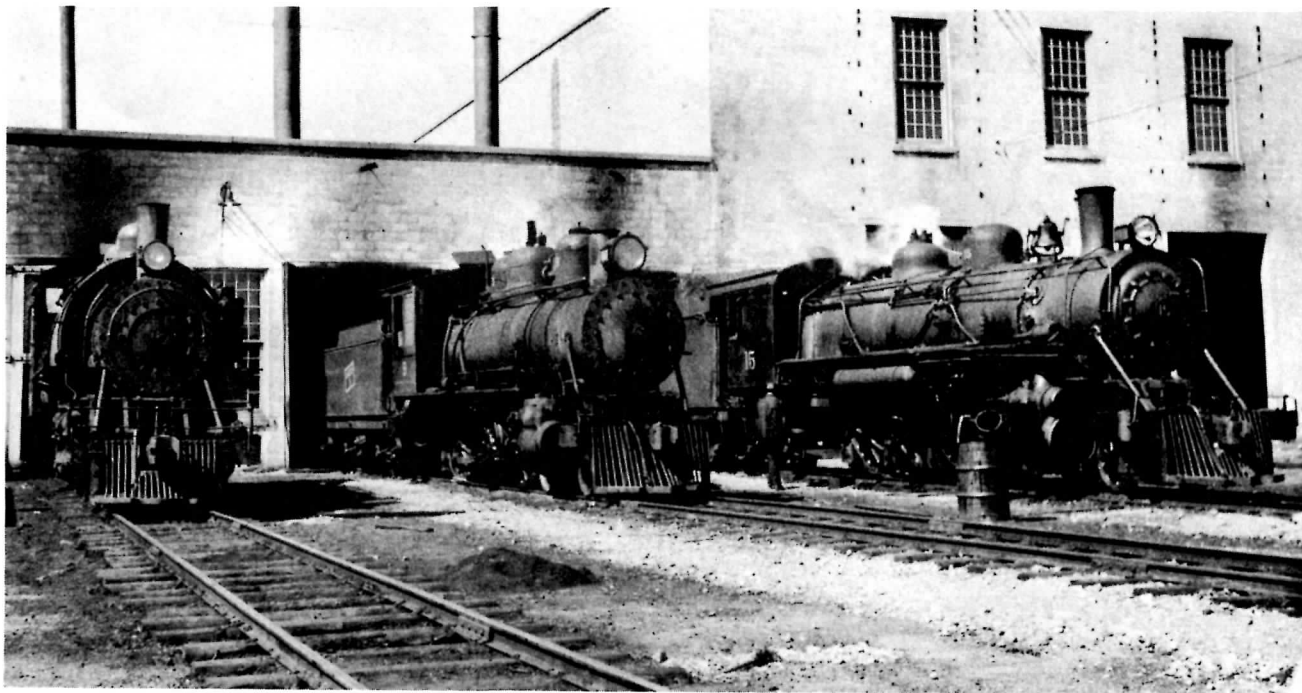




THE RAILWAYS OF *Newfoundland*

A PICTORIAL REVIEW



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 rail-

way 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.



**CANADIAN
NATIONAL
RAILWAYS**

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

**NFLD
RAILWAY**



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

In winter the railway closes down, save for the plant yard tracks, and a short spur which connects the mill with the CN main line. When the port of Botwood is blockaded with ice, the newsprint moves along the Canadian National to St. John's, an open port 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 palmyer 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 recently-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 through 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.

**USE OF RAILROAD TRACK BY
DOGTEAM IS STRICTLY
PROHIBITED**

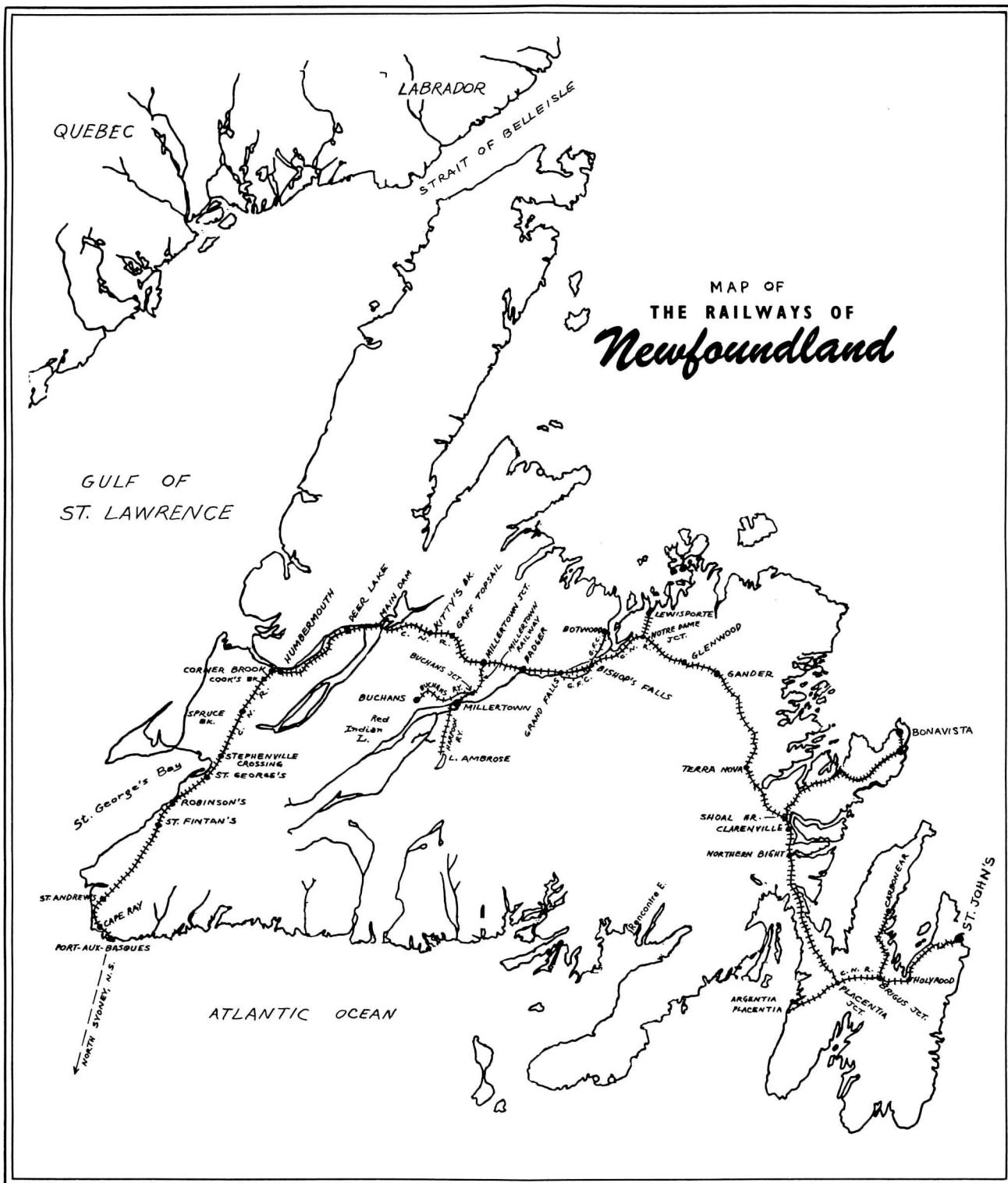
BMCO

NOTICE

NO SPEEDERS, HANDCARS, VELOCIPEDS
OR WHEELED VEHICLES OF ANY KIND
ARE ALLOWED TO RUN OVER ANY PORTION
OF THE MILLERTOWN RAILWAY BETWEEN
MILLERTOWN AND MILLERTOWN JUNCTION
EXCEPT THOSE ON OFFICIAL BUSINESS WITH
PROPER RUNNING ORDERS. ANYONE TRESPASS-
ING IN THIS WAY WILL BE PROSECUTED.

ANGLO-NEWFOUNDLAND DEVELOPMENT COMPANY LIMITED

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



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TORONTO, CANADA

BULLETIN 49
May 1958