. JOHN'S, NEWFOUNDLAND



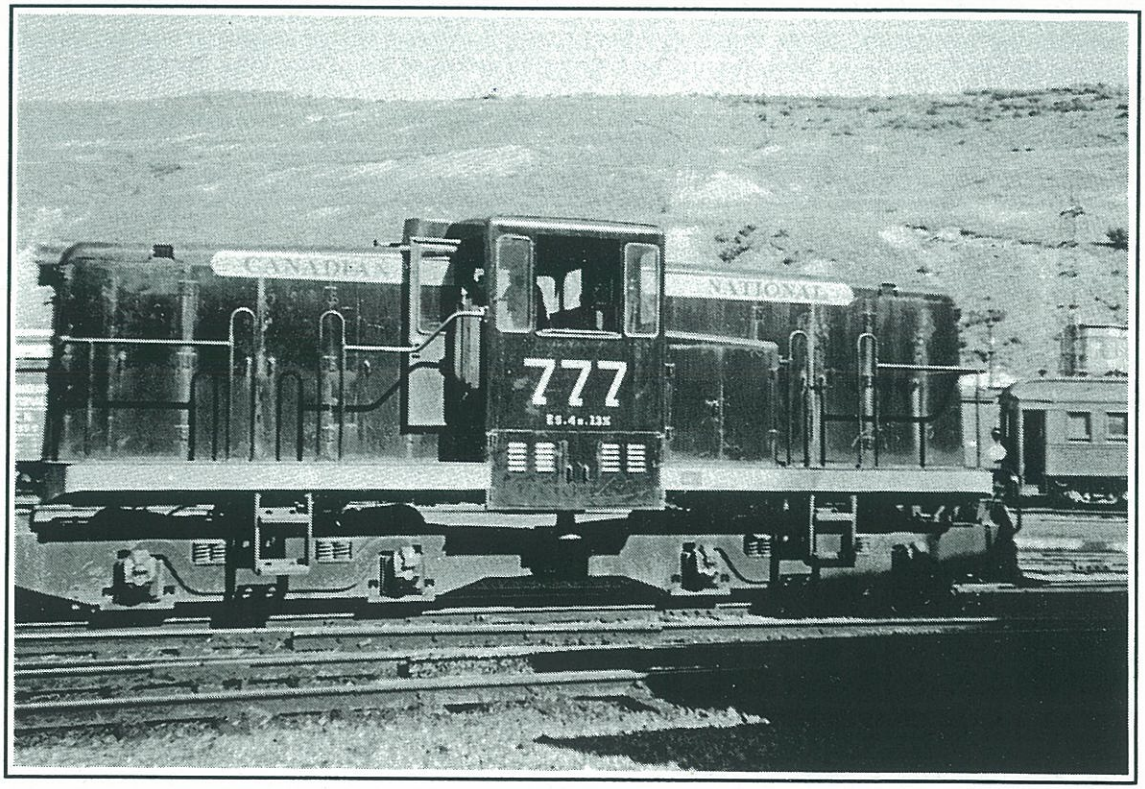
Job Blackmore

[Above] A branchline mixed train ready to leave Lewisporte for Bishop's Falls in the 1950's. The train's brakeman took this shot from the top of the railway's "bunker C" fuel tank. Locomotive No. 592 was a light "Pacific" 4-6-2, built by Baldwin in 1920, and scrapped in 1957. She was one of six nearly identical engines. Another of them, No. 593, is preserved in a Corner Brook park, on the island.

[Right] St. John's, Newfoundland: Departure of the "Caribou", better known as the "Newfie Bullet" – the island's top passenger train, in its prime. Locomotive No. 1024 was built in 1949, just a couple of years before this photo was taken. She was the first one of the final six steam locomotives built for the Newfoundland Railway, all by Montreal Locomotive Works. Within ten years they were replaced by diesels, and scrapped. Behind the 2-8-2 "Mikado" are baggage and mail cars, coaches, sleeping cars, dining car, and an observation lounge. Conductor and Engineer compare train orders, while the fireman and brakemen look on.



Provincial Archives of Newfoundland and Labrador



Collection of Chesley J. Tuck

Top photo circa 1948 of St. John's yard shows the coming end of steam and the first of the diesel electric locomotives. On the left we see passenger equipment with the station in the background. (Note the stub points) Number 5000, later renumbered 775, was built by General Electric (GE) in 1948. Bottom–Number 777 performing switching in St. John's yard circa 1960. GE built three of these 375 horsepower units which were used as yard switchers and sold in 1968.

NEWFOUNDLAND NARROW GAUGE
An Overview

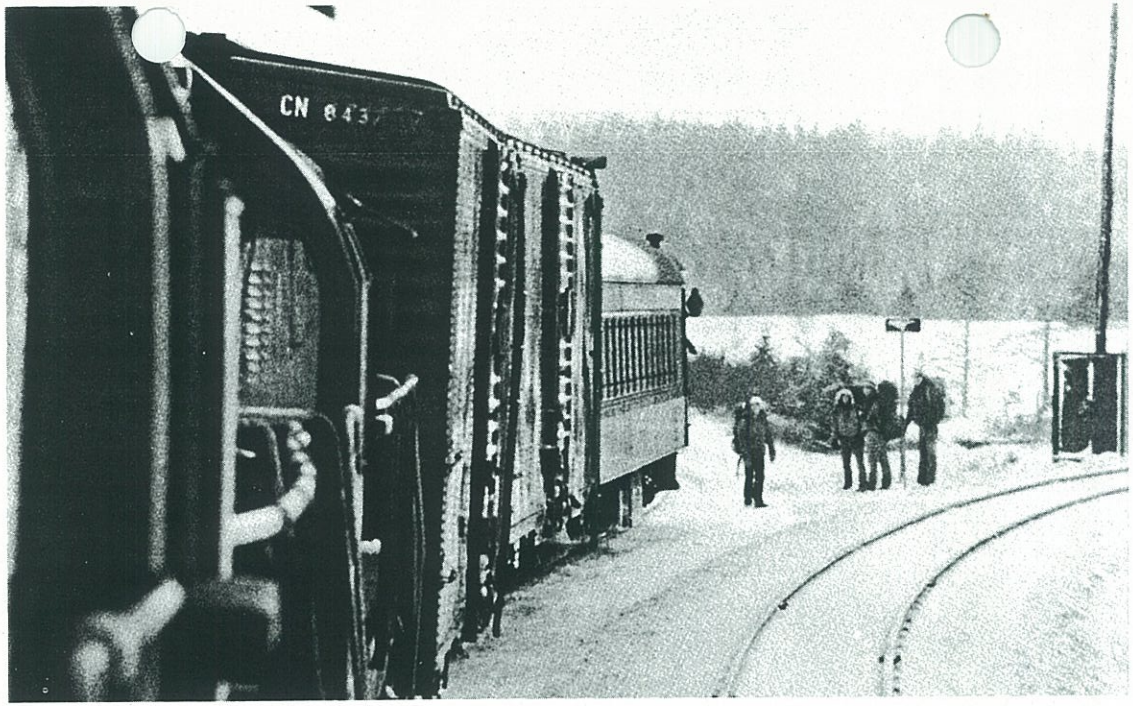
Newfoundland is a large island off the Atlantic Coast. It is the easternmost place in North America. Partly because of its isolation, it is served by one of the last two common-carrier rail lines whose trains run on narrow gauge tracks. It uses the old British standard of 3 feet 6 inches between rails, instead of North America's standard of 4 feet 8½ inches. This has made the railway both unique and archaic in the 1980's.

The narrow gauge line was started in the capitol city of St. John's during 1881 as the Newfoundland Railway. At that time the island was a sparsely-settled colony of England, with only boat transportation to connect various tiny fishing villages along the coast. The railway was built at government instigation – and, at various times, with direct government ownership – in order to make the island's interior more accessible to St. John's harbor. No one cared particularly how wide the tracks were, since the nearest other railway was over 100 miles away, by water.

Newfoundland did not become part of Canada until 1949. Even though its narrow gauge railway had been operating for more than half a century, the island was then still sparsely-settled. The line was vital for those who lived along it, but they were not enough to provide the income necessary for efficient operation. Over the years some of the least-productive branchlines were closed. Others continue to see mixed train service once or twice a week, while the mainline sees daily freights.

Through the 1890's, and up until 1923, the line was known as the Reid-Newfoundland Railway, its private owner being Robert G. Reid, a wealthy contractor from Montreal. Tracks were laid then through desolate and wind-blown terrain to connect the east side of the island with the west side. The first through train left from St. John's for Port-aux-Basques on June 28, 1898, and made the trip in just under 28 hours. In the 1980's a freight train makes the same run in 44 hours or so!

Collection of J.L. Lawrence



MIXED TRAINS IN THE 80's

Among the very last mixed trains in North America are the four still running in Newfoundland at this writing. Stations along three coastal branchlines (to Argentia, Carbonear, and Bonavista) are considered important enough for local people that passenger cars are hauled behind freight. While operating officials and government bureaucrats try to figure out how to make this anachronism disappear, train crews take pleasure in providing traditional personal service for passengers and freight on a local basis. In that way the narrow gauge railway has become an operating museum of social customs!

The mixed trains are usually short, and run on light, wobbly tracks, so they are assigned two or three of the smaller, 875hp, G8 modern diesels. Six of these were bought in 1956 to replace an ageing batch of light steamers. When a coach is added to the daily mainline freight train, between Bishop's Falls and Corner Brook, it also becomes a mixed, although the atmosphere is not so relaxed as on the branches. It travels faster, and on smoother track, hauled by the heavier, 1200hp, NF 110 and 210 models, which look like light-weight hybrids of 1950's U.S. diesels. Many of the original 47 of the series are stored out of service, and expected to be sold eventually to some foreign country that also uses the 42-inch gauge.

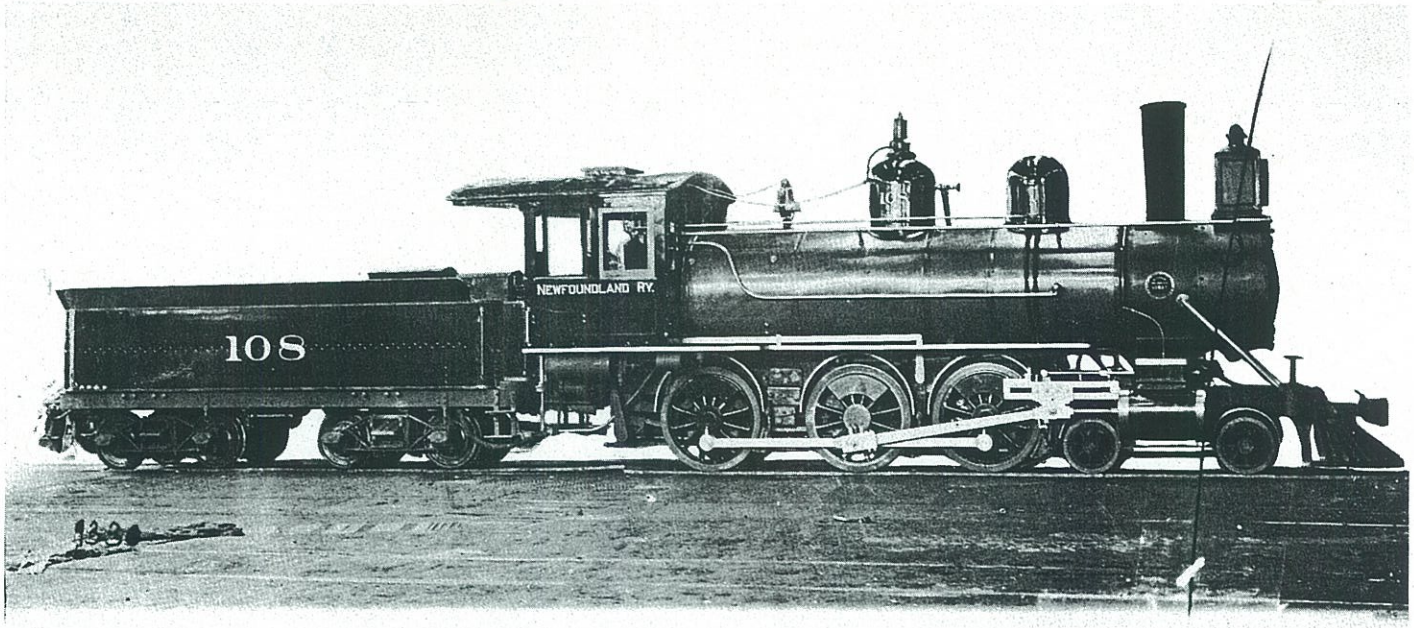
[Above] Fourth-class mixed train No. 208, of CN Rail's narrow gauge Newfoundland division, stops at Placentia Jct. for passengers. On the right is the mainline from St. John's. The photo was taken from the cab window of G8 diesel No. 802.

[Below] Mixed train No. 203 holds the mainline at Caribou, while a Plow Extra heads for the siding. Snowstorms often force the railway to run plow trains ahead of every scheduled train over the Gaff Topsails, highest and most challenging point on the line. This mixed train was already hours late when it got here and had to wait for the plow to finish its clearing work. Six 1200hp units hauled the fifty-car train, which included an old express box car, a coach, and a caboose.

Adolf Hungry Wolf

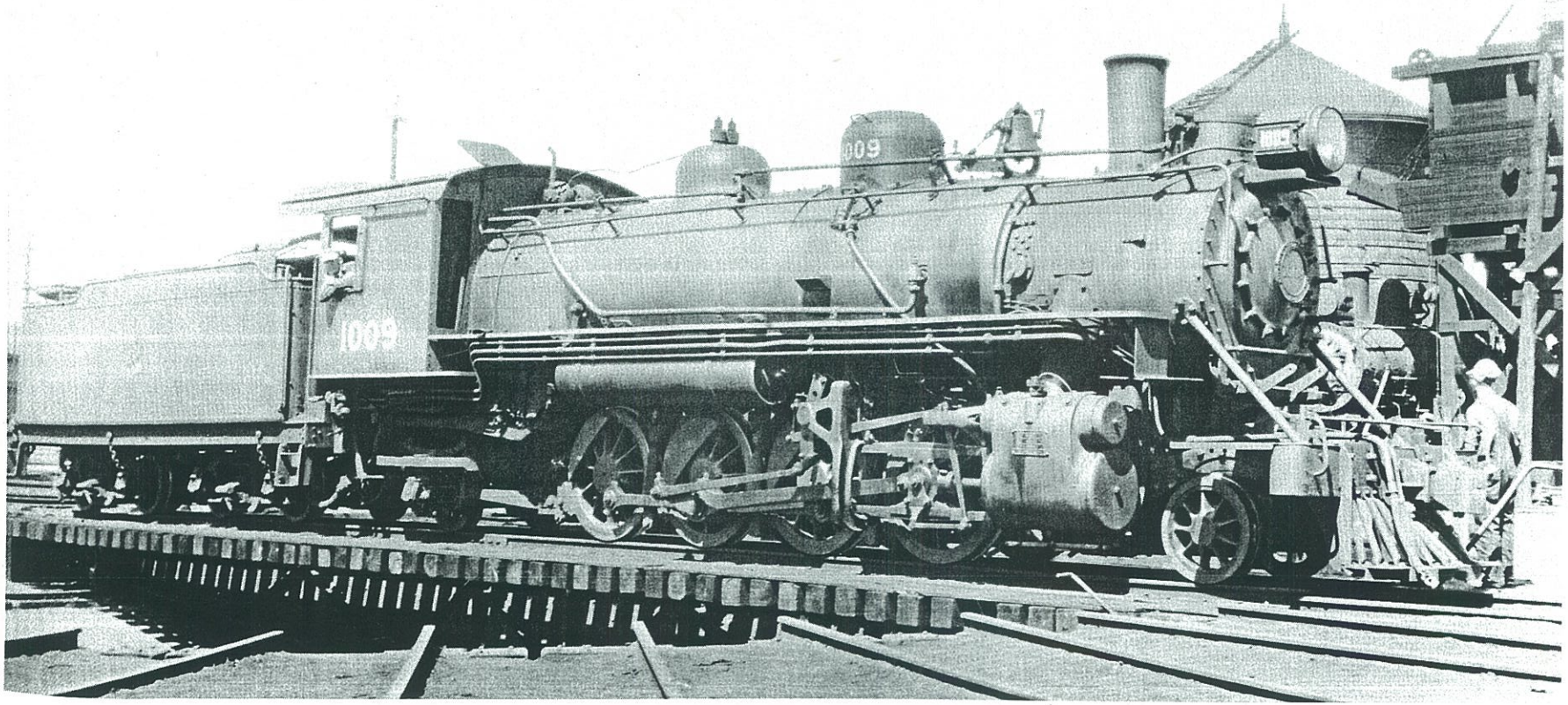
Right] Builder's portrait of a classic narrow gauge locomotive, with simple and efficient lines. Baldwin delivered No. 108 in June, 1900, from Philadelphia. In 1927 she was reported to average 100 miles of work per day, but by 1949 she had been scrapped.

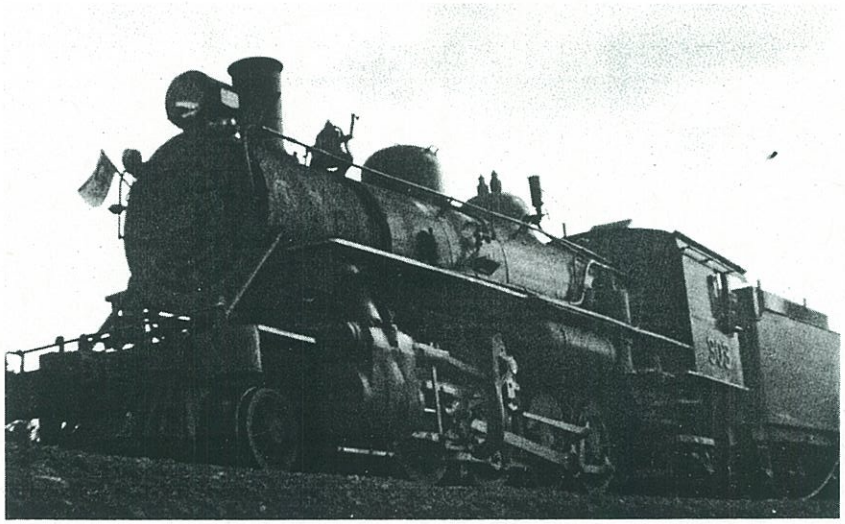
Below] No. 1009 was a war-time Mikado 2-8-2 built by Alco in 1941. Here, in the late Forties, she is seen on the turntable at Bishop's Falls, looking from the roundhouse toward the locomotive servicing area. A 4-6-0 stands in back.



Collection of H.L. Broadbelt

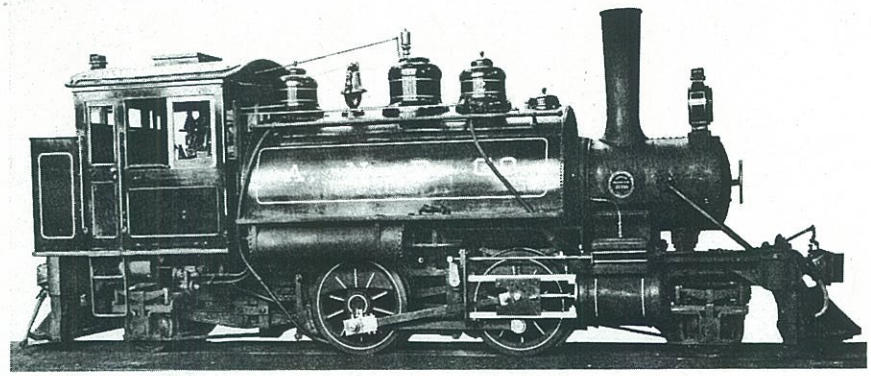
Railway Negative Exchange





Job Blackmore

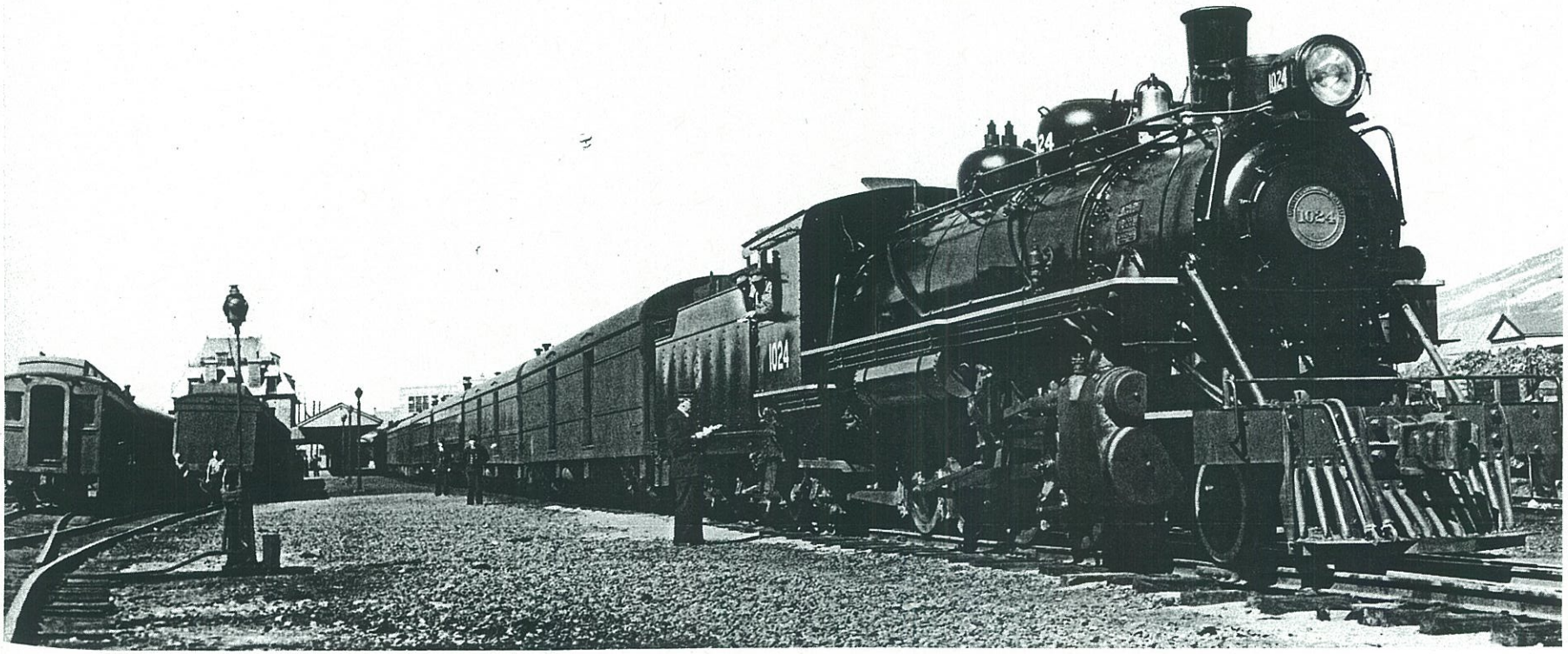
Collection of H.L. Broadbelt

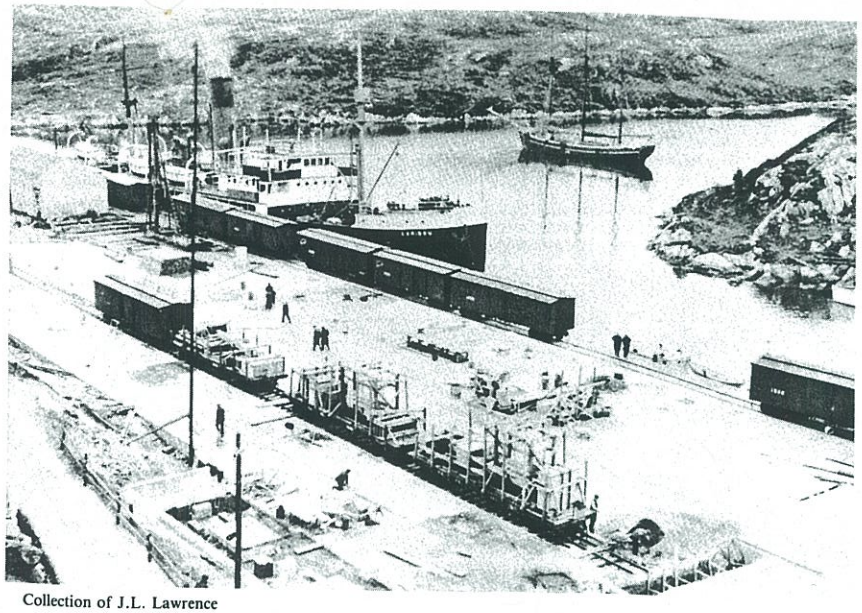


[Above Left] One of six 2-8-2 engines built by the North British Locomotive Company for the Newfoundland Railway, No. 303 (later CN 1003) arrived in 1935, and was scrapped in 1957.

[Above] In addition to the government-owned mainline railway, Newfoundland has been served by several shorter narrow gauge lines. The largest of these consisted of three small systems, owned and operated by the Anglo-Newfoundland Development Company. A.N.D. No. 2 was a 2-4-2 tank engine built by Baldwin in 1909. It ran on the company's 22-mile Botwood Railway, between Grand Falls and Botwood, on the Bay of Exploits.

Collection of CN Rail





Collection of J.L. Lawrence

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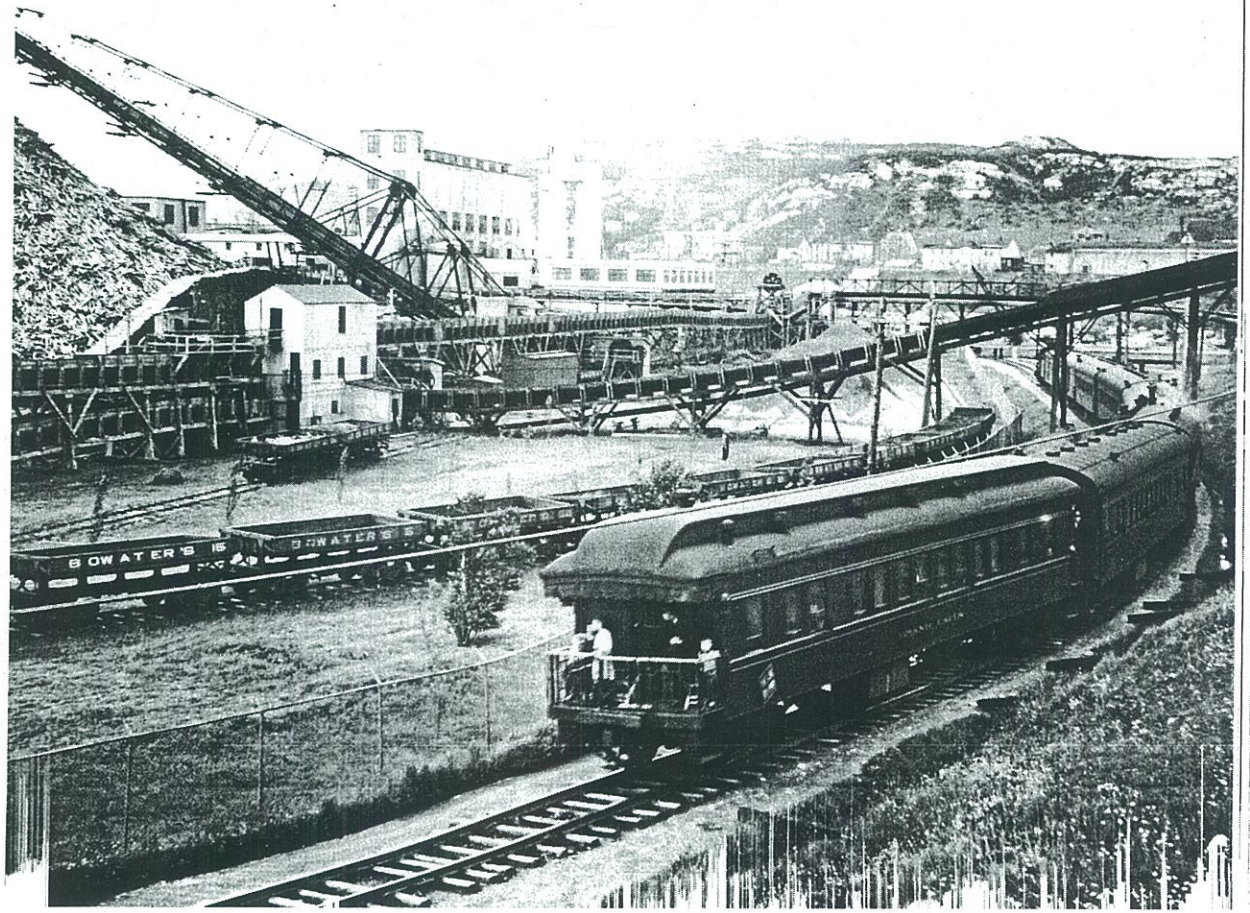
[Above] The narrow gauge railway and dockyard at Bay-de-Verde, on a branchline abandoned in the 1930's. Several steamships made connections with trains to exchange passengers, freight, and mail. The "Caribou", seen here, was used in Newfoundland's "Bay Service" beginning in 1925.

[Above right] A mixed train on the mainline in 1940. Headed by a steaming 4-6-0, and trailed by a shining coack, are several wooden freight cars, a steel tank car, and a flat-roofed "cabin car".

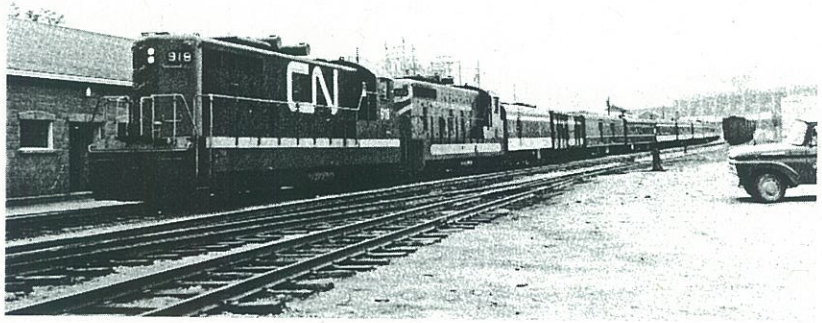


[Right] Steam still powered the daily "Caribou" express when this photo was made, in 1950. The train is passing Bowater's Newfoundland Pulp and Paper Company, as it enters the town of Corner Brook. The classic "Grand Falls" brings up the rear of the train – one of the last observation cars operated on long-distance trains in North America. Inside, it was a standard sleeping car with eight sections and a drawing room.

For many years this mill had its own narrow gauge railway operation. Motive power consisted of two little 0-4-0 tank engines named "Leapin' Lena" and "Sizzlin' Sal".

Collection of CN Rail

Collection of J.L. Lawrence

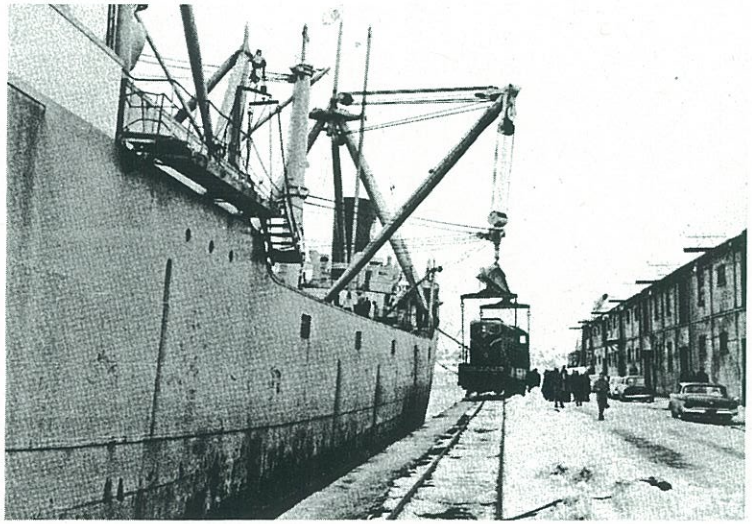


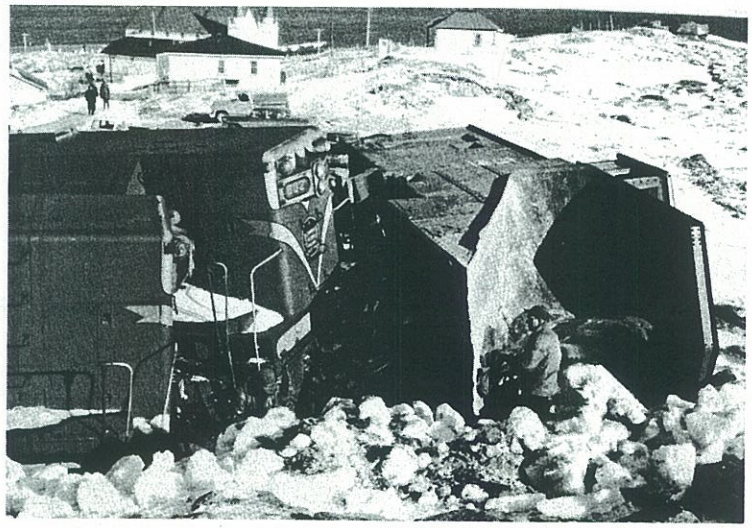
Fred Hust

[Above] On September 29, 1967 we see Canadian National narrow gauge engines 918 and 925 on Train #102, the "Caribou", at Corner Brook. The "Newfie Bullet" had one more full year to go.

[Left] No. 944 was the third last of nearly sixty narrow gauge diesel locomotives built for Newfoundland. The unit arrived by ship at St. John's drydock during March of 1960.

[Below] Not a rare sight on the Newfoundland narrow gauge, where severe weather is a common threat! Plow and first diesel jacknifed on the Carbonear Branch on March 12, 1964, after derailing over hard-packed snow and ice.





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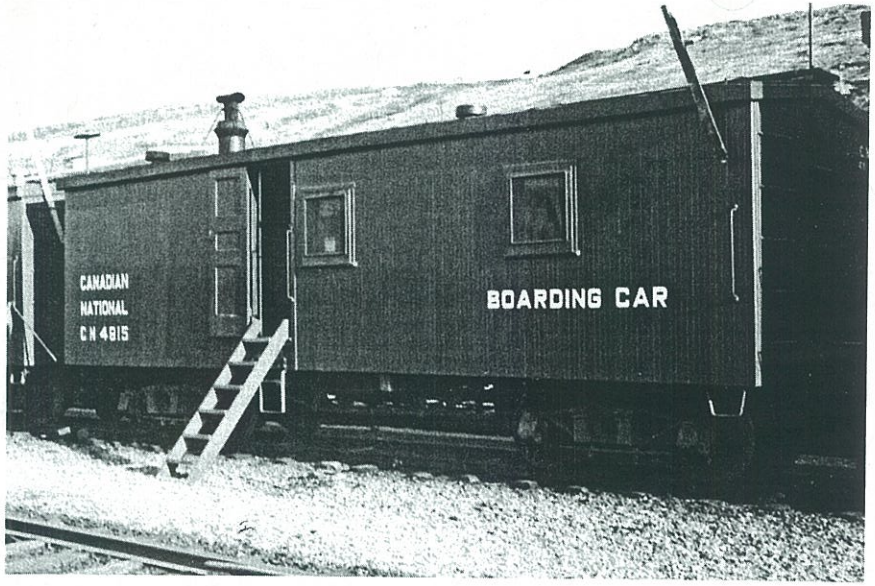
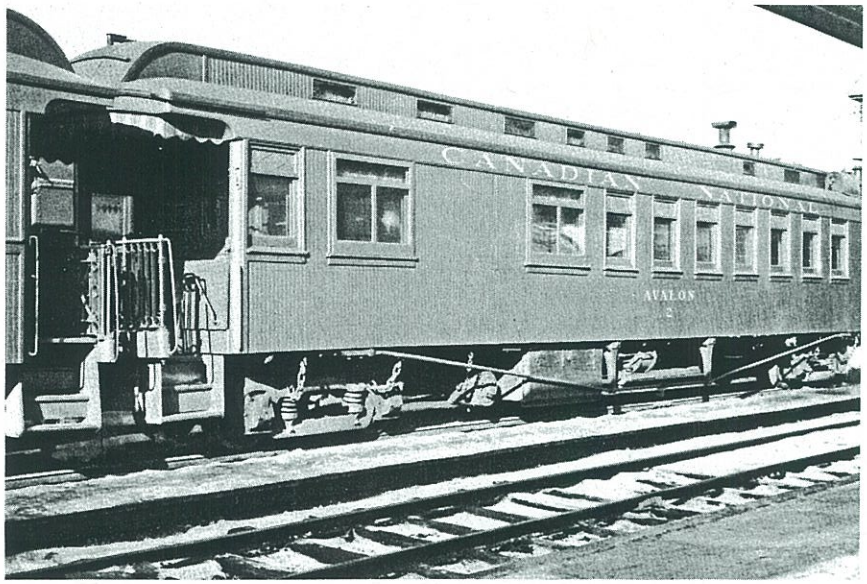
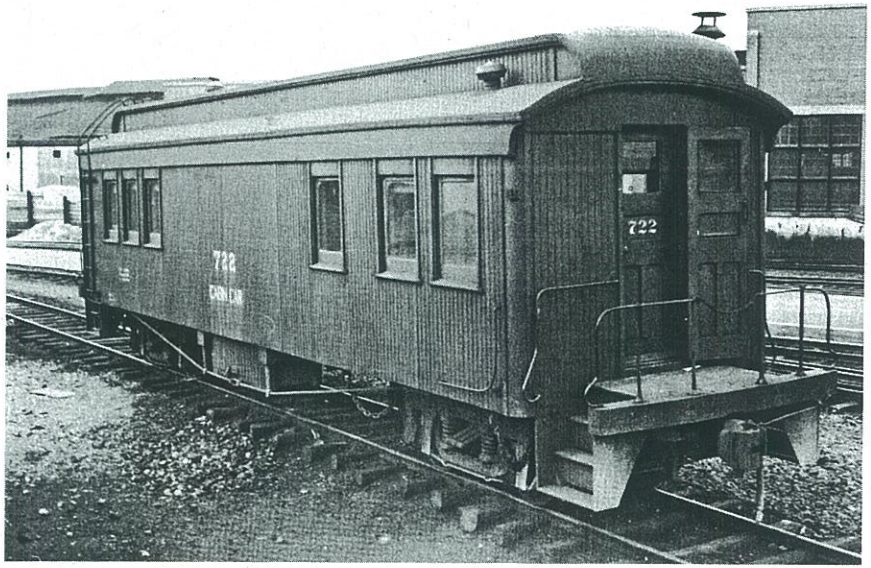


All, Collection of J.L. Lawrence



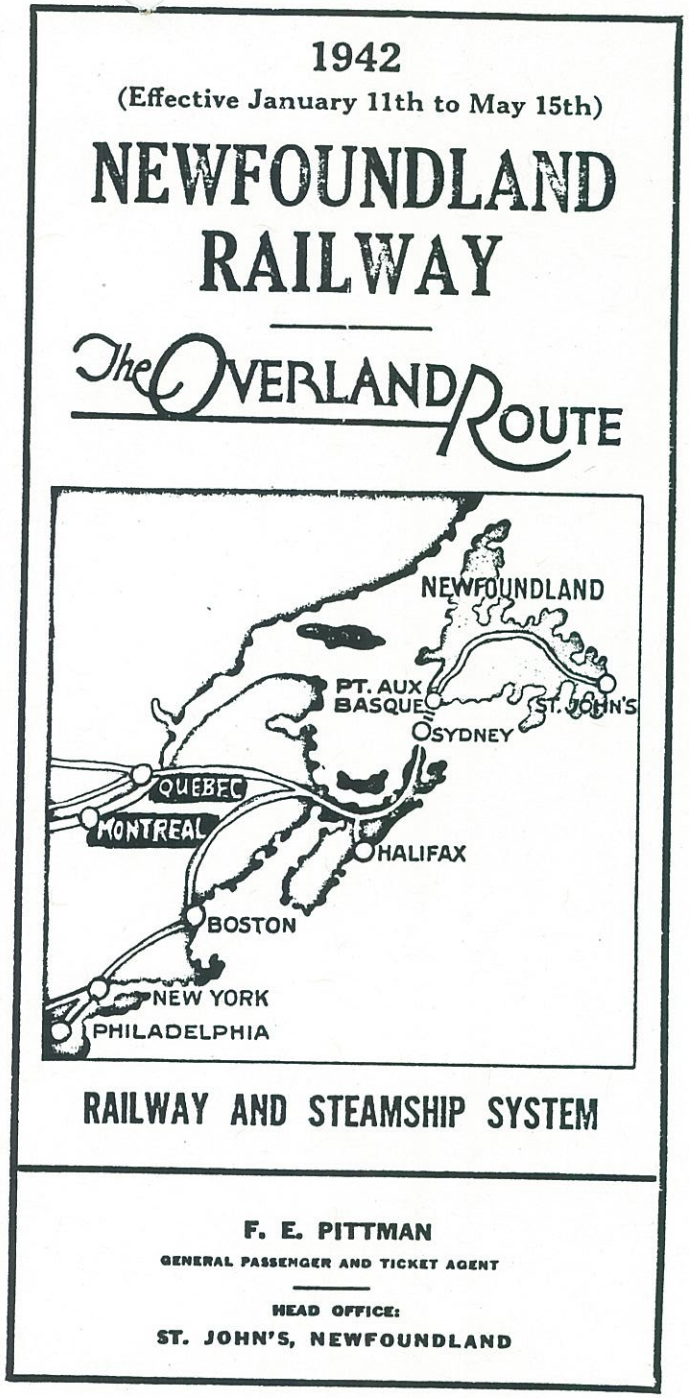


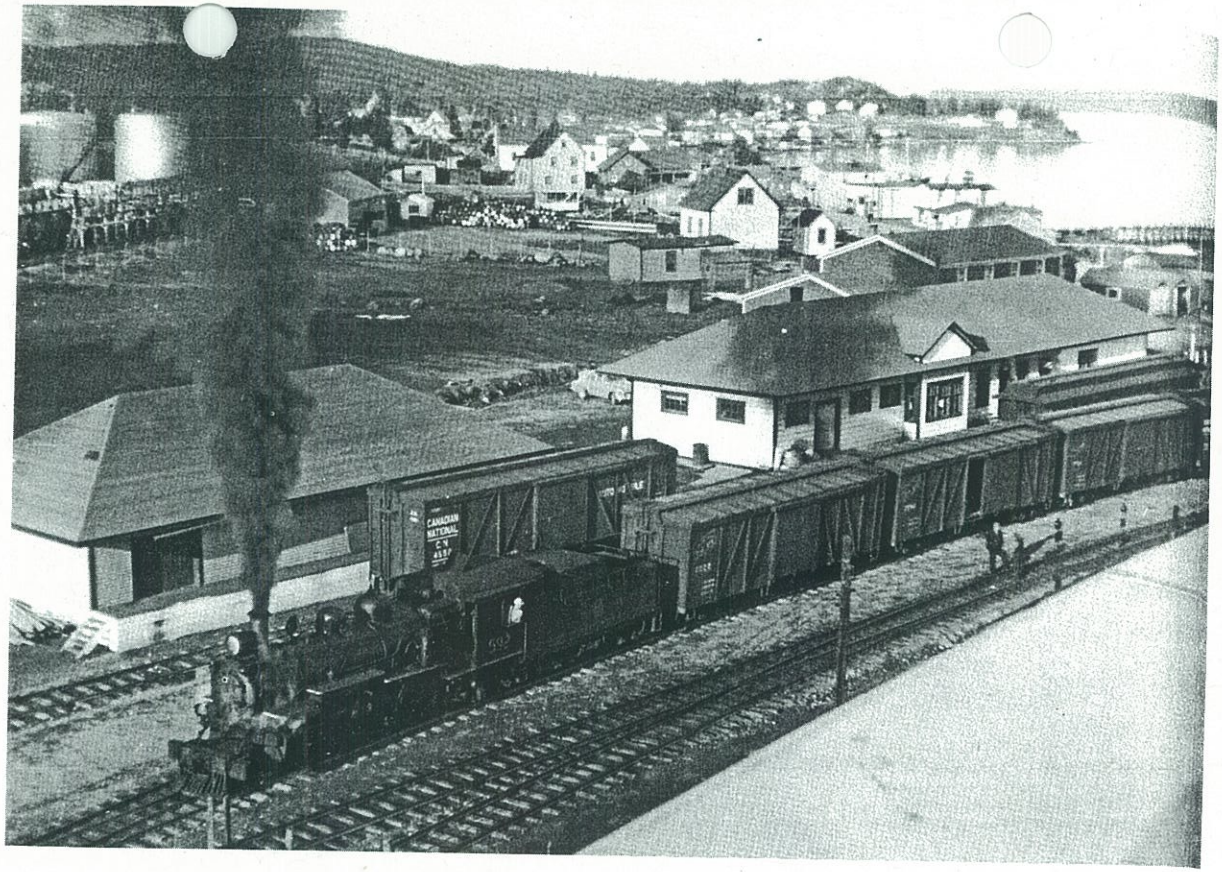
[Top] The Newfoundland Ry. had several cabooses like No. 6046, besides more standard models with cupolas, and a few made from other cars. Recent trains use modern, steel cabooses.

[Below] The "Avalon" was one of several business cars used by railway officials. With a recent covering of plyboard over its wooden sides, it remains on the roster and is expected to be preserved.

[Top] Antique boxcars, like this one, were used into the 1960's, especially for work train service, as here. Some were then sold for private use. Most freight is now hauled in standard gauge cars whose wheels have been temporarily replaced by narrow gauge sets in a special shop at Port-aux-Basques.

[Below] Cabin Car 722 was used as a caboose at the time of this 1950 photo, having been retired from passenger service after the war traffic.





Job Blackmore

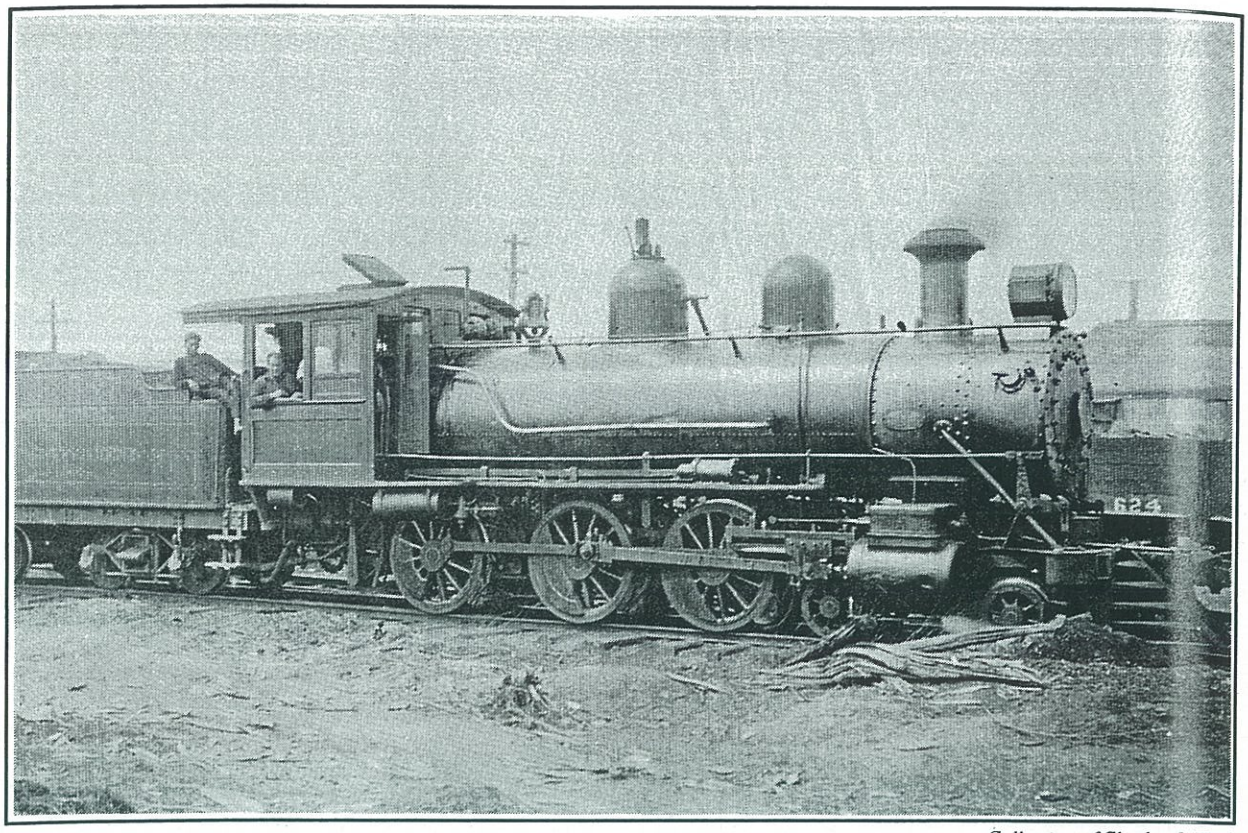
[Above] A branchline mixed train ready to leave Lewisporte for Bishop's Falls in the 1950's. The train's brakeman took this shot from the top of the railway's "bunker C" fuel tank. Locomotive No. 592 was a light "Pacific" 4-6-2, built by Baldwin in 1920, and scrapped in 1957. She was one of six nearly identical engines. Another of them, No. 593, is preserved in a Corner Brook park, on the island.

[Right] St. John's, Newfoundland: Departure of the "Caribou", better known as the "Newfie Bullet" – the island's top passenger train, in its prime. Locomotive No. 1024 was built in 1949, just a couple of years before this photo was taken. She was the first one of the final six steam locomotives built for the Newfoundland Railway, all by Montreal Locomotive Works. Within ten years they were replaced by diesels, and scrapped. Behind the 2-8-2 "Mikado" are baggage and mail cars, coaches, sleeping cars, dining car, and an observation lounge. Conductor and Engineer compare train orders, while the fireman and brakemen look on.

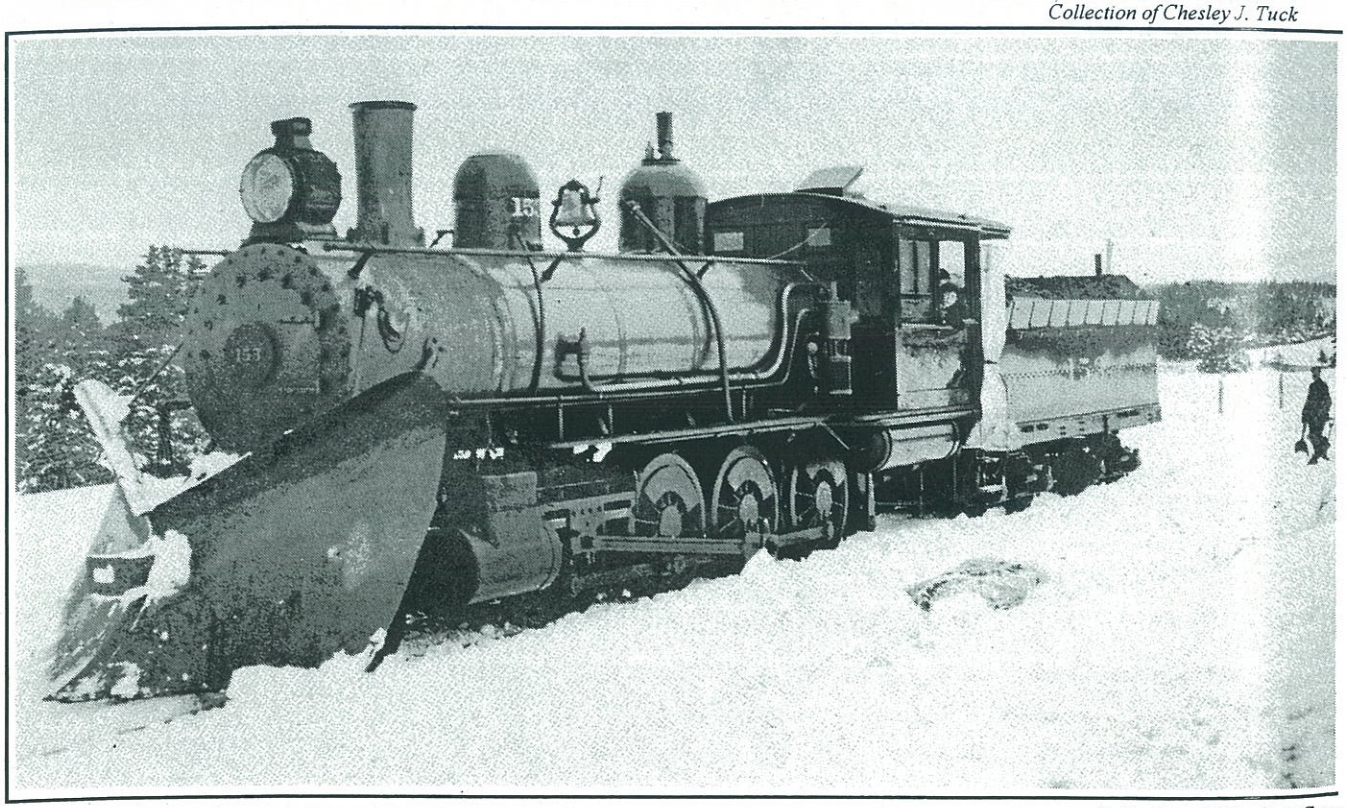
[Above] Dockside at Port-aux-Basques, around 1950. The ferry has come in from Nova Scotia, and several first-class passengers of the narrow gauge "Caribou" have already staked out their seats on the observation platform. The conductor waits by the rear of his train while mail and express are loaded up front. The train will travel all night and all the next day before reaching St. John's late in the evening. At least one incoming ferry passenger continued his journey by boat, as witnessed by two suitcases on the lower right.

[Below] The "Caribou" at Deer Lake, Newfoundland, around 1950, headed for St. John's. The train was dieselized a few years later, and made its final run in 1969.

Both, Collection of CN Rail



Collection of Chesley J. Tuck



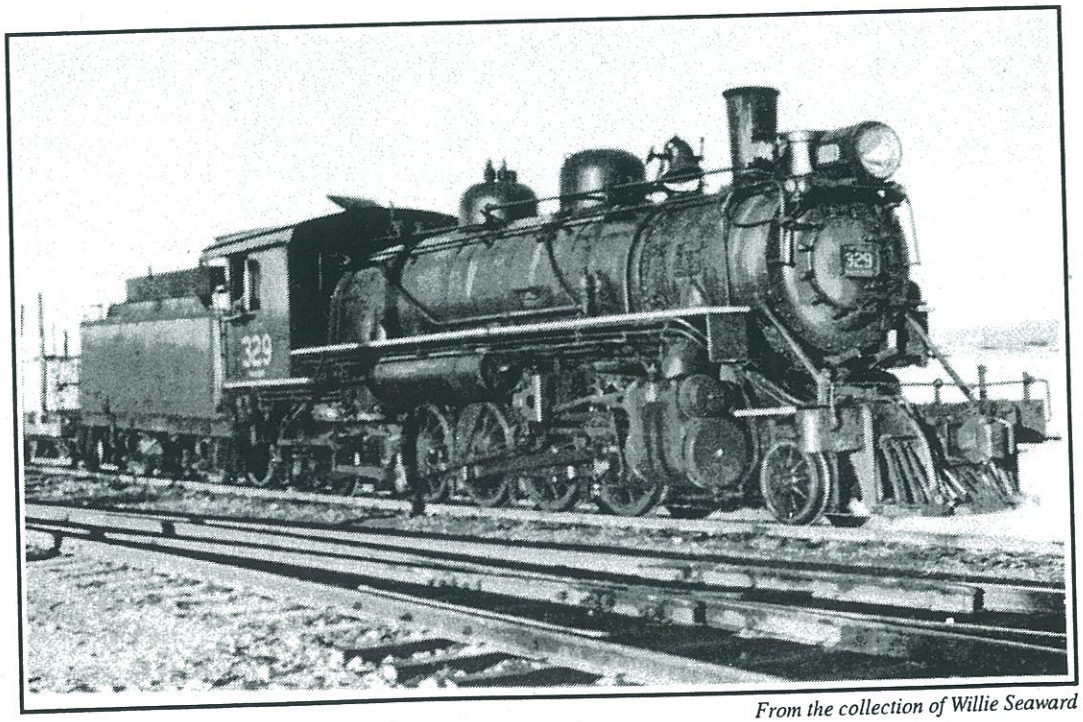
Collection of John S. R. Goss

Top–4-6-0 Number 113 built in the Reid Newfoundland Company's shop in St. John's in 1912. Reid's shop assemble two of these 4-6-0s a year for five years (1911-15) from Baldwin-supplied parts. Note the Newfoundland Governmen Railway markings(1923-26). Bottom–Shows Reid-built (1916) 2-8-0 Number 153 apparently flanging the yard. The winte curtains are tied back and a young lad appears to be enjoying his experience sitting in the fireman's seat. The Hero plow attached to the front of the locomotive was used on passenger trains as well, before wooden push plows.

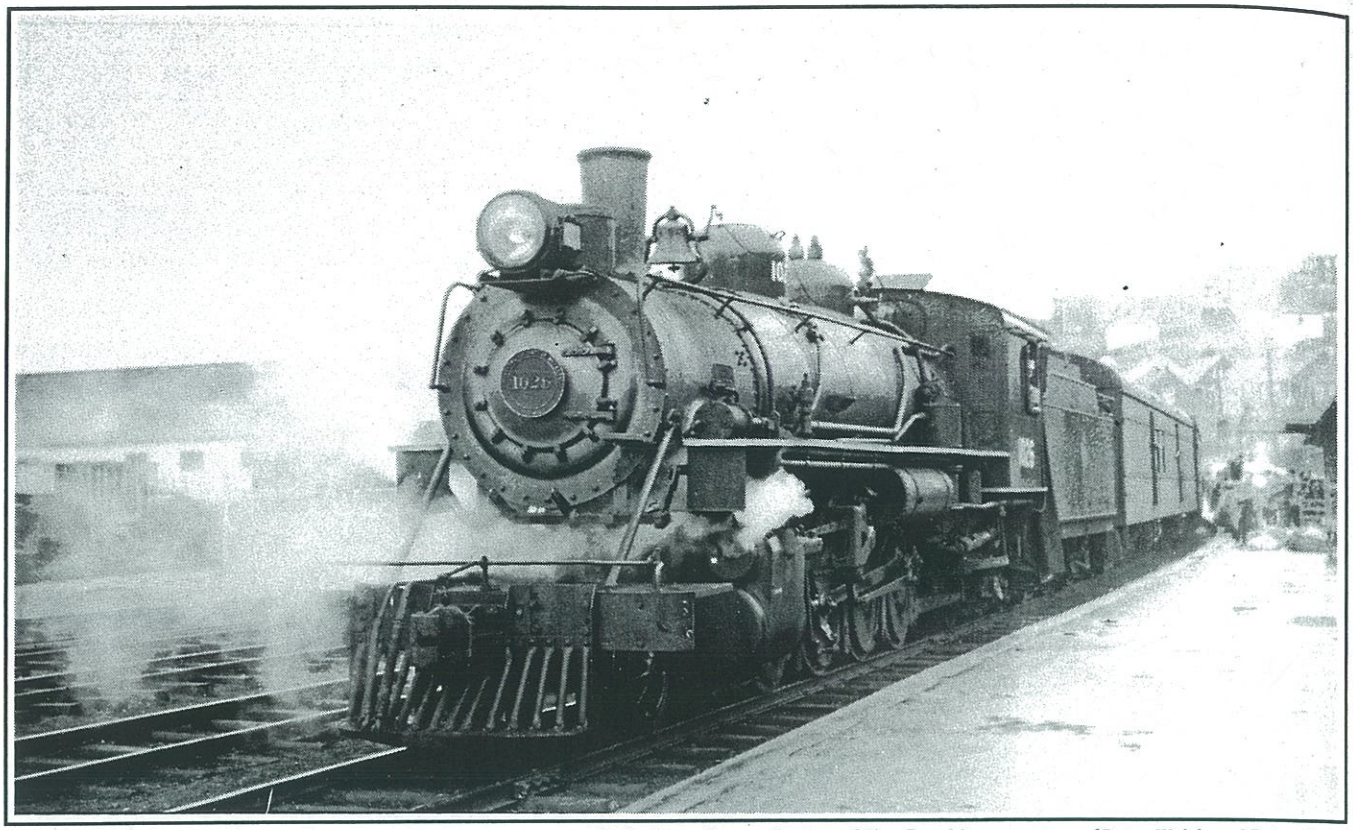
From the Canadian National Railway Archives, collection of Mike Shufelt

Newfoundland Railway locomotive 2-8-2 1005 hauls a train of bundled pulpwood across Main Dam © 1950. This engine was built by North British in 1938. The fireman (who could be the author!) looks out the cab window to make sure wood clears the control shed. Number 1005 was later renumbered to 305 and scrapped in November 1957.

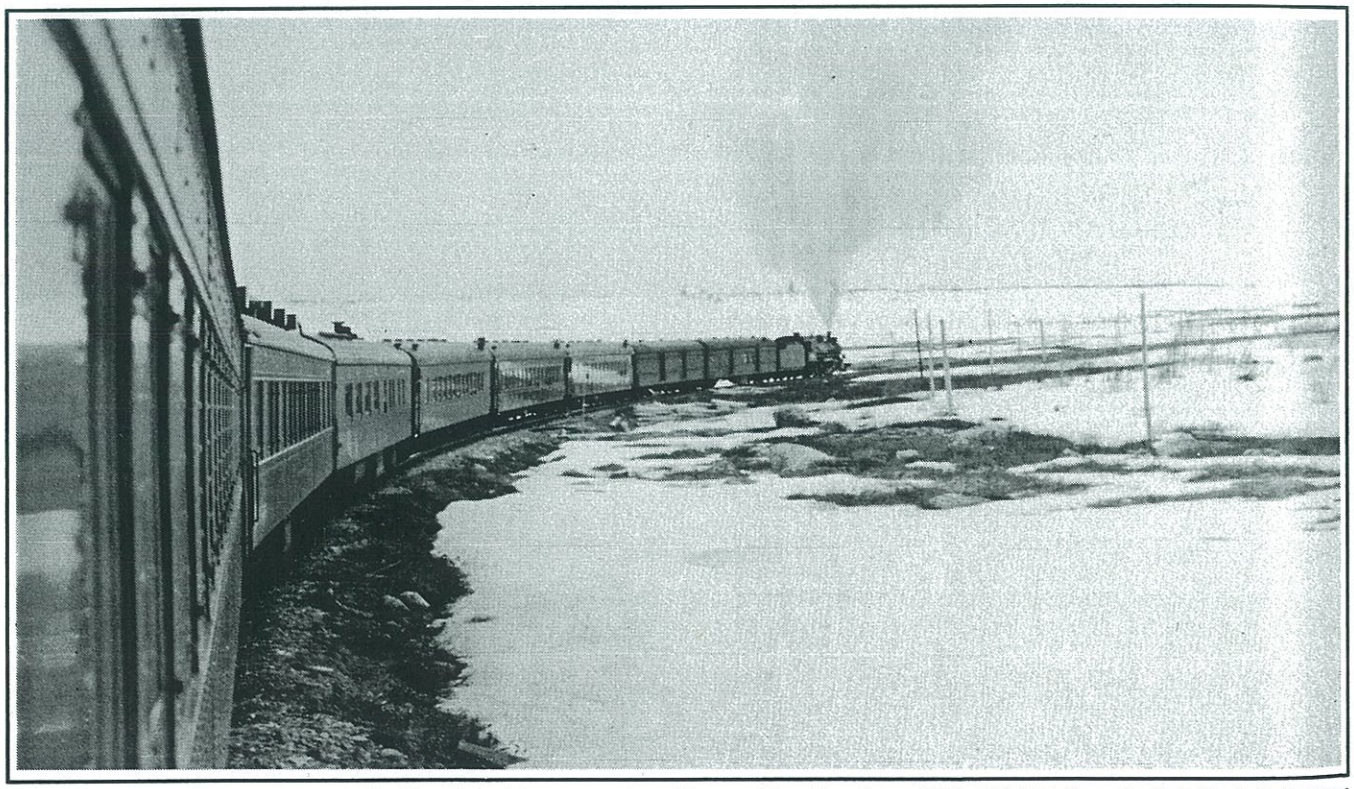
The last Mikado built for the Newfoundland Railway, oil burning locomotive 2-8-2 329, then numbered 1029, was delivered in 1949 by Montreal Locomotive Works. At eight years old, she was scrapped in November 1957.



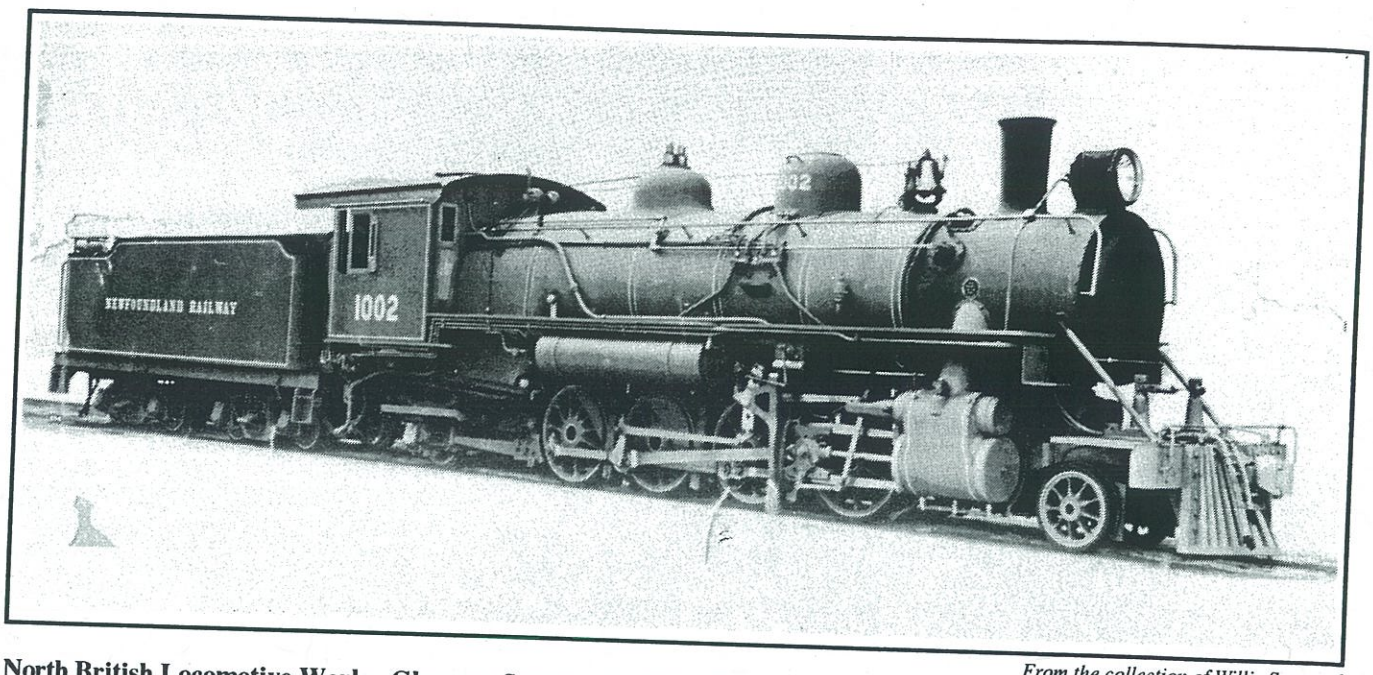
From the collection of Willie Seaward



Both photos from collection of Tom Spaulding, courtesy of Brian Walsh and Peter Byrne

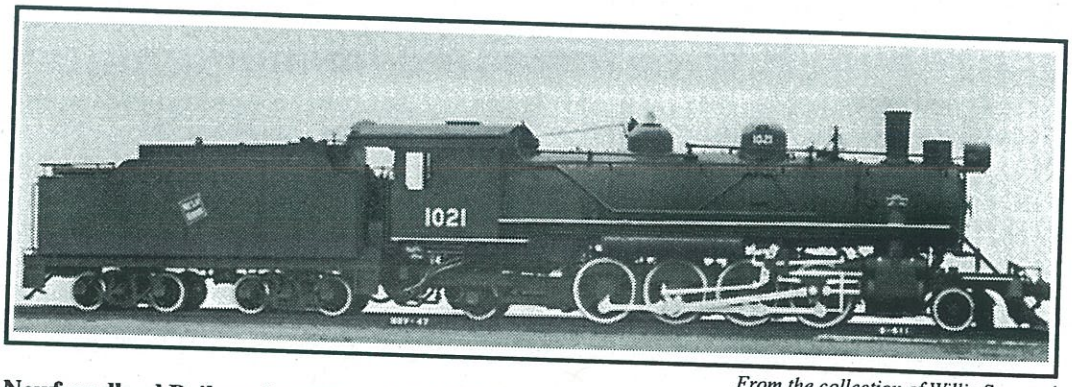


Top–West-bound passenger train Number 1 is stopped at Corner Brook circa 1950. Mail is handled while 2-8-2 1026 (built in 1949 by Montreal Locomotive Works) stands ready to continue its trip to Port aux Basques. Bottom–Passenger train Number 1, named the Caribou in 1950, is hauled by one 2-8-2 class locomotive as it rounds Blaggard Curve on the Gaff Topsails circa 1950.



From the collection of Willie Seaward

North British Locomotive Works, Glasgow, Scotland, built its first Mikado for the Newfoundland Railway, 2-8-2 1002 in 1935. The last of six built, 1008 was delivered in 1941. Many engineers were convinced the North British engines could haul a bit more than the American and Canadian built Mikes. This steamer was scrapped in May 1957.



From the collection of Willie Seaward

Newfoundland Railway locomotive 2-8-2 1021 at Montreal Locomotive Works, November 1947. The last 10 Mikados were oil burning but would have a short life. This sleek, beautiful engine was cut up for scrap in November 1957, just 10 years old.

see him ease off the throttle. We have slowed down to about fifteen miles per hour, but we have a heavy train, and that is understandable. The pressure starts to go up, and I haul on the injector. Soon we are pulling in to Grand Falls, where I know we will be spotting cars and picking up empties at the freight shed. Actually, we are here for over two hours before we head on west. It's going to be a long day, but this is expected, as way freights are required to do all necessary shunting at the stations en route.

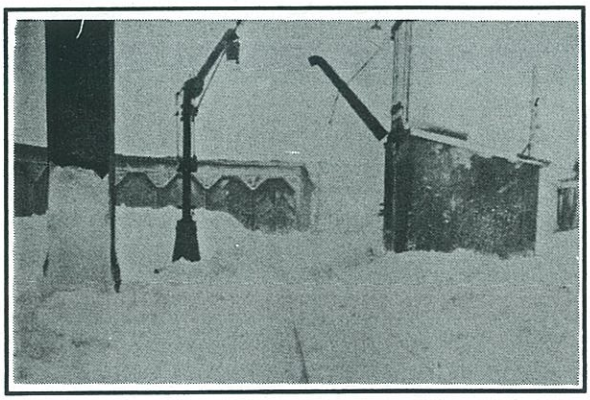
As we leave the station, I am more confident that I can keep a good head of steam on the Mikado. There are 30 Mikado's on the Newfoundland Railway. These locomotives were first built by Baldwin Locomotive Works, Philadelphia, in 1897 for Japan. They were named after the Japanese head of state, but the design proved to be so outstanding that they were acquired by many railroads all around the world.

American Locomotive Works built 11 Mikado's for the Newfoundland Railway — 1000, 1001, 1009 to 1013, and 1016 to 1019. Montreal Locomotive Works, a subsidiary of ALCO, built 13 Mikes (as the Americans called them during and since World War II when America was at war with Japan) — 1007, 1014, 1015, and 1020 to 1029. North British Locomotive Works, Glasgow, Scotland, built six of these admired locomotives — 1002 to 1006, and 1008 — which arrived in 1941. "BRITAIN DELIVERS THE GOODS" was painted in large letters on her tender. With all the demands placed on Britain, this locomotive was built

up for scrap. This meant lay-offs, especially for boilermakers, machinists, helpers, assistants, and stationery boiler firemen. It became my unpleasant duty to help determine, according to working agreements and seniority lists, who was to be laid off and to advise them.

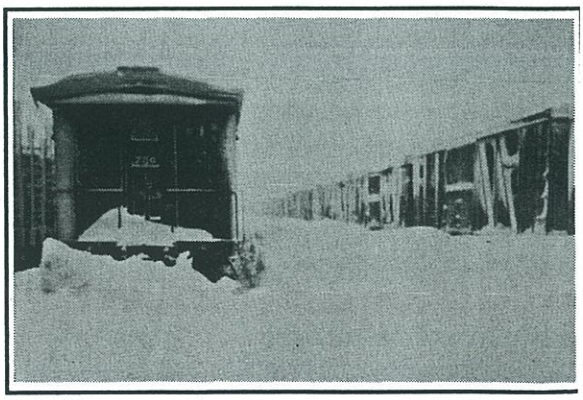
Photographer: Mont Lingard

On February 22, 1952, a severe winter storm hit Bishop's Falls. Railway employee Mont Lingard climbed the oil tank and captured Bishop's Falls for posterity. The turntable appears dug out, and many homes and buildings have paths cut through the drifts of snow. Roundhouse stalls are to the left, railway houses are centre, sand house is front right and the roof of Mont's office is front centre.



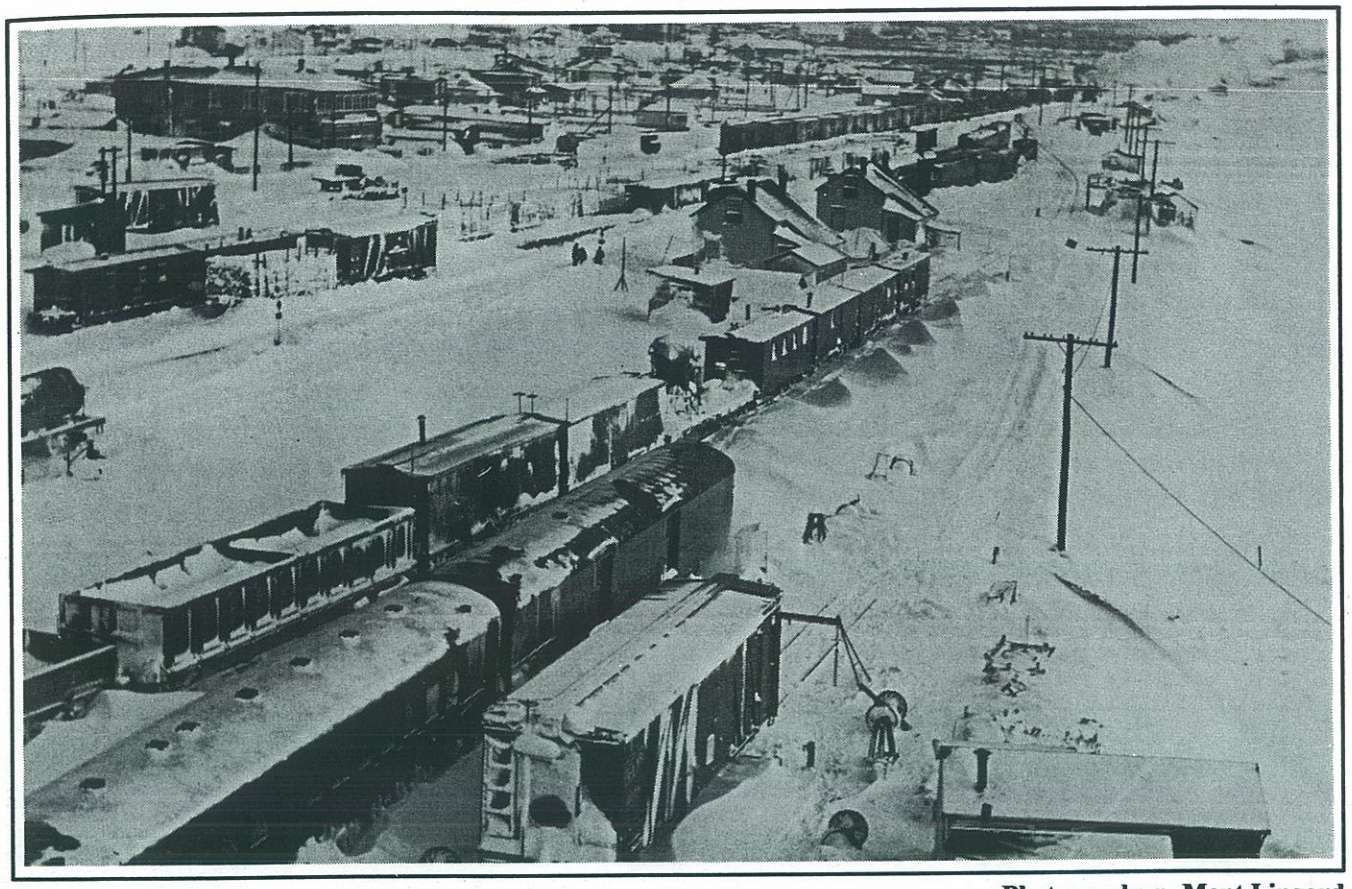
Photographer: Mont Lingard

A view of the water chutes and roundhouse at Bishop's Falls on February 22, 1952.



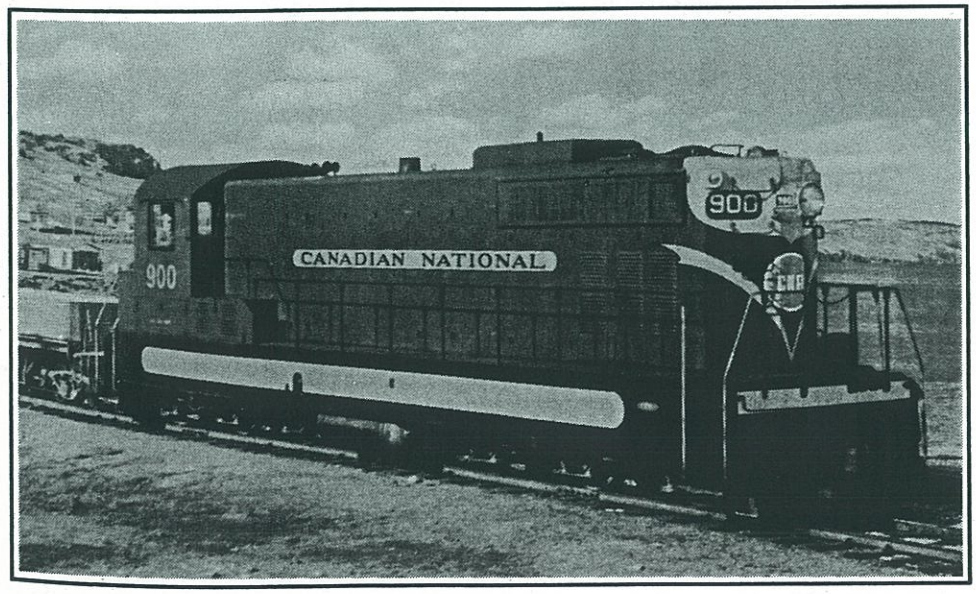
Photographer: Mont Lingard

Caboose 756 is stranded by snowdrifts in the Bishop's Falls yard on February 22, 1952. A paper train waits at right for a break in the weather.



Photographer: Mont Lingard

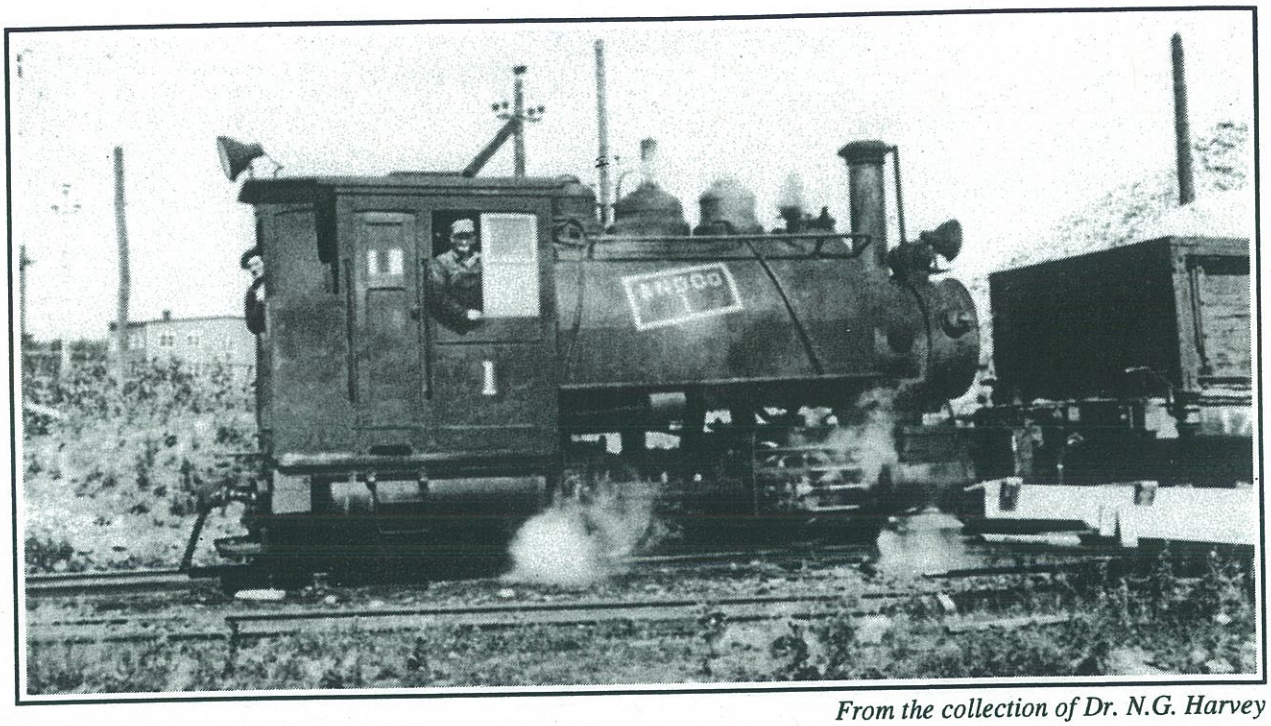
Looking east, Mont's lens found a steam engine (engineer Gordon Hannon and fireman Alex Cooke) shunting paper cars bound for St. John's. From left to right, cabooses without cupolas on the caboose track, loaded pulpwood cars, the work train with the ancient wooden bunk cars, slope roof boxcars, the baggage car and coach of a stranded passenger train, and an outside-braced Newfoundland Railway boxcar on the repair track. The car shop office and lunch room are front right. Repairs to cars were done outdoors.



From the collection of Charlie Mills

Newfoundland's first road diesel, Number 900, is pictured in a retouched photo from an old CN calendar. 900 is equipped with a steam locomotive-style headlight that was a trademark of the NF110 series, units 900-908. This locomotive is now displayed in Pippy Park, Mount Scio Road, St. John's, Newfoundland.

cousin of my grandfather, had a career of 37 years, retiring in 1946. His sons Lloyd, Harry, and Wilson worked over forty years each with the railway. My uncles (Grandfather Tuck's sons) Bert, Harold, and Ches had long, distinguished careers. Claude Andrews, my grandmother's brother, had a long career, as did his sons Charlie, John, and Claude Jr. My father worked several years with the Newfoundland Railway. My brother, Clarence (Junior), worked 30 years. My uncle Dave Lingard and cousins Mont Stride and Jack Lingard worked as trainmen. My brothers-in-law Norm Peyton, Wallace Cornick, Hedley Saunders, Hayward Gale, and Art Gill all had railway careers. Sons of many of those mentioned also went on to work with the railway. Railroaders truly were a family!



From the collection of Dr. N.G. Harvey

A.N.D. 0-4-0 locomotive Number 1 switching in the Bishop's Falls yard. Engineer Nath (Neddie) Vokey spent many years performing switching operations between the mill and the Newfoundland Railway tracks.

I grew up quite near the railway yard in Bishop's Falls. In fact, the connecting track from th Newfoundland Railway to the mill and Botwood Railway passed in front of our home. The main line of th Botwood Railway was only 200 feet behind our home. I vividly remember hitching rides on the flat car boxcars, and passenger cars during switching operations in the late '30's and early '40's. A regular sight wa seeing "Neddie Vokey on the lokey". Mr. Vokey was the engineer on a small steam locomotive operatin between the mill and the crossover track. By the time I started work with the Newfoundland Railway on July 1948, many of the senior workers who had started with Reid were nearing the end of their careers. remember, in addition to those already mentioned, Bill Smith, Jake Budgell, Stephen Peddle, Henry Pard Billy Wilcox, Frank Daniels, George Geary, Alf Cahill, Ike Sheppard, Austin Benoit, Sam Mercer, Bil Vokey, Thomas Cleary, and several other great railroaders who worked in various occupations long befo we became part of Canadian National Railway. I remember also the lively discussions between the two ma factions when votes were being carried out for Responsible Government, Commission of Governmer Economic Union with the United States, or Confederation with Canada. My grandfather (Ern Tuck) w totally against joining Canada, although the majority were for this choice. Of course, after the seco referendum, Confederation with Canada won the day. We ceased to be a colony and became part of the gre nation of Canada on 1 April 1949.

from Gambo Side Hill. Coal, oil, gas, and construction materials were hauled from Lewisporte, Clarenville, and other parts of the colony. Sidings and spurs here could hold 437 cars. In a matter of 10 years, a fast growing town had been built where there was once only a lunch shack for sectionmen. A school was built in 1941, and although there were only 13 private homes at the outbreak of the war, a massive building boom tried to meet the housing demand in the late 1940's and '50's. The population was around four thousand five hundred in 1954, 7,748 in 1961, and by 1977 was 9,301 not including military personnel and transient students. Growth continued, and by 1986, the population was 12,000.

Shortly after leaving the bustling town of Gander, we arrive at a little place called Union East at Mile 210, a small settlement developed here in the late 1930's during the construction of Gander. Leaving Union East, we travel over light road to the top of Benton hill. This is a hard hill with bad curves, and if the train is not checked in the right place, it could get away and possibly derail. Now we arrive at Hall's Quarry at Mile 205.65 where thousands of tons of rock was crushed for Gander. This quarry is named after engineer Thomas A. Hall, who was the colony's chief engineer in the construction of the airport.

Arriving at Benton, Mileage 204.18, we are at another place where woods operations were carried out. One hundred cars can be handled on sidings here. Leaving Benton, we experience a lot of curvature. The next hill is at Mileage 200 to 199, then it is downhill to Mile 196.2, Butt's Pond, where in the days of steam, you had to syphon water because there was no water at Gambo. There was also a ballast pit here and a siding holding 39 cars. Proceeding east, it is slightly upgrade to Mile 195, which is another bad curve. This is where engineer William Wornell had a run-off. Parts of the cars could be seen there years after that incident. Now, it is light road to the top of Gambo hill. Tipping over the top of Gambo hill, we experience a lot of hard curves and fallen rock which you have to look out for. Gambo Side Hill is where a lot of stone and sand was taken and hauled to Gander in the construction of the runways. When the frost leaves the ground in the spring of the year, it causes the rocks to move and slide down to the track below.

At the bottom of Gambo hill is where one of the worst train wrecks in the history of the railway occurred. A west bound double header wood train, with engineers Frank Dick and Ted Stanley and firemen Bill Collins and Frank Coles, was running for Gambo hill when the steam engines derailed, killing Ted Stanley. It was a sad day for the family, and indeed for all railway workers, and it will always be remembered. Apparently, the cause of the derailment was broken pony wheels on the head engine which caused the second engine to derail and go across the track and roll

From the collection of Mont Lingard

A tragic accident occurred at Mile 190.5, Gambo Side Hill, on 17 May 1951. A west bound wood train with steam locomotives 1017 and 305 derailed due to a broken axle on the pony wheels on the lead engine, 1017. This photograph, taken within hours of the incident, shows 1017 on her left side on the south side of the track, while locomotive 305 is on her right side across the main line and on the north side of the track. Engineer Ted Stanley, who was the engineer on 305, was killed, and his fireman, Frank Cole, was seriously injured. Engineer Frank Dick and fireman Bill Collins, on 1017, were not seriously injured.

COLLISIONS AND NEAR MISSES

SINCE the Railway across Newfoundland was completed in 1898, there have been many dozens of accidents such as head-on collisions, rear-end collisions, run-away trains and accidents which were narrowly averted. During my thirty-three years with the Newfoundland Railway, I was personally involved in scores of them. Some were quite serious while others were of a minor nature. I have listed a few incidents which readily come to mind.

DERAILMENT AT CAPE RAY—TWO PASSENGERS DIE

IN the early 1900s a passenger train derailed approximately one mile west of Cape Ray. Since electricity had not yet been installed on the trains, the passenger cars were using kerosene lamps located in the ceiling. When the cars went over on their sides, a young married couple on their honeymoon was trapped in one of the sleeper's upper berths. When the berth slammed shut, the sleeping car caught on fire from the leaking kerosene, thus burning them to death.

HEAD-ON COLLISION BETWEEN GALLANTS AND HARRY'S BROOK

A HEAD-ON collision between an eastbound freight train and a westbound light engine occurred between Gallants and Harry's Brook in January, 1917. The light engine westbound was given train orders at Curling, instructing its Engineer, Richard Cashin, to meet an eastbound freight train at Spruce Brook. However, Engineer Cashin misread his orders and thought it read Harry's Brook. Damage was relatively light considering the location and the speed at which both trains were travelling. One locomotive was heavily damaged, and its fireman, E. Corbin, was badly injured.

SERIOUS DERAILMENT—EIGHT PASSENGERS DIE

IN the early morning hours of February 6th, 1917, a westbound passenger train derailed approximately six miles east of Glenwood in what is known as "Kennedy's Cut" Walls Grade.

As in the case of the Cape Ray wreck, the passenger cars were not equipped with electric lighting, and were using kerosene ceiling lamps. When the coaches and sleeping cars derailed, landing on their sides, the upper berths of the sleeping cars slammed shut, trapping passengers who were on that side. The leaking oil started a fire in the cars and eight passengers were burned to death.

REAR-END COLLISION AT GLENAGLES (Near Glenwood) 1930s.

GLENAGLES—near Glenwood—was the scene of a rear-end collision in which one westbound freight train ran into another westbound freight train which was stopped at Glenagles unloading freight. The force of the impact was catastrophic. The caboose and several cars on the parked train were demolished, and the locomotive which rammed the train ahead was badly damaged. Some of the cars behind the locomotive had their underframes bent beyond repair.

DERAILMENT AT LETHBRIDGE, BONAVISTA BRANCH LINE

ON February 9th, 1930, after an unseasonable mild spell, an extra train (snowplow) left Bonavista around 1:00 A.M. to clear and flange the line of snow and slush to Clarenville. The train consisted of engine No. 123 and wedge plow, two box cars, one combination baggage and mail car, one second class and one first class passenger car. Arthur Stanley was the Engineer with Fireman Martin Barnes, Conductor Jim James, and Trainmen, Amos Verge and Harold White.

In addition to a few passengers, the train also had several sectionmen in the charge of Foreman, Randolph Hart, who were to assist in case the train ran into difficulties with snow and or ice build-up on the tracks.

The train arrived at Lethbridge around 7:00 A.M., and Foreman Randolph Hart—who was riding in the locomotive along with the engine crew—decided to get off and go back in the passenger car to have a lunch and a little rest before arriving at Clarenville. As the train departed Lethbridge and was approaching "George Russell's Crossing", which was around one quarter mile distant, it came upon an ice build-up around the crossing. As a result, the wedge plow derailed, ending up on a pile of railway cross-ties. This in turn derailed the locomotive, which ended up down over an embankment on the opposite side from the wedge plow.

The locomotive went over on its side and down over the embankment, spilling about five tons of coal from its tender into the cab, pinning Engineer Stanley and Fireman Barnes up against the boiler head. Engineer Stanley was seriously injured by the weight of the coal; he also received some bad cuts around the head, caused when his head came in contact with the wedge plow. The accident was

witnessed by Silas Penney, who was one of the first of many people from the immediate area to rush to the scene and help remove the coal from the trapped engine crew, and get them to safety.

The nearest Doctor was Dr. Cross at Clarenville, a distance of around 20 miles; and the only means of travel was by dog team. The Doctor arrived in around four hours by that means. The most seriously injured was the Engineer who was rushed to the General Hospital in St. John's. Fireman Barnes, who was not injured too badly, did not need to be hospitalized. (Engineer Stanley, owing to his injuries, never drove a locomotive or worked with the railway again). Fireman Barnes, who later became an engineer, retired from the railway and now, in his mid 80s, lives in Clarenville.

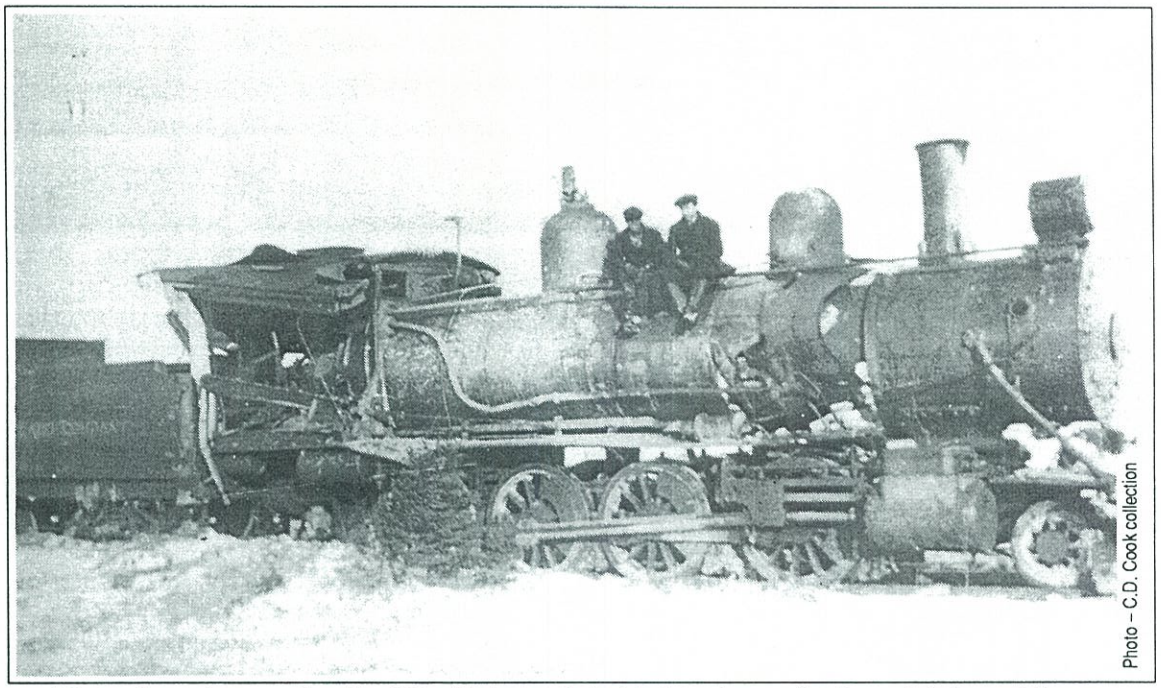


Photo shows Locomotive No. 123 which derailed at Lethbridge on the Bonavista branch line on February 9th, 1930 in which the engineer and fireman were injured.
Note the battered condition of the locomotive after it was re-railed.
The men sitting on top of locomotive are Silas Penney and Willis Matchem.

If Foreman Randolph Hart had not gotten off the locomotive at Lethbridge, he would undoubtedly have been seriously injured or killed in the mishap.

It took about two weeks to get the locomotive back on the rails, using jacks, blocking and heavy tackles. The locomotive was re-railed under the supervision of Roadmaster, Garland Ivany, with Randolph Hart as General Foreman.

REAR-END COLLISION AT NORTHERN BIGHT STATION

IN the 1940s there was a rear-end collision at Northern Bight Station, in which one westbound freight train pushing a wedge snowplow ran into the rear-end of a train which was stopped at the station. In the impact, a passenger riding in the combination car (passenger and caboose) was killed instantly, and the car was demolished. Luckily other passengers and crew jumped to safety, just seconds before the impact.

REAR-END COLLISION AT GAFF TOPSAILS

ANOTHER rear-end collision took place at Gaff Topsails in the early 1940s, in which a westbound passenger train pushing a wedge snowplow, ran into the rear-end of a rotary plow train which was stopped at the station. The caboose and cook cars of the rotary plow train were demolished, and many employees who were riding in those cars were injured seriously enough to require hospital treatment for many months; some succumbed to their injuries.

COULD HAVE BEEN A VERY SERIOUS SITUATION

DURING the fall of 1941, I was a crew member assigned to a westbound freight train enroute to Clarenville from St. John's. Our train departed St. John's around 11:30 P.M. and consisted of one 120 class locomotive and approximately 12 loaded cars of mixed freight.

After we left Avondale station and started to climb the "Cat Hills", our train became too heavy for the grade and we had to double

our train into Brigus Junction. Doubling means taking half the train to the nearest siding then returning for the other half.

I agreed to do the doubling, and my co-worker would set the hand brakes on the remaining cars to prevent them from running away. After he had attended to the brakes, he would then go back with the necessary flagging equipment to stop any westbound train that might be following.

When I arrived back from Brigus Junction with the light engine to pick up the remaining part of the train, I became aware that there were no hand brakes set on the unattended cars. And there was no flag protection being carried out either. After I had left with the first section of the train, the two trainmen remaining in the caboose, had fallen asleep and had not protected that part of the train.

This could have been a very serious situation. Should the air brakes have leaked off the rear section of the train, the cars would have started to roll backwards and would have picked up enough speed that they would have been unable to make the curve in the bottom of the "Cat Hills". In all probability they would have derailed and rolled over the embankment, no doubt seriously injuring or killing the two crew members.

Also, should another train have been following, it could have slammed into the rear of the parked train, killing or injuring the crew members who were asleep in the caboose.

When I left St. John's, I was fully rested. But the conductor and other trainman had arrived in St. John's and were returning to Clarenville again without a rest period, which I suppose was the reason for them being sleepy.

PART OF RUNAWAY TRAIN DERAILS ON THE BONAVISTA BRANCH LINE – 1942

AN extra freight train, enroute to Bonavista from Clarenville with loaded flat cars containing domestic firewood, had part of its train derailed. The conductor in charge of this train was the late Herbert Snelgrove whose home town was Lewisporte. (Conductor Snelgrove was later killed in a switching accident in the Lewisporte yard).

When the train was attempting the heavy grade leading into what was known as the "Dry Trestle", located between Summerville and Trinity Ponds, it became obvious that the old locomotive, which was of the vintage 120 class, could not pull the heavy train. As a result it had to double into "Abbot's Siding".

When the locomotive returned for the remaining half of the train, the trainman attempted to make the coupling but the coupler did not close and lock. The cars started to run away. Trainman, the late Wilfred Carey, tried unsuccessfully to stop the cars by applying the cars' brakes manually. However, the cars were of the vintage type and their brakes proved useless, owing to the heavy weight of the loads. When Trainman Carey realized that he could not control or stop the cars, which by this time were picking up considerable speed, he had no other choice but to jump.

The conductor also tried unsuccessfully to apply the brakes on the caboose, which was a combination baggage and mail car from the Lewisporte branch line, and when he realized that the cars were picking up excessive speed, he also jumped clear of the runaway cars.

The cars built up such speed, that when they entered the heavy curve at the 37th mile post, they left the track and rolled down a small embankment. The caboose ran it out and was found about one mile away in what was known as "Tilleys Country".

The derailed cars were far enough away from the main track, so the locomotive backed up and coupled to the caboose. It then proceeded to Abbott's Siding and picked up the half of the train which was on that siding, and continued on to Bonavista.

MARCH DERAILMENT OF BONAVISTA MIXED TRAIN ... PASSENGERS WALK FROM LETHBRIDGE TO CLARENVILLE

DURING March of 1942, I was a trainman assigned to the regular mixed train which operated between Clarenville and Bonavista, making six daily runs per week (three-round trips).

On this particular day, our train was enroute to Clarenville and we were operating a wedge snowplow, encountering the occasional build up of snow which had accumulated since our run into Bonavista on the previous day.

When our train entered the grade leading into Lethbridge station, travelling at approximately 20-25 miles per hour, the wedge plow encountered some hard snow which had drifted into a small rock cut. As a result the snowplow was derailed, turning it almost completely around; this in turn derailed the locomotive and another car or two.

When the derailment took place, I was walking through the rear-end combination coach and sleeping car, No. 16. When I heard the air brake go to emergency application, I knew from experience

that something was wrong and I grabbed the back of a seat to brace myself for any severe jolt. In the meantime, a young lady—who was standing in the middle of the coach and was unaware of what was about to happen—was catapulted the entire length of the car when the train came to a sudden stop. Her body was brought up against the rear door in the car with considerable force.

After an inspection of the derailment, it was found that a wrecking crew and another locomotive would be required. Our locomotive, owing to being derailed, had to have its fire pulled and boiler drained to protect it from freezing.

We were advised from head office in St. John's that it would be two or three days before a light-weight locomotive for branch line service could be dispatched with a wrecking crew to come to our assistance.

Our train had on board approximately 30 passengers, men, women and children, and those passengers had a choice to make. They could stay with the train for two or three days before getting rerailed—without any food supplied by the railway—or they could walk the 18 miles from Lethbridge to Clarenville, using the railway track as a road. Conditions were not ideal for walking, especially during the month of March.

Most of the passengers decided to take the chance and walk the 18 miles to Clarenville. I felt sorry for the women passengers with small children who had to make the trek. Some had luggage in addition to their children, and very little food, only what the train crew gave them from their own meagre supply.

However, all the passengers made Clarenville safely. People along the route from Georges Brook to Shoal Harbour, supplied the women and children with food and hot drink during their hard trek.

SERIOUS DERAILMENT AT "GOOSE COVE" ON THE BONAVISTA BRANCH LINE

DURING the summer of 1942, the regular Bonavista mixed train enroute to Bonavista from Clarenville, derailed at the small community of "Goose Cove", near Trinity, killing one train crew member.

Owing to the soft roadbed, the heavy passenger cars went into a heavy rocking motion, derailed and rolled down a small embankment, on their sides. Veteran Trainman, Harold White, who was the train's baggageman, was killed instantly, and many passengers were slightly injured in the mishap.

There were no wrecking cranes capable of lifting those heavy passenger cars back on the tracks available, so the old Newfoundland ingenuity came into play once again. Under the supervision


Photo – courtesy Francis Kelly.

Photo shows train derailment which killed veteran Railwayman Harold White at Goose Cove on the Bonavista branch, line during the summer of 1942.
Note the passenger cars over on their side and a work train in the foreground.

of Roadmaster, William Smart and Foreman Randolph Hart, jacks, blocking and heavy tackles were used to inch the passenger cars slowly back on the rails with a minimum of damage.

TRAIN EMPLOYEES FALLING FROM MOVING TRAINS

OVER the years there have been many train crew employees who have fallen from moving trains. Here are some incidents.

I was a crewman on a mixed train (passenger and freight) enroute to Argentia in the summer of 1942. My conductor was the late Andrew Howlett. Approximately one-half mile east of the Whitbourne station, Conductor Howlett either fell or was pushed off the train by some rowdy passenger(s).

During the war years, there were some passengers who seemed to get their kicks out of rowdyism, either with or without liquor in their system. I have seen doors ripped from their hinges, baggage racks torn loose, seat armrests ripped off and windows broken, for no other reason than senseless vandalism.

Our conductor was badly cut and bruised, but luckily he had no bones broken. We suggested that the conductor obtain medical attention, but he said no, so we continued on to Argentia, our final destination.

My co-worker on that particular day was Silas Avery from Southport, Newfoundland. After we arrived at Argentia, we were assigned to do the necessary switching for the U.S. Navy. Large cargo boats had arrived with cargoes of war material for St. John's, Gander and Stephenville, and in addition there were the "Bay Boats" which operated from Argentia to Port aux Basques, servicing the numerous small ports of call in between.

It was customary for unassigned crews to spend around one week at Argentia. Then the crew would ask to be relieved and another crew would be sent in. The relieved crew would return to St. John's for a good rest as they would be working almost around the clock switching in the terminal and running loaded cars to Placentia Junction and returning with loads and empty cars.

However, on this particular trip, my co-worker Avery and I decided to stay at Argentia for as long as it took for our conductor to fully recuperate. The Railway management were delighted when we did not request to be relieved with another crew after a week or so. After around 10 days, management asked us if we wanted to come to St. John's, so we told them that we would stay a little longer. We stayed at Argentia switching for almost a month, long enough for our conductor to become fully healed of his wounds.

My co-worker Avery and I would do the necessary switching and our day was anywhere from 15 to 20 hours. Our conductor was usually well enough to have our meals cooked on time for us.

We were enroute to Bonavista with regular mixed train (freight and passengers). Our train departed Clarenville at around midnight in August, 1942. When our train departed Summerville Crossing, we had about a one hour running time to Trinity Junction during which the train crew would stretch out and have a little rest.

Upon arrival at Trinity Junction, we could not locate one of our trainmen, a chap by the name of Gerald Hennebury. I had been talking to him at Summerville Crossing, but at Trinity Junction he was missing. We naturally assumed that he had fallen from the train and perhaps been badly injured or even killed.

Our conductor contacted the section foreman at Trinity Junction, a chap by the name of Silas Osbourne, and instructed him to get on his track motor car (speeder) and to take me along with him, and travel back towards Summerville Crossing in an attempt to locate Trainman Hennebury.

After travelling back a few miles, we met Hennebury walking towards Trinity Junction. Other than a few bad bruises and being a little shaken up, he seemed none the worse for his fall from the train.

What had happened was, we left Summerville at around three o'clock in the morning and Trainman Hennebury stepped out on the rear platform of the last passenger car to get some fresh air. Having been on duty continuously for about 20 hours, he must have dosed off and when the train came to a heavy curve he lost his balance and fell clear of the train.

We were very much relieved to see Trainman Hennebury in fair condition after his fall and we continued on to Bonavista after a delay of a couple of hours.

Gerald and I were personal friends, both in our early 20s, and we worked the Bonavista line together for a few years.

On another occasion I had the misfortune to fall from a moving train. It was during late January in the 1950s, and I was conductor in charge of an eastbound freight train enroute to Corner Brook from Port aux Basques.

We held train orders to meet another westbound train at a place

called Harry's Brook. About one mile west of Harry's Brook, I went out on the rear platform of our caboose. I was leaning around the end of the caboose to see if I could see the headlight of the train that we were to meet.

There must have been a little bit of ice on the platform, and before I knew anything my legs gave way from under me and, with the speed that the train was travelling, I was catapulted clear of the train and into a snow bank.

My only injuries were some bruises around the face and my arm was dislocated. My two trainmen spent some anxious minutes, until they saw me walking the track towards the train. They had missed me and didn't know what had happened to me.

PASSENGERS FALL FROM MOVING TRAINS

OVER the years, there have been many passengers who have fallen from moving passenger trains, especially during the war years and when the Railway was using open-ended passenger cars.

Passengers walking between the cars, would have to exercise caution. If not—on the sharp curves—they could quite easily get over balanced and fall from the train.

I remember a chap by the name of Bill MacLeod from Pasadena, who fell from passenger Train No. One at Petries (west of Curling) and had his arm severed.

Another time during the 1950s, Train No. Two was eastbound to Millertown Junction. This train was in the charge of Conductor William Fitzpatrick, and while his train was leaving Millertown, a passenger jumped from the moving train and was crushed between the train and a snowcut.

I am sure there were other instances of which I am not personally aware, but I think I would be safe in saying that every trainman—especially those who were employed during the 1940s and early 1950s—have stories to relate about train accidents.

REAR-END COLLISION NARROWLY AVERTED

DURING the war years on the eastern division, a large number of unassigned freight trains were crewed with only two men, a conductor and one brakeman. According to an agreement between the Brotherhood of Railroad Trainmen and the Newfoundland Railway, there should have been three, a conductor and two brakemen. However, such was not the case, and one would have to wonder why. Money was no problem, and there were plenty of good young men with railroad experience available to fully man those train crews.

On the western division, that is from Bishops Falls to Port aux Basques, all trains were fully crewed, and again one would have to ask the question why there was a discrepancy between the two divisions.

This story concerns a two-man freight train with a conductor and one brakeman—a new man on the job, with less than six months railroad experience.

A westbound freight (wood) train was enroute to Bishops Falls from Terra Nova with loaded cars of eight-foot pulpwood for the A.N.D. Co., Ltd. at Bishops Falls. It was an early morning in the summer of 1942, and a few miles west of Notre Dame Junction, at around "Lilly Pond", the train broke apart due to severe slackness in the automatic couplers. This was quite a common occurrence when the railway were using the old 35 foot flat cars. What the crew would do when this happened was to take out the "Knuckle Pin" and insert a piece of galvanized barrel hoop in the hole, and then force the pin back in. This would usually take up the slack and the train could continue on.

On this particular morning when the train broke apart, passenger train No. One was due at Notre Dame Junction within five or ten minutes. The conductor instructed his brakeman to go back and flag down passenger train No. One. He also instructed his brakeman that should train No. One not arrive at the time he was called in (by two long blows from the locomotives whistle) he was to leave torpedoes (a safety device) on the rails, and—while returning to his train—drop red safety flares at the proper intervals, in order to maintain a twenty minute clearance between the two trains.

After twenty minutes or more had passed, and the conductor had made the necessary repairs to the cars which had broken apart, the Engineer, whistled the brakeman in. The conductor walked back to his caboose. To his utter amazement, when he arrived at the caboose the brakeman had not gone out to flag down the passenger train, but rather decided to cook himself a breakfast before doing so.

Needless to say, those few minutes were very tense for the conductor, before his train started to move and he had placed the necessary torpedoes on the rails and safety flares in place.

Fortunately on this morning, the westbound passenger train

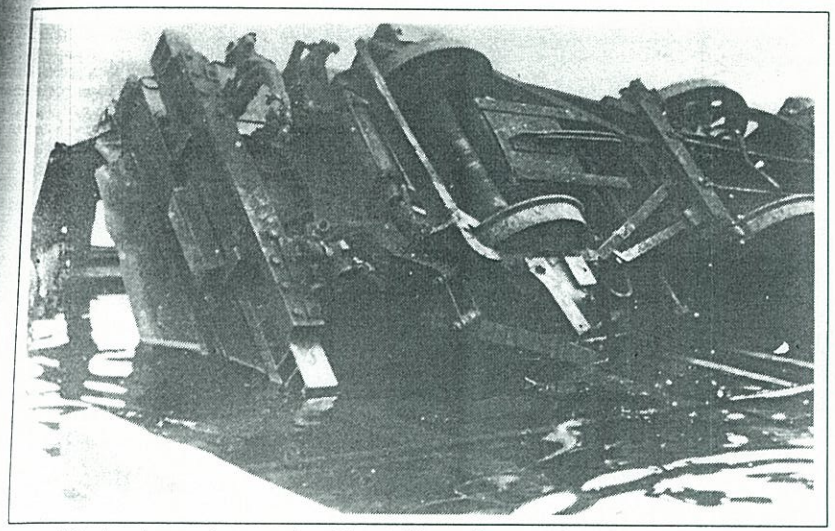


Photo – Courtesy Bert Strong

Photo shows locomotive No. 195 getting ready to be up-righted. Note the tide is rising and the temporary track is floating.

All the brush has been cleared away and a section of the shoreline graded in order to lay the necessary track. In this blown up photo, one can see where a set of "Pony Wheels" are missing.

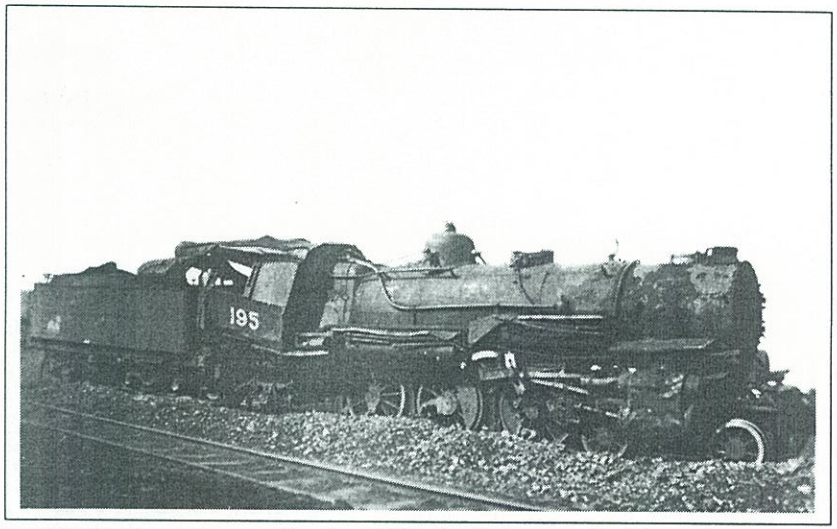


Photo – Courtesy Gertrude Hynes

Photo shows locomotive No. 195 after being rerailed from the accident of August 5th, 1944.

Engine was repaired and served the railway for many more years until scrapped in 1957.

was over one half hour late, and this was what avoided a very serious rear-end collision, with potentially heavy loss of life.

If the freight train had been fully crewed, then this situation would never have taken place, as the conductor would have been in a better position to see that his trainmen were in their proper positions.

DERAILMENT ON THE BONAVISTA BRANCH LINE—ENGINE ROLLS OVER EMBANKMENT

ON August 5th, 1944, a work train assignment was returning to Ballast Pit at Southern Bay for reloading.

The train was "Work Extra No. 195" in the charge of conductor John Sellers. The engineer was Ron Lowe and fireman was Jim Hunt. The locomotive was a small Pacific 4-6-2 type, built in 1920 for the Reid Newfoundland Company by the Baldwin Locomotive Works, Philadelphia, U.S.A.

The work train was backing up (Tender first) and around the watering chute at Southern Bay, the locomotive left the rails and rolled down a 30 foot embankment. It landed on its side, in about four feet of water at high tide in the Southern Bay reach. Engineer Lowe and Fireman Hunt were seriously injured in the mishap, and spent many months in hospital at St. John's before being well enough to continue their regular duties.

As there were no heavy-lifting cranes available, the monumental task of uprighting this 100 ton locomotive fell on the shoulders of Roadmaster William Smart and veteran General Foreman Randolph Hart.

Under the supervision of Hart, the locomotive was uprighted by the old-time method of "jacking and blocking". It was a very slow process, because in the initial stages of the uprighting of the locomotive, the jacking had to be carried out in around four feet of water when the tide was in.

After the locomotive was uprighted, a track had to be constructed around the shore line for a considerable distance, until a suitable place was found to get the locomotive up the side of the bank, and then on to the main track. With the assistance of another locomotive, equipped with suitable cables, locomotive No. 195 was finally

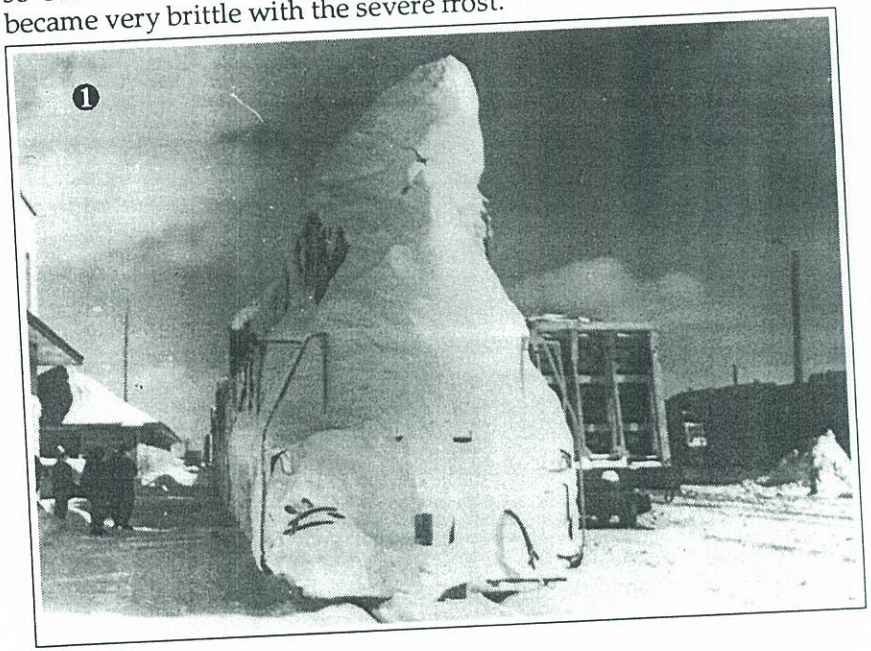
brought back to the main rail line. The uprighting and rerailing of this locomotive was quite an engineering accomplishment, and the Newfoundland Railway had much praise for the man who engineered the job, Foreman Randolph Hart. Locomotive No. 195 was repaired and served the Railway faithfully, until taken out of service in April 1957 and broken up.

SEVERE FROST—FREEZES TRAINS TO THE RAILS

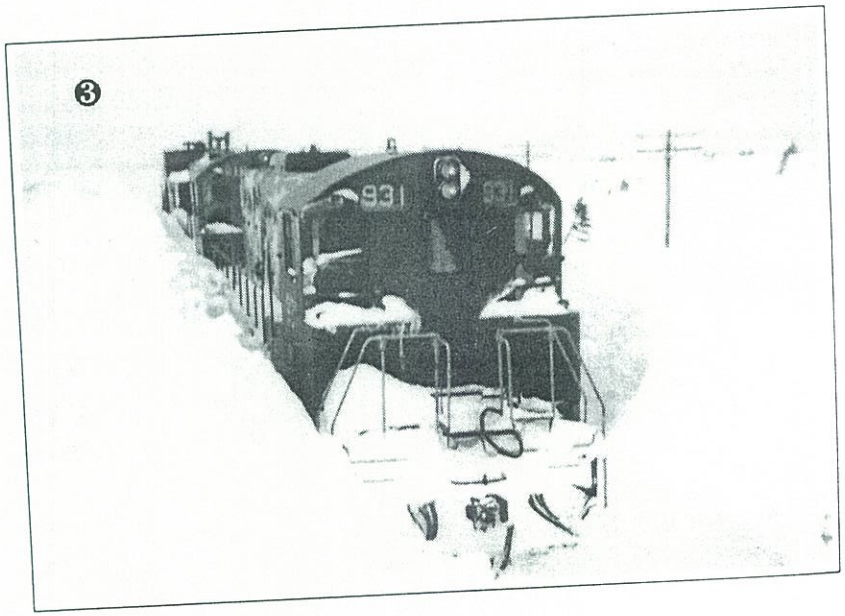
DURING the 1940s and early 1950s, I witnessed severe frost conditions, especially between Bishops Falls and Kitty's Brook.

At Millertown Junction, the temperature on many occasions dropped to thirty-five degrees below zero on the Fahrenheit scale. I was a crew member on passenger train No. 2, which had stopped at Millertown Junction for about ten minutes or so. It was so cold, that when we were ready to proceed, our train was completely frozen to the rails. A freight train which was travelling behind us in the same direction, when it arrived at Millertown Junction, gave our train a push from the rear and got us started and we continued on our way.

I remember another night at Millertown Junction when it was so cold that an eastbound freight train broke several rails which became very brittle with the severe frost.



① shows train arriving at Bishops Falls after a snow storm.
② and ③ show snow operations across the Gaff Topsails
(Courtesy — Ted Budden and Bren Dicks)



On another occasion I was conductor in charge of a seven car westbound freight train. While we were stopped at Gaff Topsails to pick up train orders, we became frozen to the rails. We had to split our train, and run one half to a siding which was located close by and return for the remaining half. In this way, we could continue on our journey. The temperature, along with the wind chill factor at Gaff Topsails that night, was thirty-five degrees below zero on the Fahrenheit scale.

I have often seen, in the Gaff Topsails area, fuel oil freezing—completely jelled—on account of the cold temperatures. Section and work crews in this area, using oil stoves with outside tanks, would secretly mix a small amount of gasoline with the fuel oil, and this seemed to remedy the situation.

Passenger trains moving through the area between Badger and Kitty's Brook, where long delays were quite common on account of snow build up in the Gaff Topsails area, had train crews who had to be always vigilant to ensure that passenger cars did not start to freeze up. Some of the newer passenger and sleeping cars were equipped with an automatic steam drip system; and if this system became frozen, that particular car would start to cool down and could quite possibly freeze up. When this occurred, the train crew would have to break the main steam line coupling next to the car that was frozen, and—with a special long rubber hose connected to the train's main steam line—thaw out the frozen car by steam pressure.

Having to thaw out cars by this method in severe winter conditions was, to say the least, inhuman. Trainmen, usually working in twos, would have to work underneath the cars in getting the main steam line hose disconnected, which, in most cases, were frozen stiff. The trainmen would have to work sitting and sometimes lying on their backs, not having suitable winter clothing to protect them against the elements.

REAR-END COLLISION AT COOK'S BROOK

DURING the early 1950s, I was conductor in charge of an eastbound freight train enroute to Humbermouth from Port aux Basques. Our train consisted of one 2-8-2 Mikado type steam engine of the 1000 class, number 328, 14 cars of freight, consisting mostly of pulpwood and one wooden caboose.

While we were approaching Cook's Brook Siding, another train was parked on the main track without having the necessary flag

Photos show a rear-end collision between two eastbound extra trains at Cook's Brook siding during the early 1950s.

Photo above shows Engine No. 328 demolished amongst the wreckage of the other train.

Photo below also shows the wreckage caused by the collision. Speed at time of collision was approximately 40 – 50 miles per hour.

Photos by C.D. Cook.

protection in place to protect it. Our train, which was travelling at approximately forty miles per hour, plowed into the rear end of the train ahead. As this location was on a heavy curve and a down grade, our engineer did not see the train ahead of him until it was too late to make an emergency stop.

The damage in the impact was very great. Our locomotive Number 328 was derailed and thrown clear of the tracks; the caboose of the train rammed was taken up on top of our locomotive and burned; and three cars of pulpwood from the train rammed were damaged beyond repair and their contents burned.

Damage to our train was also extensive, resulting in several cars demolished on account of having their steel frames twisted beyond repair. Locomotive No. 328 was damaged so badly by the impact that it was removed from service and finally scrapped in 1957. The cost of the damage was estimated at approximately $150,000.00

Imagine for a moment, if you will, you are rolling down the tracks at forty miles per hour or more, inside a wooden caboose equipped with a coal burning stove set in the middle of the car, and using kerosene lamps.

Now, one can well appreciate the dangers should you become involved in a derailment or collision, which could turn your caboose into a flaming coffin.

Many trainmen across Newfoundland and Canada in years gone by have been injured or killed in this way.

We were stunned by the tremendous impact of the collision which came without warning, but we recovered in time to extinguish the fire from the hot coals and kerosene lamps. Should we have been injured or knocked unconscious from the impact, we would have been unable to get out alive, much less been in a position to extinguish the fire.

WRECK AT GAMBO SIDE HILL KILLS ENGINEER AND INJURES FIREMAN

ON the morning of May 17th, 1951, a 28 car westbound freight (wood) train originating at Gambo Pond enroute to Humber Canal (near Deer Lake) derailed at Gambo Side Hill. The train was powered by two 1000 class locomotives of the Mikado type, number 1017 leading and number 305 trailing.

After the two locomotives took on a supply of water at Gambo, and owing to the heavy weight of the train's load, the train backed up for some distance in order to make a run for the heavy Gambo side hill grade.

Photo - courtesy Burwell Barbour

Photograph shows train wreck (derailment) at Gambo Side Hill on the date of May 17th, 1951.

Note that engine No. 1017 in the right hand corner of the photograph is derailed and over on its side and engine No. 305 is derailed across the roadbed on its side. Engineer Ted Stanley was killed instantly in this derailment and Fireman Frank Coles was injured.

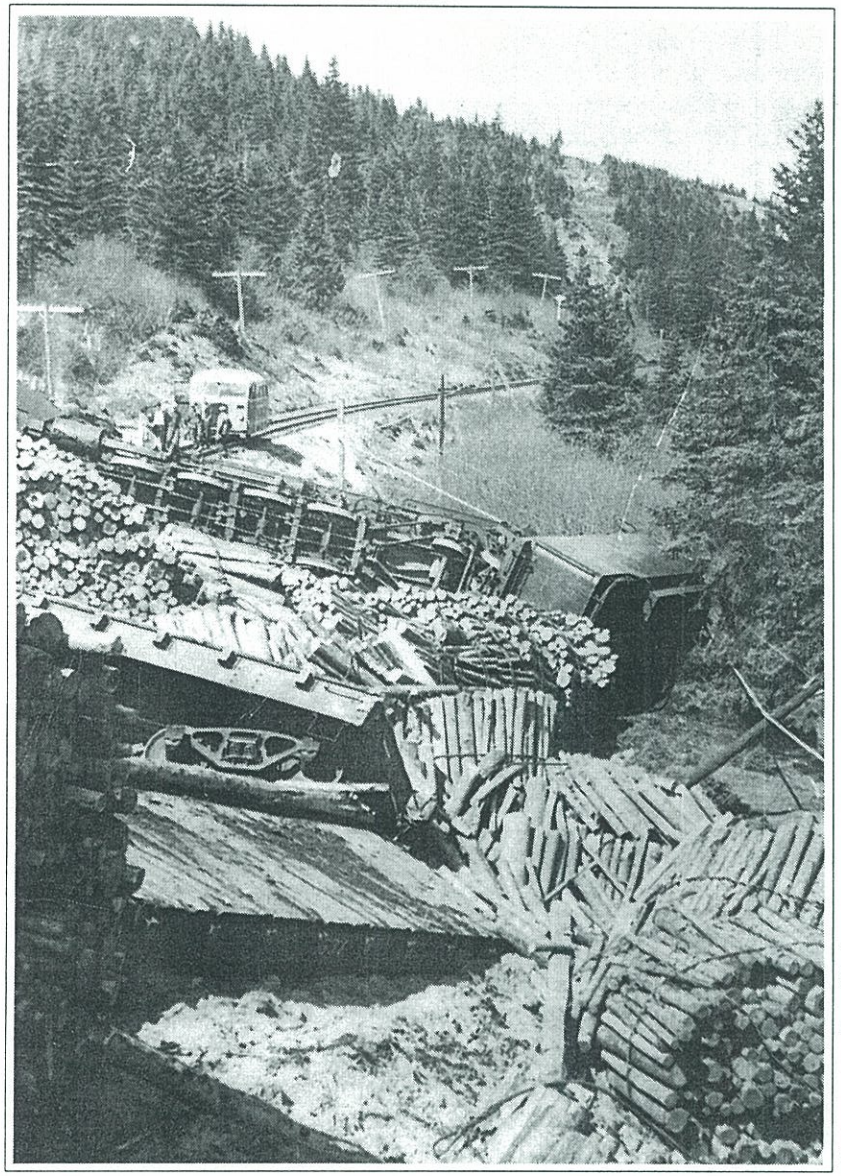


Photo – courtesy Burwell Barbour

This photo shows engine 305 almost wheels up and its tender over on its side in the right hand corner of the photo. Also note the mess of pulpwood scattered around.

While the train was at speed and partly up the heavy grade, locomotive 1017 developed a broken axle (journal) on its pony wheel., (pony wheels are the lead wheels on a locomotive) resulting in the derailment of the locomotive over on its left side up against an embankment. This, in turn, caused locomotive No. 305 to derail and turn on its side and come to rest completely across the roadbed, killing its Engineer, Ted Stanley and severely injuring its Fireman, Frank Coles.

The impact was so great that many cars of bundled pulpwood were derailed and some of the flat cars were twisted beyond repair and had to be scrapped. The train crew who were riding in the Caboose, also received quite a severe jolt in the mishap. It was alleged that this was the second time that locomotive 1017 had experienced a broken pony wheel journal in its seven years of service.

The following is a listing of the train and engine crews:

Conductor, Wilfred Carey; Trainmen, William Brazil and Arch Butt; Engineer on No. 305, Ted Stanley (killed); Fireman, Frank Coles (injured); Engineer on No. 1017, Frank Dicks and Fireman, William Collins.

TWO TRAIN COLLISION NARROWLY AVERTED BETWEEN TOWERLINE AND BEAVER POND—1950s

I WAS conductor in charge of a work train (non-scheduled) with train orders to work between Beaver Pond and Stephenville Crossing. The purpose was to load surplus rails, which were in piles by the track-side in many locations between Towerline and Stephenville Crossing.

When our train departed Corner Brook, the following train orders were received:

1. Engine No. 327 run extra Corner Brook to Towerline.
2. Engine No. 327 work extra from 9:00 A.M. to 5:00 P.M. between Towerline and Stephenville Crossing, not protecting against extra trains.
3. Work Extra No. 327 protects against extra No. 320 west between Towerline and Stephenville Crossing after 9:00 A.M.

When we left Corner Brook, our Terminal Clearance read that the next train ahead was Extra No. 20 west, which left at 7:20 A.M. and arrived at Curling at 7:40 A.M. When our train arrived at Curling, Extra No. 320 was unloading freight and doing the necessary switching at that station. After awhile, we managed to use the siding and

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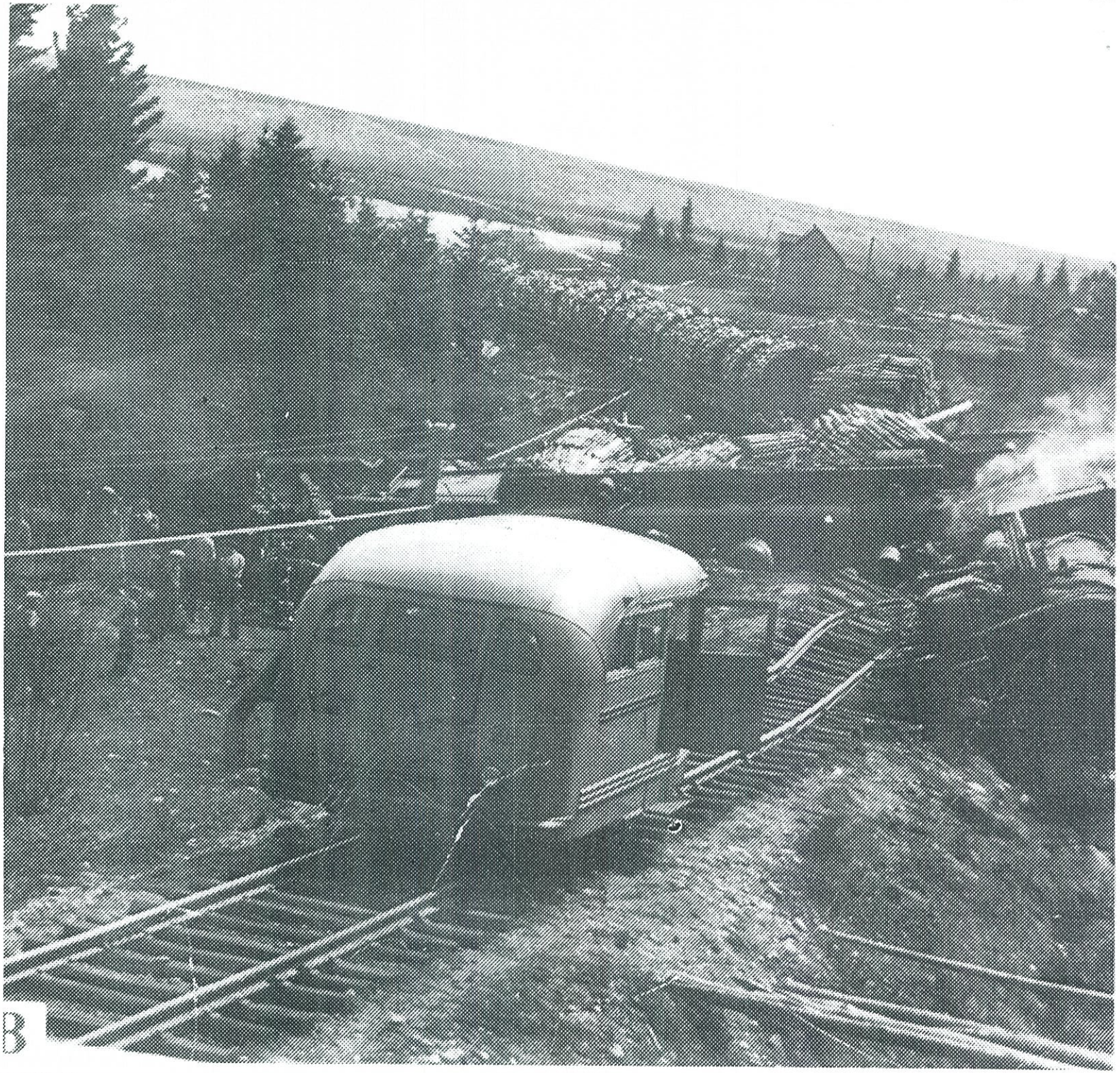


get around extra No. 320 and continued on to our designated working point.

On this particular morning, I was very much troubled by Extra No. 320 west. I had a gut feeling that things were not as they should be and there was potential for an accident. At around 9:00 A.M., I instructed one of my trainmen to detrain and (using the proper flagging equipment) to hold Extra No. 320 west at Towerline, and that we would return for him and then make the necessary arrangements with Extra No. 320 as to where we would let him pass our train. In the meantime, my mind was still troubled and I also wondered if my flagman had fully understood my instructions. We were moving along and picking up the odd piles of rails and I was listening for the sound of Extra No. 320 west acknowledging my flagman's signal to stop.

Finally, I heard one short blow of the locomotive's whistle; I then knew that my flagman had Extra No. 320 stopped. After a few minutes, I heard two short whistle sounds from Extra 320 west, and I realized that Extra No. 320 west was on its way and following us. I then immediately requested my other trainman to get back as fast as he could, to stop Extra No. 320 west from ramming us in the rear.

My other flagman did get back far enough to stop Extra No. 320.

When my first flagmen, who was supposed to hold Extra No. 320 at Towerline arrived back aboard our caboose, I gave him a severe lecture for a serious rules violation. He was a good trainman and I liked him very much as one of my crewmen, so I never reported the incident to management. If I had reported the matter, the man in question would have received a severe reprimand and perhaps been held out of service, or dismissed from the company altogether.

If I had not sensed an accident in the making, and been on guard against it, we would have been involved in a rear-end collision. Should our train have been backing up to Towerline, we would have been involved in a head-on collision, which would have resulted in injuries and perhaps many deaths as there were many crewmen and workmen on both trains.

FREIGHT TRAIN DERAILMENT NARROWLEY AVERTED AT NORTH BRANCH BRIDGE

CANADIAN NATIONAL RAILWAYS initiated a program during the 1950s, to upgrade its Newfoundland Rail System. There were then literally dozens of extra work crews scattered throughout the system, who were performing the work of upgrading the roadbed and other related tasks.

The incident that I am about to relate is enough to send cold shivers down the spine of any railwayman. Fifteen minutes could have meant the difference between life and death.

A work crew under the supervision of a veteran west coast foreman was given instructions by the Railway's Engineering Department to install a spur line of approximately 200 feet at a point nearest to North Branch River and to open in an easterly direction.

The spur line was for the convenience of a construction company, who was engaged in the construction of a part of the Trans Canada Highway and a concrete bridge across North Branch River. The spur line was to be used to handle carloads of cement, crushed stone and sand and other material necessary for the bridge construction.

Before commencing work, the foreman instructed one of his men who was supposed to be a qualified flagman. He instructed his flagman to go east the required distance and to stop any westward trains and advise the train's engineer that the track was being worked upon. They were advised to proceed to the red signal which was placed between the rails just a couple hundred feet in advance of the work area. When the work was completed, the foreman would remove the red signal and the train could continue on its way. In the meantime, the main track was broken and work was started to put in a set of points, a frog, a switch stand and the necessary rails.

After he had gone a little distance, the flagman who was walking back began to notice some rabbit runs close to the tracks. On a closer examination of the leads, he became very interested in them. So he took the flagging can from his shoulder and laid it down by the side of the track. He then started to follow some of the rabbit leads. He became so preoccupied with them that he became oblivious of what his real mission was.

Suddenly the flagman became aware that a train was fast approaching, so he started to run back to the track to try and warn the engineer that the main line track was broken and that there was no way that the train could proceed until the main line was put back in its original state. Before he could make it back to the track, the train had passed by.

The workmen suddenly became aware that a train was bearing

down on the work area at a very fast speed. It ran into the red signal flag and the workmen jumped to safety with only seconds to spare.

After the engineer got his train under control and made a stop, he left the locomotive and started to walk back towards the work area to find out why the foreman did not have a flagman out in advance of the red signal flag. When the engineer met the foreman, both were madder than hell, with the foreman accusing the engineer of not carrying out the flagman's instructions, and the engineer telling the foreman that he had not seen any flagman.

Tempers cooled and the flagman was brought back to find out why he did not stop the train as he was requested to do. The flagman then told the story of how he became so interested in the rabbit leads that he forgot the trains.

Had the train been ten or fifteen minutes earlier, the track would not have been secured and the locomotives would have derailed and somersaulted down into North Branch River with the rest of the train piled down on top of the locomotives. I am sure that the three crewmen riding the locomotives would have either been killed or seriously injured.

As the accident was averted, we left the matter up to the foreman, if he wanted to report the incident or not. I am sure that the flagman learned his lesson, and we heard nothing further about the incident.

HEAD-ON COLLISION AT MILEAGE 236.1—CLARENVILLE SUB-DIVISION

PASSENGER train No. 16 with steam locomotive No. 308 departed Bishops Falls at approximately 7:00 P.M. on July 29th, 1954. At Notre Dame Junction, train No. 16 received train orders to meet extra west locomotive No. 908, a wood train, at Lake O'Brien.

As it approached Lake O'Brien, the weather was terrible: thunder, lightening and heavy rain. There was a wood train on the siding at Lake O'Brien with locomotive No. 903. The whole crew on passenger train No. 16 mistook the three for an eight and proceeded on.

After going for a short distance, they saw the wood train that they were supposed to meet approaching. This train was coming down a grade in a westward direction, and the passenger train No. 16 was proceeding east also on a downgrade. Neither train was able to stop—the trains met head-on.

The force of the impact completely turned the passenger train over on its side away from the rails and its locomotive, No. 308, was just about demolished. In fact, it was removed from the service and finally scrapped in 1957. The westbound wood train had its locomo-

Photo – courtesy Gordon Fogwell

Photo shows a head-on collision between a wood train with engine No. 908 and passenger train No. 16 with engine No. 308 at mileage 236.1 on the Clarenville Sub-division on July 29th, 1954. Both locomotives were severely damaged.

tive No. 908 considerably damaged, along with several flat cars of pulpwood derailed and damaged.

The exact mileage of the collision was 236.1, Clarenville Sub-Division. There were approximately 150 passengers on train No. 16. Several were injured. Relief trains were called in from Gander and Lewisporte with medical help. After passengers were treated by doctors, they were assisted to these trains, and returned to Gander for more medical attention and care.

NEAR TRAGEDY AT CROW GULCH

DURING the 1950s, I was a crew member with Conductor Cyril Daniels, and my co-worker was D. Bruce Dingwell. We were one of two crews working unassigned freight train service moving bundled pulpwood from Howards (Georges Lake) and Stephenville Crossing to Corner Brook for Bowaters.

While entering the siding at Crow Gulch (Corner Brook) where the pulpwood would be unloaded, teenagers, especially during the daylight hours, were always trying to hitch a ride on the pulpwood cars.

One young fellow, around 13 – 14 years old, tried to jump on a car; his foot missed the stirrup and he fell underneath the car and had one of his legs severed by the wheels. My co-worker Dingwell grabbed the boy in his arms, and ran to the highway flagging the first motor car and rushed him to Western Memorial Hospital. Quick action on the part of my co-worker in getting this boy to hospital no doubt saved the boy's life.

HEAD-ON COLLISION NARROWLY AVERTED

AN eastbound freight train narrowly averted a collision with a westbound passenger train No. 15 near Humber Canal during the 1950s. The freight train was performing switching duties and working way-freight at Deer Lake. When they had their work finished, the whole crew forgot that there was a westbound passenger train No. 15 due within twenty minutes; they should have put their train on the siding to await the arrival of the train.

The freight train departed Deer Lake, and at some point between Deer Lake and Humber Canal the Engineer spotted smoke from the locomotive on the passenger train in the distance. Thus he was able to get his train stopped, and backed up to Deer Lake in a hurry. Again a serious accident was averted.

TRAGEDY NEAR CURLING

IN the fall of 1954, I was conductor in charge of a westbound freight train enroute to Port aux Basques from Humbermouth.

About five miles west of Curling, a man was lying between the tracks, either asleep or under the influence of alcohol. However, as the man was lying on the track on a heavy curve, the engine crew did not see him. As a result, he was badly dismembered, and parts of the body were carried along some miles to a siding known as Beaver Pond. We knew nothing of the accident until we had to pull into the siding at Beaver Pond to meet an eastbound extra train, and then the gruesome discovery was made.

When we arrived at Stephenville Crossing, the R.C.M.P. were alerted and our train was inspected for other signs of human remains. In the police investigation which followed, no blame was placed on our crew for the accident.

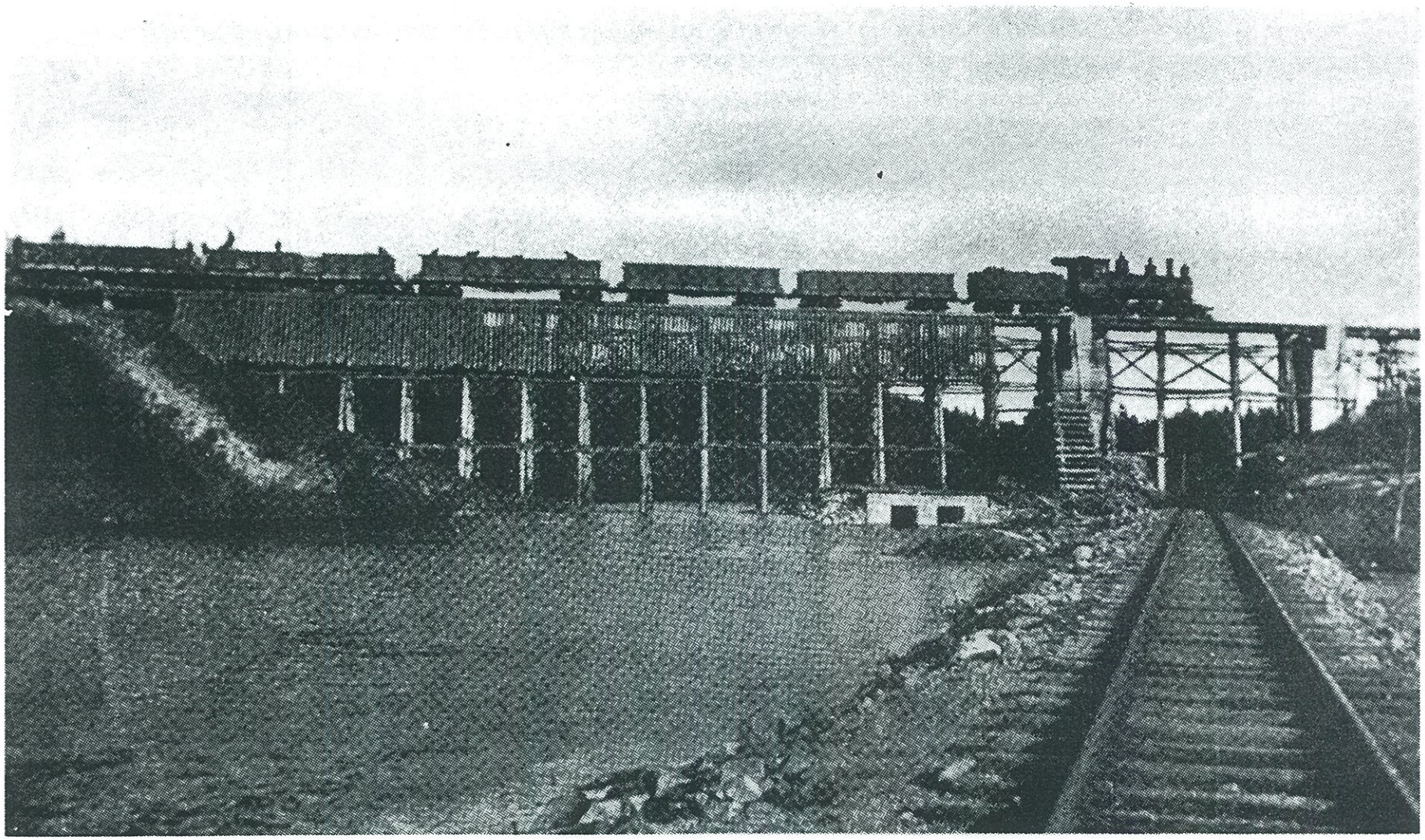
Some years later, during the 1960s, I was a crewman with Conductor Raymond Tipple on westbound mixed train No. 203 enroute to Port aux Basques.

While we were entering the small community of St. Theresa's around 11:00 P.M., a resident from that community tried to cross in front of our train to get on the station side. However, he did not quite make it. The front hand rail on the leading locomotive struck him in the head and he died within a few minutes.

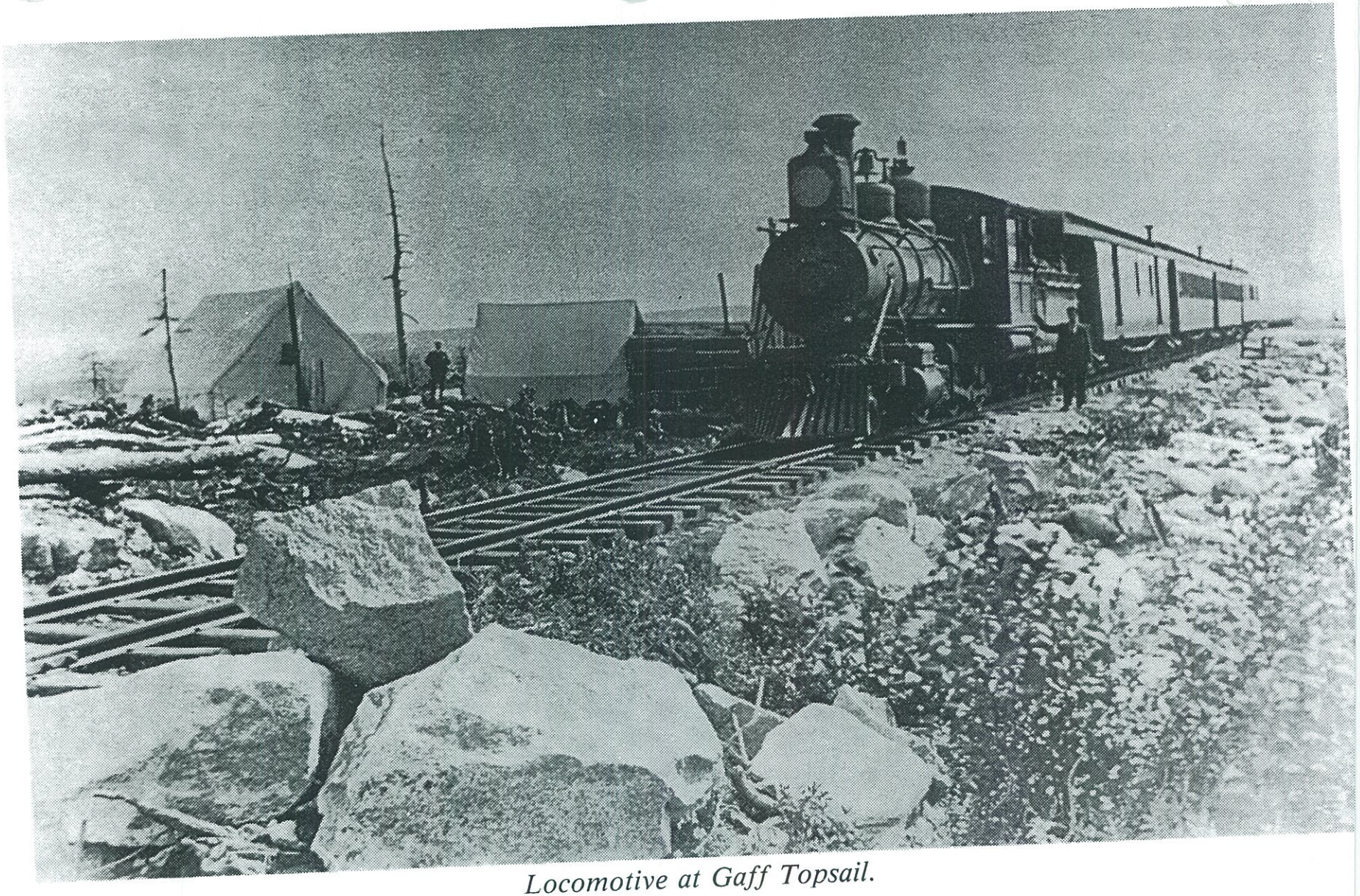
DERAILMENT NEAR CODROY POND—TRAIN CREW HAS CLOSE BRUSH WITH DEATH

DURING May of 1959, I was conductor in charge of a scheduled westbound freight train No. 59 enroute to Port aux Basques. Our train consisted of around 18 cars, loads and empties. Our head-end power was a 900 class diesel locomotive in the charge of Engineer Eldred Pear. My two brakemen were Bert Kelly and Gus Kelly (originally from Gambo).

When our train arrived at St. Fintan's at around 8:00 A.M., we were advised by the telegraph operator on duty that the eastbound passenger train No. Two was on schedule and that we would have to make our own meet on this first-class train. In railroad language, making your own meet on a superior time-table train means that you have to clear the superior train's leaving time at a siding (passing track) at least five minutes before the leaving time of the superior



Ballast train passing over the Trinity Loop on the Bonavista branch.



Locomotive at Gaff Topsail.

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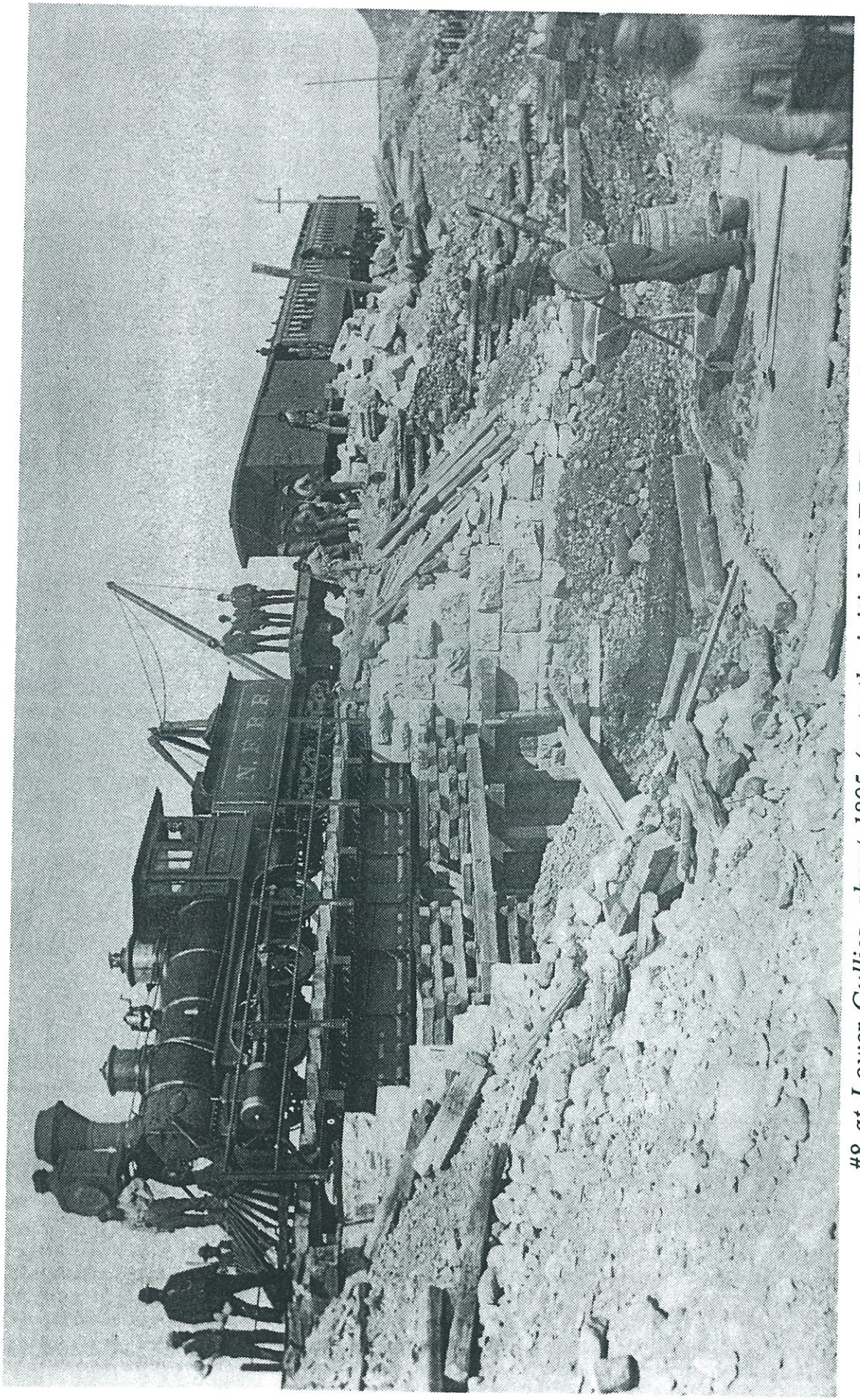
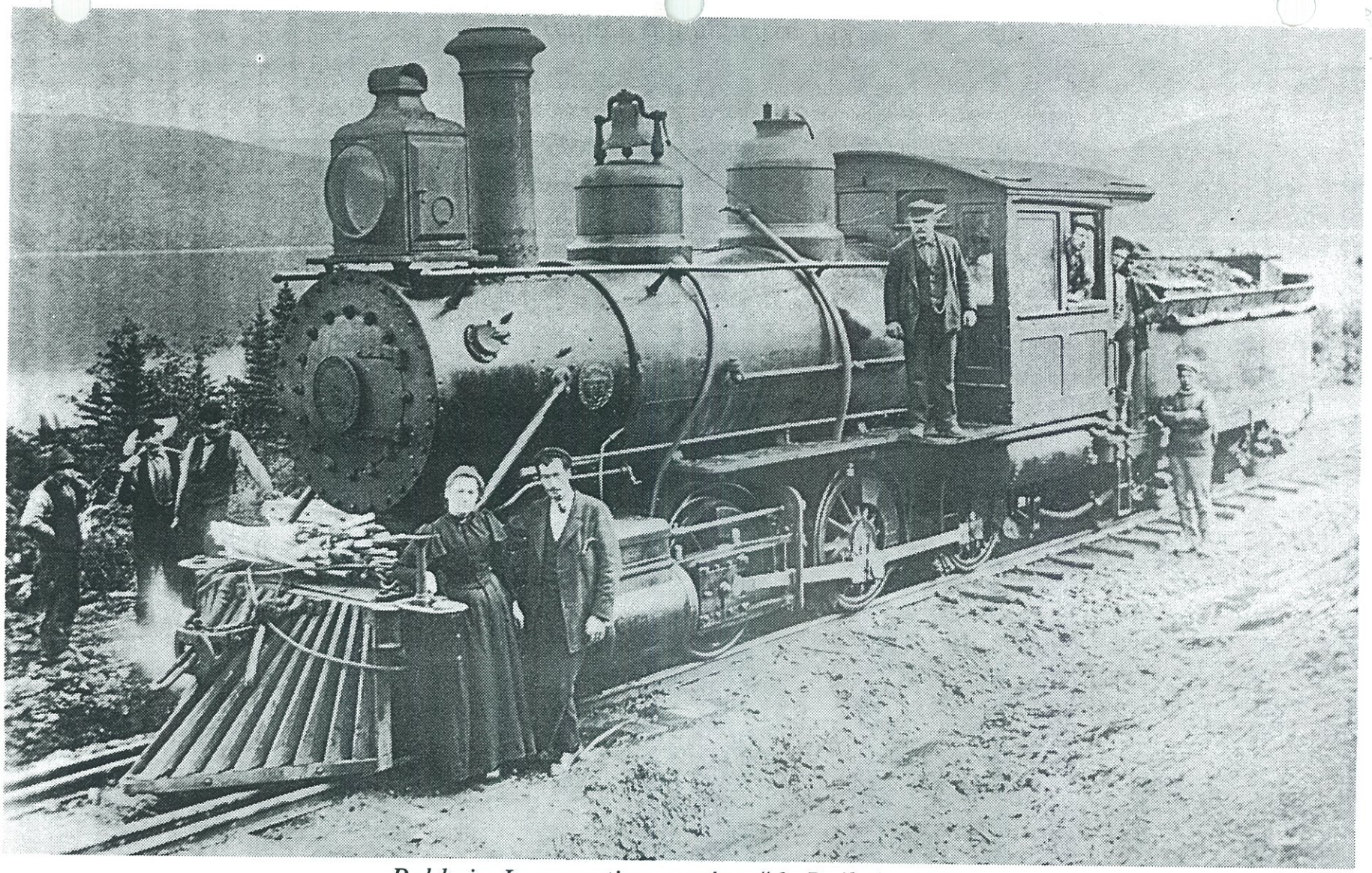
Construction of the St. John's drydock.

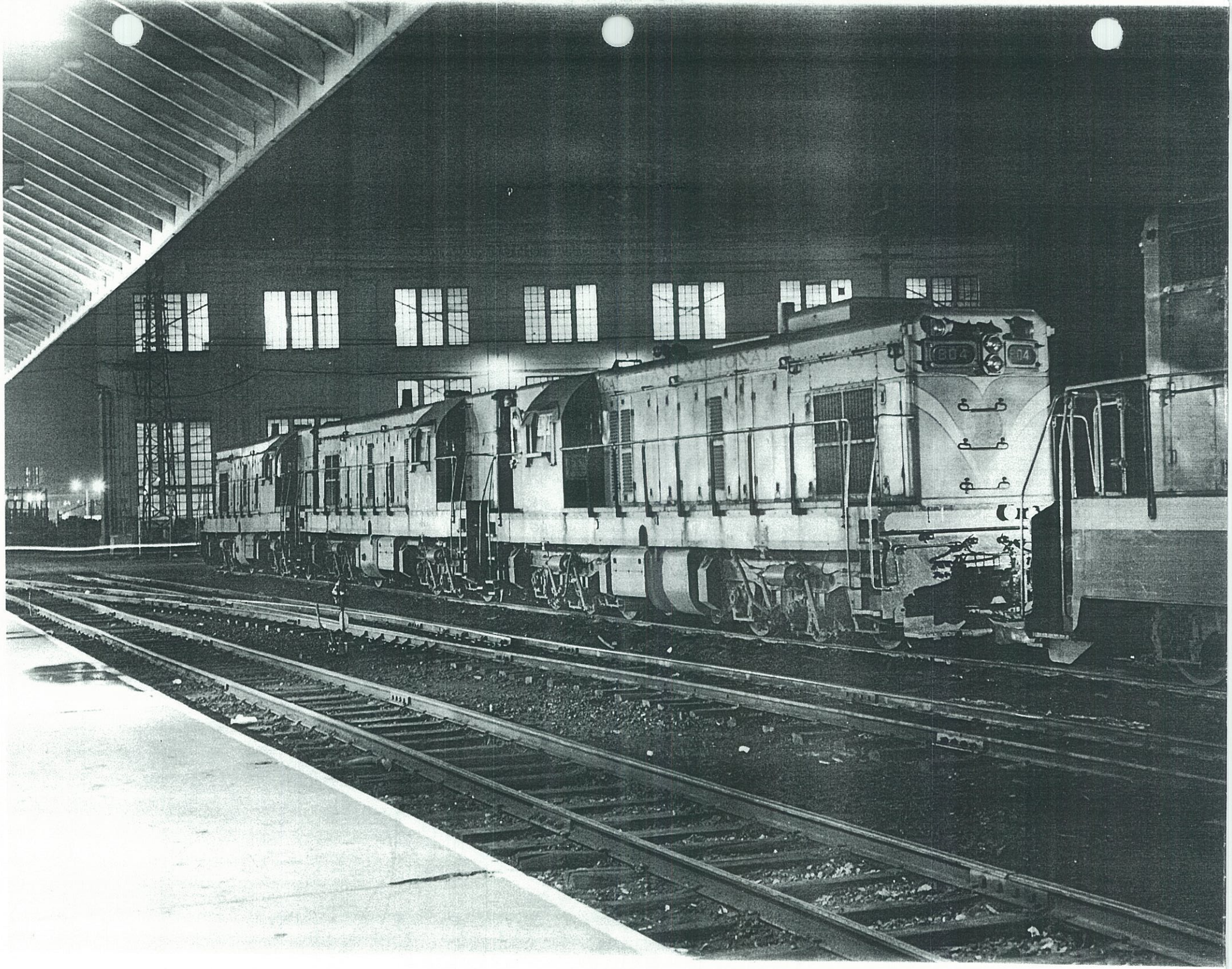
#2 express leaving Port aux Basques, 1908.



#8 at Lower Gullies, about 1895 (note the initials N.F.R.R. on the tender).



Baldwin Locomotive, engine #6. Built in 1893.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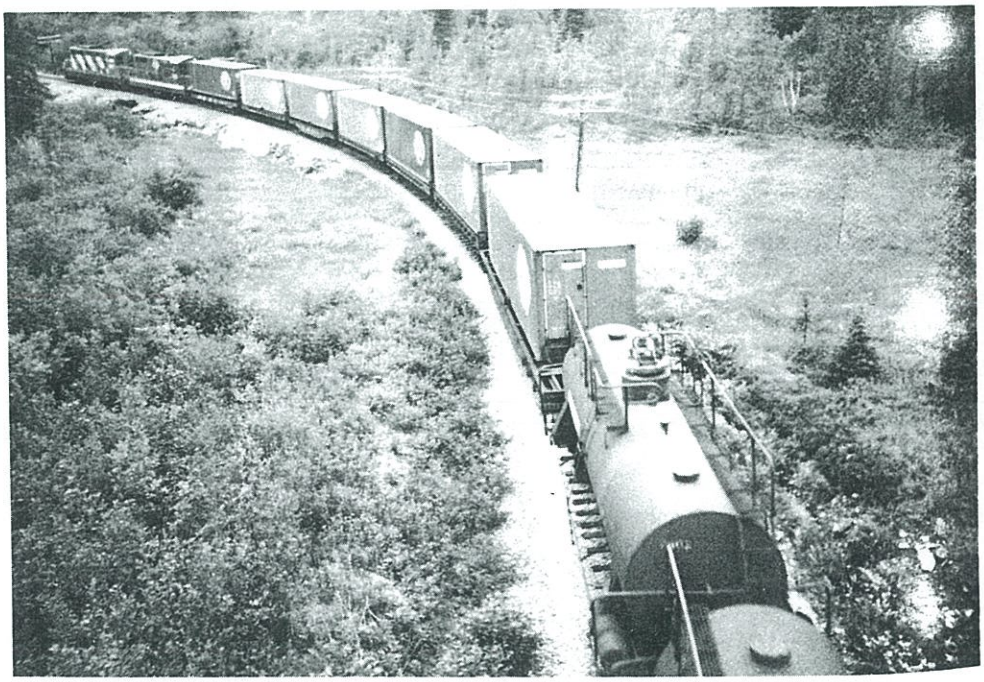
The Last Days of the Newfoundland Railway

By Claude Hoddinott

After more than a century of service, the final run of the railway in Newfoundland took place on September 30, 1988. The vital importance of the railway had declined with the opening of the Trans Canada highway across the island in the 1960's, and the main-line passe ger train had been discontinued in 1969. In the 1980's the branch lines were closed and finally, in 1988, it was announced that the entire railway would be abandoned. Passenger service, via a mixed train, continued through the remote "Topsails" region until the very end, long after the other passenger runs had gone. Our member Claude Hoddinott, of Grand Falls Newfoundland, took a number of photographs shortly before the end of service, as well as others after the abandonment. We are pleased to publish these historic photos as a conclusion to this series of articles on the Newfoundland Railway

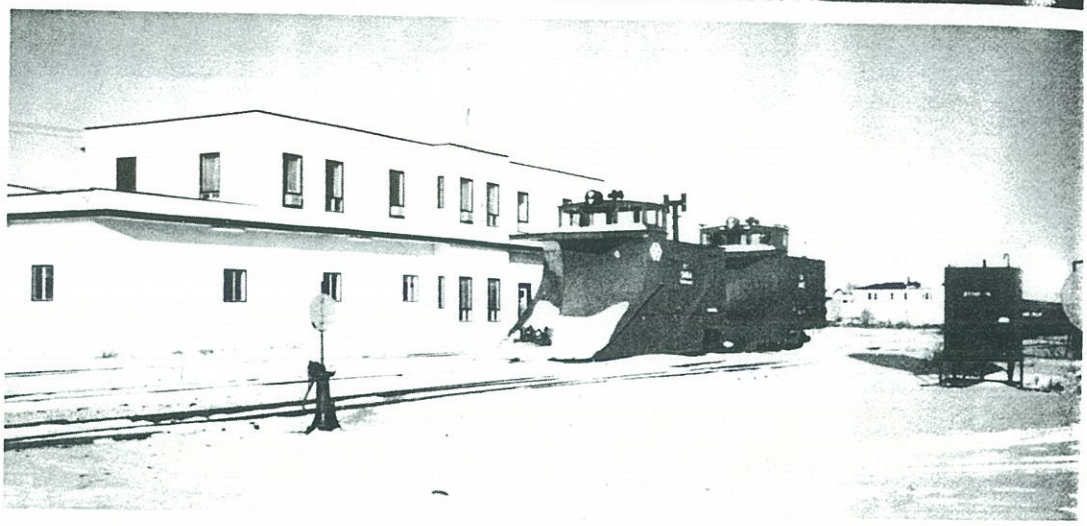
Passengers at Bishops Falls ready to board mixed train 203 for Corner Brook, July 17, 1988.

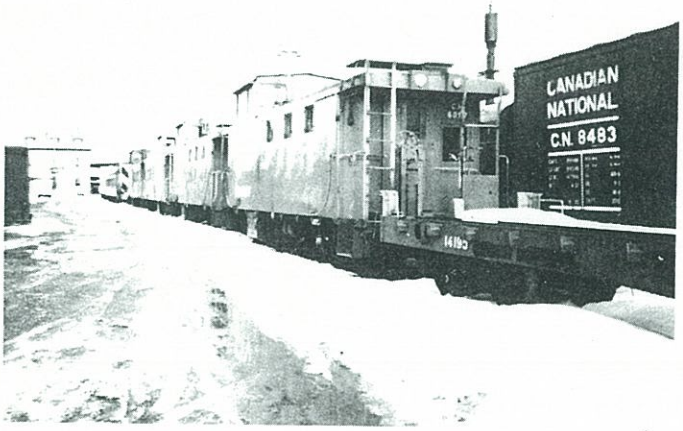


Westbound train 203, bound for Corner Brook, photographed from an underpass just west of Bishops Falls on July 17, 1988.

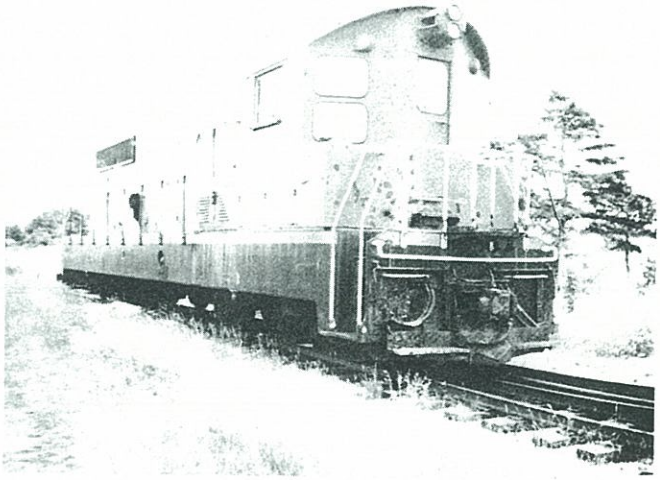
The last two remaining diesels, 943 and 927, at St. John's on August 27, 1989. Excluding work train locomotives and preserved units, the rest of the engines were either sold to South American countries or scrapped. Eight or ten units were kept in use for dismantling the railway. As of January 1990, the only section of the railway remaining was the 150-miles between Bishops Falls and Clarenville, and this was expected to be torn up before the end of 1990.

Snow plows parked near the station at Bishops Falls on November 26, 1989. This once busy rail centre is now quiet, and the plows will never again battle the snowdrifts over the Topsails region. It is truly "THE END OF AN ERA".





A view at the station at St. John's on March 24, 1989.



The first main line diesel locomotive, number 900, has been preserved and is here shown at Pippy Park in St. John's on July 8, 1989.

SEQUEL: (
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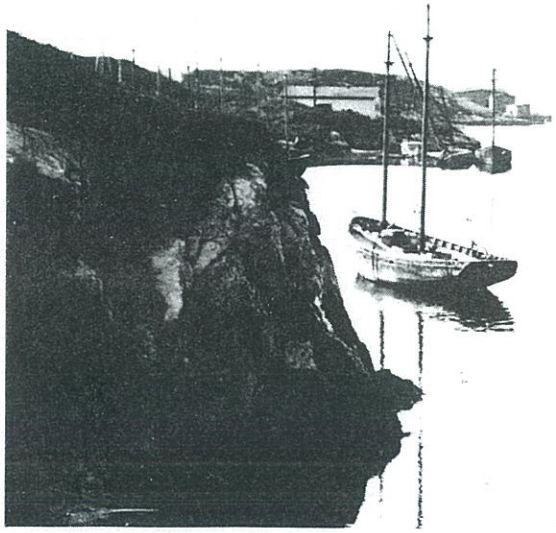
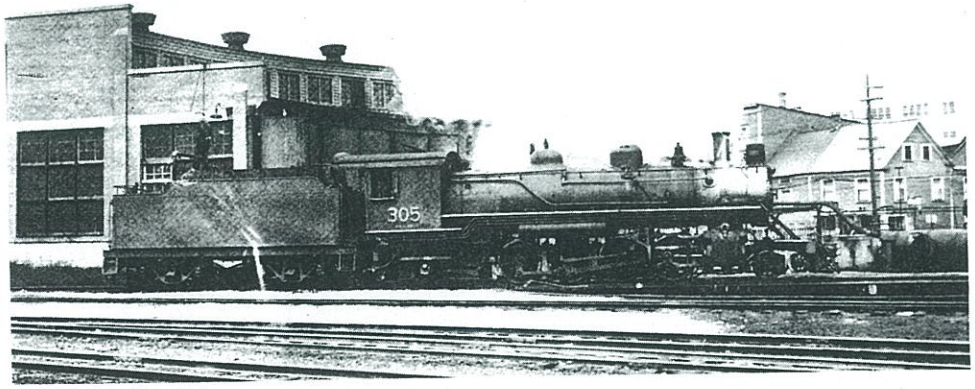


Train standing on the dock at Port Aux Basques, 1954.

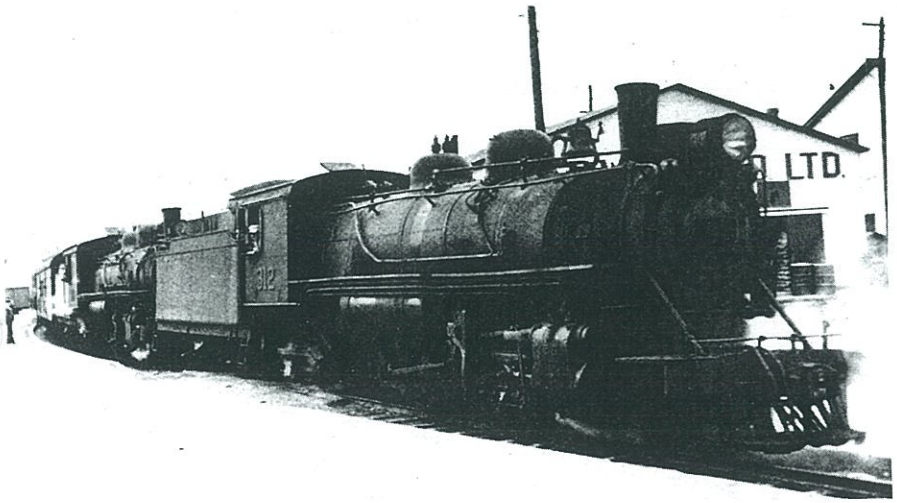
CRHA Archives, Toohey Collection 54-108.

Eastbound "Caribou" crossing the causeway at Grand Bay, a few miles east of Port Aux Basques.
CRHA Archives, Toohey Collection 54-114

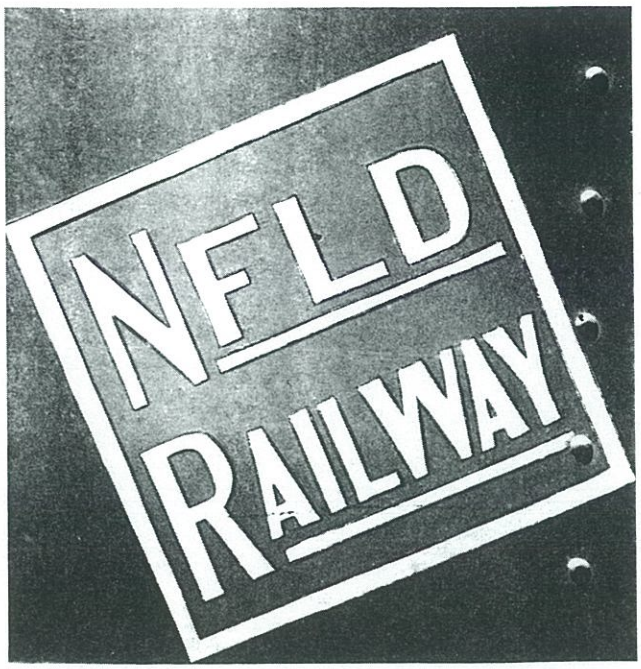
The eastbound "Caribou climbing up from Grand Lake to the summit near Pond Crossing, October 1954. CRHA Archives, Toohey Collection 54-123.



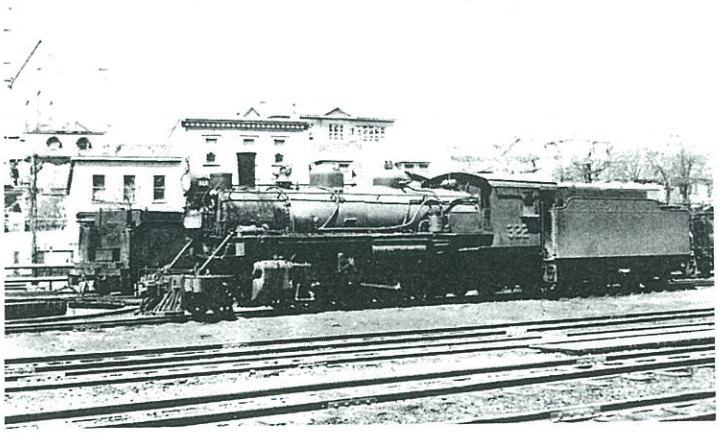
Locomotive number 305 moving on to the turntable at St. John's, October 1954. CRHA Archives, Toohey Collection 54-145.



Locomotive 312, a 2-8-2, is the front engine of the double-headed "Caribou" standing in the station at Corner Brook. CRHA Archives, Toohey Collection, 54-117.



The symbol of the Newfoundland Railway (1923 to 1949) as applied to the railway's rolling stock. CRHA Archives, Toohey Collection 54-138.



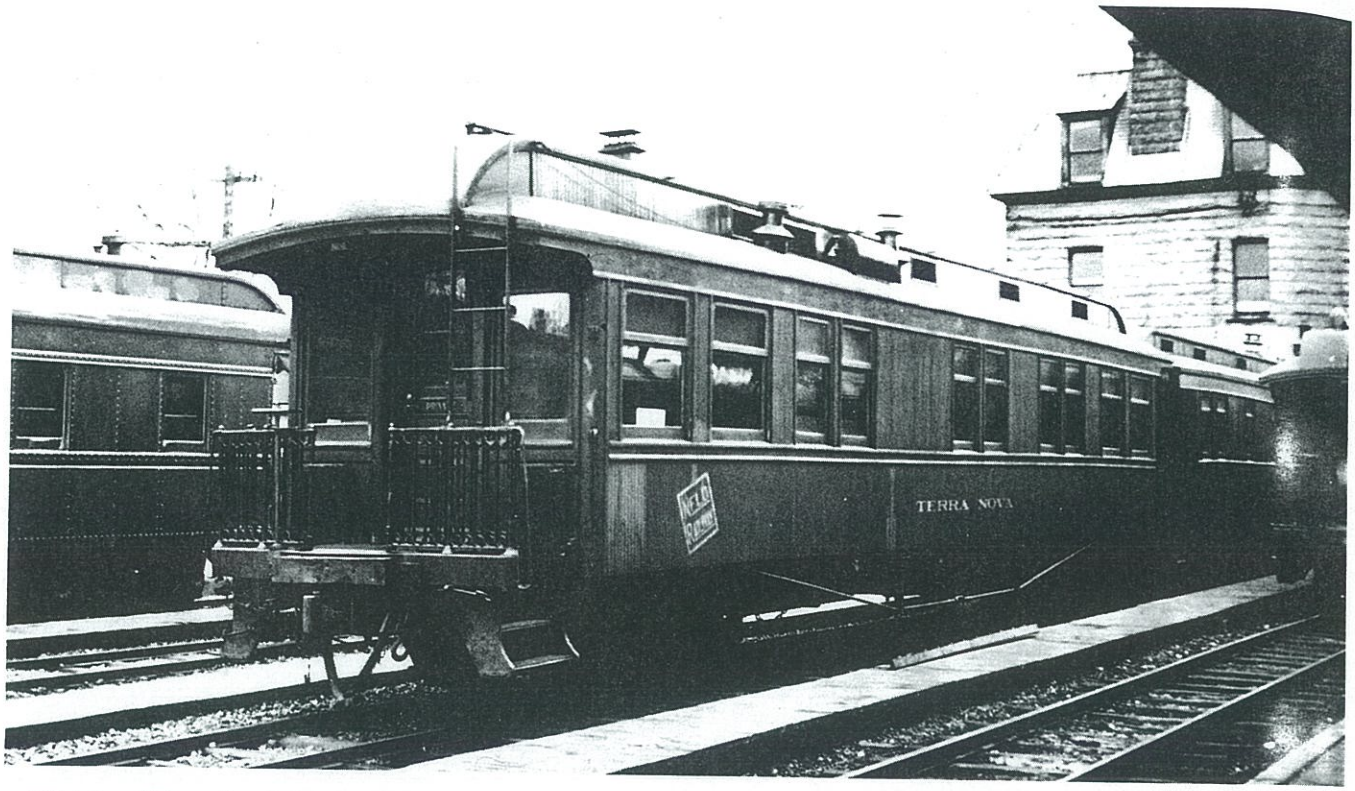
Locomotive 322 in the yard at St. John's in October 1954. CRHA Archives, Toohey Collection 54-133.

UNIQUE NATURAL ATTRACTIONS.
EXCELLENT TRANSPORTATION FACILITIES

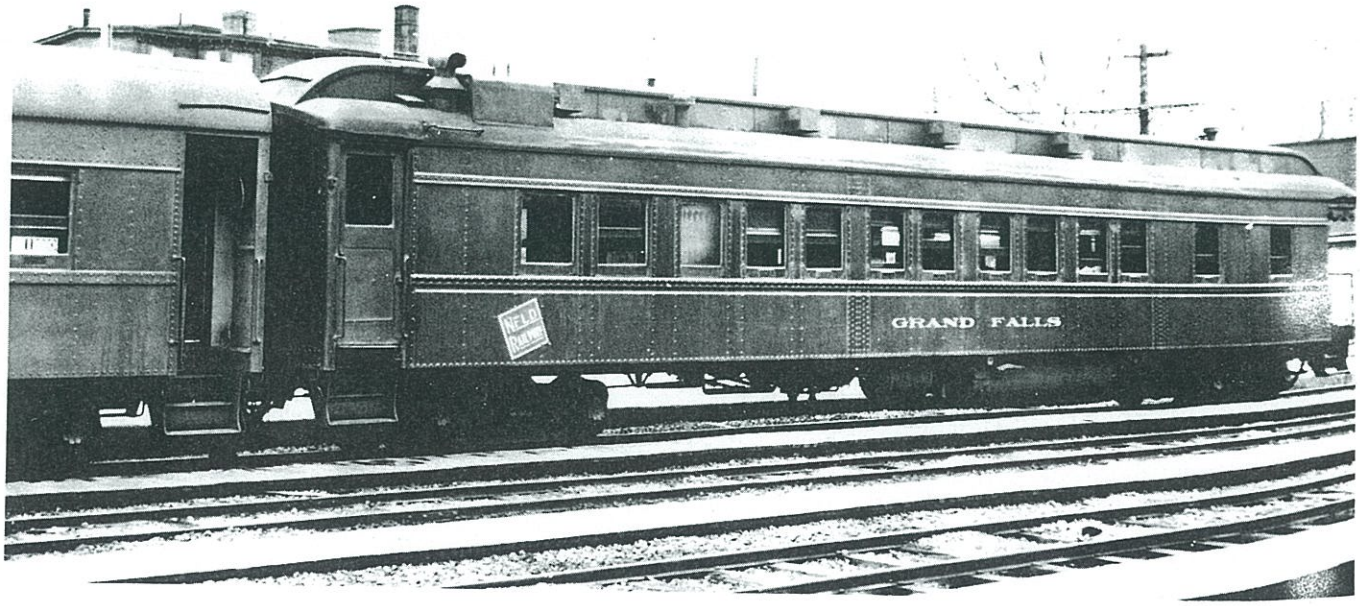
GUIDE

FOR THE SPORTSMAN, TOURIST
AND HEALTH SEEKER

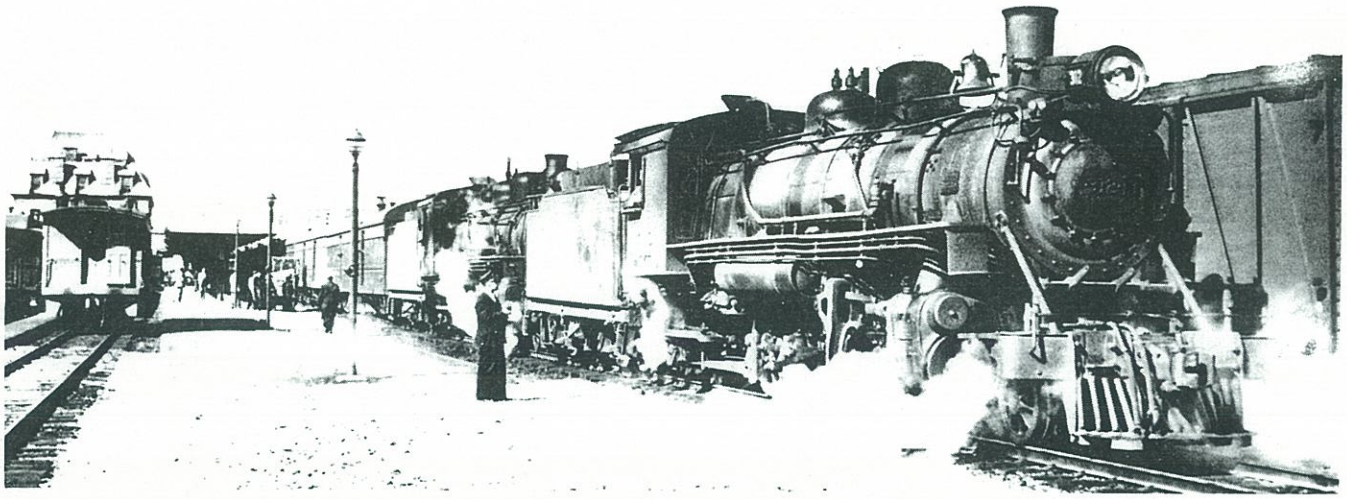
The cover of a very attractive 80-page guide book produced by the Reid Newfoundland Company about 1910 to promote tourism on the island. It contains maps, tour schedules and much information of use to tourists.
Collection of Fred Angus.



Official car "Terra Nova", built in 1892, at the station at St. John's in 1954. *CRHA Archives, Toohey Collection 54-136.*



Observation-end sleeping car "Grand Falls" at St. John's in 1954. *CRHA Archives, Toohey Collection 54-134.*



The "Caribou" about to leave St. John's, in October 1954, for Port Aux Basques 547 miles away. CRHA Archives, Toohey Collection 54-150.

the Newfoundland Products Corporation, the Newfoundland Power and Paper Company, and Mines and Forests (Newfoundland) Limited. The Newfoundland Products Corporation was founded in 1915 and managed timber stands for the Reids in western Newfoundland. Surveys were also carried out in return for water rights on the Hamilton and Northwest Rivers in Labrador, and by 1920 the corporation had become involved in producing chemicals and industrial products, including cement. Newfoundland Power and Paper Company, founded in 1922, contracted with Armstrong, Whitworth and Company in 1922 to build the Corner Brook paper mill. Newfoundland Power and Paper would, in turn, erect the hydro station at Deer Lake that was to power the mill and would lead in the construction of Corner Brook itself.[38] With the opening of the Corner Brook mill in 1925 the Newfoundland Power and Paper began to lose direction, and the company's Corner Brook operations were subsequently dissolved between 1928 and 1938. Although Newfoundland Power and Paper interests were controlled at first by the International Pulp and Paper Company, and from 1938 onwards by Bowater Newfoundland Pulp and Paper Mills Limited, the Reid Newfoundland Company continued to engage in the leasing of timber and mineral rights to the new owners.[39]

Mines and Forests (Nfld.) Limited and the Gander Valley Power and Paper Company, incorporated in 1920 and 1924 respectively, were engaged almost exclusively in the development of R.G. Reid's timber concessions and did little themselves in the way of extraction or processing. Mines and Forest (Nfld.) was a Reid Newfoundland Company subsidiary from 1920-28 and from 1941-62, and as its purpose the leasing of mineral and timber rights. The Gander Valley Power was built around plans to construct an $8,000,000 pulp and paper mill in the Gander area in a joint venture with Bowater. This fell through when Bowater decided to purchase the Corner Brook mill outright, and with the end of the "Gander Deal" came the demise of Gander Valley Power and Paper.[40]

The legacy of industrial and resource development begun by R.G. Reid and perpetuated by the Reid Newfoundland Company also entails three other major enterprises. Newfoundland Atlantic Fisheries operated from 1917 to 1926 and was involved in the export of frozen fish to English markets and the import of poultry, beef, and pork products. Throughout the 1920's, the Reid Newfoundland Company acquired the mining operations of R.G. Rendell Materials, and from this company formed a number of minor subsidiaries engaged in mining in locations such as Tilt Cove, South Brook, and Bell Island. These operations were invariably unprofitable and cost the Reid Newfoundland Company dearly. Land development, involving the promotion of mining, electric power, and oil exploration schemes figured prominently in the interests of the Reid Newfoundland Company after 1945. As an alternative to direct participation, Reid land concessions have been offered for sale to both corporate and individual buyers. According to information contained in the Reid collection at the Newfoundland and Labrador Public Archives, the last such venture occurred in 1983.[41]

10 Other Railways in Newfoundland

While rail transportation in the Province of Newfoundland is dominated by the narrow-gauge lines of the former Newfoundland Railway (now CNR), possibly ten separate railways, at least, have existed in addition to the main-line services of the government railway, and for the purposes of convenience will all be treated here.

The majority of this independent mileage was, and is, the property of the Anglo-Newfoundland Development Company, and was divided into three systems, namely, the Millertown Railway, the Botwood Railway, and the Harpoon Railway or tramway. The first section to be built was constructed in 1901 by a lumberman named Miller, who built a 19.5-mile railway from Millertown Junction, on the Newfoundland Railway, to Millertown. In 1910, he sold this railway to the AND Company, who had, in the previous year, completed the Botwood Railway, from a paper mill at Grand Falls, through Bishops Falls to Botwood on the Bay of Exploits, a distance of 22 miles. Some time subsequently, the Millertown railway was extended southward into the bush a further nineteen miles to Lake Ambrose, and this came to be known as the Harpoon Railway, used principally for logging. In 1928, the Buchans Mining Company built a branch from the Millertown Railway at Buchans Junction, for 19 miles to Buchans. All of these lines were served by a considerable variety of steam locomotives, which in recent years have given place to diesels and gasoline engines.

The Buchans Railway and that part of the Millertown Railway between Buchans Jct. and Millertown Jct., are still worked by the AND Company. The remaining section of the Millertown Railway, and the Harpoon Railway, were dismantled in 1957. On July 1st of that year, the Botwood Railway was sold by the Anglo Newfoundland Development Company and became a common carrier, the Grand Falls Centre Railway Company. Its traffic is still largely dependent upon the AND Company's timber and mineral interests, however. The GFCR operates only while the ocean port of Botwood is free of ice, and in winter moves traffic from the paper mill at Grand Falls, over a one-mile spur line to the CNR, for off-island shipment.

Bowater's Newfoundland Pulp and Paper Company, whose interests are concentrated around the large pulp and paper mill at Corner Brook, have a small railway operation around the mill, connecting with Canadian National Railways, on which a diesel presently functions. However, at one time, the mill was served by two 0-4-0T type engines, officially named "Leapin' Lena" and "Sizzlin' Sal". These little engines were also used on a logging railway which was the sometime property of Bowater's, and which extended for approximately 20 miles from Deer Lake to Adie's Lake; it is now abandoned.

Other narrow-gauge lines in Newfoundland include the Cassandra Tramway, a 2-mile pole-railed tramway extending from Cassandra to Cassandra Brook, opened in 1909; a seven-mile railway, owned by the Newfoundland Iron Ore Company, completed in 1898 from Lower Island Cove to Old Perlican, and abandoned in 1901, and a railway built by the United States Army in 1941 to connect the United States Army Air Force Base at Harmon Field, near

Utility rather than grace distinguished 2-4-2T No. 1 of the Buchans Mining Company, built in 1928 by the Baldwin Locomotive Works.
(Baldwin Locomotive Works; collection R.F. Corley)

A: The Botwood Railway's No. 9 was a dapper Baldwin 4-6-0. It is shown switching miniature boxcars at Botwood, Nfld., in June 1956.

(Omer Lavallée)

B: Completely North American lines of Botwood Railway No. 14 belie its origin at the works of the North British Locomotive Company, Glasgow, in 1937. Photo at Botwood, Nfld., in 1956.

(Omer Lavallée)

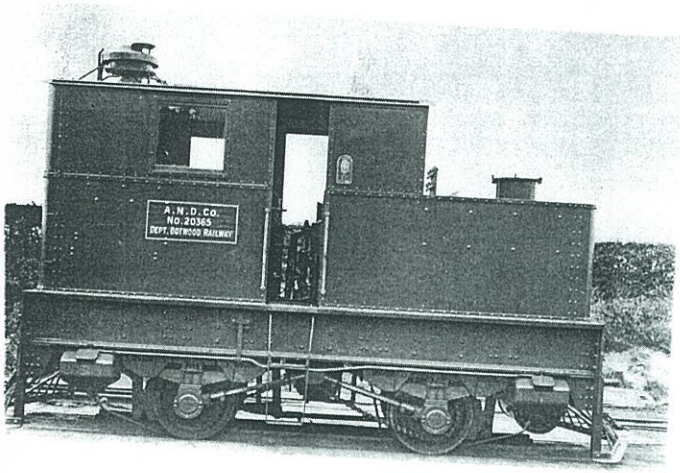
C and D: A lesser-known Newfoundland "common carrier" was the half-mile-long Bell Island Transportation Company, a cable incline which extended from the Ferry Wharf to Upper Bell Island.

(Photo late Robert R. Brown)

E: An unusual locomotive type for North America was the Botwood Railway's chain driven Sentinel steam locomotive, built in Great Britain. Newfoundland Railway had three steam-driven Sentinel passenger motor cars.

(Collection Omer Lavallée)

E

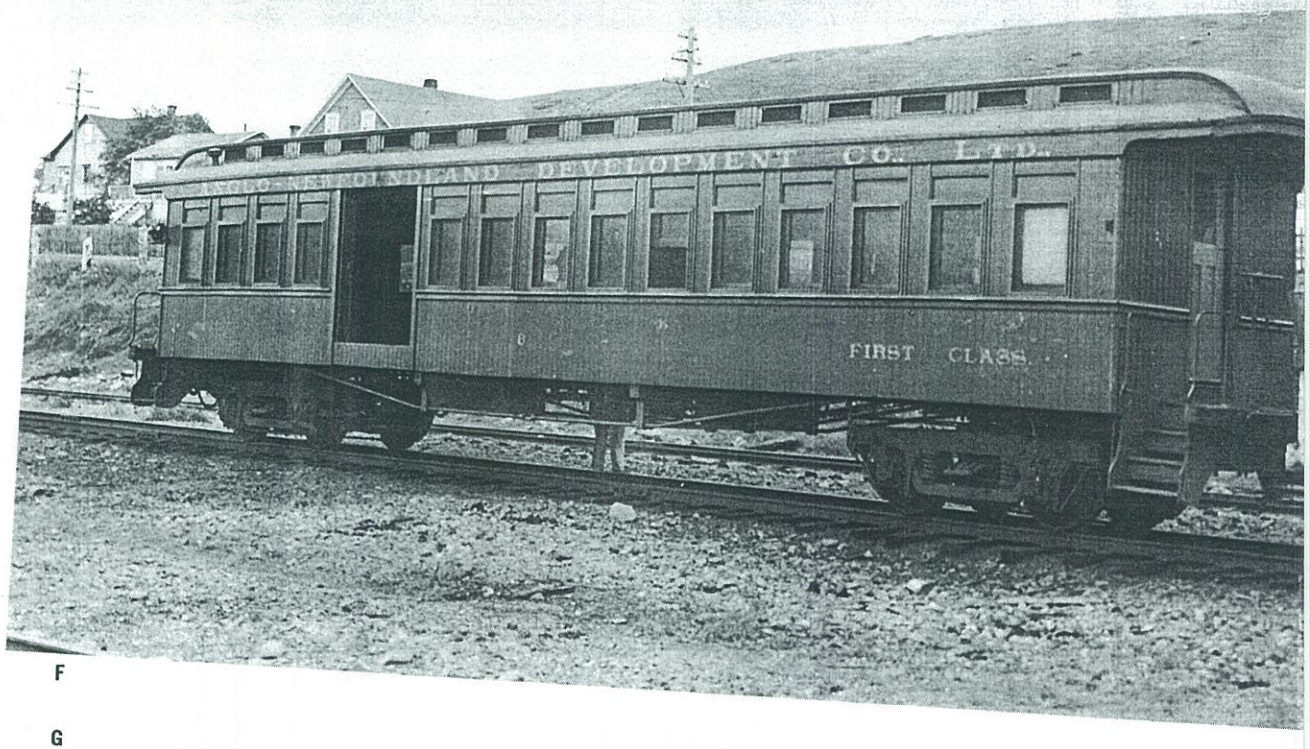


F: Botwood Railway's combination car No. 6 photographed against a bleak Newfoundland backdrop at Botwood, Nfld., in 1956.

(Omer Lavallée)

G: Nos. 5 and 6 of the Buchans Railway of the American Smelting & Refining Company, Whitcomb products of 1949 and 1952, respectively, wait with a van at Millertown Junction Nfld., on June 23rd, 1967.

(J.A. Brown)



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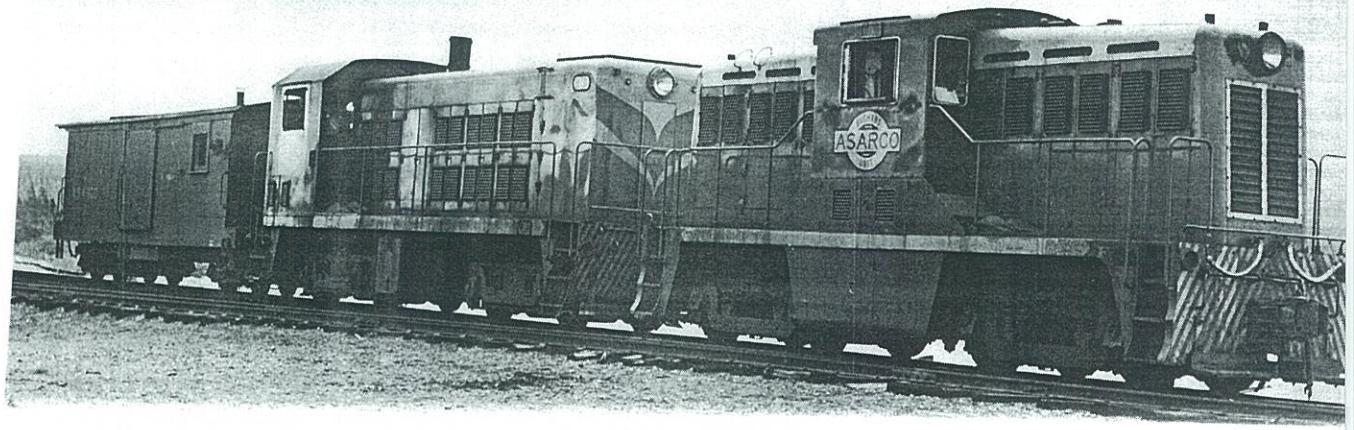

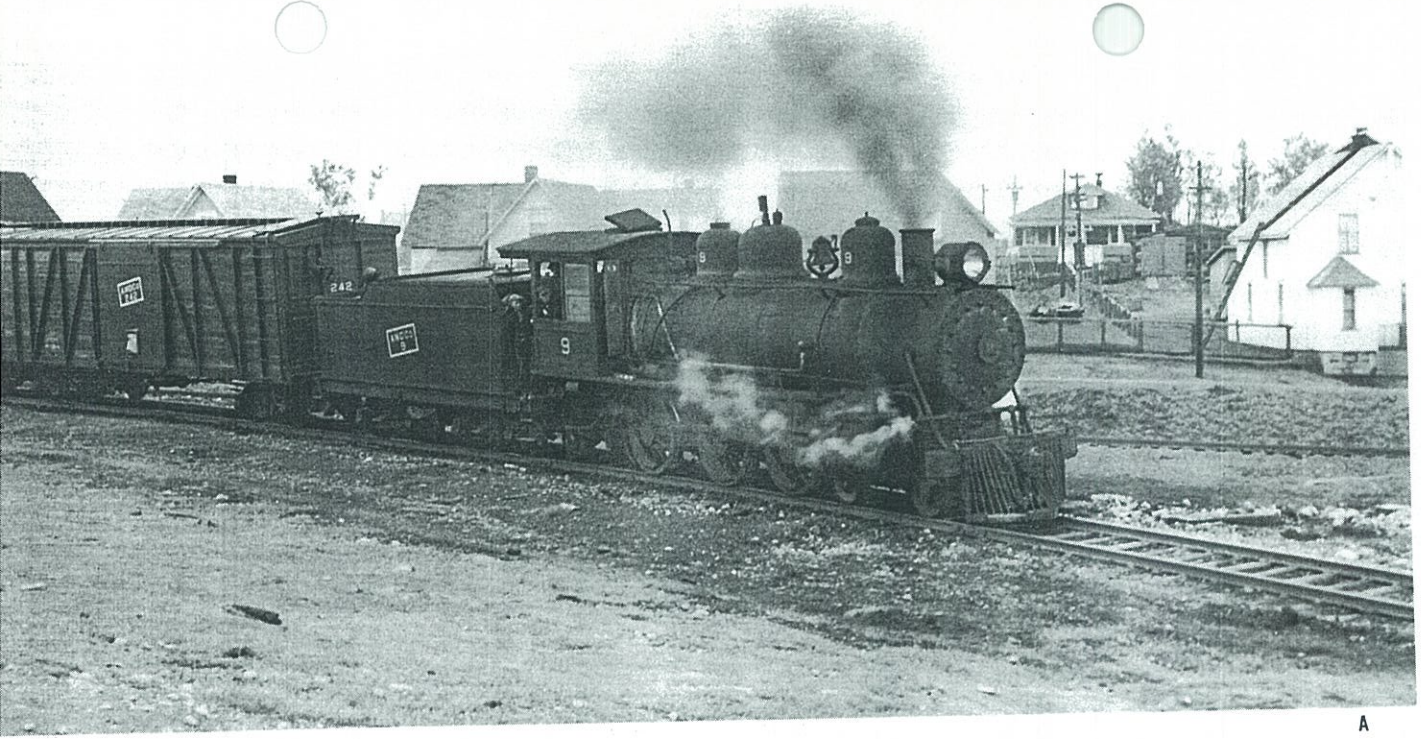

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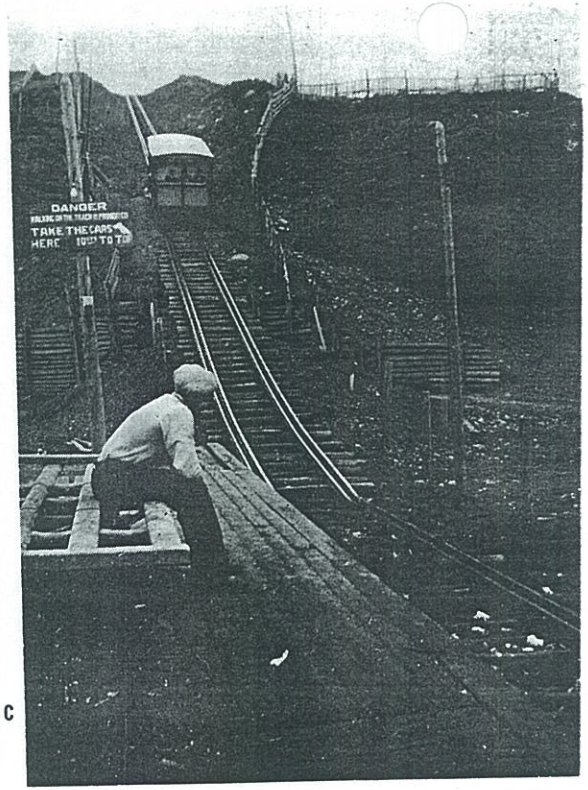

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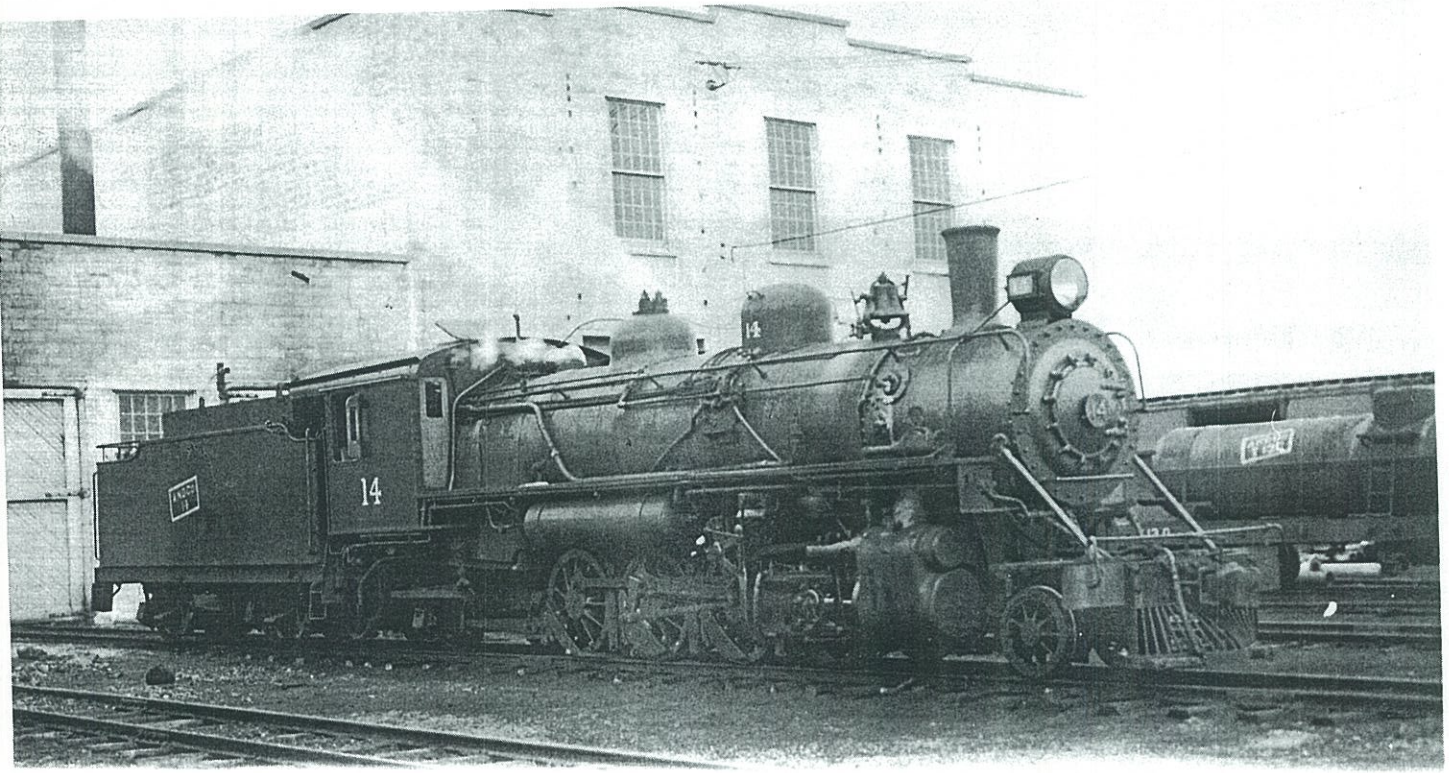

Stephenville, with the Newfoundland Railway White's Road, a distance of ten miles. This railw was abandoned around 1963.

Bell Island, in Conception Bay, was the site of six-mile 24"-gauge cable railway built by t Dominion Iron & Steel Co. in 1901, and of the B Island Transportation Company, a half-m cable-operated incline railway which extended fr the Ferry Wharf to Upper Bell Island, and carr passengers.

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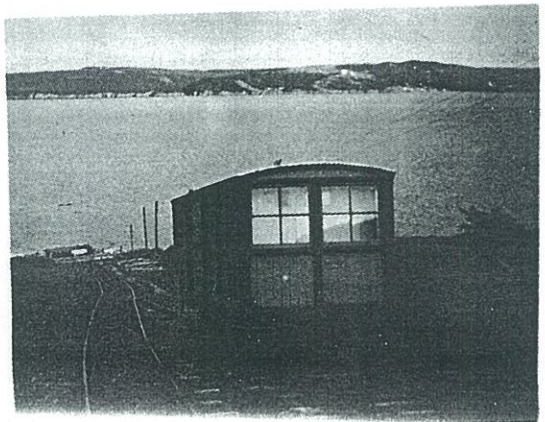


● ANGLO-NEWFOUNDLAND DEVELOPMENT COMPANY

BOTWOOD RAILWAY: Grand Falls to Botwood, Nfld. ..... 22 miles @GFC
Grand Falls to (CNR) at Windsor, Nfld. ..... 2 " @GFC
MILLERTOWN RAILWAY: Millertown Jc. to Millertown, Nfld. ..... 19.5 " @partGFC
HARPOON TRAMWAY: Millertown to Harpoon Brook, Nfld. ..... 19 " aban.

GAUGE: 3 feet, 6 inches.

C h r o n o l o g y:

1901- Railway built from Millertown Jc., on Newfoundland Railway, to Millertown, Nfld., by lumberman named Miller.
1909- Anglo-Newfoundland Development Co. completes railway from paper mill at Grand Falls to ocean port of Botwood, Nfld.
1910- A.N.D.Co. purchases Millertown Railway from Miller.
- Millertown Railway extended from Millertown to Harpoon Brook for logging purposes; line known as Harpoon Tramway.
1928- Buchans Mining Company (q.v.) connects its railway to Millertown Railway at Buchans Jc.
1957- Harpoon Tramway and that part of Millertown Railway between Buchans Jc. and Millertown abandoned.
1957, July 1: Botwood Railway sold to new private company, Grand Falls Central Railway Company (q.v.)

M o t i v e P o w e r:

No.	Builder	Year	C/N	Type	Cyls.	Dri.	From	To	Notes
BOTWOOD RAILWAY - Steam Locomotives									
1	Baldwin	1907	31075	0-4-0T	12x17"	34"	New	GFC #1, 1957	
2	"	1909	33335	2-4-2T	12x16"	42"	"	x c1929	
3	"	"	33470	2-6-2T	17x22"	44"	"	x ?	
4	"	1910	34711	"	15x22"	"	"	x1956	
5	"	1912	38184	"	"	"	"	x ?	
6	"	1917	45510	4-6-0	17x20"	50"	"	GFC #6, 1957	
7	Haw-Les.	1881	1884	0-6-0T	8x12"	27"	RNCo.#1,1918	x c1940	A
8	Baldwin	1889	10135	4-4-0	14x18"	48"	" #43, "	x ?	
9	"	1920	53253	4-6-0	17x20"	50"	New	GFC #9, 1957	
10	"	"	53503	2-6-2T	15x22"	44"	"	GFC #10, 1957	
11	"	"	53504	"	"	"	"	x ?	
12	"	1937	62137	"	16x22"	"	"	GFC #12, 1957	
14	No.Brit.	"	24437	2-8-2	18x24"	48"	"	GFC #14, 1957	
15	"	"	24438	"	"	"	"	GFC #15, 1957	
	Sentinel	1926	6416	-B-			"	x 1934	B

Notes: A- This was the first locomotive in Newfoundland.
B- Road number of Sentinel steam locomotive is sometimes given as 20, but photo shows it lettered "Dept. Botwood Railway" with number 20365.

MILLERTOWN RAILWAY - Steam Locomotives

In independent period, 1901-09, railway said to have been worked by the owner using an ex-Harbour Grace Railway 4-4-0T -- presumably one of the Hunslets reportedly bought from P.E.I.Ry. in 1881. After 1909, trains were pulled by Newfoundland Railway locomotives and crews hired by A.N.D.Co. until advent of Buchans Railway traffic in 1928, after which N.R. engines used only occasionally.

No.	Builder	Year	C/N	Type	Weight	H.P.	From	To	Not
MILLERTOWN RAILWAY - Internal Combustion Locomotives									
20	Whitcomb		12375	-B-			New?	x after 1956	DM
21				-B-					DM
22	Vulcan	1930	4090	-B-			New	x1956	GE
23	Plymouth	1952	5702	-C-			"	GFC #100,1958	DTC

Notes: DM- Diesel-mechanical. GE- Gas-electric DTC- Diesel torque converter
A- No. 21 left at Exploits Dam when rails were lifted in 1958, along with flatcar to "ferry" trucks across dam. Disposition unknown.

● AMERICAN SMELTING & REFINING COMPANY (BUCHANS MINING COMPANY)

BUCHANS RAILWAY: Buchans Jc. to Buchans, Nfld. ..... 19 miles @

GAUGE: 3 feet, 6 inches.

C h r o n o l o g y:

1928- Buchans Mining Company, a subsidiary of American Smelting & Refining Co. of the U.S.A., builds railway from Buchans Jc. on Millertown Railway to Buchans. Line known as Buchans Railway.

M o t i v e P o w e r:

No.	Builder	Year	C/N	Type	Cyls. Weight	Dri. H.P.	From	To	Not
Steam Locomotives:									
1	Baldwin	1928	60378	2-4-2T	13x18"	42"	New	x ?	
2	"	1930	61252	4-6-0	17x22"	50"	"	x 195?	
3	Davenport	1936	2249	0-4-0T	8x12"	42"	"	x ?	
Internal Combustion Locomotives:									
4	Whitcomb	10/49	61098	B-B	50 ton	350	New	@	DE
5	"	"	61100	"	"	"	"	@	"
6	"	12/52	61199	"	75 ton	675	"	@	"

Notes: DE- Diesel-electric.

● ALBERTA RAILWAY & COAL COMPANY
NORTH WESTERN COAL & NAVIGATION COMPANY
ST. MARY'S RIVER RAILWAY COMPANY
GREAT FALLS & CANADA RAILWAY COMPANY

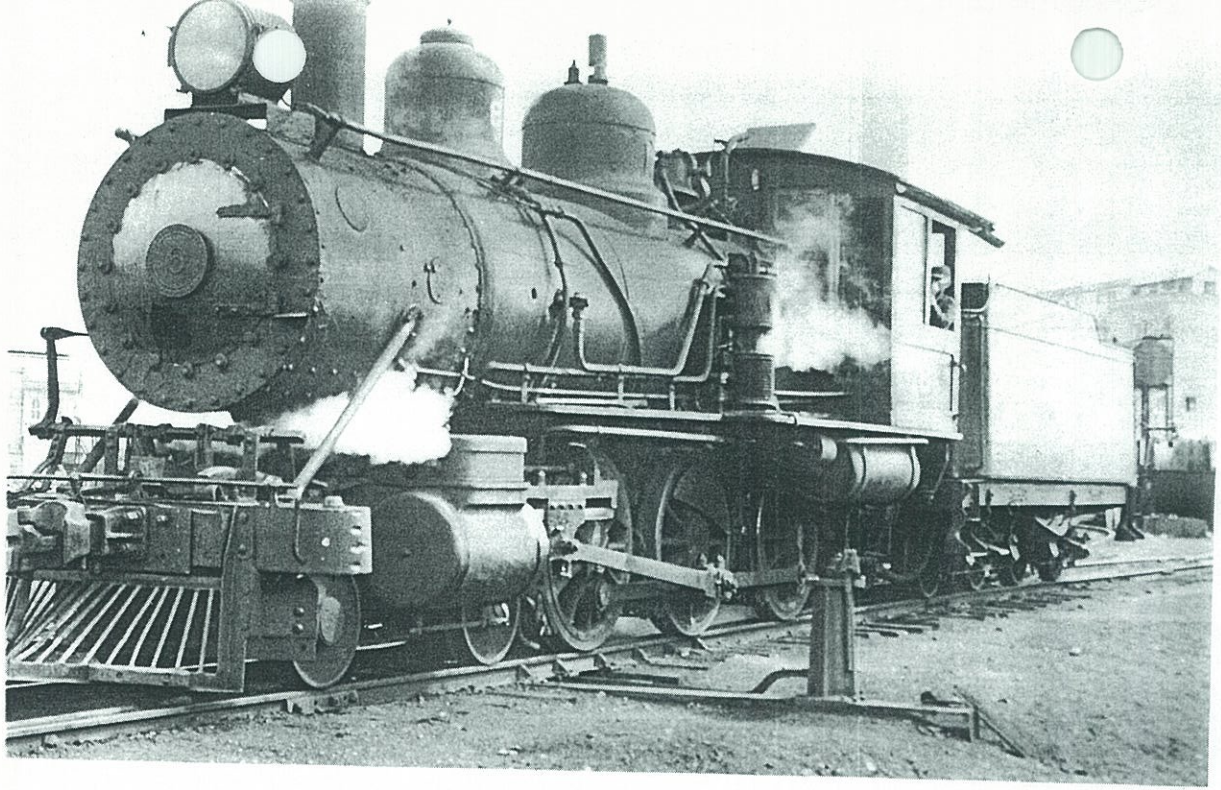
Dunmore to Lethbridge, N.W.T. (Alta.) ..... 108.4 miles @(
Montana Jc. (Ghent) to Coutts*, N.W.T. (Alta.) ..... 64.7 " @(
Stirling to Cardston, N.W.T. (Alta.) ..... 47.3 " @(
Raley to Kimball, N.W.T. (Alta.) ..... 12.9 " *
Sweetgrass*, Mont. to Great Falls, Mont. ..... 137.0 " @

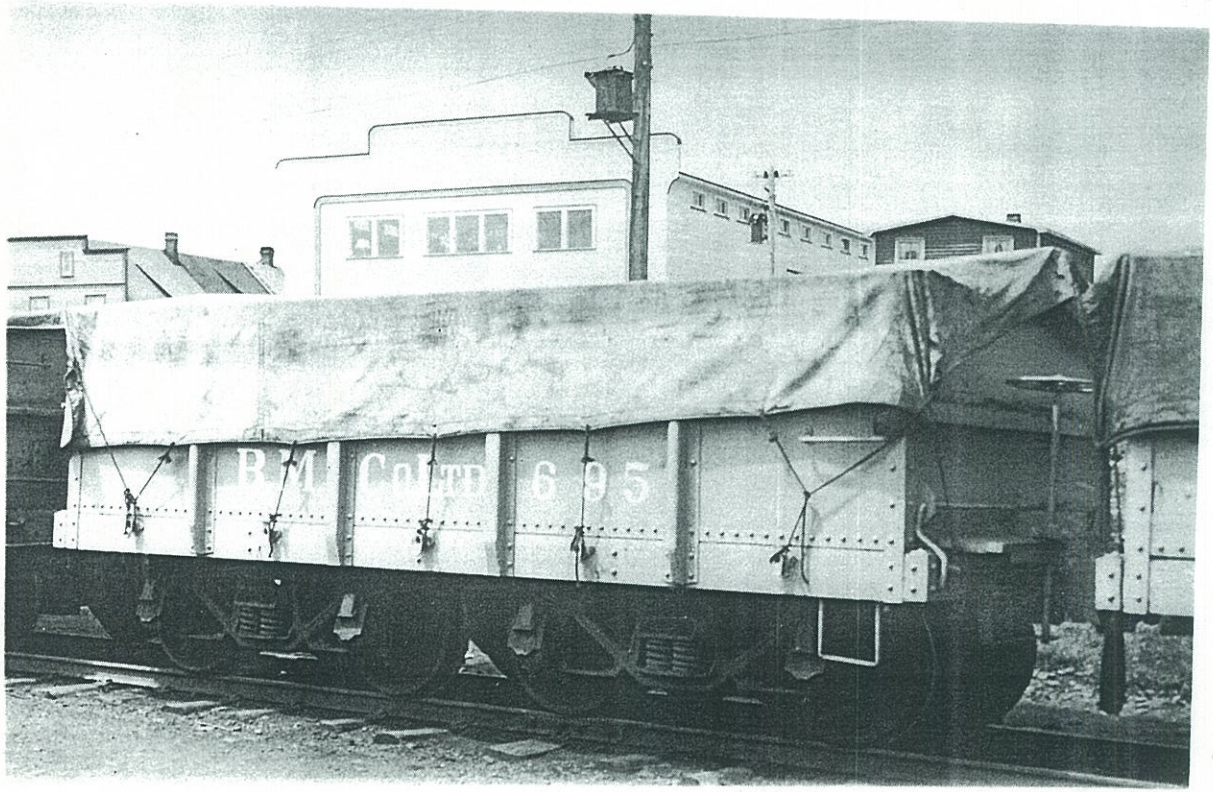
* Coutts and Sweetgrass have a common station at the International Boundary. **See note following Chronology.

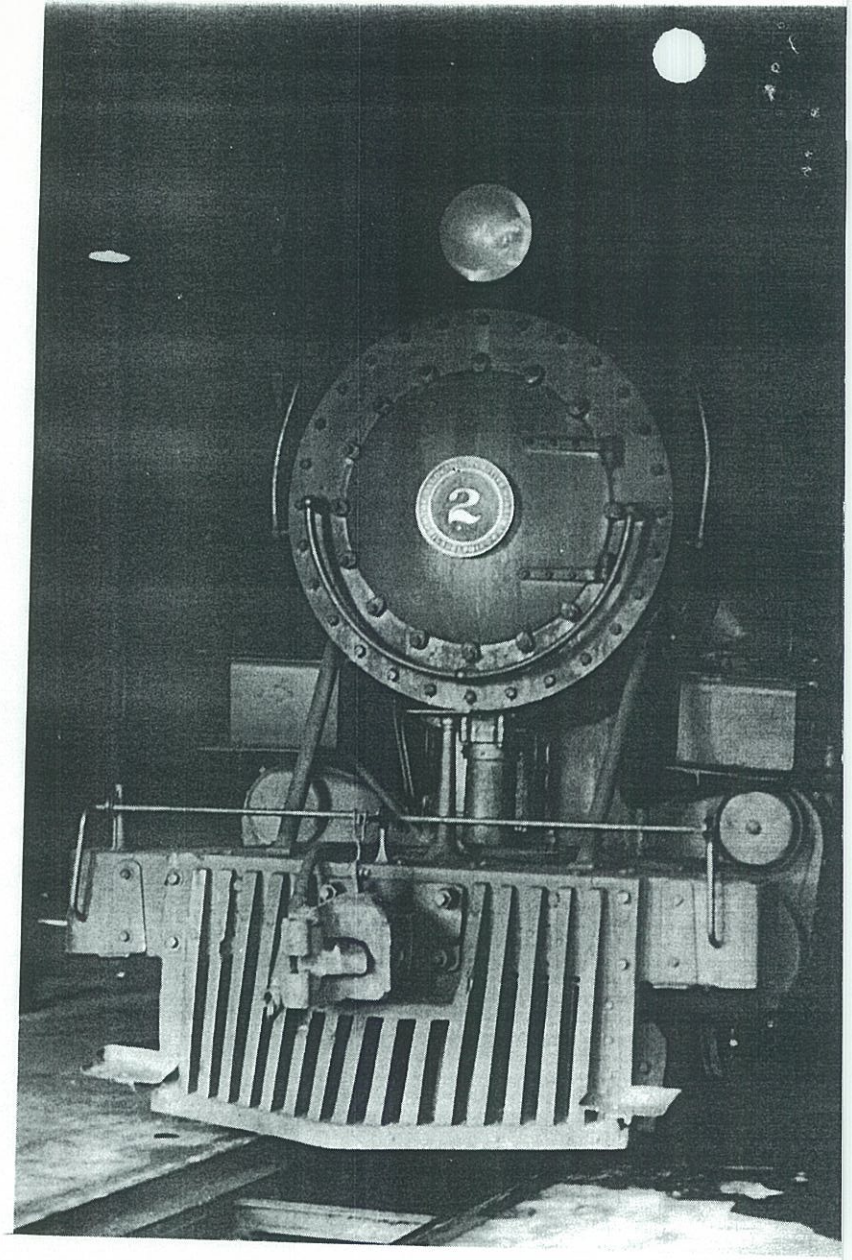
GAUGE: 3 feet, 0 inches.

C h r o n o l o g y:

1882, Apl. 25- Incorporation of North Western Coal & Navigation Company in Great Britain. Company was incorporated in Canada in 1884.
1884- Incorporation of Alberta Railway & Coal Company.







Upper left:
Botwood Railway Baldwin 4-6-0 No. 6 at Grand Falls, Nfld. in June 1952.

Right:
Buchans Railway 4-6-0 No. 2 in the gloom of the Botwood Railway's shop at Botwood, Nfld., in 1952.

Left:
Short-wheelbased, canvas-covered ore car of the Buchans Mining Company at Botwood, Nfld., in 1952.

(All photos Omer Lavallée)

(2) A.R.& C.Co. #13, #14 are reported sold in 1894. #15 may have been sold about same time. In this event, three of the N.W.C. & N.Co. 2-6-0s could have been retained and renumbered A.R.& C. Co. 2/#13, 2/#14, 2/#15, as borne out by photographs.
(3) N.W.C.& N. #6 (on Field Hill) had wagon top boiler with bell ahead of two domes; all other photos of N.W.C.& N.Co. 1-5 series show parallel boilers with bell behind two domes.
(4) In relating to rosters of the 2-6-0s on the K.& S. and T.C.T., the following appears possible:
K.& S. - Two Baldwins; K.& S. #2 is similar to N.W.C.& N.Co.#6.
T.C.T. - Two Hinkleys (probably converted to 2-6-0s) as T.C.T. #1 and #2.
- Two 2-6-0s as T.C.T. #4 and #5; one may have been A.R.& C.Co. #15 (Canadian).

MARY'S RIVER RAILWAY COMPANY - Steam Locomotives

re is no record of motive power owned by this company; it is thought to e been provided by the A.R.& C.Co.

AT FALLS & CANADA RAILWAY COMPANY - Steam Locomotives

ters refer to locomotives lettered for this company, but details not known. is possible that individual A.R.& C.Co. locomotives were lettered for the .& C. but remained in A.R.& C.Co. road number series.

GOW & CAPE BRETON COAL & RAILWAY COMPANY (1870-74)
E BRETON COMPANY (1874-1881)
NEY & LOUISBURG COAL & RAILWAY COMPANY (1881-1893)

ney Pier to Reserve Mine, N.S. ..... 10.0 miles aban.
erve Jc. to Schooner Pond, N.S. ..... 9.0 " "
erve Jc. to Louisburg, N.S. ..... 22.0 " "

E: 3 feet, 0 inches.

ronology:

)- Incorporation of the Glasgow & Cape Breton Coal & Railway Company to work a mine at Reserve, N.S. and to build railways from the mine to piers at Sydney and at Louisburg, also branches to other mines.
, May- Railway completed from Reserve Mine to Sydney Pier and opened for traffic.
2- Railway built from Reserve Jc. to the Acadia Mine at Schooner Pond, but abandoned after one or two years.
1- Cape Breton Company formed to succeed G.& C.B.C.& Ry.Co.
7- Railway built from Reserve Jc. to Louisburg.
, Apl.13- Incorporation of Sydney & Louisburg Coal & Railway Company to take over properties of the Cape Breton Company. It should be noted that this company was no relation to later Sydney & Louisburg Railway Co.
5- Railway from Reserve Jc. to Louisburg abandoned.
5- Company acquired by Dominion Coal Company and entire railway abandoned.

tive Power: Steam Locomotives

Builder	Year	C/N	Type	Cyls.	Dri.	From	To	Notes
Fox Walker	1871		0-4-0T	10x18"	43"	New	x 1890.	
Canadian	1890	394	2-6-0	12x16"	37"	"	1898 re std.gauge and to DISCo. #155	
Avonside	1871	907/908*	0-4-4-0	11x19"	39"	"	x1894	
"	"	909/910*	"	"	"	"	"	
"	"	911/912*	"	"	"	"	"	

s: DISCo- Dominion Iron & Steel Company.
*Fairlie Patent double-end locomotives, hence two boiler numbers.

● GOWRIE COAL MINING COMPANY

Gowrie Mine to Cow Bay, N.S. ..... 1.5 miles aban.

GAUGE: 3 feet, 6 inches.*

Chronology:

1864- Gowrie Mine opened using cable tram.
1877- Balmoral Shaft sunk about one mile from the shore of Cow Bay and railway built for locomotive operation.
1894, Mar.1- G.C.M.Co. purchased by Dominion Coal Company who closed mine shortly afterward and abandoned railway.

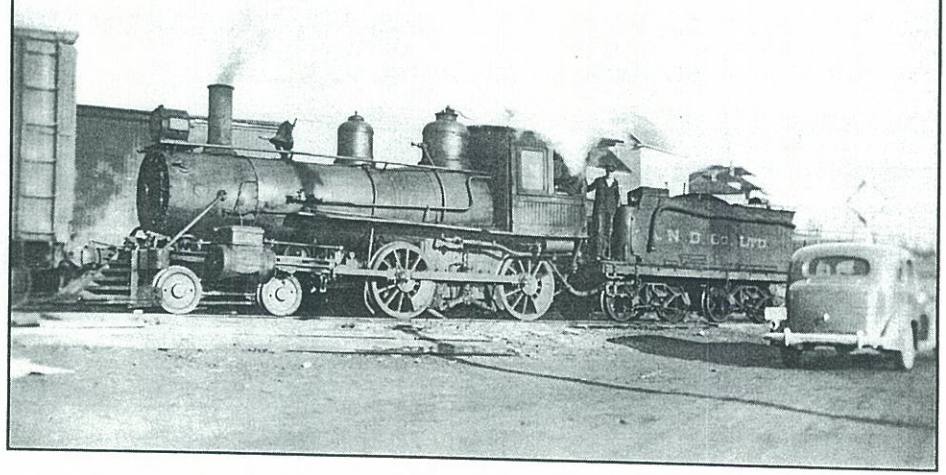
*Gauge given in 1876 and 1877 federal government railway statistical reports as 3'7½"; in 1878 to 1881, it is reported as 3'7"; from 1882 onward it is given as 3'6".

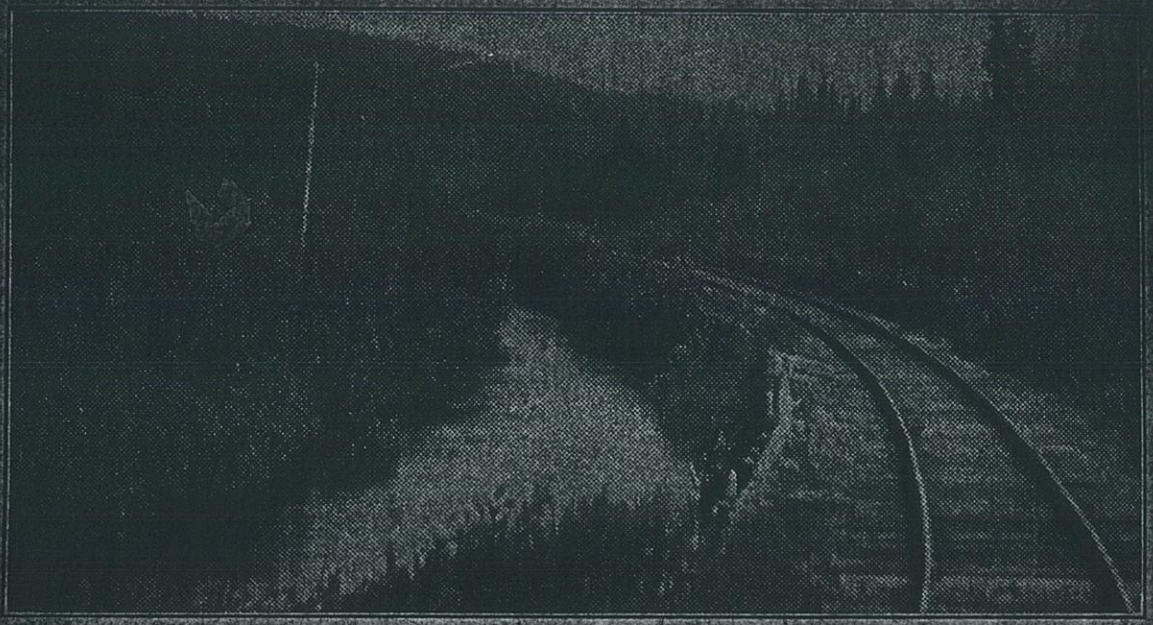
Motive Power: Steam Locomotives

No.	Builder	Year	C/N	Type	Cyls.	Dri.	From	To	Notes
1	Hunslet	1872	95	4-4-0T	10x16"	42"		x 1894.	A
2	"	1879	228	"	"	"		"	B

Notes: A- Named "Lassie o' Gowrie"; said to have been ordered by the Prince Edward Island Railway but refused. Acquired by the Gowrie Coal Mining Co. in 1877. B- Possibly not acquired until 1882. Ordered through J.R.Banks and originally named "Formosa"; later named "Blowers P. Archibald".

The 4-4-0 was a comparative rarity on the railway lines of Newfoundland. Photo shows Botwood Railway No. 8 at Grand Falls in the 1930s.
(Photo late Robert R. Brown)





Wilderness and Water! Save for a Short Distance West of Millertown Junction, the Newfoundland Railway Is Rarely Away from a Lake or Stream or River

Newfoundland's Narrow-Gage

After Fifty-Seven Hard Years of Struggles and Disappointment, It Has Just Begun to Live

By THOMAS T. TABER

THE worst thing about a railroad problem, no matter where or when it comes up, is that nobody seems to do anything drastic about it. To the man on the street it is often vague and inconsequential as a native uprising in the Celebes, and really not half so important as a coat of paint for the house or a new set of shoes for the car. As if propelled by a vast inertia, trains keep on running, people keep on using them, and the powers which could shape the railroads' future keep on passing the buck. But suppose railroads, as a kind of protest, were to shut down!

That was how the railroad problem came to a head in Newfoundland. For a whole week in May, 1922, not an engine or a car rolled on a single mile of its approximately 700 miles of track. The ancient, battered rails grew rusty in the damp air of spring nights; every pound of locomotive iron was cold as if it had been returned to the earth again. The mail stopped coming. Many supplies dwindled and gave out. Produce of all kinds piled up, with no way of getting it to a seaport or to its market. The people of Newfoundland were confronted with a railroad problem which had been stripped to its bare essentials, worked to its lowest common denominator. Something *had* to be done.

On May 23 trains began operating again, after a seven-day lapse during which everybody got a sufficient idea of what a country is like without a railroad train. This doleful week is a good date to begin a discussion of the Newfoundland Railway. It was not merely a critical event in its precarious career, but a turning point, a resolution toward which all the happenings of the years before had narrowed, and from which brighter recent incidents have branched.

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In 1921 the first of the 4-6-2 type was delivered, and proved very satisfactory. These versatile locomotives handled fast passenger and freight service until the advent of the first 2-8-2 locomotives, built by Alco at Schenectady in 1930. But Newfoundland is a British crown colony, so it went to the North British Locomotive Works, in Glasgow, Scotland, for its last three 2-8-2's. They were built to American specifications, closely resembling those constructed in Schenectady in 1930, and cost about $50,000 set up in the shop at St. John's. The 2-8-2's, while not so flexible or fast as the 4-6-2's, are not slow; they rattle a heavy passenger train at forty miles an hour.

In every noticeable respect, the Newfoundland system is modern and well-maintained. The tracks are laid with 70-pound rail from Scotland and Nova Scotia. The Western Division is ballasted with white crushed limestone, and the Eastern with sandstone pebbles gathered on the beaches. Buildings are in capital shape. The ideal condition for a railroad, as any other enterprise, is to be so well-maintained that additional expenditures are superfluous and fewer expenditures are, in the long run, more expensive. The present Newfoundland Railway approaches that ideal very closely. Granting any normal volume of business, it is in excellent shape for paying its own way in the future. Whether hit by the recession or not, its operators doubtless are entitled to feel satisfied with their efforts.

Aside from its purely railroad activities, the company operates a fleet of small steamers which circle the island and serve the Labrador coast, as well as one regularly to Halifax. It has also promoted the welfare of its employees through co-operative stores, insurance and benefit funds; and has built 125 homes which are bought on an easy installment plan. That perhaps is only natural. The greater the number of people in a locality, the more the aims of employers and employees seem to diverge; it is not always clear that the welfare of the latter is both an end and a means to an end. In a country the size of Newfoundland that fact can't be escaped.

Woman Engineer Claims Unique Record

DRIVING the head of steel for the C.P. transcontinental across northern Ontario back in 1885 may have been man's work, but you can't prove it by me. I claim to be the only woman ever employed by a railway company in North America as stationary engineer, and although I'm now 88 years old I remember it all plainly. There wasn't much stirring around North Bay, Ontario, back in those days, except Injuns and engines. My husband was kept busy looking after the water tower and the turntable, which were some distance apart; but I had very little to do.

At length, noting that my husband was worn out from hustling back and forth between his two places of work, I suggested that I look after the pumphouse and engine. When the surprise wore off he consented, and I took over the job. Shortly afterward a division superintendent and a party of inspection dropped off a train, looked over the station, and then wandered over to the pumphouse where I was stoking the engine.

"Excuse me, ma'am," one of them said, tipping his hat hastily when he saw it was a woman wielding the shovel. "Could you direct us to the engineer in charge?"

I was a little embarrassed at having coal smudges over my face, but admitted that I was the engineer—or engineeress. The men laughed good-naturedly and while they were still in a good humor I added that I really should get paid for it. For a moment the super's face was a puzzle. Then he promised to add my name to the payroll as engineer. And he did, too. I held the job for about four months before my husband decided to move back East and I turned the position over to a man.—Mrs. Mary Ellen Wilkinson, Toronto, Canada.

Photo by T. T. Taber

Forty-Five Years Ago, 46 Per Cent of the People of Newfoundland Could not Write; by 1921 the Figure Was 16 Per Cent; and Today It has Dropped Close to That of the United States (About Four Per Cent). But Population in the Interior Is so Sparse That Old Railway Cars, Fitted Up As Schoolrooms, Have to Be Parked at Various Points Along the Line to Provide Instruction for Children Who Otherwise Would Get No Education. This One Is Owned Jointly by the Railway and the Anglo Newfoundland Development Co.

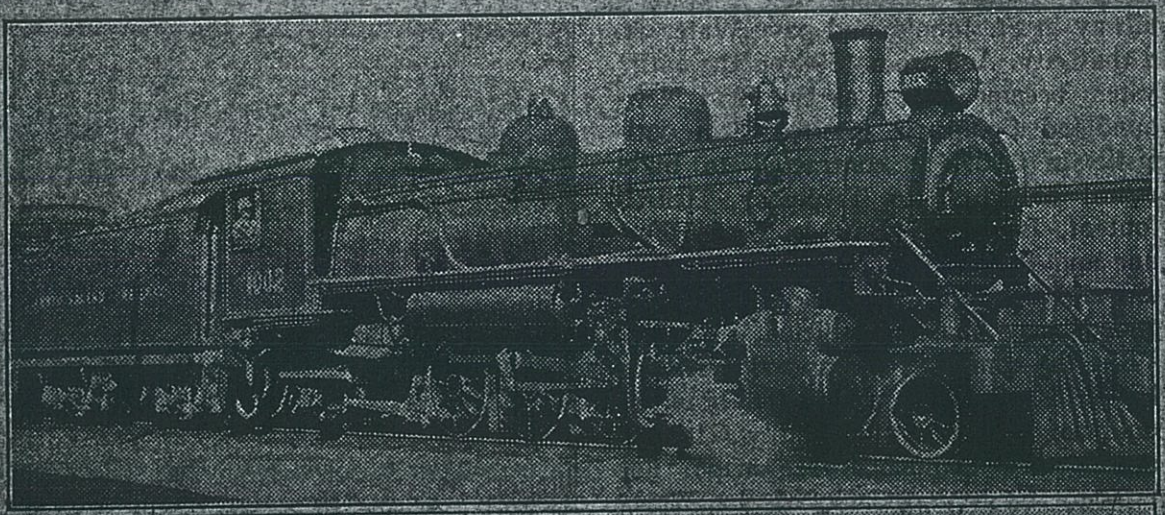
his guests by name. And a sleeping car porter on the Newfoundland Railway is more than a porter; he is a train host, with a lot of information on tap, and a good sense of humor to serve with it.

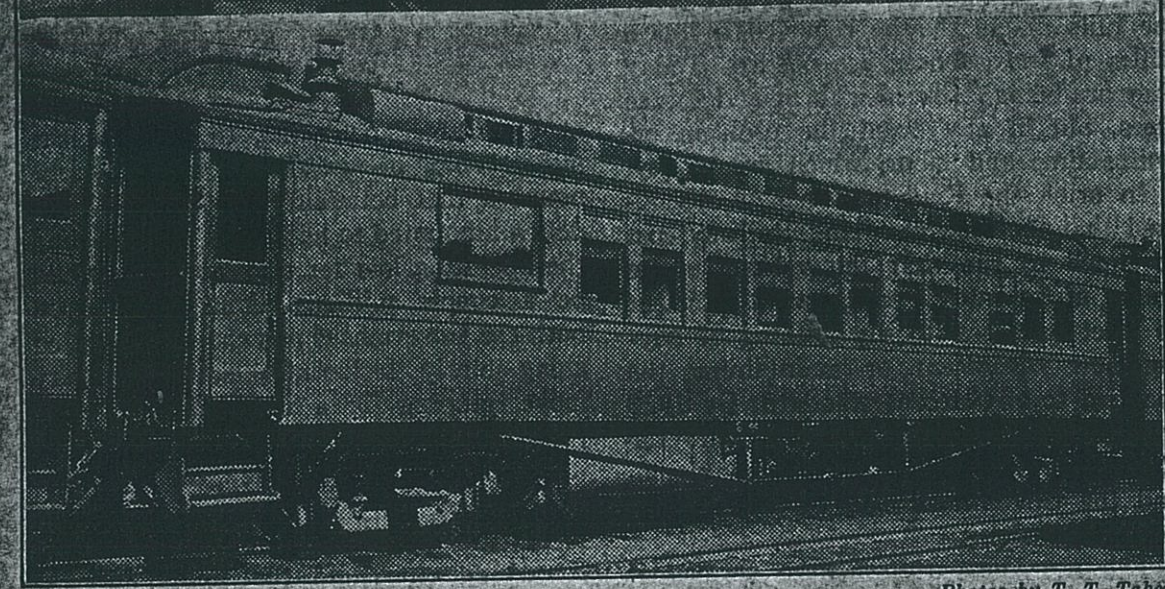
The airplane has not made inroads into railroad business, but at present brings revenue to it, since much freight is being hauled to the Newfoundland airport to complete its construction. Importantly situated on the main air routes between America and Europe, Newfoundland has been and will be even more in the trans-Atlantic aviation news. Its new airport, on Gander Lake (228 miles by rail from St. John's), accommodates both land and sea planes. Someday there my be a highway across the island, but that seems a long time off; the population seems too sparse to warrant the huge expense.

Branch line traffic is handled mostly by mixed trains, hauled by 4-6-0 or 4-6-2 type locomotives. The branch from St. John's to Carbonear (north of Harbor Grace) has five trains weekly in each direction. The Bonavista line boasts two round trips weekly; regular service is also provided on the Argentia-Placentia branch, and on the Heart's Content branch, whose last three stations are, in order, Heart's Delight, Heart's Desire, and Heart's Content. Newfoundland, incidentally, is famous for such odd names. There is everything from a Blackhead Bay to a Famish Gut.

After the Government took over, open platform wooden coaches and sleepers were supplanted by vestibuled wooden cars, and now the line has steel observation sleepers and dining cars (which cost about $40,000 apiece) which are the equal of standard-gage equipment of the same type. Freight cars have also advanced, the latest modern box cars (built in the U. S.) being of thirty tons' capacity.

The motive power development hasn't fallen behind that of the rolling stock. When the original line was opened, back in 1884, eight-wheel locomotives were purchased in England; but the Baldwin Locomotive Works has supplied the Newfoundland Railway with most of its engines, from the eight-wheelers of 1889, through the Moguls of 1891 and 1893, the ten-wheelers of 1897, 1898, 1899 and down to 1917.





Photos by T. T. Taber

Though It's Not Particularly Streamlined, There's Nothing Ramshackle About This Main Line Passenger Equipment. (Top) No. 1002, One of the 2-8-2's Built in Britain Three Years Ago. (Center) Steel Observation-Sleeper "Grand Falls", Constructed a Few Years Ago at Hamilton, Ontario. (Bottom) Wooden Sleeper "Ferryland"

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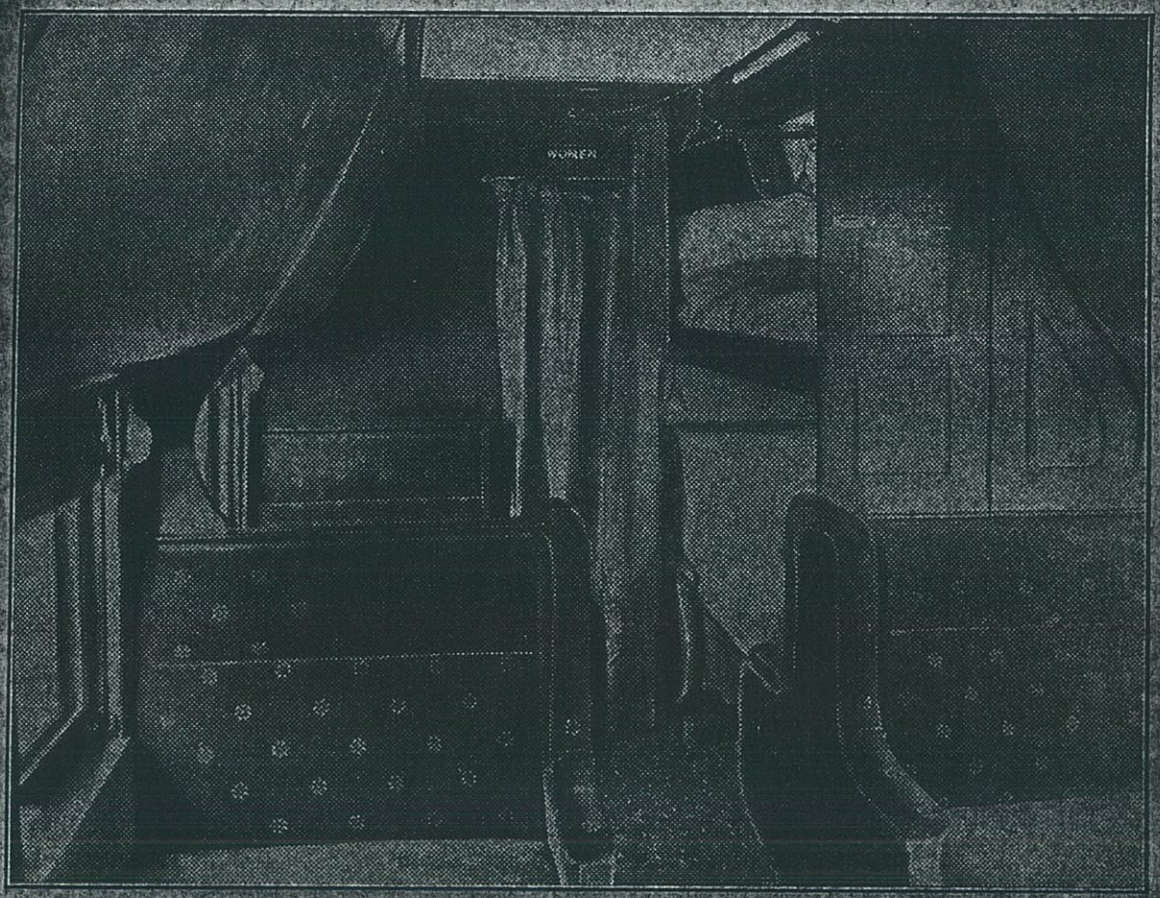

Its Track Is 14½ Inches Narrower Than Standard-Gage, but Newfoundland's Passenger Cars Are Less Than a Foot Narrower Than Standard-Gage Cars. And the Berths in This Sleeper, While not Quite so Wide as in American Pullmans, Are Several Inches Longer.

miles and operating ratio were so much Greek were painfully aware that the country might be badly crippled if the railroad stopped permanently, and as the week slipped by that awareness became more acute. The men in power knew that the railroad problem, like a bitter glass of medicine, could no longer be sipped at; it had to be swallowed whole, and at once.

So the Government agreed to take over the railway at the end of the next year (on July 1, 1923), meantime making good the deficit. Trains began operating on May 23, 1922, and have been running ever since. From the day it took charge, the Government's manager has been Mr. Herbert J. Russell, an energetic railroader, still in his early forties, who had started his career as a messenger boy under the Reids. It would be difficult to find a more staggering job, taking into account all the natural handicaps and the limitations, than his. His railroad owns 70 more miles of line than the Jersey Central, but even now takes in only one-sixteenth as much money. The Minneapolis & St. Louis, the church-mouse among American Class I railways, is better off; only twice as long as the Newfoundland system, it grosses nearly three times as much.

As the Reid management discovered, such low density of traffic, coupled with almost forbidding operating costs, is not a combination to make for profits. Mr. Russell discovered much the same thing. In addition, it has been necessary to plow eight and a half millions of public funds into rehabilitating the railroad. To put it baldly, he practically had to build a new one. The track was incredibly rough, and the original Carnegie rails, weighing only 56 pounds to the yard, were almost

completely worn out. Equipment was primitive and in appalling condition. Indeed, the railroad was not only in miserable shape, but was so far gone that it was a downright menace to passengers and railroad men. Outlays for repairs, plus an operating deficit of $4,000,000 between 1920 and 1923, added up to a deficit of 12½ millions.

And that was not the end of it. Despite careful management and every possible economy, there were fair-sized annual deficits (totaling over three millions) until the year ending with June, 1936, when, the first time in its history, the road was in the black. Out of $2,847,863 gross, about $29,000 was left. Hardly was the ink dry on this cheerful figure when it was announced that the $29,000 was an error; a revision of the mail subsidy paid by the Government made the figure $42,371—not plus, but minus. But the victory was merely postponed. With a gross of slightly more than three millions, the result of carrying 198,700 passengers and 520,400 tons of freight, the Newfoundland Railway salvaged $33,274 during the year ending June 30, 1937. It is a puny amount alongside the accumulated deficit, which is in the neighborhood of 16 millions, but it is a veritable star of hope.

Of course, figures do not tell a fair or complete story. The most shoddily managed railroad can produce a lovely balance sheet if traffic is heavy enough and rates high enough, and the most efficiently handled line will go broke if traffic is light enough and rates are low enough. A good

Photos by T. T. Tot

The More Passengers You Carry in a Train, the Less You Can Afford to Charge per Passenger; the Less You Carry, the More You Have to Charge. So Fare in Newfoundland's Hard-Seated Second-Class Branch Line Coach (Upper) is Three Cents a Mile, and Four Cents in the Main Line First-Class Coaches (Lower)

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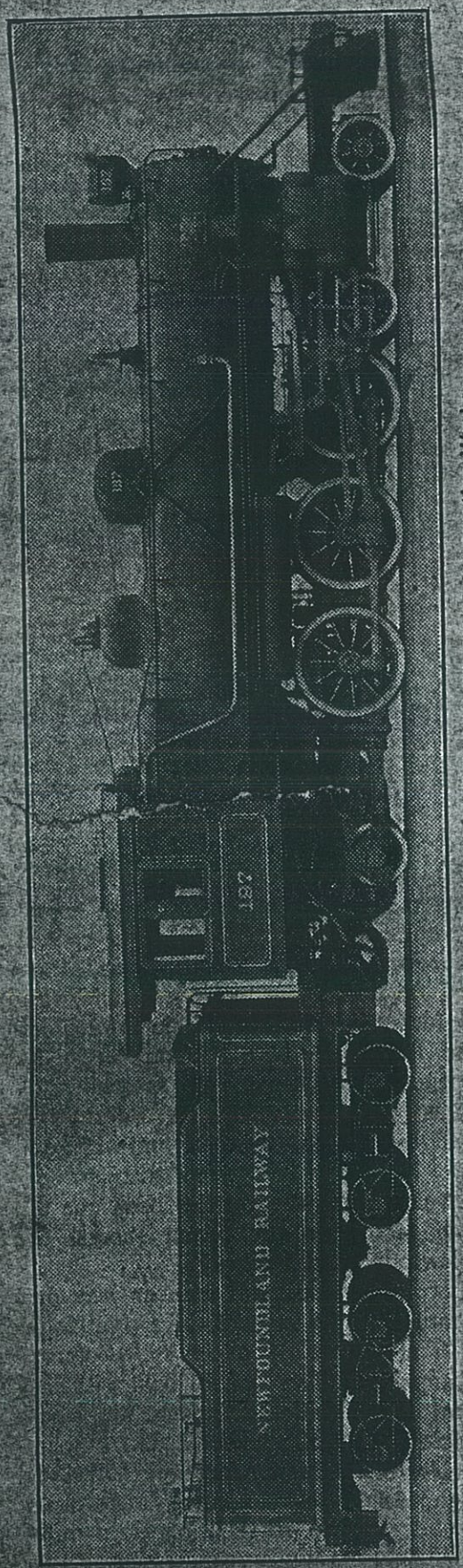
The Canyon of the Humber River North of Humbermouth

way to appraise a line's efficiency is to make an honest inspection of its facilities. A railroad in poor physical condition costs more to run than the same railroad in first-class shape, no matter what the balance sheet shows, and no matter even what the operating ratio is. From a broad economic standpoint, assuming that honesty and care extends to other less visible operations, it is a far greater asset to a nation than one which is run less efficiently but with more profit.

In case of the Newfoundland system, we can only look over the property, comparing it in our minds with the grotesque, broken-down transportation device which the nation found on its doorstep in the summer of 1923. Let us do so now.

FIRST, we might as well glance at what the railroad hauls. Though tourist traffic is increasing yearly, though regular passenger service is maintained over most of the lines, the bulk of the revenue comes from freight. Of the 520,400 tons of it carried in 1937, nearly 30 per cent was in the form of ores, mostly from the region around Buchans, where a bountiful lead-zinc deposit, with some copper, silver and gold, is being worked. Its output is shipped by rail to Botwood and then to Europe. Now only ten years old, this mining development patently has been one of the big factors in the recent success of the Newfoundland Railway.

Paper, pulpwood, and lumber account for another 30 per cent of the freight tonnage. The export of paper is becoming more important than that of fish, with intelligent reforestation insuring an inexhaustible supply of pulpwood. The famous Lord Northcliffe newspapers of England, through Anglo Newfoundland Development Co., produce *all* their paper in mills



No. 197, the Pacific Type Built in 1926 at the Montreal Locomotive Works

at Grand Falls. In summer this, with the ore, is taken to Botwood for shipment; but in winter, when Botwood is icebound, 30,000 tons of paper and presumably some of the ore moves over the rails to St. John's, 276 miles. The International Pulp & Paper Co., whose paper goes to the U.S.A., has a large mill at Corner Brook; during the winter, when the Humber River is frozen, the railway also carries its product down to Port aux Basques, 142 miles to the southwest.

The other 40 per cent of the Newfoundland Railway's freight tonnage is distributed among a dozen items, of which, save for the usual mysterious entry designated as "others" (and amounting to 73,000 tons), the largest are 30,000 tons of stone, 20,000 tons of manufactured goods, and 18,000 tons of flour. Which shows you pretty well that the future of the line hangs on the prosperity of the pulp and paper business and the mines. And since the products of both are exported, everything depends on their market abroad.

What if the foreign market collapses? Find more foreign markets—the same old challenge hanging over the head of every trading nation. Newfoundland's new industrialization policy has not intensified its threat so much as it has changed its complexion. Its dried codfish always had to be exported if the island was to maintain itself decently; most of it goes to increasingly precarious markets in the Mediterranean countries and the West Indies. Now it is codfish, minerals and paper—which obviously are better than codfish alone. So long as Newfoundland must trade to live, it seems to have pursued the wisest if not the only course in developing its lumber and mines.

Operating headquarters of the Newfoundland Railway are at St. John's, where a modern shop is in charge of J. F. Pike, superintendent of motive power. There are four engine divisions: St. John's to Clarenville, 132 miles; Clarenville to Bishop's Falls, 135 miles; Bishop's Falls to Humbermouth, 137 miles; and Humber

Locomotives in Service on the Newfoundland Railway August, 1937

No.	Cylinders	Drivers	Boiler Pressure	Weight	Builder	Date
			4-6-0 Type			
1	16x20	44	180	100,800	Baldwin	1898
107, 108	17x22	50	180	102,000	Baldwin	1900
109	17x22	50	180	102,000	Baldwin	1908
112	17x22	50	180	102,000	Reid Nfld. Co.	1911
113, 114	17x22	50	180	102,000	Reid Nfld. Co.	1912
116, 117	17x22	50	180	102,000	Reid Nfld. Co.	1913
118, 119	17x22	50	180	102,000	Reid Nfld. Co.	1914
120	17x22	50	180	102,000	Reid Nfld. Co.	1914
121-124	17x22	50	180	102,000	Baldwin	1917
125	17x22	50	180	102,000	Baldwin	1900
			2-8-0 Type			
151	18x22	48	180	146,600	Baldwin	1903
152, 153	18x22	48	180	146,600	Reid Nfld. Co.	1912
			4-6-2 Type			
190-195	17x24	52	180	115,000	Baldwin	1921
196	18x24	52	180	125,500	Baldwin	1926
197	18x24	52	180	125,500	Montreal	1926
198, 199	18x24	52	180	125,500	Schenectady	1929
			2-8-2 Type			
1000, 1001	18x24	48	200	145,500	Schenectady	1930
1002, 1003	18x24	48	210	151,872	North British	1935
1004	Under Construction December, 1937				North British	

Notes

Locomotive No. 1 is yard engine at St. John's and is known to all of men around the terminal as The Shunter.

Nos. 107-215 are used mostly in mixed train service on branch lines, also in work train or light service on the main line.

Nos. 151-153 are used in ore train service, or hauling paper, in the vicinity of Bishop's Falls, which is their terminal.

Nos. 190-199 are used in freight or passenger service on either main or branch line. They are the fast runners of the Newfoundland Railway.

Nos. 1000-1003 are used in heavy main line service, either freight or passenger.

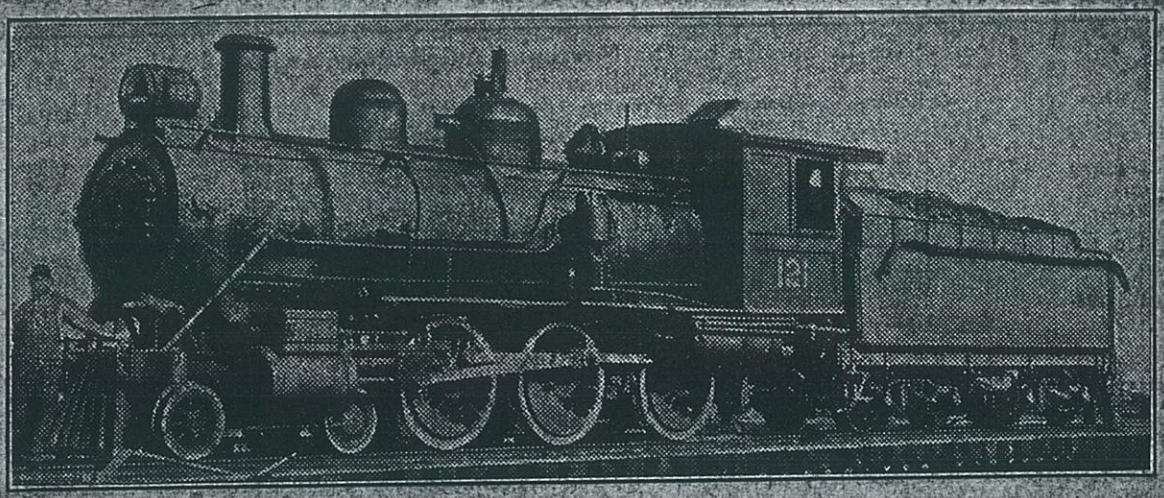
The locomotives built by the Reid-Newfoundland Railway in their shops at St. John's were constructed largely from parts supplied by the Baldwin Locomotive Works, although the boilers were made in St. John's to save transportation expense.

mouth to Port aux Basques, 143 miles. These in turn are grouped into two main operating divisions: the Eastern, from St. John's to Bishop's Falls; and the Western, from Bishop's Falls to Port aux Basques. Locomotives run over two divisions, being changed at Bishop's Falls, though occasionally one engine rolls over the entire 547 miles. Engine crews cover only one division, whereas the train crews run over two.

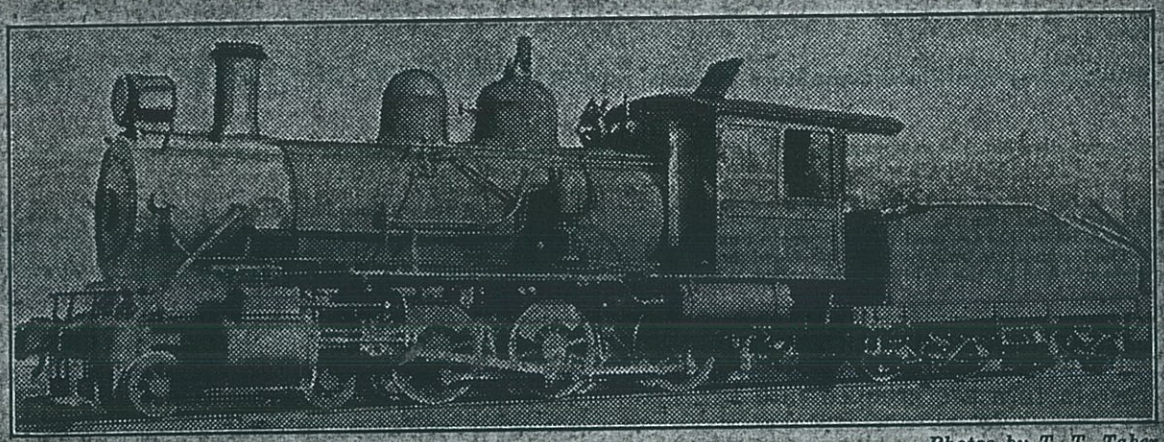
The highest point on the line is at Gaff Topsail, 333 miles from St. John's, on an elevation of 1,440 feet above sea level. The whole line is an unending series of ups and downs, with innumerable curves to boot. The grades do not exceed three percent, but as railroad hills go, that is steep enough.

Adequate and proper maintenance, good water, and the fine quality coal combine to make remarkable locomotive performance a commonplace. The 2-8-2 type locomotives are used in pool services—both freight and passenger—and average about 7,000 miles per month, with failures very scarce. The coal used on the Eastern Division, about 50,000 tons a year, comes from Cardiff, Wales, is better than any railroad coal in the U. S. It costs $6 a ton on the dock at St. John's (American railroads pay about $2.50 a ton for their fuel), so none is wasted. Only the best of it goes on the locomotive tenders, the remainder supplying stationary boilers, etc. Coal used on the Western Division is also superior stuff, being mined at North Sydney, Nova Scotia.

EXCEPT in winter, three first-class trains are run in each direction across the island. Numbers 1 and 2, the *Express*, require about 27 hours for the 547 miles; but Numbers 3 and 4, the *Overland Limited*, make the run in 22½. During the summer these trains are heavily patronized, often running in two sections when the number of cars exceeds a dozen. In addition to the passenger trains, the through freight, Numbers 31 and 32,



No. 121, First of the Ten-Wheelers Constructed by Baldwin in 1917, Snapped on the Turntable at St. John's



Photos by T. T. Taber

The Yard Engine at St. John's, Known as The Shunter, Built by Baldwin in 1898 as No. 100, Is Now No. 1 of the Newfoundland System

makes three weekly trips in each direction. As the country is sparsely settled and trains few, the freights carry passengers, for whose comfort the company has built elegant cabooses.

Passenger trains carry first and second class coaches. The latter have hard wooden seats, but as the fare is three cents a mile against four cents for first class (ten per cent off for round trip), complaints are few. The dining service on the trains is astonishingly good, except at times for the lack of fresh vegetables, which is general throughout Newfoundland. Curiously enough, although there is plenty of farm land available, little garden truck is raised, practically all such commodities being imported from Nova Scotia or the United States. This is also true of meat, and to a lesser extent of butter, much of which is imported from Denmark or New Zealand. Presumably this condition will not exist for long, Newfoundland having gone in for farming in a big way lately.

The sleeping cars are very comfortable, with berths longer than those on American Pullmans and only a little narrower. Aisles are also narrow, and a fat man might have a little difficulty wedging himself into the lavatory, but these trifles make up the only inconveniences. The lower berth rate between St. John's and Port aux Basques is $5.00. Sleeping car ticket numbers are not entered on the diagrams, as in most countries, but the name of the passenger is written instead. Within a half hour after leaving the terminal the porter cheerfully calls each of