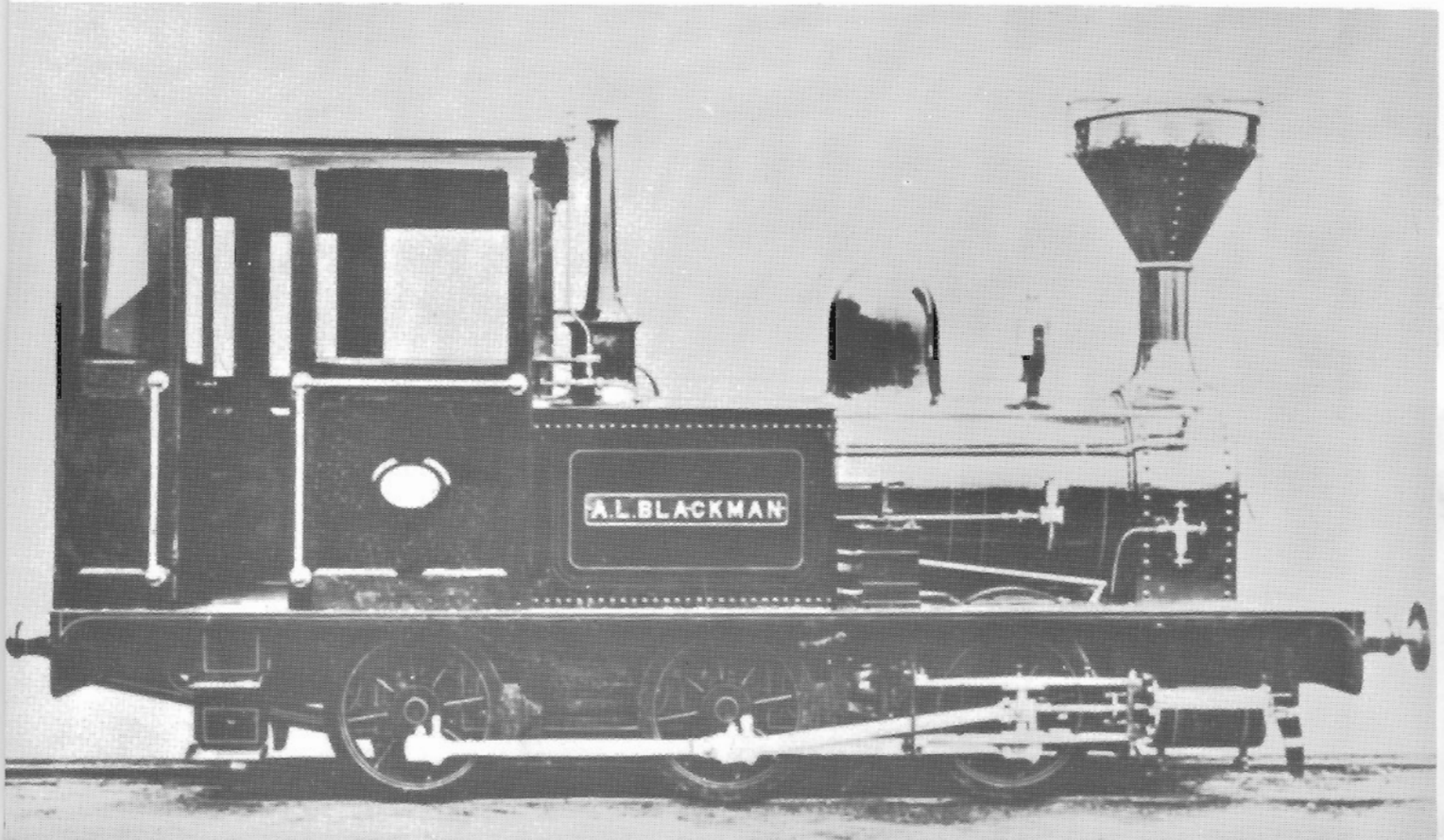
Canadian Rail

No. 388
SEPTEMBER-
OCTOBER 1985


N.R.


A.L.BLACKMAN

CANADIAN RAIL

Published bi-monthly by the Canadian Railroad Historical Association P.O Box 148 St. Constant P.Q. J0L IX0. Subscription rates $23.00 (US funds if outside Canada)

ISSN 0008-4875

Front Cover

In the days of steam this Newfoundland Railway passenger train was photographed (data unknown) with Bell Island in the background.
Photo courtesy of CN No. X31489.

Opposite

Lewisporte in the hey day of the Newfoundland Railway.
Photo courtesy of CN No. X30137.

First locomotive on the Newfoundland Railway, photographed in 1881.
Photo courtesy of CN No. X50336.

NEW BRUNSWICK DIVISION
P.O. Box 1162
Saint John,
New Brunswick E2L 4G7

ST. LAWRENCE VALLEY DIVISION
P.O. Box 22 Station 'B'
Montreal, Que. H3B 3J5

BYTOWN RAILWAY SOCIETY
P.O. Box 141, Station A
Ottawa, Ontario K1N 8V1

TORONTO & YORK DIVISION
P.O. Box 5849, Terminal A,
Toronto, Ontario M5W 1P3

WINDSOR-ESSEX DIVISION
300 Cabana Road East,
Windsor, Ontario N9G 1A2

GRAND RIVER DIVISION
P.O. Box 603
Cambridge, Ontario N1R 5W1

NIAGARA DIVISION
P.O. Box 593
St. Catharines, Ontario L2R 6W8

RIDEAU VALLEY DIVISION
P.O. Box 962
Smiths Falls, Ontario K7A 5A5

ROCKY MOUNTAIN DIVISION
P.O. Box 6102, Station C,
Edmonton, Alberta T5B 2N0

CALGARY & SOUTH WESTERN DIVISION
60 — 6100, 4th Ave. NE
Calgary, Alberta T2A 5Z8

CROWSNEST & KETTLE-VALLEY DIVISION
P.O. Box 400
Cranbrook, British Columbia V1C 4H9

PACIFIC COAST DIVISION
P.O. Box 1006, Station A,
Vancouver, British Columbia V6C 2P1

KEYSTONE DIVISION
14 Reynolds Bay
Winnipeg, Manitoba R3K 0M4

THE NEWFOUNDLAND RAILWAY

A triumph of twisting steel over nature, demography, and politics.

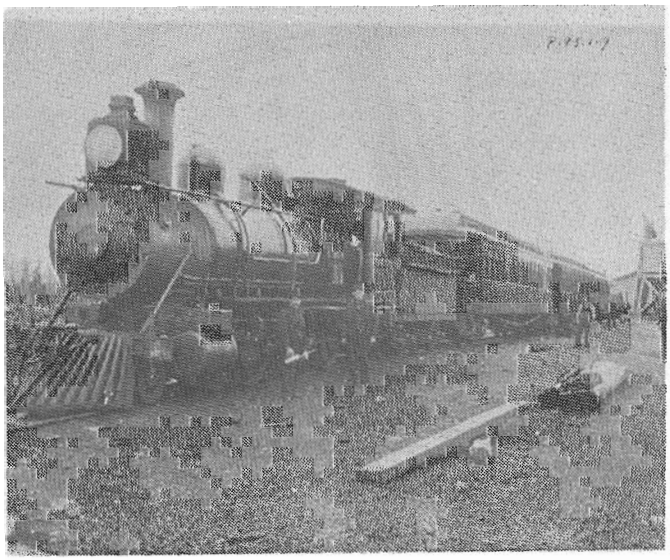
Compiled by Mike Wragg

The Railway—an Island Institution.

On May 5th. 1984, in the CBC Radio series 'The Way We Were', three one-time Employees of the Newfoundland Railway reminisced about the old days. They recalled the Newfoundland Express, blocked with passengers, loggers out of the woods with bucksaws in bags, luggage crammed in the aisles. It was the only land link across the Island, and carried everything that moved.

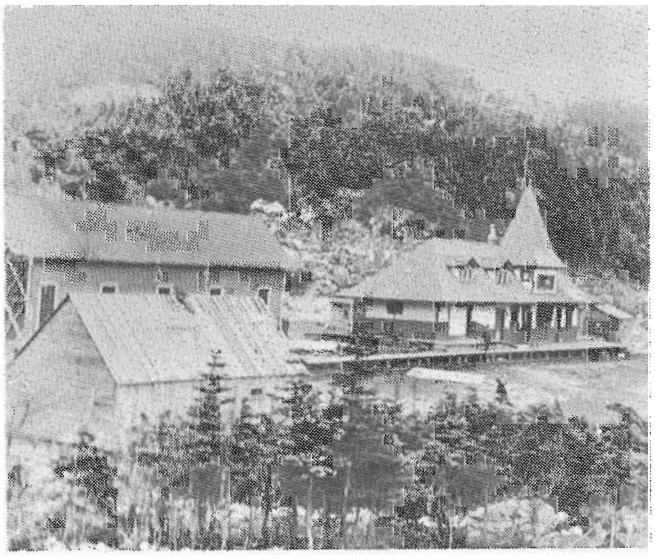
There were babies who could not wait the once 26 hour crossing to be born. There were even twins, one at Maccles, and number 2 arrived at Terra Nova, up the line. When the train left St John's at 5:00 pm, the only contact was with the Dispatcher. The Staff were on their own and relied on travelling Doctors, Nurses and Midwives, anyone, in an emergency.

The Kitchen Crew moved swiftly to feed hundreds of passengers, 24 only at each sitting, in the dining car.



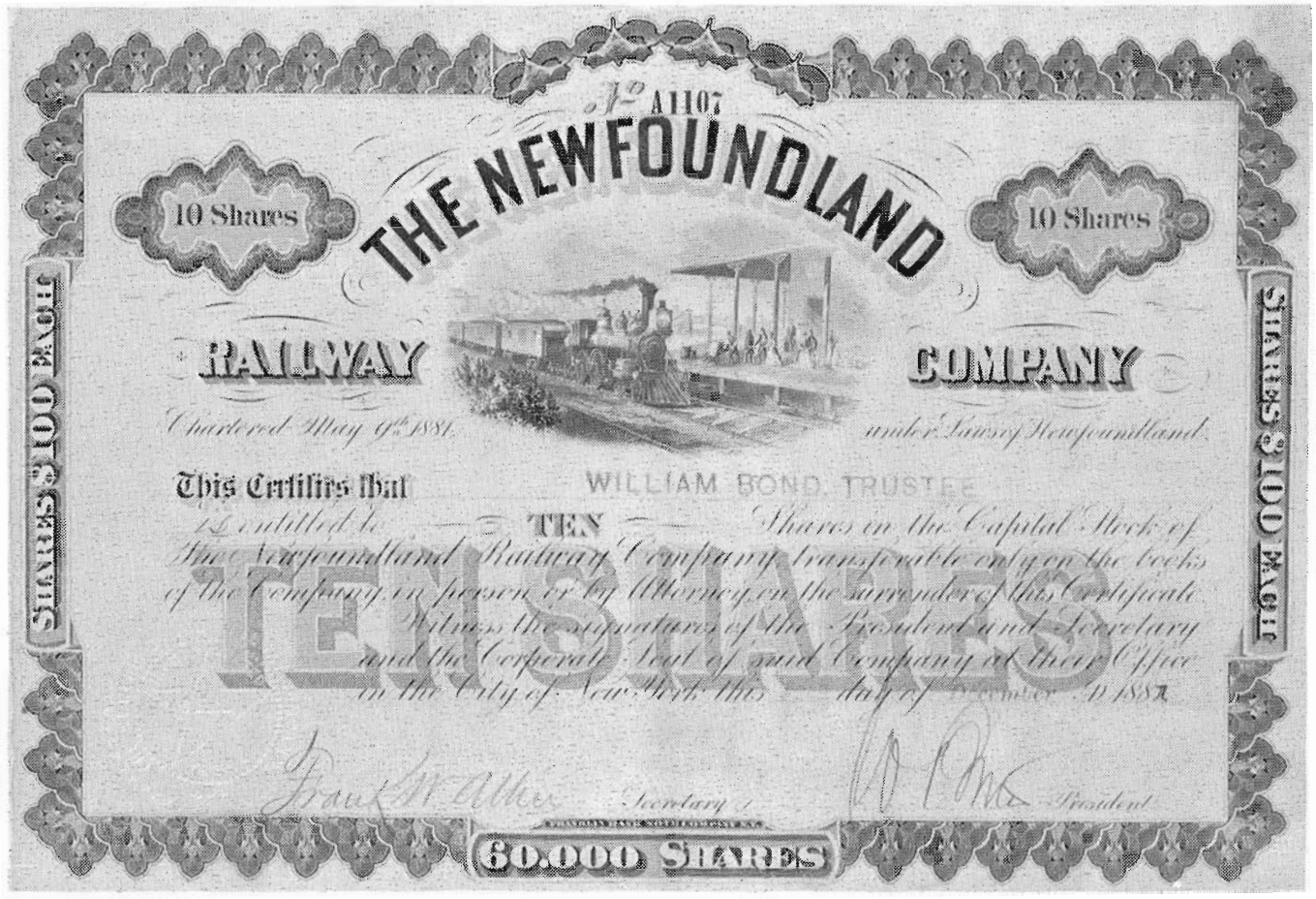
Baldwin 4-6-0 and train photographed at Whitbourne in 1903. Note link and pin couplers. First car is buffet sleeper "trinity" which survived until the 1950's.

Photo courtesy of Newfoundland Transportation Historical Society.



Station at Jerseyside Placentia, first terminus of the Gulf Ferry and terminus of the Placentia Railway.

Photo courtesy of Newfoundland Transportation Historical Society.



A certificate for 10 shares of stock in the first Newfoundland Railway company. This certificate was issued in New York on December 12 1881. The picture is a standard design of the bank note company.
Collection of Fred Angus.

What came through, was the caring of Staff for Travellers. A sense of Family, all on a swaying, bumping, grinding trip across the Island.

How did it all begin?

The Early Days

Railways were late arrivals in Newfoundland. Following a trans-Island survey supervised by the Scottish-Canadian engineer Sandford Fleming in 1874, plans were sent to the British Colonial Office. There was virtually no interest, either in Government, or Business circles.

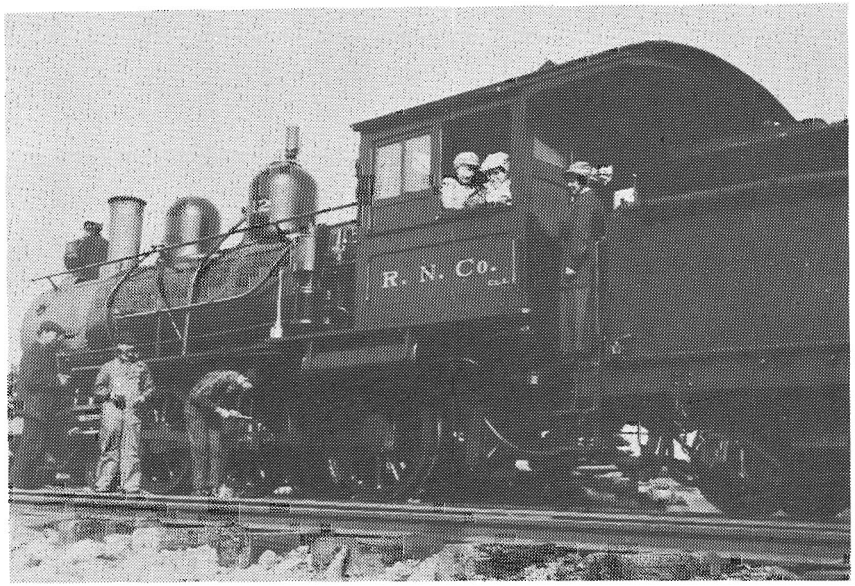
The proposed west coast terminus was on 'The French Shore'. French fishermen had treaty rights to process fish on the north and west coasts, free from competition, and the British Colonial Office was reluctant to take heat from Paris for thrusting a railway upon them.

Newfoundland Politicians were nervous of the risks involved. In 1874, population was only 162,000., mostly engaged in the fishery along the coast. All travel was along the coastal perimiter and only hunters normally penetrated the interior.

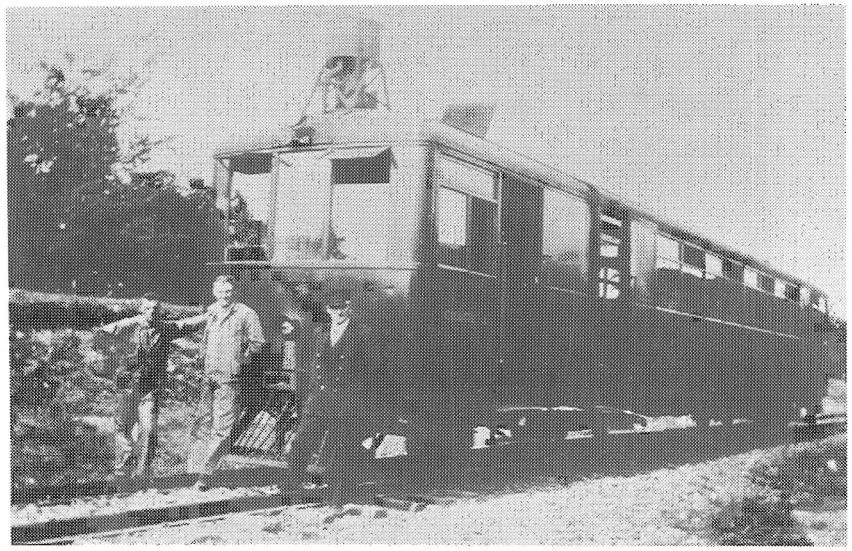
By 1880, a new Government in St. John's decided to go it alone on a limited scale, with a light 3' 6" gauge line from the Capital to Hall's Bay, with a branch from Whitbourne to Harbour Grace.

A.L. Blackman, a wild promoter, representing an American syndicate, gained the confidence of Sir William Whiteway, then Prime Minister, and won the contract.

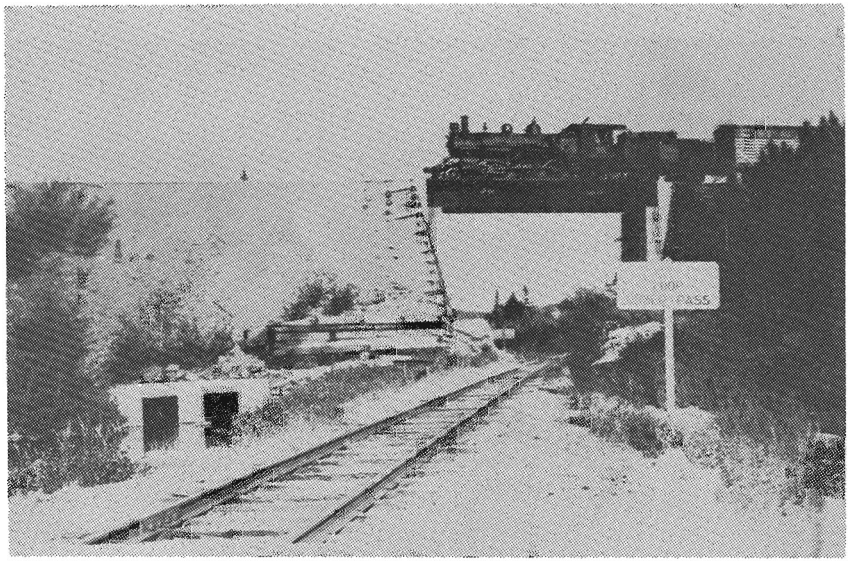
The Syndicate incorporated as The Newfoundland Railway Company, which would own and operate the line in return for a Government cash subsidy of $180,000. a year for thirty five years,

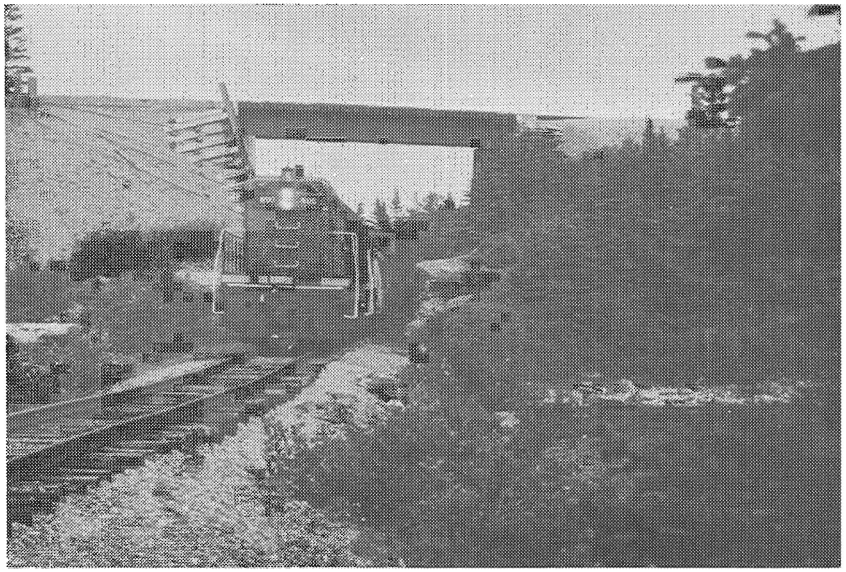


Baldwin design 4-6-0 built in Reid's shops in St. John's in 1911.
Photo courtesy of Newfoundland Transportation Historical Society.



Sentinel Steam Coach used on branch lines in the 1920's. Man in cap is Mr. Downton, father of first treasurer of the Newfoundland Transportation Historical Society.





"The loop then and now" on the Bonavista Branch Nfld. Railway 195 and Terra Transport 800. This exposed loop is due to become a historic site, the only one of its kind in Canada.
Photos courtesy of NTHS and Fred Angus.

"EXPRESS CROSSING NEWFOUNDLAND" was the subject of this very detailed engraving on the 5 cent postage stamp issued between 1928 and 1932.
Collection of Fred Angus.

following completion, plus 5,000 acre land grants per mile. The Syndicate deposited $100,000. in U.S. Bonds as surety.

Money was borrowed on the London market, and on August 9th 1881, work began, with fifty men hired for eight cents an hour. The light rails weighed 35 lbs. per yard.

The old style fish merchants were not too happy. They could forsee higher taxes, and erosion of their hold on the Island economy. One such 'Fishocrat' spread rumours around Conception Bay that the Surveyors' sticks and red flannel were Canadian flags, ipso facto, a Canadian land grab. An armed mob stalled the survey at Foxtrap and Women pelted the Surveyors with rotten cods' livers. Judge Prowse and his posse had to make a charge at the 600 strong crowd. This action went down in history as the Battle of Foxtrap.

By September 1882, the tracks passed Holyrood and trains were running three times a week, connecting with the steamer Lady Glover at Holyrood, for ports in Conception Bay.

The first locomotive was an 4-4-OT., built by Hunslet of Leeds, England around 1872., and purchased from Prince Edward Island Railway.

"The Newfie Bullet" prepares to depart St. John's with locomotive 1024 on the head end.
Photo courtesy CN No. X30702.

By the end of 1882, 40 miles of track was in place, but already the shaky Syndicate was in trouble. The Government finally released the $100,000 deposit, and the Company reached Whitbourne by late Fall in 1883., then defaulted.

Francis H. Evans, a London merchant banker, was appointed Receiver for the Bondholders, and completed the line to Harbour Grace, in the Fall of 1884. In 1896, the Government bought it, by paying The Syndicate $1,500,000., and later, in 1897, paid the Bondholders $325,000.

Newfoundland now owned eighty four miles of light railway across the Avalon Peninsula, the most densely populated area of the Island, and it was soon showing a modest profit.

The Government then built a 27 mile branch from Whitbourne to Placentia, connecting with steamers to Halifax, at a cost of $500,000.

In June 1890, the Government found an honest Contractor and signed a contract. Efficient and conscientious too, he was Robert G. Reid of Montreal. He began his career as a Scottish stone-mason, and advanced to bridge building on a large scale, working through Australia, the U.S.A., and Canada.

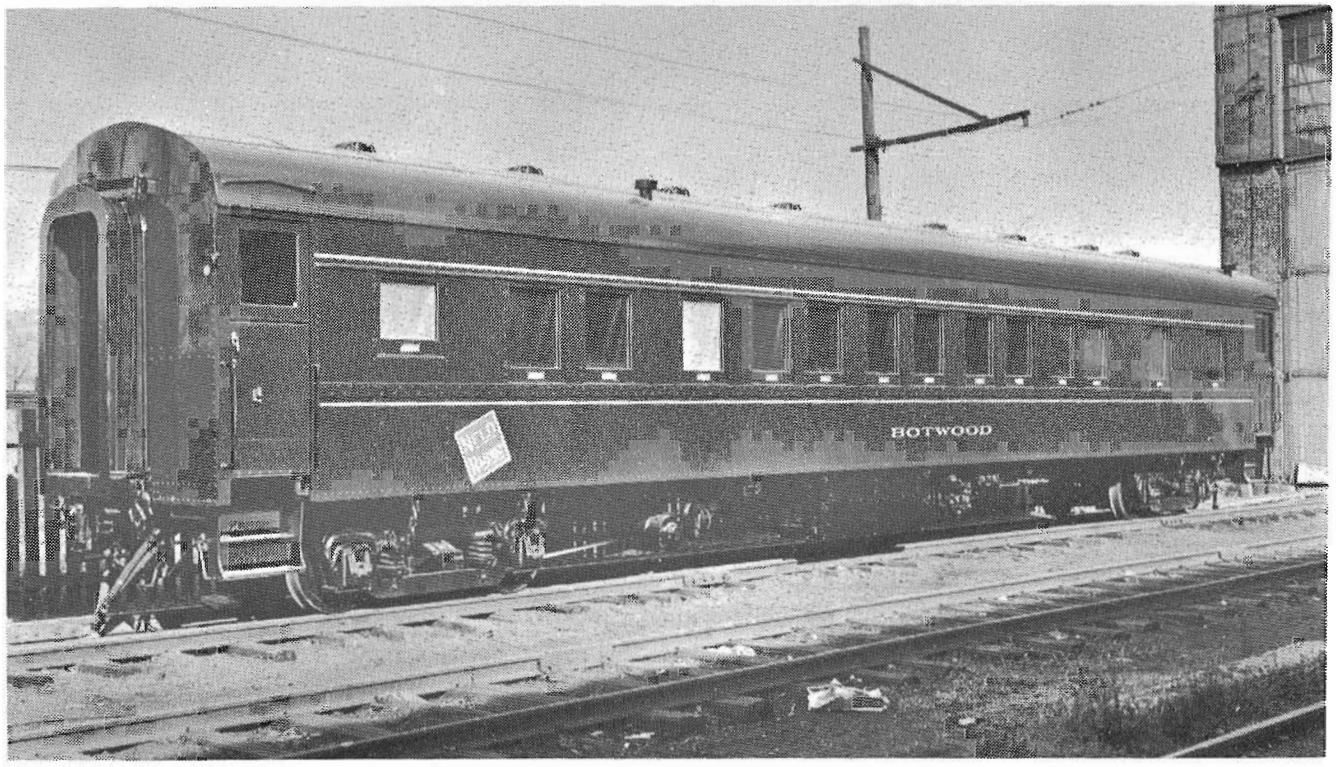
With Partner G.H. Middleton of Toronto, he commenced joining Placentia Junction with Halls Bay, 260 miles away.

The pay was $1.00 per day. Some men boarded with the Contractor for $2.50 per week, all found, or they paid .12 cents for each meal. Some lived at Reid's Whitbourne Headquarters, others in moveable bunkhouses.

Advance gangs cut the right of way, graders followed, and a third gang laid ballast, ties, and 50 lb. rail. Between 75 and 81 miles a year were covered. At the close of 1892., they had arrived in Gander.

2,000 men were now on the payroll, and with an election not far away, the Liberal Government considered it prudent, politically and strategically, to go all the way to Port aux Basques. A contract was signed on May 16th 1893, to run the railway from the Exploits River, over the wind-swept Gaff Topsails, to Grand Lake, down the Humber River, to Bay of islands and on to Port aux Basques.

Reid preferred the longer route around Halls Bay, to avoid the notorious, exposed high country of the Gaff Topsails, but the Government were paying by the mile, at a rate of $15,600., in



The Botwood, depicted here at the Can-Car plant in Montreal in November 1943, was a lightweight sleeping car of the type that served well until the end of main-line passenger service in 1969.

Can-Car collection, C.R.H.A. Archives.

3½% bonds of the Colony, so insisted on the shorter route. Over the past 87 years, delays on the high Topsails, due to incredibly fierce winds and drifting snow, have cost many times the relatively small amount saved on construction. Trains have been stranded for up to 17 days there in Winter.

In 1893, they crossed the Exploits River at Bishop's Falls, and the Liberal government of Sir William Whiteway was returned to power on a tide of road building, and railway construction itself employing up to 3,000 men.

The rails entered Port aux Basques in 1897., 546 miles of them, at a cost of $10.7 million. In total, the Government owned 637 miles of track, running through undeveloped country, where Moose outnumbered People.

The first regular passenger train left St. John's at 7:00 pm on June 29th 1898 and took 27¾ hours to reach Port aux Basques the next evening at 10:45 pm.

The regular schedule for a passenger train between St. John's and Port aux Basques for many years afterwards was 28 hours.

During the first run, seven locomotives were used in relays, the types including 4-4-0's, 4-6-0's, and a 2-6-0.

As men were laid off in 1898, some surplus labour was absorbed by constructing the Lewisporte branch, the 'cut off' from Brigus Junction to Tilton, and the extension from Harbour Grace to Carbonear.

The Reckoning

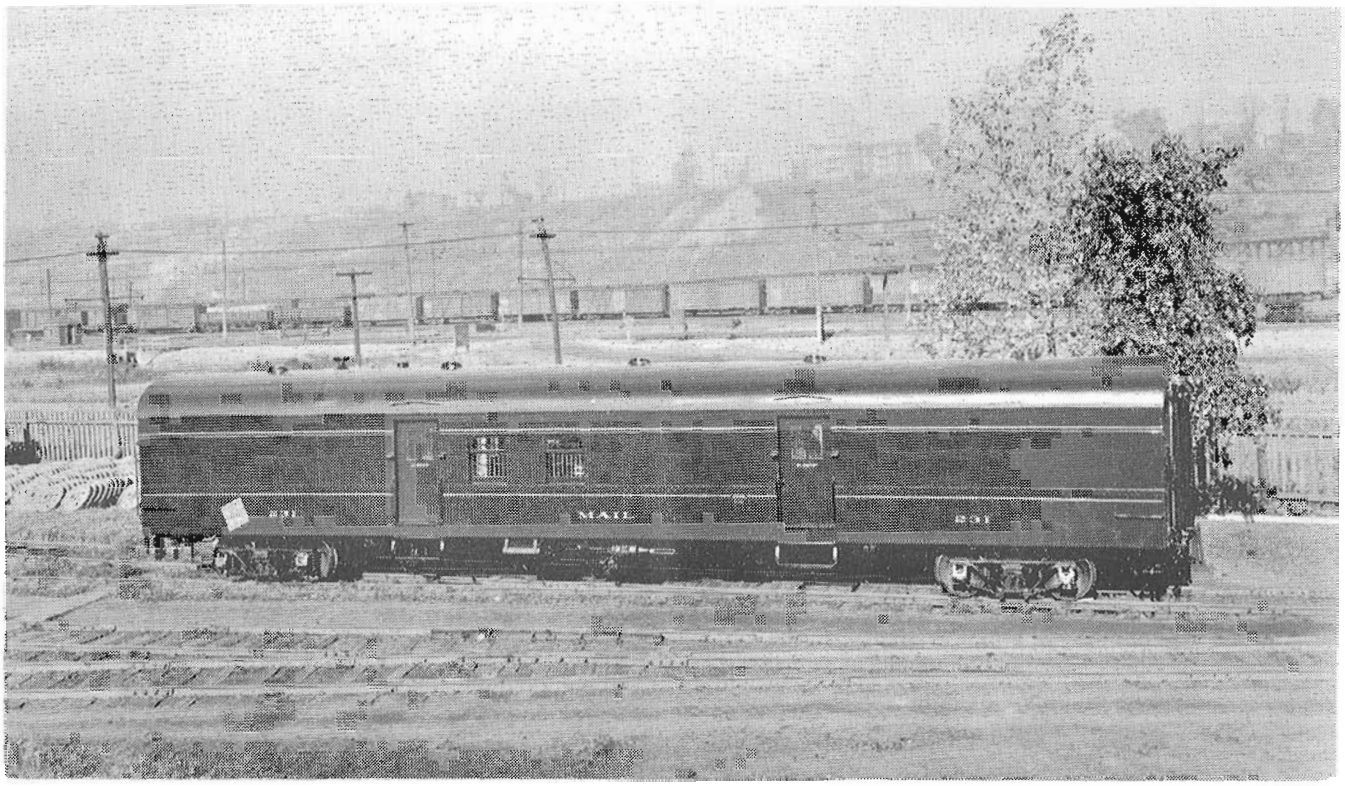
The Government was now faced with economic depression and found it's debt load, significantly increased by the Railway, increasingly difficult to carry. By this time, the system consisted of;-

Southern Division-so called 'Harbour Grace Railway'. Northern Division-so called 'Placentia Railway 1886-1890. 'Halls Bay Railway' 1890-1894. 'Newfoundland Northern & Western Railway' 1894-1897.

In 1898, the new Tory Government, led by Sir James Winter and Alfred Morine, signed a contract with the Reid Family.

R.G. Reid agreed to operate the Railway for fifty years, in return for land grants of 5,000 acres per mile and to run a coastal steamer service for an annual subsidy of $90,000. He took over the St. John's dry dock for $325,000, and agreed to operate Government telegraph lines.

This gave the Reids control over assets that had cost the People $13,000,000., and the political



Mail car 231 outside the Can-Car plant in October 1943. Note that it is on standard-gauge archbar trucks for moving through the yards en route to the docks for loading on board a ship for its trip to Newfoundland.
Can-Car collection, C.R.H.A. Archives.

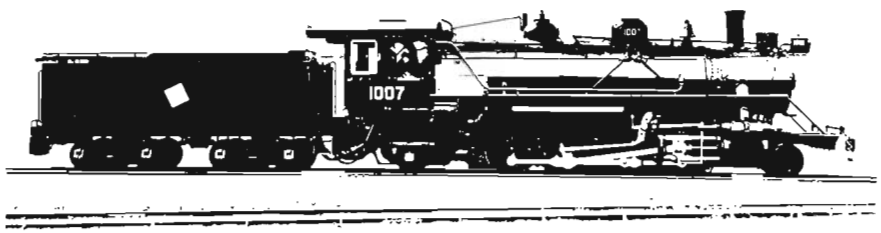
(Aug. 1937) Form E. D. 1007
Made by Exam. Checked by Exam.

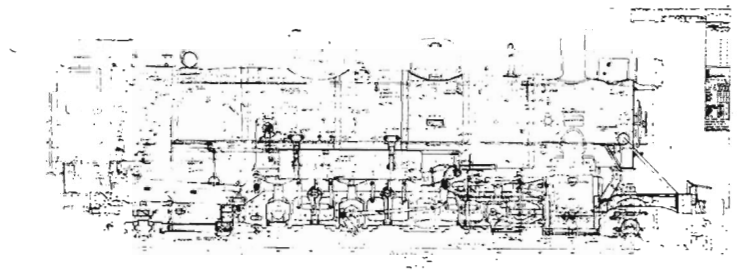
Shop Nos. 69444
Road Nos. 1007
Shipment June 1941

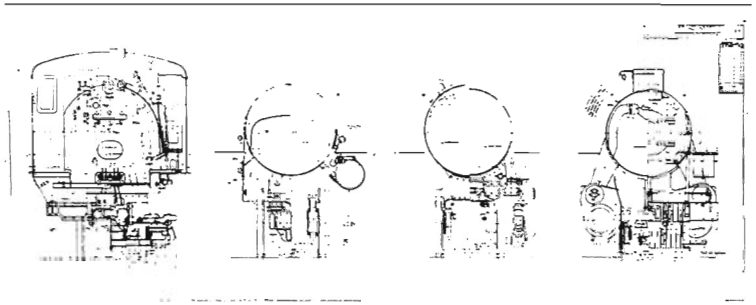
AMERICAN LOCOMOTIVE COMPANY

Montreal WORKS

ORDER Q.391
ROAD CLASS
SPECIFICATION No. A-13115 Drawing No 429Q3290 429Q3300
TYPE 2-8-2S 152 ROAD New Foundland Ry.







GENERAL DIMENSIONS

Gauge	3'-6"
Fuel	Soft Coal
Weight on drivers in Running Order	119500
" on Truck	12900
" on Trailers	19600
" of Engine in Running Order (in Red)	152000
" of Tender in Running Order	101600
" of Eng. and Tend. in Running Order	253600
" of Engine Empty	136150
" of Tender Empty	41930
" of Engine and Tender Empty	178080
Wheel Base, Driving	13'-3"
" " Rigid	8'-10"
" " Total Engine	29'-3"
" " Total Engine and Tender	55'-11½"
Center Front Wheel to Chafing Plate	34-5¾"
Tractive Power, Maximum	29000
Adhesion (Factor of)	4.12
Grade and Curvature	2% 14°
Diameter and Stroke CYLINDERS	18"x24"
Diameter of Piston Rod	3¼"
Style of Piston Packing	N.I. 2 Snap Rings
Maximum Width over Cylinders	8'-2"
Crosshead, Type	Alligator
Type of Gear VALVES	Walschaert
Diameter (if Piston)	8"
Greatest Travel	5"
Steam Lap	13/16"
Exhaust ~~Lap~~ Clearance	L & L
Lead in Full Gear	3/16
DRIVING WHEELS, ETC.	
Diameter Driving Wheels, Outside Tire	48"
" " " Centers	42"
Tire Held by	Lip & Shrinkage
Driving Journals, Diameter and Length	M-8½x8 Others 8x8
Diameter of Driving Wheel Axle Fit	M 8½" Others 8"
Trailing Truck, Type	Radial. Outside Brg.
" " Journals	5"x9"
" " Wheels Diameter	30"
Engine Truck, Type	Radial Inside Brg.
" " Journals	4¼"x7½"
" " Wheels Diameter	30"
Diameter and Length of Main Crank Pin Journals	5½"x6"
" " " " " Side Rod	" 6½"x5"
" " " " Inter " "	" 4"x3 9/16"
" " " " F&B " "	" 4"x3½"
Frames, Width	4"
Style BOILER	Extended Wagon Top
Inside Diameter of First Ring	58 9/16"
Outside Diameter of Largest Course	65"
Height over Crown, Front (Water Level 7')	119 15/32"
Pressure Built for 210# working 210#	
Height to Center, From Rail	88"
Cylinder Center to Front Tube Sheet	33"
Dome, I. D. 28¼" Style	One Piece
Fire Box, Length (Inside Sheets)	84⅛"
" " Width (Inside Sheets)	60¼"
Combustion Chamber, Length	—

Gaines Arch ~~Water~~ none	
Fire Box, Depth	Ft. 61" Bk. 52"
" " Depth (Top of Grate to Cen. Lowest Tube)	117⅞"
" " Plates Thickness, Sides	3/8"
" " " " Back	3/8"
" " " " Crown	3/8"
" " " " Tube Sheet	1/2"
" " Water Space, Front	4"
" " " " Sides	3½"
" " " " Back	3½"
" " Crown Staying (Dia. Body)	13/16" 15/16"
" " Staybolt (Diam.)	13/16" 1⅛"
" " " Spacing	4.25" x 3.82"
Tubes, Diameter	2"
" Number of	126
" Thickness	#12 B.W.G. Min.
" Spacing	2¾" F&B
" Length over Tube Sheets	17'-0"
Superheater Flues, Diameter	5⅜"
" " Number of	21
" " Thickness	#9 B.W.G. Min.
Heating Surface, Tubes	1115 Sq. Ft.
" " Flues	500 " "
" " Arch Tubes	— " "
" " Syphons	35 " "
" " Fire Box	118 " "
" " Total	1768 " "
Superheating, Surface	426 " "
Grate, Length 84⅛ Width 60¼ Area 35.2	" "
" Style	Cast Iron. Rocking
Fire Brick, Supported on	—
Ash Pan	Stl. Plate
" " ~~Arch~~ Steam Operated	Hand
Fire Door, Size	18"x13"
Exhaust Pipes	Single Cast Iron
" Nozzles	1-5½" Dia. " "
Smoke Stack, Diameter Inside	14"
" " Height Top Above Rail	12'-10⅜"
TENDER	
Tender Truck, Type	4 Wheel C.S. Side Frame
" " Journals	5"x9"
" " Wheels Diameter	30"
" " " Number	8
" " Boxes	Symington
Wheel Base, Trucks, 5'-6" Tender	16'-11"
Center Rear Wheel to Chafing Plate (Tender)	21'-6⅜"
Tender Frame	8 & 10" Channel 12¾ & 30#
Tank, Kind	"U" Shape. Level Top.
" Body, Length	264" Inside
" " Width	104" "
" " Depth	58" "
" Capacity, Gallons Water	5000 U.S.
Fuel Capacity, Tons	9
" " Gallons Oil	—
Length over all, Engine and Tender	66'-10¾"
Extreme Width	9'-5"
" Height	12'-10½"
Height Tank Filling Hole	107⅞"

MATERIALS AND SPECIALTIES

ITEMS

Axles, Driving — O.H. Steel — A.A.R. Spec'n.
" Engine Truck — " — "
" Trailing " — " — "
" Tender " — " — A.S.T.M.

Ash Pan, Special —

Air Signal — West. Schedule "L"
Booster —
Brake, Make — Westinghouse. & American N-115-70 B.C.
" Operating Equip. — " — #6 E.T.
" Driver, Make and Size — American N-115-70 with B.C. 2 Cyl. 13B 12"x8"
" Engine Truck —
" Trailer " —
" Tender, Cyl. Size — 10"x12" Type "L"
" Clasp on Tender —
" Pump No. Type and Size — 1 West. L.H. 11"
" Main Reservoir No. and Size — 1-20"x72" & 1-20"x102" (M.L.W.)

Bell Ringer — Simplicity
Blow-off Cock Muffler —
Blow-off Cock, Make — Bird Archer Type M
" " No. and Size — Two 2"
Boiler Shell Steel — U.S. Steel — Car. Steel
" Seams — A.L.Co. Sextuple
" Designed for Factor of 4.5 at 210 lbs.
" Thickness Plates, 1st 21/32 2nd 21/32 3rd — 4th —
" " Roof & Sides 1/2 Back Head 1/2" Throat 11/16"
" Fire Box Steel — Lokens — Nickel Steel
" Covering — Magnesia, Sectional.
" Back Head — " — "
" Cover Side Remov. — " — "
" " F. B. Below R. B. — Magnesia, Sectional
" Fittings, Flange or Screw Conn. — Flange & Screwed.
Fusible Plug — One A.L.Co. Std.
Bearing Metal Special —
Bumper Front — Wood
Buffer Radial — Franklin Wedge Type A-1
Relief
~~By Pass~~ Valve, Type — 2 Alco. Std. Relief Valves
Dry Pipe, Size and Material — 5" I.D. Std. Lap Welded Steel Pipe
Drifting Valve, Type —
Cab — Steel Plate, WOOD LINING.
" Curtains — #6 White Cotton Duck.
Coupler, Engine — Sharon M.C.B. Auto. Short Shank. Slotted Knuckle
" Tender — " " " Long Shank. " "
Crank Pins — O.H. Steel. — A.A.R. Spec'n.
Crosshead Shoe Material — Cast Iron — Crosshead Material Cast Steel
" " Brass Gibs —
" " Lining — Babbitt
Cylinder Cocks — A.L.Co. Std.
" Material — Ni. Iron.
" Bushing, Material —
Cleaning Holes, Special — R&L Smbox Back & L. Smbox Frt.
Cinder Valve - A.L.Co.
Driving Boxes, Material — Cast Steel.
" " Roller Bearing, Make —
" " Lateral — A.L.Co. on Front Drivers only.
" " Hub Faced —
" " Shoe and Wedge Fit Faced —
" " Cellars — Franklin
" " Special —
Dampening Device, Between Units — — Engine Truck —
Draft Gear, Front of Engine — Drawhead & Coupler
" " Rear of Tender — ALCO. WITH LONG SHANK COUPLER

Drawbar Type — A.L.Co.

ITEMS

Feed Water, Heater or Exh. St. Inj., Make — — Capacity —
" " Strainer — Perf. Pl. in Tank & Okadee on Feed Pipe
" " Joints — Screwed.
" Pipe Material — Copper.
Fire Box, Special Type —
Fire Brick Arch —
Fire Door Make and Type — Franklin, Butterfly #8
Flexible Joints, Make — 2" Barco — Steam Heat
" " Location — Between Engine & Tender
Flue Blower —
Frame, Front Rails — Cast Integral with Main Frame
" Material — Nickel Cast Steel
" Stress at "A" — 2810#
" " " "B" — 3340#
" " " "C" — 4440#
" " " "D" — 1840#
" Cradle Casting —
Grates, Make — A.L.Co. Cast Iron.
Headlight, Type — One Pyle National #20-C-300, #116 Sc. DEV.
" Size of Case — 18" ~~Bra~~ with Side Numbers.
Hub Liners, Drivers — ~~Brass~~ BRONZE ~~R. Bp. Cox Spec'n.~~
" " Engine Truck — " — "
" " Trailing " — " — "
Injector Overflow — One 1¼"-3 way Cock. Crane #268
Injectors, Make R.H. Sellers 8½ Cl. N. L.H. Hancock-HNL Capacity 2500 G per Hr.
" Checks and ~~Stn Valves~~ R. Sellers Type C
" " Pipe Material — Copper.
" " L.H. Hancock #6
~~Inspection Done~~ Inj. St. Valves. A.L.Co.
Jack Screws (Spec. of Travers) —
Jacket Material and Thickness — Hot Rolled Stl. Ann'ld. with Copper Content
" Crinoline Frame — — # 18 B.W.G.
Journal Cooler —
Low Water Alarm —
Lubricators — Detroit 5 Feed Bullseye. #42
Lubricator (Flange) —
Mud Drum —
" Ring Material — Cast Steel
Oil Cups U.S.M.P.G. - Guides. Spee D-Rods. Crane #472 - Throttle Rigging.
Piston Rod Packing — U.S. Ring Type.
Valve Stem " — " "
Pilot — Applied by — R.R. Co.
Pistons, Type and Material — Solid Head. Cast Iron.
" Packing Ring Type — Snap Ring. — Ni. Iron.

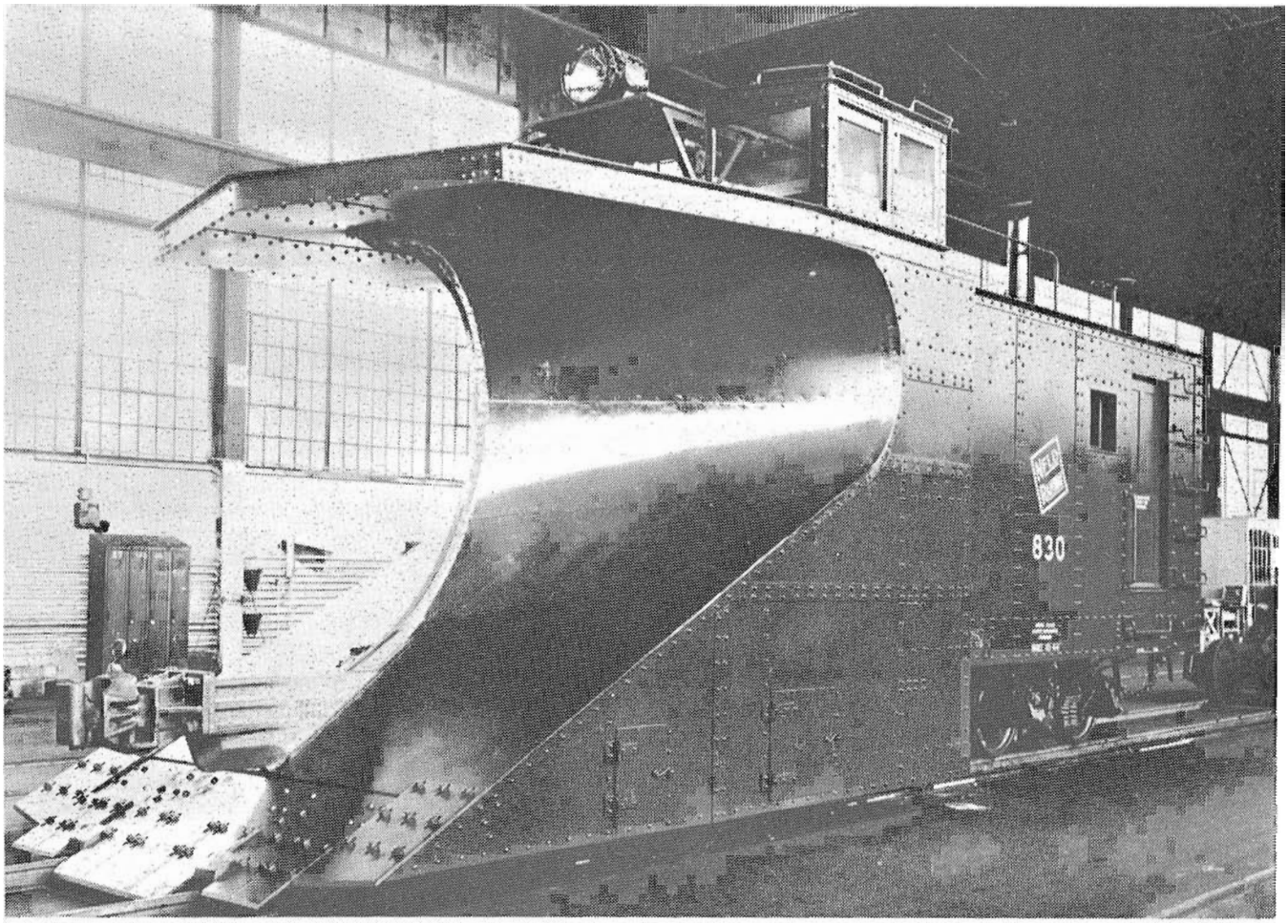
Piston Rods, Material — Low Carbon Nic. Steel
" " Extended —
Pyrometer —
Piping Eng. and Tend. (if Extra Heavy) — Ex. Heavy.
Retaining Rings on Drivers —
" " " Engine Truck —
" " " Trailing " —
" " " Tender " —
Main Rod Section — Rectangular — Material Low Car. Nic. Stl.
" " Ends — Solid. Floating Bushing on Bk. End.
Side " Section — Rectangular — Material Low Car. Nic. Stl.
" " Ends — Solid with Bushings.
Running Boards — Steel Plate
Reversing Gear, Special — Hand Lever & Swing Link
Speed Recorder —

Safety Valves, Make — Ashton #28 M.M.
" " No. and Size — 2-3" Open.
Sand Box — One. Steel Plate
Sanders — Graham White Trap. Duplex Engr's Valve

ITEMS

Superheater Type — Superheater Co's. Type "A"
" Header Matl. — Elescoloy Iron
" Pipes Size — 1½" O.D.
" " Thickness — #10 B.W.G. Min.
" " Return Bends — Forged.
Shoes and Wedges Material — Cast Iron
" " " Faced with —
" " " Special Make —
Signal Lamps — Back Up - Tender P.N.Co. T.S.L.C. 33
Smoke Box Arrangement, if Special — Extended in one piece
" " Front and Door — Pressed Steel
" " Hinges — Al.Co. M.I.
" Consumer —
Stay Bolts W. S. Material and No. — Brown Bailey. 517 Solid. 76 Hollow. 123 Flex.
" " " Rad. " " " " " 68 Taper End. 64 Stv. End. 92 Flex.
No. of Rows with Taper Ends — 6
" " " of Expansion Stays — 14
" " Expansion Bolts — 28
" " Flexible " W. S. 123, Radial 64. Exp. 28, Total 215, Make A.L.Co.
" " Hollow " — 76
Syphons 2 Nicholson Thermic — Firebox Stl.
Steamheat, Make — Gold with Gold #1014 Reducing Valve.
" Gauge — Crosby 4½" Dial. Brass Case.
Steam Gauge — Crosby 6¾" Dial — Brass Case. Grad. 400#
" Pipes, Matl. — Cast Iron
Spring Maker — A.L.Co. LaTrobe
Syphon Cock — 1 Hancock #9 — ALCo. Valve in Dome.
Stoker, Type — — Engine Location —
Tank Coal Pusher —
" Hose — 2-2½"-3 Ply. 3'-6" Lg. 1 Syphon 4"x4'-0". 1 Syphon 4"x25'-0"
" Valves — A.L.Co.
" Coal Gates — Steel Plate
Threads Special —
Tires, Driving Matl. and Size — O.H. Steel 48" O.D. x 42" I.D. Flanged. 5" Wide
" Eng. Tk. " " " " " " 30" " x 25" " " 5" "
" Trl. " " " " " " 30" " x 25" " " 5" "
" Tend. " " " " —
Tools Special —
Tool Boxes — 2 in Cab Seats
Train Control —
Tubes Material — Charcoal Iron.
Flues (~~Safe Ends~~) — Seamless Steel
Tender Brake Beams — Consolidated Equipment Co.
" Front Bumper — Steel Plate
" Back " — " "
" Platform Buffer —
" Air Pipe Vestibule —
Throttle ~~Valve~~ Packing — Grade 10D Spiral Dura metallic Packing
" Type — Bradford.
Valves Special —
Washout Plugs, Total Number 19 Make Housley
" " Number 11 Size 2" Location Bk. Hd. 2 Firebox
" " " 8 " 2⅞ " M.R. Cov. Throat & 1st & 2nd Course
Water Column, if Special — A.L.Co.
" Gauge ~~Make~~ — Guard Nathan "L" 2
" Sca[illegible] —
" " Air Opr. —
Wheel Centers Matl. Driving — Cast Steel — 42" Dia.
" " " Eng. Truck " " 25" "
" " " Trl. " " 25" "
" " " Tend. " Rolled Steel 30" "
Whistle Size and Material — #6 Crosby Style K.C. 110
Wrecking Frogs —
Weight Added for Distribution —
" " Location —

Erecting card for Alco (MLW) 1007 from the CRHA Archives.



When the winter blizzards howl across Newfoundland plows like this are very necessary to keep the line open. No. 830 had just been completed at the Cancar shops in Montreal when photographed in October 1944.
Can-Car collection, C.R.H.A. Archives.

upheaval that followed caused a change in Government, and a modified contract signed in 1901.

Most important, the Government would resume full ownership of the Railway. The operating period was stretched to 1951, and Reid allowed to end his personal liability by incorporating into the Reid Newfoundland Company Ltd. Rolling stock on the complete railway system was so lettered.

Some development followed in lumber and pulp and paper, but by 1909, the population was only about 220,000, and traffic was light. Steep grades and light construction restricted tonnage a locomotive could handle, and the costs of winter operating were horrendous. Losses were $120,000 a year.

Another change in Government brought the Reids some relief with new branch line contracts on which no tenders were called. Payment was in land grants and cash, rather than bonds as in 1890.

Lines were built to Bonavista 1911, Trespassey 1914, and Heart's Content, Grate's Cove, and Bay de Verde in 1915.

A proposed branch to Fortune got as far as Terrenceville and was abandoned. Newfoundland now possessed about 950 miles of railway, serving a scattered population of 265,000.

By 1921 over 2,000 were employed and the annual payroll had risen to $1.7 million. The Railway created employment for interior Newfoundland and it became possible to live and grow, away from the coast and the fishery. A

string of settlements and towns sprouted along the line, supported by the Railway, farming, and the forest industries.

Although traffic through the 1914-1918 War years was heavy, the Reid-Newfoundland Company claimed average losses were $213,827 a year, and they needed $2.8 million to put the track back in shape. The Government Engineer reported $5.5 million was more like the figure needed.

In 1920, the Company experienced a financial crisis and eventually Mr. R.C. Morgan of the CPR. was appointed as 'General Manager'. The Government was to meet all losses up to a maximum of $1.5 million, and losses there were.

After a sometimes bitter dispute with the Company, the Government repossessed the railway and operated it as the 'Newfoundland Government Railway. The dock and steamships also changed hands, and the Reids got $2 million in settlement of all claims

In 1926, an Act was passed changing the name to the 'Newfoundland Railway'.

During his short term in office, R.C. Morgan had estimated it cost the Reid Company 7½ cents to move one ton one mile, due to light 50 lb. rail and corresponding light rolling stock, plus heavy grades and excessive curvature. It cost the CPR less than one cent, and yet Newfoundland freight rates were similar to those charged by CPR in Ontario and Quebec.

In the 1930's, many of the grossly uneconomic branch lines were abandoned. The entire main line was re-railed with 70 lb. rail by 1928, at a cost of $3.3 million and new rolling stock acquired.

Five oil-fired steam rail cars were bought from Sentinel-Cammell in England, and used for suburban services. Most likely, all the power and ancillary equipment came from Sentinel in Shrewsbury, and the complete units erected by Metro-Cammell at Saltley, Birmingham.

In 1934 Newfoundland was unable to make payments on the public debt of $100.7 million, and responsible government was suspended. Partial colonial rule from Westminster was restored with British Governor and a Commission

A refrigerator car for the Newfoundland Railway photographed new at the Canadian Car and Foundry shops in Montreal in June 1945. Note that it is standing on the 3'6" gauge version of "snap track".

Can-Car Collection, C.R.H.A. Archives.

OCTOBER, 1918

REID NEWFOUNDLAND COMPANY

RAILWAY AND STEAMSHIP SYSTEM

Until further advised, D[illegible] and Sleeping Cars [illegible] trains leaving Port-aux-B[illegible] on [illegible] Wednes[illegible] and Frid[illegible] [illegible] Cars attached [illegible] Sunday[illegible] Tuesdays, and Thursdays only.

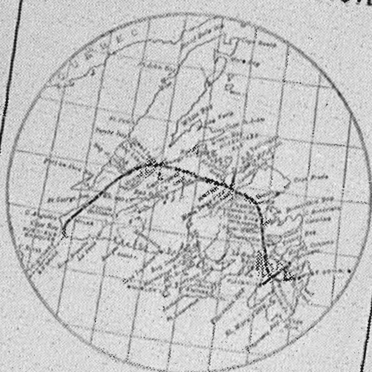
W. N. JOHNSTONE
GENERAL PASSENGER AGENT

HEAD OFFICE:
ST. JOHN'S, NEWFOUNDLAND

MAY 1, 1903

REID NEWFOUNDLAND COMPANY

RAILWAY and STEAMSHIP SYSTEMS



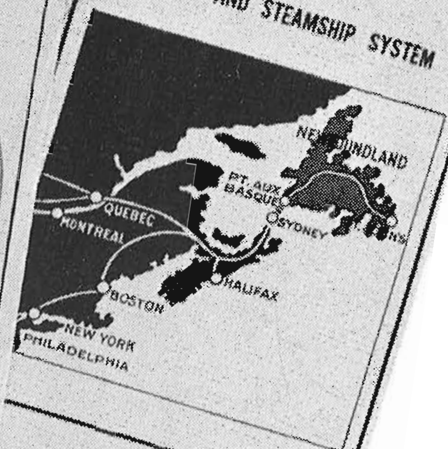
H. A. MORINE,
GENERAL PASSENGER AGENT

HEAD OFFICE:
ST. JOHN'S, NEWFOUNDLAND

1933
(Effective January to June)

NEWFOUNDLAND RAILWAY

RAILWAY AND STEAMSHIP SYSTEM



F. E. PITTMAN
GENERAL PASSENGER AND TICKET AGENT

HEAD OFFICE:
ST. JOHN'S, NEWFOUNDLAND

REID-NEWFOUNDLAND COMPANY

NEWFOUNDLAND

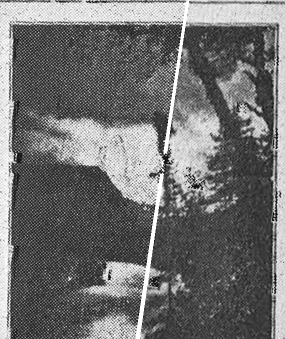
ONLY ONE HUNDRED MILES BY SEA FROM CANADA

Finest Caribou Hunting Grounds in the World

[illegible] SALMON and TROUT STREAMS that have yet been discovered

LABRADOR

Quick trips in modern[illegible] equipped steamers afford every comfort to see this land of [illegible] Mountains, Unfished Rivers and Unexplored Wil[illegible]

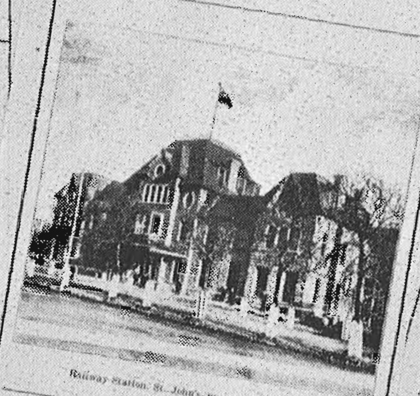


[illegible] on Humber River

W. D. REID, President		St. John's
H. D. REID, Vice-President		
R. G. REID, General Superintendent		
[illegible] RIOUX, Assistant to the President		
J. W. N. JOHNSTONE, Gen. Pass. and Ticket Agt.		
E. W. TAYLOR, General Freight Agent		
H. McNEIL, Auditor		
H. CRAWFORD, Purchasing Agent		
G. C[illegible]B, Superintendent		

REID-NEWFOUNDLAND COMPANY

SHORTEST SEA TRIP
BETWEEN
NEWFOUNDLAND AND CANADA
"SIX HOURS"
SLEEPING AND DINING CARS ON ALL THROUGH EXPRESS TRAINS



Railway Station, St. John's, opened January, 1903

R. G. REID, President	
W. D. REID, Vice-President and General Manager	St. John's, Newfoundland.
H. D. REID, Asst. General Manager and Secretary	"
R. G. REID, Jr., Superintendent	"
G. H. MASSEY, Chief Engineer	"
H. A. MORINE, Gen. Pass. and Ticket Agent	"
D. SUTHERLAND, Gen. Freight Agent	"
H. McNEIL, Auditor	"
H. S. CORMACK, Treasurer	"
H. CRAWFORD, Purchasing Agent	"

NEWFOUNDLAND RAILWAY

NEWFOUNDLAND

ONLY ONE HUNDRED MILES BY SEA FROM CANADA

ST. JOHN'S, NFLD., TO MONTREAL, QUE.

Leave St. John's	5.00 p.m.	Mon., Thur.
Arrive Port-aux-Basques	8.00 p.m.	Tues., Fri.
Leave Port-aux-Basques	9.00 p.m.	Tues., Fri.
Arrive North Sydney	6.00 a.m.	Wed., Sat.
Leave North Sydney	7.25 a.m.	Wed., Sat.
Arrive Truro	4.45 p.m.	Wed., Sat.
Leave Truro	5.20 p.m.	Wed., Sat.
Arrive Montreal	6.40 p.m.	Thurs., Sun.

MONTREAL, QUE., TO ST. JOHN'S, NFLD.

Leave Montreal	8.00 p.m.	Tues., Fri.
Arrive Truro	7.50 p.m.	Wed., Sat.
Leave Truro	9.25 p.m.	Wed., Sat.
Arrive North Sydney	6.35 a.m.	Thurs., Sun.
Leave North Sydney	8.30 a.m.	Thurs., Sun.
Arrive Port-aux-Basques	4.30 p.m.	Thurs., Sun.
Leave Port-aux-Basques	6.00 p.m.	Thurs., Sun.
Arrive St. John's, Nfld.	10.00 p.m.	Fri., Mon.

ST. JOHN'S, NFLD., TO BOSTON, MASS.

Leave St. John's	5.00 p.m.	Mon., Thurs.
Arrive Port-aux-Basques	8.00 p.m.	Tues., Fri.
Leave Port-aux-Basques	9.00 p.m.	Tues., Fri.
Arrive North Sydney	6.00 a.m.	Wed., Sat.
Leave North Sydney	7.25 a.m.	Wed., Sat.
Arrive Truro	4.45 p.m.	Wed., Sat.
Leave Truro	10.20 a.m.	Thurs., Mon.
Arrive Saint John, N.B.	5.50 p.m.	Thurs., Mon.
Leave Saint John, N.B.	6.00 p.m.	Thurs., Mon.
Arrive Boston, Mass.	6.58 a.m.	Fri., Tues.

BOSTON, MASS., TO ST. JOHN'S, NFLD.

Leave Boston	9.30 p.m.	Tues., Fri.
Arrive Saint John, N.B.	10.50 a.m.	Wed., Sat.
Leave Saint John, N.B.	12.20 p.m.	Wed., Sat.
Arrive Truro	7.30 p.m.	Wed., Sat.
Leave Truro	9.25 p.m.	Wed., Sat.
Arrive North Sydney	6.35 a.m.	Thurs., Sun.
Leave North Sydney	8.30 a.m.	Thurs., Sun.
Arrive Port-aux-Basques	4.30 p.m.	Thurs., Sun.
Leave Port-aux-Basques	6.00 p.m.	Thurs., Sun.
Arrive St. John's	10.00 p.m.	Fri., Mon.

[illegible] RUSSELL, General Manager	St. John's
[illegible] COBB, Superintendent, Western Division	Bishop's Falls
[illegible]ITZPATRICK, Superintendent, Eastern Division	St. John's
[illegible] ROLLS, General Freight Agent	St. John's
[illegible] PITTMAN, General Passenger and Ticket Agent	St. John's

PRINTED IN CANADA

of six. Under government by Commission, the Railway was maintained, but no improvements made.

A Modest Profit

During the war years (1939-1945), Newfoundland found itself a highly strategic piece of real estate. Passenger traffic doubled, as servicemen and contruction workers were moved about the Island. Freight carried rose from 649,126 tons in 1938, to 930,151 tons in 1944.

On September 2nd. 1940, the 'Destroyers-for-bases' deal was made between the U.S.A. and Great Britain. American bases sprang up along the Railway, at Stephenville, Gander, Botwood, Argentia, and St. John's. $45 million was spent on the Argentia U.S. Naval Air Station alone.

The Railway was in poor shape, but The United States Government, through lend-lease, and their involvement in the war effort made sure the needed improvements were made. For the first and last time the books showed a small profit.

Another major rehabilitation program was just as necessary after the strains of the war years. Track and bridges were upgraded, and coal burning locomotives were converted to oil.

A New Era

We are Canada's newest Province,
And no more are we alone.
Times have been so good to us,
Since the Maple Leaf came home.

L.Crew/Creemore Music.

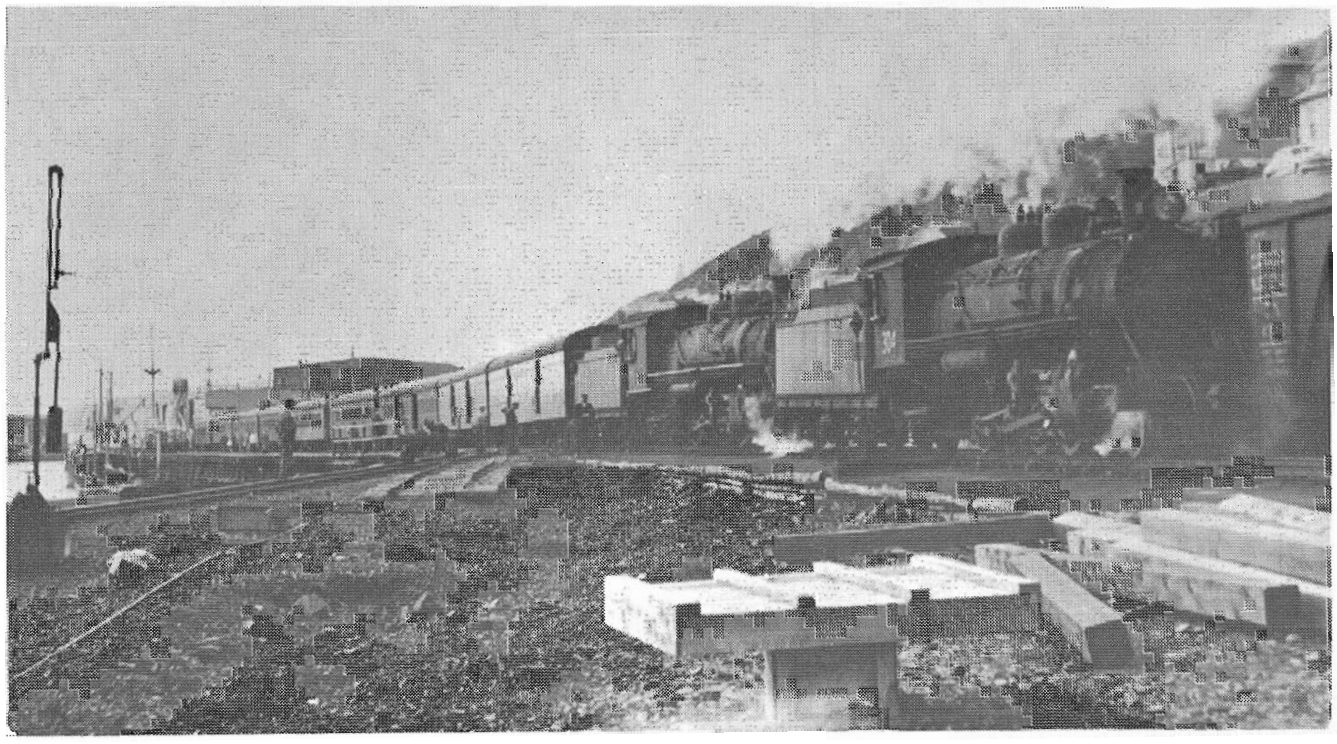
In 1949 all 350,000 Newfoundlanders joined Confederation, and Canadian National took over operation of the 700 mile railway system in Canada's tenth Province.

CNR continued the rehabilitation program and introduced modern maintenance and operating methods already used on the mainland System. There were about 3,500 Employees and by 1960, total payroll was $10 million.

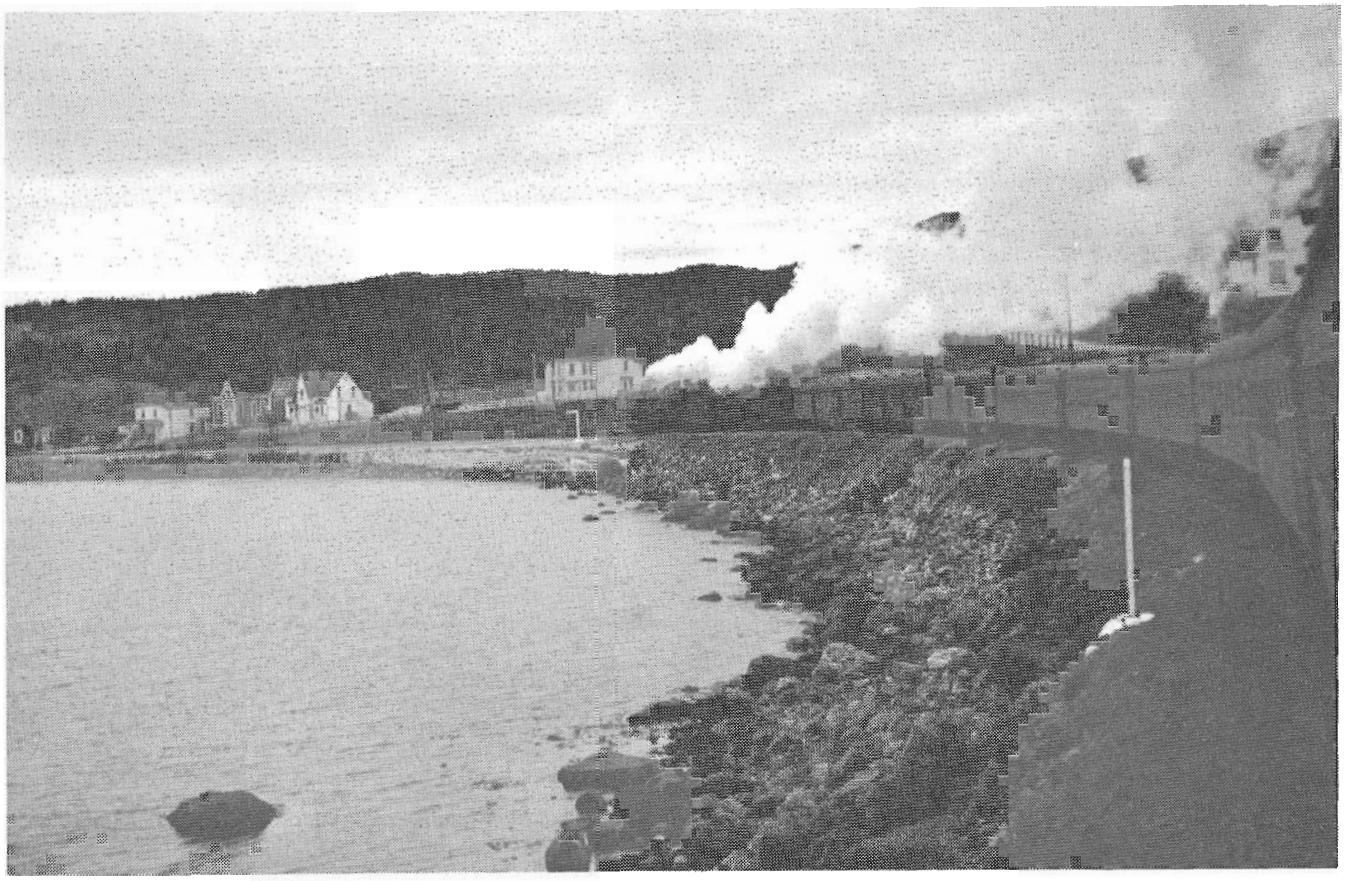
Traffic increased and steam locomotives were gradually replaced by diesel electric units from G.M.D. Ltd., during the years 1953 to 1956.

Track was elevated through the high barren, windswept Gaff Topsail area, to improve winter operating and improved, heavier snow plows were acquired.

Meanwhile the Trans-Canada two lane highway sections were steadily linked up and



Double headed "Caribou" prepares to depart Port aux Basques in October 1954. Photo CRHA Archives, E.A. Toohey Collection No. 54-106.



Two views along the line, North of Port aux Basques and at Grand Bay.
Photos CRHA Archives, E.A. Toohey Collection Nos. 54-114, 54-115.

paved. The jaunty slogan of the Joey Smallwood Liberal Government was 'Yes We'll finish the drive in....'65'.

They did. All 565 miles, and it was bad news for the Railway. Newfoundlanders took to cars and buses like ducks to water. By 1968, it was clear that now 22 hour train ride could not compete with 14 hours by bus. On June 30th 1969, the last passenger express train left St. John's for Port aux Basques.

Freight receipts also took a beating. In 1976 C.N. lost $23 million on the Railway and $70 million on the ferries.

A Federal Government Commission headed by Dr. Arthur Sullivan completed a study in 1979 and one recomendation was to phase out the Railway within ten years.

Response from the province was;- "It is the position of the Government of Newfoundland that our Railway should not be abandoned under any circumstances". The Federal Government agreed, and a separate division of C.N., called TerraTransport was created in March 1979.

One key to improved service: innovation

"This service (the Terra Transport container plan) provides a very flexible and intermodal means of moving freight both in and out of the province and between customers within the province. The service now being offered by Terra Transport has had a very high customer acceptance, and no wonder."

Those statements were made by Newfoundland Premier A. Brian Peckford during a speech last fall to the United Tranportation Union in Corner Brook, Newfoundland. They symbolize the kind of acceptance the innovative use of containers has had in that province.

Terra Transport has announced a number of innovations and improvements for the full range of services it provides — Rail, Trucking, Express, and Roadcruiser, although this movement toward container use has been the most dramatic.

A historical perspective

Terra Transport with headquaters in St. John's was established in March of 1979 as a separate division of CN, with responsibility for Island-wide Rail, Trucking, Express, and Passenger Bus Services in Newfoundland. The immediate mandate of the division was to plot a course for revitalization since, over the years, many changes had occurred — including the loss of large volumes of traffic to competing carriers, and increasing financial deficits to CN Rail in 1982.

However, even before those organizational changes, the railway and coastal vessels had been the transportation lifelines of Newfoundland. Those coastal ships linked the communities dotting the bays and inlets around the island, and the railway linked the inland communities around the province.

The railway station had become the focus for shipping, receiving and storage of customer traffic, with the agent's role including issuing train orders, sending telegrams, handling payroll, and keeping records of loaded and empty railcars.

In addition, the local agent provided a communication link with communities across the island and to the mainland, as well as controlled the movement of all trains.

Changing times

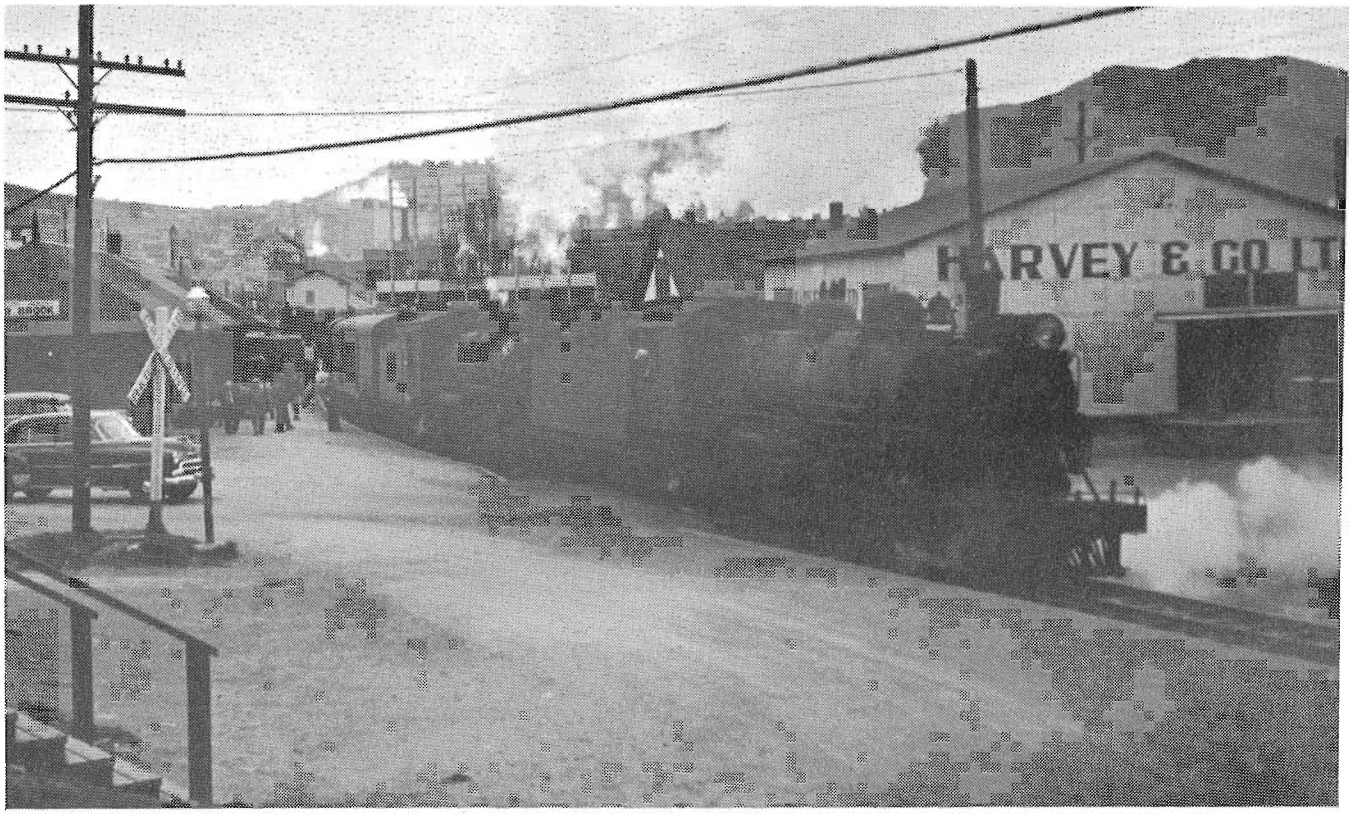
However, modern developments in technology brought many changes to that transportation/communication environment, including dial telephone service, computers, microwave towers, modern warehouses, improved handling techniques and the completion of the Trans Canada Highway.

These changes affected all modes of transportation in various ways, including truck, water, air and rail. CN Rail responded by introducing diesel locomotives, upgrading repair and maintenance facilities, acquiring modern track repair equipment, improving roadbeds and installing new bridges. In addition, a wheel-changeover facility was established at Port aux Basques to permit mainland cars to travel on Newfoundland's narrow gauge track.

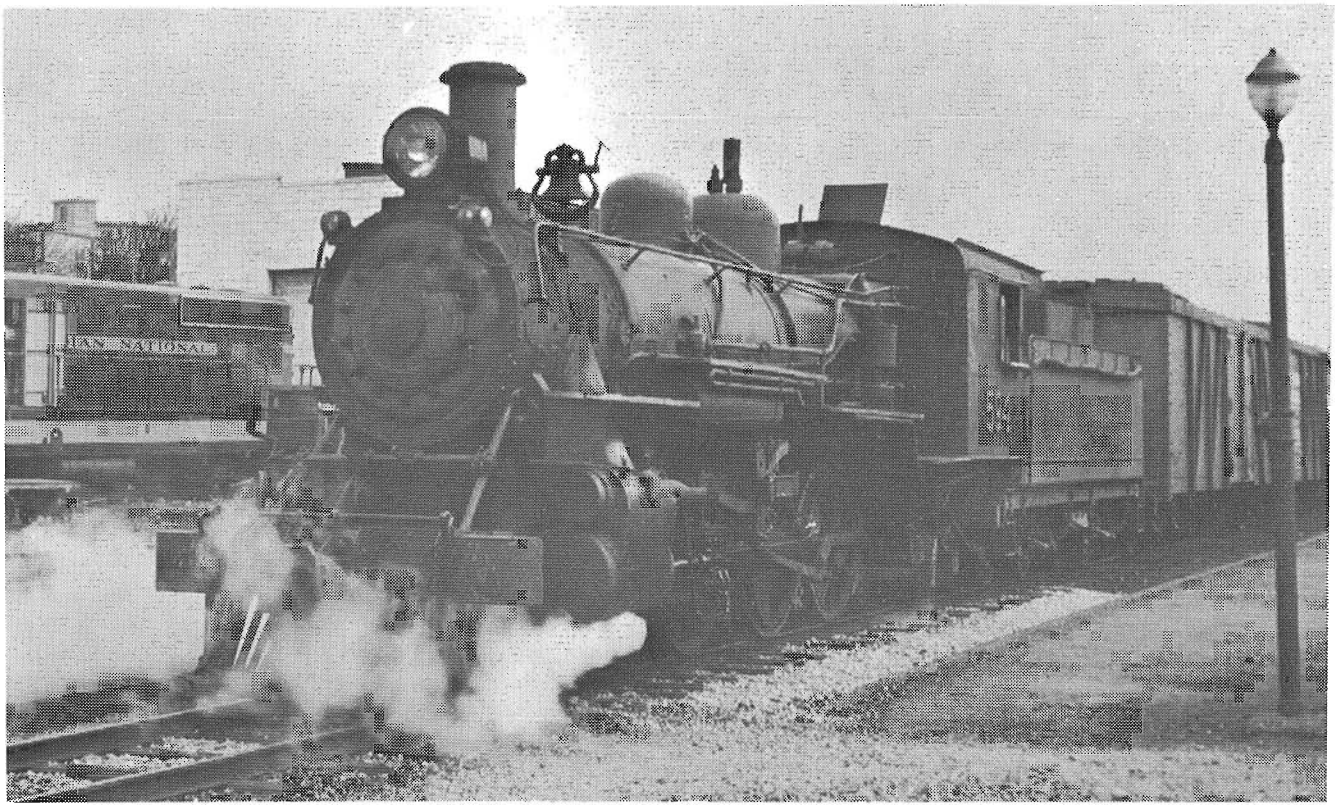
Despite these changes, however, the railway started losing traffic at a tremendously high rate to the new steamship services out of Montréal and Halifax and to the truckers. CN Rail was not providing what the customer wanted in terms of flexibility, service and mode of transport.

The conventional railcar traffic moved directly to North Sydney, then was transported across the Cabot Strait on a railcar ferry to Port aux Basques. There the cargo had to be either transferred to Newfoundland railcars, or the actual railcar trucks changed so they could travel on the narrow gauge Newfoundland Railway. The maximum net weight on rail in Newfoundland was approximately 100 000 lbs. (45 400 kilograms). Altogether, an expensive, inconvenient, sometimes clumsy system.

The increasing problems associated with a changing transportation environment led to the appointment, by the Federal Government, of a Commission of Inquiry to study the total transportation environment in Newfoundland



"The Caribou" at Cornerbrook, Nfld. in 1954.
CRHA Archives, E.A. Toohey Collection No. 54-119.



Mixed train with 594 at St. John's in October of 1954.
CRHA Archives, E.A. Toohey Collection No. 54-109.

and Labrador. This Commission, which became known as the "Sullivan Commission," completed its study in 1978, and set forth, among its many recommendations, one in particular that applied specifically to the railway. Recommendation No. 29 stated:

"That plans be commenced now to phase out the railway in Newfoundland in approximately ten years..."

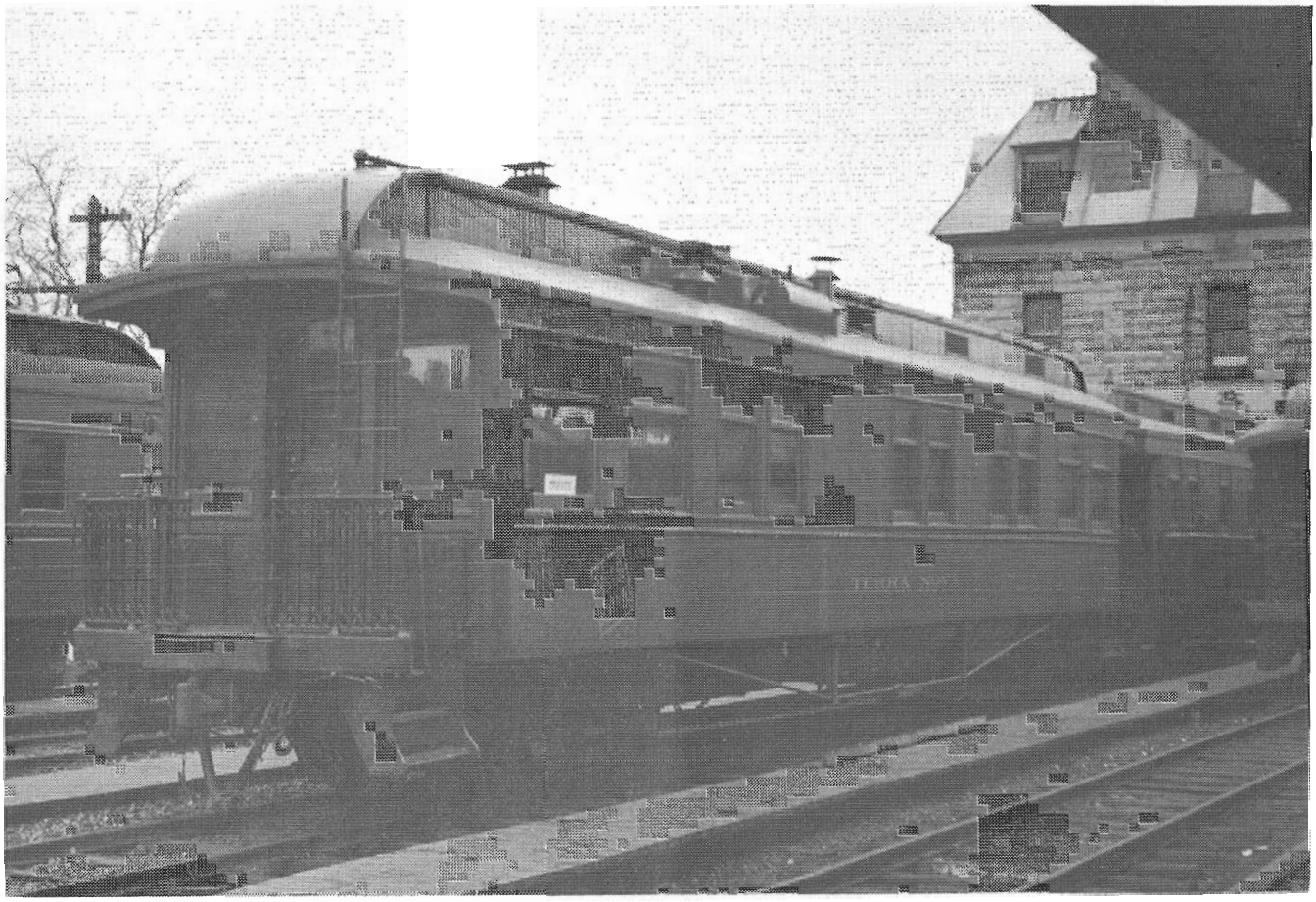
This recommendation was rejected by both the Federal and Provincial governments.

In November 1979, the Federal Government announced the funding for a five-year program to support "Revitalization of the Railway in Newfoundland." An amount of $67 million was earmarked for new initiatives under a vigorous program of "testing and evaluation" of the railway to determine its longer term role within the total Newfoundland tranportation environment. In addition, $10 million was provided to assist employees likely to be affected by manpower adjustments.

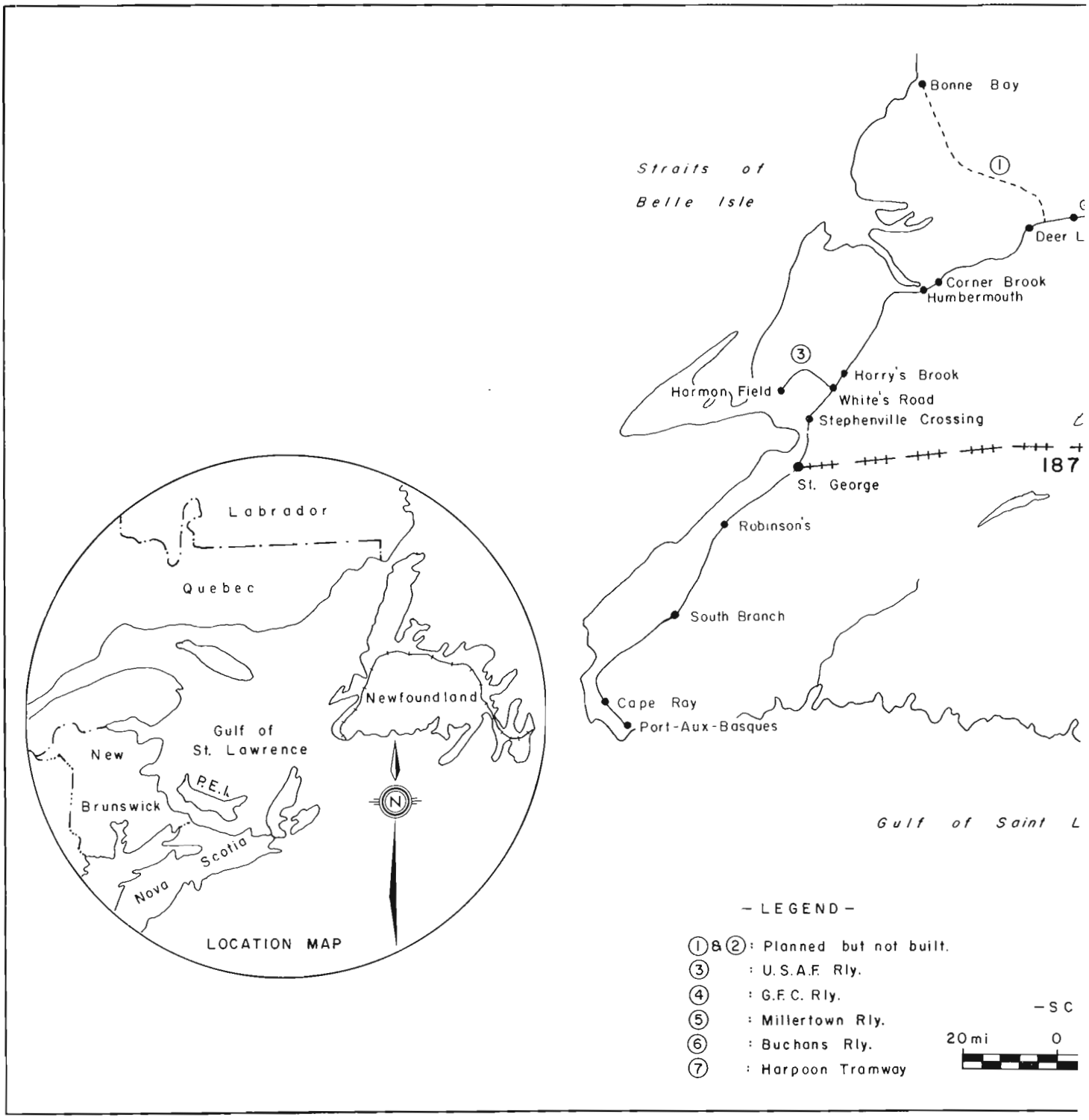
The availability of funds was tied to the development and implementation of programs to improve the marketability and operational effectiveness of the railway and to bring the financial deficit under control. The annual Newfoundland rail deficit of some $30 million in 1979 was expected to increase to $55-$60 million in the next five years if no action was taken.

During 1980, Terra Transport's marketing function co-ordinated an extensive investigation of several strategic planning alternatives. According to Ed Roberts, manager, marketing, for Terra Transport at that time, these studies included market surveys, traffic flow analyses and competition studies. Included also were operational changes and new handling systems. The major objective, of course, was to determine a new long term role for the railway that would meet market requirements.

Four alternate plans were submitted to Transport Canada, and the Rail Container Plan provided not only the lowest cost option, but also the highest probability of meeting customer acceptance. Mr. Roberts stated that the container plan offered a number of significant advantages from a marketing and operational viewpoint:



"Terra Nova" in St. John's in 1954. This private car is now preserved at the National Museum of Science and Technology in Ottawa.
CRHA Archives, E.A. Toohey Collection No. 54-136.


Bonne Bay
Straits of
Belle Isle
Deer L
Corner Brook
Humbermouth
Harmon Field
Harry's Brook
White's Road
Stephenville Crossing
St. George
187
Robinson's
South Branch
Cape Ray
Port-Aux-Basques
Gulf of Saint L
Labrador
Quebec
Newfoundland
Gulf of
St. Lawrence
New
Brunswick
P.E.I.
Nova
Scotia
N
LOCATION MAP
- LEGEND -
① & ② : Planned but not built.
③ : U.S.A.F. Rly.
④ : G.F.C. Rly.
⑤ : Millertown Rly.
⑥ : Buchans Rly.
⑦ : Harpoon Tramway
- S C
20 mi
0


Lake
Gaff Topsail
Botwood
Lewisporte
Notre Dame Jct.
Glenwood
Windsor
Bishop's Falls
Grand Falls
Millertown Jct.
Buchans Jct.
Millertown
Harpoon Brook
Gander
Gambo
Bonavista Bay
Bonavista
Catalina
Port Union Jct.
Port Union
Terra Nova
Goose Bay
Trinity
Port Blandford
Shoal Harbour
Clarenville
Grate's Cove
Grate's Cove Jct.
Bay de Verde
Northern Bight
Heart's Content
Carbonear
Come-By-Chance
Terenceville
Tickle Harbour
Blake-town
Tilton
ST. JOHN'S
Waterford Bridge
Placentia Jct.
Whitbourne
Argentia
Placentia
Brigus Jct.
Bay Bulls
Fortune
Placentia Bay
Ferryland
Trepassey
Portugal Cove
20 mi
40 mi

w.j.g 4-85

Marketing

- Shippers were requesting a container service.
- Containers could provide door-to-door capability.
- Transit times could be reduced, while dependability would be improved.
- Delays on the Gulf would be minimized because of increased vessel flexibility.
- Trend to smaller lot size shipments and resulting reduced inventory costs.

Operations

- Expenses would be reduced through productivity improvements.
- Containers could move equally well on mainland or Newfoundland container cars so the narrow-gauge track would not be a problem.
- The program could be phased in, allowing for a "gradual and orderly switch from existing railcars to containers."
- The switch to containers would not affect conventional rail service within Newfoundland for moving pulpwood and cement.

In 1982, Terra Transport introduced its domestic container system, with its goal to convert all conventional railcar traffic to the new container system, and eventually eliminate the railcar ferry and truck-to-truck transfers.

Under this improved system, traffic from eastern Canada is placed directly into containers at origin and moved by highway to container terminals at Toronto, Montréal and Moncton. From there the containers move on railway flatcars to North Sydney where they are transferred to specially designed Gulf container truck chassis.

These containers are moved across the Gulf on any of CN Marine's existing truck and auto ferry services to Port aux Basques where the containers are transferred to the narrow-gauge 40-foot (12.2 metre) Newfoundland railcars for movement to container terminals at Corner Brook, Grand Falls, or St. John's. From there, the containers are delivered by highway to the customers' final destinations.

Although the containerization program is now available only for eastern Canadian traffic, plans are underway to also include traffic from western Canada and the United States. As part of that innovation, distribution centres and Cargo-Flo terminals are being established in the Maritimes. Cargo-Flo terminals provide services for handling both dry bulk flowables — such as cement, flour and fertilizers, and liquid products, ranging from acids to liquid detergents.

Expected to be complete by early 1984, these new facilities will make it possible for traffic to be tranferred from conventional railcars to containers for movement across the Gulf to Newfoundland.

The container service: A profile

The Terra Transport container service uses standard I.S.O. containers, both 20 feet (6.1 metres) and 40 feet (12.2 metres) long; the first, rated for 48 000 pounds (21 800 kilograms); the second, 60 000 pounds (27 200 kilograms). A triaxle, gooseneck chassis was designed to accommodate these heavy payloads for 40-foot equipment, allowing for maximum payload on highways and eliminating any road height or dock restriction problems.

To meet customer needs, Terra Transport has available a variety of container types, including 20-foot and 40-foot dry freight containers, and heated and reefer containers. A prototype SuperTherm container is now being tested.

A 20-foot roof hatch container for bulk commodities has been introduced, with both full and dump doors as well as a dump chassis to allow unloading wherever customers want the products. These features allow the container to be used for standard or bulk cargo, and the roof hatches allow the commodity to be loaded while on chassis or railcar. Disposable liners are used if the bulk cargo is corrosive.

A bulkhead flat container has also been introduced for forest products such as lumber and plywood, or other commodities such as pipe and structural steel. Permanent nylon strapping is used to secure the product, reducing shipper loading costs.

TerraTransport containers

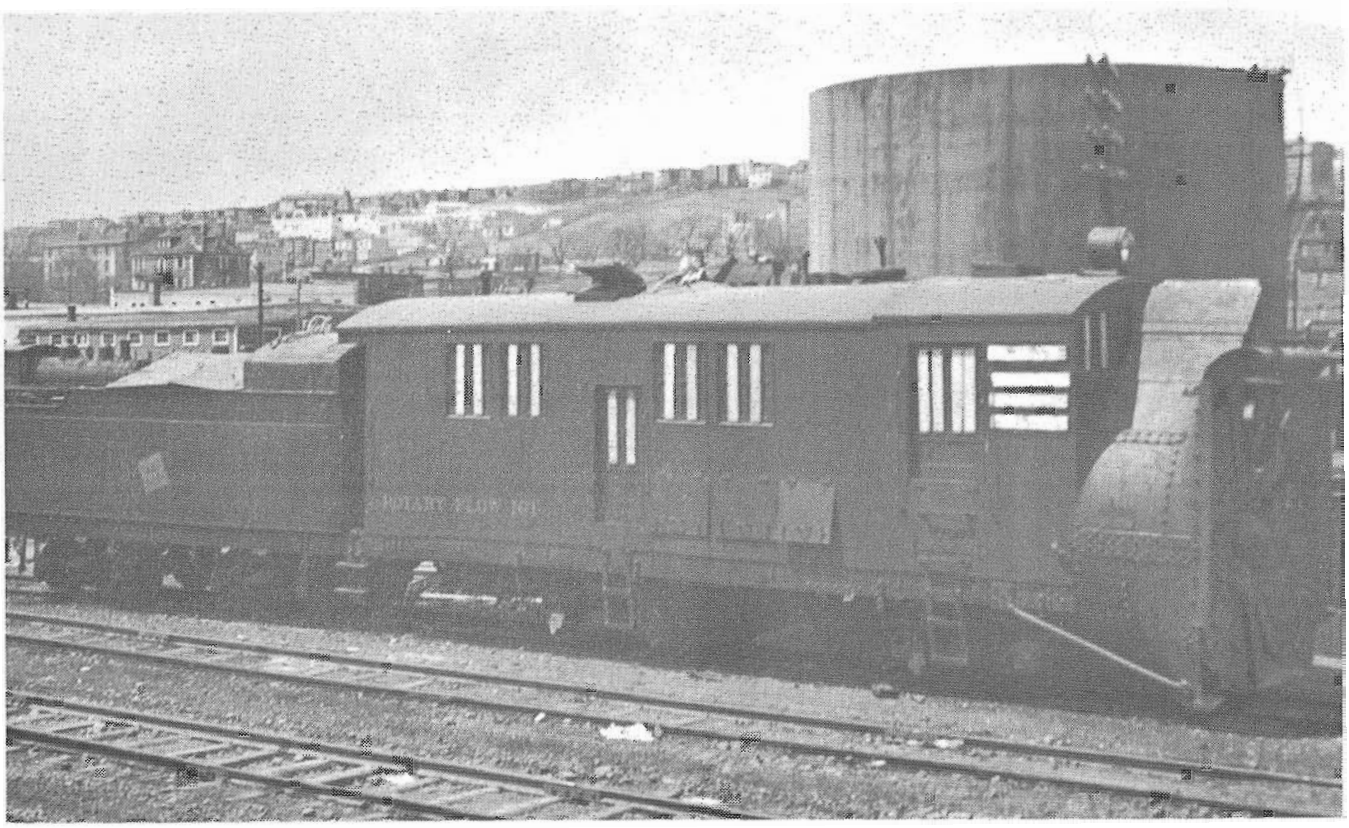
Since its introduction, the new container system has demonstrated a very high reliability factor, achieving a consistent seven-day transit time and, not surprisingly, has met with great customer acceptance.

Customers have commented on:

- Good service.
- Deliveries have been in very good condition.
- Time and scheduling have been excellent.

This customer acceptance has also been shown in the form of significant traffic growth. Many customers who had previously left the railway are now returning and once again CN Rail is regarded as providing a very acceptable transportation system into Newfoundland.

At present, TerraTransport has 1269 containers of various types, 13 front lifts, 661 chassis, and 35 tractors. Some $34 million has been spent on equipment and terminals and $16 million on phasing in labour adjustments. The



The end of the era for the Nfld. Railways rotary snowplow.
CRHA Archives, E.A. Toohey collection No. 54-151.

Division has now captured close to 40% of general traffic in Newfoundland.

Not everyone is happy about this. Atlantic Container Express Inc., an Ontario based trucking Company, complained to the CTC. that TerraTransport freight rates were too low and represented unfair competition.

On CBC. Radio January 14th 1985., President Peter Clarke of TerraTransport, confirmed the CTC had ruled individual rates should be increased from 2% to 39%, with an average rise of 15% to 25% in costs to Users. If these increases are implemented, TerraTransport could lose 30% of its Railway traffic. Presently they have been suspended until the Federal Court of Appeal can make a decision.

By the Fall of 1983, intermodal containers had been in use for 18 months or so, and a survey of 117 Customers was carried out.

106 Clients reported their business with TerraTransport had increased during this time. Six indicated a decrease in business, and there were five no change or don't knows. Security, minimal damage, efficient service and door to door delivery, were rated good to excellent.

The System continues to be modernised and trimmed. Replacement of cabooses by ETU's was announced in 1984 as the current objective.

The branch from Clarenville to Bonavista was closed entirely effective June 20th 1984.

The last mixed train fom St. John's to Carbonear, called the 'Shoreliner', covered the 80.1 miles in five hours on September 20th 1984. The train only stopped for ten minutes, when the two EMD G8 road switches 800 and 804 pulled out for the last historic run back to St. John's. The return fare was $14.00. Freight only services continue on both branches.

It is still possible to take a ride on the Railway, but probably not for much longer. A passenger car is added to the rear of a daily main line freight, just between Bishops Falls and Corner Brook, and this service is mainly for the conveience of cabin owners who have no road access.

Then there is the traditional 'Trouters' Special' run out of St. John's on the Victoria Day long weekend, dropping the 100 or so passengers off at their favorite fishing holes en route.

CN Diesels being loaded in Montreal to replace steam on the Nfld. Railway. Photo courtesy CN No. 52594-15.

In Retrospect

These side trips will never compare with the 'Newfie Bullet', as the Newfoundland Express was dubbed by World War II Servicemen, in deference to its average speed of 10 MPH. C.N. later preferred 'The Caribou', but the 'Bullet' she was and always will be. A typical consist before C.N. began with Two Pacific locomotives, the mail car with all the Canadian or mainland mail and the express car for precious cargo i.e. liquor, cigarettes and ice cream. Next, a baggage car, two or three second class cars, three or four coaches with plush seats, then the famous Diner and last, the sleepers, with the tail end car usually observation-platform equiped, like the 'Fogo'.

Those who knew it then, remember the smoke, from the coal stove at the end of each car, from the tobacco and cigarettes, and if one opened a window, a face full of soot and engine smoke. Certainly the constant aroma of oranges, a must for children, before soft drinks were available.

They recall luggage blocking the aisles, and trying to keep ones feet walking to the Diner, through cars buffeted by high winds and squealing round the innumerable curves, some angled as sharp as 14°. Then there were the songs, accordians, and the interminable card games on cardboard suitcases perched on someones knees and the delays, from wash outs, collisions with moose, impenetrable snow drifts and gale force winds. The Railway even had Windsniffer on the payroll for 30 years. Lauchie McDougall 1896-1965 at Wreckhouse, where 140 kilometer winds are known, would walk the track, and for $140.00 a year, warned the Railway of impending winds liable to blow cars off the tracks.

As a reminder of the old days, one steam locomotive is kept in South Brook Park, Corner Brook, by the City's Rotary Club, to whom it was donated by C.N. in 1958. All other steam locos were scrapped.

The Newfoundland Transport Historical Society are restoring three Railway cars at their Museum site in C.A. Pippy Park, St. John's, and expect to add two more, plus a diesel locomotive soon.

Today, TerraTransport is a modern, competitive rail freight transportation Division, fully computerised, and Trans Canada Highway users

can often see the consists of 85 or so container units and multiple diesel units, snaking around the curves in the valleys below, running parallel to the Highway for many miles of its length.

In December 1984, the Federal Government made a commitment that the Railway would be maintained and a further assessment of revitalisation, and its relationship with other transportation modes in the Province, would be undertaken to determine the overall transportation system that will best meet the needs of the people of Newfoundland.

1903

REID-NEWFOUNDLAND COMPANY

ST. JOHN'S, PORT-AUX-BASQUES AND NORTH SYDNEY

ST. JOHN'S SECTION

GOING WEST — READ DOWN | GOING EAST — READ UP

No. 1 Express Daily 1ST CLASS	No. 7 Accom. Daily except Sunday 2ND CLASS	STATIONS	Miles	No. 8 Accom. Daily except Sunday 2ND CLASS	No. 2 Express Daily 1ST CLASS
5.00 pm	8.30 am	Lv.... St. John's ....Ar	0	9.30 pm	11.00 am
		.....*Black Marsh ...Lv	4		
	8.56 "	.....*Dunsmere.....	7	9.09 "	
		.....*Anns.....	8		
5.25 "	9.00 "	....Western Junc....	81	9.04 "	10.35 am
	9.07 "	.....Irvine	10	9.00 "	
5.43 "	9.27 "	.....Topsail	15	8.45 "	10.17 "
	9.39 "	.....Manuels	18	8.32 "	
		.....*Fox Trap.....	21		
6.03 "	9.55 "	.....Kelligrews.....	22	8.20 "	9.55 "
	10.14 "	.....*Sea Cove.....	27	8.10 "	
	10.18 "	.....*Duffs	29	8.05 "	
		.....*Briens.....	32		
6.38 "	10.39 "	.....Holyrood	33	7.45 "	9.25 "
	10.48 "	.....Woodford	36	7.36 "	
6.58 "	10.59 "	.....Avondale.....	39	7.28 "	9.07 "
7.15 "	11.20 "	Ar) Lv		7.15 "	8.54 "
	11.30 am	Lv) Brigus Junc. (Ar	44	6.50 "	
		.....*Maher's	47		
		.....*Hodgewater	49		
7.50 pm	12.10 pm	Ar...Whitbourne...Lv	57	6.15 pm	8.15 am

No. 7 Accom. Daily except Sunday 2ND CLASS	No. 1 Express Sunday Tuesday Thursday 1ST CLASS	No. 5 Mixed Monda Wed'sda Friday 2ND CLASS	STATIONS	Miles	No. 6 Mixed Sunday Wed'sday Friday 2ND CLASS	No. 2 Express Monday Thursday Saturday 1ST CLASS	No. 8 Accom. Daily except Sunday 2ND CLASS
12.40 pm	8.00 pm	8.15 pm	Lv... Whitbourne...Ar	57	7.45 am	8.00 am	5.20 pm
1.00 pm	8.20 "	8.43 "	...Placentia Junc..Lv	64	7.22 "	7.40 "	5.00 pm
	8.49 "	9.18 "	.....Long Harbour.....	73	6.47 "	7.15 "	
	9.22 "	10.03 "	..... Tickle Harbour	82	6.09 "	6.55 "	
	9.46 "	10.31 "	..... Rantem	90	5.36 "	6.16 "	
	9.55 "	10.43 "	.....La Manche.....	92	5.23 "	6.10 "	
	10.21 "	11.03 "	.....Arnold's Cove	101	4.50 "	5.42 "	
	10.36 "	11.35 pm	..... Come-by-Chance	105	4.32 "	5.30 "	
			.....*Seward's Mill	111			
			.....*Come-by-Chance "Y"...	112			
			.....*Benson's Mill.....	115			
	11.17 pm	12.33 am	..... Northern Bight.....	118	3.44 "	4.51 "	
			.....*Tunnel	124			
			.....*65th Mile	129			
	12.05 am	1.17 am	Ar....Clarenville....Lv	133	2.51 am	4.07 am	

CLARENVILLE SECTION

No. 1 Express Monday Wed'sday Friday 1ST CLASS	No. 5 Mixed Tuesday Thursday Saturday 2ND CLASS	STATIONS	Miles	No. 6 Mixed Tuesday Thursday Saturday 2ND CLASS	No. 2 Express Sunday Wed'sday Friday 1ST CLASS
12.15 am	1.27 am	Lv....Clarenville....Ar	133	2.41 am	3.57 am
12.25 "	1.37 "	.....Shoal Harbour ...Lv	135	2.33 "	3.47 "
		.....*Tuck's Mill	141		
12.55 "	2.05 "	.....*Thorburn Lake	146	1.47 "	3.17 "
		.....*Pitley's Mill.....	146		
1.20 "	2.50 "	....Port Blandford	153	1.20 "	2.50 "
2.05 "	3.38 "	...Terra Nova "Y ...	166	12.33 am	2.05 "
		.....*Mackerels.....	176		
2.55 "	4.36 "	.....Alexander Bay.....	183	1.37 pm	1.17 "
		.....*Water Shute.....	184		
		.....*Grants	187		
3.23 "	5.08 "	..... Gambo.....	191	11.04 "	12.53 "
4.05 "	5.55 "	..... Benton.....	206	10.14 "	12.13 am
		.....*Cobb's Camp.....	221		
5.22 "	7.34 "	..... Glenwood	233	8.42 "	11.00 pm
6.05 "	8.12 "	...Notre Dame Junc...	247	7.54 "	10.20 "
6.30 "	8.56 "	..... Norris Arm	256	7.03 "	9.55 "
7.05 am	9.33 am	Ar..Bishop's Falls..Lv	269	6.45 pm	9.20 pm

BISHOP'S FALLS SECTION

7.15 am	9.43 am	Lv..Bishop's Falls. Ar	269	6.35 pm	9.10 pm	
7.50 "	10.26 "	.....*Rushy Pond.....	284	5.54 "	8.33 "	
8.37 "	11.23 am	.....Badger Brook	296	4.57 "	7.45 "	
9.30 "	12.21 pm	...Millertown Junc. ...	312	4.00 "	6.55 "	
9.40 "	12.34 "	..*St. Patrick's Brook ...	317	3.45 "	6.40 "	
10.00 "	12.54 "	.....*West Brook	324	3.20 "	6.20 "	
10.10 "	1.05 "	.....Quarry	327	3.07 "	6.10 "	
10.35 "	1.26 "	.....*Gull Topsail.....	336	2.37 "	5.46 "	
11.05 "	2.00 "	....*Kitty's Brook	347	2.00 "	5.15 "	
11.44 "	2.46 "	.....Howley	359	1.15 "	4.33 "	
12.01 am	3.16 "	..... Grand Lake	365	12.48 "	4.15 "	
12.34 pm	3.55 "	.....Deer Lake.....	376	12.06 pm	3.42 "	
1.09 "	4.37 "	.....*South Brook.....	388	11.21 am	3.05 "	
2.05 pm	5.50 pm	Ar..Bay of Islands..Lv	404	10.10 am	2.06 pm	

* Flag Station

REID-NEWFOUNDLAND COMPANY

ST. JOHN'S, PORT-AUX-BASQUES AND NORTH SYDNEY

PORT-AUX-BASQUES SECTION

GOING WEST — READ DOWN | GOING EAST — READ UP

No. 1 Express Monday Wednesday Friday 1ST CLASS	No. 5 Mixed Tuesday Thursday Saturday 2ND CLASS	STATIONS	Miles	No. 6 Mixed Tuesday Thursday Saturday 2ND CLASS	No. 2 Express Sunday Wednesday Friday 1ST CLASS
2.15 pm	6.00 pm	Lv.....Bay of Islands .....Ar	404	10.00 am	1.55 pm
		.....*Fisher's Mill.....	406		
2.30 "	6.20 "	.....Birchy Cove	408	9.40 "	1.40 "
		.....*Cook's Brook	416		
3.15 "	7.24 "	..... Howard's	427	8.37 "	12.55 "
3.24 "	7.35 "	.....Spruce Brook	430	8.26 "	12.41 "
3.50 "	8.10 "	.....*Harry's Brook.....	439	7.51 "	12.15 pm
		.....*Black Duck	447		
4.30 "	9.03 "	.....Stephenville.....	453	6.54 "	11.35 am
4.45 "	9.21 "	.....St. George's	460	6.37 "	11.20 "
5.27 "	10.17 "	.....*Fishels	474	5.42 "	10.37 "
5.56 "	10.56 "	..... Robinson's	481	5.04 "	10.06 "
6.08 "	11.12 pm	.....Crabbs	486	4.48 "	9.54 "
		.....*North Branch.....	504		
7.37 "	1.10 am	.....*South Branch.....	513	2.50 "	8.23 "
		..... Doyles.....	523		
8.00 "	1.50 "	..... Little River.....	528	2.20 "	8.00 "
9.00 pm	3.00 am	Ar....Port-aux-Basques ...Lv	548	1.10 am	7.00 am
Monday	Sunday			Tuesday	Sunday
Wednesday	Wednesday			Thursday	Wednesday
Friday	Friday			Saturday	Friday

PLACENTIA BRANCH

No. 7 Accommodation Daily except Sunday 2ND CLASS	STATIONS	Miles	No. 8 Accommodation Daily except Sunday 2ND CLASS
1.00 pm	Lv...Placentia Junction ...Ar	0	5.00 pm
	.....* Ville Marie.....	12	
2.00 pm	Ar.....Placentia Lv	20	3.45 pm

BROAD COVE BRANCH

No. 15 Accommodation Tuesday, Wednesday Friday 2ND CLASS	STATIONS	Miles	No. 16 Accommodation Tuesday, Wednesday Friday 2ND CLASS
8.00 pm	Lv.....Whitbourne.....Ar	0	8.00 am
	.....* Blaketown	5	
8.30 "	..... Broad Cove	10	7.28 "
9.02 "	.....Tilton.....	22	7.00 "
9.16 "	..... Harbour Grace	27	6.40 "
	.....* Mosquito	30	
9.40 pm	Ar.....Carbonear Lv	34	6.10 am

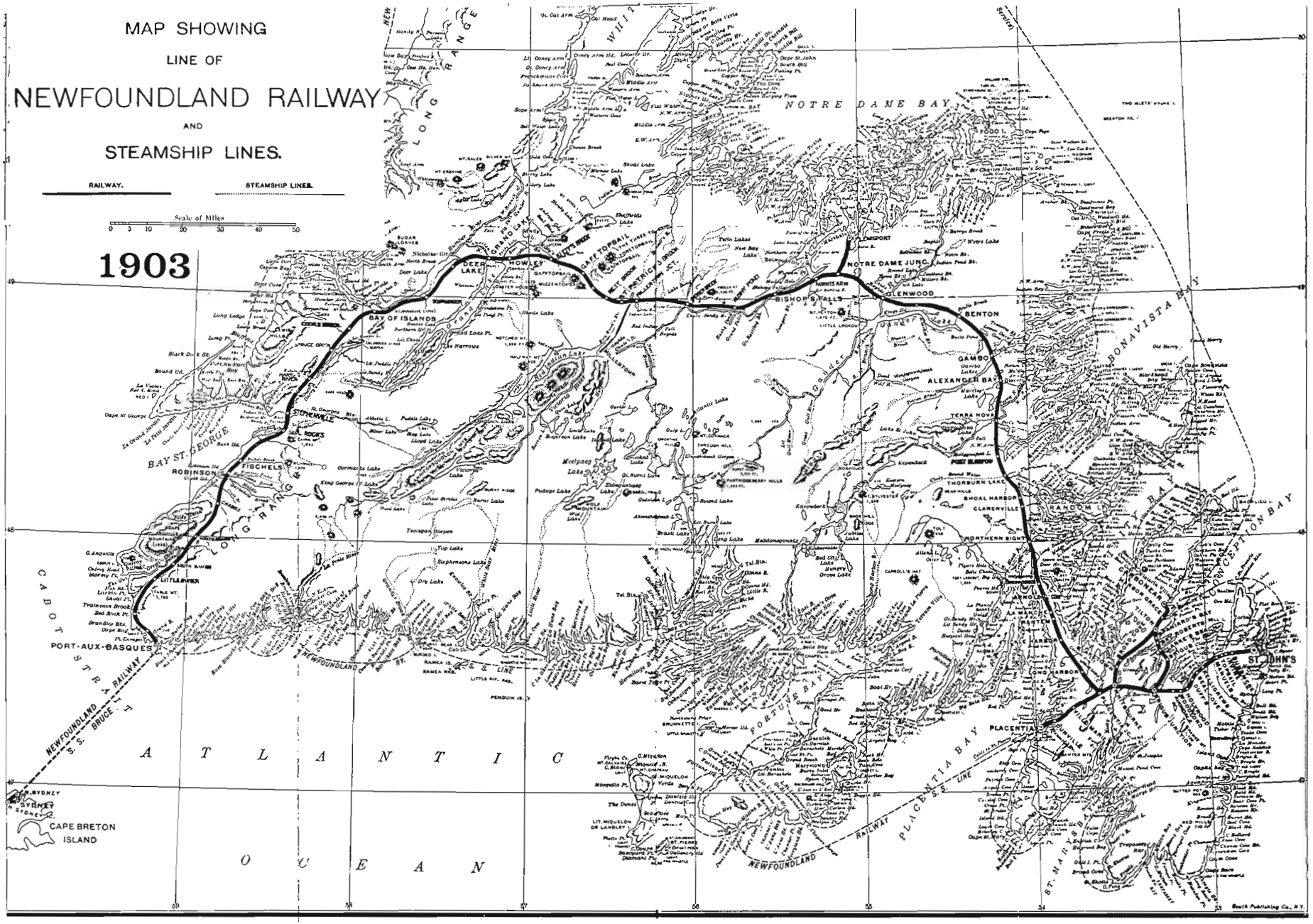
BURNT BAY BRANCH

Special Accommodation Daily 2ND CLASS	STATIONS	Miles	Special Accommodation Daily. 2ND CLASS
	Lv. Notre Dame Junction .Ar	0	
	Ar.....Lewisport Lv	9	

BRIGUS BRANCH

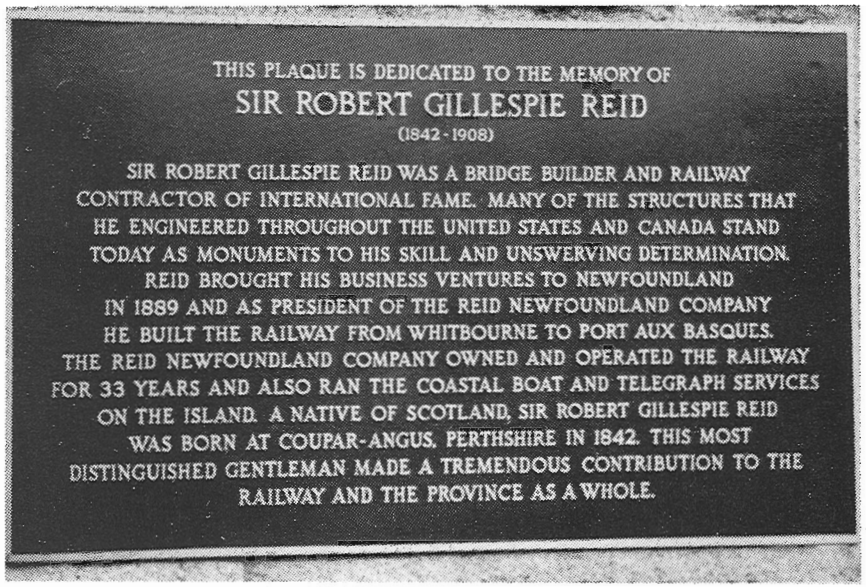
No. 3 Accom. Daily except Sunday 2ND CLASS	No. 9 Exp. Monday Thursday Saturday 1ST CLASS	STATIONS	Miles	No. 10 Exp. Monday Thursday Saturday 1ST CLASS	No. 4 Accom. Daily except Sunday 2ND CLASS
11.38 am	7.20 pm	Lv.... Brigus Junction.....Ar	0	8.40 am	7.00 pm
12.15 pm	7.58 "	..... Brigus	11	8.03 "	6.15 "
12.45 "	8.21 "	.....*Clark's Beach.....	17	7.39 "	5.35 "
1.00 "	8.35 "	.....Bay Roberts.....	21	7.25 "	5.20 "
1.20 "	8.44 "	.....*Spaniard's Bay	24	7.16 "	4.59 "
1.40 "	8.53 "	..... Tilton	26	7.07 "	4.37 "
2.00 "	9.12 "	..... Harbour Grace.....	31	6.48 "	4.17 "
		.....*Mosquito.....			
2.30 pm	9.40 pm	Ar.....Carbonear.....Lv	38	6.20 am	3.45 pm

* Flag Station.


MAP SHOWING
LINE OF
NEWFOUNDLAND RAILWAY
AND
STEAMSHIP LINES.
RAILWAY.
STEAMSHIP LINES.
Scale of Miles
0 5 10 20 30 40 50
1903
NOTRE DAME BAY
BONAVISTA BAY
TRINITY BAY
CONCEPTION BAY
PLACENTIA BAY
ATLANTIC
OCEAN
CABOT STRAIT
BAY OF ISLANDS
BAY ST. GEORGE
LONG RANGE
GRAND LAKE
DEER LAKE
HOWLEY
GRAFTON
GLENWOOD
BENTON
GAMBO
ALEXANDER BAY
TERRA NOVA
THORBURN LAKE
BOAT HARBOR
CLARENVILLE
NORTHERN BIGHT
RANDOM
ARNOLD'S COVE
ST. JOHN'S
PLACENTIA
ROBINSON
FISCHELS
PORT-AUX-BASQUES
NEWFOUNDLAND RAILWAY
S. S. BRUCE
NEWFOUNDLAND S. S. LINE
PLACENTIA S.S. LINE
CAPE BRETON ISLAND
SYDNEY
South Publishing Co., N.Y.

CN 903 at the St. John's roundhouse in 1954.
CRHA Archives, E.A. Toohey Collection No. 54-154.

Less than a year before it was discontinued, the "Caribou", more familiarly known as the "Newfie Bullet" is seen at Corner Brook on October 6 1968.
Photo by Fred Angus.



A plaque on the Newfoundland Railway station in St John's. This is in commemoration of Sir Robert Reid.
Photo by Fred Angus.

Sometimes the "mixed" train had no freight cars and was pure passenger, as we see here, en route to Argentia, on August 23 1982.

NEWFOUNDLAND RAILWAY

ST. JOHN'S, PORT-AUX-BASQUES AND NORTH SYDNEY

GOING WEST—READ DOWN | **GOING EAST**—READ UP

No. 3 Accom. Monday Thurs.	No. 7 Monday Tuesday Thurs. Saturday	No. 11 Accom. Monday Thurs.	No. 1 Express Monday Thurs.	Miles	STATIONS	No. 2 Express Monday Friday	No. 12 Accom. Monday Thurs.	No. 8 Monday Tuesday Thurs. Saturday	No. 4 Accom. Monday Thurs.
	Leave		Leave			Arrive		Arrive	
	8 45 AM		5 00 PM	.00	St. John's	10 00 PM		9 15 PM	
	*8 55 "		15 04 "	2 20	Waterford Bridge	19 53 "		*9 09 "	
	*9 00 "		15 09 "	3.45	Mount Pearl	19 50 "		*9 05 "	
	*9 06 "		15 13 "	6.14	Kane's Valley	19 46 "		*9 00 "	
	*9 13 "		*5 17 "	7.00	Donovan's	19 41 "		*8 55 "	
	*9 20 "		15 23 "	8.92	Irvine	19 36 "		*8 48 "	
	*9 34 "		*5 32 "	13.13	Topsail	19 22 "		*8 32 "	
	*9 42 "		*5 37 "	16.37	Manuels	*9 14 "		*8 22 "	
	*9 44 "		15 38 "	16.12	Taleville	19 12 "		*8 18 "	
	19 48 "		15 40 "	17.38	Fox-Trap "Y"	19 09 "		18 13 "	
	*9 49 "		15 41 "	17.48	Fox-Trap	19 08 "		*8 12 "	
	9 56 "		*5 48 "	19.26	Kelligrews	9 05 "		8 07 "	
	*10 00 "		15 48 "	20.97	Upper Gullies	19 03 "		*8 02 "	
	*10 07 "		15 53 "	23.00	Seal Cove Siding	18 58 "		17 53 "	
	*10.09 "		18 55 "	23.76	Seal Cove	18.57 "		*7 52 "	
	*10.14 "		15 59 "	26.41	Duff's	18 53 "		*7 46 "	
	*10 29 "		16 05 "	28.42	Brien's	18 44 "		*7 35 "	
	10 38 "		*6 10 "	30.25	Holyrood	8 38 "		7 30 "	
	10 44 "		16 15 "	32.97	North Arm			17 23 "	
	10 55 "		*6 20 "	33 79	Woodford's	8 29 "		7 19 "	
	11.05 "		*6 30 "	35 83	Avondale	8 23 "		7 10 "	
				40 20	Cat Hill Siding				
Leave					Ar. Brigus Lv.	8 10 PM			Arrive
7 15 PM	11.25 AM		6 45 PM	41.76	Lv. June. Ar.	8 00 PM		8 55 PM	8 25 PM
	Arrive		6 55 PM			Leave		Leave	*6 12 "
*7 26 "			17 05 "	45.00	Maher's	*7 53 "			*6 06 "
*7 28 "			17 07 "	45.93	Fox Marsh Sdg.	17 51 "			6 00 "
*7.31 "			17.09 "	46 93	Bishop's Siding	17 48 "			*5 53 "
*7 36 "			17 15 "	49 06	Hodge Water	17 43 "			*5 52 "
*7 38 "			17 16 "	49 21	Ocean Pond	*7 42 "			*5 38 "
*7 50 "			17 21 "	53.62	Rocky River	17 32 "			5 35 PM
7 53 PM			7 25 PM	54 62	Ar. Whitbourne Lv.	7 30 PM			5 25 PM
8 03 PM			7 37 PM		Lv. Whitbourne Ar.	7 22 PM			*5 11 "
*8 16 "				59 62	Spread Eagle				5 05 PM
8 22 PM				61 62	Placentia Junct.	7 05 "			Leave
Arrive			7 55 "	61 62	Long Harbour	*6 47 "			
			*8 14 "	69 03	Camp 4	16 40 "			
			18 20 "	71 41	Tickle Harbor	*6 23 "			
			*8 40 "	80 00	Rantem "Y"	15 58 "			
			18 57 "	87 03	Rantem	*5 57 "			
			*9 03 "	87.34	Upahall	*5 46 "			
			*9 08 "	88 72	Lamanche	*5 35 "			
			*9 18 "	90.92	Lamanche Siding	15 36 "			
			19 19 "	91.42	Lamanche Siding	*5 27 "			
			*9 27 "	94.80	Southern Hr.	*5 15 "			
			9 40 "	98 49	Arnold's Cove	15 03 "			
			19 50 "	102.63	C'me-by-Ch'ce8d	*5 02 "			
			*9 54 "	103.17	Come-by-Chance	*5 02 "			
			*10 02 "	106.71	Glenview	14 53 "			
			*10 16 "	110.72	Goobie's	*4 40 "			
			10 22 "	112.73	Churchill's	14 31 "			
			10 32 "	116 21	Northern Bight	4 25 "			
			10 37 "	118.26	McDonald's Spur	14 21 "			
			*10 46 "	121.63	Tunnel	*4 12 "			
			*10 56 "	126.37	Burnt's	14 02 "			
			110 57 "	126.86	Tilley's	14 01 "			
			*10 58 "	126.19	Sixty-fifth Siding	14 00 "			
			*10 59 "	126.44	Strong's	13 59 "			
			111 05 "	128.47	Dark Hole	13 53 "			
		Leave	11 15 PM	131.06	Ar. Clarenville Lv.	3 45 PM	Arrive		
		11 31 PM	11 25 PM		Lv. Clarenville Ar.	3 30 PM	1 20 PM		
		11 36 PM	11 31 "	132 77	Shoal Harbor	3 24 "	1 14 PM		
		Arrive		133 81	Clench's Mill		Leave		
			111 38 "	136 75	Shoal Hr. Pit	13 17 "			
			*11 55 PM	143.66	Thorburn Lake	*2 45 "			
				149 15	Webber's				
			12 15 AM	150.87	Port Blandford	2 17 "			
			12 33 "	164.62	Terra Nova	1 42 "			
			11 08 "	170 66	Section 22	11 25 "			
			11 21 "	176.62	Macaza	11 15 "			
			11 26 "	178.10	Broud's Bidior	11 09 "			
			1 35 "	181.06	Alexander Bay	1 03 "			
			11 52 "	188.60	Gambo Pond	112 41 "			
			2 03 "	190 04	Gambo	112 38 "			
			12 12 "	193 00	Goose Pond	112 28 "			
			*2 20 "	195 75	Pritchett's Siding	112 22 "			
			12 26 "	196.07	Butt's Pond	112 21 PM			
			*2 49 "	204 18	Benton	11 55 AM			
				210 40	Union Siding				
				213.00	Hattie's Camp				
			*3 18 "	216.12	Cobb's Camp	111 22 "			
			*3 39 "	225.42	Menehy	*10 55 "			
			13 50 "	230.10	Glenwood Tank				
			3 54 "	230.34	Glenwood	10.34 "			
				232 00	Salmon Pond				
			14 09 "	237.20	Lake O'Brien	110 18 "			
			4 20 AM		Ar. Notre Dame Lv.	10 00 AM			
			4 AM	244.62	Lv. Junc. Ar.	9 50 AM			
					Eel Brook				
			*4 50 "	250 80	Fairy Brook Sid.				
				253.80	Norr's Arm	9.26 "			
			5 01 "	253.87	Baird's Siding				
				256.12	Walker's Siding				
				260.13	Miles Sdg.				
			15 11 "	260 97	Jumper's Brk E	19 09 "			
			15 18 "	262.00	Jumper's Brk W	19 07 "			
			15 19 "	262.10	Jumper's Brk W	19 06 "			
			5 40 AM	267.34	Bishop's Falls	8 50 AM			
			Arrive Tuesday Friday			Leave Friday Monday			

1933

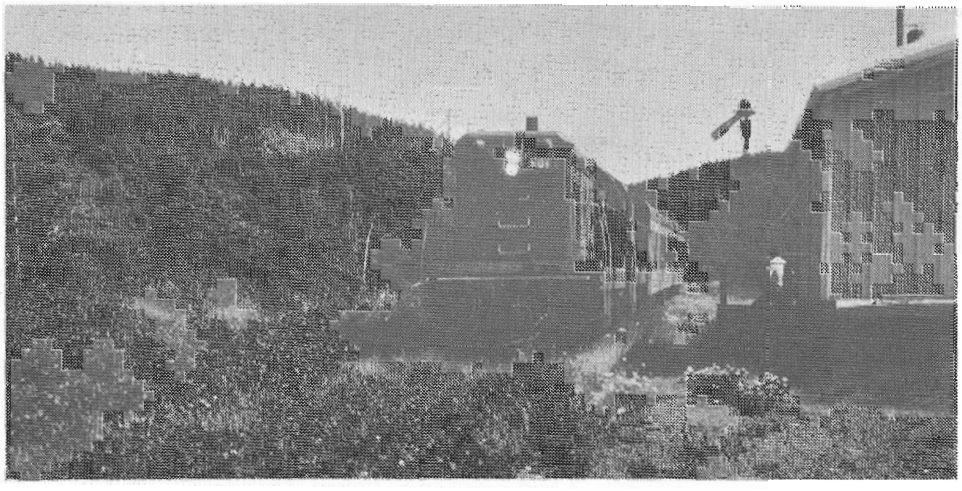
NEWFOUNDLAND RAILWAY

ST. JOHN'S, PORT-AUX-BASQUES AND NORTH SYDNEY

GOING WEST—READ DOWN | **GOING EAST**—READ UP

No. 45 Daily except Sunday	No. 1 Express Tuesday Friday	Miles	STATIONS	No. 2 Express Monday Friday	No. 46 Daily except Sunday
	Leave			Arrive	
	6 00 AM	267 34	Bishop's Falls	8 35 AM	
		268. 50	Diamond Crossing		
	*6 10 "	271 83	Cruiser's Brook	*8 23 "	
	6 20 "		Ar. Lv. Grand Falls Lv. Ar.	8 15 AM	
	6 25 "	276 14		8 00 AM	
	*6 30 "	278 60	Farmdale	*7 53 "	
	*6 38 "	282 38	Rushy Pond	*7 43 "	
	6 41 "	283 63	Leech Brook	17 40 "	
	*6 52 "	287 75	Aspen Brook	*7 33 "	
	17 05 "	291 00	Cassandra	17 24 "	
	7 15 "	294 75	Badger Brook	7 15 AM	
	17 30 "	300 00	300th Mile Siding	16 59 "	
	17 33 "	301 26	Lake Bond	16 55 "	
	17 37 "	302 74	Westlake	16 50 "	
	17 43 "	304 09	Skull Hill	16 47 "	
	*8 05 "	309 97	Millertown Jct.	6 30 "	
	18 20 "	315 36	Patrick's Brook	16 08 "	
	18 32 "	319 00	Caribou	15 53 "	
	18 38 "	320 02	Mary March	15 50 "	
	18 46 "	322 81	Mountview	15 42 "	
	*8 52 "	324 89	Quarry	*5 35 "	
		326 35	New Road		
	19 05 "	328 41	Summit	15 27 "	
	19 10 "	330 28	Wolf Brook	15 24 "	
	*9 20 "	332 79	Gaff Topsail	*5 15 "	
	19 30 "	335 86	Pond Crossing	15 00 "	
	19 40 "	339 50	Halfway	14 45 "	
	19 46 "	341 14	Fork a Siding	14 39 "	
	19 50 "	342 28	Valley	14 34 "	
	*10 02 "	345 70	Kitty's Brook	*4 20 "	
	*10 23 "	352 41	Goose Brook	13 53 "	
	*10 36 "	354 73	Hinds Ballast Pit	13 48 "	
	10 40 "	356 60	Howley	3 40 "	
	111 02 "	364 23	Main Dam	*3 20 "	
	*11 10 "	367 40	Northern Siding	13 10 "	
	11 15 "	369 07	Humber Canal	*3 05 "	
	11 30 "	373 57	Deer Lake	2 50 "	
	*11 40 "	376 89	Little Harbor	*2 37 "	
	*11 52 "	381 37	Pynn's Brook	*2 27 "	
	112 11 PM	387 55	Woodside	12 13 "	
	112 15 "	388 70	South Brook	*2 09 "	
	112 23 "	391 54	Boom Siding	12 00 "	
	112 27 "	392 54	Rapid Pond Bal. Pit	11 56 "	
	112 34 "	396 43	Cunnham's Camp	11 45 "	
	*12 40 "	398 00	Steady Brook Sdg.	*1 40 "	
	*12 48 "	400 54	Limestone Quarry	*1 32 "	
	1 00 "		Ar. Lv.	1 20 "	
Leave	1 15 PM	403. 82	Ar. Humbermouth Lv. Ar.	1 05 AM	Arrive
5 10 AM					6.50 AM
6.15 "	1.25 "	405 02	Corner Brook	1 00 "	6 45 "
*5 20 "	11.28 "	405 91	Crow Gulch	*12 50 "	*6.30 "
5.35 "	11.40 "	407 79	Curling	12 45 "	6.20 "
*5 40 "	11.43 "	408 64	Petries	112 42 "	*6.18 "
6.55 "	11 56 "	410 86	Soper's	112 30 "	6 10 AM
Arrive	*2 05 "	415 31	Cook's Brook	112 22 "	Leave
	*2.07 "	415.88	Cook's Pond Sdg.	*12 20 "	
	12 21 "	421 66	Burton's Grade Sdg.	112 03 "	
	12 28 "	424 77	Beaver Pond	111 55 PM	
	*2.32 "	426 23	Howards	11 50 "	
	2 40 "	429 93	Spruce Brook	11 40 "	
	*3 07 "	438 30	Harry's Brook	11 15 "	
	*3 13 "	441 99	Wiseman	*11 05 "	
	*3 25 "	446.51	Black Duck	*10 55 "	
	*3 36 "	448 60	White's Road	10 50 "	
	3 40 "	452 48	Stephenville	10 40 "	
	13 43 "	453 80	Nardinis	110 34 "	
	13 48 "	454 95	Taylor's	110 31 "	
	13 47 "	455 71	Pulpwood Siding	110 28 "	
	13 48 "	455 82	Dennis	110 27 "	
	13 51 "	457 14	McLellan's	110 23 "	
	3 58 "	458 65	St. George's	110 15 "	
	*4 03 "	461 58	Butt's Mill	110 09 "	
	*4 15 "	465 48	Flat Bay	*10 00 "	
	14 19 "	467 13	Flat Bay Bal. Pit	19 55 "	
	14 26 "	469 54	St. Teresa	*9 48 "	
	*4 29 "	470 59	Journois Brook	*9 45 "	
	14 32 "	472 77	Middle Brook	19 41 "	
	14 33 "	472 33	Berry Brook	19 39 "	
	*4 35 "	473 07	Flahell's Siding	*9 37 "	
	14 37 "	474 07	Flahell's	19 34 "	
	14 39 "	474 87	Gypsum	19 32 "	
	14 41 "	475 67	Heatherton East	19 29 "	
	*4 49 "	477 18	Heatherton	*9 23 "	
	*4 54 "	479 67	Gillam's	19 17 "	
	4 52 "	480 19	Robinson's	9 15 "	
	*4 56 "	480 99	Curryville	*9 11 "	
	14 59 "	483 08	McKay's	*9 08 "	
	*5 02 "	484 69	Jeffrey's	*9 04 "	
	15 12 "	487 09	St. Pintan's	8 55 "	
	*5 42 "	498 32	Codroy Pond	*8 25 "	
	*6 25 "	512 88	South Branch	*7 40 "	
	16 40 "	517 36	Overfall Sec Camp	17 22 "	
	*6 51 "	522 27	Doyles	*7 12 "	
	16 54 "	523 04	Benoit's Siding	17 10 "	
	*6 59 "	525 37	Tompkins	*7 02 "	
	7 05 "	527 93	St. Andrew's	6 55 "	
	17 07 "	528 66	Southside	16 53 "	
	17 14 "	531 17	Melhouall's Gleh	16 45 "	
	*7 18 "	533 03	Wreck House	*6 40 "	
	*7 28 "	536 72	Red Rocks	*6 30 "	
	17 37 "	538 34	Cape Ray Bal. Pit	16 28 "	
	*7 35 "	538 87	Cape Ray	*6 25 "	
	17 38 "	540 30	Ormond's	16 21 "	
	17 52 "	545 06	Dennis Pond "Y"	16 06 "	
	17 55 "	546 07	Grand Bay	16 09 "	
	8 00 PM	547 22	Port aux Basques	4 00 PM	
	Arrive Tue. Fri.			Leave Sunday Thurs	

* Indicates a flag station. Trains stop only when signalled or to leave passengers.



The Argentia mixed train stops at a station in this bucolic scene on August 23 1982. Note the lower-quadrant signal, also the weed-grown track. Photo by Fred Angus.

Appendix I. Locomotive Rosters

Motive Power:

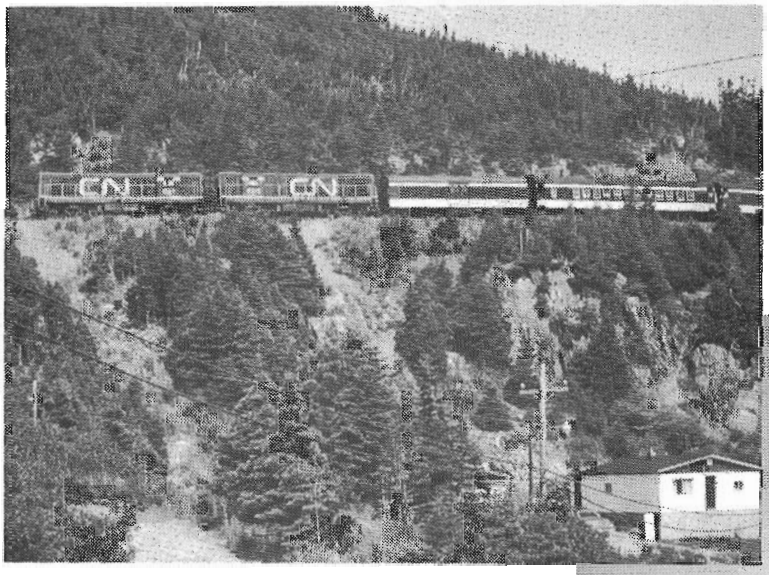
Notes on Locomotive Rosters: The lists are divided into four:

(a) Steam locomotives Southern Division of the Newfoundland Ry.
(b) Steam locomotives of the Northern Division of the Newfoundland Ry.
(c) Steam locomotives of the Reid-Newfoundland Company and its successors up to the present time.
(d) Internal combustion locomotives of the Newfoundland Railway and Canadian National Railways.

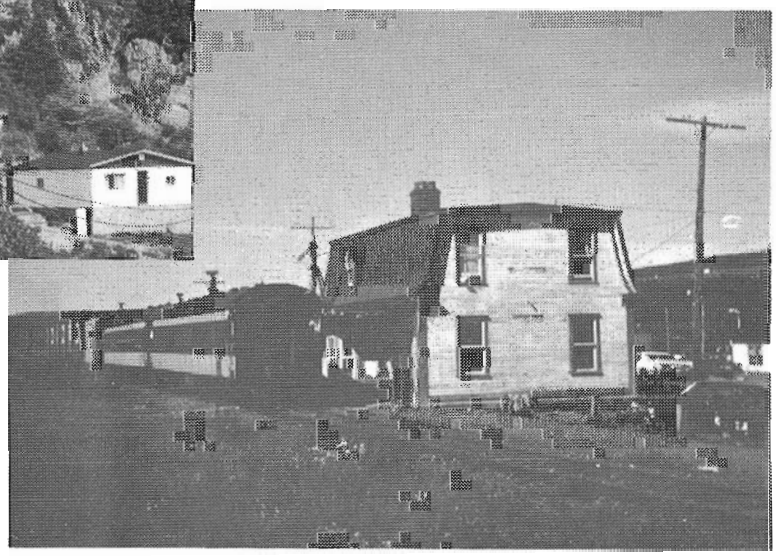
Lists (c) and (d) show two road number columns: that headed (1) is series in use until Canadian National Railways assumed control. List headed (2) is series devised and put into effect by C.N. in November 1950. It should be noted that C.N. locomotives 15-18 had numbers assigned but they were scrapped before these numbers applied. Locomotives shown as built by Reid-Newfoundland Company were built with parts supplied by Baldwin.

There is regrettably no information on individual scrapping dates for locomotives prior to 1949. In 1936, however, the following Newfoundland Railway locomotives were still in existence:

100 re#1; 107-109; 112-125; 151-153; 190-199; 1000-1003; --a total of 34 steam locomotives.



High above the rooftops the mixed train nears Argentia on August 23 1982.
Photo by Fred Angus.



One of the original Newfoundland Railway stations is that at Avondale, built in 1882, and here seen with the Carbonear mixed train on August 24 1982.
Photo by Fred Angus.

No. 100 re#1, built by Baldwin in 1898 was for many years assigned to yard service at St. John's and was known as "The Shunter". Only one ex-Newfoundland Railway steam locomotive has been preserved, No. 593, 4-6-2 type in Lady Bowater Park, Corner Brook, Nfld., through the efforts of the local Rotary Club.

Motive Power: Steam Locomotives

No.	Builder	Year	C/N	Type	Cyls.	Dri.	From	To	Notes
"HARBOUR GRACE RAILWAY" (Newfoundland Railway, Southern Division)(1881-1898)									
1	Haw.-Les.	1881	1884	0-6-0T	8x12"	27"	New	RNCo.#1 1898	
2	Some, if not all, of these were 4-4-0T Hunslet 1872,							" #2 "	
3	10x16", 42" purchased from the Prince Edward Island							" #3 "	
4	Railway in 1881. Group may also have included one							" #4 "	
5	or more unaccounted locomotives from the New							" #5 "	
6	Brunswick Railway.							" #6 "	
7	Haw.-Les.	1882	1885	2-6-0	13x18"	40"	New	RNCo#20 1898	
8	"	"	1886	"	"	"	"	" 21 "	A
9	"	"	1887	"	"	"	"	" 22 "	
1/10	"	"	1888	"	"	"	"	x1887	
2/10	"	1888	2061	2-6-2	14x20"	42"	"	RNCo#23 1898	
11	"	1882	1889	2-6-0	13x18"	40"	"	x1894	
12	Baldwin	1877-8		"	14x18"	41"	NBR	x ?	B

Notes: A- Named "St. Johns". B-#12 reported ex N.B.R. #9; other sources suggest it is N.B.R #10. (q.v.)

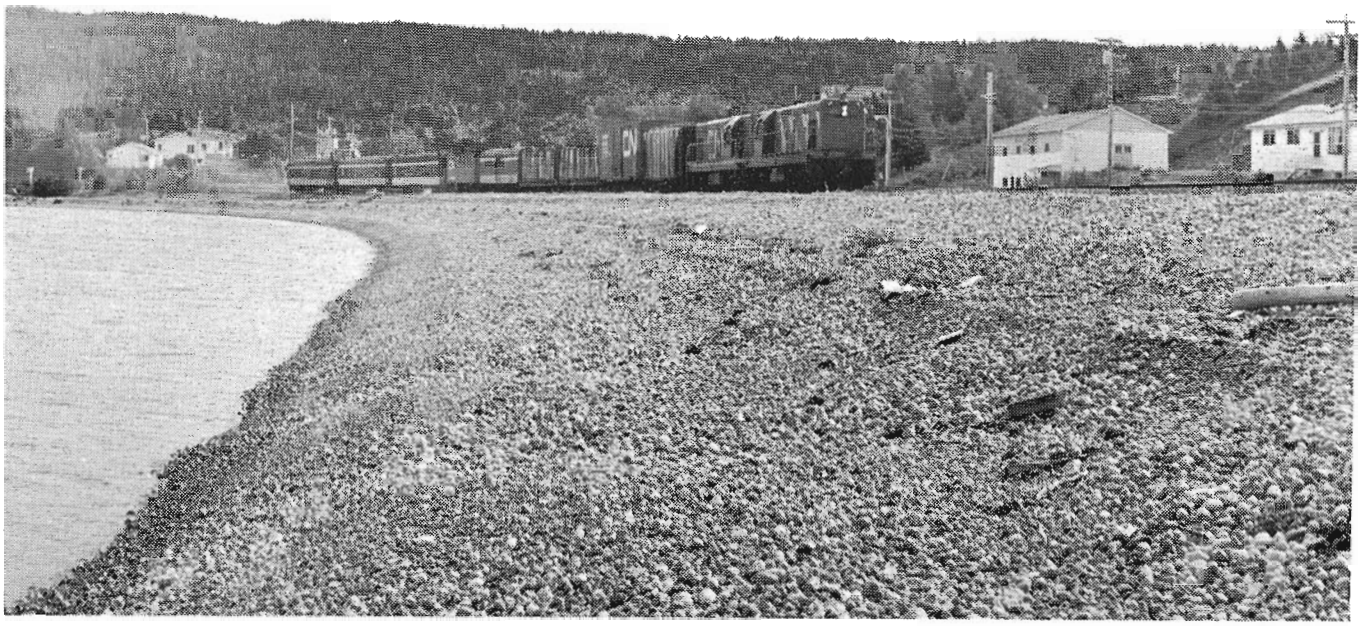
"PLACENTIA RAILWAY" (1886-1890); "HALLS BAY RAILROAD" (1890-1894); "NEWFOUNDLAND NORTHERN & WESTERN RAILWAY" (1894-1898) (Newfoundland Railway, Northern Division)

1	?	?	?	?	?	?	?		A
2	Baldwin	1889	10135	4-4-0	14x18"	48"	New	RNCo#43 1898	
3	"	5/91	11851	"	"	"	"	" #41 "	D
4	"	"	11859	2-6-0	16x20"	44"	"	" #60 "	
5	"	7/91	12100	4-4-0	14x18"	48"	"	" #42 "	
6	"	6/93	13519	2-6-0	16x20"	44"	"	" #61 "	
7	"	"	13518	4-4-0	14x18"	48"	"	" #40 "	
8	"	7/93	13566	2-4-2T	"	44"	"	" #8 "	
9	"	"	13567	"	"	"	"	" #9 "	
10	"	3/94	13968	0-4-2T	9x16"	33"	"	" #10 "	
11	"	"	13976	2-6-0	16x20"	44'	"	" #62 "	
12	"	4/97	15308	4-6-0	"	"	"	" #105 "	B
13	"	"	15309	"	"	"	"	" #102 "	C

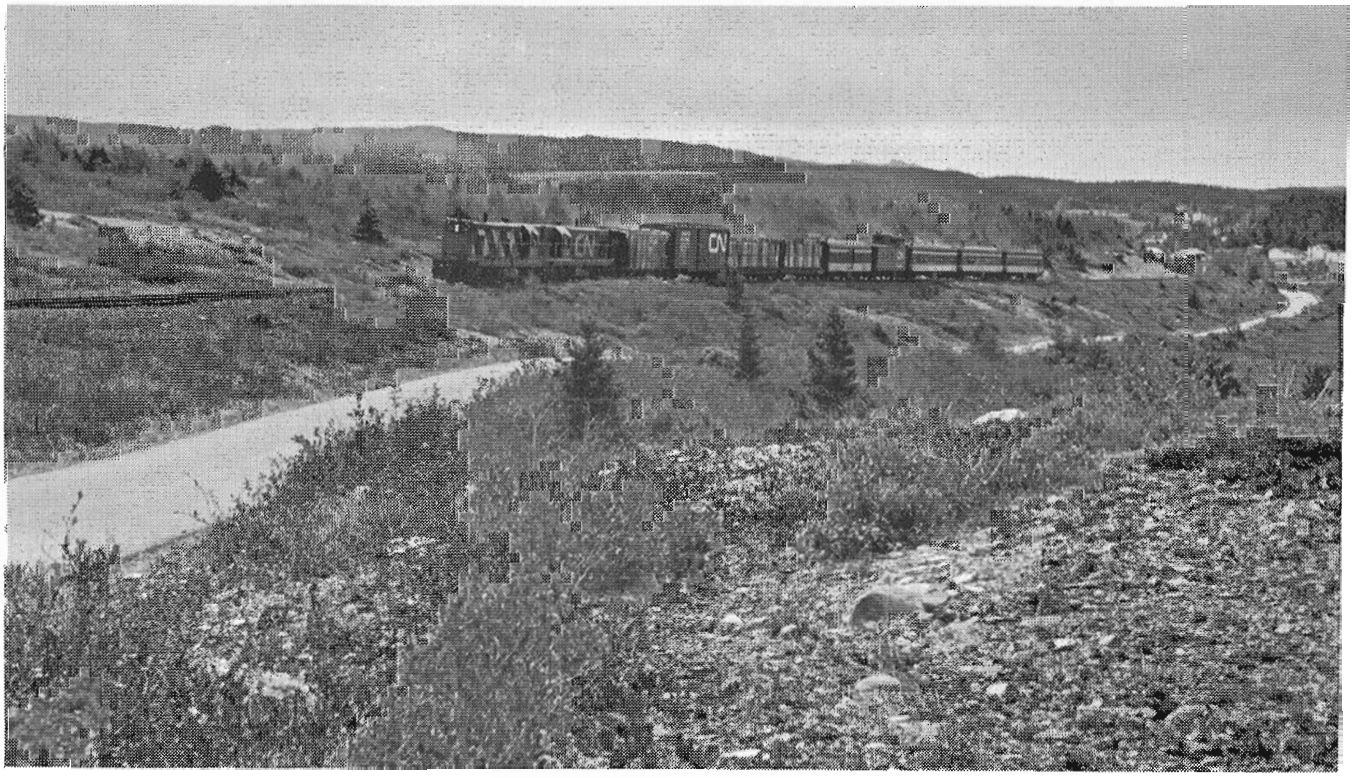
Notes: A- No information available. Could have come from same group as Nos. 2-6 of "Harbour Grace Railway". B- Named "Sir Herbert Murray. C- Named "Hon. Robert Bond". D- Named "Sir William V. Whiteway".

REID-NEWFOUNDLAND COMPANY (1898-1923)
NEWFOUNDLAND RAILWAY (1926-1949)

NEWFOUNDLAND GOVERNMENT RAILWAY (1923-26)
CANADIAN NATIONAL RAILWAYS (1949- @)

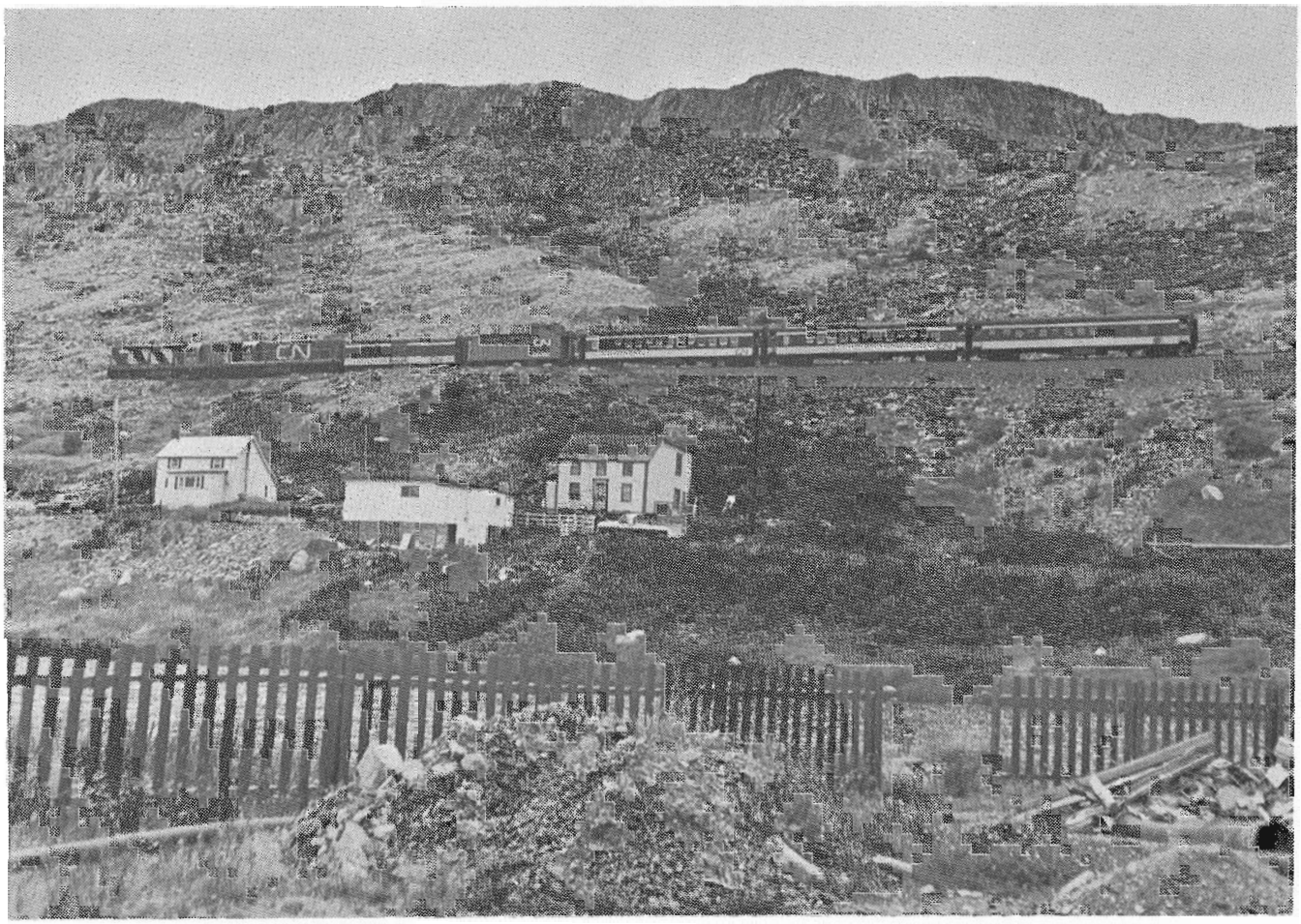


THE CARBONEAR MIXED TRAIN near Holyrood on September 15 1984.
Photo by Omer Lavallée.



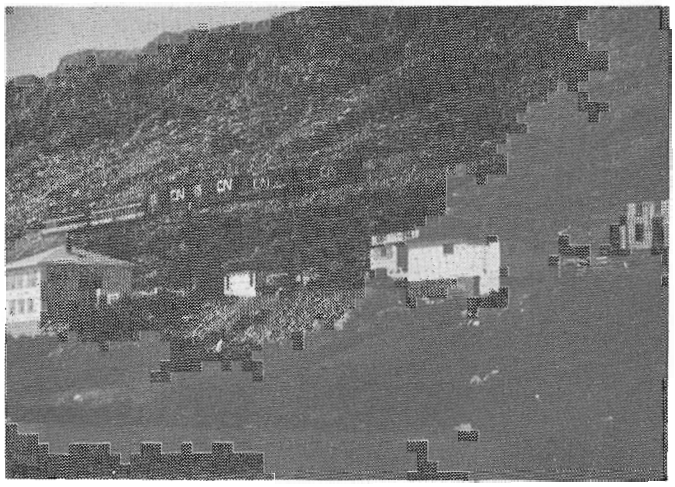
NEAR CUPID'S the Carbonear mixed train passing through some typical Newfoundland scenery on September 15 1984
Photo by Omer Lavallée.

Nos. (1)	(2)	Builder	Year	C/N	Type	Cyls.	Dri.	From	To	Notes
1/1		Haw.-Les	1881	1884	0-6-0T	8x12"	27"	HGR #1 1898	Bot. #1 1898	
2/1		Baldwin	1898	16244	4-6-0	16x20"	44"	#100 1925.	x6/1939	
2)									(x1889	
3)		See comments under same numbers, "Harbour Grace Railway".							(x1891	
3)		One possibly sold to Millertown Railway instead of							(x1891	
5)		being scrapped, as noted.							(x1891	
6)									(x1893	
8		Baldwin	7/93	13566	2-4-2T	14x18"	44"	NN&W #8 1898	x1925	
9		"	"	13567	"	"	"	" #9 "	x1934	
10		"	3/94	13968	2-4-2T	9x16"	33"	" #10 "	Intl.P&P#1 19-?	
20		Haw.-Les	1882	1885	2-6-0	13x18"	42"	HGR #7 1898	x	
21		"	"	1886	"	"	"	" #8 "	x	
22		"	"	1887	"	"	"	" #9 "	x	
23		"	1888	2061	2-6-2	14x20"	"	" #10 "	x	
40		Baldwin	6/93	13518	4-4-0	14x18"	48"	NN&W #7 "	x	
41		"	5/91	11851	"	"	"	" #3 "	x	
42		"	7/91	12100	"	"	"	" #5 "	x	
43		"	1889	10135	"	"	"	" #2 "	Bot.#8 1918	
60		"	5/91	11859	2-6-0	16x20"	44"	" #4 "	x	

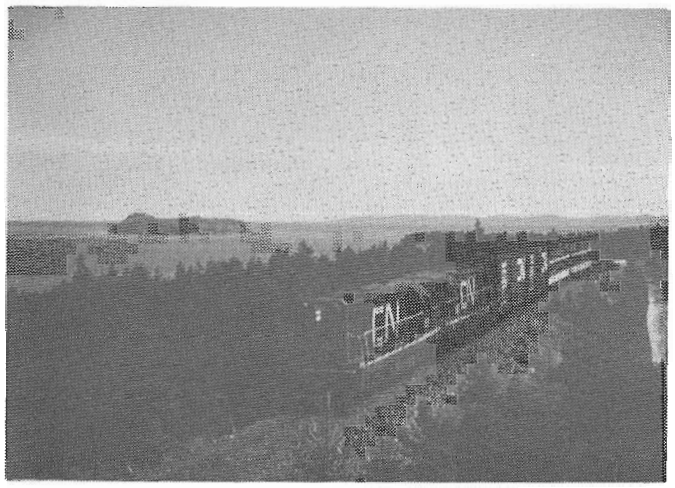


ONE OF THE MORE SPECTACULAR SCENES on the Newfoundland railway system is where the line skirts the cliff-side at Spaniard's Bay. Here we see the mixed train returning from Carbonear passing this scenic spot on September 15 1984.
Photo by Omer Lavallée.

Nos. (1)	(2)	Builder	Year	C/N	Type	Cyls.	Dri.	From	To	Notes
61		"	6/93	13519	"	"	"	" #6 "	x	
62		"	3/94	13976	"	"	"	" #11 "	x	
100		"	10/98	16244	4-6-0	"	"	New	re# 1 1925	
101		"	"	16245	"	"	"	"	x	
102		"	4/97	15309	"	"	"	NN&W #13 1898	x	
103		"	10/98	16271	"	"	"	New	x	
104		"	"	16272	"	"	"	"	x	
1/105		"	4/97	15308	"	"	"	NN&W #12 1898	x	A
2/105		"	2/00	17510	"	"	"	New	re# 125 1918	A
106		"	"	17511	"	"	"	"	x	B
107		"	6/00	17832	"	"	"	"	x1939	
108		"	"	17837	"	"	"	"	x	
109		"	1/08	32576	"	"	50"	"	x1939	
110		"	"	32577	"	"	"	"	x	
111		R.-N.Co.	1911	1	"	"	"	"	x	
112		"	1911	2	"	"	"	"	x	
113	(15)	"	1912	3	"	"	"	" CN F-3-a	x12/51	
114	(16)	"	"	4	"	"	"	" "	x12/51	
115		"	1913	5	"	"	"	"	x by 1938	
116		"	"	6	"	"	"	"	x1938	
117	(17)	"	1914	7	"	"	"	" CN F-3-a	x7/53	
118		"	"	8	"	"	"	" "	x1938	
119		"	1915	9	"	"	"	"	x	
120		"	"	10	"	"	"	"	x	
121		Baldwin	10/17	46636	"	"	"	"	x1938	
122	(18)	"	"	46637	"	"	"	" CN F-3-a	x7/53	
123		"	"	46638	"	"	"	"	x1939	
124		"	"	46691	"	"	"	"	x	
125		"	2/00	17510	"	16x20"	"	Ex 2/105	x1939	
150		"	2/03	21597	2-8-0	18x24"	48"	New	x1934	
151		"	"	21598	"	"	"	"	x	
152	280	R.-N.Co.	1916	11	"	"	"	" CN L-5-a	x4/55	
153		"	"	12	"	"	"	"	x	



The Carbonear mixed train going up the steep grade along the cliff at Spaniard's Bay on August 24 1982.
Photo by Fred Angus.



With the sea as a spectacular backdrop the mixed train nears the end of its trip to Carbonear. This scenic location is reachable only by a rough back road, but the view is well worth the effort to get there.
Photo by Fred Angus. August 24 1982.

Nos. (1)	(2)	Builder	Year	C/N	Type	Cyls.	Dri.	From		To	Notes
190	590	Baldwin	1920	54398	4-6-2	17x24"	52"	"	CN J-8-a	x4/57	
191	591	"	"	54399	"	"	"	"	"	x4/57	
192	592	"	"	54400	"	"	"	"	"	x4/57	
193	593	"	"	54401	"	"	"	"	"	Preserved 11/58	
194	594	"	"	54466	"	"	"	"	"	x8/58	
195	595	"	"	54467	"	"	"	"	"	x4/57	
196	596	"	1926	59531	"	18x24"	"	"	CN J-8-b	x3/57	
197	597	Montreal	"	67129	"	"	"	"	"	x4/57	
198	598	A.L.Co.	1929	67941	"	"	"	"	CN J-8-c	Bot.#598 3/57	
199	599	"	"	67942	"	"	"	"	"	" #599 "	
1000	300	"	1930	68400	2-8-2	"	48"	"	CN R-2-a	x6/57	
1001	301	"	"	68401	"	"	"	"	"	x3/57	
1002	302	No.Brit.	1935	24297	"	"	"	"	CN R-2-b	x5/57	
1003	303	"	"	24298	"	"	"	"	"	x9/57	
1004	304	"	1937	24436	"	"	"	"	"	x3/57	
1005	305	"	1938	24521	"	"	"	"	"	x11/57	
1006	306	"	"	24522	"	"	"	"	"	x3/57	
1007	308	Montreal	1941	69444	2-8-2	18x24"	48"	New	CN R-2-c	Bot.#308 4/57	
1008	307	No.Brit.	"	24667	"	"	"	"	CN R-2-b	x5/57	
1009	309	A.L.Co.	"	69736	"	"	"	"	CN R-2-c	x5/57	
1010	310	"	"	69737	"	"	"	"	"	x5/57	
1011	311	"	"	69738	"	"	"	"	"	x5/57	
1012	312	"	"	69739	"	"	"	"	"	x3/57	
1013	313	"	"	69740	"	"	"	"	"	x6/57	
1014	314	Montreal	1941	69695	"	"	"	"	"	x11/57	
1015	315	"	"	69696	"	"	"	"	"	x6/57	
1016	316	A.L.Co.	1944	71963	"	"	"	"	"	x8/57	
1017	317	"	"	71964	"	"	"	"	"	x7/57	
1018	318	"	"	71965	"	"	"	"	"	x7/57	
1019	319	"	"	71966	"	"	"	"	"	x9/57	
1020	320	Montreal	1947	75635	"	"	"	"	CN R-2-d	x7/57	
1021	321	"	"	75636	"	"	"	"	"	x11/57	
1022	322	"	"	75637	"	"	"	"	"	x10/57	
1023	323	"	"	75638	"	"	"	"	"	x7/57	
1024	324	"	1949	76333	"	"	"	"	"	x8/57	
1025	325	"	"	76424	"	"	"	"	"	x9/57	
1026	326	"	"	76425	"	"	"	"	"	x8/57	
1027	327	"	"	76426	"	"	"	"	"	Bot.#327 4/57	
1028	328	"	"	76427	"	"	"	"	"	x12/57	
1029	329	"	"	76428	"	"	"	"	"	x11/57	

Notes- A-Duplication of numbers account overlapping dates not explained. Dates of renumbering possibly incorrect. B- C/N also given as 17831.

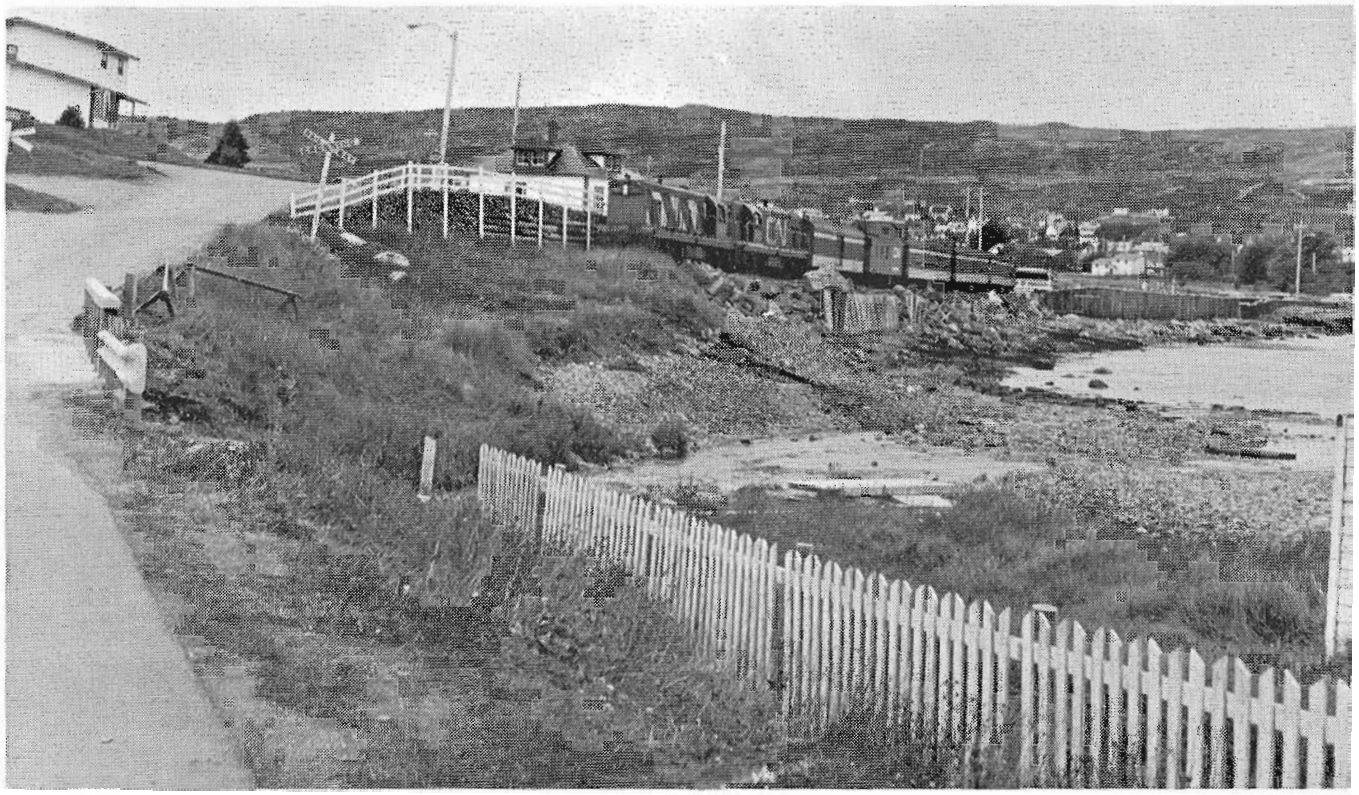
Diesel Electric Locomotives

						H.P.				
5000	775	Gen.Elec	1948	29722	B-B	380	New	CN ES-4-a	sold 10/68	B
5001	776	"	"	29723	"	"	"	"	"	B
5002	777	"	"	29724	"	"	"	"	"	B
	800	G.M.D.Ltd.	1956	A923	C-C	875	"	CN GR-9-b	@	
	801	"	"	A924	"	"	"	"	@	
	802	"	"	A925	"	"	"	"	@	
	803	"	"	A926	"	"	"	"	@	

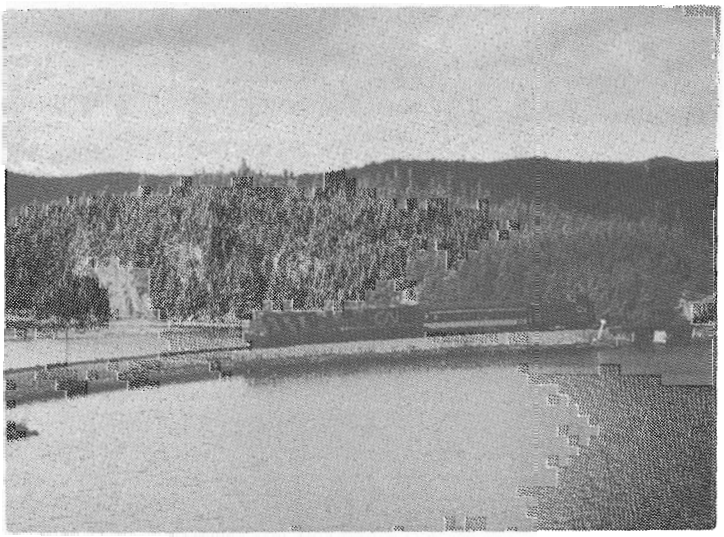
(1) Nos. (2)	Builder	Year	C/N	Type	H.P.	From		To	Notes
804	"	"	A927	"	"	"	"	@	
805	"	"	A928	"	"	"	"	@	
900	"	1952	A303	"	1200	"	CN Y-4-a	then GR-12-a	@
901	"	"	A304	"	"	"	"	" "	@
902	"	"	A305	"	"	"	"	" "	@
903	"	1953	A435	"	"	"	CN Y-4-b	then GR-12-b	@
904	"	"	A436	"	"	"	"	" "	@
905	"	"	A437	"	"	"	"	" "	@
906	"	"	A438	"	"	"	"	" "	@
907	"	"	A439	"	"	"	"	" "	@
908	"	"	A440	"	"	"	"	" "	@
909	"	1956	A897	"	"	"	CN GR-12-g	@	
910	"	"	A898	"	"	"	"	@	
911	"	"	A899	"	"	"	"	@	
912	"	"	A900	"	"	"	"	x4/57	A
913	"	"	A901	"	"	"	"	@	
914	"	"	A902	"	"	"	"	@	
915	"	"	A903	"	"	"	"	@	
916	"	"	A904	"	"	"	"	@	
917	"	"	A905	"	"	"	"	@	
918	"	"	A906	"	"	"	"	@	
919	"	"	A907	"	"	"	"	@	
920	"	"	A908	"	"	"	"	x4/57	A
921	"	"	A909	"	"	"	"	@	
922	"	"	A910	"	"	"	"	@	
923	"	"	A911	"	"	"	"	@	
924	"	"	A912	"	"	"	"	@	
925	G.M.D.Ltd.	1956	A913	C-C	1200	New	CN.GR-12-g	@	
926	"	"	A914	"	"	"	"	@	
927	"	"	A915	"	"	"	"	@	
928	"	"	A916	"	"	"	"	@	
929	"	"	A917	"	"	"	"	@	
930	"	"	A918	"	"	"	"	@	
931	"	"	A919	"	"	"	"	@	
932	"	"	A920	"	"	"	"	@	
933	"	"	A921	"	"	"	"	@	
934	"	"	A922	"	"	"	"	@	
935	"	1958	A1450	"	"	"	CN GR-12-p	@	
936	"	"	A1451	"	"	"	"	@	
937	"	"	A1452	"	"	"	"	@	
938	"	1960	A1834	"	"	"	CN GR-12-x	@	
939	"	"	A1835	"	"	"	"	@	
940	"	"	A1836	"	"	"	"	@	
941	"	"	A1837	"	"	"	"	@	
942	"	"	A1838	"	"	"	"	@	
943	"	"	A1839	"	"	"	"	@	
944	"	"	A1840	"	"	"	"	@	
944	"	"	A1840	"	"	"	"	@	
945	"	"	A1841	"	"	"	"	@	
946	"	"	A1842	"	"	"	"	@	

Notes: A- Collision 13 Sept.1966. B- Sold to Frederick & Associates, Atlanta, Ga., USA; then in 1969 to Northern Railway Co. of Costa Rica.

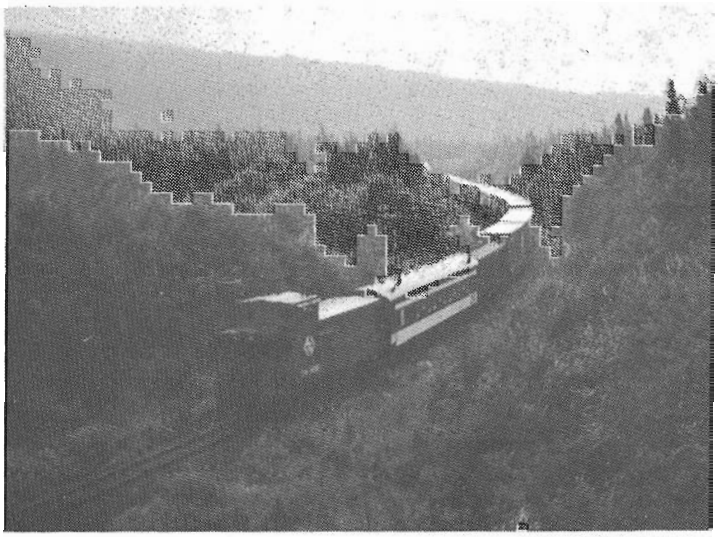
Steam Self-Propelled Cars: Five motor passenger cars built by Sentinel-Cammell of Great Britain. Two, Newfoundland Ry. "A" and "B" in 1923; three more, "C". "D" and "E" in 1925. Used in suburban services. Scrapped.



LEAVING CARBONEAR one of the last Terra Transport mixed trains is starting its return journey to St. John's on September 15 1984. The extra coaches were added to accommodate the numerous passengers wishing to take a last ride.
Photo by Omer Lavallée.



The "Only on Wednesday" Bonavista train crossing a causeway near Trinity on August 25 1982.
Photo by Fred Angus.



The only remaining passenger train service in Newfoundland is the coach that runs on the main-line freight train between Bishop's Falls and Corner Brook. Here we see it on August 26 1982 between a small box car and the van.
Photo by Fred Angus.

Appendix II. Containers

Container Handling Equipment

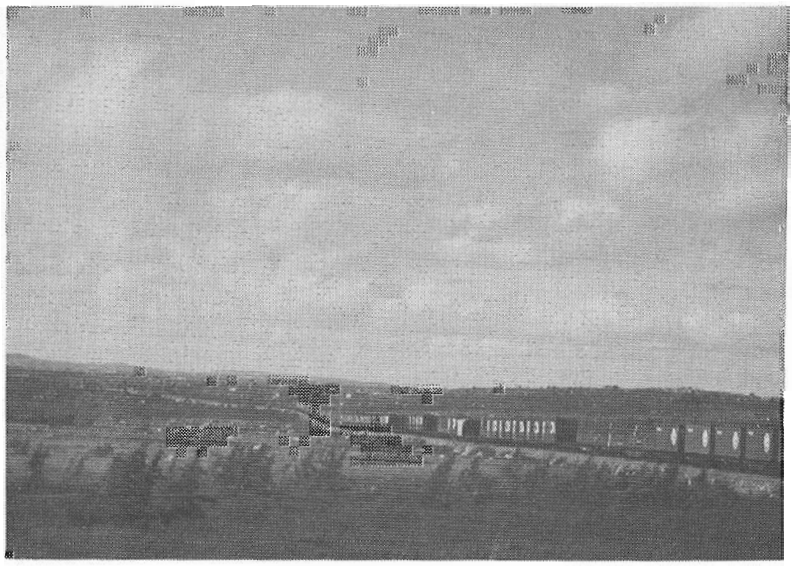
Containers by type:

20 foot Dry	200
20 foot Tank	2
20 foot Roof Hatch	100
20 foot Bulkhead	1
20 foot Heated	1
20 foot Roof Hatch Hopper	1
40 foot Dry	650
40 foot Heated	51
40 foot Heated (Intra Nfld.)	30
40 foot Reefer	101
40 foot Bulkhead	131
40 foot Supertherm	1
Total	1,269

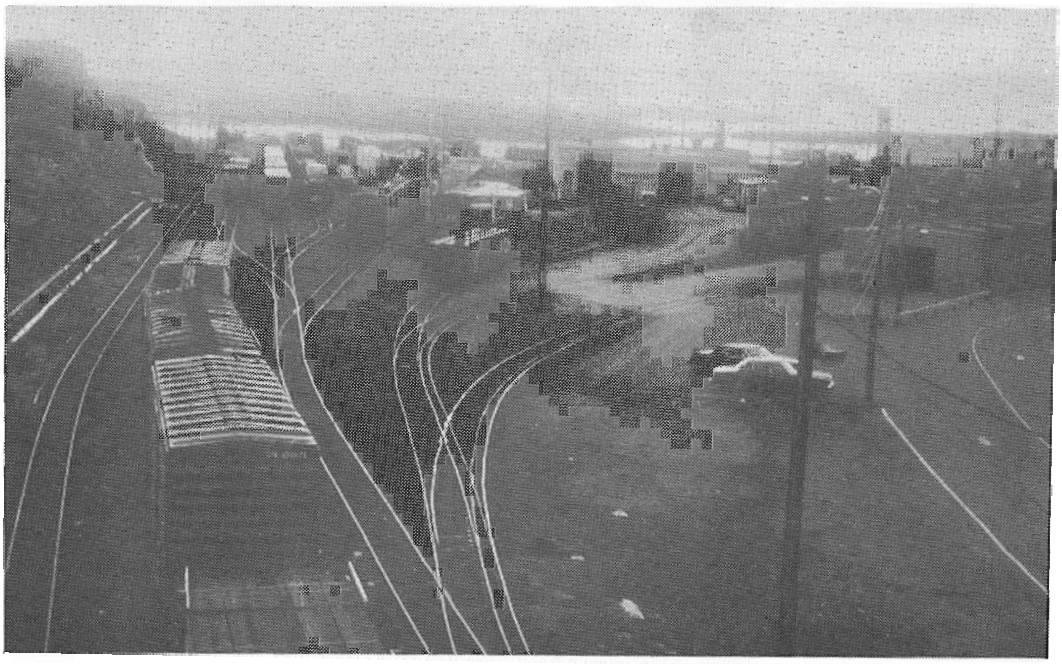
(a) Chassis	661
(b) Front Lift Units	6
(c) Side Lift Units	7
(d) Tractors	35
(e) Yard Brutes (Yard Tractor)	6
(f) Dolly — Converters (Trailer Trains — Highway)	6

Acknowledgements to the following Works on which I have drawn liberally;-

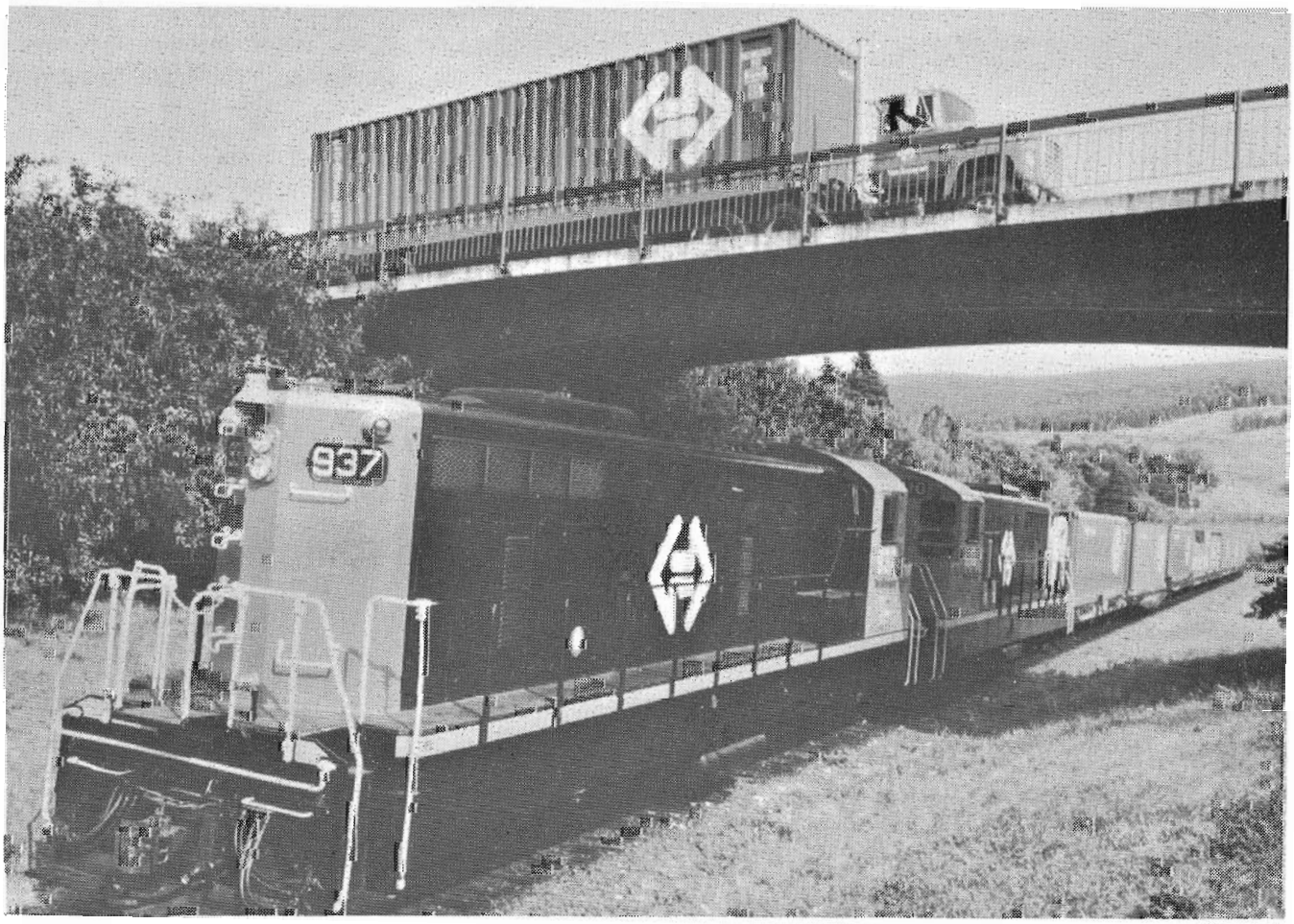
1. 'The Newfoundland Railway 1881-1949'. by J.K. Hiller. Newfoundland Historical Society Pamphlet Number 6. 1981.
2. 'Centennial Newfoundland Railway 1881-1981'. Copyright (c) 1981. A.R. Penney. Published by Creative Printers.
3. Narrow Gauge Railways of Canada by Omer Lavallée. Copyright 1972 Railfare Enterprises Ltd.
4. Les Harding, writing in The Newfoundland Quarterly Spring & Summer Issue 1982.
5. 'The Book of Newfoundland'. J.R. Smallwood (Ed).
6. 'Movin' magazine.
7. Report of The Joint Consultative Committee of TerraTransport into the use of rail containers FEB 1984.
8. C.B.C. Radio 'The Way We Were' program May 5th 1984.
9. The Evening Telegram, St. John's.
10. The Trinity-Conception Compass.



Up and over the barrans near Gaff Topsail a 60-car freight train with a single coach at the end. One can easily see the amount of freight handled over this line.
Photo by Fred Angus.



The Terra Transport yards at Port Aux Basques. Note the dual-gauge track.
Photo by Fred Angus. August 22 1982.



Terra Transport in 1985, locomotive 937 and container train.
Photo courtesy CN, No. E4168-2.

Off loading containers in St. John's.
CN photo No. 82012-1.

BACK COVER:

Mixed train on the Newfoundland Railway at Holyrood.
Photo courtesy of CN No. X34651.

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