

# Railway Coastal Museum e-Bulletin

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## Newfoundland Railway Engines

One of the questions often asked at the Railway Coastal Museum is “What happened to the trains after the railroad shut down?” When the decision was made to close the railway in Newfoundland in 1988, the removal of the tracks and trains promptly followed. Many of the tracks and trains were scrapped for metal, however a number of trains had a much different fate.

Many of the train engines from Newfoundland were actually sold to South American countries such as Nicaragua and Chile. At 3ft 6in, the railway system in Newfoundland was narrow gauge, and therefore it would be natural that the trains be sold to railways using the same gauge, which these South American countries were doing.

Between the years of 1956 and 1960, General Motors produced 38 of their NF210 diesel-electric locomotives, and of these 38, eleven were exported to Chile, eight to Nicaragua, and two to Nigeria. The railway in northern Chile and Bolivia, known as the Ferrocarril de Antofagasta a Bolivia (FCAB) is one of the earliest railways to be built to the narrow gauge system. It was first built to a gauge of 2ft 6in. in 1873 and was later converted to 3ft 3 3/8 in.

However, this only accounts for 21 of the engines from Newfoundland. Of the remaining NF210 engines, six were preserved and put on display in various communities found along the former railway line. The remaining eleven NF210 engines were scrapped or had been wrecked.

An earlier version of the NF210, the NF110, was another diesel-electric engine manufactured by GM that was used in Newfoundland. Only nine of these engines were built between 1952 and 1953 and were retired in 1986. Of these nine, only three were preserved in Newfoundland and the rest were scrapped.



The engine to the left is a NF110 number 906, the same engine that can be found restored in our train car park at the Railway Coastal Museum.

The NF210 engines can still be found on display across the province. For example, NF210 engine number 934 can be found in Port-aux-Basques, number 931 is on display in Corner Brook and still retains its diesel engine, and Avondale is home to engine 925, just to name a few. The NF110 engines 900 and 902 can be found in Clarenville and Lewisporte respectively, while engine 906 can be found preserved in our very own train car park at the Railway Coastal Museum. We welcome visitors to come and see our newly restored train and train car park and learn more about the railway in Newfoundland.

Or if you would like to see the NF210 trains in action as part of FCAB, you can go online to YouTube at <http://www.youtube.com/watch?v=YRkt6pcoGTw> and see our old trains in their new “Toucan Sam” colors.



The train engine above used to belong to Newfoundland and is now part of FCAB's railway. Here you can see the bright colors in which they have painted it.

**Do you have a story about the Newfoundland Railway?**

**We'd love to hear it!**

We appreciate any comments, questions, or feedback you may have.

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