THE NEWFOUNDLAND RAILWAY DIARY II

C. H. RIFF

The Newfoundland Railway

Baldwin Locomotives Have Played an Important Part in the Development of the Railway System of Great Britain's Oldest Colony

By Malcolm K. Wright

The author is indebted to Mr. H. J. Russell, General Manager of the Newfoundland Railway, for much of the information and many of the photographs used in the preparation of this article.

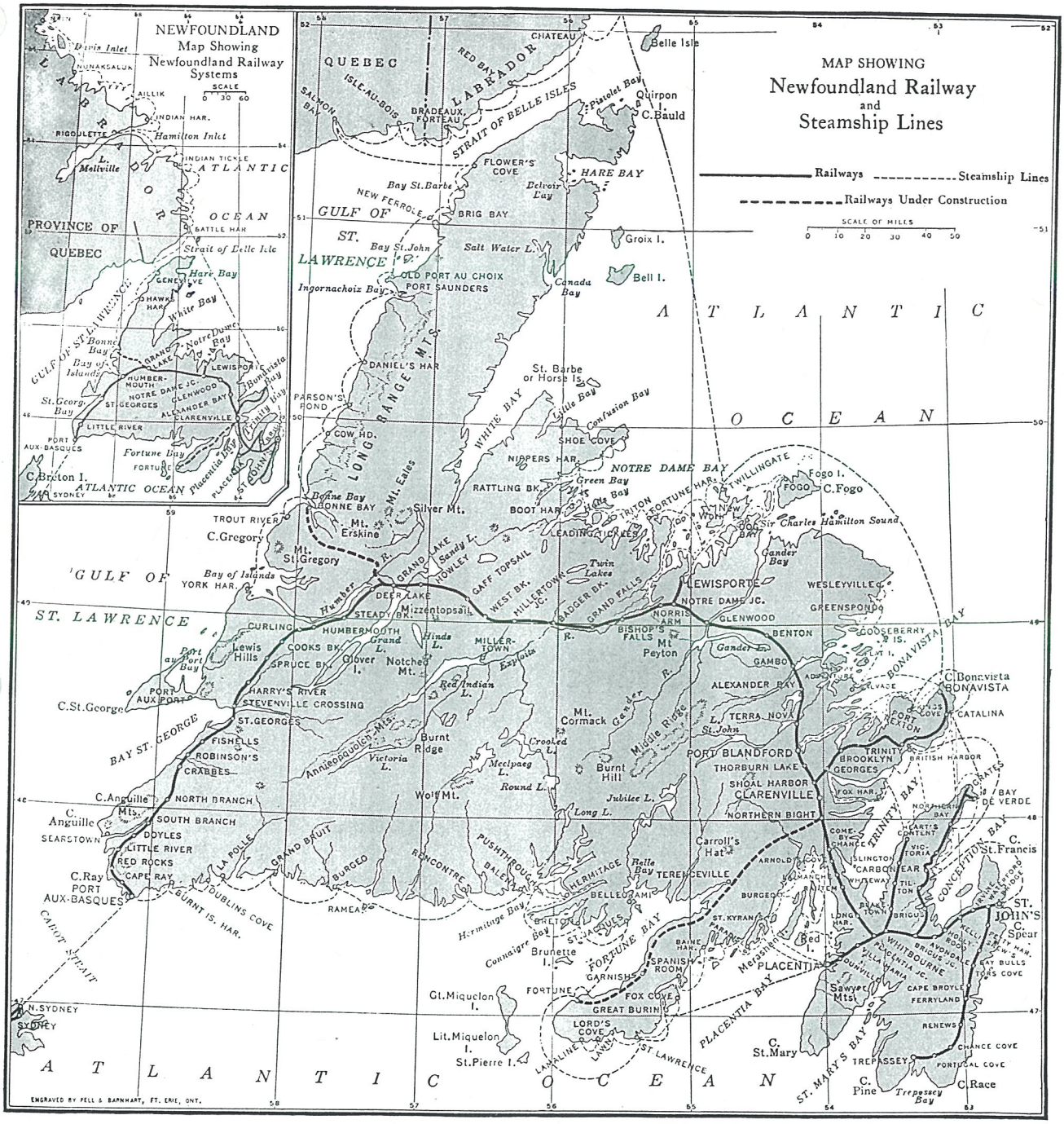
IN these days of trans-atlantic aeroplane flights it is quite natural that Newfoundland should occupy a large place in the news of the day, as it lies farther east than any other part of the American Continent, and this makes it the logical place from which to take off for a flight eastward, from America to Europe. We have become accustomed to reading of St. John's, the capital of Newfoundland, as the last city over which the daring aviator passes before heading out into the silence of the north Atlantic. In spite of this, however, it is still somewhat of a shock when we study the map and realize that St. John's is only 1640 miles from the coast of Ireland.

Newfoundland is in reality an island, the tenth largest in the world, lying directly across the entrance to the Gulf of St. Lawrence. It is separated from the mainland of Labrador, on the north, by the Strait of Belle Isle, and from Canada, on the south, by Cabot Strait. This island has an area of about 42,730 square miles and is shaped somewhat like a rough triangle with its apex pointed due north; a triangle having a height of 317 miles and a width of 316 miles at the base. The jurisidiction of the Newfoundland Colonial Government also covers a portion of the mainland, along the coast of Labrador.

History states that the island was discovered by John and Sebastian Cabot in

Photograph by Holloway

The Terminal Station of the Newfoundland Railway, at St. John's



Map of Newfoundland showing the Railway and Steamship Lines, all of which are under the Management of the Newfoundland Railway. The Broken Coast Line Shows why Newfoundland is often referred to as the "Norway of America"

June of the year 1497, giving to Newfoundland the claim to the title "Britain's Oldest Colony." The same year these intrepid explorers reached the mainland of North America along the Labrador coast. When the Cabots returned to England they reported to King Henry VII that they had discovered "New-found-land" and this name has endured through the centuries. Like many early pioneers, however, the Cabots received small financial reward for a discovery of such importance, as shown by a record in the accounts of the privy purse reading: "1497, August 10th, to hym that found this new Isle, £10."

Newfoundland has been aptly termed the "Norway of America" because of the fact that its rugged coast line, broken by numberless bays and fiords, bears a strong resemblance to the coast of Norway. It

The Old Terminal Station at St. John's, as it Appeared Prior to the Year 1900

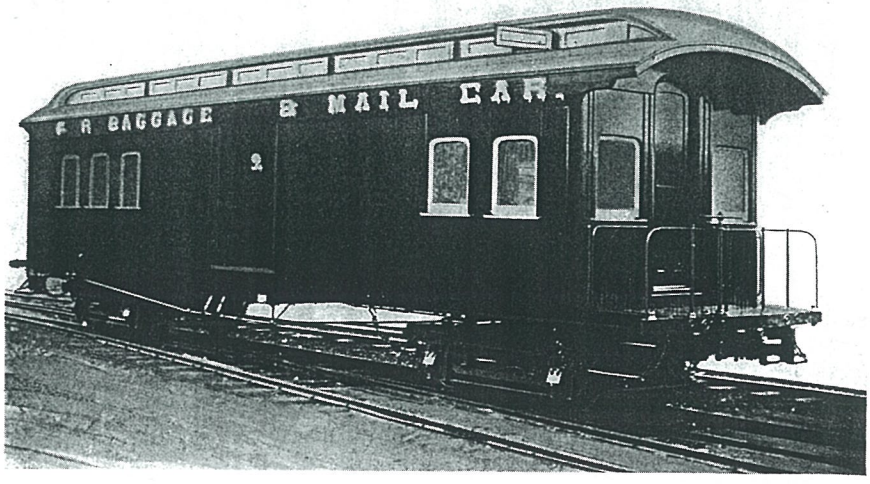
lies entirely between 46 degrees and 52 degrees north latitude, and although snow covers the ground practically the entire winter from December to April, the temperature very seldom goes below zero. The summer season is short but very pleasant, with warm days and cool nights, the thermometer rarely rising above eighty degrees Fahrenheit.

Although the fisheries are of first importance as producers of revenue, the colony also possesses much potential wealth in iron, copper, lead and other minerals, and even now these minerals are being extensively mined. The population of the island has increased from about 1750 people recorded in the year 1654, to the present population of well over 250,000 inhabitants.

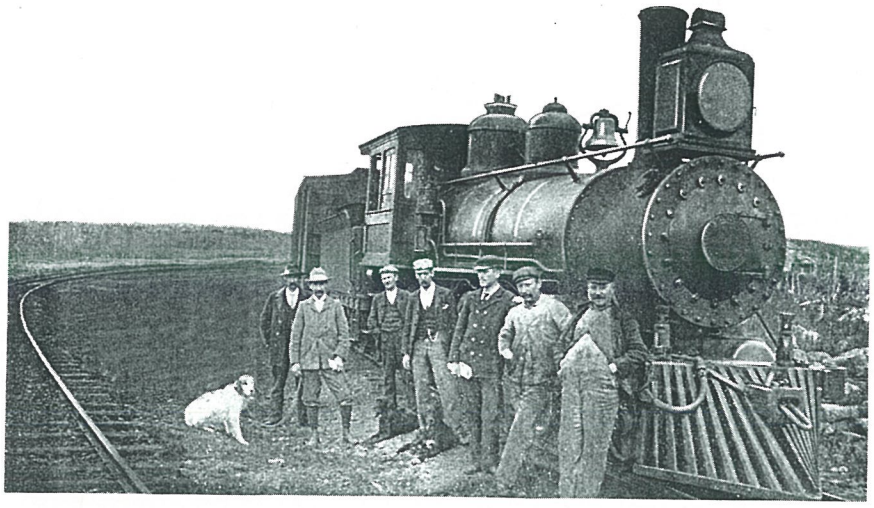
The general conformation of the island can be seen by glancing at the map on page 4, which also shows the lines of the Newfoundland Railway starting at St. John's and proceeding north and then west across the north central portion of the country. At Deer Lake, on the Humber River, it turns south and finally terminates at Port-aux-Basques, in the extreme southwest corner of the island. This line and its branches are owned and operated by the Government of the Colony and form the only public railway in Newfoundland.

The country is mountainous in character with many peaks rising over two thousand feet above sea level. Paralleling the west coast, for practically its entire length, lies the principal mountain range known as "Long Range Mountains." The central portion of the island consists largely of high plateaus, interspersed with mountain peaks, almost monolithic in character, which rise abruptly out of the level plain to a height of several hundred feet. These peaks can be seen for miles along the lines of the railway, and from a distance they bear a strong resemblance to the sails of a ship far out at sea. This impression is so strong that a group of peaks, in the north central plateau, bear the names, "Foretopsail," "Maintopsail," "Gafftopsail," "Mizzentopsail" and "The Three Topsails." Other names which indicate this peculiar formation of the peaks are, "Conical Hill" and "Sugar Loaves."

The country abounds in lakes, rivers and mountain streams which form a veritable paradise for the fisherman in search of trout or salmon. Any number of



One of the Earliest Baggage and Mail Cars Used on the Newfoundland Railway



A Locomotive of the 4-4-0 Type, Built by The Baldwin Locomotive Works in 1891 and Still in Active Service

This photograph was taken on November 1, 1901, just after the locomotive had made a special run from St. John's to Brigus Junction, a distance of 41.75 miles, in 50 minutes. The train crew and passengers are shown, including three of the famous Newfoundland dogs.

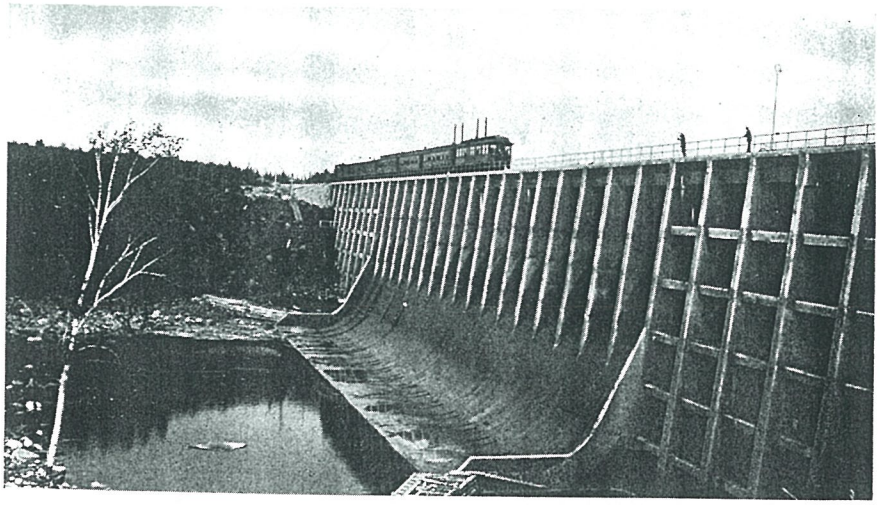
sportsmen's resorts can be easily reached from the railway, and such places offer excellent living accommodations and the opportunity to secure canoes, guides and all sorts of camping equipment.

The largest inland body of water is Grand Lake, situated on the west side of the island, near the main line of the railway. It is fifty-six miles in length and five miles wide. It is interesting to note that the surface of the lake was originally fifty feet above sea level whereas the bottom is almost three hundred feet below sea level. The level of the surface has been altered somewhat by the extensive hydro-electric development at the north end of the lake. The main line of the railway runs over the top of the dam which has been constructed at "Main Dam," where the lake empties into the Junction River. The next lake, in point of size, is Red Indian Lake, situated near the center of the island and extending for thirty-seven miles and having a width of less than five miles.

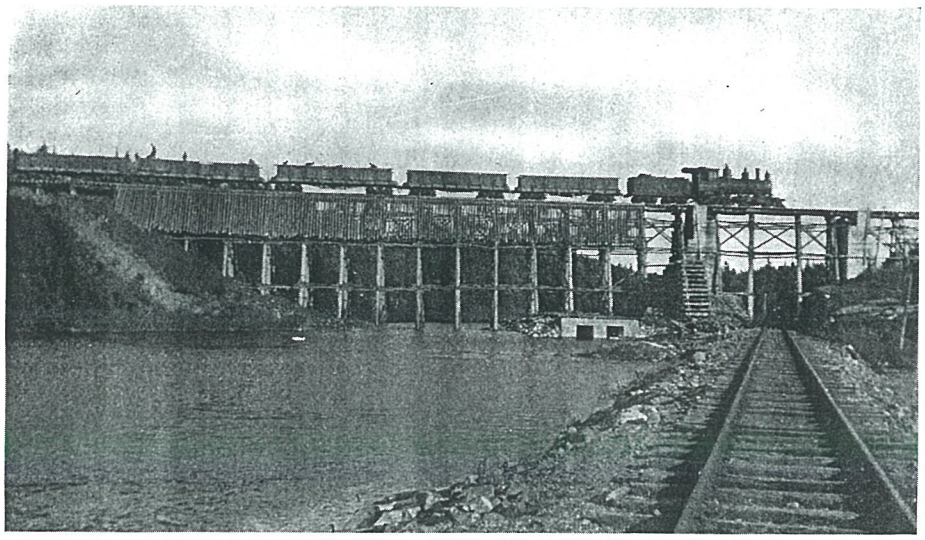
The three principal rivers are, the Exploits River, two hundred miles long emptying into Notre Dame Bay on the north coast, the Gander River, one hundred miles long also draining to the north coast, and the Humber River, seventy miles long which empties into the Gulf of St. Lawrence. The main line of the railway crosses the Gander River at Glenwood. Thirty miles farther west it crosses the Exploits River at Bishop's Falls. After turning south at Deer Lake it roughly parallels the Humber River for a distance of about thirty miles, from Deer Lake to Curling. Some idea of the number of lakes, rivers and streams can be gained from the fact that about one-third of the entire area of the island is covered with water.

The railway runs through much thickly wooded country, especially in the northern and western parts of the island, the forests consisting principally of fir, pine, maple, birch and hazel trees. The white pines are, in many cases, three or four feet in diameter and rise to a height of seventy feet or more.

Next to the fishing industry, the forests of Newfoundland afford the greatest source of revenue, much valuable lumber being



A Train Passing Over the New Power Dam near Deer Lake, on the Main Line of the Railway



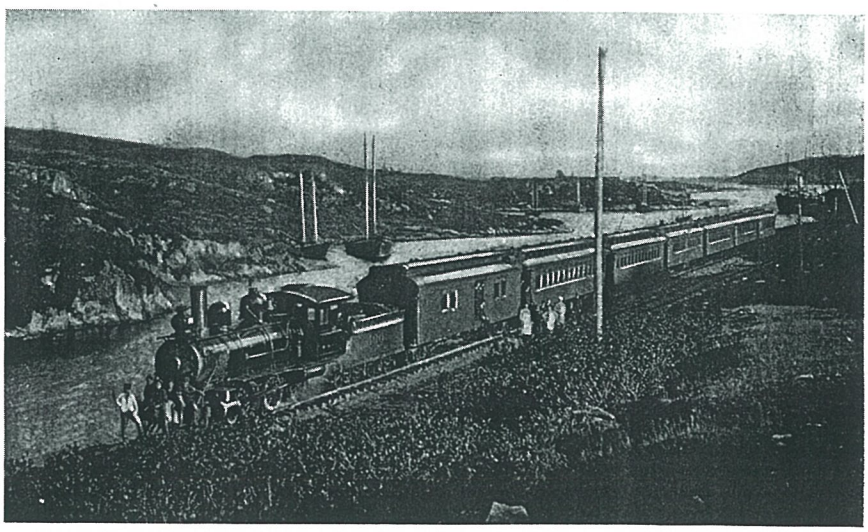
A Ballast Train Passing Over "Loop Trestle" on the Bonavista Branch. The Locomotive is a Mogul Type, Built by The Baldwin Locomotive Works in 1893 and Still in Service

produced by more than three hundred saw mills. Considerable quantities of pulp wood and paper are also produced, as the forests contain an unusually large percentage of wood suitable for these products, and the abundance of hydro-electric power is of great assistance to the saw mills and pulp mills. Paper making is one of the youngest industries, as the first mill was not put into operation until 1910, by the Anglo-Newfoundland Development Company, Ltd. This mill is located at Grand Falls, on the Exploits River, about two miles from the main line of the railway with which it is connected by a branch line. The river is used to bring the raw material down to the mill and also serves as a source of power.

The virgin forests which come right down to the lines of the railway, abound in animal life which is indigenous to the country. Caribou, moose, otter, beavers, foxes, rabbits and many other animals can be found within a few miles of the railway. This wild game, as well as the fish, are protected by rigid game laws so that it is always necessary to consult the regulations of the Game and Inland Fisheries Board, at St. John's, before planning to hunt or fish from one of the many resorts. One advantage of hunting or fishing in the woods of Newfoundland is the entire absence of venomous snakes.

For more than four centuries the fishing industry has dominated the economic life of Newfoundland, and today about twenty per cent of the population is engaged in some branch of the industry. In view of this fact, it is natural that all the early settlements should have been coast towns, communicating with each other by sea. The small amount of inland traveling done, in the early days, was over trails or narrow paths and it was not until 1825 that the first road was constructed from St. John's to the shores of Conception Bay, a distance of nine miles.

The possibility of railway construction does not appear to have been considered until about twenty years later and on May 22, 1847, "*The Morning Post,*" a newspaper printed in St. John's, advocated building a railway from that city to Conception Bay. Nothing was done, however, and the railway question was not officially



The Western Terminus of the Newfoundland Railway at Port-aux-Basques, Showing One of the Baldwin Ten-wheeled Type Locomotives, Built in 1898 and Still in Service

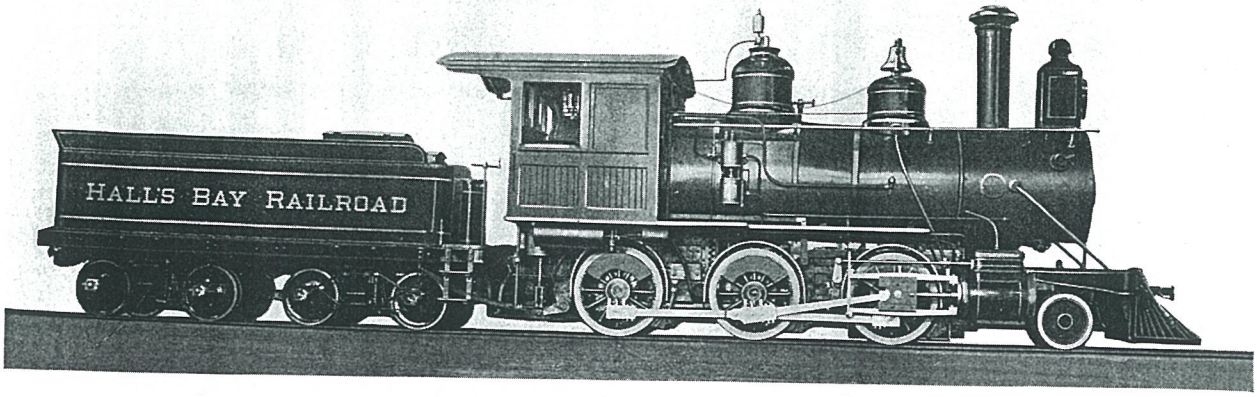
Photograph by Holloway

Salmon Fishing on the Grey River

who had successfully completed a number of contracts for the Canadian Pacific Railway. In 1890 Mr. Reid was awarded a contract to construct about 280 miles of track from Whitbourne to Hall's Bay, an arm of Notre Dame Bay, on the north central coast. By 1893 the road was completed as far as Norris Arm, but it then became evident that in order to be of any real value, the line should be extended to Port-aux-Basques, the object being to connect with a steamer plying between that point and North Sydney, Canada. Therefore, the construction was continued from Norris Arm right through to Port-aux-Basques and the entire line was completed in the autumn of 1897.

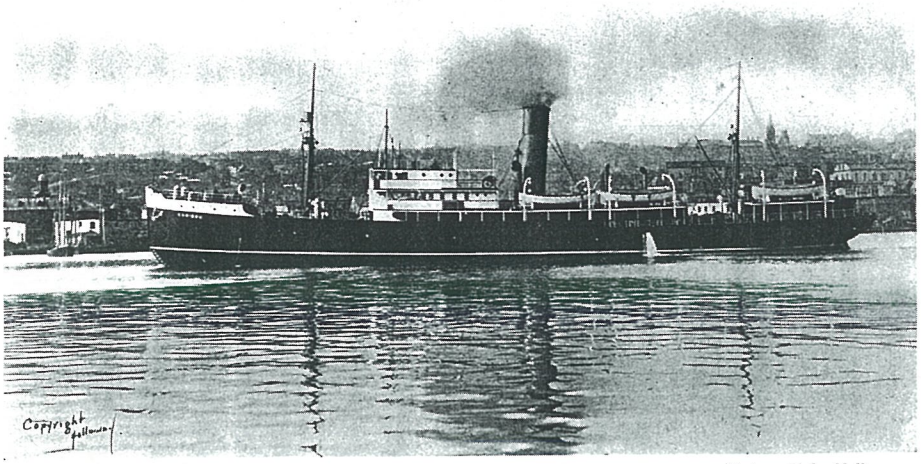
The steamer "Bruce" was purchased by the Railway Company in October, 1897, to provide the connecting link between Newfoundland and Canada. During the following winter and spring it plied between Placentia and North Sydney, but when the through rail service was formally opened in June, 1898, the "Bruce" was transferred to the run between Port-aux-Basques and North Sydney.

The first through train left St. John's at 7 P. M. on Wednesday, June 29, 1898, and consisted of two baggage cars, one day coach, one dining car and two sleeping cars. After a most successful run it arrived at Port-aux-Basques at 10.45 P. M. on Thursday, consuming 27 hours and 45 minutes for the run of 547 miles. This train carried a special party of about fifty passengers whose object was to visit a "Fair" being held at Sydney. During the run seven locomotives were used, all of which had been purchased from The Baldwin Locomotive Works between the years 1889 and 1897.



A Mogul Type Locomotive Built by The Baldwin Locomotive Works for the Hall's Bay Railroad in 1891. Seven Years Later this Locomotive Helped to Haul the First Through Train, from St. John's to Port-aux-Basques

Cylinders	16" x 20"	Steam pressure	130 lb.	Total weight of engine	71,090 lb.
Drivers, diameter	44"	Weight on drivers	56,090 lb.	Tractive force	12,800 lb.



Photograph by Holloway

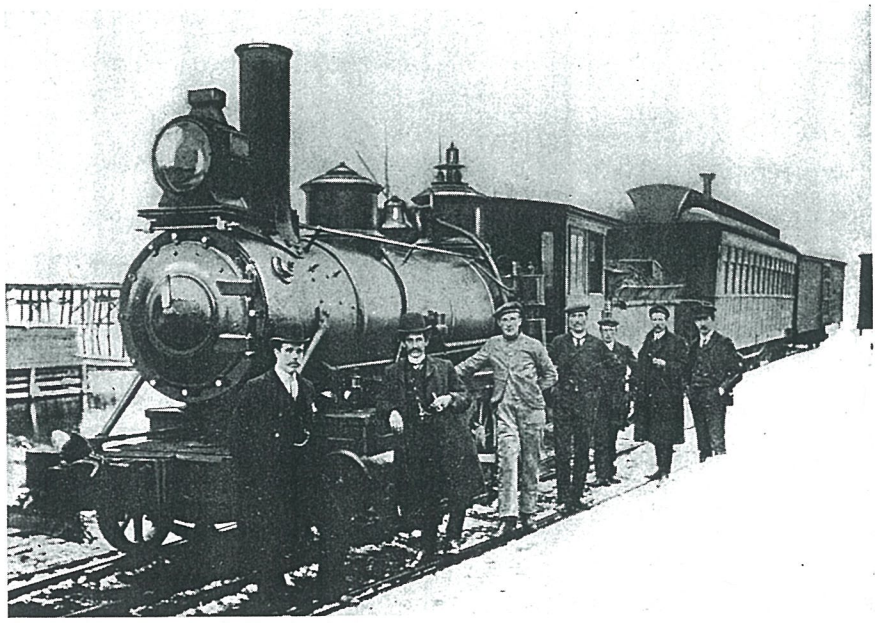
The S. S. *"Caribou"* which Plies Between Port-aux-Basques and North Sydney. This Vessel is the Property of the Newfoundland Railway and Forms the Connecting Link Between Newfoundland and Canada

In this connection it is interesting to read the following extract from an editorial which appeared in the *St. John's Herald* on July 1, 1898:

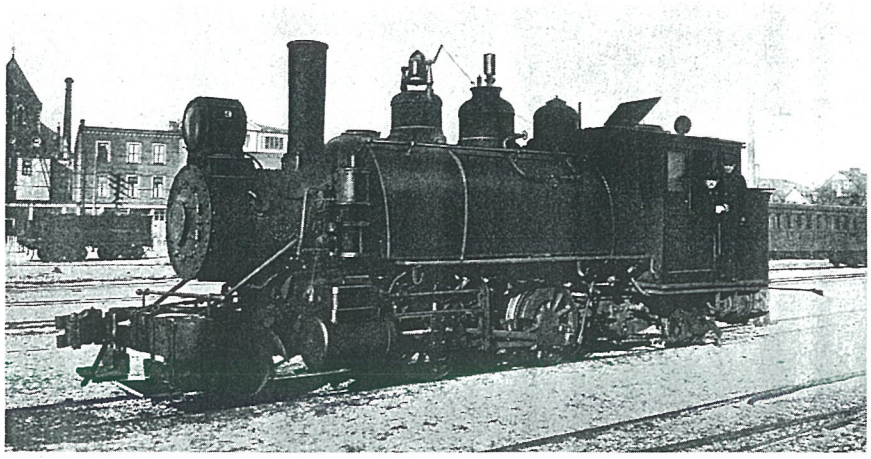
"The successful run of the first through train from St. John's to Port-aux-Basques and the transfer of the "Bruce" marks a new epoch in our history as a Colony. Our Great Railway enterprise is now completed and we have tri-weekly communication with the American Continent. Our next task is to secure the settlement of the interior and the development of the regions through which the road runs. We have paid out millions to construct this line and the whole future of the Colony depends upon the success which follows the operation in mining, lumbering, farming and pulp making in the unknown wilds, and in the number of wealthy tourists who can be induced to summer here instead of in Europe and to spend their money amongst us."

Upon completion of the main line in 1897, work was immediately started on certain branches which were needed. By the summer of 1898 rails had been laid from Notre Dame Junction to Lewisporte, from Brigus Junction to Tilton and from Harbor Grace to Carbonear.

The first through train inaugurated the regular service between St. John's and North Sydney, consisting of three trains per week in each direction, connecting at Port-aux-Basques with the *S. S. "Bruce."* The *"Bruce"* was lost at sea in 1911 and a second steamer of the same name was placed in service. This tri-weekly service was maintained until June 3, 1912, on which date the daily cross country service was started, connecting with the steamers *"Bruce"* and *"Invermore,"* and later the *"Bruce"* and *"Lintrose."* The daily service was continued until 1915 when it was abandoned and the tri-weekly service resumed. The steamers *"Bruce"* and *"Lintrose"* were sold to the Russian Government about this time and the *S. S. "Kyle"* took care of the tri-weekly service until October 23, 1925, when the *S. S. "Caribou"* was placed in commission. The *"Caribou,"* which was built in Schiedam, Holland, is a trim steamer of 2222 tons registry, a length of 266 feet and has accommodations



One of the Early Trains with its Crew at Lewisporte in December, 1906. The Locomotive, according to the Records of the Railway, was Built by Hawthorn, in England



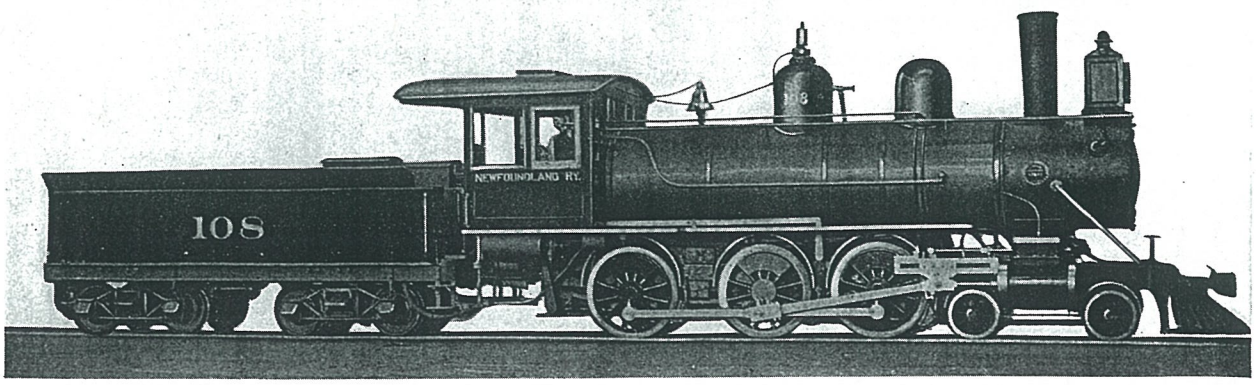
One of the 2-4-2 Type Tank Locomotives, Built by The Baldwin Locomotive Works in 1893, as it Appears Today, after Thirty-six Years of Service

for 110 passengers as well as mail, baggage and general freight. This boat is in service today and her average time for the run of 102 miles, between Port-aux-Basques and North Sydney is about eight hours.

The present rail service across the country consists of express trains leaving St. John's each Sunday, Tuesday and Thursday, at 5 P. M., arriving at Port-aux-Basques the following day at 9 P. M., a total elapsed time of 28 hours. On the return trip the time allowed for the run is 28 hours, 15 minutes, the trains leaving Port-aux-Basques each Sunday, Wednesday and Friday, at 7.45 A. M. and reaching St. John's at 12.00 noon the following day.

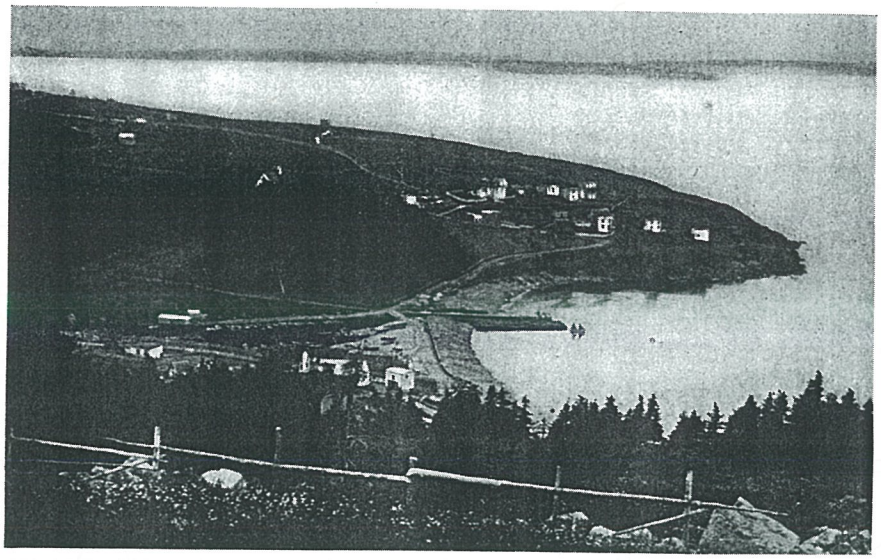
The total run of 547.22 miles is divided into four divisions, practically equal in length, which limit the locomotive runs. Starting from St. John's, the first locomotive runs to Clarenville, a distance of 131.06 miles; the second runs from Clarenville to Bishop's Falls, a distance of 136.28 miles, and the third takes the train from Bishop's Falls to Humbermouth, a run of 136.48 miles. At Humbermouth the fourth and final locomotive is coupled to the train for the run of 143.40 miles to Port-aux-Basques. On the return trip, locomotive changes are made at these same division points, where adequate locomotive terminals are maintained. The entire line consists of single track with the exception of yards and the necessary sidings to enable east and west bound trains to pass.

These through trains are handled by Pacific type locomotives, seven of which were built by The Baldwin Locomotive Works. One Pacific type was also furnished by the Montreal Works of the American Locomotive Company in 1926. During the summer season when passenger traffic is heaviest, the usual train consists of two baggage or mail coaches, one first-class day coach, one second-class day coach, one dining car and two sleeping cars. The dining and sleeping cars are of the conventional American type except that the design has been altered to suit the narrow gauge of the road.



One of the Baldwin Ten-wheeled Type Locomotives Built in 1899 and still in Active Service

Cylinders	17″ x 22″	Steam pressure	180 lb.	Weight, total engine	91,000 lb.
Drivers, diameter	50″	Weight on drivers	74,000 lb.	Tractive force	19,450 lb.



Broadcove, on Conception Bay

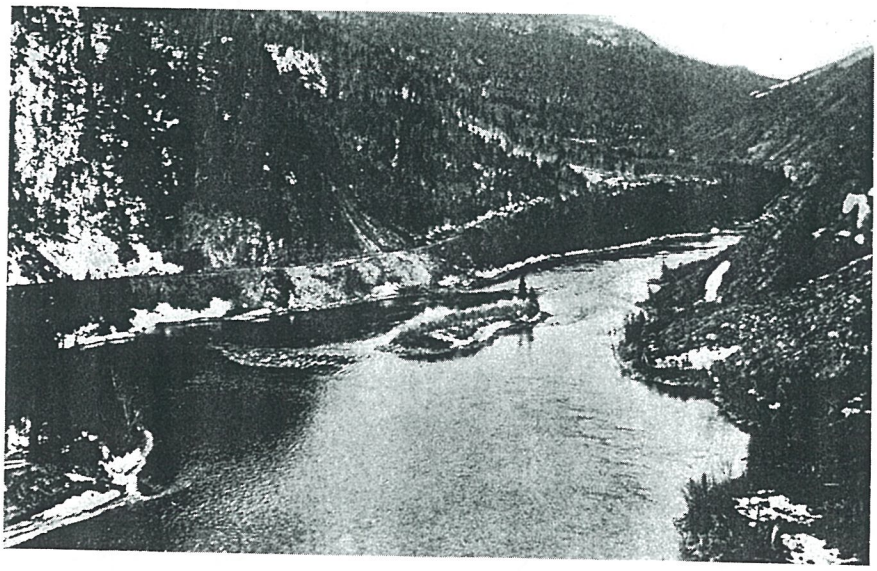
Excellent meals are served in the dining cars which specialize on seafood in addition to providing the usual menu of market products. It is well, however, for the traveler from the United States to remember that names are sometimes deceiving. The breakfast menu on a Newfoundland Railway dining car will often include an item reading "Bakeapple." This is not a baked apple but is in reality a dish of "cloudberries;" the cloudberry being a large amber fruit of the raspberry family, found in certain northern countries. The traveler is impressed with the efficiency and courtesy of the railway employees who do everything possible to make the journey a comfortable and pleasant one.

Although the main line was completed in 1897, it was not until 1909 that the Reid-Newfoundland Company entered into contracts with the Government to construct the following branch lines:

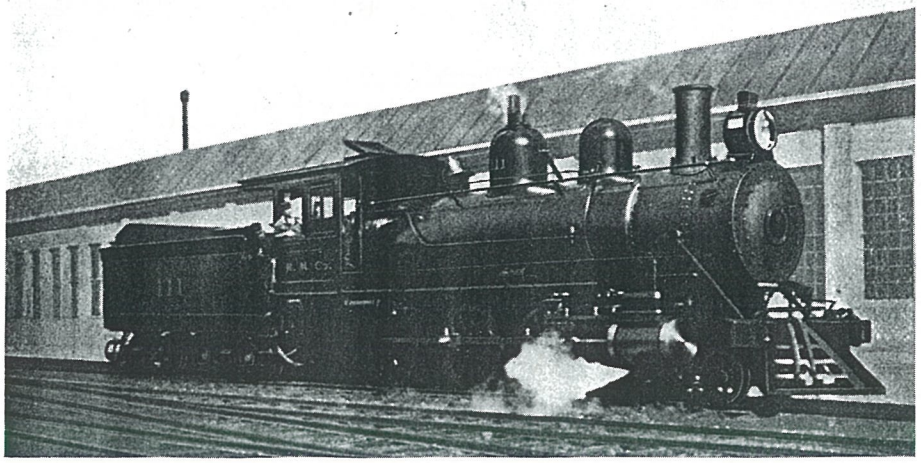
Clarenville to Bonavista.
St. John's to Trepassey.
Blaketown to Hearts' Content.
Carbonear to Grates.
Northern Bight to Fortune.
Deer Lake to Bonne Bay.

Work was started at once on the Bonavista Branch and the line was opened for service on November 8, 1911. Bonavista is associated with the earliest history of the colony and is reputed to have been one of the landing places of John and Sebastian Cabot, during their voyage of discovery in 1497.

The construction of the Trepassey Branch was started in 1911, but the line was not opened for traffic until January 1, 1914. Five years later Trepassey became known throughout the world as the starting point of the first successful flight across the Atlantic Ocean. On the evening of May 16, 1919, the United States Navy seaplane NC–4, under Lieutenant Commander A. C. Read, left Trepassey for a flight to Europe via the Azores. The plane reached the Island of Horta on the morning of May 17th, and several days later continued the flight, landing at Lisbon, Portugal, on May 27, 1919. About one month later the attention of the world was shifted to St. John's, when Captain John Alcock and Lieutenant Arthur W. Brown took off from the Mount Pearl aerodrome and flew to Clifden, Ireland, thus completing the



The Beautiful Valley of the Humber River



The First Locomotive Built at the Railway Shops in St. John's, in 1911. Most of the Parts used in its Construction were Supplied by The Baldwin Locomotive Works

first non-stop transatlantic aeroplane flight.

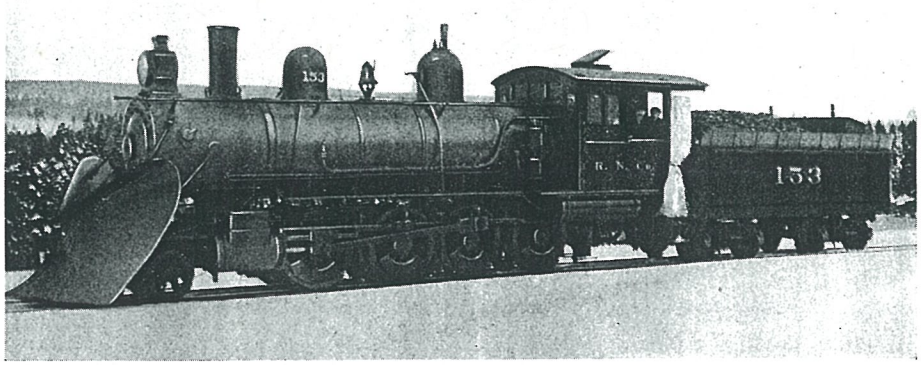
In July, 1915, the Heart's Content Branch was opened for traffic, giving direct rail connection with another historically famous Newfoundland coast town. It was at Heart's Content that the first transatlantic cable was landed in 1858. Unfortunately, however, the service rendered by this cable was not successful, and it was with difficulty that a ninety word message was transmitted from Queen Victoria to President Buchanan. After a few more messages had been sent the cable refused to function and was abandoned. In 1866 the cable ship *"Great Eastern"* succeeded in landing two more cables at Heart's Content, thus inaugurating the first successful cable service across the Atlantic.

The line from Carbonear to Grates, along the shores of Conception Bay, was started in 1914 and was opened for traffic on October 11, 1915. This completed what is known as the Bay-de-Verde Branch.

At this time work was started on the line from Northern Bight to Fortune, but was discontinued after 43 miles had been constructed. The proposed line from Deer Lake to Bonne Bay was also held up and these two lines were never completed.

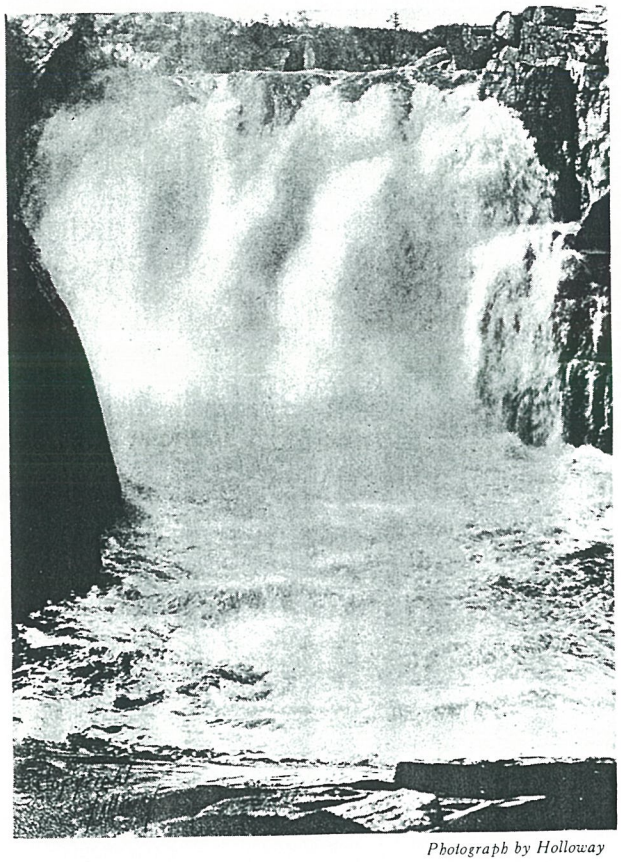
At the present time the Newfoundland Railway operates a total of 904 miles of 3 feet 6-inch gauge line, and it also owns and operates eight steamship lines, including the line between Port-aux-Basques and North Sydney, previously mentioned. The other seven lines ply along the coast, serving towns which cannot be reached by rail; and one line also runs from St. John's to Labrador during the summer months.

While the main line was still under construction in 1893, the question of operating the road presented itself for solution. Mr. R. G. Reid entered into a contract with the Government, under which he agreed to operate the line for ten years from September 1, 1893, in return for which he was to receive a grant of 5000 acres of land for each mile of line operated. In 1898, before the expiration of the first contract, Mr. Reid applied to the Government for an



A Locomotive Built at St. John's in 1912. The Boiler was Constructed in the Railway Shops, but Most of the Other Parts Were Supplied by The Baldwin Locomotive Works

extension which would permit him to operate the line for a period of fifty years. The contract provided for a further grant of land and also stipulated that the railway was to become the property of Mr. Reid's Company at the end of the fifty year period. In return Mr. Reid agreed to establish and operate seven coastal steamship lines, to pay the Government $1,000,000 within a year, to provide an electric railway system for St. John's and also pave part of the city. This agreement aroused some protest, but was finally ratified by the legislature and signed by the governor. In 1900 the details of the contract were altered; and among other changes, it was stipulated that the Government would have the option of buying the railway back at the termination of the contract, for the sum of $1,000,000 plus interest and a sum, to be agreed upon by arbitration, to cover improvements.



Photograph by Holloway

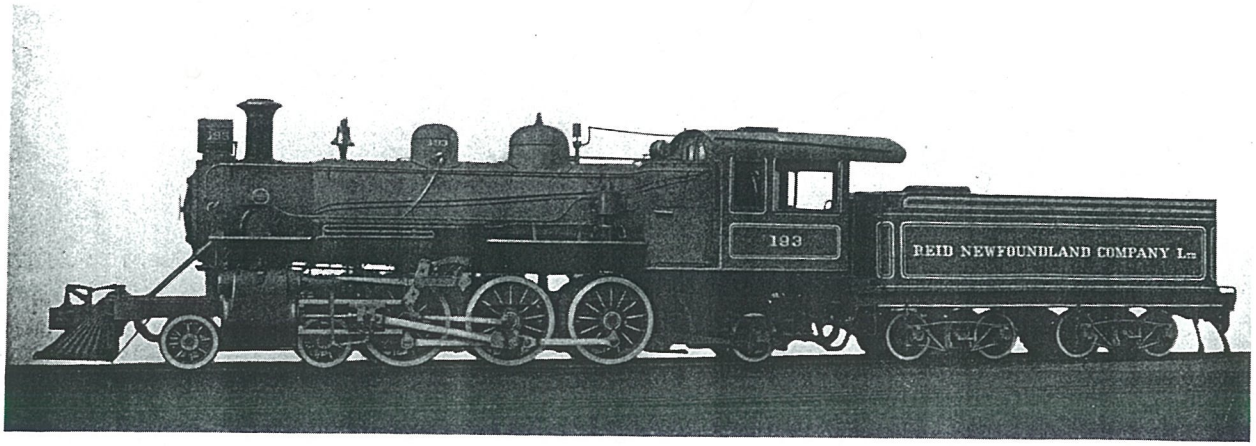
The Smoky Falls on the Grey River

In 1920 the Reid-Newfoundland Company became financially embarrassed due to the expense of operating the branch lines, and also due to the increased costs brought about by the World War. The Company appealed to the Legislature for aid, and in 1921 the Government engaged Sir George Bury, a former vice-president of the Canadian Pacific Railway, to investigate conditions and offer a solution of the difficulties confronting the railway. He recommended a number of economies and also the appointment of an experienced man as general manager. His recommendations were followed, and the Government secured the services of Mr. R. C. Morgan, then employed by the Canadian Pacific, and made him general manager of the Newfoundland Railway, co-operating with the Reid-Newfoundland Company.

In 1922, however, a dispute arose over financial matters, between the Reid-Newfoundland Company and the Government, and on July 1, 1923, the railway was taken over entirely by the Government and operated as the Newfoundland Government Railway. In 1926 an act was passed changing the name of the road to "Newfoundland Railway," and providing for a Board of Railway Commissioners, consisting of not less than three nor more than five members, one of whom was to be the general manager of the railway. Today, the railway is operated with efficiency and economy and its difficulties have become a matter of history.

At the present time the railway has in service a total of 41 locomotives of various types. Twenty-eight of these were built complete by The Baldwin Locomotive Works and twelve were constructed at the railway shops at St. John's, using a large proportion of Baldwin materials. In a number of cases the boilers were built at St. John's to avoid heavy transportation charges. Mention has already been made of the one locomotive built at Montreal in 1926.

Modern steam rail cars are used on a number of the branch lines and provide flexible, economical service in localities where it would not pay to operate trains and locomotives. The rolling stock also includes about 80 passenger cars and over 800 freight and miscellaneous cars. A number of snow plows are a necessary part of the equipment as the winter snows are heavy and often cause serious interruption to traffic. To facilitate track inspection



One of Six Pacific Type Locomotives Built by The Baldwin Locomotive Works in 1920

Cylinders	17″ x 24″	Steam pressure	170 lb.	Weight, total engine	115,000 lb.
Drivers, diameter	52″	Weight on drivers	78,000 lb.	Tractive force	19,250 lb.

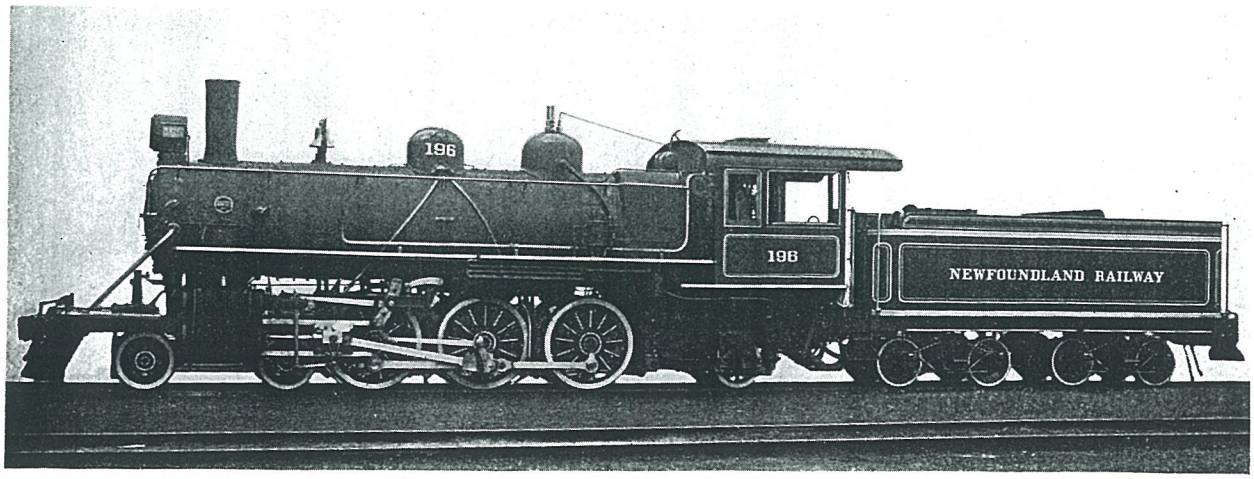
CNR 593/2

and repairs, the railway has a number of Fairmont Rail Motor Cars in active service.

The first Baldwin locomotive to be used in Newfoundland, was purchased in June, 1889, when less than 150 miles of line had been built on the island. On the sides of the tender tank appeared the name "Placentia Railway." This locomotive was of the American (4–4–0) type, having cylinders 14 x 18 inches, driving wheels 48 inches in diameter, a steam pressure of 130 pounds, a weight of 34,000 pounds on driving wheels and a total engine weight of 52,000 pounds. The tender, mounted on two four-wheeled trucks, had a tank capacity of 1600 gallons. Westinghouse air brakes were used on this first locomotive and all those purchased since have had Westinghouse equipment.

In 1891 two more American type locomotives, practically duplicates of the first, were ordered and one of these is still in use after 38 years of active service. The tender tanks were marked "Hall's Bay Railroad," a name which appeared on the seven locomotives purchased between 1891 and 1893. A Mogul (2–6–0) type locomotive was also ordered in 1891. It had cylinders 16 x 20 inches, driving wheels 44 inches in diameter and a steam pressure of 130 pounds. The total weight of the locomotive was 71,090 pounds, with 56,090 pounds carried on the driving wheels. The tender tank carried 2000 gallons of water.

In January, 1893, the railway ordered one locomotive each of the American and Mogul types, duplicates of those purchased in 1891. At the same time they also ordered two



A Pacific Type Locomotive Built by The Baldwin Locomotive Works in 1926

Cylinders	18″ x 24″	Steam pressure	170 lb.	Weight, total engine	123,900 lb.
Drivers, diameter	52″	Weight on drivers	84,000 lb.	Tractive force	21,600 lb.

CNR 596/2.

Calverts, a Peaceful Village on the Southern Shore

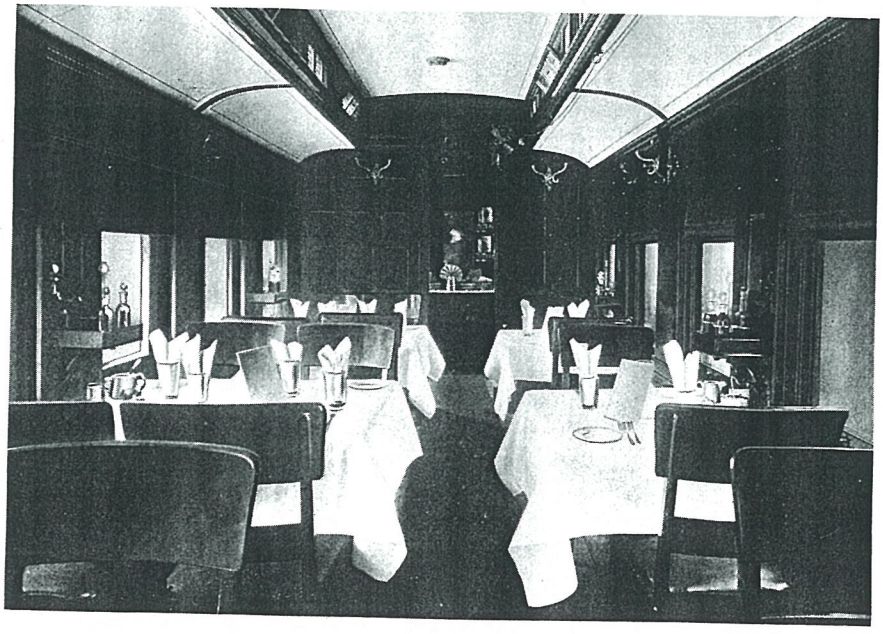
tank locomotives of the 2–4–2 type, weighing 60,000 pounds, with 40,000 pounds carried on the driving wheels. These locomotives had cylinders 14 x 18 inches, driving wheels 44 inches in diameter and carried a steam pressure of 140 pounds. These two locomotives are still used in switching service in the yards at St. John's, having served the railway for 36 years.

In 1894 another duplicate Mogul type was purchased and also one tank locomotive of the 0–4–2 type, weighing 32,000 pounds, with 24,000 pounds carried on the driving wheels. It had cylinders 9 x 16 inches, driving wheels 33 inches in diameter and a steam pressure of 150 pounds. Many names appear to have been applied to the railway during the early years of its history, and these two 1894 locomotives were marked "N. N. & W. Ry." standing for "Newfoundland Northern and Western Railway."

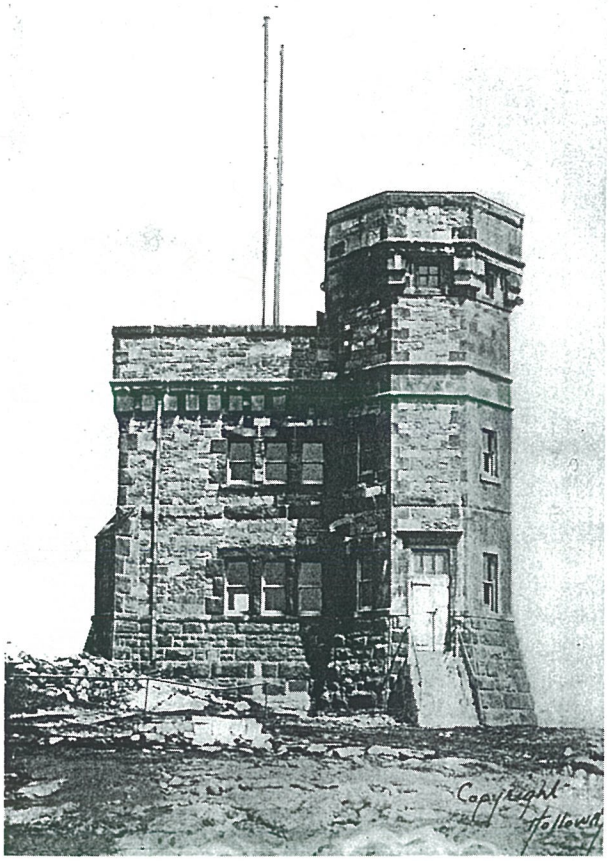
Two Ten-wheeled (4–6–0) type locomotives were introduced in 1897, being the first of a type which was destined to haul practically all the important traffic until 1920 when the first Pacific types were purchased. These Ten-wheeled locomotives, one of which is still in service, had cylinders 16 x 20 inches, driving wheels 44 inches in diameter and a steam pressure of 180 pounds. They had a weight of 65,000 pounds on driving wheels and a total engine weight of 80,000 pounds. Contrary to the usual custom, these locomotives were given names, the first being called "Sir Herbert Murray," and the second, "Hon. Robert Bond."

Four duplicate Ten-wheeled locomotives were placed in service in the year 1898 and three of these are still in use. The only difference between these four and the ones previously purchased, was an increase in the tender tank capacity from 2000 gallons to 2525 gallons.

The year 1899 saw the introduction of four Ten-wheeled locomotives of a slightly heavier design, having a total engine weight of 91,000 pounds, with 74,000 pounds carried on the driving wheels. The cylinders were 17 x 22 inches, the driving



Interior of One of the Modern Dining Cars Now Used by the Newfoundland Railway



Photograph by Holloway

Cabot Tower, which Stands on Signal Hill at the Entrance to St. John's Harbor. It was on Signal Hill that the First Transatlantic Wireless Message was Received in 1901

wheels 50 inches in diameter and the steam pressure was 180 pounds. The tender had a capacity of 2800 gallons of water and five tons of coal, and weighed about 56,000 pounds in working order. All of these 1899 locomotives, as well as the fifteen Baldwin locomotives built for the Newfoundland Railway since that year, are still in active service today.

In February, 1902, the Railway Company ordered two Consolidation (2–8–0) type locomotives, having cylinders 18 x 24 inches, driving wheels 48 inches in diameter and a steam pressure of 180 pounds. They weighed 104,000 pounds, with 90,000 pounds on driving wheels and hauled a tender weighing 62,000 pounds, with a 3000 gallon tank.

In 1907 The Baldwin Locomotive Works supplied two Ten-wheeled locomotives, duplicates of those built in 1899; and ten years later, in 1917, four more of this popular design were purchased.

We have previously mentioned the Pacific type locomotives used to handle the present cross country service. The first six of these were built in 1920 and were given the road numbers 190 to 195, inclusive. They had a total engine weight of 113,000 pounds, with 21,000 pounds on the front truck, 78,000 pounds on the driving wheels and 14,000 pounds on the rear truck. The service weight of the tender was 84,000 pounds, including 3600 gallons of water and nine tons of coal. These Pacifics had cylinders 17 x 24 inches, driving wheels 52 inches in diameter, a steam pressure of 170 pounds, a total heating surface of 1463 square feet and a grate area of 27.6 square feet.

In 1926 a heavier Pacific type locomotive was ordered, having a total engine weight of 123,900 pounds distributed as follows: Front truck 22,500 pounds, driving wheels 84,000 pounds, back truck 17,400 pounds. It had cylinders 18x24 inches, driving wheels 52 inches in diameter, a steam pressure of 170 pounds, and was capable of developing a tractive force of 21,600 pounds. The

Photograph by Holloway

Gaffing a Salmon

A view from the Newfoundland Hotel, Looking out over St. John's Toward the Narrows and Signal Hill

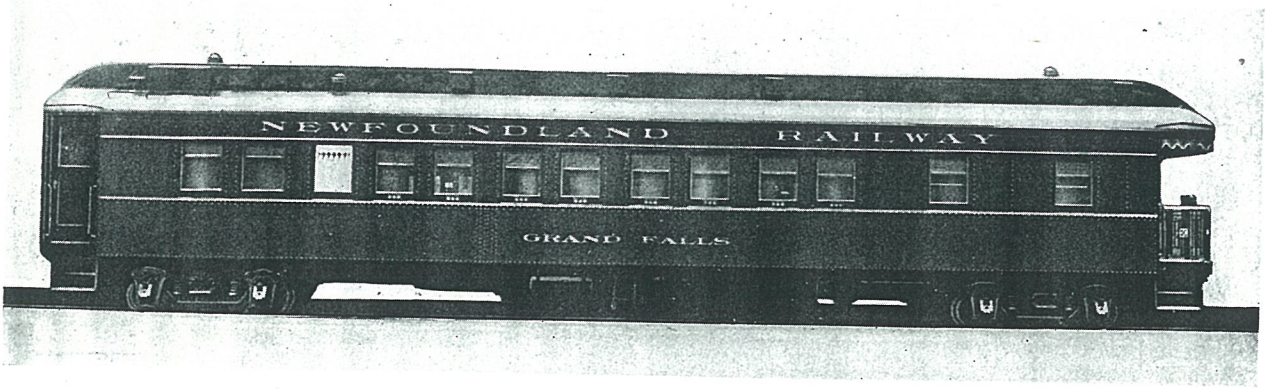
total heating surface was 1639 square feet and the grate area 30.1 square feet. This locomotive and the six Pacifics built in 1920 were each equipped with superheater, fire brick arch mounted on tubes and Sunbeam Electric Headlight Equipment with RE–3 generators.

This completes the list of locomotives built by The Baldwin Locomotive Works for the Newfoundland Railway, locomotives possessing an enviable service record. The same is true of the twelve locomotives built between the years 1911 and 1914, in the railway shops at St. John's, to Baldwin design and largely of Baldwin material.

The head office of the Newfoundland Railway is located at St. John's, where the Company also maintains well equipped shops in which were built most of the passenger and freight cars now in service. The railway also operates a complete modern dry dock adjoining the terminal station at St. John's. This dry dock, which was completed in 1926, is the property of the Newfoundland Government, and the equipment includes modern machine shops for handling all kinds of ship repairs.

St. John's, founded in 1580, is the largest city in Newfoundland, and the present population is slightly in excess of 40,000. The city is located on one of the most picturesque natural harbors in the world, where vessels of the largest size can enter at any period of the tide. The entrance from the Atlantic Ocean is a narrow opening in the rocky coast, with majestic cliffs of red sandstone and slate rising from 500 to 600 feet on either side. On the right towers "Signal Hill," which will go down in history as the place where the first transatlantic wireless message was received in 1901. The entering vessel proceeds through the "Narrows," a channel nearly half a mile in length, having a width of 1400 feet at the entrance and about 600 feet at the narrowest point. This channel widens suddenly into a perfect land-locked harbor, over a mile in length and between a quarter and a half mile in width. Ten minutes after leaving the open sea the vessel can be moored to the wharf in perfect safety.

The city is built on the slopes rising from



The Latest Type of Steel Passenger Equipment used by the Newfoundland Railway

This car was built by the National Steel Car Corporation, of Hamilton, Ontario.

Oil Tanks at Borden for Canadian National Railways.

Canadian National Rys. has erected, at Borden, P.E.I., two oil storage tanks of 55,000 barrels capacity each, a barrel being equivalent to 35 imperial or 42 U.S.A. gallons. The tanks are built on an area surrounded by an earthen dyke, the boiler house, pump house, etc., being just outside the dyke. The tanks contain heating coils, to permit the heating of heavy fuel oil to a degree permitting it to flow readily during cold weather. From the tanks to the end of the pier, where there are docking facilities for tankers, a 10 in. diam. pipe line, about 3,000 ft. long, is laid. This line is insulated, and within the insulation and next to the pipe is a 1 in. diam. steam pipe, to keep the oil pipe line heated during the movement of oil through it. A 3 in. steam main is carried on the same supports as the 10 in. oil main, and the 1 in. steam pipe is tapped into it at intervals. At the pier head a small brick building contains a generator house for lighting, etc., and a fire pump, and alongside are 2 scavenger tanks about 30 ft. long and 10 ft. diam., into which the oil left in the pipes, after cargo has been unloaded from the tankers, is blown.

The first cargo of oil arrived at Borden in the s.s. El Grillo, July 24. The ship was moored at 7 p.m., and until 7.45 p.m. men were engaged in taking gauges and samples on the ship and gauges of the shore tank. Pumping of oil was started at 7.50 p.m. and finished on June 25 at 6.15 p.m., the ship clearing

August 1931

the dock at 10.15 p.m. The record of unloading was as follows:—time of mooring to commencement of pumping, 50 min.; time of pumping, 22 hr. 25 min.; time of mooring to required time at dock, 23 hr. 15 min.; time of mooring to clearing, 27 hr. 15 min. The ship unloaded into the tanks 1,676,114 imperial gall. of oil, equivalent to 2,011,840 U.S.A. gall. or 47,901 barrels. The plant's operation was considered by all concerned to be most satisfactory, and the tanker's officers were said to be particularly pleased with the expeditious way in which everything was handled and in which the cargo was unloaded, there having been no interruption to the pumping from start to finish. The plant was designed by H. S. Bell, consulting engineer, and installed under the direction of A. F. Stewart, Chief Engineer, Atlantic Region, C.N.R., who, during the past year, has given the work at Borden and Tormentine, N.B., a great deal of personal supervision.

August 1931

Our Railway Station

Brian Wadden

WITH THE PASSAGE of time the Railway System, its personnel, and its importance and influence upon the economic and social life throughout the island will only be a memory. St. John's however, will have its splendid station. Designed by its Chief Engineer, G.H. Messey, and built of native granite, it stands as a tribute of the skill and workmanship of its builders, the Reid family from Scotland.

The decision to erect this magnificent building was made in December of 1899 and was envisioned to be the control center for the operations of the railway, the Marine Services including the dockyard, as well as the electrical supply and street car functions. Linked by telegraph and telephone, efficient direction could be dispatched throughout the island, and the City.

The work of preparing the site began the following May 14th, 1900 but a after few short weeks it was terminated. Political pressures opposing Reids' Contract was mounting so it was decided to hold off on his various construction projects. On June 5th, he laid off hundreds of employees to await the outcome of the general election that November.

Renegotiations were necessitated by the defeat of the previous government and it was not till September 2nd, 1901 that work was resumed on construction.

Under the supervision of Hector Ross, heavy wooden piles were driven into the excavation and a complete wall of heavy dimensions took shape. The operator of the pile driver, Alfred Matthews, fell from the machine a distance of six feet and was conveyed to hospital with slight injuries. His was the only injury recorded while this building was being built. The foundation and the first floor were in place by the time winter set in.

On May 20th, 1902 a large gathering collected to see Hon. James McLaughlin lay the first stone. Four stone masons, Wm. Harper, Thomas Crossen, Charles Rielly and Thomas Parks has come from Scotland to help Charles Henderson, the mason foreman, to build this splendid structure with stone. Immediately after the ceremony, they and their helpers went to work and by July 16th, the first story was completed and "Presented a good appearance." Three other stories were added of like dimensions so by September 17th, the last stone was fitted in place.

The masons moved a little West and began to construct a one story boiler house to provide steam heat for the station and other needs as well. This was also built of native granite to blend with the station's appearance. The carpenters under Mr. Watson continued on with the roof, windows, doors etc. and were able to close in the building before the heavy frost.

This allowed other tradesmen to outfit the building with electric lights, radiators for heat, the latest in plumbing fixtures, interior woodwork, colorful painted walls, pleasing furnishing of offices with carpets and drapes etc. By January 7th, 1903 they were able to move into some of the offices from the Gazette building but it would be a time yet before the building would be ready for complete business.

In the meantime other activities were going on around the station area. Over 200 men were at work. It was found necessary to use the edge of the river bank over the water to provide sufficient space for the tracks behind the station. A great number of wooden piles were driven down and a track bridge was built as well as a long station platform for passenger use.

Another "long bridge" was built on wooden piles driven into the river bed itself to bring a line of track to the dockyard and marine freight sheds.

Another group of men were laying the main line of track from Donovans along a route to the southside bank of the river. It was hastily completed to allow the first train into the western terminal with the body of Professor Danielle for burial on May 5th, 1902 even before the station was in place.

Others were constructing a large sectional freight shed, for outgoing and incoming railway goods, east of the bridge street (Jobs bridge) facing Water Street.

Appropriate loading ramps for the truckers on one side and higher ones for the rail cars on the other were built to make for easier and faster transfer of freight.

A huge round house complex was also under construction complete with an electrically driven turntable to ensure the servicing of the steam locomotives. This was completed by May 11th, 1903. Access to the railway station was available by May 27th.

By this time adequate comfortable waiting rooms and convenient baggage space were completed and ready for the travelling public when the station was opened for all departments on June 1st, 1903.

The first train out to Carbonear left at 8:30 that morning with engine # 62 and driver Hughes under Conductor Lampen. The next day:

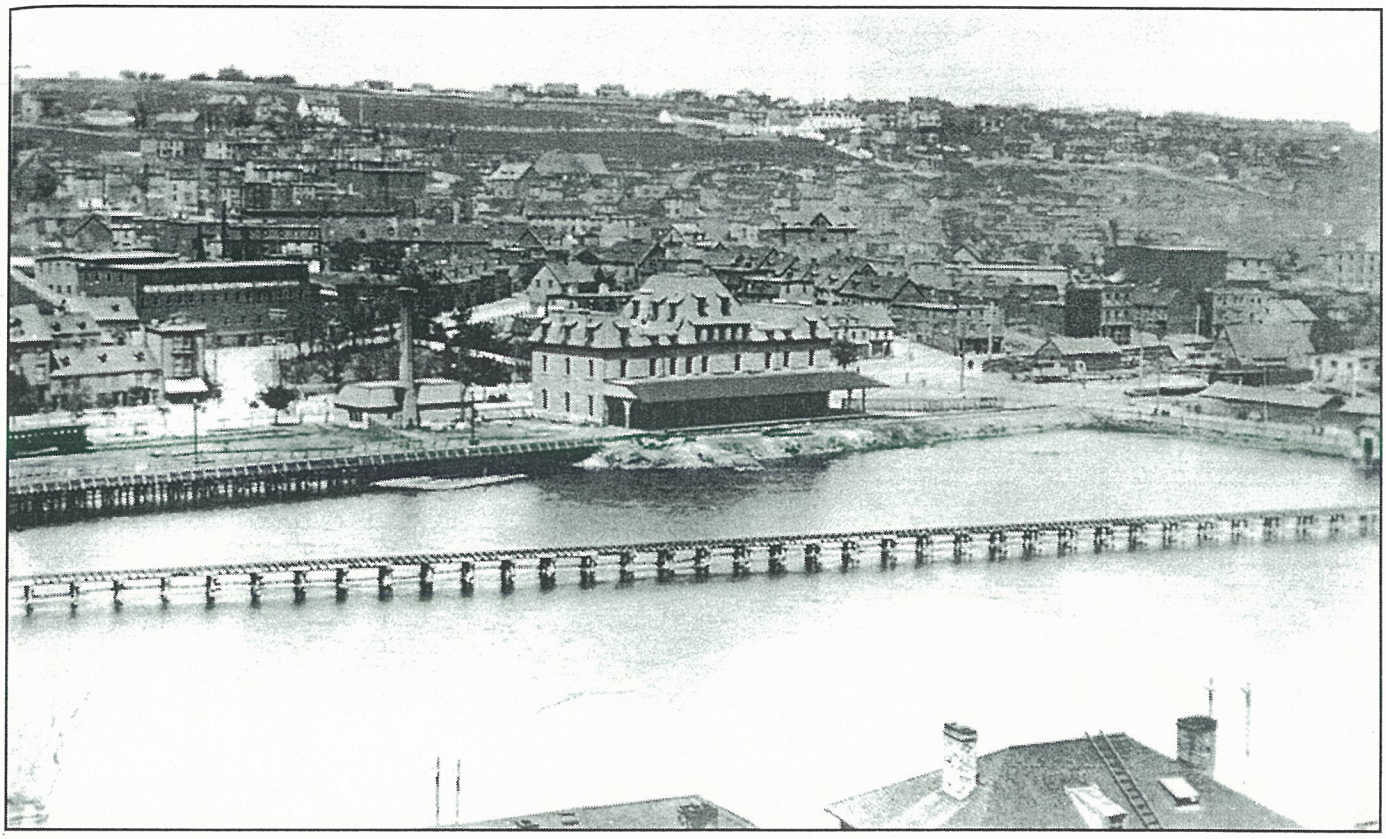
> Hundreds of people from all parts of the city were up at the New Station last night viewing the surroundings and waiting the novel sight of seeing the regular constituted train coming in. On the Water Street side the whole front of this magnificent building was brilliantly illuminated by the electric arc lights recently placed there, while on the platform the surroundings were as bright as day with the lights shining there. All present were delighted at the improvement evidenced as compared with the eastern station and the west end will be a favourite section of the city for sightseers hencewith.

The next day the platform was filled again to send off the first cross country train with conductor Howlett in charge of Locomotive #106 with driver Parks, a baggage car, 2 second class cars, a diner and the sleeper "Codroy".

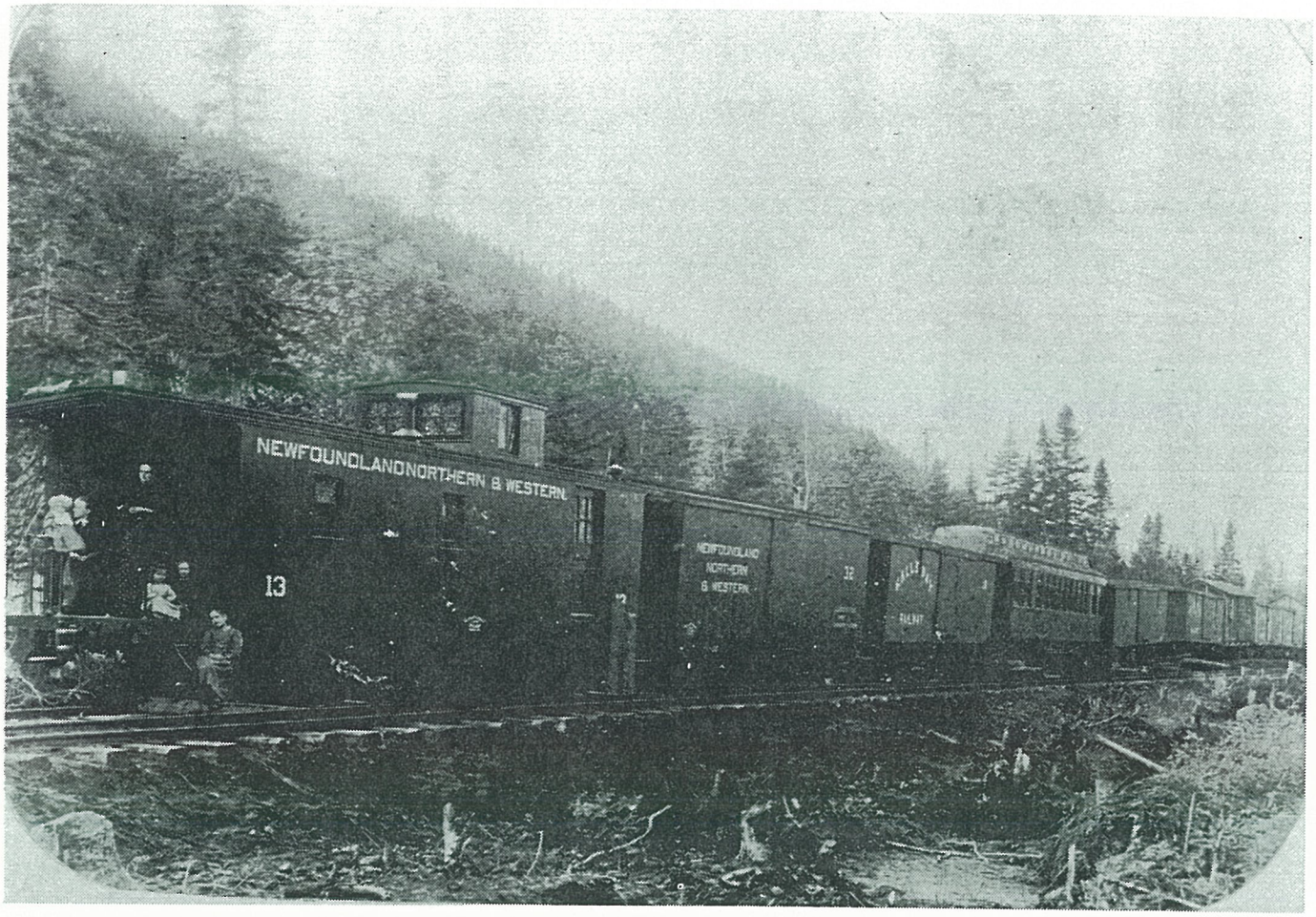
Work was continuing on the building and grounds. A new clock was placed in the tower on the 16th and illuminated on the 18th adding considerably to the appearance of "that very imposing building and situated in a commanding place above the main entrance so that the figures on the dial can be seen at a long distance away."

A draped figure on a granite block was put in place at 7 o'clock in the morning of July 9th to be revealed to be the statue representing industry at the unveiling by the governor later that month. It was sculptured by Charlie Henderson form a sandstone gate post from the Anglican Cathedral. The figure was modeled by Miss Fanny Quinlan of North Arm, Holyrood. All were in high acclaim of the perfection of the sculpture and endorsed such a goddess to symbolize the faithful Railway worker. A horse trough basin was also placed alongside and this was made by Wm. Morris & Sons, the Moulders on Hamilton Street.

When five framed pictures of scenes in the Rocky Mountains were hung on the walls of the waiting rooms and the personel officials appeared with impressive uniforms with brass buttons and letters on their lapels with the names of their offices, coupled with its impressive surroundings, it was remarked that St. John's now had a Railway Station to equal any on this Continent.




CANADIAN NATIONAL EXPRESS
CHOICE MEATS



3. Mrs Burchell, children and rolling stock of the Northern & Western Railway

way on adjacent boxcars and a clerestory-style day coach. This is the family of H.C. Burchell, the Government engineer who had organised the survey and the cutting of the right of way of the Placentia branch line.

The next photographs show the railway crossings of the Exploits River. The spindly formers of the temporary bridge *(photograph 4)* are shown in close-up in Isobel's album with track repairers on the deck, together with another more panoramic view (not shown here) complete with 'W.D.', Maud and Mona. This wooden structure was built in 1893 to carry the construction trains which took the line onwards over the Gaff Topsails to the Humber. Temporary trestles were gradually replaced by masonry piers and steel spans at many places along the line, but at the Exploits the temporary wooden piers were carried away by the build-up of ice during the spring melt on April 28, 1897.

4. Wooden railway bridge over the Exploits

Reid ordered the first steel bridge over the Exploits immediately, with five steel spans. This structure also appears among Isobel's pictures, simply named *'Exploits Bridge' (photograph 5)*. Here, the steel erectors and tracklayers are pictured in front of the almost finished bridge. They have lived out-of-doors all summer and a few seem to have Asian features (were Micmac people employed on this Exploits section or are these Chinese? Hundreds of Chinese worked on previous railway contracts in North America, including the CPR in which Reid had been

Railway Rolling Stock Orders and Deliveries.

Canadian National Rys.—In reference to the 500 40-ton refrigerator cars, 250 of which are being built at C.N.R. London, Ont., shops, and 200 at its Transcona, Man., shops, as announced in Canadian Railway and Marine World for Jan., pg. 25, we were advised, May 15, that 59 had been completed at London, and that it is expected to complete the whole 250 there by Sept. 30. We were also advised, May 8, that 58 had been completed at Transcona, and that it was expected to complete the whole 250 there by Oct. 1, to be in time to ensure the sole use of Canadian built cars in handling the Okanagan, B.C., fruit crop this year. The cars are similar to those built in C.N.R. shops in 1930, general dimensions, etc., being as follows:—length over couplers, 44 ft. 11¼ in.; length inside, 40 ft. 9¾ in.; width over eaves, 10 ft. 0 ⅞ 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. 0⅞ in.; height inside, 6 ft. 8 in. Full particulars 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 5¾ 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.

Canadian National Rys. has received 937 50-ton box cars, out of 1,700 ordered from Canadian Car & Foundry Co.

Canadian National Rys. has received 462 box cars from National Steel Car Corporation.

Canadian Pacific Ry. has had three combination steam locomotive cranes and pile drivers built by Montreal Locomotive Works. The weight of each complete machine is over 100 tons. When the crane and pile driver stands ready for use it rises to a height of 60 ft. It can pick up a load of 10 tons at 40 ft. radius, and slew it, without apparent effort, to any desired spot, and it can pick and slew ordinary loads up to 40 tons in weight. The folding pile driver leads, with which the crane is equipped, are fitted with a 6,700 lb. steam hammer capable of striking a blow of 8,200 lb. and of driving piles of large diameter and up to approximately 30 ft. long. Notwithstanding its great weight the crane is specially flexible and 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 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 Canadian Car & Foundry Co.

Canadian Pacific Ry. has received a sleeping car frame from Canadian Car & Foundry Co., to be completed at Angus shops, Montreal.

Canadian Pacific Ry. has received 6 lounge car frames from National Steel Car Corporation, to be finished at Angus shops, Montreal.

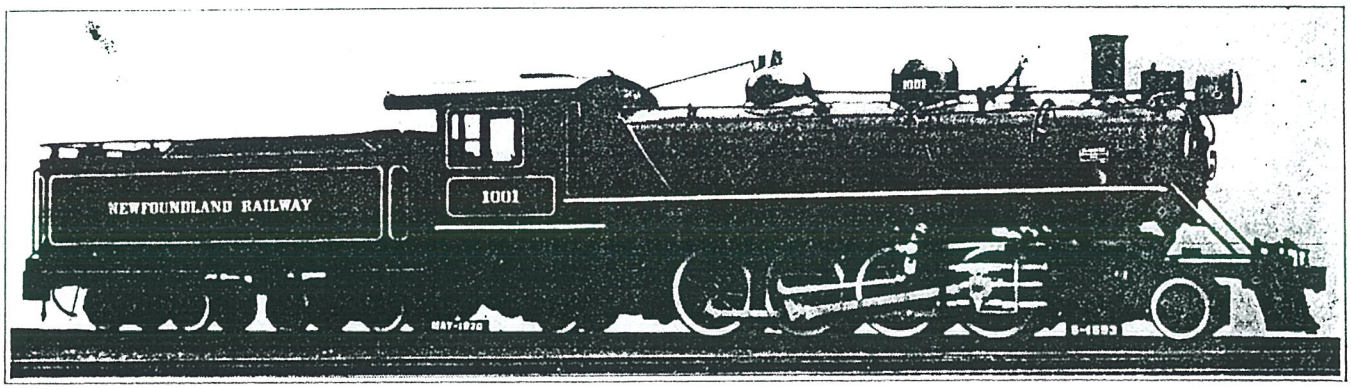
Canadian Pacific Ry. has received 112 freight refrigerator cars from National Steel Car Corporation.

Canadian Pacific Ry. has received 25 locomotive tenders from Montreal Locomotive Works.

Canadian Pacific Ry. has received 10 baggage cars from Canadian Car & Foundry Co.

Esquimalt and Nanaimo Ry. has built 200 logging cars of a special type, at its Russel shops, from designs by A. H. Winship, master car designer, Canadian Pacific Ry., Montreal, British 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.

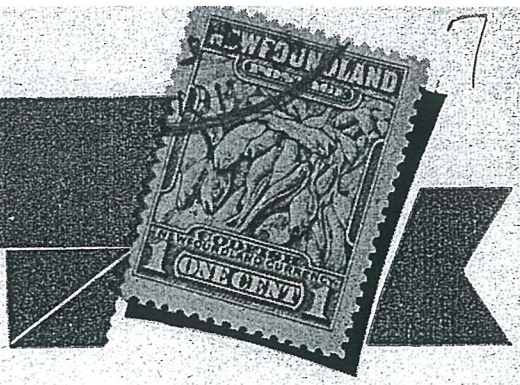
The Newfoundland Ry. has received, from American Locomotive Co., two mikado (2-8-2) locomotives, which have been numbered 1000 and 1001. An illustration of no. 1001 is given herewith. The chief dimensions, etc., are as follows:—gauge, 3½ ft.; driving wheels, 48 in. diam.; cylinders, 18 in. diam., 24 in. stroke; boiler, inside diam., 58⅝ in.; firebox, 84⅛ in. x 60¼ in.; tubes, 126-2 in. diam., and 21-5⅜ 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.



Mikado Locomotive, Newfoundland Railway.

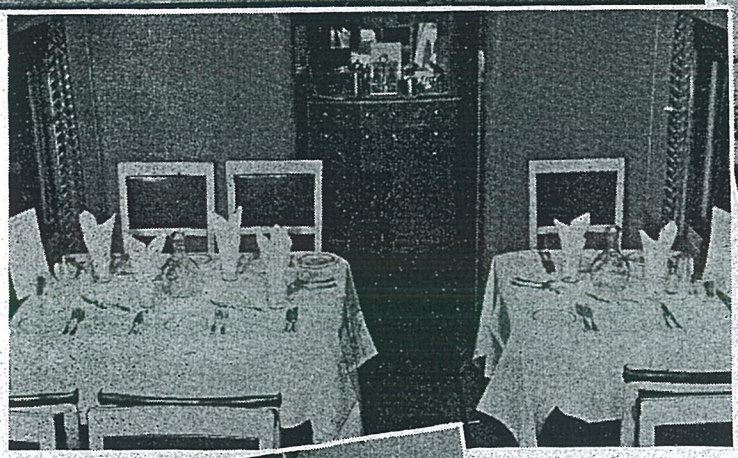
Married Women's Employment.—Denver and Rio Grande Western Rd. is reported from Salt Lake City, Utah, to have dismissed 50 married women, replacing them by married men with dependents.

HE RAILWAY . . .

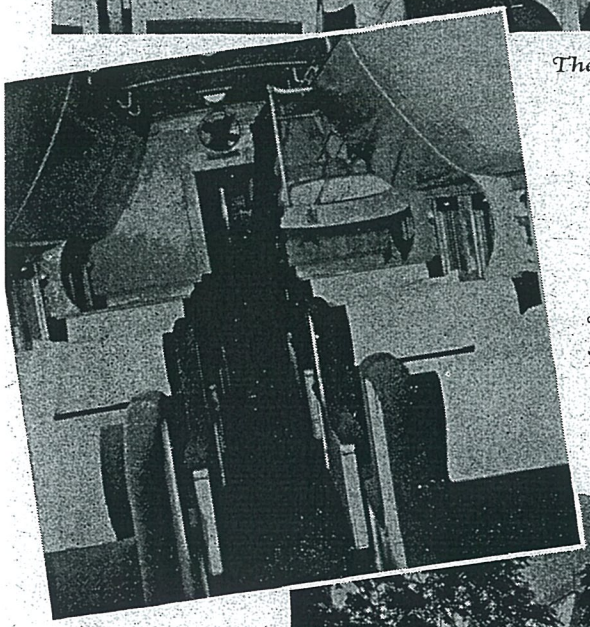


A passenger steam locomotive of the Newfoundland Railway

One of the diesel locomotives in service on Newfoundland's Railway.

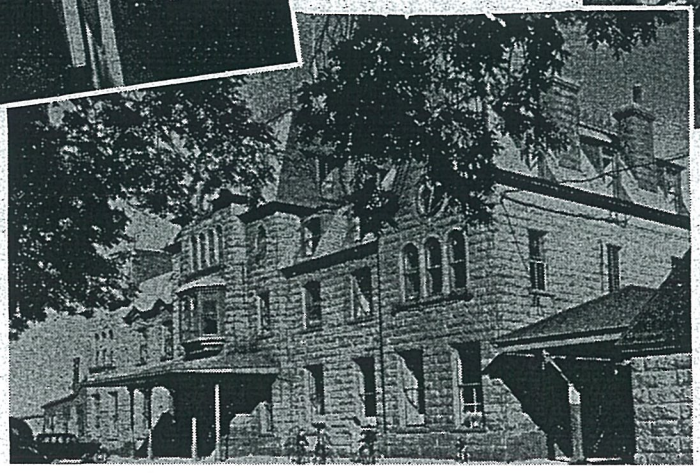


The dining cars are modern.



The interior of a standard sleeping car.

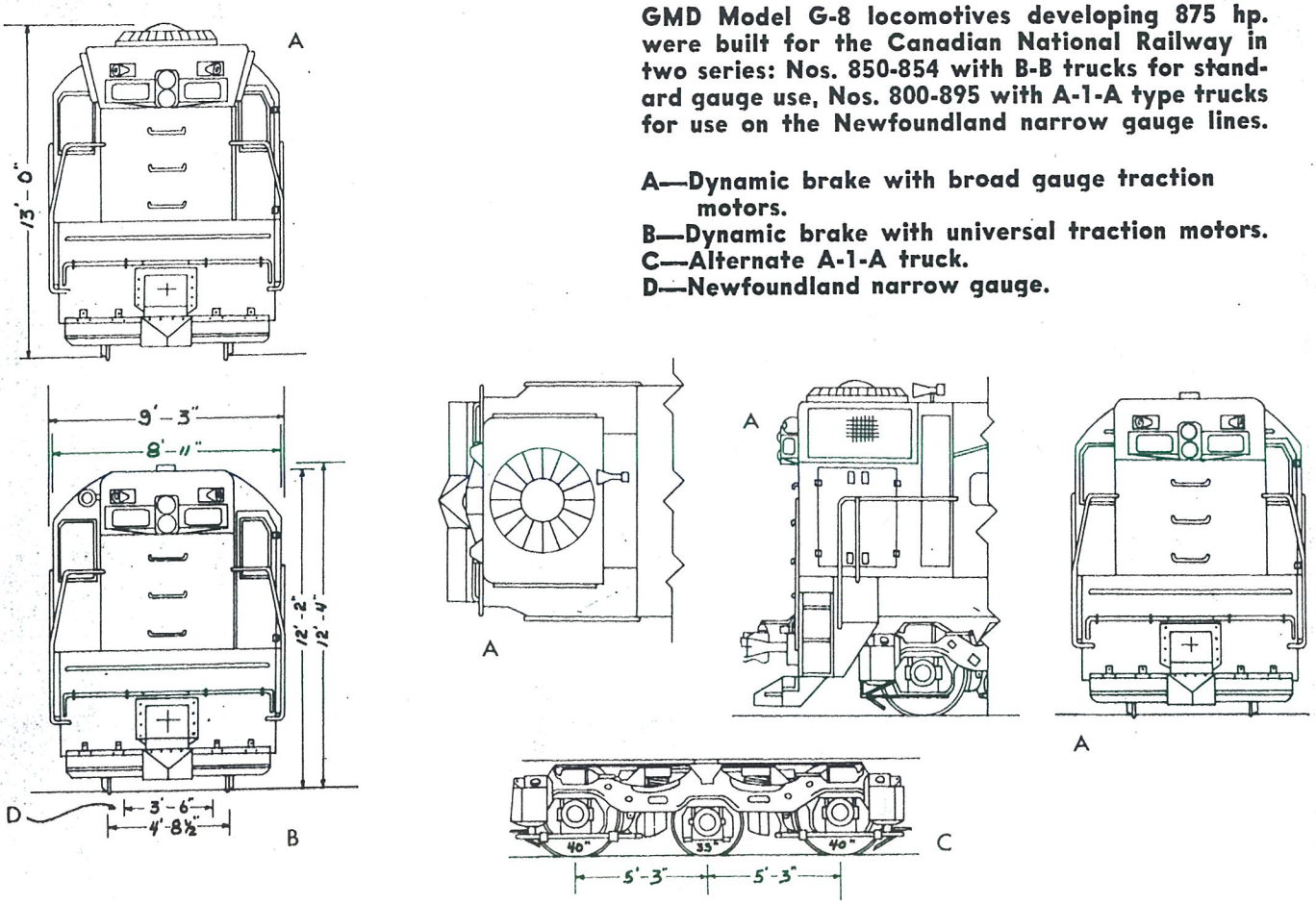
At Howard's Loading Plant, spruce and fir logs being loaded for shipment to Bowaters Pulp and Paper Mills, Corner Brook.



oundland Railay station at St. John's

GMD Model G-8 locomotives developing 875 hp. were built for the Canadian National Railway in two series: Nos. 850-854 with B-B trucks for standard gauge use, Nos. 800-895 with A-1-A type trucks for use on the Newfoundland narrow gauge lines.

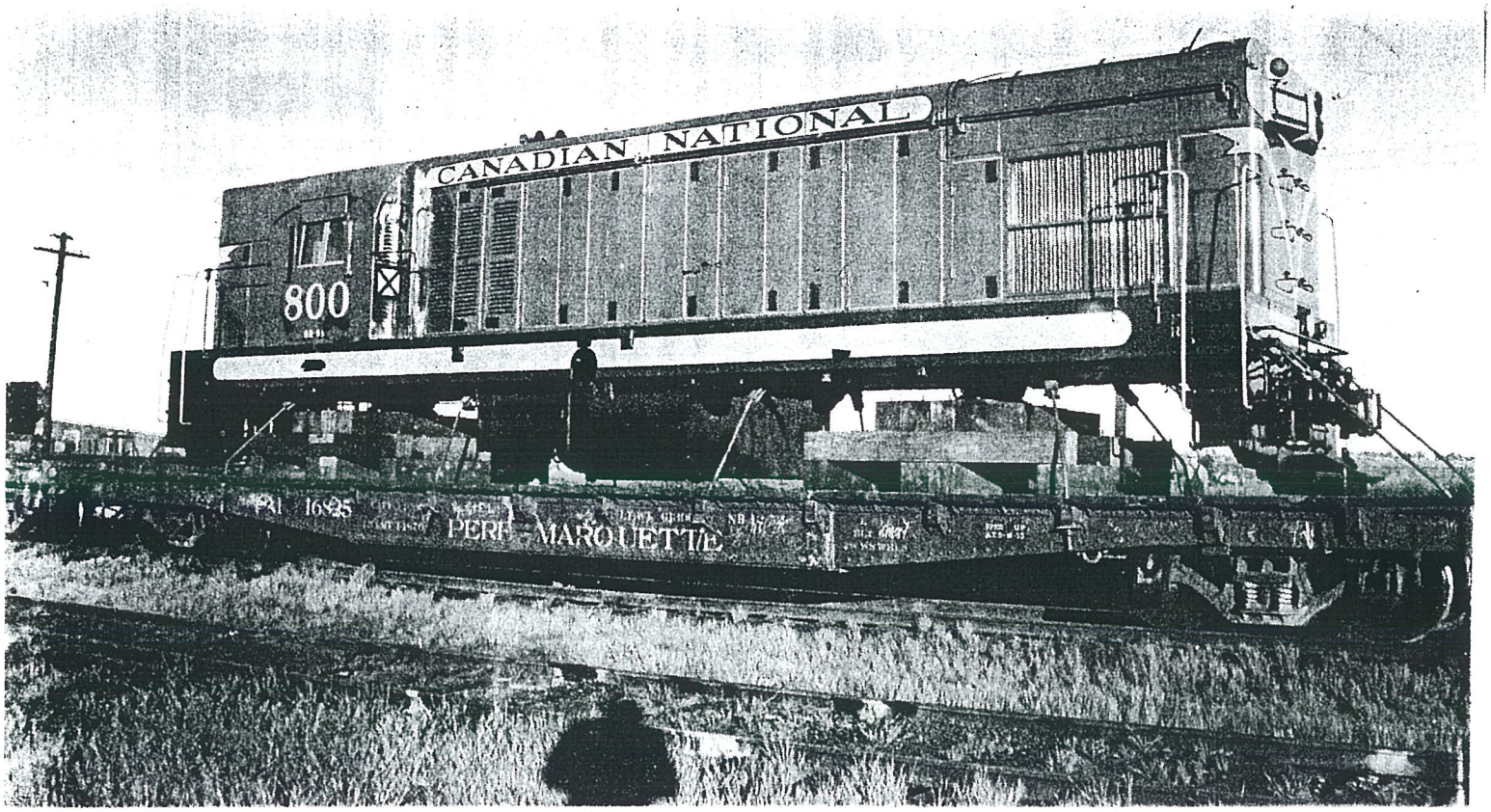
A—Dynamic brake with broad gauge traction motors.
B—Dynamic brake with universal traction motors.
C—Alternate A-1-A truck.
D—Newfoundland narrow gauge.



Drawn by Lawrence Jackman

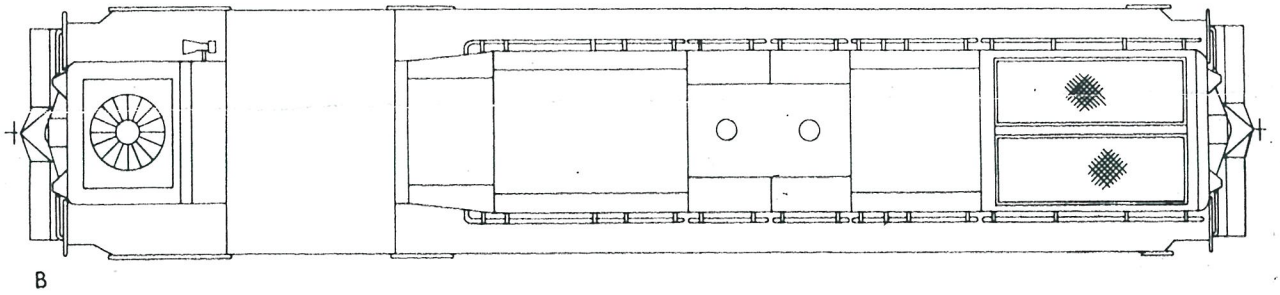
Photos by Peter Cox, Vancouver, B. C.

GMD Limited model G-8 on standard gauge B-B trucks, caught by Pete Cox's camera at Saskatoon, Sask. This is a distinctively Canadian breed of diesel unlike anything made by parent Electro-Motive Division at LaGrange. Narrow gauge model has small center idler wheels.



Canadian National G-8 type road switcher rides a Pere Marquette flatcar, enroute to her new home after leaving the GMD plant at London, Ontario. Snapped by Peter Cox at Moncton, New Brunswick.

GENERAL MOTORS DIESEL, LTD.—, CANADA—MODEL G-8—875 HP



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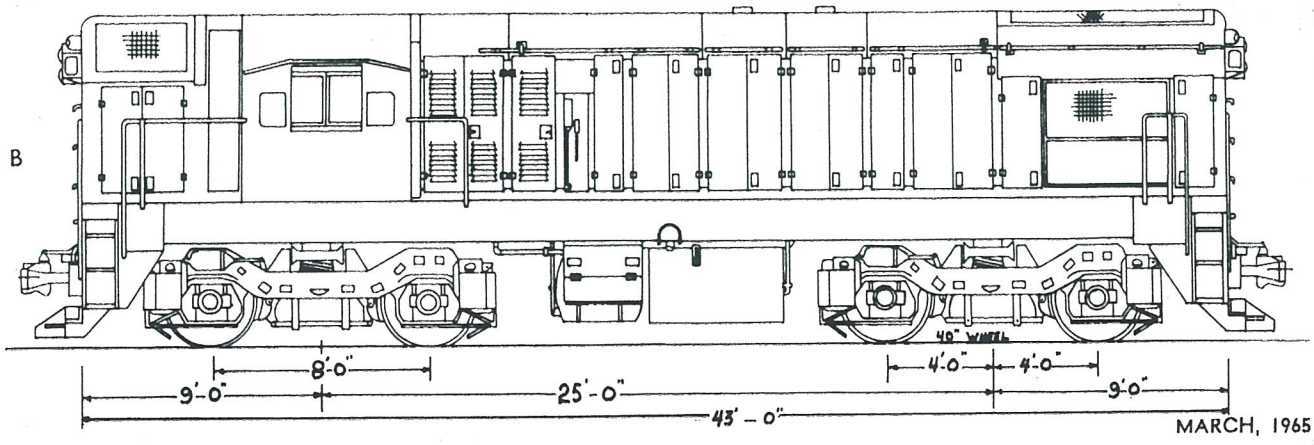


The Harbour Grace Railway

by Les Harding

In April 1880, as the first stage in a trans-island railway, the Newfoundland House of Assembly decided to put down a narrow gauge line between St.John's and Harbour Grace a town some eighty-five miles distant. The government did not seriously expect to make any money out of the railway but hoped that it would serve as a pump primer for the economy, opening up new areas for mining, timbering and farming. A government report had stated, with unconcious humour. "The railway to be constructed shall not be what is deemed in England or the United States a first class railway."

The Tories were the opposition party. They and the newspapers they controlled, were virulent in their aversion to anything and anyone even remotely connected with the railway project. In their opinion, the railway would drown Newfoundland in debt and drive her into the waiting arms of a foreign country known as Canada.

The journalism of the time was not exactly subtle. The St.John's Evening Telegram, still in existence, was the principle organ of the opposition. Its columns almost shook with rage at the mention of that 'infernal project'. The insults flew fast

and furious. On one occasion the Liberal Prime Minister, William Whitenay, was described as the "Necromancer-General". The Evening Telegram in one of its more moderate editorials, stated that, "In common with most natives we consider the Railway a farce, or perhaps a political dodge with the design of getting us into Confederation." The article concluded with a ringing call of "Newfoundland for the Newfoundlanders."

The months immediately following the introduction of the Railway Act were spent in a survey of the intended route. The New Brunswick firm of Knipple and Morris - their previous claim to fame being the winning design for the St. John's sewer system - was given the job.

Early in July, the surveying team started to arrive. The Evening Telegram, under a headline which left little to the imagination - "The Confederation Advance Guard" - reported that, "No doubt we'll have all the tramps in the Dominion down here when they hear of all the 'givin's out'." Even the name of the ship the surveyors arrived on was suspect - the SS Nova Scotia.

Despite a near riot in the village of Foxtrap, well aimed pitch forks and buckets of evil smelling pickle-jar water 'The Canadian Cormorants' finished their survey on time and under budget.

The construction project was tendered and the winning bid came from the American firm of A.C. Blackman. A contract was signed on April 20, 1881 on the promise that the railway would be in operation within five years.

In its eagerness to obtain a railway at bargain basement prices the government of Newfoundland became heir to a railway built to bargain basement specifications. The line was destined to be more thrown down than properly constructed. To make matters worse, within the space of two years the Blackman group went bankrupt. Only sixty miles of ramshackle track had been laid forcing the government to step in and finish the line itself. The government was saddled with heavy debts to the syndicate's creditors and expensive legal cases which dragged on for years as far as the Privy Council in London.

On August 16, 1881, the sod turning ceremony had taken place at Oak Farm near what is now the site of the Newfoundland Hotel in St. John's. Under the watchful eye of A.C. Blackman and several cabinet ministers fifty men set to work with pick and shovel. The St. John's Newfoundlander, a paper controlled by the Liberal Party, reported that, "notwithstanding unpropitious weather the men set to work with vigour and will." The Evening Telegram did not bother to cover the event.

As the months passed, and the labour force grew to twelve-hundred, the pro-government papers crowed with reports of the unabated energy of the workers, the superior quality of their labours, the beauty of the gleaming iron rails and the immense benefits to be accrued by the colony once the venture was completed. The opposition press ignored the whole disagreeable business as best they could.

NOVEMBER 5 1881

— The twenty-eight ton engine purchased from the N. B. Railway Company by S. G. Evans, agent of the Newfoundland Railway, has been shipped from Fredericton by schooner for Halifax.

November 5, 1881

Railway Rolling Stock Orders and Deliveries.

British Empire Steel Corporation has received one 2-6-0 locomotive, with cylinders 19 x 26 in., from Montreal Locomotive works.

Canadian National Ry.—Sir Henry Thornton, Chairman and President, was reported in a New York press dispatch to have stated there, just before sailing for England, that the C.N.R.'s next rolling stock order would amount probably to from $10,000,000 to $15,000,000; also that the railway's passenger equipment appears to be adequate for present needs, unless the success of the Diesel electric passenger cars on the company's lines might lead to an increase in their use. Canadian Railway and Marine World was advised officially Sept. 8, that the C.N.R. had inquiries out for 55 locomotives, viz., 20 Northern, 15 Santa Fe, and 20 switchers, and that the car equipment programme was also under consideration.

Canadian Railway and Marine World was advised officially Sept. 26 that the C.N.R. had given orders for locomotives as follows:—To Montreal Locomotive Works, 20 Northern 4-8-4 type for freight and passenger service, to be of the same general design as the 6100 class now in use on main line passenger and freight service, which type is designed for long distance service and has proved entirely satisfactory under diverse conditions; also ten 0-8-0 switching locomotives. To Canadian Locomotive Co., 15 Santa Fe 2-10-2 type and ten 0-8-0 switchers. The C.N.R. has also made enquiries for 5 locomotives of a modified design from the mountain type used on main line passenger and freight service.

The C.N.R. has made enquiries for 1,500 50-ton box cars, 30 tank cars, 15 standard sleeping cars, 25 first-class cars, and 2 combination baggage and smoking cars. It is expected to invite tenders for additional passenger and freight car equipment at an early date.

Canadian National Ry. has ordered 15 Hart convertible ballast cars from Canadian Car & Foundry Co.

Canadian National Ry. has received deliveries of this year's rolling stock orders as follows:—two 7-compartment library observation cars, Canadian Car & Foundry Co., completed; 5 cafe parlor cars, Canadian Car & Foundry Co., 4 delivered; 20 colonist cars, National Steel Car Corporation, 10 delivered; 30 ballast cars, National Steel Car Corporation, completed.

The Canadian National is adding 10 Santa Fe locomotives to the equipment of its Saguenay Division, Quebec District, on account of the heavy grades. This releases a similar number of lighter locomotives, which have been sent to the Western Region to aid in hauling this season's grain crop.

Canadian Pacific Ry. had built at its Angus shops, Montreal, recently, from designs by its Motive Power and Rolling Stock Department, an all-steel dynamometer car, thoroughly modern in all details of construction and equipment, a well equipped kitchen being included in the layout. Communication between the operator at the chronograph table and the one in the locomotive cab is maintained by apparatus similar to that used in airplanes. One of the first tests in which the car will be used, it is reported, will be that of the K-1-a class passenger locomotives described and illustrated elsewhere in this issue.

Canadian Railway and Marine World for September, in referring on pg. 530, to the two large passenger locomotives built by Canadian Pacific Ry. in its Angus shops, Montreal, stated that they are of the 4-6-4 type. This was an error, as they are of the 4-8-4 type. The information on which the statement that they are of the 4-6-4 type was based was contained in a Montreal press report which there was not time to verify before going to press. So far as we are aware, there are no 4-6-4 locomotives in operation in Canada, although the New York Central Rd. has a large number of them, designated as the Hudson type, in passenger service.

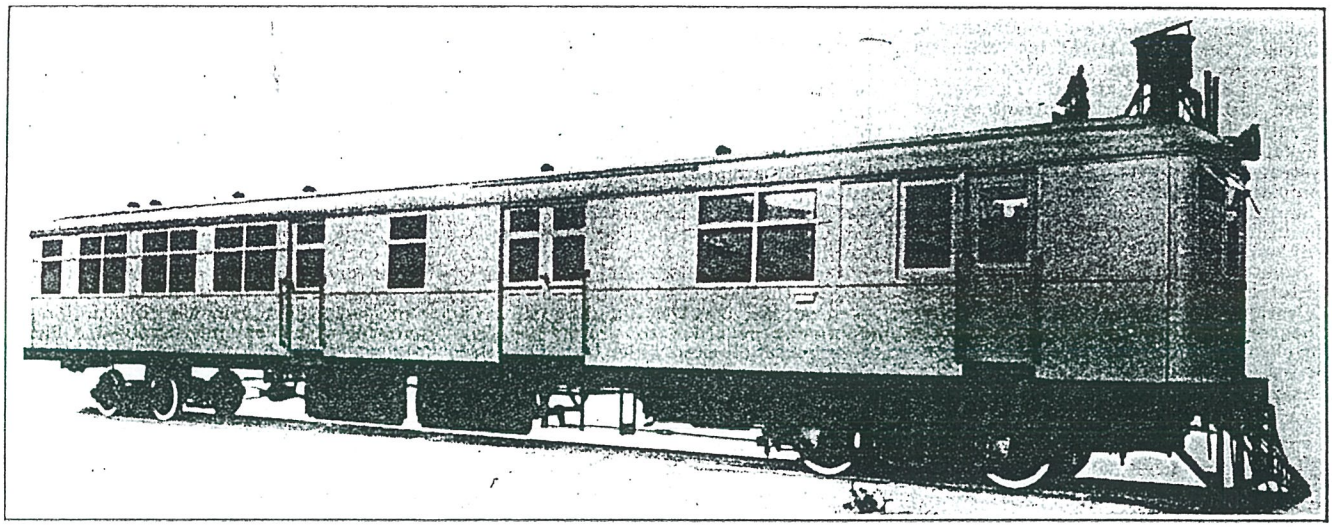
Canadian Pacific Ry. has received from Montreal Locomotive Works, the first of an order of 25 freight locomotives of the 5300 class, duplicating an order filled in 1926. These were the first locomotives to be put into service in Canada of a boiler pressure as high as 250 lb. per sq. in. The balance of the new locomotives will be delivered at the rate of two or three a week.

Canadian Pacific Ry. has received one K.1 locomotive, no. 3100, built at Angus shops, Montreal; one P-2-f (2-8-2) locomotive, with cylinders 23 x 23 in., built by Montreal Locomotive Works; 4 double track steel snow plows; and 2 single track steel snow plows, built at Angus shops.

Canadian Pacific Ry. has built a school car at its Angus shops, Montreal, similar to one built a few years ago.

Lamoreux-Kelly, Limited, Montreal, is having 25 four-yard hand dump cars built by National Steel Car Corporation, 6 of which have been shipped to Foundation Company of Canada, at Rapid Falls, N.S.

Newfoundland Ry.—The three 35-passenger steam driven self-propelled cars ordered by Newfoundland Ry., with bodies and running gear to be built by Cammell, Laird and Co., Nottingham, England, and the power plants and control apparatus by Sentinel Wagon Works, London, Eng., were delivered in the latter part of August. A detailed description of the car, with plans, was given in Canadian Railway and Marine World for August, pg. 477. One of the cars was given a test run on Aug. 29 on the Trepassey Branch, from St. John's to Trepassey and return, the one way distance being 106.63 miles. The car left St. John's at 7.27 a.m., and arrived at Trepassey at 1.32 p.m. the elapsed time being 6 hours 5 mins. The lost time, not including station stops, was 47 minutes, and station stops took 19 minutes, making the running time 5 hours and the average speed 21 m.p.h. On the return trip, Trepassey was left at 3.01 p.m., St. John's being reached at 8.30 p.m. The lost time on the return run, not including station stops, was 38 minutes, and station stops took 13 minutes, making the actual running time 4 hours 38 minutes, and the average speed 24.75 m.p.h. Much of the lost time was caused by having to syphon water, for 16, 23 and 25 minutes respectively. For the round trip, the average one-way running time was 4 hours, 50 minutes, and the average speed 23 m.p.h. The steam pressure, throughout the run, varied from 280 to 300 lb. The coal consumption for the 213 miles was 2,388 lb., an average of 11.21 lb. per mile, this consumption also including the 1½ hr. stop at Trepassey. The amount of coal used in lighting up was 376 lb. The fire was maintained for 15 hours without cleaning it. It was found that the water tank holds enough



Self Propelled Steam Rail Car, Newfoundland Railway.

October 1928

The Reid Newfoundland Co. has recently received from the Baldwin Locomotive Works two locomotives of the 10-wheeled type, for passenger service. They will be used on the main line of the Newfoundland Ry., where grades of 2% and curves of 14° are encountered. The line is substantially built and is laid with 50-lb. rails. The track gauge is 3½ ft. In general design these locomotives closely follow standard gauge practice. The boiler is straight topped, with two rings in the barrel. The longitudinal seams are butt jointed with double welt strips. The inside firebox is of steel with crown and sides

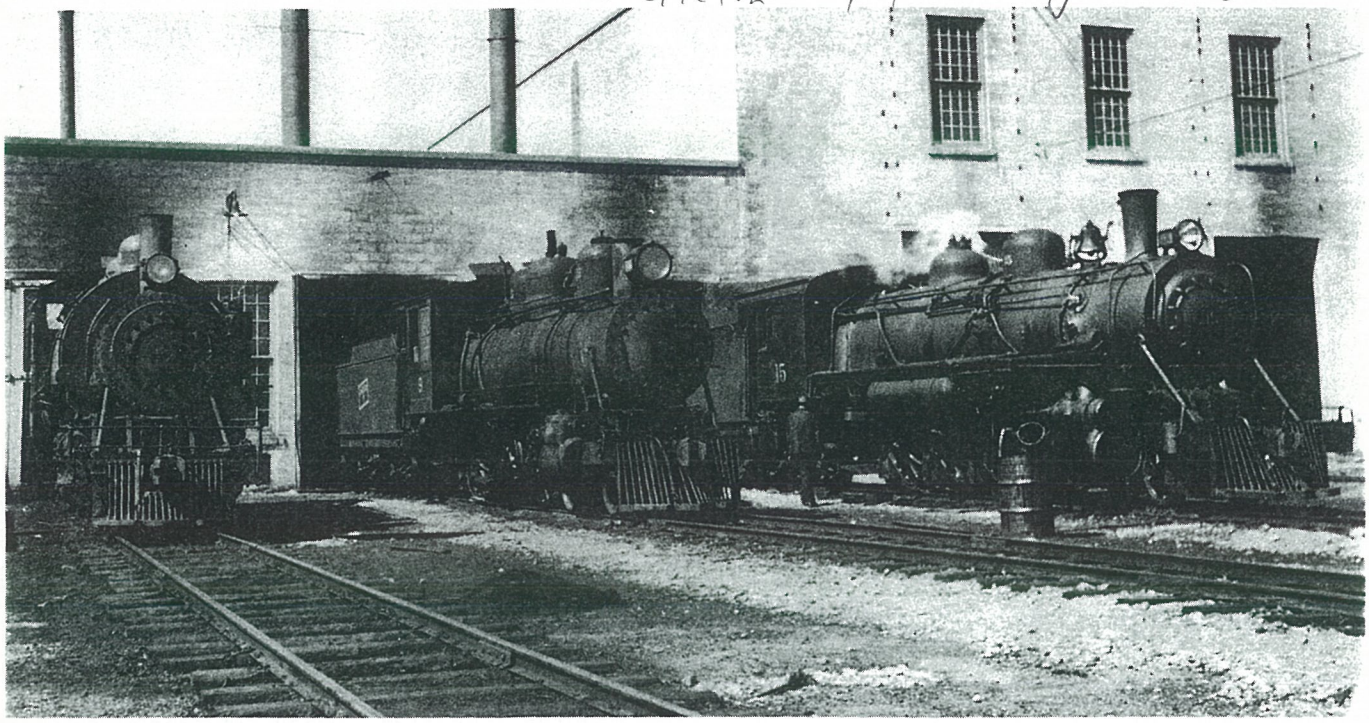
Newfoundland Railway discontinued operation of three branches on Aug. 1, viz., Bay de Verde, 48.36 miles; Heart's Content, 42.67 miles; and Trepassey, 104.43 miles. Only three trains a week are being operated between St. John's and Carbonear, with two trains a week to Argentia, to make steamship connections.

August 1931

THE RAILWAYS OF Newfoundland

A PICTORIAL REVIEW

UCRS Bulletin 49 May 1958



A representative line-up of Grand Falls Central power, photographed at the Botwood engine house on Sept. 7, 1954, by John D. Knowles. Left to right: 2-6-2T number 12, ten-wheeler number 9, (note the slide valves), and Mikado number 15.

Newfoundland Ry. (C. N. R.)

The Newfoundland Railway, (now part of the CNR), offers a unique opportunity to the student of railway operation to observe the function of a complete and self-contained system which duplicates, in microcosm, the performance of its parent company of the mainland. The circuitous route of the CNR takes it 547 miles between termini a scant 300 air miles apart, over the barren uplands of Gaff Topsail, past sandy coves and through vast pulp forests. Connection with the mainland is made by company steamers plying Cabot Strait between Port-Aux-Basques and North Sydney, N.S. Four branches reach out to Bonavista, Lewisporte, Argentia and Carbonear, with mixed trains providing the service. The mixed train operating over the 90-mile Bonavista branch carries a wooden Buffet-Sleeper, the Harbour Grace, which runs through from St. John's. Another noteworthy feature of this line is the only bridge observed over a railway track in all Newfoundland. It occurs where a loop of track, about a half mile in length, and encompassing a tiny, picturesque lake, is used to descend out of one of the numerous valleys traversed in the leisurely trip to Bonavista.

Since the Canadian National took over the Newfoundland system, a vigorous program of rehabilitation has been undertaken, in order to put the railway in first class condition, and reduce delays and breakdowns. By early 1957, Diesels had replaced all steam power; land had been acquired in St. John's for the installation of a new yard; (passenger trains are currently split upon arrival there, since no station track will accommodate more than nine cars); telegraph lines across the island have been completely renewed; massive steel wedge plows are being substituted for the toy-like wooden plows of yesteryear; there is more modern rolling stock and sturdier roadbed.

At the same time, a reduction in passenger fares has enabled Newfoundlanders to move around and take advantage of seasonal employment in various parts of the land. And so the traveller finds sleeping-car space at a premium, and standing loads in the coaches The "crack train" of the line is the "Caribou" Before Confederation, this 12-car train was more imaginatively called the "Foreign Express". At one time, a single 2-8-2 hauled this train, assisted up the numerous short, steep grades by helper engines Recently, two Mikados, or later still, one "Mike" and a Diesel were used over the entire line. Another feature of the Overland Route is the "Wood-Train", solid strings of flat cars containing four giant bundles of pulp logs, each tied with a steel cable. Much traffic of this nature originates at Glenwood, and is destined for the paper mills at Grand Falls.

903 helps 2-8-2 number 312 get a Wood Train under way at Bishop's Falls.

Canadian National 6-axle Diesel leaving the St. John's yard with a freight. Note the semaphore at the entrance of the yard, right. The blade is enclosed in a glass case, and pivots in the centre.

Grand Falls Central

The Grand Falls Central is better known as the twood Railway, under which name it was a subsidi- of the Anglo-Newfoundland Development Company, ose pulpwood and mining interests make it the rgest industrial concern in Newfoundland. In re- nt years, the AND Co. has divested itself of many these subsidiaries (including the town of Grand lls), and consequently, on July 1, 1956, the 22- le carrier passed into other hands, acquiring s new name at that time. Although it now operates a separate company, the fortunes of the G.F.C. still bound with those of its former owner, for s chief function is the transportation of news- nt from the mills at Grand Falls, and ore from Buchans Mines to tide-water at Botwood. Oil ought in by tank car for the plant boilers.

In winter the railway closes down, save for the nt yard tracks, and a short spur which connects mill with the CN main line. When the port of wood is blockaded with ice, the newsprint moves ng the Canadian National to St. John's, an open t all year round.

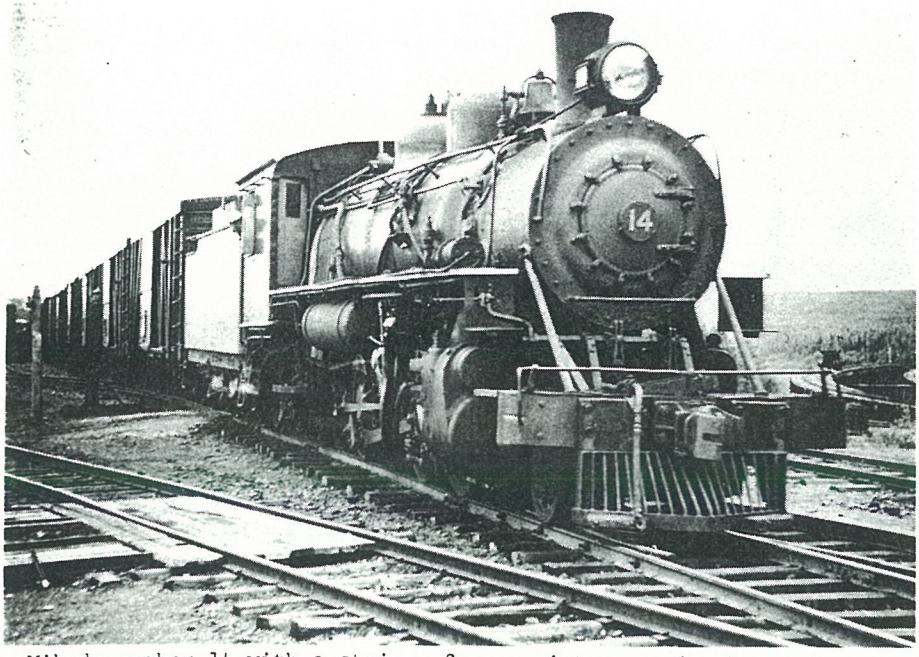
The ancient coach that serves as a waycar on G. F. C. trains also gives them the status of a Mixed operating on an informal "Go-when-ready" schedule. This open-vestibuled car shows evidence of a palmier day; the legend "First Class" and "Second Class" being clearly discernible under the paint at opposite ends of the carsides.

At this writing, steam locomotives are still in use exclusively over the Grand Falls Central (see cover photo). While most of the rolling stock is quite old, the excellent state of preservation suggests that the winter months are well spent in upholding a high condition of repair.

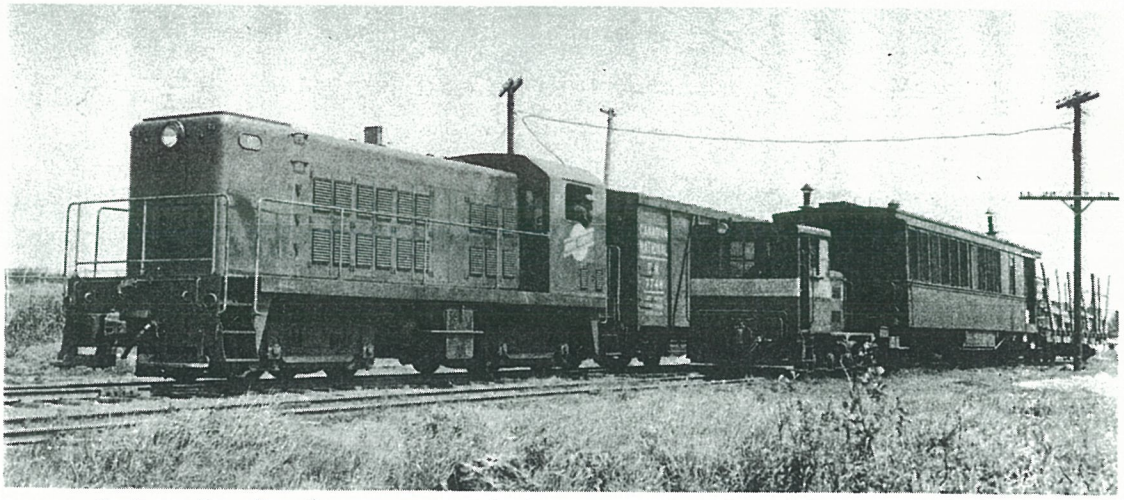
Buchans Railway
Millertown Railway

These, like the former Botwood Railway, are properties of the A. N. D. Co. The two are quite dissimilar in operation, the Buchans Railway being a heavy ore carrier (370,000 tons of lead, copper and zinc concentrates moved over its rails in 1957) the Millertown Railway merely a supply line for the pulpwood camps of the Lake Ambrose District.

It is interesting to note that all four railways of Newfoundland are traversed by the stubby, tarpo-



Mikado number 14 with a string of newsprint cars, in the yard at Grand Falls

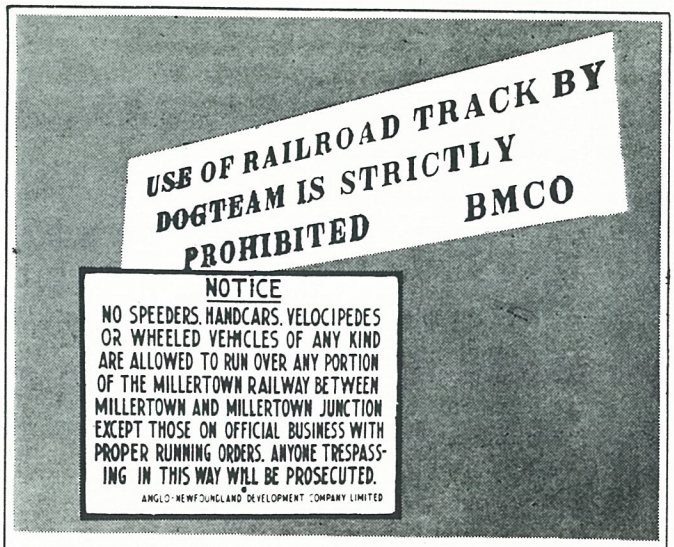


Buchans Ry. No. 6, enroute to Buchans, meets a train of the Millertown Railway at Buchans Junction, in this photo by J. D. Knowles.

lin-covered steel gondolas of the Buchans Mining Co in their trip to the docks of Botwood: the Buchans Ry. to Buchans Jct., 22 miles, thence 14½ miles to Millertown Jct. by way of the Millertown Ry. From here the C.N.R. transports them 43 miles on its rails to Bishop's Falls, where the aforementioned G. F. C. takes over for the remaining 11 miles.

A phenomenon of the Buchans Railway is its recen tly-acquired steel coach, which once burnished the rails of the Toronto, Hamilton & Buffalo Ry. Complete with diaphragms, and perched high on narrow-gauge trucks, this giant dwarfs the diminutive gray concentrate cars which are present in every train.

No such tonnage as the Buchans Ry. enjoys moves over the Millertown Railway. Its business is pulpwood, but the logs are floated 50 miles to the mill ponds of Grand Falls by way of the Exploits River. A 19-mile extension of the line, which crosses the Exploits River and serves the logging camps, is known as the Harpoon Railway. Its tracks undulate thrzugh bush that would quickly smother them if it were not periodically hacked away. A six-wheel Plymouth Diesel and a chain-driven, 4-wheel Whitcombe provide the motive power on the Millertown Railway, and its passenger coach, mounted with a small cupola, is resplendant in orange, green and white livery.



The Millertown and Buchans Railways have their own right-of-way problems, as these signs show.

CN Diesels being loaded in Montreal to replace steam on the Nfld. Railway. Photo courtesy CN No. 52594-15.

In Retrospect

These side trips will never compare with the 'Newfie Bullet', as the Newfoundland Express was dubbed by World War II Servicemen, in deference to its average speed of 10 MPH. C.N. later preferred 'The Caribou', but the 'Bullet' she was and always will be. A typical consist before C.N. began with Two Pacific locomotives, the mail car with all the Canadian or mainland mail and the express car for precious cargo i.e. liquor, cigarettes and ice cream. Next, a baggage car, two or three second class cars, three or four coaches with plush seats, then the famous Diner and last, the sleepers, with the tail end car usually observation-platform equiped, like the 'Fogo'.

Those who knew it then, remember the smoke, from the coal stove at the end of each car, from the tobacco and cigarettes, and if one opened a window, a face full of soot and engine smoke. Certainly the constant aroma of oranges, a must for children, before soft drinks were available.

They recall luggage blocking the aisles, and trying to keep ones feet walking to the Diner, through cars buffeted by high winds and squealing round the innumerable curves, some angled as sharp as 14°. Then there were the songs, accordians, and the interminable card games on cardboard suitcases perched on someones knees and the delays, from wash outs, collisions with moose, impenetrable snow drifts and gale force winds. The Railway even had Windsniffer on the payroll for 30 years. Lauchie McDougall 1896-1965 at Wreckhouse, where 140 kilometer winds are known, would walk the track, and for $140.00 a year, warned the Railway of impending winds liable to blow cars off the tracks.

As a reminder of the old days, one steam locomotive is kept in South Brook Park, Corner Brook, by the City's Rotary Club, to whom it was donated by C.N. in 1958. All other steam locos were scrapped.

The Newfoundland Transport Historical Society are restoring three Railway cars at their Museum site in C.A. Pippy Park, St. John's, and expect to add two more, plus a diesel locomotive soon.

Today, TerraTransport is a modern, competitive rail freight transportation Division, fully computerised, and Trans Canada Highway users

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*Flag Station

Appendix I. Locomotive Rosters

Motive Power:

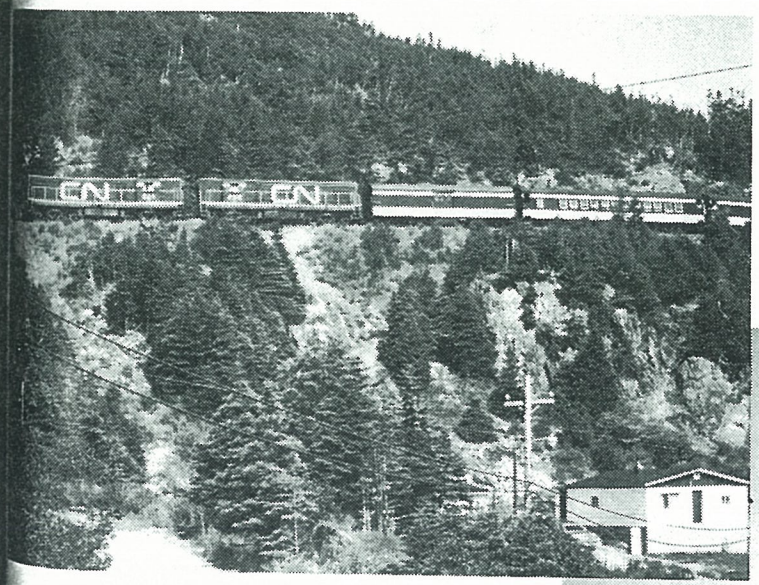
Notes on Locomotive Rosters: The lists are divided into four:

(a) Steam locomotives 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.

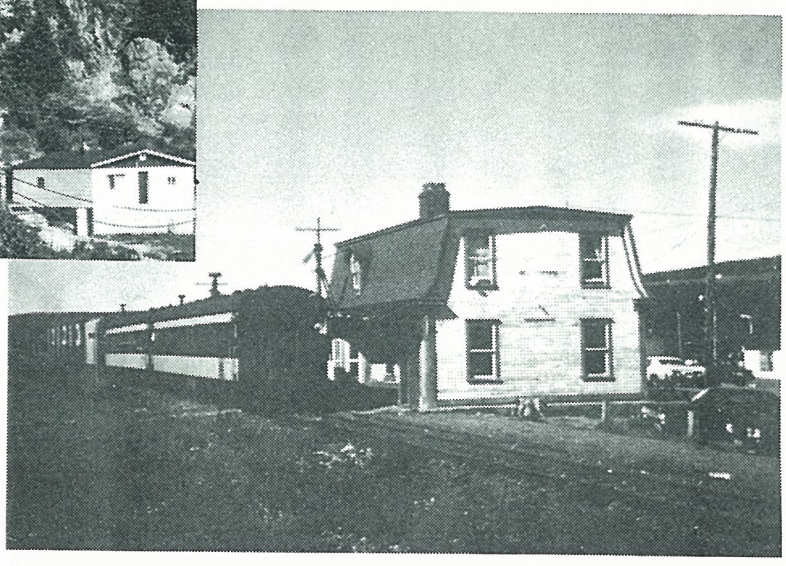
Lists (c) and (d) show two road number columns: that headed (1) is series in use until Canadian National Railways assumed control. List headed (2) is series devised and put into effect by C.N. in November 1950. It should be noted that C.N. locomotives 15-18 had numbers assigned but they were scrapped 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:

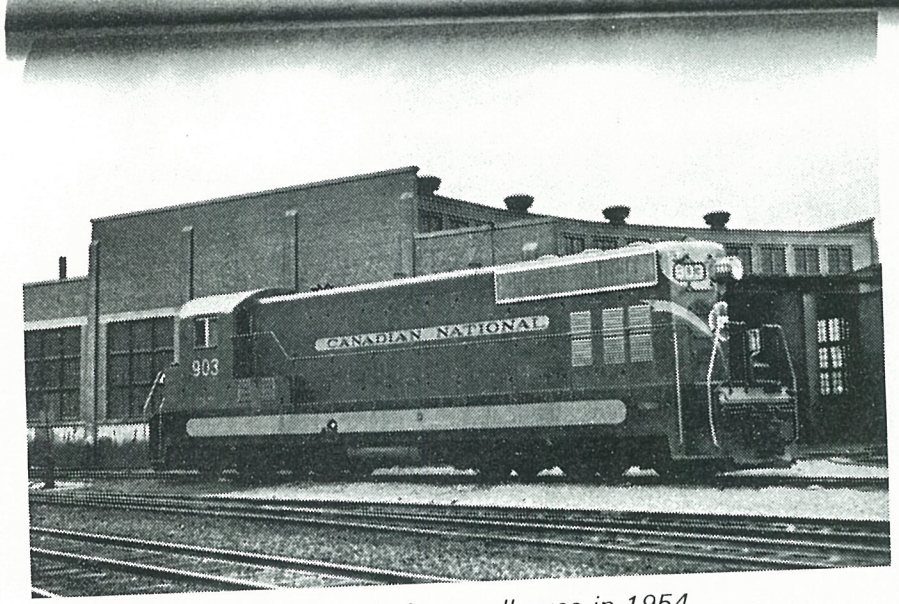
100 re#1; 107-109; 112-125; 151-153; 190-199; 1000-1003; --a total of 34 steam locomotives.



High above the rooftops the mixed train nears Argentia on August 23 1982.
Photo by Fred Angus.

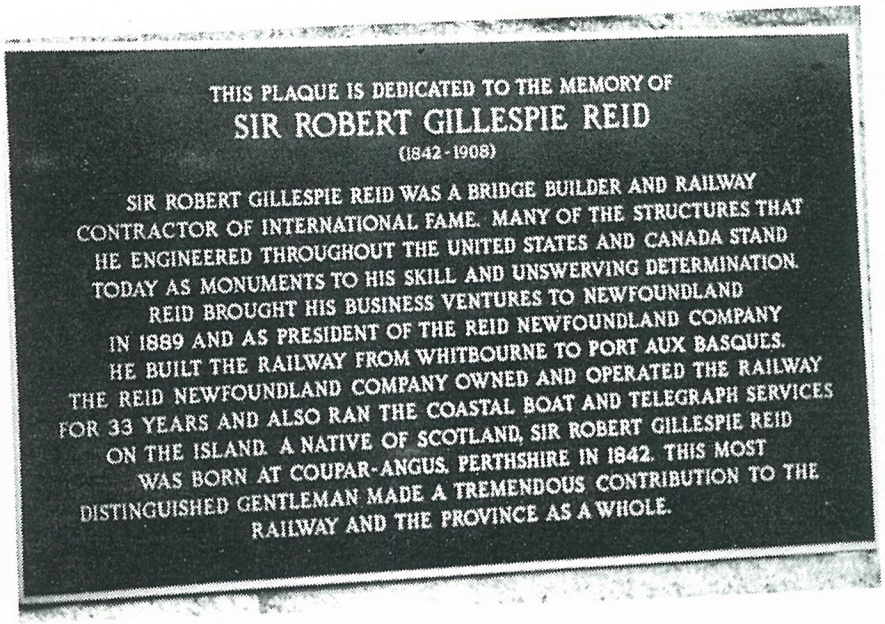


One of the original Newfoundland Railway stations is that at Avondale, built in 1882, and here seen with the Carbonear mixed train on August 24 1982.
Photo by Fred Angus.



CN 903 at the St. John's roundhouse in 1954.
CRHA Archives, E.A. Toohey Collection No. 54-154.

Less than a year before it was discontinued, the "Caribou", more familiarly known as the "Newfie Bullet" is seen at Corner Brook on October 6 1968.
Photo by Fred Angus.



A plaque on the Newfoundland Railway station in St John's. This is in commemoration of Sir Robert Reid.

Sometimes the "mixed" train had no freight cars and was pure passenger, as we see here, en route to Argentia, on August 23 1982.