

December, 1955 - Number 119

The Society meets on the third Friday of every month in Room 486, Toronto Union Station at 8:30 P.M. The next meeting will be held on December 16th.

Members are herewith apprised of the fact that the January meeting of the Society is the Annual Meeting at which time the reports of the Officers for 1955 will be presented and the election of Directors for 1956 will take place. Any resident member of the Society may be elected or re-elected Director of the organization provided that a written nomination signed by a nominator and seconder is in the hands of the 1955 Directorate by 8:30 P.M., Friday, January 20th, the date of the Annual meeting. The member so nominated must, of course, have signified his willingness to stand for office.

➤ 1956 dues are now payable; all memberships for 1955 expire on December 31st.

NEWFOUNDLAND REPORT

By J. D. Knowles

CANADIAN NATIONAL For the fan who likes to see narrow gauge steam operation through rugged terrain, a visit to the Canadian National's Newfoundland Lines is recommended. While it is true that there are nine G.M. road switchers and three small G.E. yard diesels on the lines, steam engines still predominate. There are 30 Mikados and 10 Pacifics, all of which see intensive use. Passenger runs are steam powered; the usual power on main line trains is a pair of Mikados. The Pacifics are used mostly for branch line service, while the road switcher haul freight and pulpwood trains.

At first glance, a stud of 52 locomotives may appear rather large for a system of this size, particularly when the infrequent service is considered, but all engines are in regular service except when under-going repairs, for the common practice of double heading and the very low schedule speeds create a heavy demand for motive power.

Many of the distinctive features of the Newfoundland Railway have disappeared during the six years of Canadian National ownership. The title "Foreign Express" no longer appears in the time tables for the train which connects with the boat to the Canadian mainland; the second class coaches with their open platforms, arch roofs and primitive seating have disappeared from passenger consists and now are used as cabin cars (caboose). The Ten-Wheelers and Consolidations, already on the way out under the Newfoundland Railway regime, have disappeared completely; the last example of each type was scrapped during the past year.

However, the Newfoundland system still has many distinctive features and operating practices which remind the visitor that this is not just another C.N.R. division. One has hardly stepped off the ship at Port aux Basques when he sees a gang of dock workers spotting flat cars on the dock for loading by the simple expedient of pushing them manually. The next discovery is that the yard engine is a 4-6-2, certainly an unusual wheel arrangement for such work. This engine, No. 590, is seen chuffing importantly out of the dock shed with the head end cars for the overland train.

As the two Mikados back down from the small roundhouse to couple onto the train, one discovers that their bells have a decidedly unmusical sound reminiscent of a navigation bell buoy and certainly quite unlike anything heard elsewhere on the C.N.R. Fortunately, the whistles are not in the narrow gauge "peanut whistle" tradition, but are deep chimes which would do credit to any standard gauge engine. Later on it becomes evident that there is considerable variation in the whistles, for the Mikados are products of three different builders, and vary in age from six to 25 years.

When the train gets under way, the visitor discovers that he is on a conveyance something like a small town trolley line — almost all the passengers know each other. There is however, one important difference — they have not seen each other for several months, and hasten to catch up on local and family news.

Many passengers travel only from one town to the next. The railway is still the principal means of travel between inland points, for Newfoundland's section of the Trans-Canada Highway, which more or less parallels the railway, is still under construction, and is far from complete.

There are no official news vendors on the trains, but the gap is filled by boys who come on at some of the more lengthy station stops to sell refreshments obtained from local storekeepers. That these lads do a good business is obvious from the large amount of litter left on the floors of the day coaches. This litter is such a problem that large trash bins which see plenty of use have been built into the ends of the cars.

At each community one is reminded by the yellow and green station buildings that the line was until recently under separate ownership.

At many meeting points where there is no settlement, a wye has been constructed instead of the usual passing track. When a freight goes into the clear on one of these wyes for a passenger train, as much of the train as possible is backed through one leg onto the tail track, and the portion still remaining on the main line is run onto the other leg with the locomotive facing the centre of the cut which was backed in first.

There is usually an old wooden wedge plough sitting at the end of each wye which a train travelling in either direction can pick up when caught by a storm. The heavy steel wedge ploughs purchased by the Newfoundland Railway and the C.N.R. in recent years are kept at engine terminals for use on plough trains.

Passenger trains sometimes meet pulpwood trains (usually hauled by two road switchers running multiple unit) which are too long to get in the clear at a passing siding. When this happens, the passenger train pulls up between the two switches and the wood train pulls past it.

Normally, main line passenger trains are composed exclusively of steel cars, the ages of which vary from a few months to about 18 years. The latest addition to the fleet is an eight-section, one-drawing room sleeper named "Bonavista", which was built by Canadian Car & Foundry and was placed in service in the spring of 1955. It is the eighteenth steel sleeper on the system.

Much of the steel passenger train equipment is unidirectional. There are sleepers with an observation platform on one end, steel coaches with non-reversing seats, and baggage cars with one "blind" end. As it has not been possible to construct a wye at St. John's, all of this single end equipment must be laboriously turned on the manual turntable at the roundhouse.

The fan who likes old passenger equipment will find plenty of interest among the cars used in branch line service and as spares. There are wooden coaches and sleepers, both open platform and vestibule, three business cars still in use as such, an instruction car and even a wooden diner. Most wooden cars still in passenger service carry the rather drab C.N.R. green livery. There are still a number of examples of the Newfoundland Railway's red paint scheme left, but they are now so shabby as to give little idea of their once-attractive appearance. There are also a number of passenger train cars in Newfoundland Railway colours in non-revenue service or stored in various yards such as Whitbourne.

Although many passenger and freight cars were repainted with the C.N.R. colours and name and their original Newfoundland Railway numbers, a general renumbering is now under way. This will allow for additional equipment purchases of certain types the number series of which were almost exhausted, and will also eliminate the unusual arrangement whereby all box cars had even numbers, the odd numbers in the same series being assigned to flat cars. The new numbering bears no relation to the numbering of standard gauge C.N.R. cars; in fact, there are many instances

of duplication of standard and narrow gauge equipment numbers. There is at least one 42 inch gauge car which has a number in the regular standard gauge series. This is scale test car 52103.

New steel-framed box cars are still being delivered to the railway. There are now almost 700 of these. The earliest ones were built by the Magor Car Company and the Koppel Industrial Car & Equipment Company in 1934 and 1935. There are still a few all-wood box cars in maintenance service, and of course a great many similar cars converted for use by extra gangs.

Some stock cars with steel doors in one end to permit off-season use as automobile cars were delivered recently. Even now there are only about 20 stock cars on the system, indicating how small a role stock raising plays in Newfoundland's economy. There are also some conventional automobile cars which were built about 10 years ago.

A "ferry service" for automobiles runs over the railway between Gander and Clarenville three times weekly to bridge a section of the highway not yet completed. It is always booked up well in advance. There are many bridges missing on the highway, and while much of it is now in use by local traffic, it is not possible to take long trips over certain sections. As a result, automobiles and trucks loaded on flat cars are encountered throughout the length of the railway.

The buildings of the Newfoundland Forest Protective Association are a familiar wayside sight. Similar to section houses, they are painted green and white instead of the Newfoundland Railway yellow. In them are housed speeders equipped with fire fighting apparatus. This organization is the fire patrol for the large areas where pulpwood is harvested; it uses boats and trucks as well as the speeders to reach remote bush fires. Conversion of the railway's steam locomotives to oil burners has eliminated one fire hazard, but the Association's speeders still patrol behind trains on long downgrades to douse blazes started by sparks from brake shoes.

BOTWOOD RAILWAY Four locomotives were under steam on the day of the visit. Mikado No. 15 was on the 22-mile Grand Falls - Botwood run: 4-6-0 No. 9 and 2-6-2-T No. 12 were switching in Botwood and 4-6-0 No. 6 was working in the Grand Falls - Windsor area.

Mikado No. 14 and 2-6-2-T No. 10 were observed undergoing repairs in the Botwood shops. No. 10 normally belongs at Grand Falls with No. 6.

A third 2-6-2-T, No. 4, now retired, was in partly dismantled condition in a shed near the Botwood shops. The saddle tanks of Nos. 4 and 10 were interchange a about two years ago after No. 4 was retired. Consequently, the tanks of both engines are now prominently marked with the number 10.

No. 1, an 0-4-0-T, is stored with No. 4. It was formerly used in Bishop's Falls to switch pulpwood cars brought from the east by the C.N.R. and destined for the Grand Falls mill. Engine No. 1 has been retired because the C.N.R. now hauls the wood through to Windsor (Grand Falls station) over its own rails and transfers it to the Botwood Railway there.

There is a new boiler-fire box assembly on hand for one of the Mikados, and a new fire box only for the other. These were obtained about four years ago, but have not been needed as yet.

The railway has had a little experience with diesel operation, having borrowed one of the Newfoundland Railway's then new 380 H.P. General Electric switchers.

A fleet of well-maintained box cars is used for hauling paper from the Grand Falls mill to the port of Botwood, and for hauling sulphur in the other direction. Following the Newfoundland Railway's example, these cars all have even numbers (in the 100, 200 and 300 series). There are flat cars with odd numbers beginning in the single digits and running up into the 300's. This numbering system permits the acquisition of the two principal types of car on the railway in unlimited quantities without danger of exhausting the number series of either type.

Many flat cars have been converted to gondolas by placing poles in the stake sockets and

nailing unpainted boards to them. As the Grand Falls mill is now powered by oil, a number of steel flat cars have been converted to tank cars and renumbered in the T-100 series.

Present passenger equipment consists of two open-platform wooden combination cars, numbered 1 and 6. Until a few years ago these were straight passenger cars with first and second class accommodation. With the falling off in riding (passengers probably never exceed six per trip now), the wooden cross seats in the second class section were removed and express doors cut in.

It was then possible to disperse with separate express cars, and to increase the freight tonnage of trains accordingly.

During World War II a substantial passenger traffic was handled. Two cabin cars were also available for passenger service at that time. One was subsequently wrecked; the other is now on the Millertown Railway.

All four cars were used in one train on Tuesday nights when a round trip was operated from Botwood to the movie house at Bishops Falls. Many of the riders were servicemen stationed at Botwood.

Miscellaneous equipment includes at least four wooden wedge ploughs and three cranes. MILLERTOWN RAILWAY AND BUCHANS RAILWAY The Millertown Railway operates regular service from Millertown Junction (on the C.N.R.) through Buchans Junction to Millertown, 19 miles, and also has a 19 mile extension beyond Millertown to some wood-cutting camps, over which trains run when required. Like the Botwood Railway, the Millertown Railway is a private carrier owned by the Anglo-Newfoundland Development Company and operated in connection with the pulp and paper business.

The Buchans Railway is owned by the Buchans Mining Company, an affiliate of the Anglo-Newfoundland Development Company. It runs from Buchans Junction to Buchans, 22 miles, and has running rights over the Millertown Railway from Buchans Junction to Millertown Junction, 12 miles, in order to affect a connection with the C.N.R.

The Millertown Railway owns four small industrial diesels of various designs, numbered 20-23. The Millertown train connecting with C.N.R. No. 2 was hauled by No. 23, a 14 ton, three axle Plymouth with hydraulic transmission and chain drive.

Passengers were being handled in combination car No. 3, a box car-like vehicle with open end platforms, freight car trucks and 11 windows. The car is fitted with old Silliker Car Company wooden cross seas, and has a capacity of 38 passengers. Illumination is by oil lamp at each end of the passenger compartment. This car is in an excellent state of repair, being painted inside in white with green trim and tuscan red floor.

The only other car in the train was No. 5, the cabin car obtained from the Botwood Railway. With a cupola and only five windows per side, it has the exterior appearance of a caboose, but is actually the spare passenger car, for it contains cross seats for 36 passengers. There are no seats or platform for the cupola, which serves only as a sky-light. This car is used only when the passenger load exceeds the capacity of car No. 3.

These two cars are painted the same colours as the Botwood Railway's two combination cars: green and orange. All Millertown Railway and Botwood Railway rolling stock and motive power carry the Anglo-Newfoundland Development Company's initials or name.

A ride on the Millertown Railway's passenger train proved to be an interesting experience.

After connecting with C.N.R. No. 2, the train left Millertown Junction with car No. 3 comfortably filled with passengers, many of whom carried hand baggage. The first impression that the whole operation was very primitive was soon forgotten as one looked around at the passengers and realized that the train was important to them as the chief link with the outside world.

The standard wayside signs along the right of way and the uniformed conductor dispensing official-looking cash fare receipts soon dispelled the impression that this was an industrial railway run by non-railroaders. Because the car lacked sound insulation and was mounted on

rough-riding freight car trucks, the 19 m.p.h. top speed of the Plymouth diesel gave a satisfying impression of speed.

The Buchans Railway's train proved to be a much more business-like affair, hauled by two Whitcomb double truck steeple cab diesels numbered 4 and 5, and with a string of ore concentrate cars followed by a passenger car and a baggage car.

The baggage car was little more than a box car with end platforms. The passenger car was an open platform affair with an arch roof reminiscent of the Newfoundland Railway's second class coaches now used by the C.N.R. as cabin cars. It was painted a non-descript colour resembling olive drab, and had plywood sides instead of the usual wooden slats.

The Buchans Railway makes one round trip from Buchans to Millertown Junction most days, leaving Buchans shortly after noon. If no ore is moving there is no train, and the travelling public must wait until the next day.

The Millertown Railway supplements its morning round trip from Millertown to Millertown Junction by an afternoon trip from Millertown to Buchans Junction to meet the Buchans Railway's train. It is quite a sight to see these two trains connect at Buchans Junction, and to watch 10 or 15 passengers travelling from Buchans to Millertown transfer from one train to the other at this junction in the wilderness.

The Buchans Railway has a four-wheel five seater rail car "B", and an old track auto "B-1" which are used to transport mining company officials to and from the C.N.R. trains when no train is running on the Buchans Railway.

The Buchans Railway recently obtained a wooden passenger car from the Canadian Pacific, who converted it to 42 inch gauge before shipping it. The car was unloaded at Botwood and delivered over the Botwood Railway and C.N.R. It was not in use, as it had been found necessary to instal smaller wheels to reduce the coupler height.

The Buchans Railway has a third and larger diesel, No. 6, which was not in use due to weight restrictions on a culvert being reconstructed at Millertown Junction. There reportedly are two obsolete steam engines at Buchans which have not been used for about two years.

C.P.R. DIESEL CLASSIFICATION AND NUMBERING

<u>Class</u>	<u>Numbers</u>	<u>Switchers</u>			<u>H.P.</u>	<u>Notes</u>
		<u>Builder</u>	<u>Date</u>			
--	B100, B101	MLW	1951		1000	Booster units
DS6a	6500-6505	MLW	1951		660	
DS6b	6506-6517	MLW	1952		660	
DS6c	6518-6522	MLW	1953		660	
DS6d	6522-5636	MLW	1955		660	
DS6e	6537-6547	MLW	1955		660	
DS8a	6700-6703	GMD	1950		800	
DS8b	6704-6709	GMD	1951		800	
DS9a	6710-6720	GMD	1955		900	
DS10a	7010-7014	Alco	1943		1000	
DS10b	7015-7024	Alco	1944		1000	
DS10c	7025-7037	Alco	1945		1000	
DS10d	7038-7051	Alco	1946		1000	
DS10e	7052-7064	Alco	1947		1000	
DS10f	7065	BLW	1948		1000	
DS10g	7066-7075	BLW	1948		1000	
DS10h	7076-7095	MLW	1948-9		1000	7077 - Alco

DS10j	7096-7098	Alco	1949	1000	
DS10k	7099-7108	MLW	1949	1000	
DS10l	7109-7114	MLW	1952	1000	
DS10m	7115-7118	MLW	1953	1000	
DS12a	7400-7405	GMD	1953	1200	

Road Switchers

DRS10a	8000-8004	BLW	1948	1000	SG
DRS10a	8005-8012	BLW	1948	1000	
DRS15a	8400-8404	Alco	1949	1500	
DRS15b	8405-8408	MLW	1950	1500	
DRS15c	8409	GMD	1952	1500	
DRS15c	8410, 8411	GMD	1952	1500	SG
DRS15d	8412-8425	GMD	1953	1500	SG
DRS16a	8426-8446	MLW	1954	1600	
DRS16b	8447-8461	MLW	1954	1600	
DRS16b	8462-8482	MLW	1954-5	1600	SG
DRS16c	8547-8552	CLC	1955	1600	
DRS16c	8553-8556	CLC	1955	1600	SG
DRS17a	8483-8500	GMD	1954-5	1750	
DRS17b	8501-8521	GMD	1954	1750	SG
DRS17b	8522-8529	GMD	1955	1750	
DRS17b	8530-8546	GMD	1955	1750	SG
DRS24a	8900	CLC	1955	2400	SG

Road Freight "A"

DFA15a	4000-4007	Alco	1949	1500	
DFA15b	4008-4027	MLW	1950	1500	
DFA15c	4028-4037	GMD	1950	1500	SG-FP
DFA15d	4038-4040	GMD	1951	1500	SG-FP
DFA16a	4042-4051	MLW	1951	1600	
DFA16b	4052-4057	CLC	1952	1600	SG-FP
DFA16c	4064, 4065	CLC	1951	1600	SG-FP A
DFA16d	4076-4081	CLC	1953	1600	
DFA16e	4082, 4083	MLW	1953	1600	SG-FP
DFA16e	4084-4093	MLW	1953	1600	
DFA16f	4094-4098	MLW	1953	1600	SG-FP
DFA16g	4104, 4105	CLC	1954	1600	SG-FP

Road Freight "B"

DFB15a	4400-4403	Alco	1949	1500	
DFB15b	4404-4423	MLW	1950	1500	
DFB15c	4424-4433	GMD	1951	1500	
DFB15d	4446, 4447	GMD	1952	1500	SG-FP
DFB15d	4448	GMD	1952	1500	
DFB15e	4459-4462	GMD	1953	1500	
DFB16a	4449-4454	CLC	1952	1600	SG-FP
DFB16b	4455-4458	CLC	1953	1600	
DFB16C	4463-4464	MLW	1953	1600	SG-FP
DFB16C	4465-4470	MLW	1953	1600	
DFB16C	4471, 4472	CLC	1954	1600	SG-FP

Road Passenger "A"

DPA15a	1400-1404	GMD	1953	1500		SG	B
DPA15b	1416-1421	GMD	1952	1500	SG		B
DPA15c	1422-1431	GMD	1952	1500	SG		B
DPA15d	1432	GMD	1951	1500	SG		B
DPA17a	1405-1415	GMD	1954	1750			SG
DPA22a	1800-1802	EMD	1949	2250			SG

Road Passenger "B"

DPB15a	1908-1911	GMD	1951	1500	SG		B
DPB15a	1912-1919	GMD	1952	1500	SG		B
DPB17a	1900-1907	GMD	1954	1750			SG

- Notes:
- SG - Equipped with steam generator for passenger train heating.
 - FP - Dual service units (freight locomotive gearing, but with steam generator).
 - A - 4064, 4065 originally C.L.C. demonstrators 7005, 7006.
 - B - Old numbers as follows:

<u>Present</u>	<u>Former</u>	<u>Former Class</u>
1400-1404	4099-4103	DFA15g
1416-1421	4058-4063	DFA15e
1422-1431	4066-4075	DFA15f
1432	4041	DFA15d
1908-1911	4434-4437	DFB15c
1912-1919	4438-4445	DFB15d

These locomotives converted from freight to passenger gearing in 1954, and renumbered and reclassified at this time. Steam generators were added to 1422-1431 at the time of conversion.

MISCELLANY

The new 40 mile branch of the Canadian Pacific Railway connecting Manitowadge with the main line was opened on October 19th, 1955

- C.N.R. Diesel deliveries:
 - 8040 September 20; 8041 September 27;
 - 2004, 2005 September 22; 1863, 1864 September 20;
 - 1865, 1866 September 26; 1867, 1868 September 30.
- C.N.R. locomotives scrapped:
 - 2493, 8340: June 30th; 82: July 6th;
 - 2391 July 14th (on Manitowadge Branch);
 - 1287, 1407 July 30th.
- The T.T.C. appears to have discontinued the Carlton Tripper route completely; it was dropped for the summer, and failed to come back with the fall increase in schedules. There is now no Witt operation on the Carlton route.
- The Chesapeake & Ohio is discontinuing its ferry operation across the Detroit River this month, and will use the New York Central's tunnel between Windsor and Detroit. This will result in a pooling of the railway's "Canadian" and "American" locomotives, reducing the number of locomotives required. As a result, many of the C. & O.'s "Canadian" locomotives will be leased to the New York Central.

EXCHANGE SECTION

William Carruthers, 405 Belsize Drive, Toronto 7, buys prints of steam power on all Canadian roads,

in addition to G.T.W., G.T., C.V., Soo Line, and locomotives of any American railroad formerly operated into Canada.

➤ W. L. Reddy, 51 Century Drive, West Seneca Branch, Buffalo 24, NY, will trade short line rosters; (has over 100 from Canada). Will also trade data on industrial and contractors locomotives. Will buy U.C.R.S. Bulletins and Newsletters prior to 1947.

➤ S. I. Westland, 16 Sonora Terrace, Toronto 13, wants *Railroad Magazine*, September 1953 issue, also C.R.H.A. *News Report* for April 1950, July-August, 1950 and February, 1951.