

NEWFOUNDLAND RAILWAYS.

Anglo-Newfoundland Co.—At the annual meeting of the shareholders of the Amalgamated Press in London, England, Dec. 15, Lord Northcliffe made a lengthened reference to the progress of the Anglo-Newfoundland Co., in which it is largely interested. After referring to the development work on the pulp mills, etc., he said: "You have been informed that we have constructed a railway from Grand Falls to our harbor at Botwood, which must not be confused with our railway from Millertown Jct. to Millertown. Our new railway reflects great credit on our engineers, who carried out the work in the short space of nine months. We have purchased our rolling stock in parts, and are setting it up ourselves on the spot, and I think it will compare favorably with that turned out by the great English and American railway companies."

We are advised that the company has constructed and has in operation 22 miles of railway, from Grand Falls, via Bishop's Falls, to Botwood Harbor. The gauge is 3 ft. 6 in. The company is not now constructing any further lines, and has no present intention of constructing any more. W. Scott, Grand Falls, Nfld., is Chief Engineer.

Millertown Jct., referred to in Lord Northcliffe's report, is a station on the Reid-Newfoundland Ry. 110 miles from St. John's, and some maps of Newfoundland show a line running from that point to Millertown at the north-easterly end of Red Indian Lake. Millertown is situated 56 miles from Grand Falls, and Grand Falls itself is 270 miles from St. John's.

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Reid Newfoundland Ry.—The first of the branch lines to be built under the act of 1910, viz., that from Shoal Harbor to Bonavista, is nearly completed, and it is expected to have it opened for traffic in about a month. The second branch to be put under construction is that from the present West End branch by way of the South Shore to Trepassey. On this line a considerable amount of grading has been done and several miles of track are reported to have been laid. Surveys have been begun for a third line, starting from Carbonear, near Broad Cove, and extending to Heart's Content and Grate's Cove. (July, pg. 649.)

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freight shed may be erected near the site of the old building next year. (Nov., pg. 579)

Anglo-Newfoundland Development Co.-American Smelters. A Newfoundland press report states that, in order to develop a mining property on Red Indian Lake, the Anglo-Newfoundland Development Co.'s Millertown Ry., which runs from the Newfoundland Ry. at Millertown Jet. to Millertown on Red Indian Lake, 20 miles, may be extended along the lake shore to the mine. Millertown Jet. is 309.97 miles west of St. John's, 33.8 miles west of Grand Falls, and 237.25 miles east of Port aux Basques. The Anglo-Newfoundland Development Co. also owns the Botwood Ry. from Grand Falls to tidewater at Botwood, 22 miles, which it built in 1909.

We are advised officially that the Millertown Ry. runs from Millertown Jet., on the Newfoundland Ry., to Millertown, on Red Indian Lake, 20 miles. It was built by the Reid Newfoundland Co. for Lewis Miller and Co. in 1899 or 1900, and was used by that company to haul the sawn product of its mills to Millertown Jet., to be transported to Lewisport, for export. The company sold its timber limits to the Newfoundland Timber Estate in 1903, and the railway continued to be used by that company for hauling the output of its mills. The limits were sold subsequently to the Anglo-Newfoundland Development Co., and the Millertown Ry. has since been used by that company for transporting logging supplies, etc., to Millertown. There is no regular working time table, trains are run simply as required to suit the traffic offering. The Anglo-Newfoundland Development Co. has no running rights over the Newfoundland Ry. between Millertown Jet. and Grand Falls, but its trains are run over that mileage as required. At Grand Falls the company operates a paper mill producing 300 tons daily, which is conveyed over its railway to Botwood.

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We are further advised that several reports have been published in local papers in connection with a proposal to build a railway to Buchan's mine, but that nothing has been decided upon. The mine is still in the early stages of development, and although those interested are quite hopeful that it will be brought to the production stage within the next year or two, it is not at present possible to say what means will be adopted for establishing railway communication with it. Surveys for a railway are being made, but it will be some consid-

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date of the annual meeting to the first week in March.

Anglo-Newfoundland Development Co.

We are advised officially that the locomotive house which was burned Dec. 29, 1926, was 194 ft. long, 18 ft. wide and 17 ft. high. It was built in 1910 of wood frame construction, to accommodate 3 locomotives, and was extended in 1919 to hold a fourth. At the time of the fire there were 2 saddle tank and one other locomotive in the building, two of which were seriously damaged. It is expected they will all be in order for operation again early in March. (Feb., pg. 76.)

Canadian Transit Co. has given notice that it will apply to the Dominion Parlia-

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Railway Projects

Anglo-Newfoundland Development Co.
—J. Ward Williams, who is in charge of the development work at Buchan's mine, near Red Indian Lake, Nfld., is reported to have stated in St. John's on Aug. 7 that development work on the mine was proceeding rapidly, but that it will be some time in 1928 before it reaches the production stage. On the railway under construction from Millertown to the mine, 22 miles, about 18 miles of grading had been completed and 8 miles of track had been laid. It is expected that the whole mileage will be completed by October, when it will be possible to take in the structural steel for the buildings at the mine and the heavy machinery for the plant. It is proposed to erect a 100-ton concentrating mill and a 2,500 h.p. hydro-electric plant, the question of the erection of a smelter being held over for the present. At present supplies and freight are moved by scows from Millertown to Buchan's landing on Red Indian Lake, and then by tractors for 6 miles to the mine. (July, pg. 410.)

Ferquimait and Nanaimo Ry.—We are

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scale. (Aug., pg. 460.)

Newfoundland Ry. We are advised officially that under the Loan Act passed recently by the Newfoundland Legislature, \$900,000 was earmarked for the construction of a branch line from Glenwood, mile 230.34, from St. John's northerly and easterly to Gander Bay tidal water, about 30 miles. No surveys have been made for this line. Its construction is dependent upon the erection of a pulp and paper mill by the Gander Valley Power and Paper Co., which controls timber limits along the Gander River valley. The control of this company has been acquired recently by the International Paper Co. of Newfoundland, which was incorporated at the Legislature's recent session, to take over the property and rights of the Newfoundland Power and Paper Co. at Corner Brook and in the Humber River valley. This company is a subsidiary of the International Power and Paper Co. (Sept., pp. 516 and 534.)

A PRESS REPORT OF

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upper story to be used as a board room.

International Paper Co. of Newfound-
land. Gander Valley Power and Paper
Co. The Newfoundland Legislature has
passed an act confirming an agreement
with the International Paper Co. of
Newfoundland, under which that company
has taken over all the property and assets
of the Newfoundland Power and Paper
Co., which was formed to acquire timber
limits and water powers in the Humber
River Valley, and which erected a large
paper mill at Corner Brook. The N.P. and
P. Co. was financed originally by Sir
W. G. Armstrong Whitworth Co., New-
castle-on-Tyne, England, a portion of its
bond issue being guaranteed by the
British Government, and the Newfound-
land Government. The agreement re-
capitulates the agreements and acts of
the Legislature referring to the original
Newfoundland Products Co., a Reid
Newfoundland Co. project for the develop-
ment of its railway grant lands, and those
referring to the N.P. and P. Co., and sets
out the amendments and modifications
necessitated by the transfer of the under-
taking to the I.P. Co. of N. The new agree-
ment authorizes the Board of Railway
Commissioners to enter into agreements
with the company for furnishing it and its
subsidiaries with all or any services over
which the Board has or may have juris-
diction, at such rates, for such periods
and on such conditions, including provi-
sion for renewals and for the fixing by
arbitration of rates and terms, as the Board
shall determine.

The I.P. and P. Co. has acquired con-
trol, if not the entire ownership, of the
Gander Valley Power and Paper Co.,
which was another company formed to
develop the Gander River valley areas,
which formed part of the Reid Newfound-
land Co.'s land grants. The Legislature
has also passed an act confirming an agree-
ment with the G.V.P. and P. Co., under
which amendments and modi-

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CANADA

of about 10 miles, not inferior to the colony's existing branch railways, from the main line of Newfoundland Ry., near Glenwood, to a site on the Gander River on Gander Bay, to be chosen by the company for the erection of its proposed 200-ton paper mill, the company granting the Government the right to cut on its limits all timber for ties, bridges and culverts on the branch. The Board of Railway Commissioners is authorized to enter into agreements with the company for furnishing it and its subsidiaries any or all services over which the Board has or may have jurisdiction as in the case of the agreement with the I.P. Co. of N. An act passed by the Legislature, authorizing the Government to raise a loan of \$5,000,000, earmarked \$750,000 for building the branch railway referred to.

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reported price of \$250,000. (1000, pg. 502)

Anglo-Newfoundland Development Co.

The Newfoundland Legislature has passed an act confirming an agreement with the company with respect to its prospecting and mining operations in the Red Indian Lake District, in connection with which it is building 22 miles of railway from the Millertown Ry. to Red Indian Lake. The agreement provides for the free entry for 20 years, from Jan. 20, 1927, of machinery, plant, etc., including machinery, parts, plant, utensils and implements for the construction and equipment of transportation facilities at and between mines and railway points or ports in Newfoundland, including ships, docks, lighters, boats, railways, tramways, and

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conveyors of any kind, wharves and docks,
and all materials for the construction of
buildings, warehouses and storehouses.
Nothing in this section of the agreement is
to be construed as extending the rights and
privileges of the company, granted under
the act and agreement of 1905 having
reference to railway construction and
operation. (Sept., pg. 516.)

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granting of a Dominion --
construction. (Nov., pg. 640.)

Anglo-Newfoundland Development Co.

— The branch of this company's railway from mile 14.50 from Millertown Jct. to Buchans Mine, on Red Indian Lake, about 22 miles, is reported to have been completed by the American Smelters Co., which is actively engaged in developing mining properties round Red Indian Lake. H. J. Russell, General Manager, Newfoundland Ry., visited Grand Falls and Buchans recently to arrange for the operation of the increased traffic which the building of the branch will cause over the Newfoundland Ry. between Millertown Jct. and Grand Falls, from which point the A.N.D. Co. has a line to Botwood, its ocean shipping port. (Nov., pg. 640.)

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, Betterments, Etc.

iles 230.34 miles west of St. John's and 37 miles
bay east of Bishops Falls. To provide for its
lin construction the Newfoundland Legislature
ave appropriated \$750,000 out of a general
ian loan of \$5,000,000. This loan has been
nch placed, consequently the funds for con-
the struction are available. (Nov., pg. 640.)

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pulpwood to the mill there.

International Paper Co. of Newfoundland. - Gander Valley Power and Paper Co. - In introducing in the Newfoundland House of Assembly the bill relating to the Gander Valley Power and Paper Co., particulars of which were given in Canadian Railway and Marine World for November, the Prime Minister, Mr. Monroe, said:

"The Government agreed to build a branch line approximately 30 miles long, into the mill site, by 1928. It is obviously impossible for the company to begin on construction prior to access by rail to the site of the mill. The company has agreed to pay half of the interest on the estimated cost of the line to the mill as soon as it is put into operation, and if the mill is not completed and put into operation by 1935, the company has agreed to pay full interest and sinking fund required for the estimated cost of construction of this branch line. This protects the Government against risk of loss."

We are advised officially that it is not likely that any surveys for the railway will be made during this year. The line is projected to start from the Newfoundland Ry.'s trans-insular line at Glenwood,

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Railway Projects, Surveys, Construction, Betterments, Etc.

Algoma Central and Hudson Bay Ry. Co. gave notice on March 2, of application to the Dominion Parliament for an extension of time for the construction of the uncompleted portion of the line authorized by the Statutes of 1901, chap. 46, Sec. 3, which provides for the construction of a railway from the Canadian Pacific Ry. main line generally northerly to James Bay, not further north than Equam River, this being an extension of the line the company was then building from Sault Ste. Marie to Franz, 195 miles. Under these additional powers the company extended the line northerly crossing the Canadian Northern Ry. at Oba, Ont., and reaching the National Transcontinental Ry. at Hearst, Ont., 295.2 miles from Sault Ste. Marie.

Anglo-Newfoundland Development Co. has, we are advised officially, built a 2-stall wooden frame locomotive house, 100 ft. long, 18 ft. wide and 16 1/3 ft. high, at Botwood, to replace the one which was burned Dec. 29, 1926. (March, pg. 123.)

Calgary and Southwestern Ry. Co. was incorporated by the Alberta Legislature in

or Walkerville, Ont., to Detroit, Mich., for railway and general traffic, was with the necessary approaches passed by the Commons and Senate, but it had not been assented to when Parliament was dissolved. It was re-introduced this year, passed by the Senate early in February, and having been read a first and a second time in the Commons went before the latter's railway committee Feb. 25. A question was raised as to what financial interests were behind the project, and the company's representatives agreed to give the names to the Minister of Railways for the private information of any member of the committee. The bill was amended by the committee in some details, and was approved by committee of the whole House and read a third time, March 4. The incorporators named in the bill are W. Johnston, J. B. Mulvey, W. J. Gilhooly and C. C. Barker, barristers, and C. D. Mulvey, all of Ottawa. A deposit of \$50,000 has to be paid into the Dominion Treasury before operations are started. The tolls are to be fixed by the Board of Railway Commissioners. (Jan., pg. 14.)

construction of an extension of the railway from Breton for 20 miles in the direction of Edmonton. Two amendments were proposed, one to extend the line from Breton to Farrant on the Canadian National Ry. Rocky Mountain House line, and the second to complete the extension of the line into Edmonton. The Premier, while sympathizing with desires for the extension of the line, stated that for this year at least there were extensions elsewhere meriting more consideration. The question of the next extension might affect very greatly the final disposition of the line. The gap between the present terminus and Farrant should be closed, but he thought it should be built by the Canadian National Ry. The two amendments were defeated, and the original motion was withdrawn.

Manitoba Northern Ry. Notice was given on Feb. 26 of application to the Manitoba Legislature for an extension of time for the construction of the railway authorized in 1926, from mile 7, on the Hudson Bay Ry., to the heart of the Flin Flon mining area, the incorporation being officers of the Mining Corporation of Canada, owning the Flin Flon mining

the company, for the projected line from
veys, etc., for the Bell River crossing for a
Montreal to the Bell River crossing for a
reported price of \$250,000. (Oct., pg. 582.)

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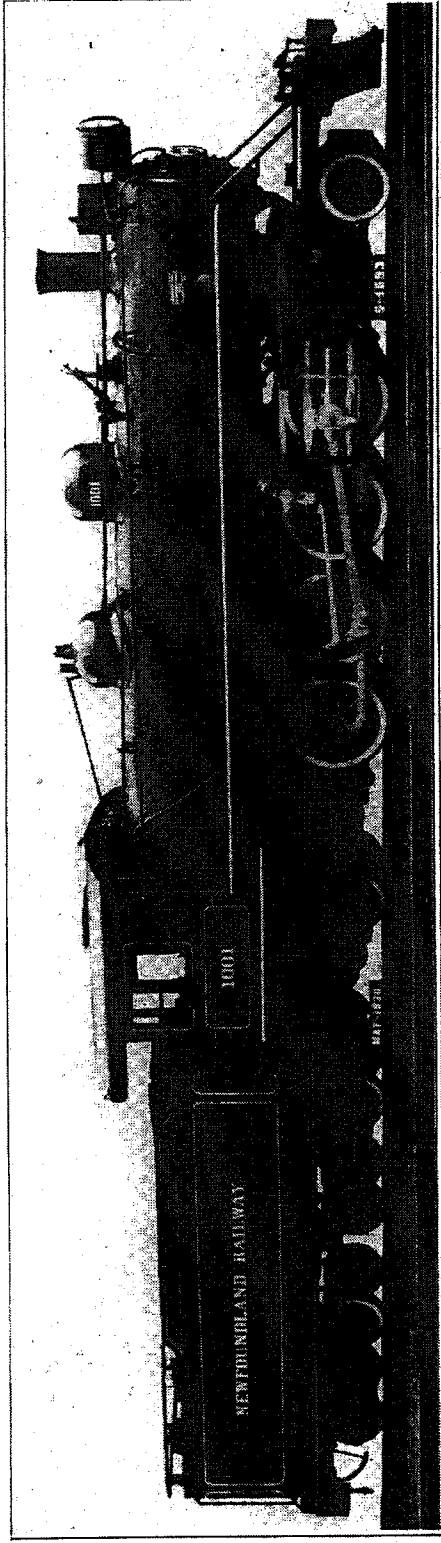
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trol, if not the entire ownership, of the
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has also passed an act confirming an agree-
ment with the G.V.P. and P. Co., under
which a number of amendments and modi-
fications of the original agreement as con-
firmed by the statutes of 1924, chap. 2,
are ratified. The Newfoundland Govern-
ment, under the agreement, is to build,
prior to Dec. 31, 1928, and operate
sufficiently for the company's reasonable
requirements, a single track branch railway

dimensions, etc., being as follows.—length over couplers, 44 ft. 11¼ in.; length inside, 40 ft. 9¾ in.; width over eaves, 10 ft. 0 7/8 in.; width inside, 8 ft. 7½ in.; door dimensions, 5 ft. x 6 ft. 10 in.; height, rail to top of car at eaves, 12 ft. 0 5/16 in.; height, rail to top of brake mast, 13 ft. 9¼ in.; height, rail to top of running board, 13 ft. 0 in.; height inside, 6 ft. 8 in. Full par-

mobile in all operations, developing a speed up to 15 miles an hour, and is able to pull several loaded freight cars at about half that speed. It has many features which are the result of C.P.R. officials' experience with machines of similar construction. Many changes have been made over previous equipment, so that the new design represents

Columbia timber, and railway hardware from C.P.R. shops at Calgary and Vancouver being used. They are said to be the first railway rolling stock built in British Columbia.

The Newfoundland Ry. has received, from American Locomotive Co., two miko (2-8-2) locomotives, which have been



Mikado Locomotive, Newfoundland Railway.

ticalars of the underframe and body framing were given in our January issue. The underframe is of steel, and the body framing of wood, with 3¼ x 14 in. B.C. fir end plates, 4 x 2 in. oak belt rails, 3 x 2 in. B.C. fir subposts, 4 9/16 x 4½ in. B.C. fir subsills, 3¼ x 7½ in. B.C. fir side plates, 4 x 2 and 6 x 2 in. oak corner posts, 6 x 5¼ in. oak door posts, 5 x 2 in. oak end posts, 5 x 2 in. oak side posts and braces, 5 x 3 in. B.C. fir ridge pole, 3 x 2 in. B.C. fir purlins, and 10 15/16 x 2 in. B.C. fir carlines. Hutchins flexible steel roofs are being applied. The trucks are of the Dalman cast steel side frame type, with 5½ ft. wheelbase, distance between truck centers being 31 ft. The latest basket type ice bunkers are being fitted, the distance between ice tanks being 35 ft. 2¼ in. The cars being built at London are being numbered 207,401 to 207,650; those being built at Transcona are being numbered 207,651 to 207,900.

Canadian National Rys. has received the balance of 500 70-ton drop end gondola cars ordered from Eastern Car Co.

a compact general utility crane, which has a wide variety and range of usefulness. Among the improvements, for which the C.P.R. Motive Power and Rolling Stock Department is responsible, are special lubricating system; disengaging mechanism for the travel gears; heating provision for tender during severe weather; and special 72-in. diameter boiler ensuring a sufficiency of steam for all operations, even when carried on simultaneously. It is fitted with electric light generator, and flood lights for night operation. Provision is made for the use of an extra generator to permit employment of an electro-magnet for handling scrap and steel supplies, such as spikes, angle bars, etc.

Canadian Pacific Ry. has received a multi-pressure, oil-burning, 3-cylinder locomotive, built at its Angus shops, Montreal, which was described and illustrated in Canadian Railway and Marine World for May, pg. 293.

Canadian Pacific Ry. has received 10 frames for first class cars, and 10 baggage and express cars complete, from

numbered 1000 and 1001. An illustration of no. 1001 is given herewith. The chief dimensions, etc., are as follows:—gauge, 3½ ft.; driving wheels, 48 in. diam.; cylinders, 18 in. diam., 24 in. stroke; boiler, inside diam., 58 in.; firebox, 84½ in. x 60¼ in.; tubes, 126-2 in. diam., and 21-5% in. diam., length of tubes, 17 ft.; driving wheel base, 13¼ ft.; loco. wheel base, 29¼ ft.; locomotive and tender wheel base, 55 ft. 11½ in.; weight in working order,—on leading truck, 13,000 lb., on drivers, 115,000 lb., on trailing truck, 18,000 lb., total locomotive 146,000 lb., tender, 102,900 lb.; tube heating surface, 1,115 sq. ft.; flue heating surface, 500 sq. ft.; firebox heating surface, 118 sq. ft.; syphon heating surface, 35 sq. ft., total heating surface, 1,768 sq. ft.; superheating surface, 426 sq. ft.; grate area, 35.2 sq. ft. Boiler working pressure is 200 lb. per square in.; maximum tractive power 27,600 lb., factor of adhesion 4.16. The 8-wheel tender has capacity for 5,000 gall. of water and 9 tons of coal.