

THE R.P.O. NEWSLETTER

OF THE CANADIAN R.P.O. STUDY GROUP ( B.N.A.P.S.)

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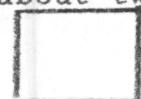
BNAPLEX '90 - The Galveston show is now history. There was one R.P.O. exhibit - by our member Peter McCarthy - on the Montreal and Toronto run which received a bronze medal. Ten members and two visitors attended the annual meeting of the Study Group - and by the time the meeting was over, one of the visitors had become a member. Attending were - Harry Dingenthal, Ken Ellison, Jim Felton, Jim Lehr, Palmer Moffat, Elwood Poore, Bob Prince, Clarence Stillions, Frank Waite, and Bill Robinson - plus visitors Fred Hollenbeck and Bob Jamieson (now a member). Jim Lehr was elected as acting Chairman, and Bill Robinson re-elected as Secretary-Treasurer. We will try to obtain a permanent Chairman and Vice-Chairman during the year. Any Volunteers? We are also looking for someone to take over the Cowcatcher column in "Topics" now that Lew can't handle it.

It was moved by Bill Robinson, seconded by Woody Poore that Honorary Life Membership in the Study Group be conferred on members Lionel Gillam and Gerry Wellburn in recognition of their many contributions to the study of Canadian R.P.O.s over many years - CARRIED UNANIMOUSLY. It was moved by Frank Waite, seconded by Jim Lehr that the title of "Founder and Honorary Chairman" be conferred on Lew Ludlow in recognition of his work - CARRIED UNANIMOUSLY.

An extensive discussion was held regarding the existing catalogue and annexes, and how these might be reprinted to the best advantage in order to assemble the additional information in one place. Jim Felton offered to assemble the eight existing annexes plus No.9 which should be issued next spring into one document for re-issue. His offer was accepted. New members could then purchase a copy of the catalogue plus one additional document with the cumulative changes to date instead of having to make nine sets of amendments. The status of Lew's proposed specialized book on Newfoundland and the Maritimes was also discussed. Bill Robinson will check on what has been written or is in the computer to see if this can be published soon.

ROSTER; Please delete Harry Dingenthal as he has disposed of his R.P.O. Collection, and Iain Neighbour as he is primarily interested in British T.P.O.s and has decided to leave BNAPS. Please add - Robert H. Jamieson, Box 518, Thornhill, ON, L3T 5W1. Change Robert Soper's address to 1155 Cartaret Street, Halifax, N.S., B3H 3P2.

ANNUAL DUES: At the meeting it was decided to charge \$10.00 Cdn. or \$9.00 U.S. for the coming year. We have a healthy balance in the treasury for the first time in years, so we have some cushion to absorb the increasing cost of postage plus the goods and services tax on January 1, 1991. We should also be planning for the cost of a special issue for \$100 - which should be published in about two years. If you owe 1991 dues, the box at right is ticked in red. Please make out cheques to W.G. Robinson. .... /2



## Ready-to-Wear Skirts, Blouses

## LABRADOR WINTER ROUTES.

Three mails will be forwarded via Quebec to Blanc Sablon and thence to Rigolet, calling at places between, about Jan. 18, Feb. 15 and March 10.

## BAY AND COASTAL STEAMERS, 1910.

## Placentia Bay

The s.s. *Argyle* leaves Placentia every Monday afternoon after the arrival of the mails from St. John's, and proceeds to the following places on the North side of the Bay:—Red Island, Ship Harbor, Indian Harbor, Ram's Island (Lone), Rose-au-Rue, Harbor Buffett, Haystack, Brewley, North Harbor, Sound Island, Black River, Woody Island, Barren Island, Tack's Beach, Burgeo, St. Leonard's, Valen Island, and Miramheen.

Mails for the above places close on Monday morning at 7.30 o'clock.

Leaving Placentia every Wednesday afternoon after the arrival of the mail train from St. John's, will call at the following places:—Presque, Paradise, Petit Fort, St. Joseph's, Odein, Baine Harbor, Flat Island, Marytown, Beau Bois, Fox Cove, Burin, Great Burin, Epworth, St. Lawrence, Lawn, Loril's Cove, and Launline.

Mails close for the above places every Wednesday morning at 7.30 o'clock.

## Trinity Bay.

The s.s. *Ethie*, on Trinity Bay, will leave Clarenville every Monday (except in January, February, March and April), and call at the following places:—Hickman's Harbor, Heart's Content, Hunt's Harbor, Lady Cove, Trinity, Catalina, Old Pelican, Bay-de-Verde, Western Bay and Carbon.

Mails via Clarenville close Saturday, 9.30 p.m.

Leaving Carbon every Tuesday for Western Bay, Bay-de-Verde, Catalina, Salmon Cove, Trinity, Bonaventure, Ireland's Eye, British Harbor, Britannia Cove, Thoroughfare, Deer Harbor, Fox Harbor, Hickman's Harbor, Lady Cove and Clarenville.

Mails via Carbon close Tuesday, 7 a.m.

Leaving Clarenville every Friday for last mentioned places, reversed to Carbon.

Mails via Clarenville close Thursday, 4 p.m.

Leaving Carbon every Saturday for Western Bay, Bay-de-Verde, Old Pelican, Catalina, Trinity, Hunt's Harbor, Heart's Content, Hickman's Harbor, Lady Cove and Clarenville.

Mails via Carbon close Saturday, 7 a.m.

## Bonavista Bay.

The s.s. *Dundee* leaves Port Blanford every Monday and Friday (except in January, February, March and April) for the following places: Charlottetown, Bunyan Cove (alternately), Mudgegrave Town, Brooklyn,

## and Coats—AYRE &amp; SONS, Ltd.

James' Town, Sweet Bay, Southern Arm, Indian Arm, Plate Cove, Open Hall, Keels, King's Cove, Bonavista, Salvage, Flat Islands, St. Brendan's, Gooseberry Islands, Fair Islands, Greenspond, Pool's Island and Weoleyville.

Mails for the above places close every Saturday evening at 9.30 o'clock, and every Thursday afternoon at 4.30 o'clock, and for Bonavista (proper) and King's Cove every alternate Tuesday morning at 7 o'clock, via train to Carbon and Trinity Bay steamer.

## Fogo District.

The s.s. *Louise* leaves St. John's every Tuesday at 7 p.m., calling at the following named places going and returning, and is due back at St. John's every Sunday:

Wesleyville, Newtown, Cat Harbor, Oiler Wadham Islands, Inner Wadham Islands (Peckford's), Mudgegrave Harbor, Laidle Cove, Carmichaelville, Fredericton, Man Point, Gander Bay, North Side Gander Bay, Victoria Cove, Horwoods (Dog Bay), Indian Islands, Seldom-Come-By, Tilting Harbor, Little Fogo Islands, Joe Battle Arm, Bird Island, Fogo, Change Islands.

## Notre Dame Bay.

The s.s. *Clude* leaves Lewisporte for the South side of the Bay every Monday (except in four winter months), calling at the following places:—Campbelltown, Laurencetown, Bolwoodville, Exploits, Moreton Harbor, Tizzard's Harbor, Twillingate, Herring Neck, Little Beaver Cove and Beaverton (alternately), Dog Bay, Change Islands and Fogo.

Mails for the above places will be closed Saturday evenings at 9.30 o'clock.

Leaving Lewisporte every Friday, the *Clude* will proceed to the following places on the North side of the Bay:—Exploits, Fortune Harbor, New Bay Head, Leeding Tickle, Triton, Pilley's Island, Springdale, Boat Harbor, Wellman's Cove (S.C.I.), Wanda's Harbor, Little Bay Islands, Little Bay, Three Arms, Jackson's Cove and King's Point (alternately), North-west Arm, Nipper's Harbor, Snook's Arm, Tilt Cove and Shoe Cove.

Mails for the above places will be closed every Thursday afternoon at 4.30 o'clock.

## LABRADOR SERVICE.

The s.s. *Invermore* will perform this service fortnightly, making ten trips, commencing the service about the 5th June, sailing from St. John's, and will call at the following places going and returning:—Hickman's Harbor, Grace, Catalina, King's Cove, Twillingate, Tilt Cove, Little Harbor, Spar Harbor, Francis Harbor, Fishing Ship's Harbor, Ship Harbor, Square Island, Dead Island, Saug Harbor, Venturson Island, Hawk's Harbor, Baster's Rock, Content Right (alternately), Frenchman's Island, Punch Bowl, Sandy Island, Batten, Domino, Black Island (coming South only), Indian Tickle, Black Tickle, Grady, Long Island, Cartwright (calling one way only), Pack's Harbor, Rigolette (calling one way only), Indian Hebe's, Smoky, Tickle, White Bears, Horse Harbor, Emily Harbor, Holton, Cape

## Odoon Gramaphones and Records—

Harrison, Ragged Island, Long Tickle, Maccovick Islands, Turnavick East, Turnavick West, Winsor Harbor, Hoppelale, Double Island, Fanny's Harbor, Spacklin Island and Nain (alternately).

\* The s. s. \_\_\_\_\_ will probably connect with the s. s. *Invermore* either at Indian Harbor or at Rigoulette on her way North, proceeding to the following places in Hamilton Inlet:—Northwest River, French Trailing Post, Gillis Port, Grand River Pulp Company Post and Keiminon Lumber Post, returning to Rigoulette, Lester Point and on to Indian Harbor to connect with the *Invermore* on the return trip South.

## STRAITS OF BELLH ISLE SERVICE.

The s. s. *Home*, leaving Humbermouth, Bay of Islands, every Wednesday (except four winter months), will call at the following ports going and returning:—Lark Harbor, York Harbor, Trout River, Bonne Bay, Cow Head, Port St. Andrew's, Bartlett's Harbor, Boig Bay, Currant Island, Salmon River, Bonne E-peance, Middle Bay, Isle-aux-Bois, Blanc Sablon, Braudre, Flower's Cove, Forteau, Lauce-au-Loup, St. Medette, Red Bay, Henley and Chateau (alternately), Chimney Tickle, Cape Charles and Battle Harbor.

Mails for the above will be closed every Tuesday afternoon at 4 o'clock, unless it is ascertained that a later train will connect with the steamer.

## NORTHERN COAST SERVICE.

The s. s. *Prospero* will perform this service, leaving St. John's, every alternate Wednesday (except four winter months), calling at the following named places:—Bay-de-Verde or Old Pelican, Trinity, Catalina, Bonavista, King's Cove, Salvage, Green-pool, Pool's Island, Musgrave Harbor, Seldom-Cove-Bay, Fogo, Herring Neck, Twillingate, Moreton's Harbor, Exploits, Fortune Harbor, Leading Tickle, Pilley's Island, Little Bay Islands, Little Bay, Nipper's Harbor, Tilt Cove, La Scie, Baie Verte, Coachman's Cove, Western Cove, Jackson's Arm, Harbor Deep, Englee, Conche, St. Julian's, Goose Cove, St. Anthony and Grignot.

Mails for the above-named places will be closed at the O. P. O. every alternate Wednesday morning at 9 o'clock.

## SOUTH AND WEST COAST SERVICE.

The South-West Coast Service will be performed by the s. s. *Portia*, leaving St. John's every alternate Wednesday, will call at the following named places:—Cape Boyle, Ferryland, Renews and Fermanuse (alternately), Trepassy, St. Mary's, Salmonier, Placentia, Marystown, Burin, St. Lawrence, L'Amaline, Fortune, Grand Bank, Bellefleur, St. Jacques, Harbor Briton, Hermitage, Gaultois, Pushthrough, Cape La Hune, Ramea, Burgeo, La Poile, Rose Blanche, Channel (Port-aux-Basques), Bay St. George (Sandy Point, monthly), Port-au-Port (monthly), Curling, Bonne Bay (Curzon Village).

Mails for places between St. John's and Channel for despatch by the steamer will be closed at the O. P. O. every alternate Wednesday at nine o'clock, a. m., and to connect with the steamer at Placentia the following Thursday morning at 7.30 a. m. If it should be possible to hasten de-

## AYRE &amp; SONS, Ltd.

livery of mail matter for any of the above-named places by despatching it per rail to connect with this steamer on her return to Port-aux-Basques, it will be so sent.

## SOUTH COAST SERVICE.

The s. s. *Glencoe* performs this service, leaving Placentia every Saturday evening after arrival of mail train from St. John's, and will call at the following named places:—Burin and St. Lawrence (alternately), Fortune, Grand Bank, Belleoram, St. Jacques, Harbor Briton, Hermitage, Pushthrough, Balena, Rencontre (each alternate trip), Ramea, Burgeo, Grand Bruit (each alternate trip), La Poile, Rose Blanche and Channel, (Port-aux-Basques).

Mails for the above places will be closed every Saturday morning at 7.30 o'clock. A supplementary mail will also be despatched to connect with the steamer at Port-aux-Basques by the Sunday express, and will be closed at the G. P. O. every Saturday evening at 9.30 o'clock, unless it would expedite delivery to hold it back for despatch by the Coastal steamer from St. John's.

## Fortune Bay District.

The s. s. *Older* leaves Belleoram every Sunday after the arrival of *s. s. Glencoe* from Placentia with mails and proceeds to the following places:—Corbin, Pool's Cove, Bay-de-Nord, Lally Cove, Rencontre, Stone's Cove, Anderson's Cove, English Harbor East, Terenceville, Harbor Mille, Little Bay East, Bay L'Argent, Fox Cove. Returning:—Fox Cove, Bay L'Argent, Little Bay East, Harbor Mille, English Harbor East, Anderson's Cove, Stone's Cove, Rencontre, Lally Cove, Bay-de-Nord, Pool's Cove, Belleoram, Garnish, Point Enragee, and back to Belleoram, thence without unnecessary delay to St. Jacques, English Harbor West, Mose Ambrose, Boxey, Coomb's Cove, Miller's Passage, Little Bay West, Jersey Harbor, Harbor Briton, Sagoun, Brunette, Great Harbor, Dawson's Cove, Seal Cove, Pass Islands, Grole, Hermitage Cove, Furlby's Cove, Gaultois, Round Harbor, Little Bay, H. B., Great Jet-vois, Bay-du-Nord, H. B., Pushthrough, Balena, McCalhoun, Pass Island, Seal Cove, Dawson's Cove, Harbor Briton, Coomb's Cove, Boxey, English Harbor West, St. Jacques, Belleoram.

## St. George's, Port-au-Port.

The s. s. *Adifer* leaves St. George's every Monday during summer after arrival of train from St. John's calling at the following places:—Sandy Point, Stephenville, Gravel, Campbell's Creek, Ship Cove, Manches Point, Cape George, Main Land, Thrice Rocks Cove, Clam Bank Cove, Black Duck Brook, Long Point, West Bay, Roswarlas, Port-au-Port.

## Bay of Islands.

The s. s. *Ubique* leaves Curling (Birchy Cove), every Monday and Friday during summer after arrival of train from St. John's, and calls at the following places:—Meadow's Point, Benoit Cove, MacIver's, Wood's Island, Middle Arm, Lark Harbor, Broom's Bottom, York Harbor. Returning: York Harbor, Frenchman's Cove, Lark Harbor, Middle Arm, Wood's Island, MacIver's, Benoit Cove, Meadow's Point, Birchy Cove.



## COASTAL BOAT ROUTES

## SHOWING DISTANCES FROM TERMINALS

## ST. JOHN'S—HALIFAX

## S.S. "Bacalieu"

St. John's	220	Grand Bank	Calling when sufficient
160 Burin	245	English Hr. West	freight offers:
215 Fortune	630	Halifax	Hr. Buffett
			Marystown
			Belleoram
			Hr. Breton
			Gaultois
			Ramea
			Burgo

## SOUTHWEST COAST AND FORTUNE BAY

## S.S. "Burgeo"

Argentina	224	Lally Cove	343	Milltown
50 Marystown	230	Bay du Nord	349	St. Alban's
64 Burin	232	Pool's Cove	369	Pushthorough
79 St. Lawrence	242	Belleoram	382	Richard's Harbor
124 Fortune	246	St. Jacques	395	Rencontre West
129 Grand Bank	250	English Hr. West	404	Francois
148 Garnish	253	Mose Ambrose	413	Cape LaHune
162 Point Enragee	266	Coomb's Cove	437	Ramea
175 St. Bernard's	270	Miller's Passage	448	Burgo
179 Bay L'Argent	276	Little Bay West	478	Grand Bruit
182 Little Bay East	283	Jersey Harbor	488	La Poile
185 Hr. Mille	285	Hr. Breton	503	Rose Blanche
193 Terrenceville	304	Pass Island	513	Burnt Island*
200 English Hr. East	316	Hermitage	517	Isle au Morts*
210 Anderson's Cove	319	Gaultois	523	Port aux Basques
218 Rencontre East	338	Conne River		

\*Weather permitting

## ST. JOHN'S TO HUMBERMOUTH

## S.S. "Northern Ranger"

St. John's	304	Fleur de Lys	445	Hoopling Hr.
60 Catalina	326	Seal Cove	455	Canada Harbor
89 King's Cove	337	Western Arm	458	Englee
125 Wesleyville	343	Westport	476	Grey Island
202 Twillingate	360	Hamptden	490	Conche
244 Little Bay Islands	374	Sop's Arm	510	St. Julien's
275 LaSce	380	Jackson's Arm	517	Fishot Island
287 Paquet	420	Big Hr. Deep	531	St. Anthony
299 Coachman's Cove	436	Williamsport	547	Griquet

559 Quirpon	723	West St. Modeste	858	Daniel's Hr.
566 Ship Cove	732	Lance au Loup	872	Parson's Pond
573 Raleigh	740	Forteau	878	Cow Head
579 Cook's Hr.	757	Flower's' Cove	899	Rocky Harbor
633 Mary's Harbor	764	St. Barbe Bay	901	Lomond
643 Battle Harbor	775	Brig Bay	906	Norris Point
653 Cape St. Charles	783	New Ferrole	908	Bonne Bay
661 Chimney Tickle	793	Bartlett's Hr.	921	Trout River
677 Henley Harbor	806	St. John's Is. Hr.	948	Lark Harbor
679 Chateau	816	Old Port au Choix	972	Curling
709 Red Bay	828	Port Saunders	974	Humbermouth

## LABRADOR SERVICE

## S.S. "Kyle"

St. John's	535	Venison Isld.	668	Pack's Harbor
41 Briggs	540	Hawk's Hr.	696	George's Island
51 Bay Roberts	548	Bolster's Rock	703	Indian Island
6 Harbor Grace	553	Comfort Bight	737	Rigolet
7 Carboney	559	Frenchman's Is.	783	Indian Hr.
17 Trinity	561	Punch Bowl	786	Smokey
14 Catalina	563	Webber's Cove	796	White Bears
76 Wesleyville	566	Flat Islands	809	Emily Harbor
77 Twillingate	569	Sandy Islands	810	Horse Harbor
77 St. Anthony	574	Ratseau	816	Holton
47 Battle Harbor	578	Black Tickle	840	Sloop Cove
47 Spear Hr.	583	Spotted Islands	850	Cape Harrison
47 Port Hope Simpson	584	Domino	858	Ragged Islands
49 Francis Harbor	589	Red Point	883	Long Tickle
46 Fishing Ships Hr.	595	Indian Tickle	891	Iron Bound Isld.
40 Ship Harbor	602	Wolf Islands	900	Makkovik
47 Occasional Hr.	623	Black Islands	909	Alik
315 Square Island	626	Grady	914	Turnavik
130 Dead Island	633	Long Island	952	Hopedale
13 Snug Harbor	650	Cartwright		

## ST. JOHN'S—CHANGE ISLANDS

## S.S. "Sagona"

St. John's	183	Valleyfield	272	Gander Bay†
Trinity	188	Wesleyville	276	Victoria†
Port Union	207	Lumsden	291	Horwood†
17 Catalina	226	Offer Wadham*	306	Stag Harbor
11 King's Cove	231	Peckford's Isld.*	309	Indian Island
17 Fastport	237	Musgrave Hr.	314	Seldom
14 Flat Islands	244	Ladle Cove	327	Tilting
15 St. Brendan's	252	Carmanville	334	Joe Batt's Arm
13 Deer Island	259	Frederickton†	339	Fogo
15 Indian Bay	269	Main Point (Big Right)†	345	Change Islands
14 Greenspond				

†Fishing season only. †One Way alternative.

NEWFOUNDLAND STEAMER ROUTES - 1940, continued

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GREEN BAY

S.S. "Clyde"

22 Lewisporte	165 King's Point,
23 Exploits	S.W. Arm†
33 Fortune	168 Rattling Brook
43 Cottrell's Cove	179 Burlington,
53 Pt. Leamington	N. W. Arm†
72 Triton West	188 Nipper's Harb.
81 Pilley's Island	200 Tilt Cove
84 Roberts Arm*	204 Shoe Cove
88 Port Anson	

\*Outward only. †One way.

NOTRE DAME BAY

S.S. "Clyde"

11 Lewisporte	176 Twillingate
35 Campbellton*	187 Tizzard's Hr.
43 Botwood*	193 Moreton's Hr
73 Exploits	206 Summerford†
85 Moreton's Hr.	214 Newstead†
91 Tizzard's Hr.	226 Campbellton
	237 Lewisporte
*Outward only.	†Inward only.

PLACENTIA BAY—WEST RUN

S.S. "Home"

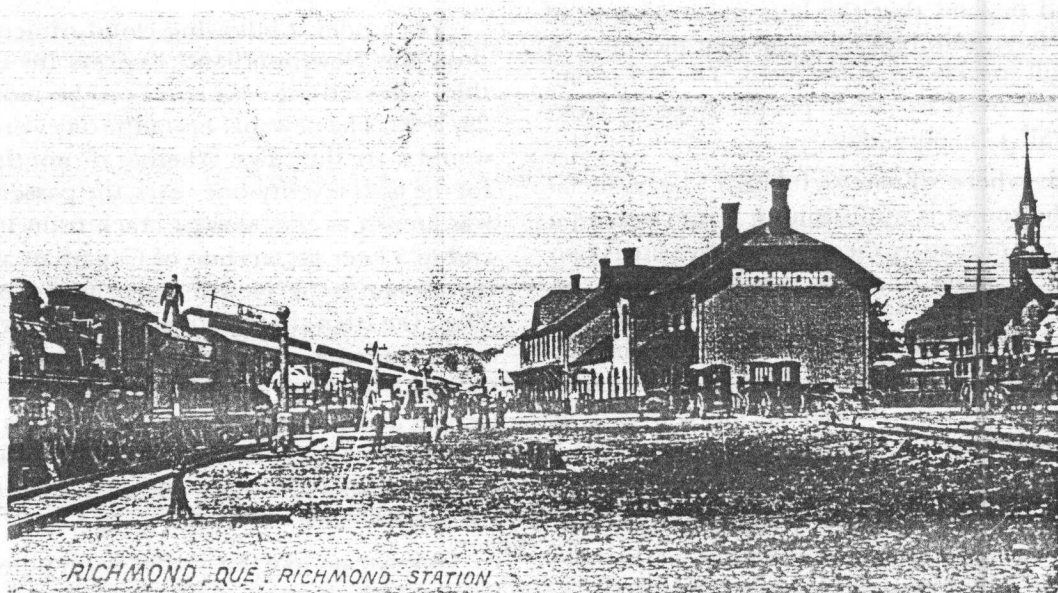
Argentina	119 Epworth
21 Merasheen	133 St. Lawrence
26 Presque	146 Lawn
29 St. Kyran's	156 Lord's Cove†
40 Little Paradise*	160 Point au Gail:
41 Paradise*	164 Lamaline
44 South East Bight†	
48 Petit Forte	
*Alternate†	†Once Monthly. ‡Weather permitting.

PLACENTIA BAY—BAY RUN

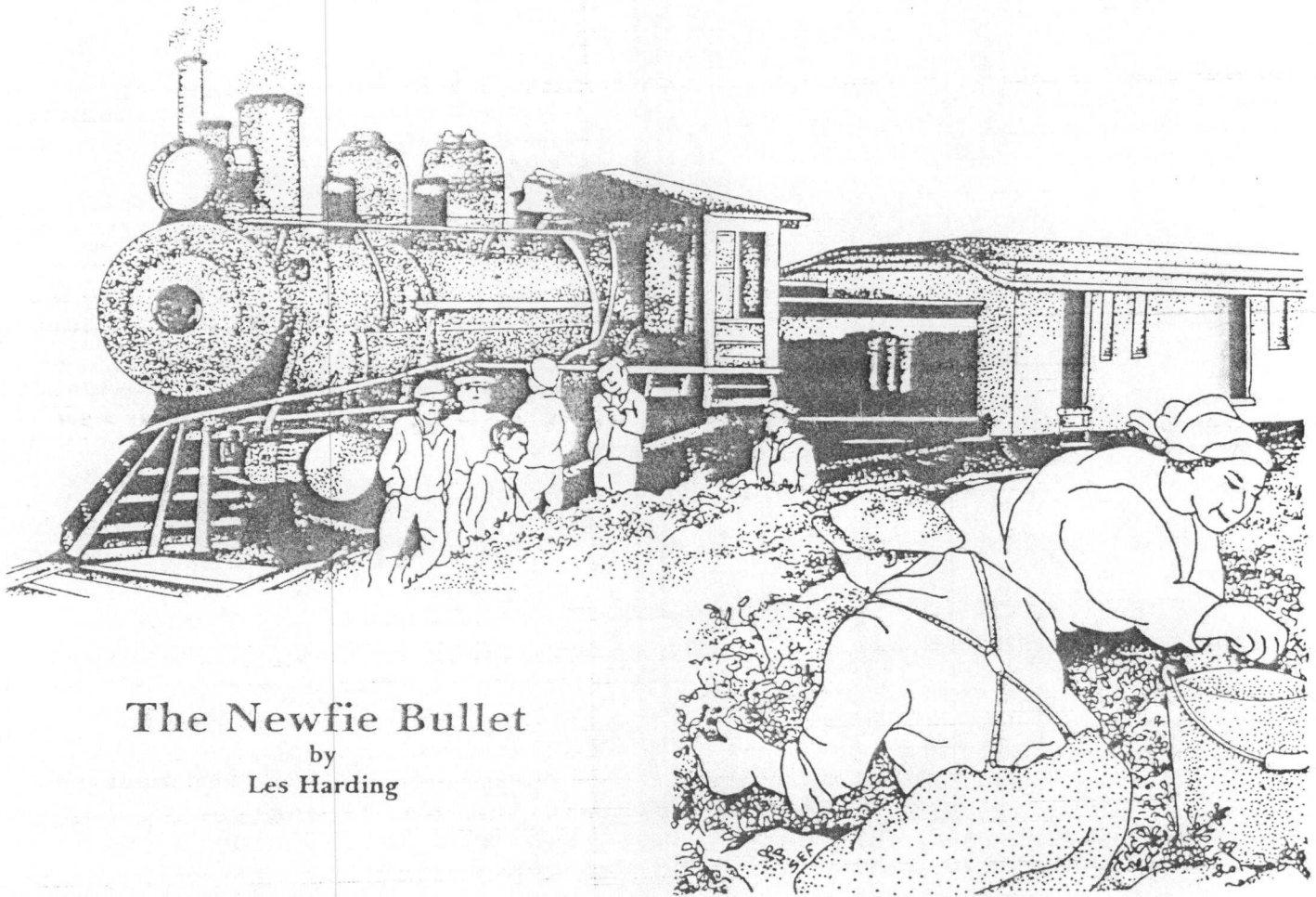
S.S. "Home"

Argentina	99 Tacks Harb.
5 Ship Harbor	106 Davis Cove
12 Iona	116 Claffier Pt.
20 Red Island	119 St. Leonard
28 Rose au Rue	121 Isle Vale
33 Kingwell*	
43 Hr. Buffett	
*Outward only.	

RICHMOND, QUEBEC - Peter McCarthy writes - I've enclosed a postcard of the original Richmond station. The station burned down somewhere around 1910 and was replaced by the present one. The train on the left is No.16 bound for Island Pond and Portland. Over to the far right is No.42 headed by a GT Class E3, 2-6-0 type locomotive built in the Grand Trunk shops in Montreal. It's a shame that this rail has been lifted all the way to Quebec, so the sub-division no longer exists. The buildings in the background are still there. The church is not as readily seen from the station now because of trees.



RICHMOND QUE RICHMOND STATION



## The Newfie Bullet

by  
Les Harding

On the road past Harbour Grace I pull my small rented car to a halt. Beyond me lies the community of Carbonear, a fishing town occupied since the sixteenth century; and beyond that the blue grey expanse of Conception Bay. Rain had fallen all that morning. A few drops still speckle my windshield. The sky promises to remain overcast, what people here in Newfoundland call a "mawzy" day.

From somewhere off to my left I hear a heavy metal clanking. The sound is approaching. From behind a clump of trees a miniature diesel locomotive huffs into view pulling a single baggage car and a tiny red caboose. It is train #232 from Brigus Junction. I glance at my watch. Right on time! As the train creeps by at scarcely more than a fast walking pace I cannot help but think of the past. As a small child I once rode that very train, though at the time I had no idea that I was participating in a legend.

**Some Background:** In the nineteenth century, the building of what was to become a narrow-gauge railway was thought by many in Newfoundland to be a

reckless and even desperate experiment. The island was poor and the population was small and isolated in hundreds of tiny outports.

Yet, under a billowing cloud of acrid smoke and dust, the Newfoundland Express (to use its official title) wheezed into existence on the morning of June 29, 1898. The newspapers of the day were afraid that it would scare the cows. Whether or not that happened, for the next seventy-one years, the passenger train that was known as the 'slowest crack train in civilization', and to a later generation of Canadian and American servicemen as the 'Newfie Bullet' and even the 'Newfie Slug'; the train that routinely battled forty foot snowdrifts, endemic derailments, washouts, butting contests with herds of moose, and a track so rusty it could be bent out of shape by the weight of its locomotives; swayed, shook, rattled, bounced and bumped across the island of Newfoundland and into the pages of railroad folklore.

Only a train like the 'Bullet' would have stopped at villages with names like Goobies, Rattling Brook and



Come By Chance; or felt the need to advertise. "It is the record of the railway that it has never killed a passenger."

Only the 'Bullet' would have hired a professional windsniffer. He was a septegenarian by the name of Lauchie McDougall. Lauchie was handed \$140 a year to walk the track and sniff out 'big blows'. At a place named, in his honour, McDougall Gulche, a gust once blew fourteen freight cars off the track and into a nearby brook. They took to chaining them down after that whenever Lauchie recommended such a precaution. So when a particularly strong wind came whipping along, a box car or two was still likely to be blown over and the track ripped up with it.

The 'Bullet' was destined to be more thrown into place than properly constructed. Built of necessity, 'on the cheap', with pick, shovel and horsecart, the roadbed was rocky and at the best of times looked all too temporary. The track climbed straight up the sides of mountains, then plunged with brake-squealing suddenness down slopes and zig-zagged crazily through a veritable labyrinth of ponds and bogs. There was no room for frills on the 'Bullet'. At one time, on the entire line, there was not a single tunnel or culvert and but one signal, that one in the switching yard in St. John's. The cuttings beside streams were too narrow and the embankments too steep. To save money the track was made narrow. It was, and still remains, only three and one half feet across, compared to four feet eight and one half inches, the standard gauge in the rest of North America. The 'Bullet' thus ran on the largest narrow-gauge railway in the Western Hemisphere. It also had the curviest roadbed. Of its seven hundred miles of track, an incredible six hundred consisted of curves. It was often possible for a train to be in the terrifying position of negotiating three curves simultaneously. On most railways, curves are constructed at an angle of no more than six degrees. Any sharper than that is considered to be unsafe. During the construction of the C.P.R. surveyors walked off the job when asked to mark out curves of ten degrees. In Newfoundland, curves of fourteen degrees were commonplace.

When confronted by obstacles which even a fourteen degree curve could not handle, the solution was a simple one — up and over. Though the highest point in Newfoundland is only 2,600 feet, the rate of climb by the Newfoundland Express was higher than anything found in the Rocky Mountains. It goes almost without saying that on such a railway, the steepest inclines had a habit of occurring on the sharpest curves. The poor passengers were pummeled about like tennis balls. The legislation passed by the Newfoundland House of Assembly was not kidding when it said, "The Railway intended to be constructed shall not be what is deemed in England or the United States to be a first-class railway."

By the coming of the Second World War conditions on the Newfoundland Railway had not changed all that much. Under the Lend-Lease programme, American troops poured into the island. The United States Army Corps of Engineers was appalled to find itself dealing with what was essentially a nineteenth century transportation system. But as the condition of the local roads had once been described as being only "slightly better than that of the secondary roads of the devastated areas of France in the years immediately after the Armistice," the Americans had no choice but to make use of the railway. Washington was obliged to spend several millions of dollars on modern construction equipment, new rails, locomotives and rolling stock.

Not far behind was the Canadian military. In 1940, a delegation of high ranking RCAF officers began an evaluation of the Newfoundland Railway. Before long, a huge air force base was under construction at a place called Gander Lake. The Canadians, like the Americans, depended almost completely on the railway and it did not let them down. Throughout the war, the Newfoundland Railway served valiantly, transporting thousands of men, machines and supplies, and millions of gallons of high octane fuel. But there was a price to pay. The 'Bullet' was almost pounded to pieces in the process.

Nobody knows for sure who coined the term 'Newfie Bullet' but it was probably invented during the War. The most likely explanation is that one of the American or Canadian servicemen stationed in Newfoundland became a little more than sarcastic at the thought of spending most of his precious weekend pass aboard the slow old train.

For people accustomed to the fast efficient trains of Canada and the United States, the 'Bullet' was a never-ending source of frustration. Chronically underpowered, overcrowded and late, its timetables were meaningless. It was no exaggeration to say that the 'Bullet' was not exactly rapid transit. At an average speed of about ten mph the 'Bullet' was not about to break any records. Curious goats were reputed to have outrun the train, hopped aboard and nipped the passengers. One engineer lost his job for daring to race down the track at the unheard of speed of sixty.

Eventually, the frustration felt by those from 'Up Along' would give way to mirth. With its scaled-down rolling stock, miscellaneous creaks and squeaks, the 'Bullet' looked like a well-used toy. Despite the roller coaster hills, hairpin turns and clouds of black soot which wafted into the passenger compartments, the troops grew to feel rather fond of the old 'Bullet'. It was so friendly and informal you could not help but like it.

Even admitting to its deficiencies, which were many, the 'Bullet' was much more than just a train. It

was a way of life and institution for the people who rode it. A ride on the 'streak of rust' (yet another of its many nicknames) was not merely a train trip. It was a social gathering, a chance to see old friends, make new ones; a chance to have a party, sing the old songs together and dance a jig in the aisles. There was always someone ready with an accordion or a mouth organ.

In 1949, Newfoundland voted by the narrowest of margins to become Canada's tenth province. The whole Newfoundland Railway, along with the 'Bullet', became Canadian National's Newfoundland Division. Millions of dollars was poured into new equipment and rolling stock, but for the passenger service at least, the end was in sight. Though CN still operates a freight service in the province (even that has been recently

called into question) the 'Bullet', as such, is gone.

Aside from a few remnants, such as the one I had just seen, the 'Bullet' was replaced in 1969 by a fleet of gleaming new highway busses. More efficient? Unquestionably! On time? Yes! But still, a sad commentary on our times. After all, what other mode of transportation but the 'Newfie Bullet' would make an unscheduled stop to let its passengers pick blueberries?

It was thoughts like these that filled my mind as I drove on past the level crossing. In the distance train #232 looked small and lonely.

Les Harding is the author of a forthcoming book on the Newfie Bullet.

NEW BRUNSWICK/ P.E.I. EMERGENCY HAMMER - Father Larry walker sends an example of E-53. Although there is no year shown in the dater, there is a 38-cent stamp, and the Oblate serial number puts it in November, 1989. The return address is Le Goulet, N.B. Extension of useage by five years will be shown in Annex IX.

DE

Rou SA21

Code postal



## L'Aide à la Promotion Missionnaire (A.P.M.)

Les Missionnaires Oblats de M.I.

8844 est, rue Notre-Dame

Montréal, P.Q. H1L 3M4

88256

## Key Dates in Postal History

1734 First mail route in Canada between Quebec City and Montreal.

1755 Halifax, N.S., first British post office in the Dominion.

1765 Letter rate set at 4d (fourpence) between any two seaports in America. Regular mails to Boston and New York.

1851 First stamps issued by the Province of Canada: 3d Beaver, and 12d Queen Victoria.

1851 First railway mail service sortation on Montreal-Windsor line.

1851-1867 The Provinces operate the postal services.

1859 Decimal currency introduced: One cent

Queen Victoria, five cent Beaver.

1859 First street letter boxes in Canada located in Toronto.

1859 Parcel Post introduced.

1867 Confederation: Dominion-wide postage.

1874 First letter carrier service introduced in Montreal.

1875 First registration stamps introduced.

1878 Canada becomes a

member of the Universal Postal Union.

1859 Letter rate is three cents per ounce.

1898 Christmas Day marks the beginning of the two cent rate from Canada to Empire locations.

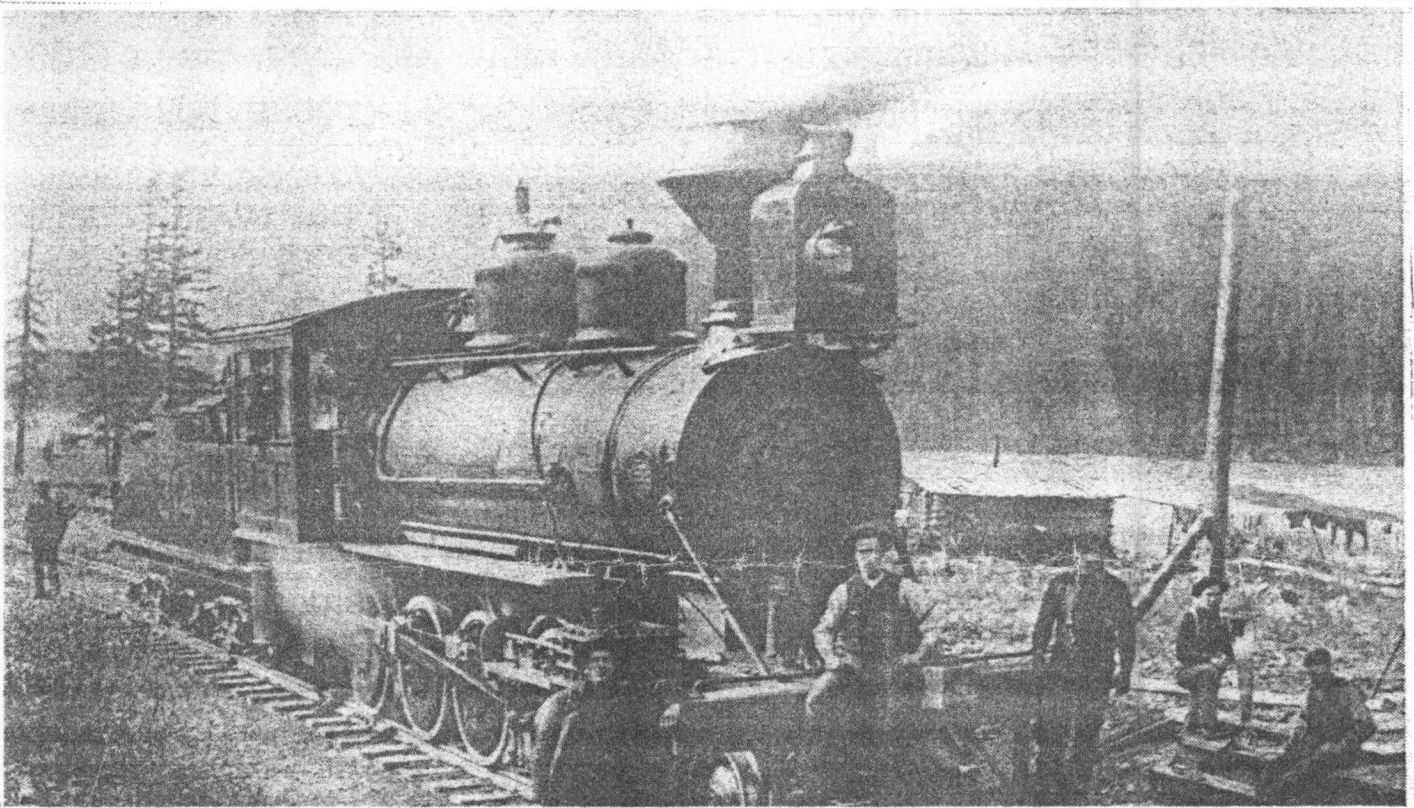
1898 Special Delivery stamps introduced.

1899-1915 Letter rate two cents within Canada. (Reprinted from Triangle News.)

Public Affairs, B.C. and Yukon Postal District  
Room 608 - 349 West Georgia Street  
Vancouver, B.C.

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C.P.R. Locomotive 314, 1887. Photo courtesy of the Whyte Museum of the Canadian Rockies (David Aldridge collection).

A very similar locomotive to No.374 which brought the first through passenger train into Vancouver. The background indicates the picture was taken at Field, B.C.

MONTREAL & LACHINE RAILROAD.											
W. E. COFFIN, Pres., Montreal, Canada.						JOHN FARROW, Supt., Montreal.					
MONTREAL	1st	2d	3d	4th	5th	6th	* Connects at this point with St. Lawrence & Atlantic R.R. see below. Also, St. Lawrence & Champlain R.R., see below.				
To LACHINE.	Tr'n	Tr'n	Tr'n	Tr'n	Tr'n	Tr'n					
Trains Leave	AM.	AM.	PM.	PM.	PM.	PM.					
Montreal	8:00	10:00	12:00	4:00	5:30	7:00					
Tanneries											
8:37 Arr at Lachine.	8:20	10:20	12:20	4:20	5:50	7:20					
LACHINE	1st	2d	3d	4th	5th	6th	* Connects at this point with Montreal & Lachine R.R., see above.				
To MONTREAL.	Tr'n	Tr'n	Tr'n	Tr'n	Tr'n	Tr'n					
Trains Leave	AM.	AM.	PM.	PM.	PM.	PM.					
Lachine	8:30	10:30	12:30	4:30	6:00	7:30					
Tanneries											
8:37 Arr Montreal	8:50	10:50	12:50	4:50	6:20	7:50					

ST. LAWRENCE & ATLANTIC RAILROAD.											
A. T. GALT, Pres., Sherbrook, Canada.						A. C. WEBSTER, Sec'y, Montreal.					
MONTREAL	1st	2d	3d	4th	5th	6th	* Connects at this point with Montreal & Lachine R.R., see above. Also, Champlain & St. Lawrence R.R., see below.				
To ST. HYACINTHE.	Tr'n	Tr'n	Tr'n	Tr'n	Tr'n	Tr'n					
Trains Leave	PM.	PM.	PM.	PM.	PM.	PM.					
Montreal	3:00										
Longueuil	3:30										
Charon											
Montarville											
50 Beloeil & St. Hill											
35-100 St. Hyacinthe	4:45										
Arr Richmond	7:00										
St. HYACINTHE	1st	2d	3d	4th	5th	6th	* Connects at this point with Montreal & Lachine R.R., see above. Also, Champlain & St. Lawrence R.R., see below.				
To MONTREAL.	Tr'n	Tr'n	Tr'n	Tr'n	Tr'n	Tr'n					
Trains Leave	AM.	AM.	PM.	PM.	PM.	PM.					
Richmond	7:00										
St. Hyacinthe	9:05										
Beloeil & St. Hill											
Montarville											
Charon											
Longueuil											
Ar. Montreal	10:30										

CHAMPLAIN & ST. LAWRENCE RAILROAD.											
JOHN MALDON, Pres., Montreal, L.C.						A. H. BRAINARD, Supt., Montreal, Ca.					
ROUSE'S PT.	1st	2d	3d	4th	5th	6th	* Connects at this point with Vermont Central R.R., see page 52; Also Northern (N.Y.) R.R., see page 56.				
To MONTREAL.	Tr'n	Tr'n	Tr'n	Tr'n	Tr'n	Tr'n					
Trains Leave	AM.	AM.	PM.	PM.	PM.	PM.					
Rouse's Pt.	7:15	12:00	3:00								
Lacolle											
Stott's											
Grand Ligne											
22-100 St. John's	8:40	1:20	5:00								
37-150 Laprairie	9:30	2:10	6:15								
40-150 Ar. Montreal	10:00	3:10	7:30	4:15	1:50						
MONTREAL	1st	2d	3d	4th	5th	6th	* Connects at this point with Montreal & Lachine R.R., see above. Also St. Lawrence & Atlantic R.R., see above.				
To ROUSE'S PT.	Tr'n	Tr'n	Tr'n	Tr'n	Tr'n	Tr'n					
Trains Leave	AM.	AM.	PM.	PM.	PM.	PM.					
Montreal	6:00	11:00	4:00								
Laprairie	7:30	12:15	5:15								
St. John's	9:00	1:10	6:15								
Grand Ligne											
Stott's											
Lacolle											
Rouse's Pt.	10:30	3:45	6:00								

A Typical Page from the "American Railway Guide for the United States" of January, 1852, Same Size as the Original

1852 Timetable and fine 1855 cover of the St. Lawrence and Atlantic Railway from the collection of our former member Dr. Bob. Chaplin.



*Mr. Nickle*

*The Rectory*

*Quebec*

MORE NEWFOUNDLAND STEAMERS: This issue seems to have more than usual Newfoundland material, but here is some more information from Don Wilson about four ships which were used in the mail service in addition to the Railway Coastal Steamers and other chartered or contract craft -

S.S.OTHAR: Registered St.John's 1907. Built Christiania, Norway, 1885. Iron. 77'3" long, 15'8" beam, 11' depth of hold, 37 tons net, 74 tons gross. Screw steamer, 25 HP.(Newfoundland Produce Co.Ltd., St.John's, NF.)

S.S.UBIQUE: Registered St.John's 1903. Built Bay of Islands, NF, 1902. Wood. 38'4" long, 11'0" beam, 5'4" depth of hold, 7 tons net, 12 tons gross. Screw Steamer, 16 HP.(Owner not known).

S.S.ACTIVE: Registered St.John's 1906. Built Dysart, Scotland, 1893. Wood. 72'3" long, 16'8" Beam, 8'5" depth of hold, 22 tons net, 60 tons gross. Screw Steamer. (George M.Barr, St.John's).

S.S.LOUISE: Registered St.John's 1908. Built Paisley, Scotland, 1882. Iron. 119'6" long, 21'1" beam, 10' depth of hold, 64 tons net, 110 tons gross. Screw steamer, 60 HP.(Anglo-Newfoundland Fish Exporting Co.Ltd., 17 Pitt Street, Liverpool).

- Information from the Mercantile Navy List and Maritime Directory for the years 1907 to 1911. The firms mentioned in parentheses above could have been owners, part owners or simply managers.

THE SECOND C.P.R.STATION - VANCOUVER, B.C.: Just to give you something from the other coast, here is a fine postcard view of the second C.P.R.Station under construction at the foot of Granville Street about 1906 - courtesy of Palmer Moffat. The first small station was built in 1887, while the third was built after World War One and is now used as the Sea-Bus terminal for ferries across Burrard Inlet, and as a home for high-class boutiques. All passenger service was removed when Via-Rail took over, and their trains use the former C.N.R. passenger station on Main Street.



" BEST WISHES FOR THE HOLIDAY SEASON "

7.11