

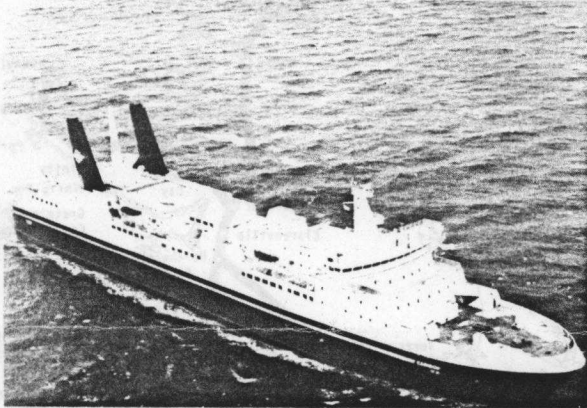
THE R.P.O. NEWSLETTER
OF THE CANADIAN R.P.O. STUDY GROUP (B.N.A.P.S.)

Volume 19 - No.5

Whole No.92

May, 1991

Here is another Newfoundland Issue - thanks to Don Wilson.



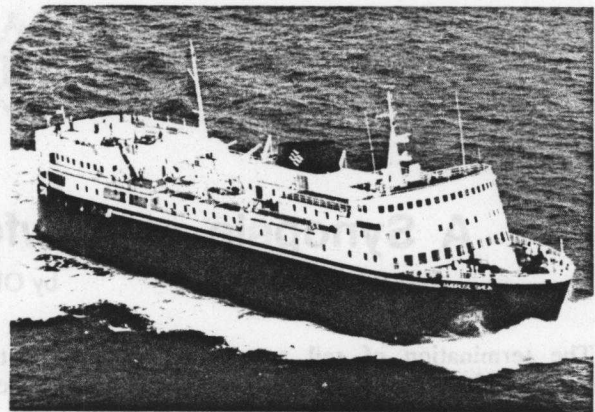
MV Caribou P.A.B.- Sydney



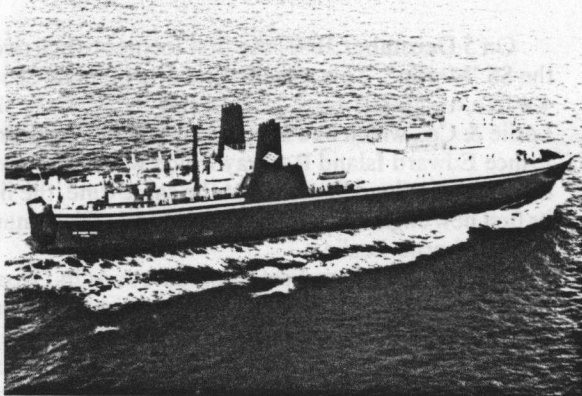
MV John Hamilton Gray P.A.B.- Sydney



MV Atlantic Freighter P.A.B.- Sydney



MV Ambrose Shea Argentia-Sydney

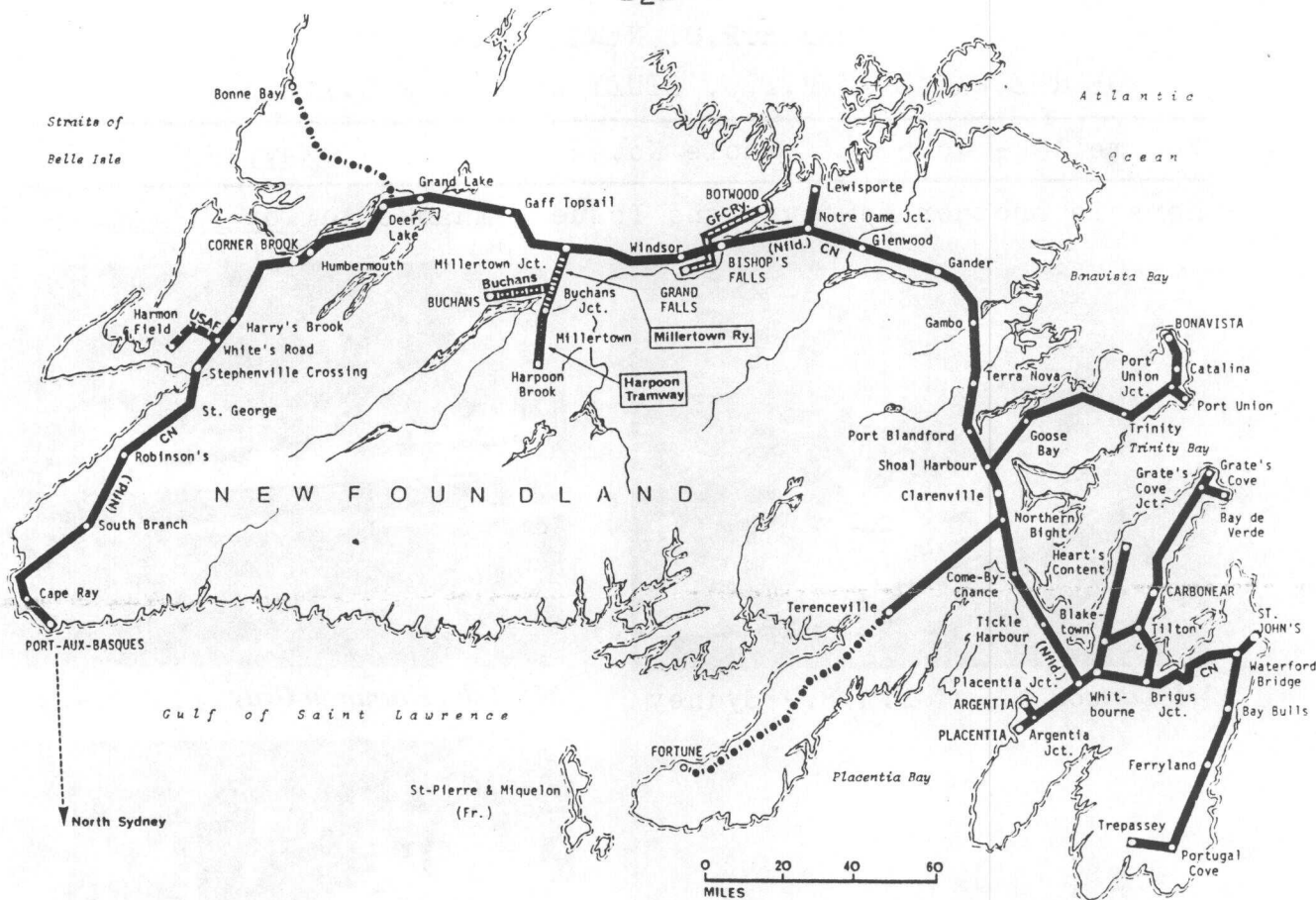


MV Sir Robert Bond Labrador



MV Taverner Labrador

These, and the ships shown on Page 10, are those in service in December, 1986. They represent a large Federal Government expenditure in a modern fleet operated by Marine Atlantic Ltd. to service the coasts of Newfoundland and Labrador. For example, CARIBOU was placed in service in May, 1986, at a cost of \$120 million Cdn.



A Synopsis of Newfoundland's Railway History

by OMER LAVALLÉE

The termination of rail operation in Canada's tenth province which occurred in the autumn of 1988 marked the end of well over a century of railway service in Newfoundland. The need for rail transportation was first advocated by the press in the 1840s, but three decades elapsed before a survey for the trans-Island line was carried out in the 1870s under the supervision of Sandford Fleming of Canada.

THE "HARBOUR GRACE RAILWAY"

The first concrete action came on 17 April 1880 when the Newfoundland government passed an act authorizing the raising of \$5 million for construction of a railway from St. John's to the head of Notre Dame Bay.

On 20 April 1881, an agreement was concluded with a construction syndicate headed by Albert Blackman of New York, NY to build 547 km (340 miles) of railway between St. John's and Hall's Bay on Notre Dame Bay, with a branch from Whitbourne to Harbour Grace, 53 km (33 miles). The line was to be known as the Newfoundland Railway Company, and the contract terms included land grants of 3 256 ha/km (5,000 acres/mile) and cash (\$180,000 per annum for 35 years). Construction was commenced on 9 August 1881 on the Southern Division (St. John's to Harbour Grace). When winter arrived, 32 km (20 miles) of route had been graded and 6 km (10 miles) of track laid.

The selection of 1 067 mm (42 inches) for the gauge came almost routinely. By 1880, that width was either proposed or in

use throughout the British Empire. The original terminal in St. John's was at old Fort William, on the hill where the Newfoundland Hotel now stands, above the harbour.

LOCOMOTIVES ARRIVE

On 5 December 1881, the first locomotive arrived on board the SS "Merlin". This was the first of a number of second-hand 4-4-0Ts, originally built in England by R. & W. Hawthorne-Leslie & Co., which had become surplus to requirements of the Prince Edward Island Railway which was of the same gauge as the Newfoundland line. About the same time, the line acquired its first new engine, an 0-6-0T named "A.L. Blackman", also built by Hawthorne-Leslie.

The Blackman syndicate floated bonds in Great Britain to finance the road. While the first section, between St. John's (Fort William) and Avondale, 60 km (37.5 miles), was not opened to revenue traffic until 1 May 1884, an experimental train made a run over the line between St. John's and Donovans, 17 km (8.5 miles) on 16 January 1882.

The railway was laid with 14.5 kg/m (35 pounds/yard) iron rail. Construction was pushed on and the whole 154 km (96 miles)-long line was opened through to Harbour Grace on 1 November 1884. The last spike was driven by HRH Prince George (later HM King George V) who was then visiting Newfoundland while as a midshipman aboard HMS "Cumberland". During construction, the line ran out of money and defaulted on its bond interest.

Responsibility for operating the line, known unofficially as the "Harbour Grace Railway" to distinguish it from other projects, was then assumed by the government, though it was only purchased and taken over legally in 1896.

THE PLACENTIA RAILWAY

In view of the financial difficulties encountered by the privately-owned "Harbour Grace Railway", the government decided to build further extensions under its own auspices. In 1885, it authorized building of the Placentia Railway from Whitbourne, on the "Harbour Grace Railway", to Placentia on Placentia Bay, 42 km (26 miles). This line was opened on 2 October 1888.

HALL'S BAY RAILROAD

At the same time, construction commenced on the "Hall's Bay Railroad" to serve mines in the general area of Notre Dame Bay. After grading had been completed between Placentia Jct., 11 km (7 miles) west of Whitbourne, and Rantem, and 40 km (25 miles) and 26 km (16 miles) of rail laid, the work was abandoned as too expensive after spending \$465,000. It was resolved that future railway construction would be done under contract, the line to be administered by the Board of Commissioners previously established. Tenders were called for this work. The successful bidders were Robert G. Reid and G.H. Middleton of Montreal, who signed a contract on 16 June 1890.

NEWFOUNDLAND NORTHERN & WESTERN RAILWAY

The contract provided for building and equipping the "Newfoundland Northern & Western Railway" between Placentia Jct. and Hall's Bay, 422 km (262 miles), completing it within five years for the sum of \$15,600 per mile.

Reid and Middleton reimbursed the government \$90,000 for the work already done in 1889, and received the Placentia Railway free of charge. Middleton withdrew from the partnership in May 1892. The NN&W was opened between Placentia Jct. and Norris Arm, 309 km (192 miles), on 1 October 1893.

By this time, it had become apparent that the mining potential in the Hall's Bay area would not justify a railway. The alternative was to continue the line from Norris Arm to the west side of the Island, thence parallel to the coast to a terminal at Port-aux-Basques, 880 km (547 miles) from St. John's. This harbour was the point nearest to Canada where steamer connections could be made with North Sydney NS, 160 km (100 miles) away.

Another contract, signed on 16 May 1893, entrusted Reid with the maintenance and operation of the Newfoundland Northern & Western Railway between Whitbourne and Port-aux-Basques, 793 km (493 miles), and also of the Placentia Railway, 32 km (20 miles), for a period of ten years from 1 September 1893. In return, Reid was to receive a grant of 1 257 ha/km (5,000 acres per mile) in alternate sections.

NEW CONTRACT

Poor economic conditions in Newfoundland late in the 1890s led the government to consider consolidating all railway operation under one administration. Under the 1893 Reid contract, operation of the railway system was fragmented with the line between St. John's and Harbour Grace being operated

by the government at a loss, while the system west of Whitbourne was in the hands of Reid. Therefore, Reid was induced to take over operation of the whole system for a fifty-year period, for an additional land grant of 1 257 ha/km (5,000 acres per mile) of line operated.

He was required to pay \$1 million upon execution of the contract, and at its termination would retain ownership of the railway, though releasing one-half of the lands acquired by him under the contract. A contract incorporating these terms was signed with Reid on 3 March 1898.

Reid also purchased the government telegraph lines and undertook the construction and operation of coastal vessels in connection with the railway. He also undertook to pave Water Street in St. John's and also build and operate an electric street railway. All of these agreements were confirmed by an Act passed on 15 March 1898.

TRANS-ISLAND RAILWAY OPENED

Almost five years was required to build the railway through to Port-aux-Basques, the opening taking place on 29/30 June 1898. The first train left St. John's on the former date at 1920 (7.20 PM) taking 27 hours and 25 minutes to travel to Port-aux-Basques, where it arrived at 2245 (10:45 PM) on 30 June, an average speed of 32 km/h (20 mph). The connecting steamship SS "Bruce" left an hour later for North Sydney, NS, inaugurating a combined rail-steamer passenger service which was to last for more than seven decades.

On 30 April 1898, a branch was opened between Notre Dame Jct. and Lewisporte on Notre Dame Bay, 15 km (9 miles). On the following 1 September a "cutoff" for the Harbour Grace branch was completed between Brigus Junction and Tilton, and the branch extended 10 km (6 miles) from Harbour Grace to Carbonear. At the same time, the section between Blaketown and Tilton was abandoned.

THE REID NEWFOUNDLAND COMPANY

In 1900, Reid sought to organize his Newfoundland interests into a company rather than hold them personally, but as his land grants had resulted in perceived encroachment upon private property, his charter was refused until the 1898 contract could be modified to the satisfaction of all concerned.

The Reid Newfoundland Company was incorporated on 2 August 1901 with a capital of \$25 million. Reid's three sons also were members of the new board of directors. The Act incorporating the company also embodied a new contract which provided that the railway would revert to the government at the end of the fifty-year term.

Reid purchased the drydock at the head of St. John's harbour, which had been built by the government in 1884. The railway terminal at old Fort William had been destroyed by fire on 31 March 1900 and Reid decided to relocate terminal facilities to a new location near the drydock site at the head of the harbour. A 12 km (7 miles) connection was built from the main line at Western Jct. (Donovan's) to the new terminal which was opened in January 1903. The old line was then abandoned.

DEATH OF SIR ROBERT REID

This basic network proved adequate for most of the ensuing decade. In the interim, Sir Robert Reid died in 1907 and he was succeeded by his son (later Sir) William D. Reid.

In 1909, the Reid company concluded an agreement with

the government to build branches to Bonavista, Heart's Content, Grate's Cove and Bay de Verde, Trepassey, Fortune Bay and Bonne Bay. In return, the company was to be given \$15,000 and 4,000 acres of land per mile (2,605 ha/km²). These lines were completed and opened as follows:

Section	km	Miles	Date
Shoal Harbour-Bonavista	142	88	8 Nov. 1911
St. John's-Trepassey	169	105	1 Jan. 1914
Carbonear-Grate's Cove and Bay de Verde	60	37	1 July 1915
Blaketown-Heart's Content	24	15	1 July 1915

The line from Northern Bight towards Fortune was completed only to Terenceville, 69 km (43 miles), when construction was abandoned. The rails were subsequently taken up without scheduled operation ever having begun. The proposed line from Deer Lake to Bonne Bay never materialized.

FINANCIAL DIFFICULTIES

The increased mileage, the additional motive power and rolling stock which was required, coupled with drastic increases in costs of labour and materials brought about by inflation during World War I, conspired to put the Company, whose control had passed in 1917 to another son of Sir Robert - H.D. Reid - in bad financial condition. An advice to the government that the company could not continue to operate the railway due to lack of funds resulted in the appointment of a joint Railway Commission to take over the railway on 13 August 1920. This Commission comprised three representatives of the government and three from the company, with the government providing the funds.

Early in 1921, Prime Minister Sir Richard Squires of Newfoundland approached Sir George Bury, a former vice-president of the Canadian Pacific Railway Company, to analyze the situation and make recommendations to the government. Bury's report, submitted on 29 June 1921, made several recommendations, the most important of which provided for a new contract with the Reid company, the appointment of a general manager, and the establishment of a body similar to the Board of Railway Commissioners in Canada, strict supervision of all capital expenditures and payment of actual losses by the government to the Reids up to a maximum \$1.5 million.

THE MORGAN PERIOD

The mandate of the joint Commission was terminated on 30 June 1921. In the interval, in the same year, the 5 km (3 miles) branch was opened between Argentia Jct. and Argentia. Bury's nominee as railway general manager was R.C. Morgan, formerly superintendent of the CPR's Winnipeg Terminals. However, the arrangement was short-lived and in April 1922, the Reid company advised that it could no longer operate the railway, offering to surrender it to the government. Matters came to a head on 16 May 1922 when all railway operations were suspended. They were resumed a week later on 23 May 1922 after temporary financial arrangements had been made between the government and the Bank of Montreal. The government then agreed to provide all funds necessary to operate the railway until 30 June 1923.

PROVINCIAL AND FEDERAL OPERATION

On the latter date, the Reid company withdrew from all

railway and related operations in Newfoundland. In its place, the government organized the Newfoundland Government Railway to operate it as a public work. The Reid company subsequently received \$2 million in compensation.

On 9 June 1926 the railway was transferred to a department of the Newfoundland government and renamed "Newfoundland Railway". It remained under this jurisdiction until surrendered to Canadian National Railways on 1 April 1949 under confederation terms with Canada.

Victims of the Depression were the Trepassey and Grate's Cove/Bay de Verde branches, abandoned on 1 July 1931, and the Heart's Content branch, closed on 1 July 1939. The remaining system made up of 1,135 km (705 miles) of main line and branches lasted until the 1980s, the Bonavista branch being abandoned in 1983, followed by the Carbonear and Argentia branches in 1984.

IN DECLINE

Despite massive capital investment in technological change such as conversion of the all-steam system to diesel operation during the 1950s, the elimination of break-of-bulk of freight at Port-aux-Basques by transferring standard-gauge mainland freight cars to narrow-gauge trucks, and finally concentration on moving freight in containers, traffic continued to decline. Highway competition, both passenger traffic and freight, was given a boost in 1965 with the completion of the Newfoundland portion of the Trans Canada Highway system, paralleling the railway. Driving time between St. John's, Port-aux-Basques and intermediate points was reduced to about half that required by the trains.

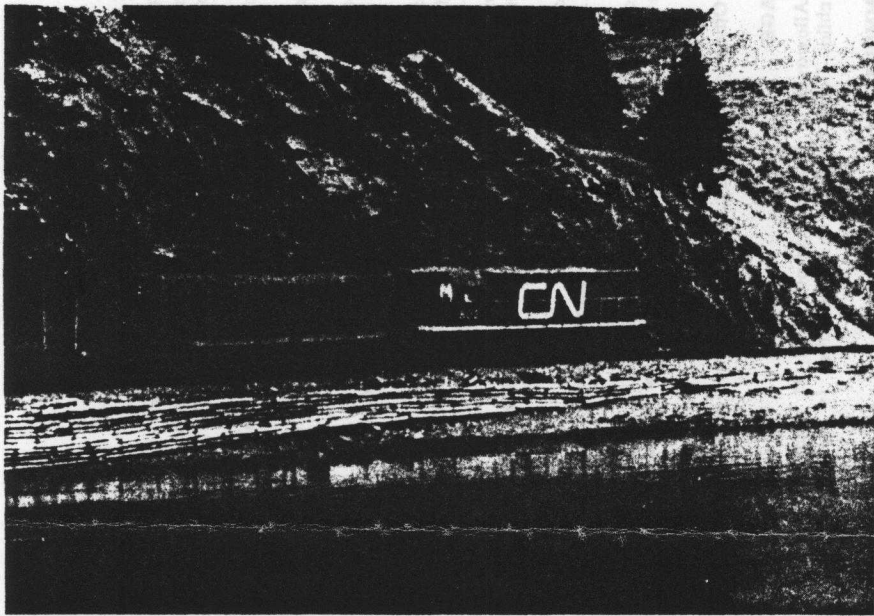
A major psychological blow was the consequent elimination of railway main line passenger service with the introduction, by CN, of "Roadcruiser" bus service beginning on 2 December 1966. The last run of "The Caribou" occurred on 3 July 1969 when the eastbound train arrived at St. John's. However, passenger service on mixed trains on the branches lasted until their respective abandonments in the 1980s.

The whole of what in the 1970s became Terra Transport, a "profit centre" of Canadian National, ceased revenue operations officially effective 1 October 1988. The 880 km (547 miles) closure was the longest single railway abandonment in Canadian railway history.

Track removal began on 12 October with the ceremonial removal of the first rail in the barren area known as the "Gaff Topsails". This process is continuing and should be completed before the end of this year. Some motive power and rolling stock has been sold and shipped to the Antofagasta (Chile) & Bolivia Ry. Co. PLC for conversion to metre (39.3") gauge, and other purchasers are in prospect.

OTHER NEWFOUNDLAND RAILWAYS

Several other entities operated revenue rail service in the Island Province. The largest of these was the Anglo-Newfoundland Development Company (ANDCo) which in 1909 constructed the so-called "Botwood Railway" from its paper mill at Grand Falls, through Bishops Falls to the ocean port of Botwood, 35 km (22 miles). In 1910, the ANDCo purchased the "Millertown Railway", a lumber line built between Millertown Jct. on the Reid Newfoundland Company main line, and Millertown, 31 km (19.5 miles), in 1901. Later, the Millertown line was extended for 31 km (19 miles) southward to Lake Ambrose for logging purposes; this branch was known as the



LEFT: CN Mixed Train No. 205, powered by G8 Nos. 802 and 800, has descended the one-mile loop at Trinity, Newfoundland, and is skirting the shore of Trinity Bay enroute to Bonavista on Labour Day, 1971. Collection of Earl Roberts.

BELOW: CN 2-8-2s Nos. 323 and 314 head Train No. 2 "The Caribou" at Harry's Brook, Newfoundland, in June 1956, on the eve of dieselization. Both locomotives (formerly Newfoundland Railway Nos. 1023 and 1014) were retired in 1957. Photo by Robert Sandusky.

"Harpoon Railway" after a brook in the vicinity.

The Buchans Railway was built by the Buchans Mining Company in 1928. It extended from Buchans Jct. on the ANDCo's Millertown Railway to Buchans, 31 km (19 miles). Buchans trains using their own motive power, operated over the Millertown line through to Millertown Jct. In 1957, the ANDCo divested itself of its railway lines, abandoning the section between Buchans Jct. and Millertown plus the Harpoon Railway and turning over operations between Buchans Jct. and Millertown Jct. to the Buchans Railway. On 1 July 1957, the Botwood Railway was reorganized as the common-carrier Grand Falls Central Railway Co.

In the 1960s, the Buchans mining and railway operations came under the control of the American Smelting & Refining Company (ASARCO) which continued in use until the mine at Buchans was closed early in the 1980s when the whole line from Buchans to Millertown Jct. was abandoned. The Grand Falls Central line was also abandoned and dismantled in the 1960s, much of its equipment being sold to the Northern Railway of

Costa Rica.

Minor lines included one of 11 km (7 miles) operated by the Newfoundland Iron Ore Company, opened in 1898 between Old Perlican and Lower Island Cove and abandoned in 1901; and the United States Air Force's 16 km (10 miles) line between White's Road (near Stephenville) and Harmon AFB completed in 1941 and used as an industrial spur after 1963. There was also a plant railway at Bowater's paper mill at Corner Brook, and 10 km (6.5 miles) of cable-operated tramway on Bell Island in Conception Bay, built by the Dominion Iron & Steel Co. in 1901 and abandoned in the 1930s.

An industrial line makes it still possible to see railways in use in Newfoundland. Continuing in activity is the narrow-gauge yard operation of Newfoundland Hardwoods Corporation at Clarenville, which uses three gas-mechanical locomotives running on about one kilometre (.75 mile) of track. This is now, at 53° 58' W. Long., the easternmost railway operation in North America.



GENERAL INFORMATION

RESERVATIONS

Requests for reservations are to be made through any Canadian National Railways Agent or as shown below for routes specified.

Labrador Services -- Reservation Bureau, St. John's, Nfld.

Argentina to Milltown & Return -- Agent, Argentina, Nfld.

Terrenceville to Harbour -- Agent, Argentina, Nfld.

Port aux Basques to Terrenceville and Return -- Ticket Office, Port aux Basques, Nfld.

Port aux Basques to Ramer and Return -- Ticket Office, Port aux Basques, Nfld.

Lewisporte to Corner Brook -- Terminal Traffic Manager, Lewisporte, Nfld.

Lewisporte to St. Anthony and Return -- Terminal Traffic Manager, Lewisporte, Nfld.

Corner Brook to Lewisporte Ticket Office -- Corner Brook, Nfld.

BAGGAGE

Allowance of 150 pounds per adult, 75 pounds per child. Hand baggage may be taken to cabins.

ACCOMMODATION

Preferred cabins are available on most vessels at additional cost -- Early application must be made as number of such cabins is limited.

BOARDING TIME

Passengers are permitted to board one (1) hour before departure.

SUBSTITUTION OF VESSELS

Due to unforeseen circumstances it may be necessary to substitute a vessel on any run.

- (1) Because of weather conditions, schedules are approximate.
- (2) If weather conditions will not permit vessel to call at any port, vessel will proceed enroute.
- (3) If further information required in detail on any particular service, please apply in writing to:

Passenger Sales Manager
Canadian National Railways
St. John's, Nfld.



NEWFOUNDLAND

COASTAL SERVICES

1971

(SCHEDULE No. 110)

SOUTH COAST SERVICE

Argentina to Milltown — via St. Pierre
M.V. "PETITE FORTE" OR SUBSTITUTE
EFFECTIVE MAY 20th., 1971

From Argentina 1000 hours every Thursday.
From Fortuna 1100 hours every Friday for St. Pierre.
Arrive St. Pierre 1300 hours every Friday.
From St. Pierre 1400 hours every Friday for Fortuna westbound.
Arrive Fortuna 1600 hours every Friday.
From Fortuna 1700 hours every Friday for ports westbound to Milltown.
From Terrenceville 1200 hours every Saturday westbound.
From Milltown 1600 hours every Sunday eastbound ports to Argentina via St. Pierre.
From Fortuna 0900 hours every Tuesday for St. Pierre.
Arrive St. Pierre 1100 hours every Tuesday.
From St. Pierre 1200 hours every Tuesday for Fortuna eastbound.
Arrive Fortuna 1400 hours every Tuesday.
From Fortuna 1500 hours every Tuesday eastbound to Argentina.
Arrive Argentina 1200 hours every Wednesday.

READ DOWN Nautical Miles UP

READ DOWN	Nautical Miles	UP
0	Lv. Argentina	---
31	Arnolds Cove	---
40	Woody Island	---
77	South East Bight	---
90	Monkslow	---
106	Petit Forte	---
118	Baine Hr. (outward only)	---
139	Maryslow	---
153	Burin	---
168	St. Lawrence	---
219	Fortuna	---
244	St. Pierre	---
269	Fortuna	---
274	Grand Bank	---
319	Little Bay East	---
331	Terrenceville	---
334	Grand LaPierre	---
339	English Harbour East	---
355	Rencontre East	---
367	Pools Cove	---
377	Belleoram	---
382	St. Jacques	---
386	English Harbour West	---
405	Harbour Breton	---
424	Pass Island	---
437	Hermitage	---
450	Gaulois	---
458	Stone Valley	---
466	McCallum	---
489	St. Albans	---
495	Milltown	---

(continued on next page)

(Table A continued)

NOTE:

Vessel not to leave Terrenceville westbound before 1200 hours (noon) Saturday.
Vessel not to leave Milltown eastbound before 1600 hours (4 p.m.) Sunday.
Vessel to call Lawn (181), Bay L'Argent (317), when freight or passengers offering.
Vessel to remain at Harbour Breton a minimum of one hour each call.

SOUTH COAST SERVICE

Port aux Basques to Ramea

M.V. "HOPEDALE" OR M.V. "TAVERNER"

June 5th to September 25th.
From Port aux Basques 0900 Hours (9:00 a.m.) Saturday.
From Ramea 1730 Hours (5:30 p.m.) Saturday.
Arrive Port aux Basques A.M. Sunday.

READ DOWN Nautical Miles UP

READ DOWN	Nautical Miles	UP
0	Lv. Port aux Basques	---
33	La Polle	---
43	Grand Brull	---
73	*Burgeo	---
84	*Ramea	---

NOTE: Vessel to remain a minimum of one half hour each call at ports of Ramea and Burgeo.

SOUTH COAST SERVICE

Port aux Basques to Terrenceville

M.V. "HOPEDALE" or M.V. "TAVERNER"

Effective until May 31st.: Leave Port aux Basques 0900 hours (9:00 a.m.) every Sunday & Wednesday. Leave Terrenceville 1200 hours (noon) every Sunday and Wednesday.
Effective June 1st., 1971: Leave Port aux Basques 0900 Hours (9:00 a.m.) every Sunday, Tuesday and Thursday.
Leave Terrenceville 1000 Hours (10:00 a.m.) every Sunday, Tuesday and Thursday.
Effective September 29th., 1971: Leave Port aux Basques 0900 Hours (9:00 a.m.) every Sunday and Wednesday.
Leave Terrenceville 1200 Hours (noon) every Sunday and Wednesday.

READ DOWN Nautical Miles UP

READ DOWN	Nautical Miles	UP
0	Lv. Port aux Basques	---
33	LaPolle	---
43	Grand Brull	---
73	*Burgeo	---
84	*Ramea	---
99	Grey River	---
119	Francois	---
144	McCallum	---
167	*St. Albans	---
173	*Milltown	---
202	Stone Valley (Hermitage Bay)	---
210	Gaulois	---
213	Hermitage	---
226	Pass Island	---
245	*Harbour Breton	---
264	English Harbour West	---
268	St. Jacques	---
273	Belleoram	---
283	Pools Cove	---
295	Rencontre East	---
311	English Harbour East	---
316	Grand La Pierre	---
319	Terrenceville	---

***NOTE:** Vessel to remain a minimum of one half hour each call at ports Ramea, Burgeo, Harbour Breton, St. Albans and Milltown.

SOUTH COAST SERVICE

Terrenceville to Harbour Breton

M.V. "TAVERNER" or M.V. "HOPEDALE"

June 5th. to September 25th.

Leave Terrenceville 0900 Hours (9:00 a.m.) Saturday.

Leave Harbour Breton 1900 Hours (7:00 p.m.) Saturday.

Arrive Terrenceville A.M. Sunday.

READ DOWN	Nautical Miles	D	READ UP
0	Lv. Terrenceville	-- -- --	-- -- --
3	Grand La Pierre	-- -- --	-- -- --
8	English Harbour East	-- -- --	-- -- --
24	Rencontre East	-- -- --	-- -- --
36	Pools Cove	-- -- --	-- -- --
46	Belleoram	-- -- --	-- -- --
51	St. Jacques	-- -- --	-- -- --
55	English Harbour West	-- -- --	-- -- --
74	*Harbour Breton	-- -- --	-- -- --

*NOTE: Vessel to remain a minimum of one half hour at Harbour Breton.

ST. JOHN'S-GOOSE BAY-NAIN

M.V. "BONAVISTA" — M.V. "NONIA"

M.V. "BONAVISTA":

From St. John's: 1200 Hours (noon) July 2-24; Aug. 16; Sept. 8-28; Oct. 19; Nov. 10; FINAL TO GOOSE BAY.

From Nain: July 13; Aug. 4-26; Sept. 18; Oct. 9-30; Nov. 20; FINAL FROM GOOSE BAY.

M.V. "NONIA":

From St. John's: 1200 Hours (noon) July 13; Aug. 4-25; Sept. 16; Oct. 8-30; FINAL TO NAIN.

From Nain: July 24; Aug. 15; Sept. 6-27; Oct. 19; Nov. 11; FINAL FROM NAIN.

READ DOWN	Nautical Miles	E	READ UP
0	Lv. St. John's	-- -- --	-- -- --
45	Bay Roberts	-- -- --	-- -- --
60	Carbonear	-- -- --	-- -- --
110	Catalina	-- -- --	-- -- --
157	Valleyfield	-- -- --	-- -- --
236	Twillingate	-- -- --	-- -- --
269	Lewisporte	-- -- --	-- -- --
407	St. Anthony	-- -- --	-- -- --
442	Belle Isle	-- -- --	-- -- --
467	Cape St. Charles	-- -- --	-- -- --
477	Battle Harbour	-- -- --	-- -- --
486	St. Mary's Harbour	-- -- --	-- -- --
494	Fox Harbour (St. Lewis)	-- -- --	-- -- --
528	Port Hope Simpson	-- -- --	-- -- --
550	Williams Harbour	-- -- --	-- -- --
559	Georges Cove	-- -- --	-- -- --
561	Fishing Ships Harbour	-- -- --	-- -- --
572	Square Islands	-- -- --	-- -- --
584	Snug Harbour	-- -- --	-- -- --
591	Venison Islands (Fishing season only)	-- -- --	-- -- --
607	Frenchmans Island	-- -- --	-- -- --
615	Sandy Island (Fishing season only)	-- -- --	-- -- --
620	Battleau (Fishing season only)	-- -- --	-- -- --
624	Black Tickle	-- -- --	-- -- --
629	Spotted Island (Fishing season only)	-- -- --	-- -- --
640	Indian Tickle (Fishing season only)	-- -- --	-- -- --
662	Grady (Fishing season only)	-- -- --	-- -- --
685	Cartwright	-- -- --	-- -- --
705	Packs Harbour (Fishing season only)	-- -- --	-- -- --
774	Rigolet	-- -- --	-- -- --
849	North West River	-- -- --	-- -- --
874	Goose Bay	-- -- --	-- -- --
965	Rigolet	-- -- --	-- -- --
1015	Smokey	-- -- --	-- -- --
1027	Emily Harbour	-- -- --	-- -- --
1067	Cape Harrison	-- -- --	-- -- --
1113	Makkovik	-- -- --	-- -- --
1150	Postville	-- -- --	-- -- --
1221	Hopedale	-- -- --	-- -- --
1271	Davis Inlet	-- -- --	-- -- --
1341	Nain	-- -- --	-- -- --

(Continued on next page)

Table E continued

Note: Vessel will call at Triton (295), Little Bay Islands (306), Hanley Harbour (462), Trianche (585), Webbers Cove (617), outward and inward during fishing season.

Vessel will call at Englee (393) outward to and inward from Labrador ports when passengers offering.

Vessel will call at Sandy Hook (517), Hawkes Harbour (601) and Bolsters Rock (610) when freight and passengers offering.

Vessel will call at North West River outward from Goose Bay to Nain if freight or passengers offering.

Vessel will call at White Point (469) when freight or passengers offering, weather conditions permitting.

ST. JOHN'S—GOOSE BAY
S.S. "CABOT STRAIT"

From St. John's: 1200 Hours (noon) July 8—22;
Aug. 5—19; Sept. 2—17; Oct. 4—20; Nov. 8—23;
FINAL.

From Goose Bay: 2329 Hours (11:29 p.m., Goose
Bay Time) July 14—28; Aug. 11—25; Sept. 9—25;
Oct. 12—28; Nov. 15—30; FINAL.

READ DOWN	Nautical Miles	F	READ UP
0	Lv. St. John's	---	---
45	Bay Roberts	---	---
60	Carbonear	---	---
235	Twillingate	---	---
268	Lewisporte	---	---
401	St. Anthony	---	---
441	Belle Isle	---	---
468	Battle Harbour	---	---
477	St. Mary's Harbour	---	---
485	Fox Harbour (St. Lewis)	---	---
519	Port Hope Simpson	---	---
541	Williams Harbour	---	---
550	Georges Cove	---	---
552	Fishing Ships Harbour	---	---
564	Square Island	---	---
576	Snug Harbour	---	---
600	Frenchman's Island	---	---
612	Battleau (Fishing season only)	---	---
616	Black Tickle	---	---
621	Spotted Island (Fishing season only)	---	---
676	Cartwright	---	---
696	Packs Harbour (Fishing season only)	---	---
765	Rigolet	---	---
840	North West River	---	---
865	Goose Bay	---	---

NOTE 1—
Goose Bay Time one half hour behind Nfld. time.
Vessel will call White Point (465) when freight or
passengers offering, and weather conditions per-
mitting.

LEWISPORTE — CORNER BROOK
S.S. "SPRINGDALE"

From Lewisporte: 2100 Hours (9:00 p.m.) June 1—
15—29; July 13; 27; Aug. 10—24; Sept. 7—22; Oct.
6—21; Nov. 4—18; Dec. 4—18. FINAL.

From Corner Brook: 2100 Hours (9:00 p.m.) May
25; June 8—22; July 6—20; Aug. 3—17—31; Sept.
14—29; Oct. 14—28; Nov. 11—26; Dec. 11—27. FINAL.

READ DOWN	Nautical Miles	G	READ UP
0	Lv. Lewisporte	---	---
33	Twillingate	---	---
123	Roddickton	---	---
133	Englee	---	---
150	Conche	---	---
166	Croque	---	---
197	Main Brook	---	---
217	St. Anthony	---	---
315	Port Hope Simpson	---	---
351	Fox Hr. (St. Lewis)	---	---
359	St. Mary's Harbour	---	---
368	Battle Harbour	---	---
376	Cape St. Charles	---	---
398	Henley Hr. (Fishing season only)	---	---
428	Red Bay	---	---
442	West St. Modiste	---	---
451	Lance au Loup	---	---
464	Sandy Cove	---	---
472	Flowers Cove	---	---
480	St. Barbe	---	---
645	Corner Brook	---	---

NOTE : Vessel will call St. Lunaire (229), Griquet
(235), Outrion (238), Raleigh (253), Cooks Hr. (259),
Belle Isle (282), White Point (374) and Blanc Sablon
(468) when passengers or freight offering, and
weather conditions permitting.

Outward from Corner Brook vessel will call Woody
Point (Bonne Bay) (48), Norris Point (50), Port Saun-
ders (128), Old Port aux Choix (140), Plum Point
(Brig Bay) (171) when passengers or freight offering.

GREEN BAY—WHITE BAY
Lewisporte to St. Anthony
S.S. "BAR HAVEN"

Leave Lewisporte: 2100 Hours (9:00 p.m.) every
Friday commencing May 21 to close of navigation.

READ DOWN	Nautical Miles	H	READ UP
0	Lv. Lewisporte	---	---
33	Twillingate	---	---
63	Cottrel's Cove (outward only)	---	---
75	Leading Tickle	---	---
85	Triton West	---	---
89	Brighton (outward only)	---	---
98	Port Anson (outward only)	---	---
106	Lush's Blight	---	---
122	Springdale	---	---
143	Becumont	---	---
150	Little Bay Islands	---	---
161	Harry's Harbour (outward only)	---	---
179	King's Point (outward only)	---	---
190	Middle Arm (outward only)	---	---
194	Burlington (outward only)	---	---
203	Nippers Harbour	---	---
212	Snook's Arm (outward only)	---	---
232	La Scla	---	---
244	Woodstock (outward only)	---	---
258	Ming's Blight (outward only)	---	---
272	Bale Verte	---	---
286	Fleur de Lys (outward only)	---	---
308	Seal Cove (outward only)	---	---
322	Westport (outward only)	---	---
332	Sep's Arm (outward only)	---	---
338	Jackson's Arm	---	---
378	Great Harbour Deep	---	---
394	Williamsport	---	---
423	Roddickton	---	---
433	Englee	---	---
449	Conche	---	---
465	Croque	---	---
473	St. Juliens	---	---
480	Fishol Island	---	---
494	Main Brook	---	---
514	St. Anthony	---	---

NOTE: Vessel will return from Jackson's Arm to
Bale Verte (46) and continue ports to Lewisporte.
Vessel will call at Morelons Harbour (23) and Pac-
quet (246) when passengers or freight offering.

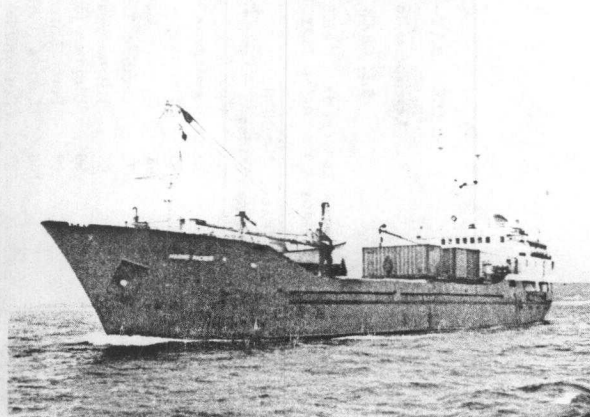
More ships from the Marine Atlantic "Mariner", December, 1986 -

Did you notice that several of them perpetuate the names of earlier ships with which we are familiar from markings of the past? For example, Northern Ranger on this page had a predecessor which used both full-circle and split-circle markings with the name of the ship.

Marine Courier was completed in May, 1985, at a cost of \$3 Mil.



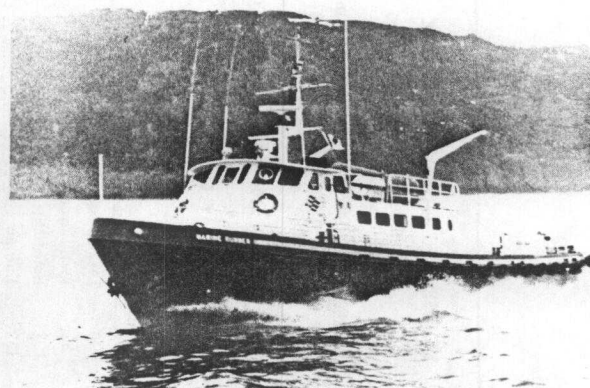
MV Northern Ranger Labrador



MV Marine Packer Labrador



MV Marine Courier South Coast



MV Marine Runner South Coast

THE CABOOSE - We welcome three new members into the Study Group -

John H. Perry-Hooker
Doe Corner
Wells River, VT 05081-
U.S.A. 0662

Stuart L. Cohn
RR1, Box 74, Mt. Olive Rd.
Zirconia, NC 28790
U.S.A.

Arthur J. Brunet
1054 Yuill St. SE
Medicine Hat, AB
T1A 0Z2

- They have all opted for a years free membership as new members of BNAPS. Let's hope they enjoy it as much as most of us do.

Jim Miller has raised a good point. Recently the Squared Circle Study Group has decided to include the two and three-ring "Orb" cancels within their working area. Jim asks whether the R.P.O. Study Group might consider doing a similar thing with the various Airport, A.M.F. and Air Mail Section markings of Canada. Our late member Joe Purcell and your Editor published a preliminary listing of these in "Topics" back in 1975, so the framework is there, and a section could be added to future Annexes and Catalogues to cover them. What do the Members think ?

Bill