

9:- completed by 1931. (Geneva press cable-  
ing gram).  
at Newfoundland Ry. is reported to have  
given a contract to Acme Construction  
Co. for the erection of a freight office,  
and an addition to the freight sheds on  
Pond Street, St. John's, the work to be  
as completed by May 1.

January 1930

730

t- be affected by anything contained in the  
present act. (Feb., pg. 78.)

ce Newfoundland Ry.—The 350 ft. steel  
i- bridge on the trans-insular railway across  
ct Crabbe's River, 487.69 miles west of St.  
id John's and 59.53 miles northeast of Port  
m aux Basques, was carried away by floods  
ss and ice on March 14. Reconstruction was  
to started March 17, and a temporary trestle  
r- was got into position in nine days, enabling  
al through traffic between St. John's and Port  
aux Basques to be resumed March 27.

to Northern Mines Ry. and Develop-  
ment Co.—Application was made to the

MAY 1930  
p275

main railway line. |  
Newfoundland Ry.—Tenders for erection of new shops at St. John's were received to July 31. |  
Northern Alberta Rys.—The announce. |

September

1930

p 564

for building the bridge.

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

August 1931

p 522

employees had been above 1,000,000 —  
1899.

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Newfoundland Ry. Branch Line.—In  
response to a demand from the public  
of the district, the Bay-de-Verde Branch,  
from Carbonear to Bay-de-Verde, 48.36  
miles, was re-opened Oct. 10, but after  
a fair trial it was decided that there was  
not enough traffic offering to warrant its  
operation, which therefore ceased Nov. 7.

December 1932

P613

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Welsh coal for Newfoundland Ry.—An exchange of Welsh locomotive coal for 25,000 tons of Newfoundland iron ore is being made through Gueret Llewellyn and Merrett, Ltd., of Cardiff, which completed recently a barter transaction of Welsh locomotive coal for Newfoundland pit props. (Press report).

November 1933

7505

(Dec., 1933, pg. 558.)

Newfoundland Ry. Branch Line Dismantling.—A St. John's, Nfld., press dispatch stated that the dismantling of the Bay-de-Verde branch, which was begun Aug. 24, 1933, was completed Nov. 14. The branch, the construction of which occupied from May, 1913 to Oct., 1915, started from Carbonear, at the end of the Brigus branch, 38.24 miles from that branch's starting point at Brigus Jct. on the main line, 41.7 miles west of St. John's, and ran north to Bay-de-Verde, 48.36 miles. Competition by taxicabs and trucks made the operation of the branch very unprofitable, and its abandonment was decided on. The rails taken up are said to be in good condition, and have been distributed on the Brigus and Placentia branches, where they will be used in re-railing next summer.

January 1934

P8

DOOK.

## Newfoundland Railway Secures Improved Results in 1934

The Newfoundland Ry. General Manager's bulletin of Nov. 1, in dealing with the results for the fiscal year ended June 30 last, states that the deficit for the year was \$28,929.99, a decrease of \$108,688.74 from that for the preceding fiscal year. The operating revenue increased over that of the 1933-1934 fiscal year by \$166,270.80, despite a decrease of \$42,173.89 in freight revenue. Increases were secured in all other chief revenue accounts, as follows:—passenger, \$47,740.54; dining and sleeping car, \$10,883.95; express, \$7,698.06; steamship, \$87,135.94; dry dock, \$7,211.20; miscellaneous, \$5,601.11.

The total expenses for the 1934-35 fiscal year, \$2,724,033.27, were \$88,012.76 greater than those of the 1933-34 fiscal year.

Total revenue for the 1934-35 fiscal year was \$2,695,103.28, made up as follows:—

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	Revenue
Passenger .....	\$334,934.66
Freight .....	900,855.22
Mail .....	48,150.72
Dining and sleeping car .....	58,203.50
Miscellaneous .....	47,134.96
Express .....	107,401.01
Steamships .....	804,585.61
Dock shops .....	358,336.46
Dry dock .....	35,501.14
Total .....	<u>\$2,695,103.28</u>

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## Newfoundland Railway Branch Lines Dismantling.

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In connection with the dismantling of the Newfoundland Ry. Bay de Verde Branch, mentioned in our January issue, pg. 8, we are advised officially that the work began Aug. 24, 1933, and was completed Nov. 14, occupying 72 working days. The branch was built in 1915 and 1916, and was opened for traffic in June, 1916. It was an extension of the Brigus Jct.-Carbonear Branch, and extended northeasterly from Carbonear to Grates, 52.56 miles, with a short branch from near its north end to Bay de Verde. Operation was abandoned Aug. 1, 1931. The rails, 50 lb. Carnegie section, were distributed for use in replacement on the Brigus-Carbonear Branch, which remains in operation.

We are also advised officially that the Trepassey Branch, extending southerly from Waterford Bridge, two miles outside of St. John's, to Trepassey, 104.43 miles, has also been dismantled, the track lifted, including sidings and Y's, having totalled 107 miles. The branch was built in 1914 and opened for traffic in June, 1915. Its operation was discontinued Aug. 1, 1931. Dismantling began Aug. 8, 1933, and was completed Dec. 16, the work having occupied 114 working days. The rails were sold to Richard Nathan, New York, N.Y., and at the date of our advice, Jan. 3, over 6,000 tons had been shipped to New York, consigned to Robert Joseph, of that city. It was expected on Jan. 3 that the balance of the rails would be shipped within two weeks thereafter.

----- The

February 1934 p54

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## Newfoundland Railway Improve- ments.

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The Newfoundland Ry. Monthly Bulletin, issued from the General Manager's office, states that since its first issue in Nov., 1925, the following transformation of the railway system has taken place.— Fifty lb. rails have been replaced by 70 lb.; motive power has been increased 35%; rolling stock has been brought to a standard in application of parts and excellence in condition; passenger and buffet service has been brought to a point of attractiveness and service far beyond expectations; freight service performance has been increased from an average of 9 miles an hour to 12 miles; fuel consumption has been decreased from 70 lb. a mile to an average of 53 lb.; station costs have been reduced 25%; maintenance of way has been raised to a standard in condition preservative for rolling stock and eliminating derailment hazards; personal accidents have been reduced to insignificance; improved loading facilities have been provided, reducing loading costs, claims in freight damages and pilfering; cattle claims have been reduced; the coastal steamship service has been improved with steadily reducing costs.

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JANUARY 1935  
P 8

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**Newfoundland Ry. Box Cars.**—Newfoundland Ry. received, near the end of 1934, from Magor Car Corporation, New York, 25 steel frame, single sheathed box cars. We are advised officially that these cars have a four-sill underframe, wood floor, and metal outside roof; that they are fitted with automatic couplers; that the trucks are of the side frame type, and that the air and hand brakes apply to all wheels of both trucks. Capacity is 60,000 lb.

**Canadian National Rys.' Summer Re-**  
ports—Official advice as to the opening

MARCH

1935 p 95