

---

Donald R. McQueen

# CANADIAN NATIONAL STEAM!

Volume 2: Road Numbers    1 to 50    — various — Class X  
   100 to 172    — 4-4-0    — Class A  
   212 to 399    — 4-4-0    — Class B  
   Newfoundland Railway

---

*For Dianne (1942-2008)*



## NEWFOUNDLAND DISTRICT

ALL TYPES

## CNR 15-599

The day Newfoundland joined the Canadian Confederation, CNR inherited forty-six locomotives in four wheel arrangements from the railway it was about to operate. Six of these (five 4-6-0s and one 2-8-0) dated back to the Reid-Newfoundland Company Limited lease of the railway. The remaining forty (ten 4-6-2s and thirty Mikados) had all been built for the Newfoundland Railway. The last six, Mikado Types, arrived on the island in the same month as Confederation. The earlier history of Newfoundland locomotives can be found in Lavallée: *Narrow Gauge Railways of Canada* (both 1972 and 2005 editions).

CNR devised a three-digit road number series (to indicate the island's narrow gauge rail lines), assigning the first digit in the number to reflect the same digit used on mainland locomotives in the same wheel type: that is, "1" for the Ten Wheelers; "2" for the Consolidation; "3" for the Mikados, and "5" for the Pacifics. Two digits were used for the Ten Wheelers so as not to conflict with the three-digit 100-series already used for the Z class electrics. Although all Newfoundland District road numbers were second use on the CNR system, classification adhered to the 1919 master plan, with only the F-3-a class reused a second time.

All Newfoundland Railway locomotives taken into CNR stock were equipped with steam lines to provide heat to passenger equipment. They were also equipped with a flanger control device unique to the island. When needed, a flanger blade was mounted between the pilot and lead truck of the locomotive with the lifting apparatus permanently located on the pilot deck. The connecting rod to the fulcrum crank was linked to an air-activated cylinder which was located above the running board either on the right or left side of the locomotive. The location of the cylinder along the running board varied according to the type or builder's lot. Locations are given below in each of the class notes.

Builders' photos for locomotives built between 1920 and 1949 show an extended pilot deck to allow for installation of flanger blades (it is doubtful ice cutters were used), but until 1947 no flanger blades are shown in place (see the photograph of NR 1021 on page Nfld-15). However, the framework for the blades does appear in photographs taken between 1935 and 1956. The blades were either supplied by the builder or made and installed by the railway. The blades were removed in summer and it appears that, when CNR operated the line, they were not used at all. CNR built three flanger cars on flat car frames, which may have played a part in eliminating the need for locomotive-mounted flangers. All dates are mm-dd-yr.

## CNR 15-17

## 4-6-0 TEN WHEEL TYPE 3'6"

second F-3-a

Specifications						Appliances		Weights		Fuel Capacity		Length	Notes
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.	Drivers/Eng./Total	Water	Coal		
17x22"	S	50"	180#	ST	19455		sat		74/ 91/147000	2800 gals	5½ tons	-	[111]
17x22"	S	50"	180#	ST	19455	19%	sat		74/ 89/169250	2400 gals	8 tons	57'-7"	[CNR]

Reid-Newfoundland Company – St. John's 1911-1915

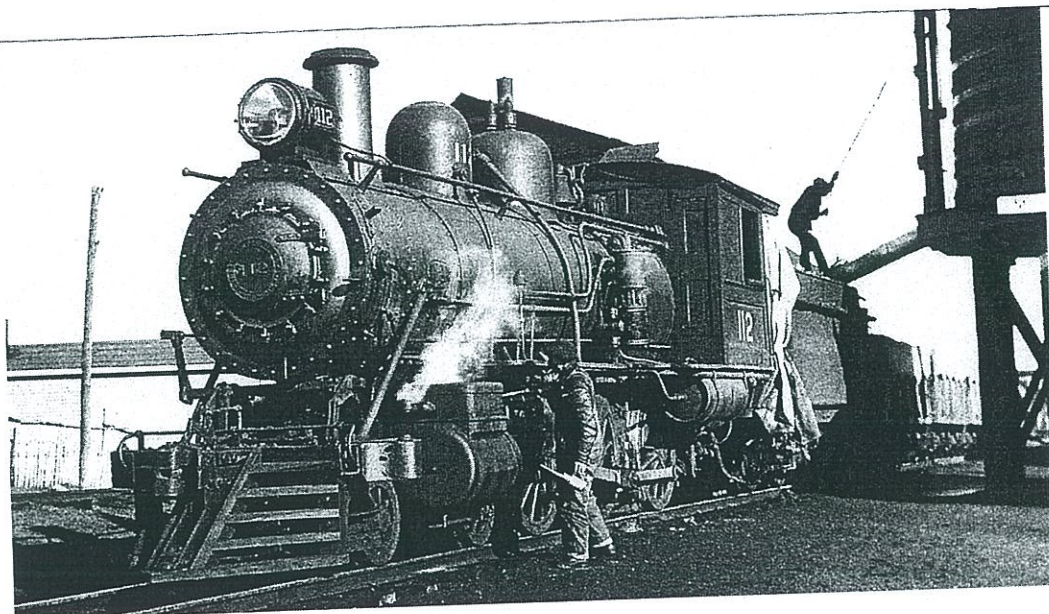
(3) Acquired by CNR 4-01-1949, effective 11-1950

Serial			Shipped	New as	7-1923	6-1926	Disposition
—	1	8-	-11	RNCo 111	NGR 111	NR 111	Sc bf -36 HD
—	2		-11	RNCo 112	NGR 112	NR 112	Sc by -36 HD
15/2	3	4-	-12	<b>RNCo 113</b>	<b>NGR 113</b>	<b>NR 113</b>	Sc 12-26-51 HD
16/2	4	5-	-12	<b>RNCo 114</b>	<b>NGR 114</b>	<b>NR 114</b>	Sc 12-26-51 HD
—	5	1-	-13	RNCo 115	NGR 115	NR 115	Sc by -38 HD
—	6	3-	-13	RNCo 116	NGR 116	NR 116	Sc -38 HD
17/2	7		-14	<b>RNCo 117</b>	<b>NGR 117</b>	<b>NR 117</b>	Sc 7- -53 HD
—	8		-14	RNCo 118	NGR 118	NR 118	Sc -38 HD
—	9		-15	RNCo 119	NGR 119	NR 119	Sc bf -38 HD
—	10		-15	RNCo 120	NGR 120	NR 120	Sc bf -38 HD

CNR 15-17 were from a group of eight 4-6-0s ordered in early 1911 and built as Reid-Newfoundland Company 111-118, although the total was increased by two in late 1912 to include RNCo 119 and 120. The projected delivery for all eight was scheduled for 1911 and 1912, but construction time was set back to allow for a pair to be finished in each of the years 1911 to 1914. These became the

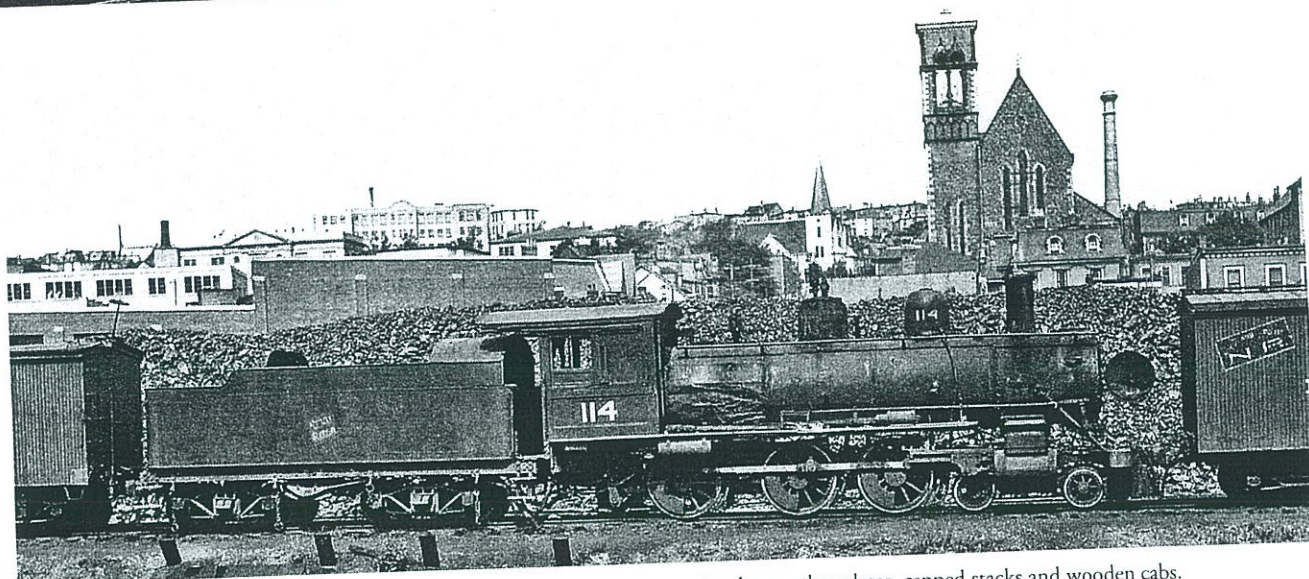
first locomotives built on the island colony. The last two were completed in 1915. They retained their road numbers throughout Newfoundland Government Railway and Newfoundland Railway operation, although only three were in service by 1949. During the 1920s the cylinder and linkage to operate the pilot flangers were located above the drivers on the right-hand side of the locomotive.





Of the twenty-five 4-6-os known to have worked Newfoundland's island railways, only five remained in service long enough to be assigned CNR road numbers. One of three with Reid Newfoundland Company heritage was NR 112 at a water stop at Millertown Jct. during the early 1930s. It was one of seven removed from service by the railway before 1938.

[ROBERT R. BROWN  
PHOTO/AL PATERSON  
COLLECTION]



NR 114 was in a storage line at St. John's, and if the photograph was taken during 1951, it would appear unlikely to ever acquire a CNR number. From whatever photographic evidence remains, both these coal-burning locomotives appear to be typical of island-built 4-6-os, with their unique style of pilot,

circular number plates, capped stacks and wooden cabs. Newfoundland Railway lettering, barely discernable on 114's tender, was the style of the 1930s, but the small NR tender wafer on 114 was a standard used during the 1940s.

[SIRMAN COLLECTION]

## CNR 18-19

### 4-6-0 TEN WHEEL TYPE 3'6"

second F-3-a

CNR 18-19												4-6-0 TEN WHEEL TYPE		3'6"	
Specifications							Appliances		Weights	Fuel Capacity		Length	Notes		
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.	Drivers/Eng./Total	Water	Coal	[CNR]			
17x22"	S	50"	180#	ST	19455	19%	sat		73/ 92/148100	2400 gals	8 tons	57'-7"			

The Baldwin Locomotive Works (Eddystone) 1917

(1) Acquired by CNR 4-01-1949, effective 11-1950

Serial	Shipped	New as	7-1923	6-1926	Disposition
—	46636	10- -17	RNCo 121	NGR 121	NR 121
18/2	46637	10- -17	RNCo 122	NGR 122	NR 122
—	46638	10- -17	RNCo 123	NGR 123	NR 123
19	46691	10- -17	RNCo 124	NGR 124	NR 124
					Sc -38 HD
					Sc 7- -53 HD
					Sc -39 HD
					Sc 1- -50 HD

CNR 18 was one of four locomotives built for the Reid-Newfoundland Company as RNCo 121-124. All four retained their road numbers throughout Newfoundland Government Railway and Newfoundland Railway operation. Although 18 was recorded with a new number and

CNR class, it was reported scrapped still wearing number "122", but NR 124 was scrapped before being renumbered into the CNR series. The latter was not included in Clegg and Corley: *Canadian National Steam Power* locomotive totals (p. 19) or the Newfoundland Division roster (p. 67).



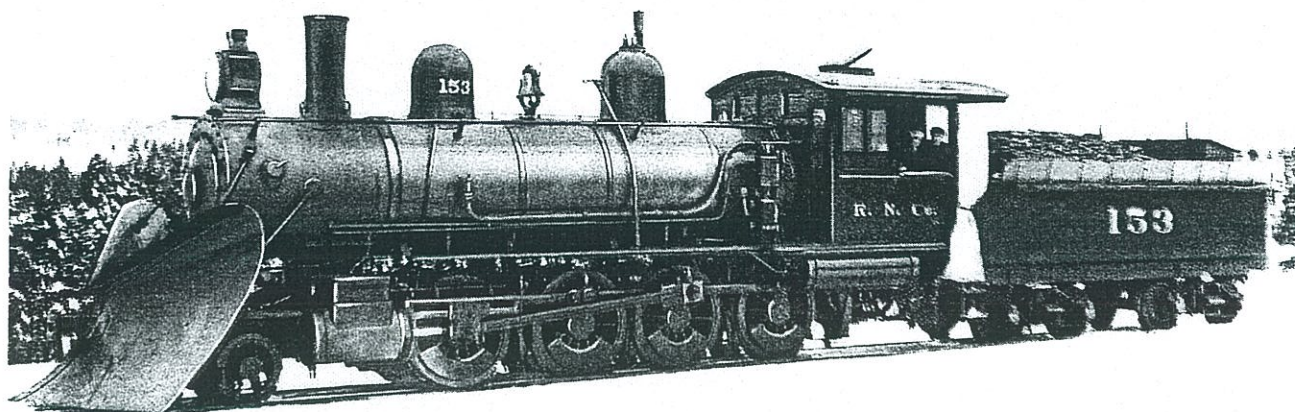
**CNR 280****2-8-0 CONSOLIDATION TYPE 3'6"****L-7-a**

Specifications					Appliances		Weights		Fuel Capacity		Length	Notes
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.	Drivers/Eng./Total	Water	Coal	
18x22"	S	48"	180#	ST	22720	22%	sat		126/147/226600	2900 gals	8 tons	58-11' [CNR]

Reid-Newfoundland Company — St. John's 1916

(1) Acquired by CNR 4-01-1949, effective 11-1950

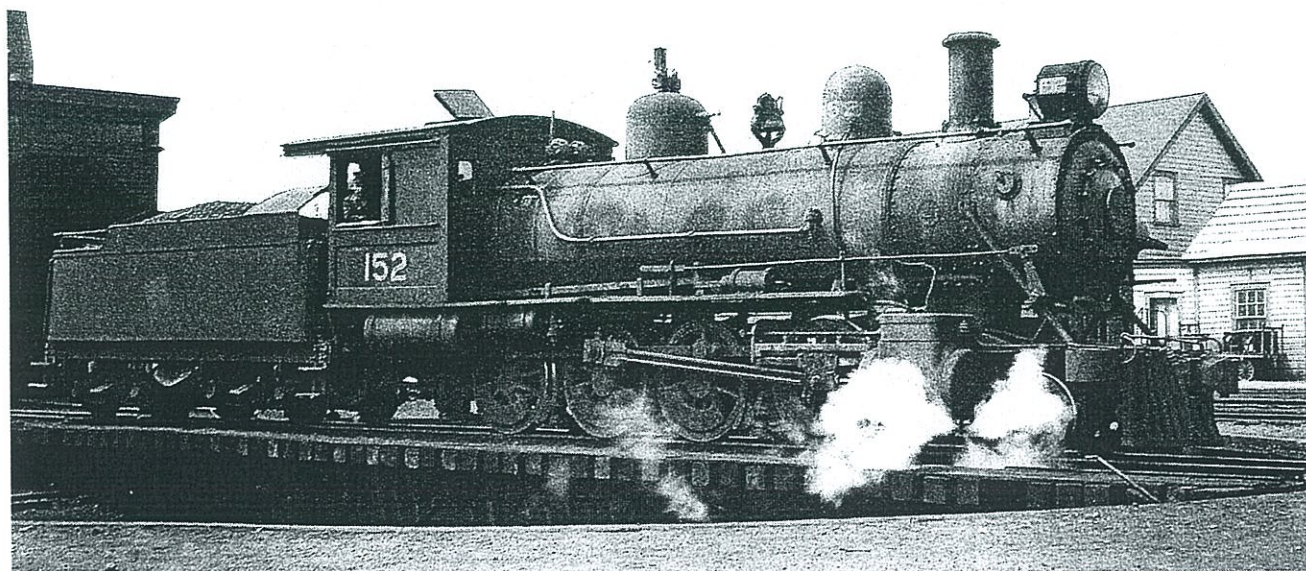
Serial	Shipped	New as	7-1923	6-1926	Ren. CNR	Rs	Disposition
<b>280</b> <sub>2</sub>	11	-16	<b>RNCo 152</b>	<b>NGR 152</b>	<b>NR 152</b>	2-07-51	10- -54
—	12	-16	RNCo 153	NGR 153	NR 153		Sc 4-22-55 HD Sc bf -38 HD



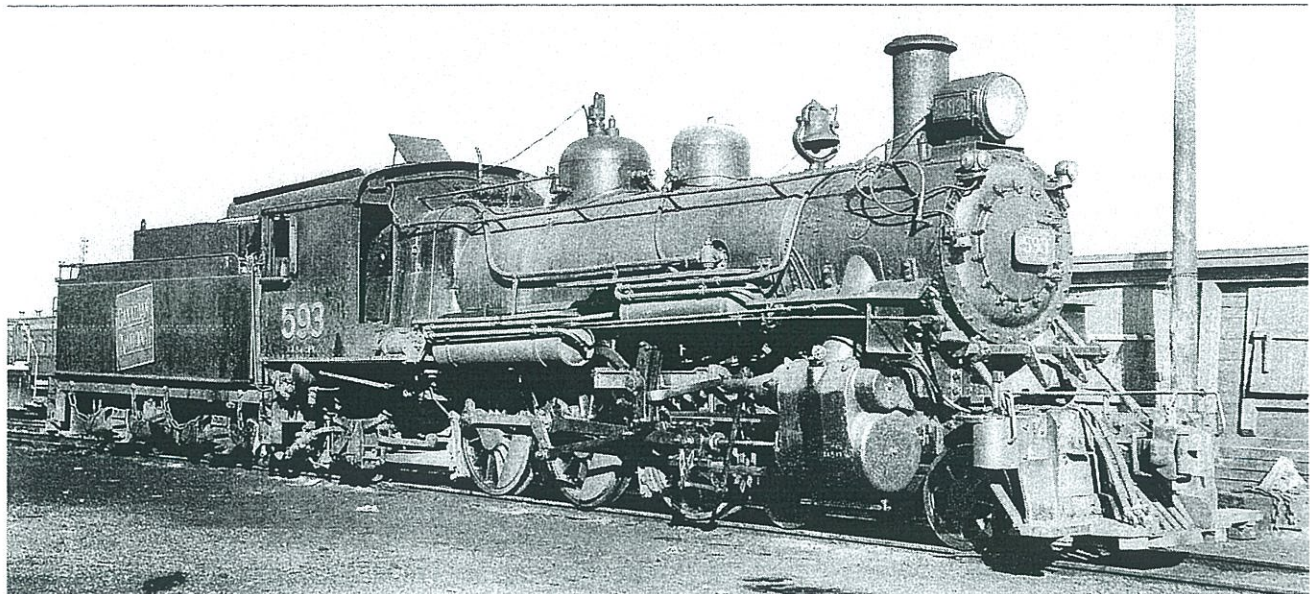
CNR 280 was one of two locomotives built as Reid-Newfoundland Company 152 and 153. Both retained their road numbers throughout Newfoundland Government Railway and Newfoundland Railway operation. During the 1920s the cylinder and linkage to operate the pilot flangers were located above the drivers on the right-hand side of the locomotive. Besides the five remaining 4-6-0s in 1948, 280 was the only other locomotive not converted to oil. It was stored in December 1953 and taken out-of-service during October 1954. It had spent most its last decade of service as the switcher at Port aux Basques, the western terminus of the line.

Half of the Consolidations used on the island were built there, the others by Baldwin. Home-built Reid-Newfoundland Company 153, believed to be at St. John's shortly after its acceptance in 1916, had been fitted with a plow befitting winters on "The Rock". [H.L. GOLDSMITH/GEORGE CARPENTER COLLECTION]

NR 152, on the "Armstrong" (manual) turntable at Bishops Falls, likely during 1943, was the only 2-8-0 to be renumbered into the CNR roster. By the time that occurred in 1949, footboards had replaced the vertical stave pilot, the circular number plate had been removed, and raised cab numerals applied. The NR wafer, however, apparently remained on the tender sides until the end of service. [SIRMAN COLLECTION]  
Photos of the coal burner as the Port aux Basques switcher can be found in both editions of Lavallée's *Narrow Gauge Railways of Canada*.







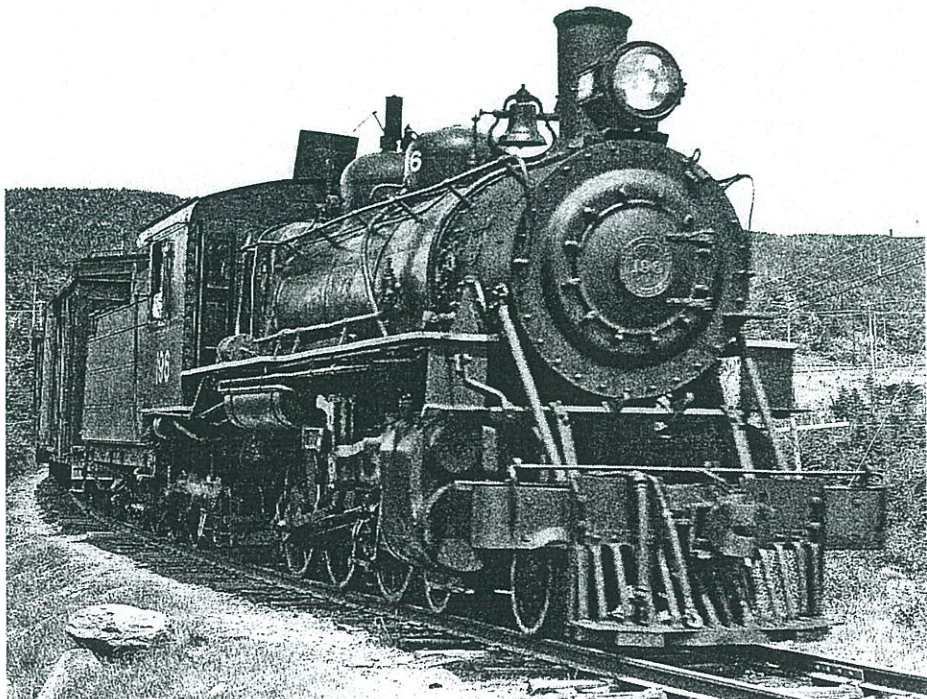
Four owners and thirty-seven years later, CNF 593, at Bishop's Falls on June 30th 1956, appeared much as when it was delivered, except for the conversion to oil, blanking of the cab's forward side windows, and CNR livery. Although the capped stack was retained, the vertical wood stave pilot had been replaced with one of boiler tubes, and then with a

road switcher design combining tubing and kick-plated footboards. Two other 4-6-2s (591 and 597) had similar footboard styles, installed as the Pacifics were displaced from main line service by the Mikados and transferred to branch line and yard service. [JOHN D. KNOWLES PHOTO]

CNR 596							4-6-2 PACIFIC TYPE 3'6"					J-8-b				
Specifications							Appliances		Weights		Fuel Capacity		Length	Notes		
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.	Drivers/Eng./Total	Water	Coal					
18x24"	W	52"	180#	BEL	22880		SCH?		84/124/210400	3340 gals	tons	61-7'	[orig]			
18x24"	W	52"	180#	BEL	22880	22%	SCH?		84/124/210400	3340 gals	1665 gals	61-7'	[oil]			
The Baldwin Locomotive Works (Eddystone) 1926										(1) Acquired by CNR 4-01-1949, effective 11-1950						
Serial		Shipped	New as							To oil		Ren. CNR	Rs	Disposition		
596/2		59531	-26	NR 196*							9-48 HD		-nd	12-31-56	Sc 3-05-57 HD	

CNR 596 was ordered in August 1926 by the Newfoundland Railway. See the note about fireboxes, superheating and pilot flanger arrangement under 590-595 (page Nfld-17).

Oil-burning NR 196, rounding a curve with a mixed train at Argentina Jct. on June 19th 1949, was adorned with painted cab numbers and small green-fielded NR wafers. Soon after its delivery, as with all other 4-6-2s, it was fitted for a pilot flanger blade. Unchanged during their years of service (see CNF 593 above), the linkages to the lifting arms on the pilot were threaded through the face of the running board's hanging step. [JOHN A. REHOR/GEORGE CARPENTER COLLECTION]



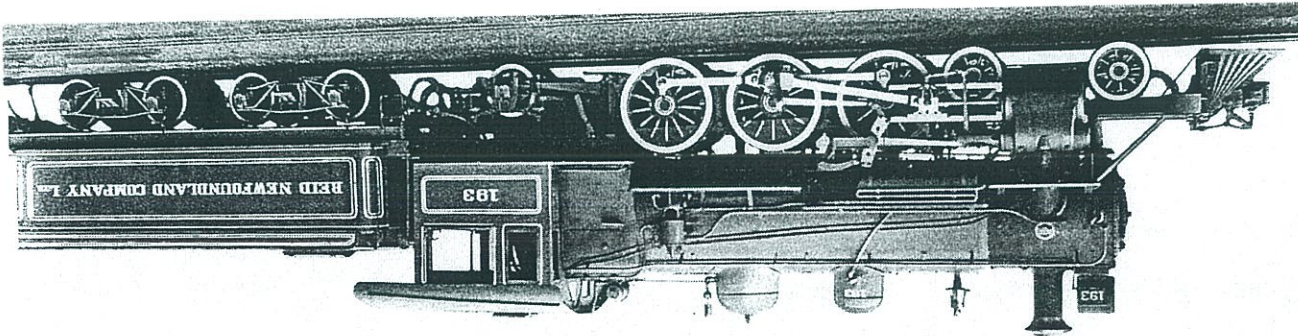


CNR 324-329 were built for the Newfoundland Railway. The location of the pilot hanger cylinder remained the same as on 320-323 built in 1947. CNR 328 was involved in two collisions in the 1950s; one, a head-on with NF110 diesel 908 early in 1954, and again, in 1956, a rear-end collision at Cooks Brook which damaged 328 beyond repair. CNR 327 was sold to the Anglo-Newfoundland Development Company (owner and operator of the Bowdoin Railway until the name change in 1957) as Grand Falls Central Railway Company 327. It and 308 were to replace two aging North British 2-8-2s, numbers 14 and 15. GFCR 327 was sold for scrap to Corner Brook Foundry in August 1958.

CNR 590-595									
4-6-2 PACIFIC TYPE 36"									
J-8-a									
Specifications									
Cylinder Gear Drv. Pressure		T.E. Haulage		Appliances		Weights		Length	
17x24" W 52"		BEL 20408		SCH?		78/115/199000		3600 gals	
17x24" W 52"		BEL 20408		SCH?		78/115/199000		9 tons US	
17x24" W 52"		BEL 20408		SCH?		78/115/199000		1665 gals	
[orig]		[oil]		Notes		Fuel Capacity		Coal	
62-0"		62-0"				Water			
						3000 gals			

(6) Acquired by CNR 4-01-1949, effective 11-1950

Serial	Shipped	New as	7-1923	6-1926	To oil	Ren. CNR	Retired	Disposition	To
590/2	54398	-20	RNCo 190	NGR 190	NR 190	2-51 HD	2-23-51	12-31-56	Sc 4-05-57 HD
591/2	54399	-20	RNCo 191	NGR 191	NR 191	11-47 HD	-nd	12-31-56	Sc 4-23-57 HD
592/2	54400	-20	RNCo 192	NGR 192	NR 192	11-50 HD	11-29-50	12-31-56	Sc 4-14-57 HD
593/2	54401	-20	RNCo 193	NGR 193	NR 193	7-50 HD	9-23-50	12-03-57	Dn11-05-58 HD
594/2	54466	-20	RNCo 194	NGR 194	NR 194	1-49 HD	-nd	12-31-57	Ss 8-01-58 HD
595/2	54467	-20	RNCo 195	NGR 195	NR 195	11-48 HD	-nd	12-31-56	Sc 4-24-57 HD
C/Brk CMCo									



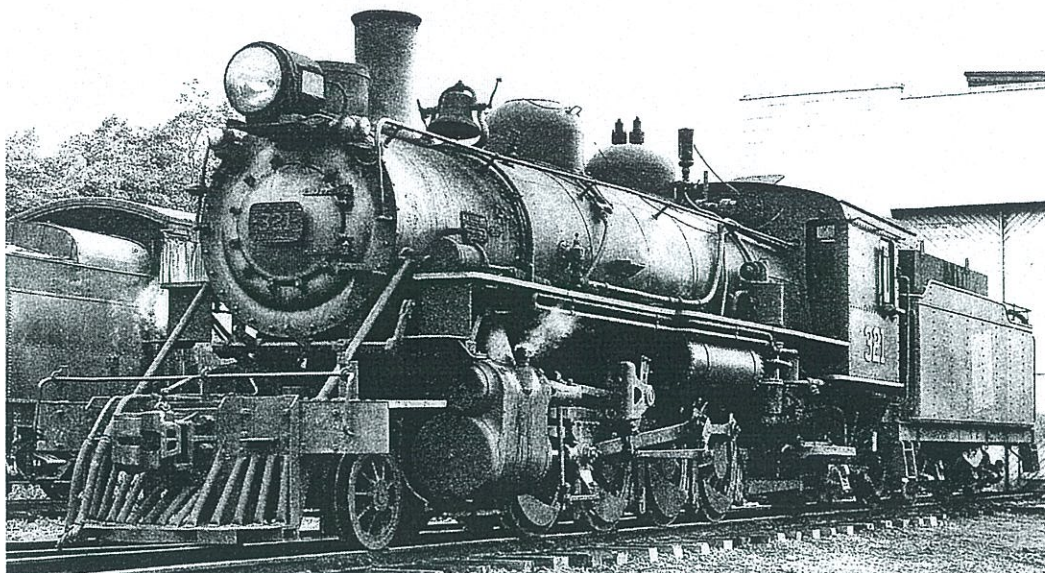
Belpaire-equipped Reid Newfoundland Company 193, at Eddystone during 1920, was shipped to the island fully decorated with spoke striping and panel trim on both cab and tender. [BW PHOTO 7859, H.L. BROADBENT/H.L. GOLDSMITH/GEORGE CARPENTER COLLECTION]

Corner Brook and placed on static display in Lady Bower Park. CNR 594, held for preservation after its retirement, was finally sold as scrap to the Consumers Metal Company of Montreal, but the location for dismantling has not been identified, although it may have been Port aux Basques, where it was placed into storage.

CNR 590-595 were reported ordered with Belpaire fireboxes in November 1920 by the Newfoundland Railway. Although the manufacturer was not named in CNR documents, they were designed with an extended pilot to allow the railway to fit a hanger blade ahead of the pony truck and a cylinder to power the blade which, in the case of the Pacifics, was placed ahead of the cab on the engineer's side of the locomotive. CNR 590-592 and 595 were taken out-of-service during 1956. CNR 593 (removed from service in 1957) was donated to the Rotary Club in the city of



The pilot flanger cylinder of 321, at the St. John's diesel shops about 1956, was located on the fireman's side, similar to those in the 1944 order from Schenectady.  
[DON McQUEEN COLLECTION]

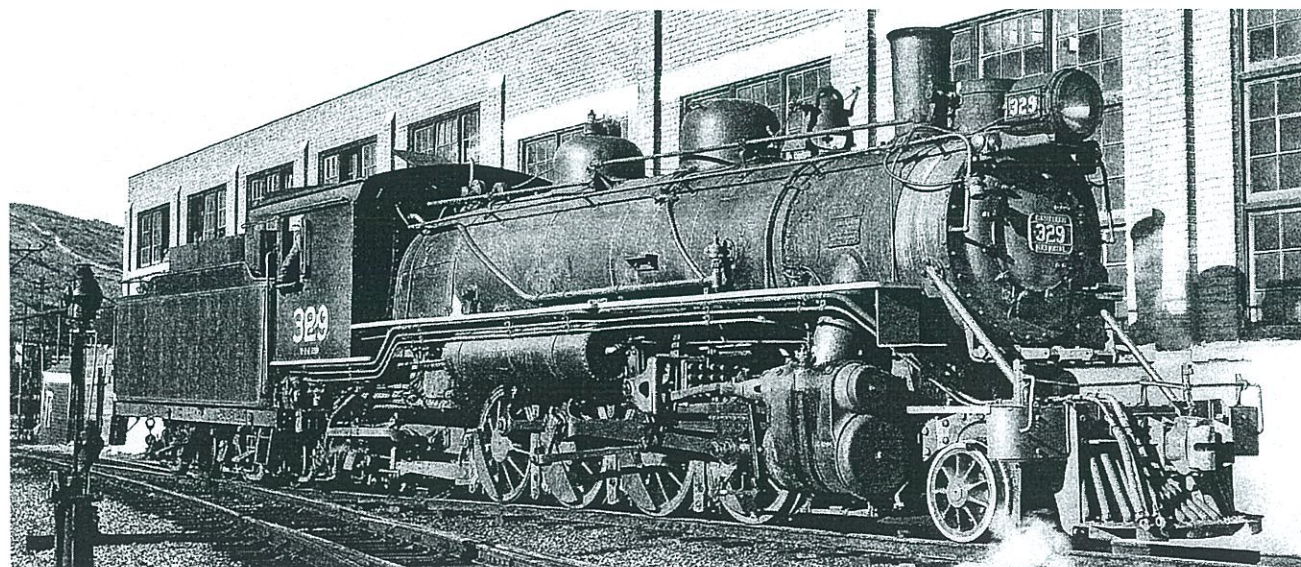
**CNR 324-329****2-8-2 MIKADO TYPE 3'6"****R-2-d**

Specifications							Appliances	Weights	Fuel Capacity		Length	Notes
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.	Drivers/Eng./Total	Water	Coal	
18x24"	W	48"	210#	ST	28920	29%	SCH		122/155/263440	4270 gals	2170 gals	66-11' [orig oil]

Montreal Locomotive Works — ALCO 1949 (Q-419) \$82,063

(6) Acquired by CNR 4-01-1949, effective 11-1950

Serial	Shipped	In Service	New as	Ren. CNR	Disposition	To
324/2	76333	4- -49	5-25-49	NR 1024	-nd	Sc 8-23-58 HD
325/2	76424	3- -49	5-25-49	NR 1025	-nd	Sc 9-17-57 HD
326/2	76425	3- -49	5-19-49	NR 1026	-nd	Sc 8-30-57 HD
327/2	76426	3- -49	5-30-49	NR 1027	-nd	So 4-09-57 HD
328/2	76427	3- -49	5-18-49	NR 1028	-nd	Sc 12-12-57 HD
329/2	76428	3- -49	5-27-49	NR 1029	2-21-51	Sc 11-29-57 HD



The second lot of MLW's postwar Mikados were to be the last new steam built for Newfoundland service. Within two years following Confederation, all had been renumbered using standard CNR number plates and raised cab numerals, but mainland-sized tender wafers apparently were generally not in use until 1953. Outside the St. John's diesel shops on July 1st 1956, 329 had been released for service without any tender herald, but as with all island steamers during the period of CNR operation, 329 retained road number glasses on the sides of

the headlight rather than being fitted with the triangular style of lamp used by standard gauge locomotives. Another departure from mainland standards was to paint the ends of the bumper beam red, a British practice which added to the charm of black locomotives, especially with red-fielded cast number plates and tender wafers. An excellent source of colour images of these unique narrow gauge locomotives can be found in Holland's *Canadian National in the East* (vol. 1).

[JOHN D. KNOWLES PHOTO]



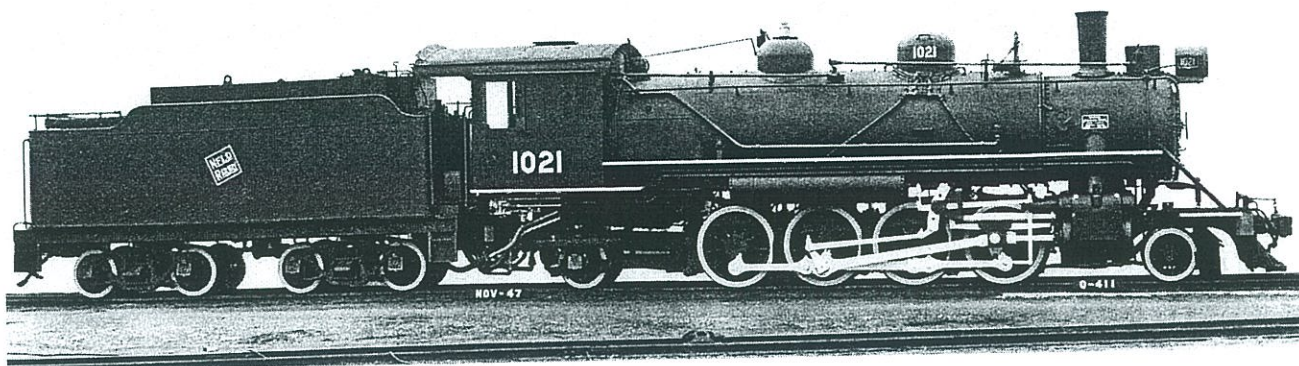
**CNR 320-323****2-8-2 MIKADO TYPE 3'6"****R-2-d**

CNR 320-323													
Specifications							Appliances		Weights	Fuel Capacity		Length	Notes
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.	Drivers/Eng./Total	Water	Coal		
18x24"	W	48"	210#	ST	28920	29%	SCH		122/155/263440	4270 gals	2170 gals	66-11'	[oil] ■

Montreal Locomotive Works — ALCO 1947 (Q-411)

(4) Acquired by CNR 4-01-1949, effective 11-1950

Serial	Shipped	New as	to oil	Ren. CNR	Capy ■	Disposition
320/2	75635	11- -47	NR 1020	12-47 HD	-nd	Sc 7-01-57 HD
321/2	75636	11- -47	NR 1021*	12-47 HD	-nd	Sc 11-29-57 HD
322/2	75637	11- -47	NR 1022	12-47 HD	9-13-50	Sc 10-02-57 HD
323/2	75638	11- -47	NR 1023	12-47 HD	-nd	Sc 7-01-57 HD



CNR 320-323, built for the Newfoundland Railway, were the first oil burners to be delivered to the island. They were also the first Mikados from MLW to have the pilot flanger cylinder mounted on the left-hand side of the locomotive.

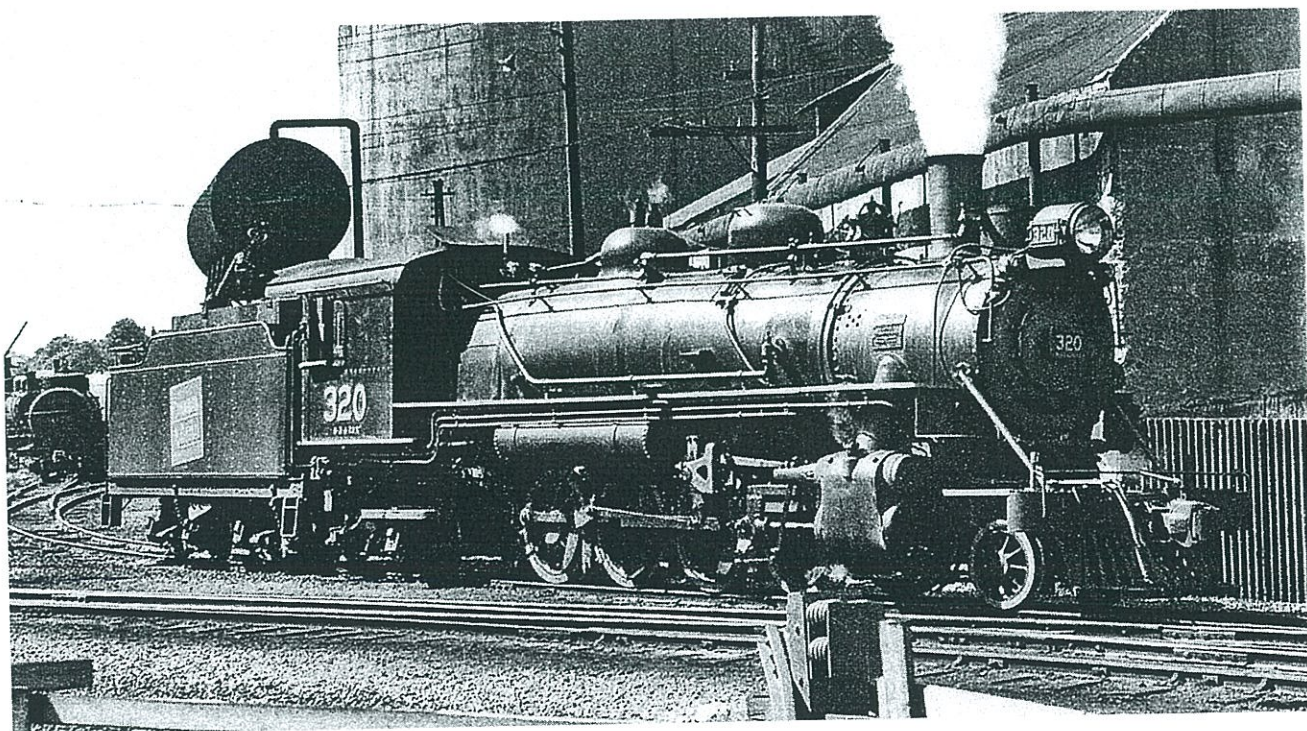
NR 1021 (321) was one of the four post-War Mikados delivered by MLW with pilot flanger blades installed.

[MLW PHOTO Q-411/

FROM NARROW GAUGE RAILWAYS OF CANADA, RAILFARE COLLECTION]

They were also the first new oil burners on the island. The first conversion (NR 4-6-2 591) also took place in late 1947, and was followed by a changeover program for the entire Mikado and Pacific fleet beginning in 1948. On a summer's day about 1954, a hostler at the St. John's engine terminal had just moved 320 away from the fuel dock and activated the blower. The railway's oil storage tank overshadowed both the steamer and the fuel dock.

[RAY CORLEY/DON McQUEEN COLLECTION]





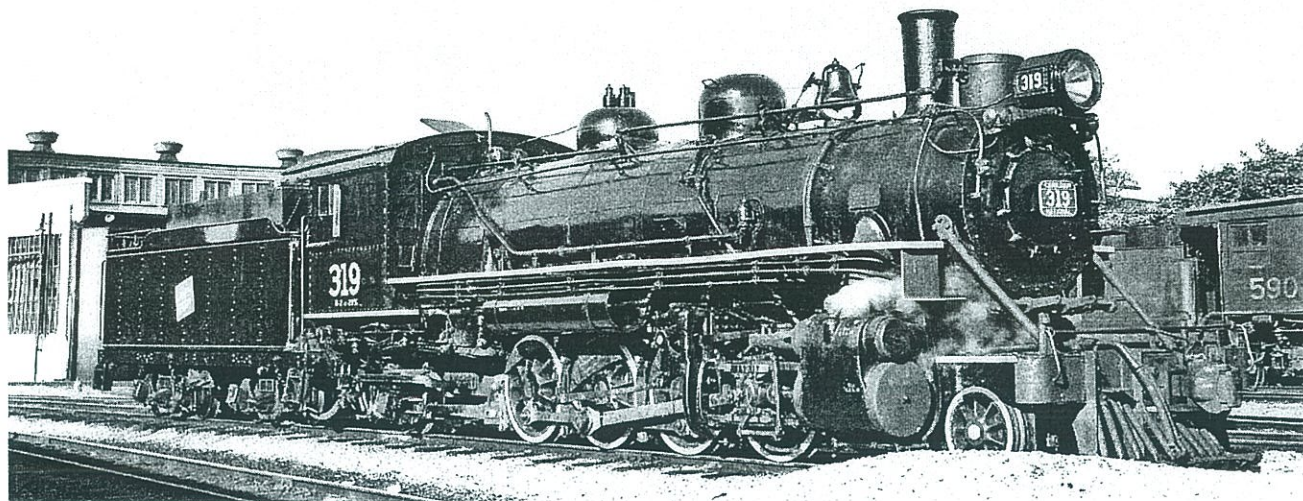
**CNR 316-319****2-8-2 MIKADO TYPE 3'6"****R-2-c**

Specifications							Appliances		Weights		Fuel Capacity		Length	Notes
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.	Drivers/Eng./Total	Water	Coal			
18x24"	W	48"	210#	ST	28920		SCH		122/155/255900	4170 gals	9 tons	66-11'	[orig]	
18x24"	W	48"	210#	ST	28920	29%	SCH		122/155/255900	4170 gals	2170 gals	66-11'	[oil]	

Schenectady Locomotive Works — ALCO 1944 (S-1927)

(4) Acquired by CNR 4-01-1949, effective 11-1950

Serial			Shipped	New as	to oil	Ren. CNR	Disposition
316/2	71963	11-11-44	NR 1016	6-50 HD	-nd	Sc	8-12-57 HD
317/2	71964	11-11-44	NR 1017	7-48 HD	-nd	Sc	7-01-57 HD
318/2	71965	12-04-44	NR 1018	9-49 HD	-nd	Sc	7-22-57 HD
319/2	71966	12-04-44	NR 1019	9-49 HD	10-20-50	Sc	9-17-57 HD

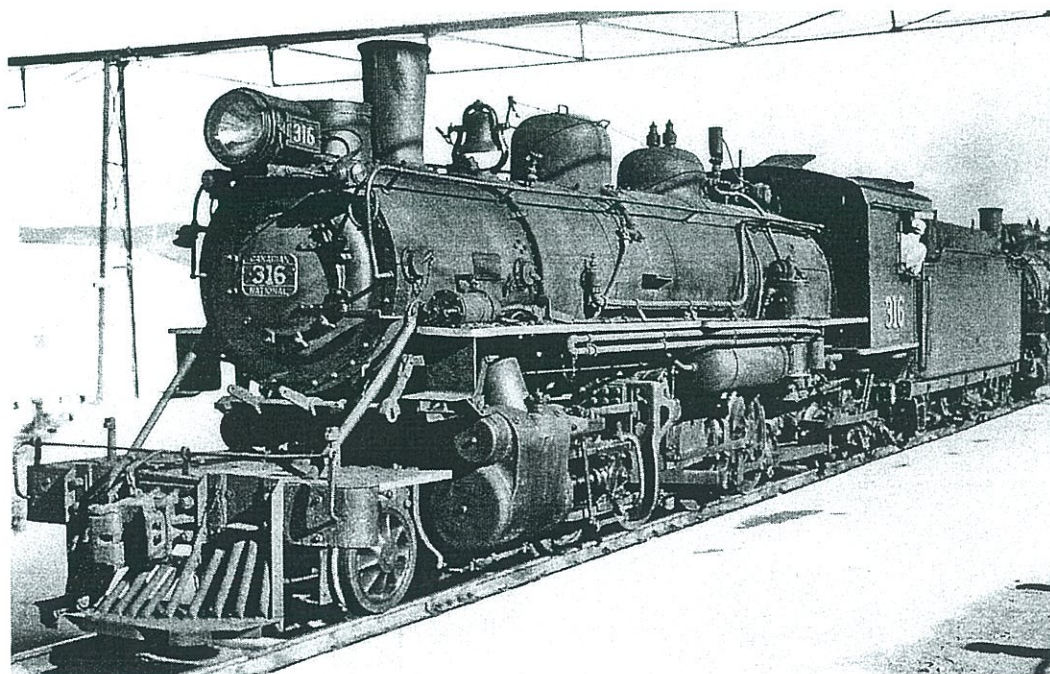


CNR 316-319, built for the Newfoundland Railway, were financed by the American Locomotive Sales Corporation. The pilot flanger cylinder was mounted on the left-hand side of the locomotive as were those built in the 1941 and 1944 lots from Schenectady.

Schenectady's fourth order for the island railway was for an additional four coal burners. Converted to oil in 1949, pristine 319 was in the St. John's turntable yard on July 1st 1956. Stencilled with a date of "7-2-1956", the shopping was to be the last, for it had only little more than a year of service remaining. The only departure from the usual appearance was the application of a small CNR tender wafer usually found on rolling stock.

[JOHN D. KNOWLES PHOTO]

The firemen of 316, leading a double-headed *Caribou*, was waiting for the departure signal at Humbermouth station during November 1954. One visible change was the relocation of the pilot flanger's operating cylinder to the fireman's side. The angle of view also illuminated the framework ahead of the pilot wheel to which the flanger blade was attached when needed.

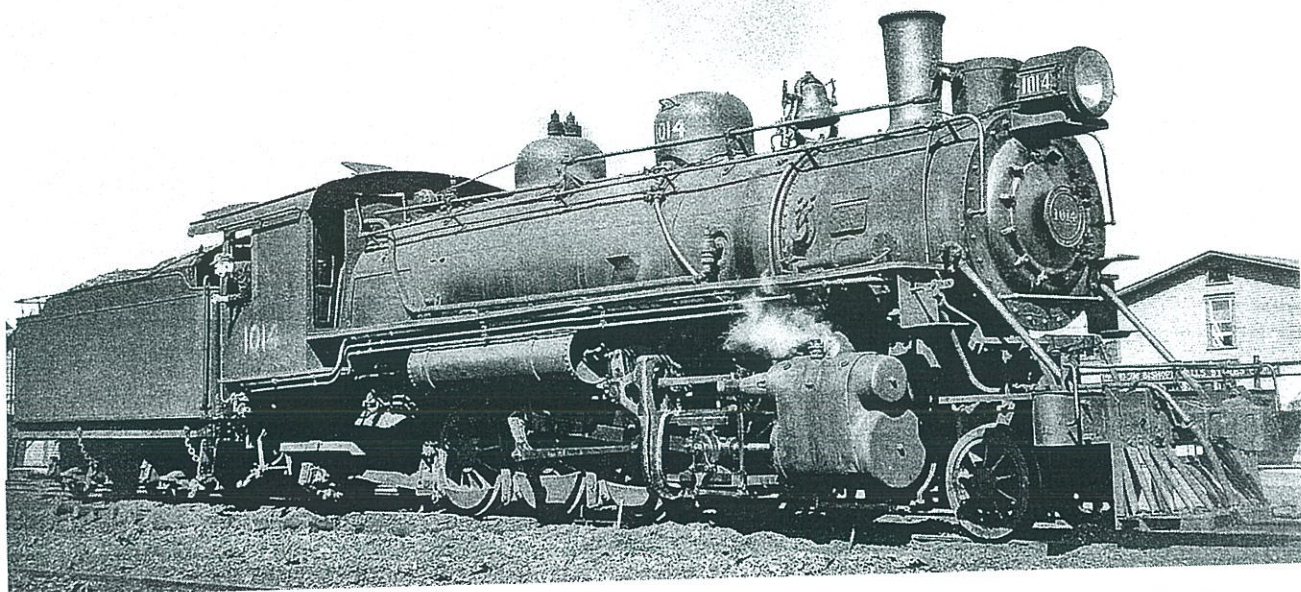
[ERNIE PLANT/  
WES DENGATE  
COLLECTION]



**CNR 314-315****2-8-2 MIKADO TYPE 3'6"****R-2-c**

Specifications							Appliances	Weights	Fuel Capacity		Length	Notes
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Drivers/Eng./Total	Water	Coal		
18x24"	W	48"	210#	ST	28920		SCH	120/152/253600	5000 gals	9 tons	66-11'	
18x24"	W	48"	210#	ST	28920	29%	SCH	122/155/255900	4170 gals	2170 gals	66-11'	[oil]

Montreal Locomotive Works — ALCO 1941 (Q-392)							(2) Acquired by CNR 4-01-1949, effective 11-1950				
Serial	Shipped	Planned (1)	(2)	New as			to oil	Ren. CNR		Disposition	
<b>314</b> <sup>1/2</sup>	69695	12-	-41	NR 1008	NR 1009	<b>NR 1014</b>	8-48 HD	11-24-50		Sc 11-15-57 HD	
<b>315</b> <sup>1/2</sup>	69696	12-	-41	NR 1009	NR 1010	<b>NR 1015</b>	4-50 HD	-nd		Sc 6-21-57 HD	



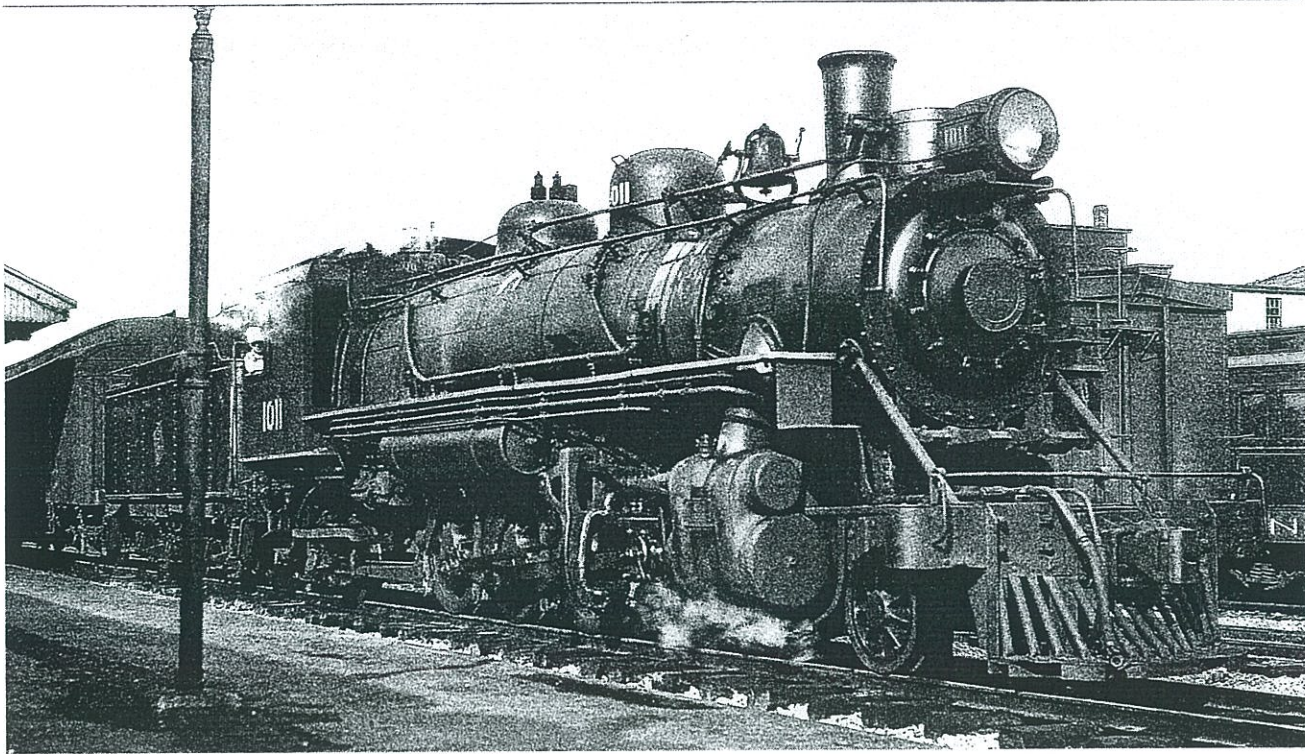
CNR 314 and 315 were ordered by the Newfoundland Railway, the first in April, and the second in May 1941. Original planning assigned road numbers 1008 and 1009 in order to have the series continue on from the 2-8-2s built in mid-1941, but, with the arrival of the first pair of the USA Mikados in the fall of 1941, and their anticipated renumbering into the NR 1000-series, these two on order with MLW were bumped down in the series to become 1009 and 1010. However, with the arrival and potential renumbering of yet another trio of USA Mikados as numbers 1011-1013, the MLW pair was again reassigned numbers at the end of the USA order, finally taking the numbers 1014 and 1015. Some MLW records give road numbers as 1009-1010 for serials

NR 1014, the first of a pair in Montreal's second Newfoundland order, was at Bishops Falls during the summer of 1947. Despite the slight fogging in the negative's corners, the configuration of the air cylinder and linkage for operating the pilot flanger can be seen arranged as it was for the MLW order in 1941. The single set of cab windows had become standard beginning with deliveries in 1935. [SIRMAN COLLECTION]

#69695-69696. The feature article in *Canadian Railway & Marine World* for June 1942 used the builder's photo of NR 1007 to illustrate the report, thus creating additional confusion about the road numbers used for the order. See the pilot flanger note under 308 (page Nfld-10). Both were taken out-of-service during 1956.

R-2-c



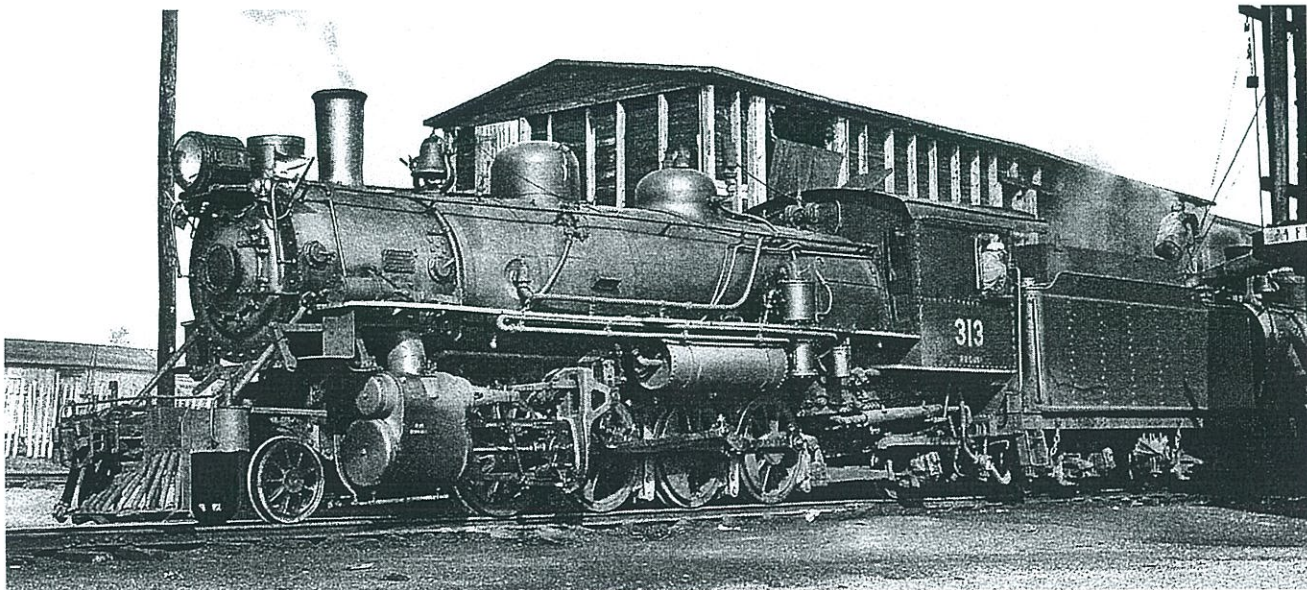


US Army initiated arrangements to sell and ship large quantities of surplus military equipment to Britain. In exchange, the US was granted rights to establish naval and air bases in Newfoundland, and other British island possessions in the Caribbean. The arrangement developed into what was known as lend-lease, and the concept was the basis of the Lend-Lease Act of March 11th 1941. It also authorized the president to make war and support material available to the government of any country whose defence he deemed vital to the defence of the United States.

Built as part of the Lend-Lease agreement to aid the transportation of war material and in the defence of the island, the Mikados were eventually turned over to the Newfoundland Railway when hostilities ceased.

NR 1011, at St. John's Riverhead station about 1948, was typical both mechanically and in markings of postwar Newfoundland Mikados built in North America. Features included the boiler tube pilot, circular number plate, throttle casing, check valve location, Gothic style numbers painted on the cab, and the small wafer on a tender fitted with an oil bunker. [SIRMAN COLLECTION]

CNR 313 was definitely in transition. At the water spout in St. John's, soon after its conversion to oil in May 1950, it carried its NR plate on the smokebox with its road number removed. The new road number had been painted on the cab in postwar NR style, and its new CNR class had been applied incorrectly, using an upper-case sub-class letter rather than the lowercase. At the time, no livery had been applied to the tender sides. [SIRMAN COLLECTION]





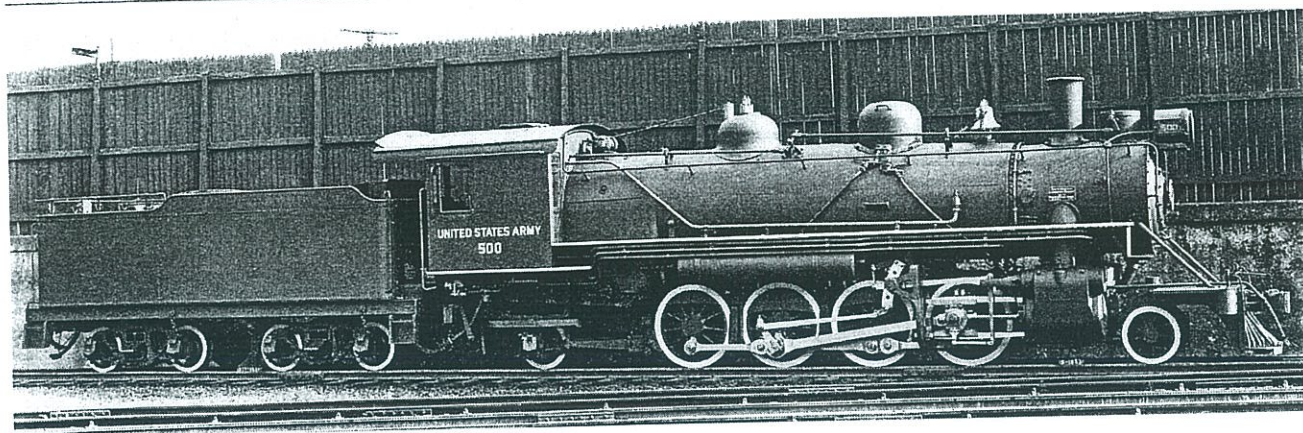
**CNR 309-313****2-8-2 MIKADO TYPE 3'6"****R-2-c**

Specifications							Appliances		Weights Drivers/Eng./Total	Fuel Capacity		Length	Notes
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.		Water	Coal		
18x24"	W	48"	210#	ST	28920		SCH?		122/155/255900	4170 gals	9 tons	66-11'	[orig]
18x24"	W	48"	210#	ST	28920	29%	SCH?		122/155/255900	4170 gals	2170 gals	66-11'	[oil]

Schenectady Locomotive Works — ALCO 1941 (S-1853)

(5) Acquired by CNR 4-01-1949, effective 11-1950

Serial	Shipped	New as	1945?	to oil	Ren. CNR	Rs	Disposition
309 <sup>1</sup> / <sub>2</sub>	69736	10-16-41	USA 500*	NR 1009	6-48 HD	-nd	12-31-56 Sc 5-21-57 HD
310 <sup>1</sup> / <sub>2</sub>	69737	10-16-41	USA 501	NR 1010	5-48 HD	-nd	12-31-56 Sc 5-03-57 HD
311 <sup>1</sup> / <sub>2</sub>	69738	10-22-41	USA 502	NR 1011	5-48 HD	-nd	12-31-56 Sc 5-21-57 HD
312 <sup>1</sup> / <sub>2</sub>	69739	10-24-41	USA 503	NR 1012	7-50 HD	-nd	12-31-56 Sc 3-05-57 HD
313 <sup>1</sup> / <sub>2</sub>	69740	10-29-41	USA 504	NR 1013	5-50 HD	-nd	12-31-56 Sc 6-11-57 HD



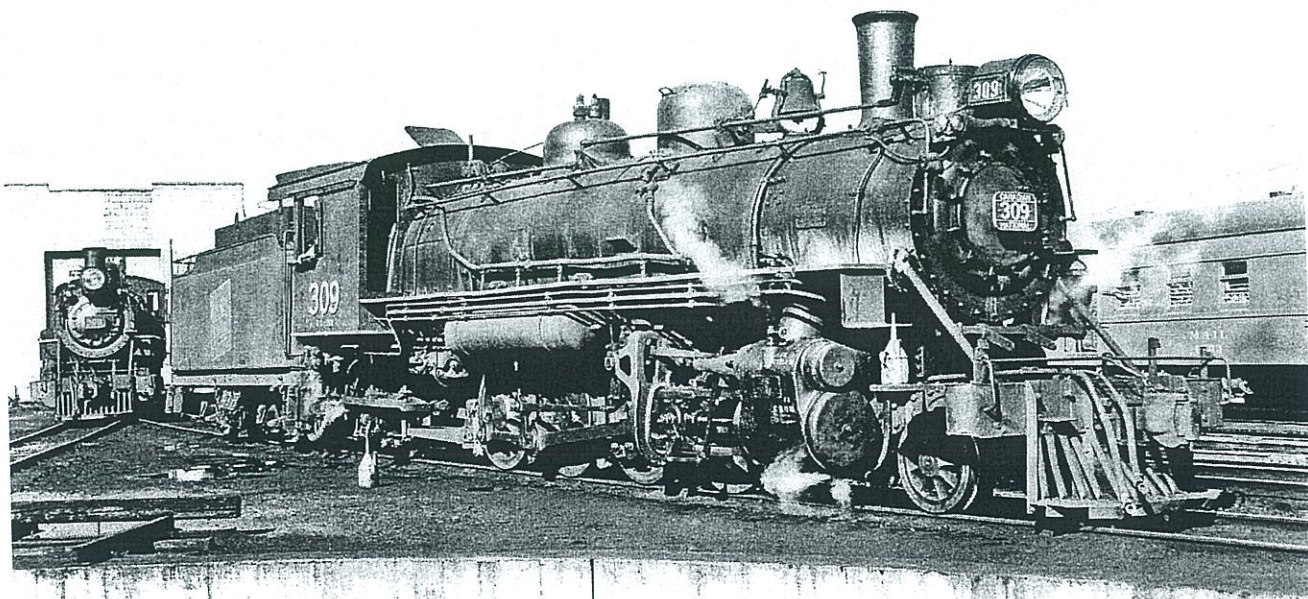
CNR 309-313 were ordered during May 1941 by the United States War Department and lettered "United States Army" for service on the island. They were the first Mikados to have the pilot flanger cylinder mounted on the left-hand side of the locomotive.

As the Nazi expansion in western Europe became more menacing in 1940, the Franklin Delano Roosevelt administration began to make exceptions to the country's neutrality legislation. Beginning in September 1940, the

(text continues on next page)

USA 500, the first of five built at Schenectady during October 1941, was the company's second order for Newfoundland, although they worked for a time on the island under army guises. Retained was the smokebox throttle housing, but the cylinder location to operate the pilot flanger was moved to the left-hand side.  
[SCHENECTADY WORKS PHOTO S-1853/GEORGE CARPENTER COLLECTION]

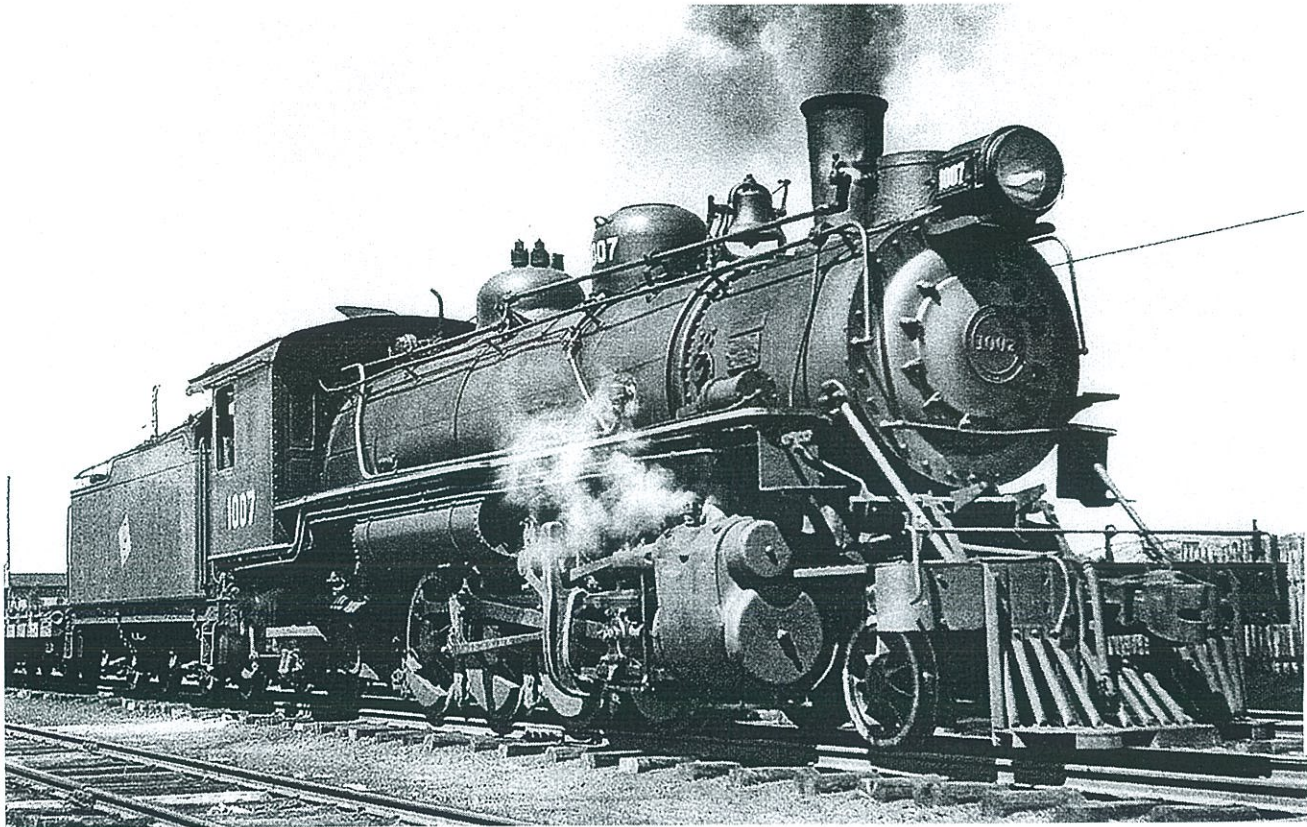
CNR 309, in classic CNR form, was sharing space with R-2-a 300 in St. John's yard beside the turntable pit on August 27th 1955. "Oiling around" appears to have been in progress, judging from the oil cans sitting on the pilot deck and beside the rear driver.  
[JOHN D. KNOWLES PHOTO]





CNR 308										2-8-2 MIKADO TYPE				3'6"		R-2-c			
Specifications							Appliances		Weights		Fuel Capacity		Length	Notes					
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.	Drivers/Eng./Total	Water	Coal								
18x24"	W	48"	210#	ST	28920		SCH?		117/152/253600	5000 gals	9 tons	66-11'	[orig]						
18x24"	W	48"	210#	ST	28920	29%	SCH?		117/152/253600	4170 gals	2170 gals	66-11'	[oil]						

Montreal Locomotive Works – ALCO										1941	(Q-391)	(1) Acquired by CNR 4-01-1949, effective 11-1950			
Serial		Shipped		New as		to oil		Ren. CNR		Rs		Disposition		To	
308/2	69444	6-	-41	NR 1007*		7-48 HD		-nd		Wr 2-		-56		Sc 4-09-57 HD	GFCR 308



CNR 308 was ordered in November 1940 by the Newfoundland Railway. An explanation for the change in road number sequence can be found in the note under 307 (page Nfld-9). CNF 308, 314 and 315 were the only members of the R-2-c class to have an air-driven cylinder used to operate the pilot snow flanger located above the steam pipe at the front end of the right-hand running board. In early 1954 308 lost its cab and pilot wheels in a collision with a diesel road switcher. It was put into storage at Bishop's Falls until repairs were made by the railway. It was sold, along with 327, to the Anglo-Newfoundland Development Company (owner and operator of the Botwood Railway until the name change in April 1957) as Grand Falls

The first Canadian-built Mikado, NR 1007, was at Bishop's Falls on June 30th 1943. The design followed that of Schenectady of 1930, which included the smokebox-mounted throttle casing and check valves along the side of the boiler. The location of the air cylinder for the snow flanger linkage followed the North British pattern. Returned to a place of prominence on the face of the smokebox, the round red-fielded cast number plate contained the builder's name and build-date around the circumference with road number in the centre. [FRED J. SANKOFF PHOTO/SIRMAN COLLECTION]

Central Railway Company 308. Both were to replace a pair of aging North British 2-8-2s, numbers 14 and 15. GFCR 308 acquired the tender from the 15 for the year it was in service before it too was scrapped in 1958.



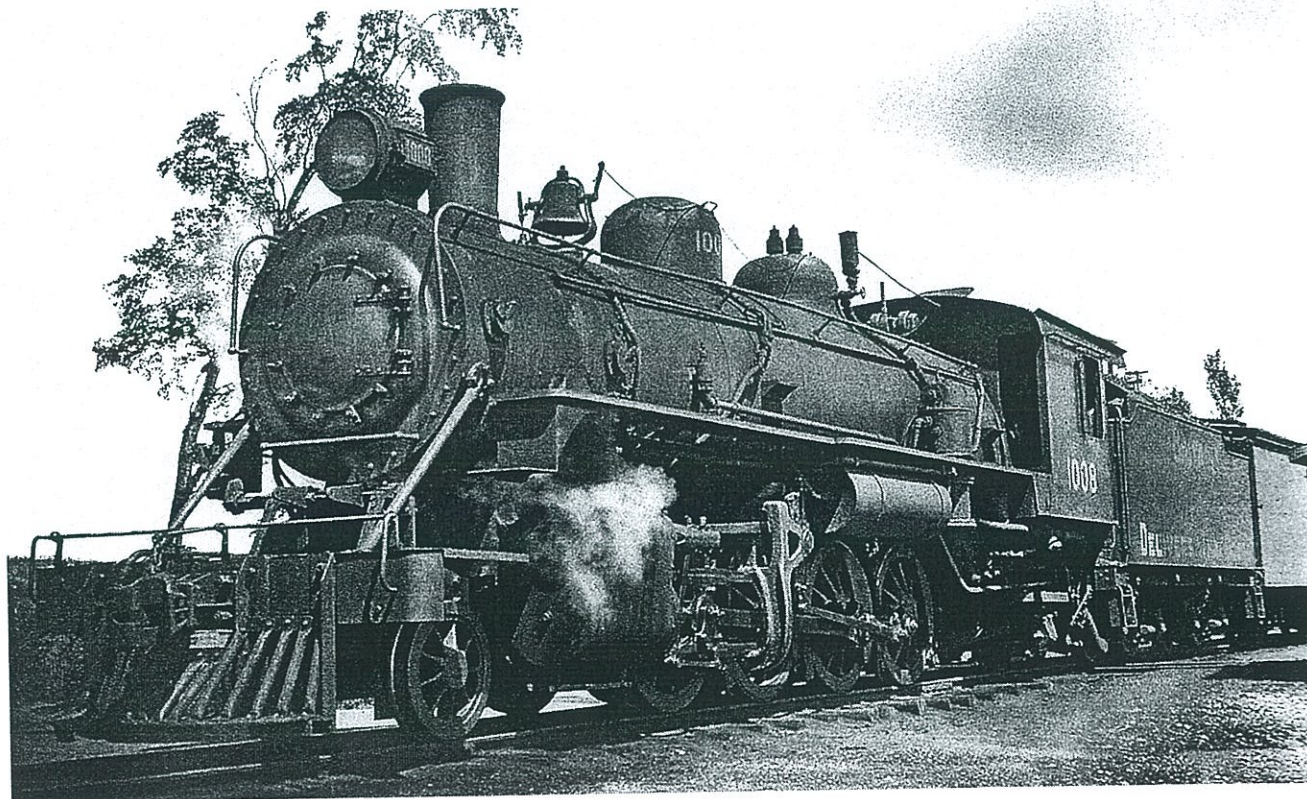
CNR 305-306										2-8-2 MIKADO TYPE 3'6"		R-2-b	
		Specifications				Appliances		Weights		Fuel Capacity		Length	Notes
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.	Drivers/Eng./Total	Water	Coal		
18x24"	W	48"	210#	ST	28920		SCH?		117/152/255870	4170 gals	9 tons	66-7'	[orig]
18x24"	W	48"	210#	ST	28920	29%	SCH?		117/152/255870	4170 gals	2170 gals	66-7'	[oil] ■

North British Locomotive Company (Hyde Park Works) 1938										(2) Acquired by CNR 4-01-1949, effective 11-1950			
Serial	Shipped	New as		to oil		Capy ■		Ren. CNR		Rs	Disposition		
305/2	24521	-38	NR 1005		6-49 HD		10-06-50				Sc 11-15-57 HD		
306/2	24522	-38	NR 1006		1-48 HD		4163g 2165o		9-25-50		12-31-56 Sc 3-05-57 HD		

CNR 305 and 306 were built for the Newfoundland Railway. See the superheating and pilot flanger note under 302 and 303 (page Nfld-6).

CNR 307										2-8-2 MIKADO TYPE 3'6"				R-2-b			
Specifications							Appliances		Weights		Fuel Capacity		Length	Notes			
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.	Drivers/Eng./Total	Water	Coal						
18x24"	W	48"	210#	ST	28920		SCH?		117/152/255870	4170 gals	9 tons	66-7'	[orig]				
18x24"	W	48"	210#	ST	28920	29%	SCH?		117/152/255870	4170 gals	2170 gals	66-7'	[oil]				

North British Locomotive Company (Hyde Park Works) 1941										(1) Acquired by CNR 4-01-1949, effective 11-1950			
Serial		Shipped		New as		to oil		Ren. CNR		Rs	Disposition		
307/2		24667		-41		NR 1008		4-50 HD		-nd	12-31-56 Sc 5-03-57 HD		



CNR 307 was built for the Newfoundland Railway. See the superheating and pilot flanger note under 302 and 303 (page Nfld-6). When CNR assigned road numbers, the NR sequence of 1007 and 1008 was reversed in order to keep all of the North British 2-8-2s together in one group.

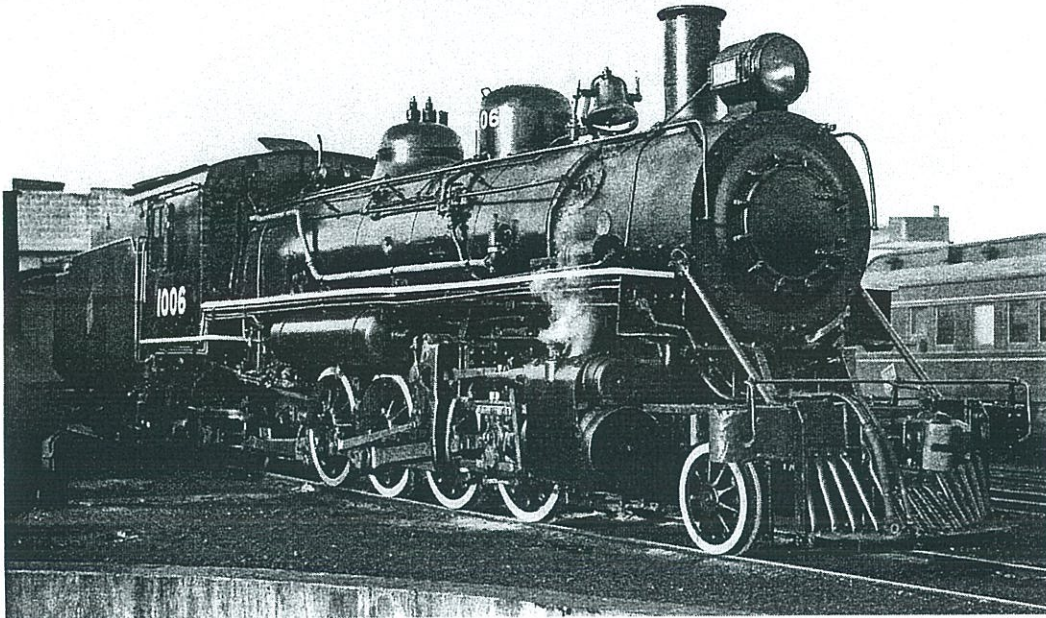
NR 1008 was especially noteworthy for two reasons. First, it was the only North British Mikado to make an ocean voyage during World War II across a submarine-infested Atlantic, and second, because in 1950, with NR 1007, it broke the CNR renumbering sequencing of retaining the last two road number digits. Under the road grime on the tender of the bald-faced 1008 at Bishop's Falls on July 24th 1943, was the wartime slogan "Britain Delivers The Goods". [FRED J. SANKOFF PHOTO/SIRMAN COLLECTION]  
See Vol. 1, p. 114. for a post-Confederation view of NR 1008 as oil-burning R-2-b 307.



CNR 304										2-8-2 MIKADO TYPE				3'6"		R-2-b	
Specifications							Appliances		Weights		Fuel Capacity		Length	Notes			
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.	Drivers/Eng./Total	Water	Coal						
18x24"	W	48"	210#	ST	28920		SCH?		117/152/255870	4170 gals	9 tons	66-7'	[orig]				
18x24"	W	48"	210#	ST	28920	29%	SCH?		117/152/255870	4170 gals	2170 gals	66-7'	[oil]				

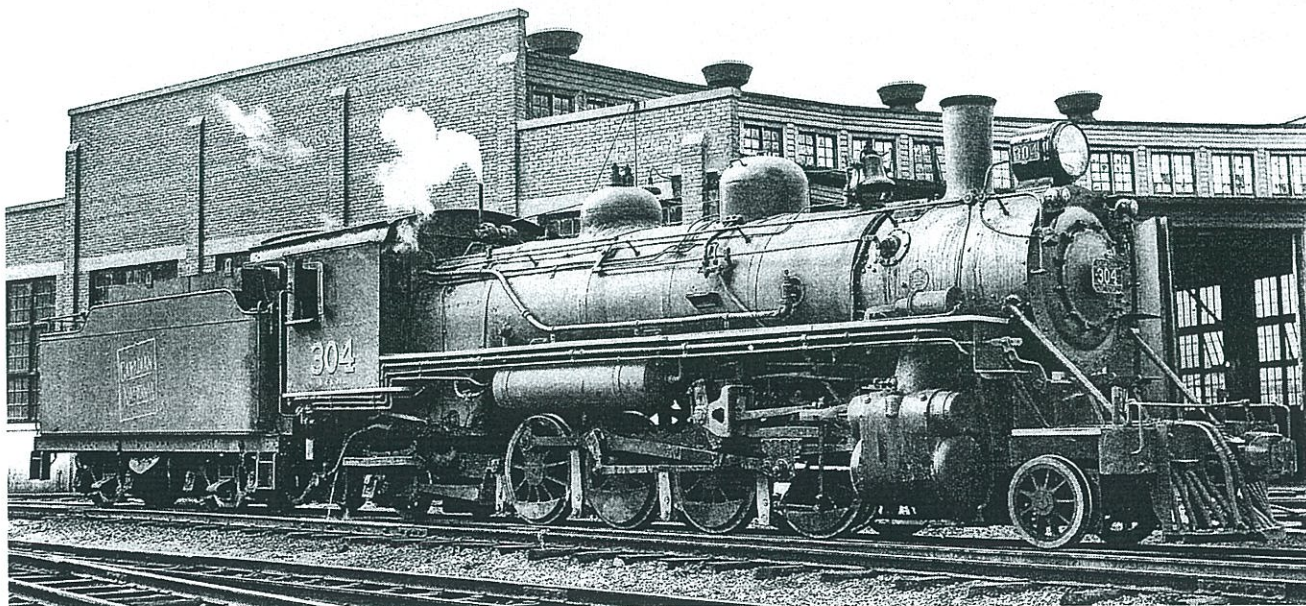
North British Locomotive Company (Hyde Park Works)										(1) Acquired by CNR 4-01-1949, effective 11-1950			
Serial		Shipped		New as		to oil		Ren. CNR		Rs		Disposition	
304/2		24436		-37		NR 1004		10-49 HD		11-07-50		12-31-56 Sc 5-05-57 HD	

Three prewar Mikados were built in two lots by North British. Typical in appearance of the third lot, except for the boiler tube pilot and small NR tender wafer, was oil-burning NR 1006 simmering beside the turntable pit in St. John's during 1950. The linkage to the lifting arms for the pilot flanger, threaded through the right-hand hanging step, no doubt had the potential of being a working hazard for unsuspecting railroaders. [SIRMAN COLLECTION]

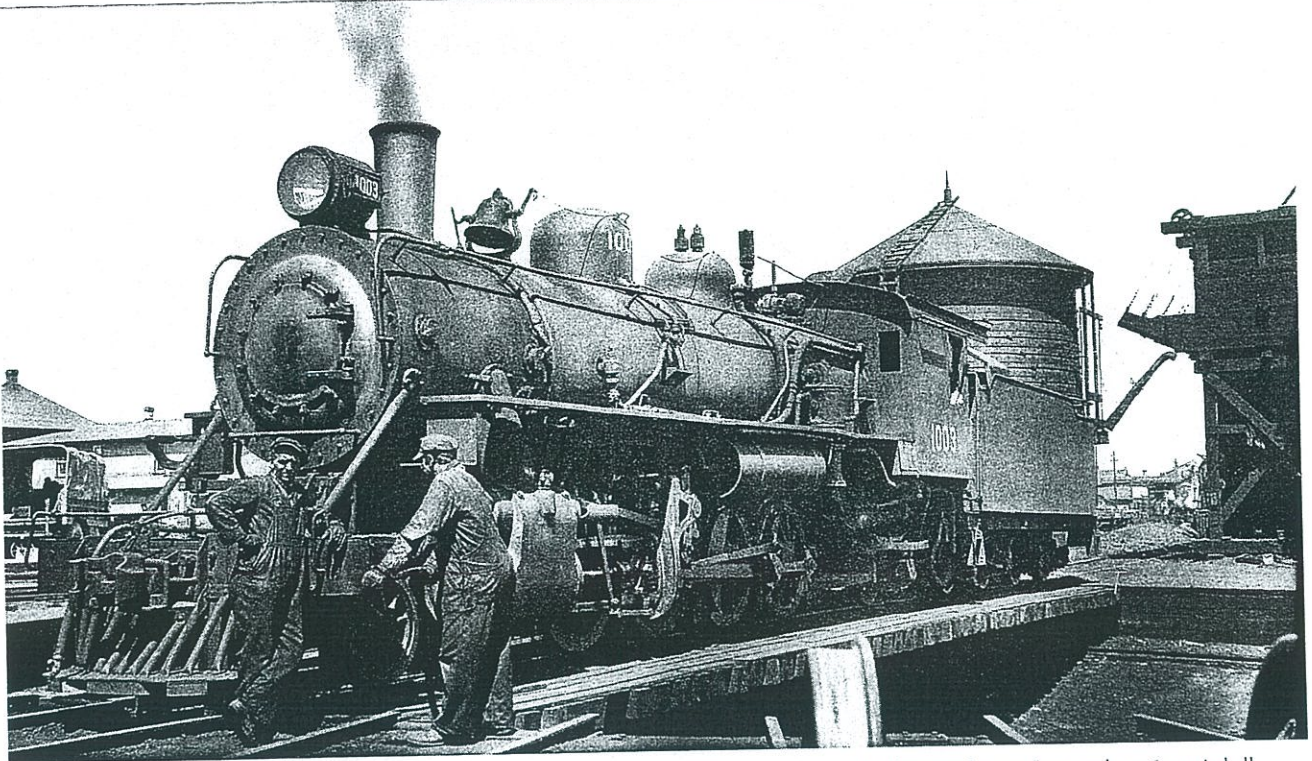


After enquiries during June 1937, 304 was ordered by the Newfoundland Railway in July. It arrived on the island in 1938. See the superheating and pilot flanger note under 302 and 303 (page Nfld-6).

The lone member of the second lot, 304, at the St. John's roundhouse on September 6th 1954, had been fully "Canadianized" and recently fitted with a new set of brake hangers. [JOHN D. KNOWLES PHOTO]

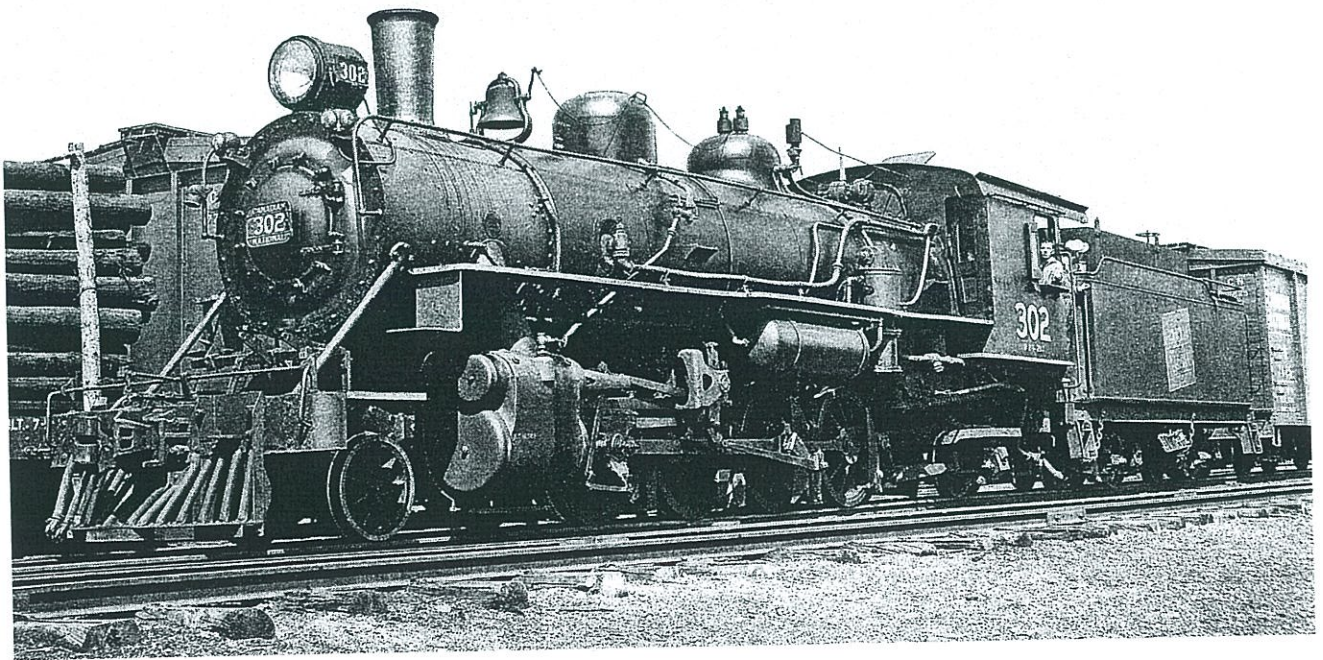






Sometime in the late 1940s NR 1003 was on the St. John's turntable with a retrofitted boiler tube pilot. The lack of a smokebox number plate was a characteristic of all of the North British 2-8-2s.  
[SIRMAN COLLECTION]

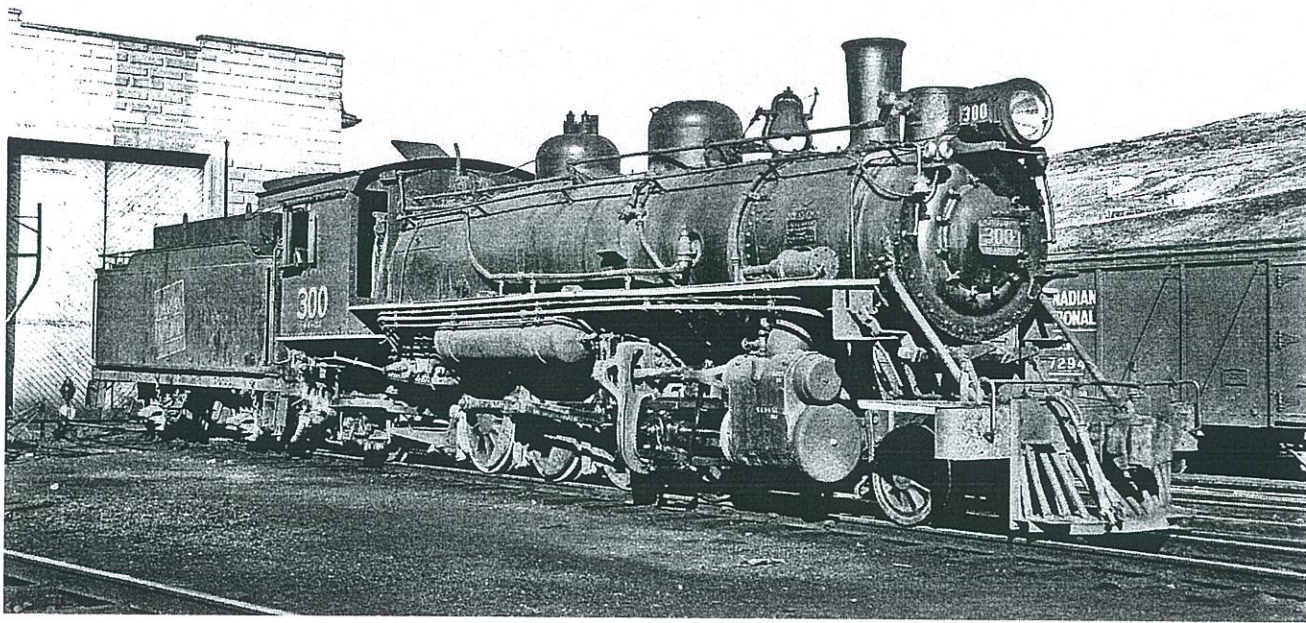
Oil-burning 302, at Millertown Jct. on June 30th 1956, carried all of the CNR refinements as well as a replacement air reservoir tank. Another difference in the Scottish-built Mikados was the lack of a throttle casing immediately behind the headlight because of a different arrangement of the linkage for the front-end throttle.  
[JOHN D. KNOWLES PHOTO]



R-2-b



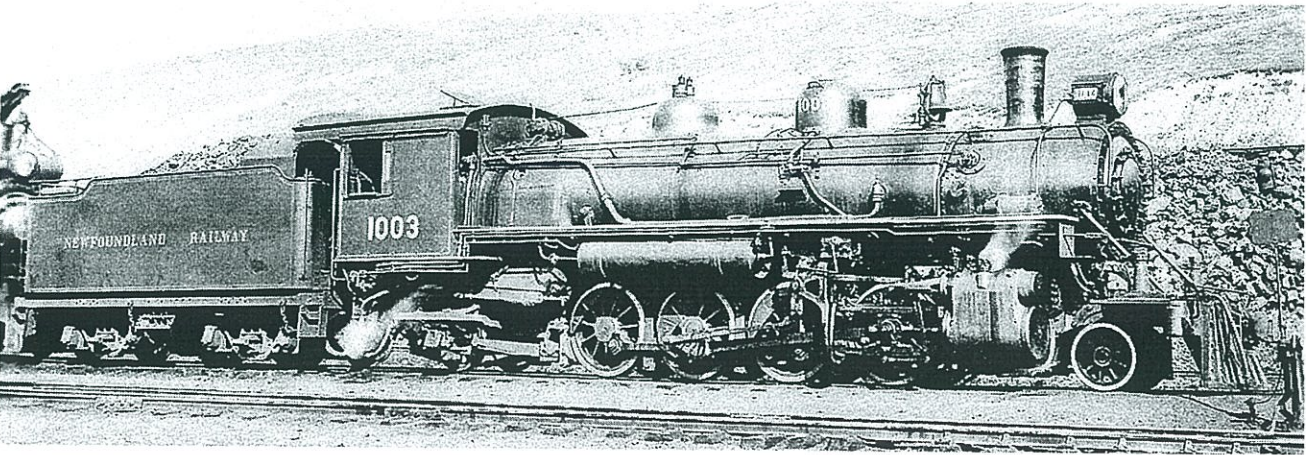
R-2-a



CNR 300, at the St. John's diesel shops on August 27th 1955, had acquired the boiler tube pilot in the early 1940s, but alterations made after Confederation included a standard number plate, cab numerals and CNR wafers the size of those used by standard gauge steamers on the mainland. [JOHN D. KNOWLES PHOTO]

CNR 302-303										2-8-2 MIKADO TYPE 3'6"				R-2-b			
Specifications							Appliances		Weights		Fuel Capacity		Length	Notes			
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.	Drivers/Eng./Total	Water	Coal						
18x24"	W	48"	210#	ST	28920		SCH?		117/152/255870	4170 gals	9 tons	66-7'	[orig]				
18x24"	W	48"	210#	ST	28920	29%	SCH?		117/152/255870	4170 gals	2170 gals	66-7'	[oil]				

North British Locomotive Company (Hyde Park Works) 1935							(2) Acquired by CNR 4-01-1949, effective 11-1950						
Serial		Shipped	New as		to oil		Ren. CNR	Rs	Disposition				
302 <sub>2</sub>		24297	-35	NR 1002		3-50 HD		12-31-56		Sc 5-13-57 HD			
303 <sub>2</sub>		24298	-35	NR 1003		2-50 HD		4-03-51		Sc 9-23-57 HD			



CNR 302 and 303 were built for the Newfoundland Railway as the first lot of four by the Glasgow builder. Schmidt superheating units were believed installed by the builder, although the manufacturer is not named in CNR documents. The air-driven cylinder to activate the pilot flanger was in the same location as in the R-2-a class.

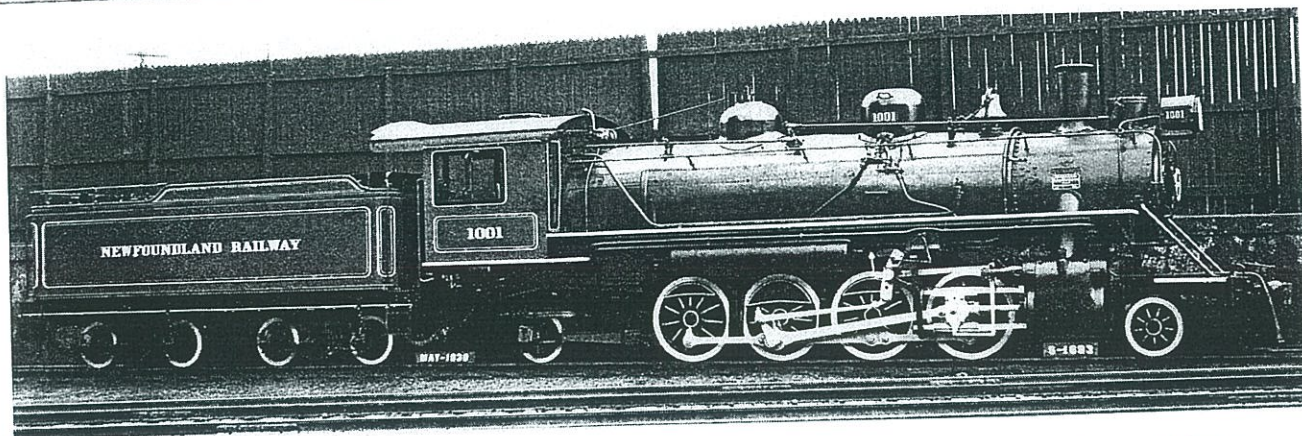
Coal-burning NR 1003, in the yard at St. John's within a year or two of its delivery, still retained its as-built vertical stove pilot and tender lettering. The shield at the cab end of the fuel bunker was standard equipment for all coal-burning Ten Wheelers, Pacifics and Mikados during the 1930s and 1940s. [AL PATERSON COLLECTION]



**CNR 300-301****2-8-2 MIKADO TYPE 3'6"****R-2-a**

Specifications				T.E.	Haulage	Appliances		Weights Drivers/Eng./Total	Fuel Capacity		Length	Notes
Cylinder	Gear	Driv.	Pressure			Steam	Stkr.		Water	Coal		
18x24"	W	48"	200#	ST	27540	SCH		115/146/248900	5000 gals	9 tons	66-10'	[orig]
18x24"	W	48"	200#	ST	27540	SCH		115/146/248900	4170 gals	2170 gals	66-10'	[oil]

Schenectady Locomotive Works — ALCO 1930 (S-1693)				(2) Acquired by CNR 4-01-1949, effective 11-1950			
Serial	Shipped	New as		to oil	Ren. CNR	Rs	Disposition
300/2	68400	5-26-29	NR 1000	-nd HD	-nd	-56	Sc 6-21-57 HD
301/2	68401	5-26-29	NR 1001*	-nd HD	-nd	-56	Sc 3-05-57 HD



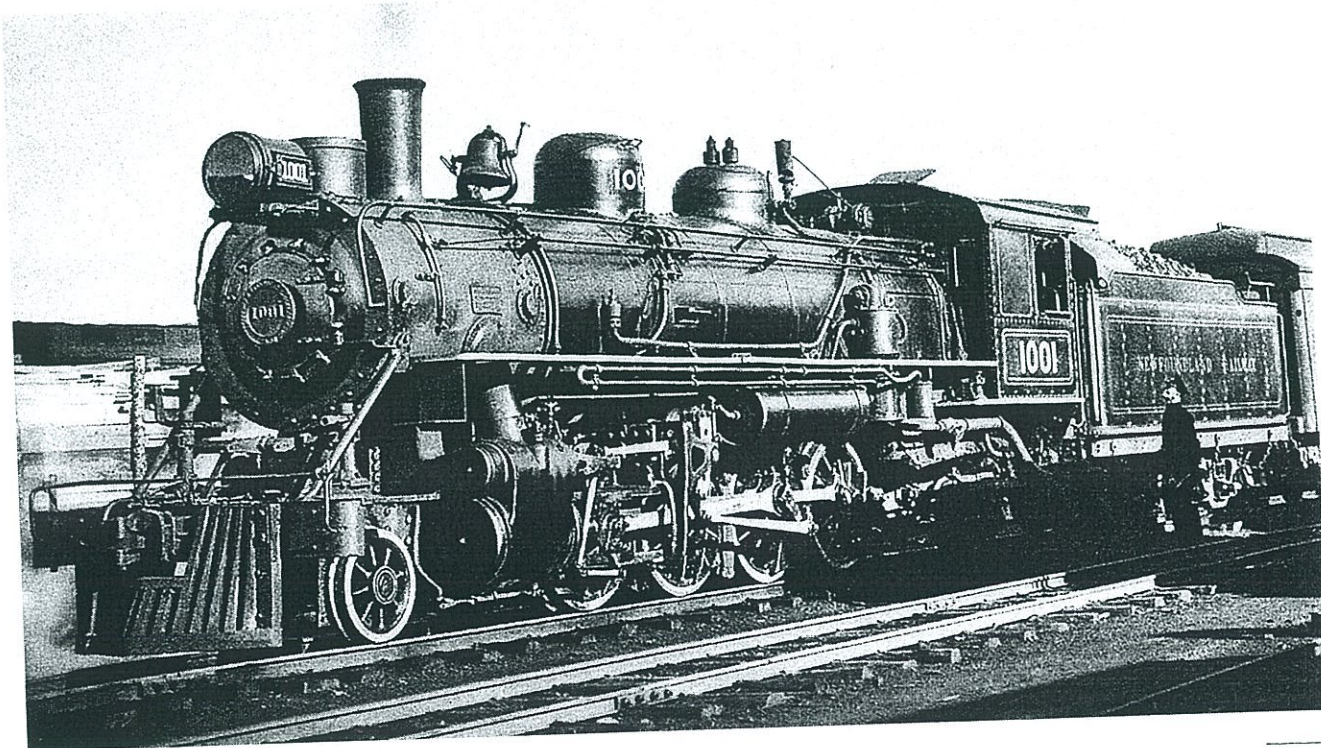
CNR 300 and 301 were built for the Newfoundland Railway. Their design, including an extended pilot deck to accommodate a snow flanger, became the standard from which all other NR Mikados were derived. The air-driven cylinder to activate the flanger was above the steam pipe on the right-hand side running board.

NR 1001 at Schenectady during May 1930, the second of two in the first order of Mikados for the NR, was built to a design which was to remain relatively unaltered for the next twenty years, whether the 2-8-2s were built in New York state, Glasgow or Montreal.

[SCHENECTADY WORKS PHOTO S-1693-1/  
GEORGE CARPENTER COLLECTION]

Coal-burning NR 1001, thought to be at Corner Brook about 1938, had retained most if not all of its as-built features and markings, except for the blanking of the cab's forward side windows.

[ROBERT R. BROWN PHOTO/AL PATERSON COLLECTION]





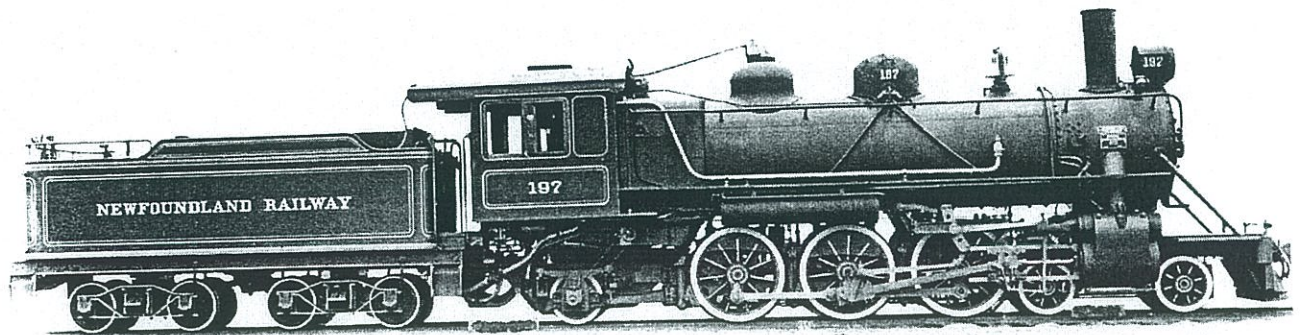
**CNR 597****4-6-2 PACIFIC TYPE 3'6"****J-8-b**

Specifications							Appliances	Weights	Fuel Capacity		Length	Notes
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Drivers/Eng./Total	Water	Coal		
18x24"	W	52"	180#	BEL	22880		SCH?	87/128/217370	3340 gals	tons	61'-7"	[orig]
18x24"	W	52"	180#	BEL	22880	22%	SCH?	87/128/217370	3340 gals	1665 gals	61'-7"	[oil]

Montreal Locomotive Works — ALCO 1926 (Q-342)

(1) Acquired by CNR 4-01-1949, effective 11-1950

Serial	Shipped	New as	To oil	Ren. CNR	Rs	Disposition
597 <sup>1/2</sup>	67129	11- -26	NR 197*	12-50 HD	-nd	12-31-56 Sc 4-23-57 HD



CNR 597 was ordered in August 1926 by the Newfoundland Railway. See the note about fireboxes, superheating and pilot flanger arrangement under 590-595, appearing on page Nfld-17.

Similar to its Baldwin forerunner, MLW-built NR 197 was decked out with trimmed spokes, cab and tender panelling. What is intriguing in this builder's photograph, taken during November 1926, are the blanked-over order and date cards set under the cylinders and cab. They may have been incorrect for the order when photographed. [MLW PHOTO Q-342/H.L. GOLDSMITH/GEORGE CARPENTER COLLECTION]



CNR 597, at the St. John's diesel shops about 1956, had its forward cab side windows blanked and had been fitted with a road switcher pilot. At the time of the photograph the tender carried a small CNR tilted wafer. [DON McQUEEN COLLECTION]

J-8-f



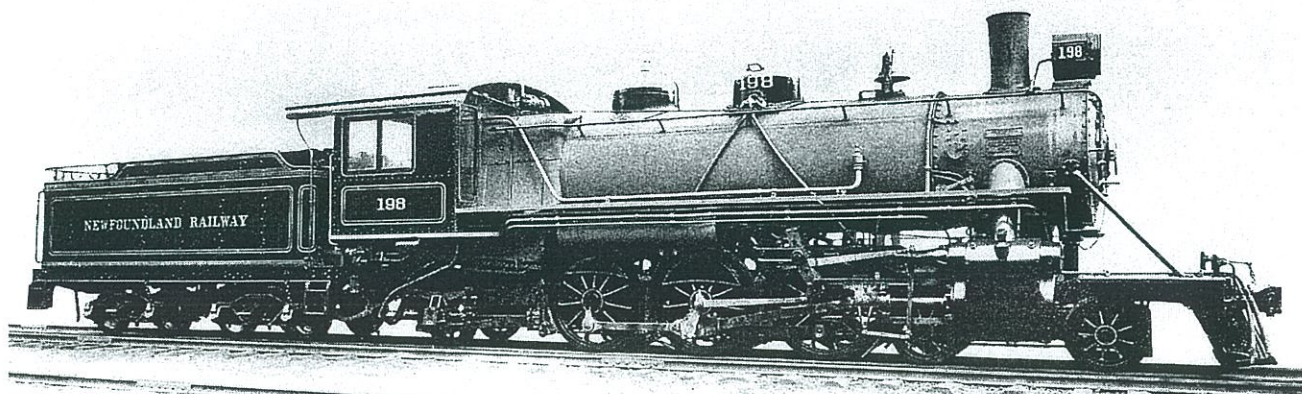
**CNR 598-599****4-6-2 PACIFIC TYPE 3'6"****J-8-c**

			Specifications			Appliances		Weights		Fuel Capacity		Length	Notes
Cylinder	Gear	Driv.	Pressure	Boiler	T.E.	Haulage	Steam	Stkr.	Drivers/Eng./Total	Water	Coal		
18x24"	W	52"	190#	BEL	24150		SCH?		91/132/224000	3340 gals	tons	61-7'	[orig]
18x24"	W	52"	190#	BEL	24150	24%	SCH?		91/132/224000	3340 gals	1665 gals	61-7'	[oil]

Schenectady Locomotive Works — ALCO 1929 (S-1644)

(2) Acquired by CNR 4-01-1949, effective 11-1950

Serial	Shipped	New as	To oil	Ren. CNR	Rs	Disposition	To
598/2 67941	5-24-29	NR 198*	4-51 HD	-nd	12-31-56	Sc 3-28-57 HD	GFCR 598
599/2 67942	5-24-29	NR 199	10-50 HD	10-18-50	12-31-56	Sc 3-28-57 HD	GFCR 599



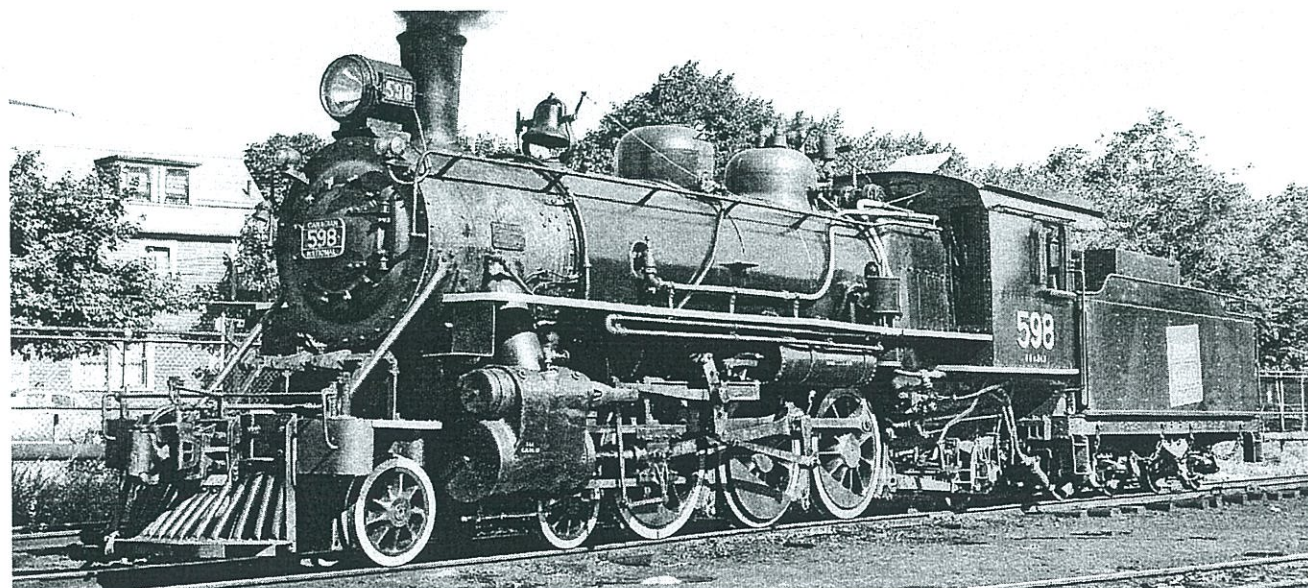
CNR 598 and 599 were built with Belpaire fireboxes for the Newfoundland Railway. See the note about superheating and pilot flanger arrangement under 590-595 (page Nfld-17). Both Pacifics were removed from service in 1956, but sold the next year to the Anglo Newfoundland Development Company for the Borwood Railway under its newly-created name of **Grand Falls Central Railway Company**. Both served as switchers, replacing GFCR 4-6-0 9 and 2-6-2T 10. Photos of the latter can be found in Lavallée, (ed. Ritchie) *Narrow Gauge Railways of Canada* (2005) pp. 82-84. During the year spent on the shortline, 598 lost its pilot truck (making it an 0-6-2) and used the tender of GFCR 9. GFCR 598 and 599 were both sold for scrap in August 1958 to the Corner Brook Foundry.

Nine years after the initial order for 4-6-2s, panelling and spoke striping was still in fashion with the railway. NR 198, with a wood stave pilot, extended pilot deck and two-windowed cab was photographed at Schenectady during May 1929.

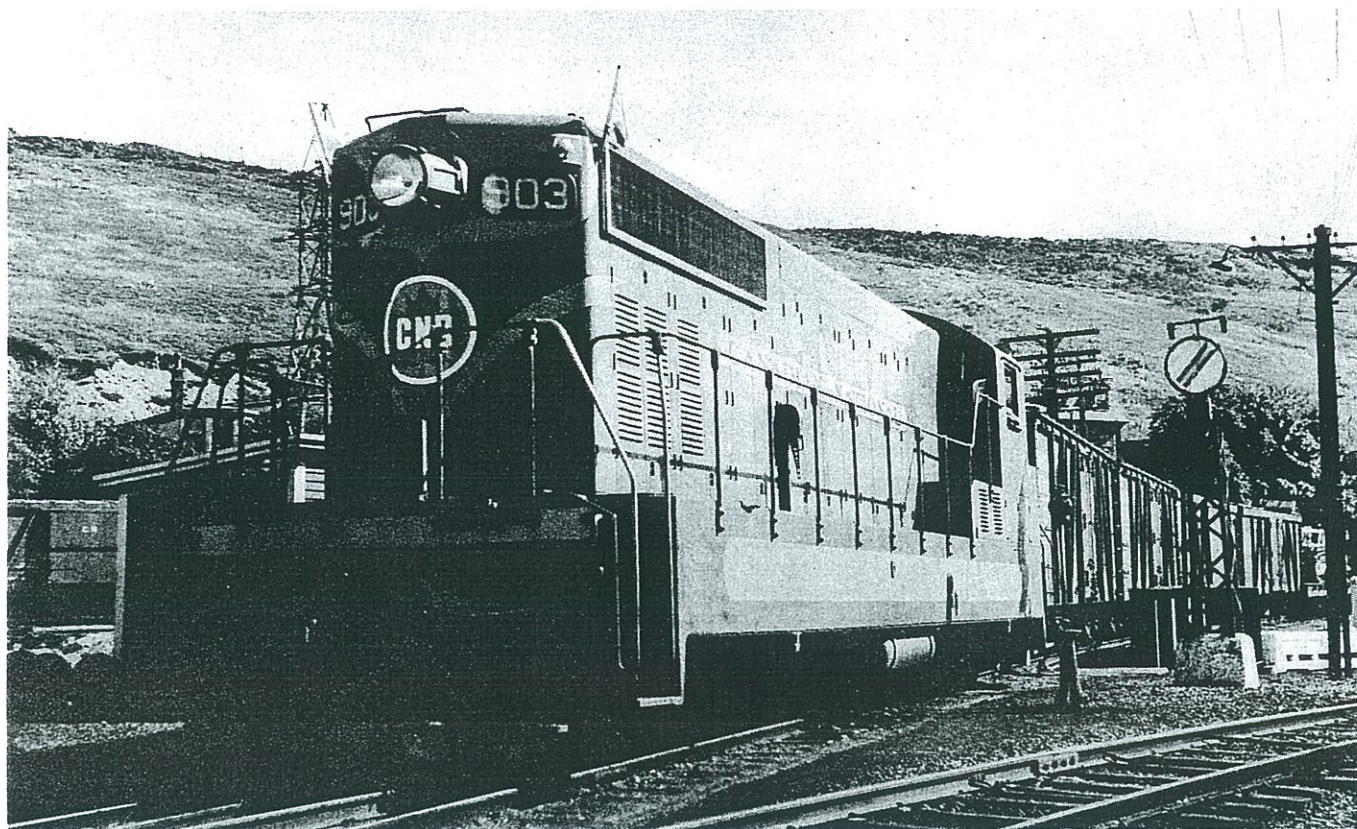
[SCHENECTADY WORKS PHOTO S-1644/GEORGE CARPENTER COLLECTION]

CNR 598, resplendent in CNR livery at the St. John's engine terminal on August 26th 1955, was sixteen months away from its sale to the GFCR. The Newfoundland Railway had blanked its forward cab side windows and installed a boiler tube pilot, but CNR had converted the coal burner to oil. Check valve location, hand-activated bells and high headlights, either on top of the smokebox, or in the case of the Mikados, on brackets ahead of the smokebox, were common to all Newfoundland's steam power.

[JOHN D. KNOWLES PHOTO]







NEW & OLD: Diesel engine enters St. John's yard with a train of outside-braced wood boxcars. Note the enclosed semaphore.

## NEWFOUNDLAND RAILWAY

*A narrow-gauge with something for everyone*

The 42" gauge Newfoundland Railway has much to offer to the model railroad-er whose interests lean toward narrow gauge. A particularly good period in the fortunes of that line was from the Confederation year of 1949, when that island, the oldest colony in the British Empire, became Canada's tenth province. From that time until the end of steam, there was a gradual replacement of the diminutive rolling stock and light rail by Canadian National (although the process had started during the war, financed largely by the United States which maintained large military bases there). An interesting mixture of the old and the new resulted: sleek new diners and sleepers of steel construction were to be seen coupled to open-end wood-sheathed coaches, even an open-end sleeper! As the new Diesels made their appearance, they often paired up with the workhorse mikados in the ubiquitous "wood trains".

Well into the 50's, twelve-car passenger trains, powered by a brace of 'mikes', departed daily from St. John's for the circuitous 547-mile crossing of the island province to a west-coast steamer connection with the mainland. In fact, the Newfoundland Railway, in

its original survey, was intended to be a link in the steamer route from Ireland to New York, via New Brunswick. But this scheme fell through, largely because of a dispute between Britain and France over a section of the terrain over which France still held sway well into the 19th century, and through which the new railway was to be laid.

Actual construction on the line commenced in 1881, and after the usual financial difficulties common to most railway undertakings of the period, the 50-pound rails finally reached Port-aux-Basques on the west coast in 1897. Several branches were built, a notable one being from Clarenville to Bonavista, which featured mixed trains originating in St. John's, complete with sleepers (one of them had a section converted to accommodate two dining tables, and the adjacent compartment became a galley).

As well, there were other railways acting as feeders. One of them was the Botwood Railway of the Anglo-Newfoundland Dev. Co., over which rolled truss-rodged cars of newsprint from Grand Falls to tidewater at Botwood, 22 miles away. Connections were made with the

NR at Grand Falls and Bishops Falls. Solid tank trains of petroleum were wheeled by well-maintained 2-6-2 tank engines, ten-wheelers and mikados. An open-platform combine was tacked on the end of these drags a couple of times a day to provide passenger service along the line. During the winter months, with Botwood harbour frozen over, the newsprint moved over the rails of the Newfoundland Railway to St. John's, which is an all-weather port.

Another operation of interest to the modeller is the shipment of zinc and copper concentrates from the mines at Buchans to a main line connection at Millertown Junction. Strings of the stubby, blue-gray cars are brought to the Junction by Diesels of the Buchans Railway, but until the 50's, a smart little Baldwin ten-wheeler of 1930 vintage was sitting out at the end of the wye at Buchans, a reminder of steam days on that road.

And on the NRY itself, the "wood trains" were, and are, a daily feature: long strings of flats loaded with bundles of pulpwood logs destined for the huge newsprint factories of Grand Falls and



Cornerbrook. Each bundle of logs was tied with a single steel choke cable, and the occasional failure of the clamps that secured the logs caused the right-of-way to be strewn with pulpwood. Clean-up trains were dispatched from time to time to retrieve this wood - an operation that could be an interesting feature on any model pike.

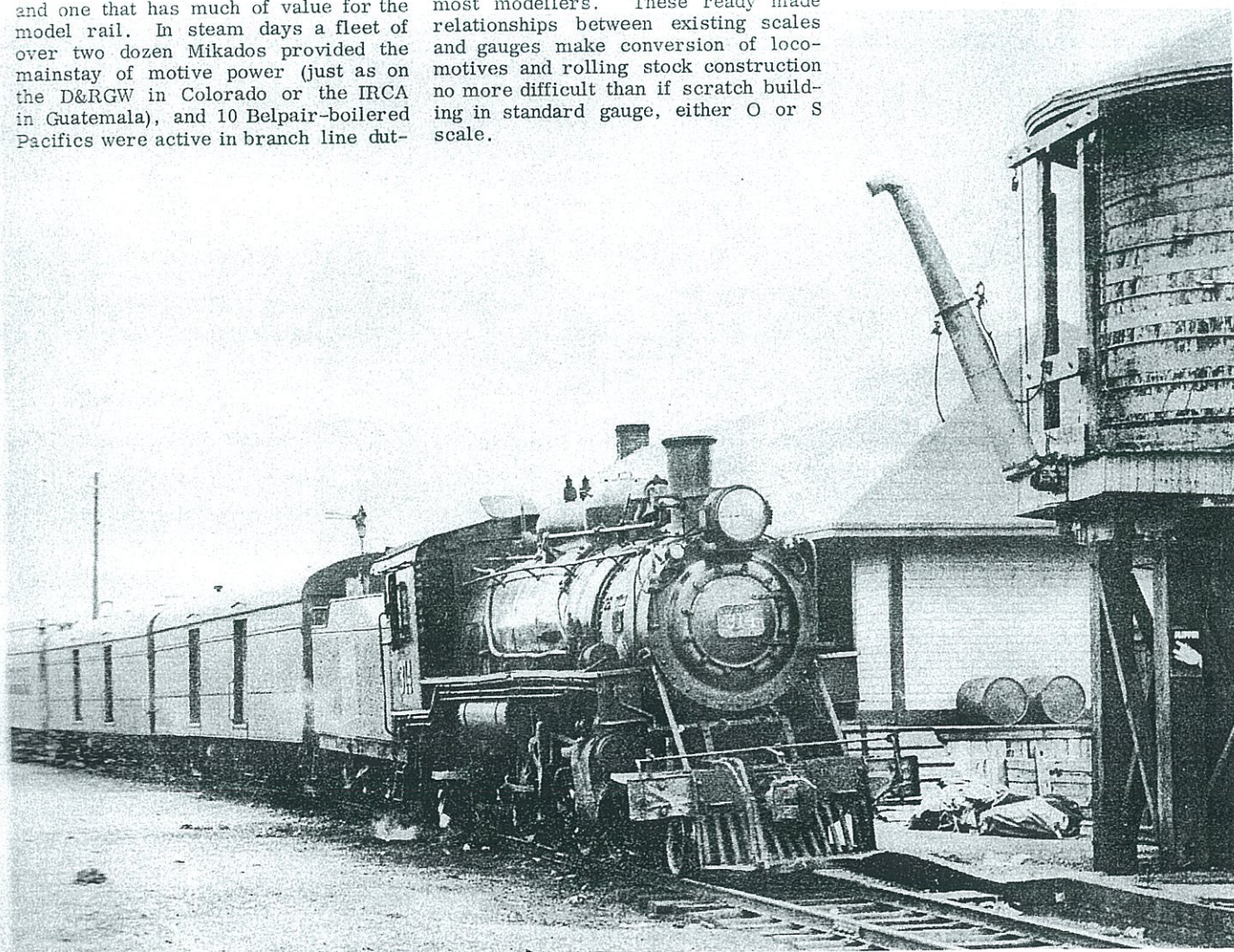
Even after it became part of the Canadian National Railways and the parent company undertook a giant programme to ease the operating difficulties of the line, for years there remained evidence of economies in the original construction. Passing tracks were short, and "sawing by" was a common occurrence. The light rails followed the undulations of the coastline and every prominence of the rugged topography. And their space problem at St. John's would be appreciated by any model rail: incoming passenger trains had to be cut in two, since no station track could accommodate an entire 12-car train! Incidentally, although freight drags of great length are now common on the Newfoundland Railway (especially with the coming of the road Diesels) a survey made of the operations at the time of the CN take-over showed the average consist to be nine cars.

For all its quaintness, the "Newfie Tootsie" is really a first rate operation, and one that has much of value for the model rail. In steam days a fleet of over two dozen Mikados provided the mainstay of motive power (just as on the D&RGW in Colorado or the IRCA in Guatemala), and 10 Belpair-boilered Pacifics were active in branch line dut-

ies. As well as the pulpwood and newsprint traffic, perhaps the original plan to make the railway a part of the "fast route" from the British Isles to New York could provide a worthwhile theme of operation. After all, the daily passenger train was known as the "Foreign Express" before Confederation! The very name invites comparison with the famous boat trains of the world, and the tea and silk specials of the nineteenth century would be at home in this setting.

If the response is favourable we will begin a series of plans for construction of the engines and rolling stock of the Newfoundland Railway. So if your preference is for narrow-gauge with an old/new flavour - if you want to run steel sleepers and diners as well as open-platform coaches and truss-rodded box-cars - the Newfoundland Railway is for you.

Modellers sufficiently intrigued by the foregoing to want to build a model in 42" gauge needn't despair for lack of commercial components. 'S' scale track, trucks and drivers are built to 7/8" gauge which by happy coincidence scales out to 42" in 1/4" scale. HO track and wheels scale out to 41 1/2" gauge when used in S scale, not an exact reduction but close enough to satisfy most modellers. These ready made relationships between existing scales and gauges make conversion of locomotives and rolling stock construction no more difficult than if scratch building in standard gauge, either O or S scale.





the line at an early date.

**Reid Newfoundland Co.**—C. Petrie has recently made a thorough inspection of the main line from St. John's to Port aux Basque, and of the various branch lines, with a view of making a special report to the Government respecting the physical condition of the line. A special correspondent of the Montreal Herald has recently gone over the line, and in referring to it, and to what the Reid Newfoundland Co. has done for the island colony, says: Evidences abound on every hand illustrative of the tact and ability of the Reid Newfoundland Co. The great works already perfected tell the story of difficulties overcome, of prejudice combatted and of victory achieved where failure was anticipated by persons unacquainted with the energy and faith of those at the head of the company. Although the last winter was very severe, the railway was operated right through to Port aux Basque without serious interruption, except for three weeks, when banks of snow twenty feet deep stopped the running. During the year 20 new bridges were built, having spans of from 20 ft. to 150 ft., each erection being of the most substantial character warranted to withstand the rush of waters or the assaults of ice. The rolling stock is first-class, and though largely increased is occupied to its fullest capacity. The comfort of passengers receives special attention, the testimony of the travelling public certifying that nothing is wanting in this respect. The natural result follows, that tourists and sports-



persons unacquainted with the... faith of those at the head of the company. Although the last winter was very severe, the railway was operated right through to Port aux Basque without serious interruption, except for three weeks, when banks of snow twenty feet deep stopped the running. During the year 20 new bridges were built, having spans of from 20 ft. to 150 ft., each erection being of the most substantial character warranted to withstand the rush of waters or the assaults of ice. The rolling stock is first-class, and though largely increased is occupied to its fullest capacity. The comfort of passengers receives special attention, the testimony of the travelling public certifying that nothing is wanting in this respect. The natural result follows, that tourists and sportsmen have increased threefold during the season, and still larger numbers are planning to put in an appearance for sport with the gun during the fall... To-day by the energy and business tact of the Reid Newfoundland Co., the fact of the country's wealth in timber, in minerals and as an Eldorado for sportsmen are known and appreciated abroad, as they never could have been in the absence of the railway. Foreign capital has been drawn, chiefly by the Reids, to invest in the resources of the country.... The new freight dock at St. John's will afford conveniences for quick despatch in handling freight, and, as the rates charged are reasonable, there is no doubt the railroad will become the great carrier of freight from Canada and the United States to Newfoundland. The



---

and tracklaying and ballasting will be commenced in the spring. It is expected that the whole of the 23 miles to Maniwaki will be completed by Sept. or Oct. (Nov., 1902, pg. 385.)

... to the ... Islands.—A number of



**Reid Newfoundland Co.**—Reports have recently been current that R. G. Reid and his associates, who form the Reid-Newfoundland Co., operating the railway system in the colony, a line of steamers from Port aux Basques to Sydney, N.S., and another line along the coast and to Labrador points; the street railway at St. John's, and the dock there, are negotiating for the sale of their numerous interests. It was stated that the first offer was made to the Newfoundland Government of the railway line, but as nothing was done private capitalists were approached. A number of United States capitalists, including H. M. Whitney, of Boston, recently visited the island and inspected the railway, with a view to acquiring the interests of the company in it. It is understood that the question of the purchase will be decided within the course of a month or so.

**St. John's Bridge and Ry. Co.**—Local press