

NEW FIDELITY

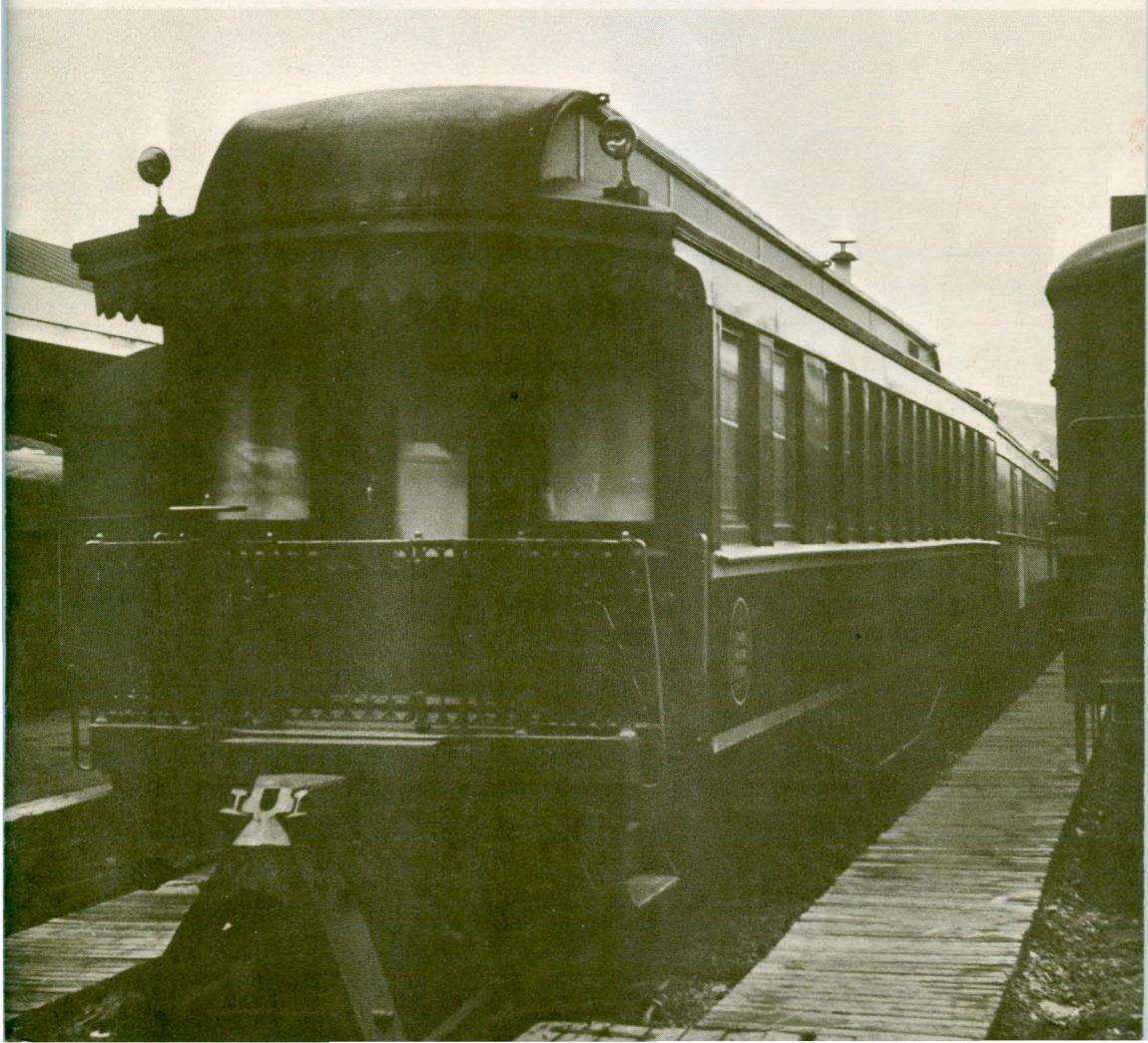
# Canadian Rail



NO. 214

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NEWFOUNDLAND ISSUE





# THE UNUSUAL RAILWAY THAT DOES

S.S.WORTHEN.

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

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

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

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

## MAXIMUM SPEEDS

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











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

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

ST. JOHN'S

Orders 40 - 46 - 570 - 580

Train Order No. 40

Oct. 18, 1968

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

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

GMD

Complete 1911

Train Order No. 46

Oct. 18, 1968

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

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

GMD

Complete 2149

Train Order. No. 570

Oct. 16, 1968

To Westward Trains at St. John's

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

FGD

Complete 0115



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

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







Train Order No. 580

Oct. 18, 1968

To Westward Trains at St. John's

Cars on following Passing tracks  
St. John's sub  
Irvine Four 4  
Talcville Five 5  
Kelligrews Three 3  
Whitbourne Four 4

FGD Complete 0121

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

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

Engine 923	Class GR 12	GMD 1200 h.p.
Engine 903	Class GR 12	GMD 1200 h.p.
Train Heating Car 2956		
Baggage Car 1306		
Cafe Car 176		
Coach 769		
Coach 767		
Coach 772		
Coach 771		
Dining Car 172		
Sleeping Car PRINCETON no. 1010		
Sleeping Car CLARENVILLE no. 1011		
Sleeping car WHITBOURNE no. 1015		
Sleeping Car BURGIO no. 1016		
Sleeper-Observation Crew Car FOGO		

WHITBOURNE Orders 1 - 52Train Order No. 1

Oct. 19, 1968

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

R.A.B. Complete 0127

Train Order No. 52

Oct. 18, 1968

To No. 203  
No. 101 at Whitbourne

No. 204 Eng. 913  
meet No. 203 Eng. 919  
at Ferguson instead of  
Tickle Harbour and  
meet No. 101 Eng. 923  
at Camp 4

G.M.D. Complete 2327

GOOBIES

Orders 1

Train Order No. 1

Oct. 19, 1968

To Opr. at Goobies

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

R.A.B.

Complete 0126

CLARENVILLE

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

Train Order No. 6

Oct. 19, 1968

To No. 203

at Clarendville

No. 101

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

RAB

Complete 0342

Train Order No. 7

Oct. 19, 1968

To No. 203

No. 101 at Clarendville

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

RAB

Complete 0346

Train Order No. 9

Oct. 19, 1968

To No. 101

Westward Trains except Bonavista Sub

at Clarendville

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

RAB

Complete 0455

Train Order No. 562

Oct. 14, 1968

To Westward Trains

Except Bonavista Sub at Clarendville

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

FGD

Complete 0149



Train Order No. 572

Oct. 16, 1968

To Westward Trains at Clareville

Eastward Trains Bonavista

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

FGD Complete 0120

Train Order No. 582

Oct. 18, 1968

To Westward trains at Clareville

Cars on following passing tracks  
Clareville

Sub Stanley Twenty five 25  
Glenwood five 5

FGD Complete 0128

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

GAMBO No orders OK at 0719 RAB

GANDER No orders OK at 0726 RAB

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

Train Order No. 150

Oct. 19, 1968

To Westward Trains at Bishops Falls

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

R.A.B. Complete 0112

Train Order No. 166

Oct. 19, 1968

To No. 101 at Bishops Falls

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

GMD Complete 0852

Train Order No. 351

Oct. 5, 1968

To Westward trains at Bishops Falls





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



West End of passing track at South Brook  
Closed.

GMD Complete 0949

Train Order No. 377

Oct. 12, 1968

To Westward Trains at Bishops Falls

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

J.F.R. Complete 2232

Train Order No. 392

Oct. 16, 1968

To Westward trains at Bishops Falls

Cars on following passing track Bishops  
Falls sub

South Brook Nineteen 19  
Russell Twenty three 23

RAB Complete 0155



Train Order No. 398

Oct. 18, 1968

To Westward trains at Bishops Falls

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

SJB Complete 2221

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

GRAND FALLS

No Orders OK at 1013 G.M.D.

MILLERTOWN JCT.

Order 175

Train Order No. 175

Oct. 19, 1968

To No. 101

Westward Trains at Millertown Jct.

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

G.M.D. Complete 1140

DEER LAKE

Orders 400

Train Order No. 400

Oct. 19, 1968

To No. 101 at Deer Lake

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

G.M.D. Complete 1316

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

CORNER BROOK

Orders 170 - 171 - 185 - 378 - 379



Train Order No. 170

Oct. 19, 1968

To Westward trains at Corner Brook

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

GMD Complete 1038

Train Order No. 171

Oct. 19, 1968

To No. 101

Extra 934 West at Corner Brook

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

GMD Complete 1042

Train Order No. 185

Oct. 19, 1968

To No. 101

Westward trains at Corner Brook

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

GMD Complete 1430

Train Order No. 378

Oct. 12, 1968

To Westward trains at Corner Brook

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

JFR Complete 2235

Train Order No. 379

Oct. 12, 1968

To Westward trains at Corner Brook

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

JFR Complete 2235

Train Order No. 396

Oct. 18, 1968

To Westward trains at Corner Brook

Cars on following passing tracks Port aux  
Basques

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





CANADIAN NATIONAL RAILWAYS

FORM 19R

CN 71  
7-68TRAIN ORDER NO. 150St. JohnsOct 19 19 68

TO

Westward Trains

AT

Briggs Falls

Men working naught Seven  
 Hundred 0700 until Eighteen  
 Hundred 1800 between mileage  
 three nine five 395 and  
 mileage three nine six 396  
 All Trains be prepared to  
 stop at the red signal

R.A.B

REPEATED AT 0112MADE Com

TIME

0112OPR. 1 sent

SIGNATURES



CANADIAN NATIONAL RAILWAYS

FORM 19R

CN 71A  
10-68TRAIN ORDER NO. 400St. JohnsOct 19 19 68

TO

No 101.

AT

Deer Lake.

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

B.M.D.

SIGNATURES

REPEATED AT 1316MADE Com TIME 1316OPR. Bennett



South Branch	thirteen	13
Doyles	five	5
Cape Ray	five	5

CMH Complete 0415

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

STEPHENVILLE CROSSING

Orders 199

Train Order No. 199

Oct. 19, 1968

To No. 101 at Stephenville Crossing

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

No. 101 Take Siding at Fischell

SJB Complete 1655

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

ROBINSONS

Orders 207 - 208 - 209

Train Order No. 207

Oct. 19, 1968

To No. 101 at Robinsons

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

SJB Complete 1839

Train Order No. 208

Oct. 19, 1968

To No. 101 at Robinsons

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

SJB Complete 1843

Train Order No. 209

Oct. 19, 1968

To No. 101 at Robinsons

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

SJB Complete 1848

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





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

Photo by W.R. Linley, Ottawa, Ontario



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

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

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



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

