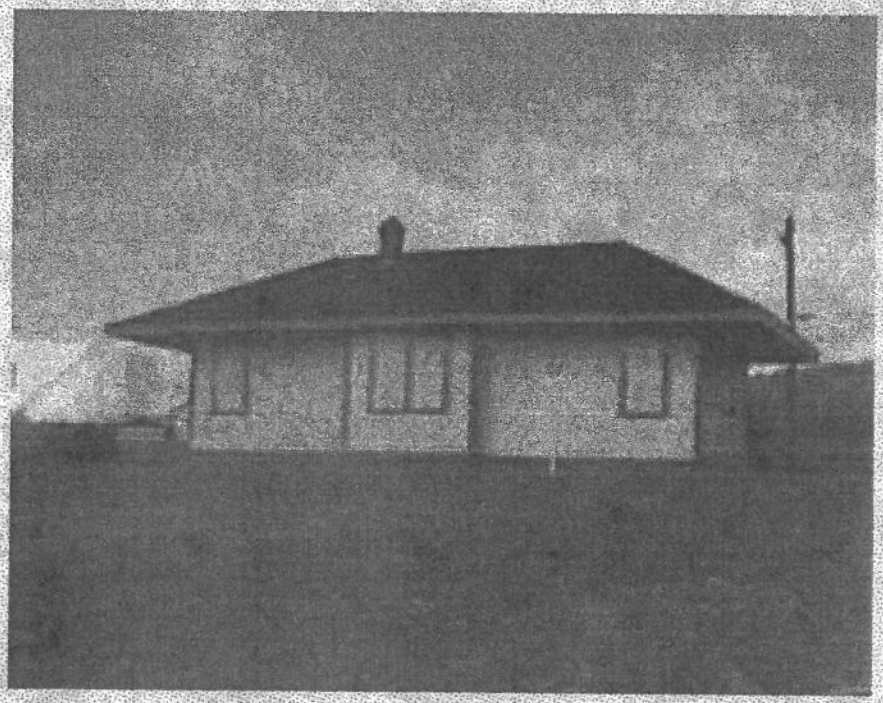
The Harbour Grace Railway

Newfoundland Southern Division



Prepared for
Harbour Grace Historical Society

by
Natalie Poitras

October 25, 1996

The Harbour Grace Railway

Newfoundland Southern Division

by

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for

The Harbour Grace Historical Society

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Topography
by
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Harbour Grace Tourism Department Office
Town of Harbour Grace
Water Street, Harbour Grace, Newfoundland
1996

Cover

The front cover, is the a picture of the Harbour Grace Railway Station. It closed it's doors on March 31, 1984 and the last "Branch Line Train" was run In September 1984.

The Harbour Grace Historical Society is presently restoring the station and make it into a Museum. On October 5, 1996 it was designated as a Municipal Heritage Building.

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Introduction

As a result of intensive research I have compiled all the available information, including references to events that lead to the construction of the Harbour Grace Railway, as well as information in general that may have impacted or resulted from the Harbour Grace line.

Although there was extensive factual historical data on the Newfoundland Railway as it related, and the political events that surrounded the planning and construction, there was a noticeable lack of data available on the Harbour Grace Railway as a branch of the Newfoundland Railway.

The Newfoundland Archives indicated that research over the last twenty years has produced little record of the Harbour Grace Railway, with the exception of some working plans (post World War II) which are currently being researched. The Newfoundland Archives have no information to indicate that these records were ever destroyed, although as a result of the many changes in ownership of the Railway it is a possibility.

A vital link to the history of the Harbour Grace Railway is the people who have given valuable accounts of their recollections. Unfortunately with the passage of time and due to the limited data available, we risk the loss of this culturally important era. It is incumbent upon us to preserve this information for it is the heritage of future generations, to whom the Harbour Grace Railway will most certainly only be remembered in whatever historical information we can preserve.

The research compiled in this report is the extent of the information available from all sources, and is a step in the right direction for the preservation and protection of the history of the Harbour Grace Railway.

Natalie

Pre Railroad Construction

The primary purpose of the Harbour Grace Railway was to connect the population around Conception Bay which was the earliest settled part of the colony, and at that time the most thickly populated. One of the main purposes for which the Newfoundland Railway was urgently required was to reduce isolation and speed up the means of transportation to such settlements as Bonavista, Trinity, Twillingate, Fogo, etc . . .

Before the railway, Newfoundland was a place of primitive paths through the woods overland, which was the only means of communication. The Railway was to connect the west coast of the province with the east coast and consequently provide the necessary link between the island and the continent. Newfoundland's status would increase by leaps and bounds with the construction of a Railway. It all began with the Harbour Grace Railway.

The idea of a Railroad in Newfoundland was first advocated in the Morning Post of 1847, the building of a line from St. John's to Portugal Cove. The railway would connect with a steamer which would serve the popular centres of Conception Bay.

In 1865, this idea was received and the legislature passed a resolution offering to give land and grants to any company wiling to start construction of a Railway. It wasn't until 1868 that Stanford Flemming, a Canadian engineer, completed the first Railroad survey. He was known as the famous Canadian Railway builder. Funding the survey himself, Flemming suggested a route from the Isthmus Avalon through the heart of Newfoundland.

The Newfoundland government under Frederick B.T. Carter announced in 1875 that an engineer be hired to survey a railroad. The government requested Stanford Flemming to carry out the survey. On April 14, 1875, the House of Assembly resolved itself into a committee of the whole, on the Loan Bill, in order to provide twenty thousand dollars to defray the cost of the Railroad survey across the island. The money for the preliminary survey was voted. When the survey was completed, it was found to have costed forty thousand

dollars which were twice the amount that had been approved and voted for. Flemming reported that a railway could be built.

He recommended the "short" line across Newfoundland to St. George's. Eventually the idea was abandoned. St. George's was on the treaty coast and the British government was adamant in its refusal for the Railway to terminate there.

The first Railway Constitutional bill was passed by the Newfoundland government under the premiership of E.D. Shea. Shea and Whiteway were two outstanding leaders in the support of the Railway. Sir William V. Whiteway led the liberals to victory in the general election on a platform that included a promise of action on a railway, a promise he fully intended to keep. This was a man who, as a result of his railway policies within this period (1878 -1885) and again in his (1889 - 1894) term has come to be regarded in Newfoundland as the "Father of the Railway." In 1879 Whiteway made an appeal to the British government for a financial subsidy in building a railway.

It was in the early months of 1880 when the government was getting close to the realization of their objectives. The Loan Bill which limited the total amount of money to be raised to $5000.00 for railway construction was unamiously passed and received the Royal assent on April 17, 1880. As an alternative to a trans-island route Premier Whiteway proposed, and the legislature agreed, that the colony should build a narrow gauge (3'6") line from St. John's to Hall's Bay with a branch line in Harbour Grace. A survey was started for the railway which soon began. There were 20 engineers who came from the mainland to conduct the survey.

The Government was so overwhelmed by blind optimism concerning the great future of their island that they disregarded the fact that the small Newfoundland population would have to bear the whole cost of the project, and accepted the total responsibility for constructing a railway across the island.

On June 26, 1880, residents of Foxtrap were upset over the taking of their land for the Railway. The Women of this South Shore settlement drove out Judge Prowse and his force of police who went there to prevent the obstruction of the Railway and the forces of police who went there to prevent the obstruction of Railway Surveyors. These women also tried to stop the survey in Tilton later that summer.

On April 20, 1881, the Railway Bill was introduced and passed a first reading. The Newfoundland government solicited tenders of the Railways construction. Four tenders were received namely, A.L. Blackman, E.W. Plunkett, J.N. Greene and Sir Hugh Allan's Company. Only the first two seemed to get any amount of consideration. Their proposals were somewhat similar.

By May 9, 1881, the Newfoundland government was authorized to enter a contract with a syndicate consisting of five members, "The Blackman Syndicate" to build, equip and operate a Railway from St. John's to Hall's bay with a branch to Harbour Grace, a distance of about 340 miles. This was to be done for a subsidy of $180,000 a year as well as 5000 acres of line for each mile built. Construction was to be completed in five years. The syndicate was to own the railway after completion, but the Newfoundland Government held an option to purchase the Railway after 35 years. The Government was to purchase or provide the land necessary for the right of way. The syndicate was to deposit $100,000 in United States bonds by August 9, 1881 as surety for the completion of the contract. The weight of the rail was to be 35 pounds per yard.

The Construction of the Railway

The first sod was turned for the construction of the Railway heading for Harbour Grace on August 9, 1881. Sir William Whiteway was supposed to turn the first sod, but he was in England and officiated at a later date. There was no official symbolic sod turning. Wages started at eight cents per hour. The line commenced from the east end of St. John's at Fort William where Hotel Newfoundland now stands. It was late in the same year that the first steam locomotive to arrive in Newfoundland. It was a 0-6-0 tank type which was built by Hawthorne Leslie of Leeds, England for the Harbour Grace Railway. It was numbered **NO 1**. It was sold in 1918 to the Botwood Railway and was renumbered **No 7.** More Locomotives arrived in Newfoundland aboard the S.S. Merlin. They were of the Hunslet 4-4-0 type built in 1872. They were used up to the year 1897. The locomotives were purchased from Prince Edward Island as they also had a narrow gauge Railway.

Though the incompetence, mismanagement, and extragance, the syndicate ran into financial difficulties during 1882, but managed to keep going. The railway reached Whitbourne, then called Harbour Grace Junction, by late fall 1883 when the Company defaulted. Some work had also been completed between Harbour Grace and Whitbourne. The company was placed in receivership under Sir Francis Evans, a good friend of Sir William Whiteway. The line reverted to the English bondholders as mortgagee, who completed the line to Harbour Grace. The Railway, under receivership, was fairly successful and paid fair returns to the bondholders.

The Rail line from St. John's reached Harbour Grace via Whitbourne by October 4, 1884. The line was known as the "Harbour Grace Railway," the Southern Division of the Newfoundland Railway.

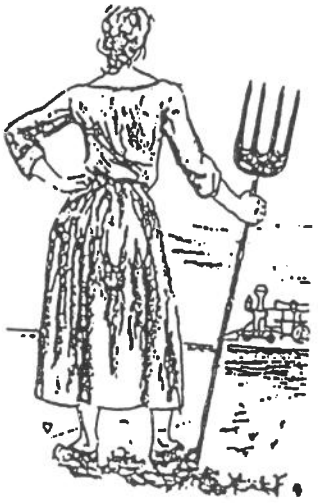
After the completion of the Harbour Grace Railway, the receiver operated the Railway for the bondholders and maintained a regular schedule. Although the bondholders had received fair returns on their investment, they were not satisfied. They operated the Railway,

until 1896 when it was sold to the Newfoundland government for just more than a million and a half dollars.

The extension from Harbour Grace to Carbonear had been nearly completed in 1882. It ran westward to Lady Lake and onto Carbonear Valley, but it was never completed. The extension to Carbonear via Bristol's Hope was completed in 1897.

The Battle of Foxtrap

The Fighting Women Of Foxtrap



The most curious public disturbance ever recorded in local railroad history occurred on the south shore of Conception Bay, June 26, 1880. It was immediately dubbed "The Battle of Foxtrap," a somewhat exaggerated term for the episode, but one which nevertheless survived in local literature to the present.

The "battle" over a railway issue came to involve police, a judge, railway surveyors, and an excited, determined group of men and women who were armed with pitch forks, broom handles, and in the case of some females, kitchen aprons bulging with rocks.

The farming/fishing village of Foxtrap and other nearby settlements were resisting the surveying of a railway line through their locality. Canada and not Newfoundland, they believed was behind the proposed new railway.

The people of Foxtrap and their neighbours were told that nothing would grow within a half mile of the railway track, that land in possession of families for generations would be seized without payment and that people travelling to St. John's in horse and cart from the area would be levied a toll tax. But the worse evil of all, emphasized the politically motivated railway opponents, would be a giant step by Canada in it's sanious annexation of Newfoundland.

For surveying purposes, the "foreign" railroaders had tied a piece of red cloth to a stick stuck in the ground. The Foxtrap folk and their neighbours actually believed that this patch of cloth to be the official flag of Canada, and that once it was set up and the measuring tape applied, their property would be taken from them.

It was against this background of distrust and fear that the people of Foxtrap and other villages along the shore decided to take a firm stand and drive the surveyors from their land.

Immediately after receiving news of the disturbance at Foxtrap, the St. John's authorities sent Judge Daniel Prowse of the Central Court, with a contingent of 11 policemen to the place. The judge and clergymen emphasized the benefit of the railway in the field of transportation and pointed out the employment it would bring to the area.

The Canadian Surveyors complained that their instruments had been forcibly taken from them by the people. The judge ordered his men to search the houses in the settlement. Eventually the instruments were found and returned to the surveyors.

The anger of the people lessened. Judge Prowse continued his "kindly remonstrances" giving his word that rumours of land grabbing were only that, rumours. His reasoning calmed the crowd.

They made one arrest, a man named Charles Andrews, who was thought to be a ringleader.

The so-called "Battle of Foxtrap" lasted on and off for five days. Throughout the period of hostilities, the Canadian engineers were watched and stalked at every step and occasionally subjected to verbal abuse.

The "Battle of Foxtrap" became a memory and the iron horse eventually snorted its way across the landscape with no catastrophic results.

The Driving of the Golden Spike

The formal opening of the Harbour Grace Railway, a branch of the Newfoundland Railway occurred on October 11th 1884.

At 1:00 p.m. the first train from the Junction arrived at the Engine House near Harvey Street East, in the vicinity of which had congregated a large concourse of the townspeople. Some who on special invitation were about to go out on the line to witness the ceremony of "**Driving the Golden Spike**." Others who impelled by curiosity had assembled to observe the novel and interesting sight of seeing the iron-horse ploughing his way into the precincts of the "Second City." A lavish display of bunting was suspended from the Engine House, together with the presence on the grounds of a number of horses and carriages, had the effect of imparting quite a gala day appearance to the scene.

As Engine No. 10, with a train and car attached, came rapidly within view, the younger as well as some of the older portion of the spectators gave voice to their feelings of wonderment and delight at beholding for the first time a train careening over "the Newfoundland Railway." After a brief delay, during which all necessary preliminary preparations were made the party of Harbour Grace excursionists entered the car, and soon were speeding onward in the direction of Tilton. Mile after mile was swiftly traversed. As the passengers gazed out over the rapidly shifting scene, and entered into the full enjoyment of the hour, many an expression of pleasure and approval fell from their lips - a fact rendered all the more striking from the circumstance that the track had not been laid longer than a few days, and that this was the first train which had ever passed over it.

The first five miles of the road were traversed when Tilton was reached, and after five miles more had been equally rapidly gone over, the St. John's train was seen some distance ahead, drawn up close by the place where the last rail was to be laid, and where the ceremony above referred to was to be celebrated. The passengers had disembarked, and were standing in knots on the line. As the Harbour Grace train drew near, they waved many warm salutes

of welcome and congratulations. The whistles of the respective engines also sent forth their shrill shrieks of gradulation. In a moment the friends in the Harbour Grace train had stepped down and soon were exchanging greetings over the auspicious and notable event.

After the mutual congratulations were over, and the last rail had been laid in its place, the ceremony of driving the spike began. Sir William Whiteway, after a few felicitous remarks, handed a large hammer to His Excellency Prince George (he was a midshipman on a warship visiting St. John's, he later became King George V) and requested him to "drive the spike." His Excellency did so giving it three smart blows.

Another spike was then driven by the ladies of both parties amidst much merriment. Three cheers were then asked and right heartily given, for St. John's and Harbour Grace, and for Her Majesty's Representative, and Her Majesty's Attorney General and Premier. The ceremony concluded, the two parties re-entered the cars. As some of the St. John's party, however, were anxious to be able to say that they had driven over the first through a train from St. John's to Harbour Grace, it was decided to pay a short visit to the "Second City." This was accordingly done. When the train arrived at its destination, His Excellency, owing to the indisposition of Lady Glover, deemed it wise to go on to Harbour Grace and proceed to St. John's by sea route.

After a short delay, the two trains again started, and were soon speeding over the line on their way to the Junction, distance about 26 3/4 miles from this town. At half past five the trains drew up at the long, commodious erection known as Davenport Hotel. Here the party stepped down, and entered the building. Therein had been prepared by Colonel Davenport for the entertainment of the visitors a substantial luncheon, the long drive, they partook with keen relish. The lunch over, Sir William in happy and appropriate phrase proposed the first toast " The Health and Prosperity of Harbour Grace." This was responded to by R.S. Munn Esq., in a neat speech, followed by the Receiver General, who expressed in a few sentences his sense of pleasure at the event that had that day been consummated.

And so it continued and in a course of a few minutes more, the St. John's party embarked for the City amid the loud hurrahs of their Harbour Grace friends. The participants of the

excursion's pleasures could not but feel that they had been present at a great epoch in the history of Newfoundland. They had, at least, made the longest railroad journey ever taken on this island.

"The Railway's Human Wind Gauge"

In the era of the Trans - Newfoundland Railway there was one place on the island which, at times, was a hellish locality for a train to be. This spot was called **Wreck House**, located on a barren-looking stretch of the Trans Canada highway about 25 miles from Port aux Basque. It was here, at the base of the 1700 Table Mountain, that trains have been blown off their tracks and tractor trailers picked up and deposited in ditches.

In this spot winds often exceeded 100 miles an hour and gained strength as they swooped down mountainside through a funnel shaped valley and across the highway out to sea. The main force of the winds is concentrated in one area and it was there that CN Railways often found it necessary to chain their freight cars to the track until the supersonic gails subsided.

In 1935, the railway finally found a unique solution to the nuisance of winds which were so disruptive and dangerous to its trains at **Wreck House.** It enlisted the service of Launchie McDougall, a trapper and farmer. Launchie would use his prominently shaped and keenly sensitive nose to sniff out gusts of winds that could prove troublesome for the trains. He became so proficient at this curious art that whenever a potentially destructive wind was brewing, the railway took the necessary precautions. All trusted Launchie's uncanny ability to sniff danger which could translate into diaster.

It wasn't long before Launchie McDougall became known throughout Newfoundland and Canada as " The Human Wind Gauge." He carried on this role until his death in 1965, and then his wife Emily took over the job, until 1973. Launchie MacDougall was honoured for his work on the railway in 1982, with a plaque from Terra Transport in the Terminal at Port aux Basques.

Harbour Grace Railway

(a) Stations

While little record is available on the Harbour Grace Railway, there was reference to a station, in an article in the Harbour Grace Standard in 1884 that indicated there was an Engine House near Harvey Street East in Harbour Grace. This is the first reference to a station in Harbour Grace. The article was in reference to the formal opening of the Harbour Grace Railway and indicated that the first train from the Junction arrived at the Engine House near Harvey Street East in Harbour Grace on October 11,1884.

Reference is made to a station in Riverhead, Harbour Grace around 1903. Most people remember it and referred to it as a whistle stop, or a flag station, it was not a full fledge train station. The train would only stop for passengers when notified in advance.

In approximately 1905 a new train station was constructed at the top of Stretton's Hill. This station is currently under restoration and was recently, on October 5, 1996, designated a Municipal Heritage Structure.

(b) Tales of the Harbour Grace Railway

The history of the Harbour Grace Railway is largely being preserved in the memories of the people who witnessed its glory days and its demise. The anecdotes recounted for this report are based on peoples recollections of those days. They are a vital link of Railway Heritage.

1. Mr. Harold Cashin - Last station agent in Harbour Grace.

Mr. Cashin worked for CN for a number of years. He purchased his current residence from CNR. This house was initially a three-story building which functioned as a hotel. It is located across from the train station at the top of Stretton's Hill in Harbour Grace. After the passing of time this building was converted into a two-story residence for station agents working at Harbour Grace.

Shortly after Mr. Cashin moved into the house, he felt the need for a bit of renovation. During this process he discovered a date in the concrete under the front veranda. He can recall it to be early 1900's. As a result of this finding Mr. Cashin said " We can speculate that the hotel was built in conjunction with the Railway Station for passengers in need of accommodation." Also it seems an ideal location for station agents, working at Harbour Grace, to reside.

2. Mrs. Flo Bartlett - Resident of Harbour Grace

Mrs. Flo Bartlett, a resident of Harbour Grace is the daughter of Tom Ford. Her father started working for the Harbour Grace Railway in 1907. He worked as a station agent and he was employed by the Reid NF Company, who operated the railway at that time. Mr. Ford left the Harbour Grace Railway in 1919.

Mrs. Bartlett recalled that there were two regular trains a day. The first left Harbour Grace at 7:45 a.m., returning at 2:00 p.m. The other again left Harbour Grace at 5:00 p.m. She recalled that sometimes it was later at night when the last train was dispatched.

The winters were often stormy with quite an accumulation of snow. Mrs. Bartlett recalls that some days, as a result of this winter weather, the trains were unable to run. She stated that it was a great occasion to watch the rotary plough clear the snow off the tracks. The spectators, young and old, would try to get as close to the track as they could to watch this rotary plough.

3. Mrs. Jenny Soper - Resident of Harbour Grace

Mrs. Jenny Soper, a resident of Harbour Grace, shared the story of her first experience with the Harbour Grace Railway. She boarded in Harbour Grace at 8:30 a.m. on her way to Whiteway, Trinity Bay to visit with a friend. For some unforeseen reason, there was a break down at Brigus Junction. The passengers had to wait in the station until the necessary repairs were made. To compensate for the inconvenience, the passengers were served a free lunch of Corn Beef and Cabbage. Shortly thereafter, the passengers boarded the train once again, and Mrs. Soper arrived at her destination at 4:30 p.m. that day.

Mrs. Soper recalled the beautiful upholstered seats and noted the courteousness of the conductor. She stated how everything seemed to be very well managed. The railway was a common mode of transportation for Mrs. Soper.

Conclusion

In the late 19th century the impact of the Railway in Newfoundland was significant to both freight and passenger transportation. With the need for a railway link between Newfoundland and mainland Canada, identified, the Government of Newfoundland set out to achieve that goal with the Railway Bill of 1897.

Harbour Grace, as the "second city" of Newfoundland required a line from St. John's, and this became a reality with the first train visit in October 1884. From that time until the demise of the train service in 1989, the Harbour Grace railway served as a vital link between the populated areas of Conception Bay, Newfoundland and mainland Canada for over a century.

While the memories of this historical era are forever etched in the minds of elder members of our region, the need to better preserve and protect this heritage becomes increasingly evident in the lack of recorded factual data, about the Harbour Grace Rail line.

It is interesting to note the degree to which the railway service has impacted many aspects of our everyday lives, and which we all take for granted. It is only to watch television, or read the newspaper to encounter items related to the railway. Even today with the railway in Newfoundland becoming, not more than a few artifacts and photographs in a museum, it is incumbent upon historical societies to further research and preserve these precious memories. So that our children and grandchildren can appreciate the importance of the Harbour Grace Railway, Southern Division of the Newfoundland Railway.

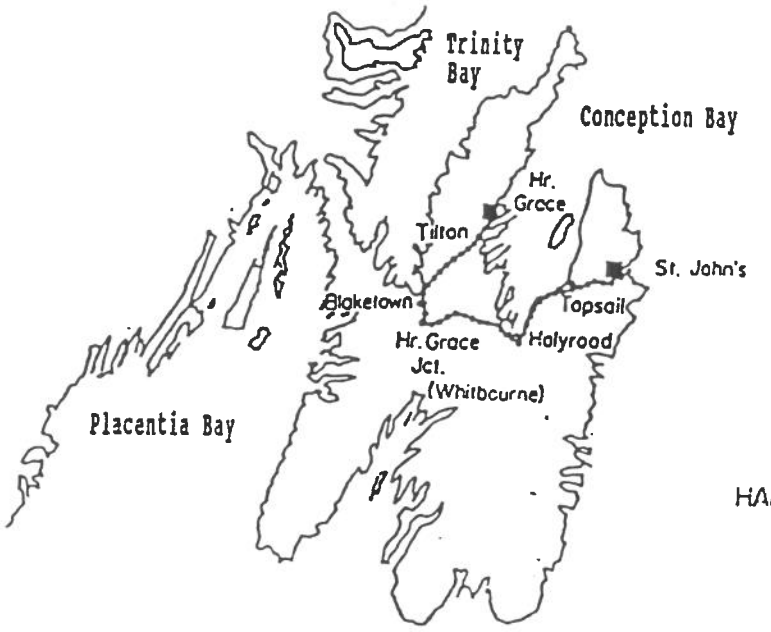
This report has been both factual and recollected information on the Harbour Grace Rail line. The data compiled here is significant to the preservation of our heritage in the Harbour Grace Railway. The opportunity to further research and document this information is important as this information is quickly dissipating with the passage of time.

The Harbour Grace Railway may have gone never to return, certainly as it once was, but it cannot die utterly while there are those who labour to preserve its history and help the memory stay alive.

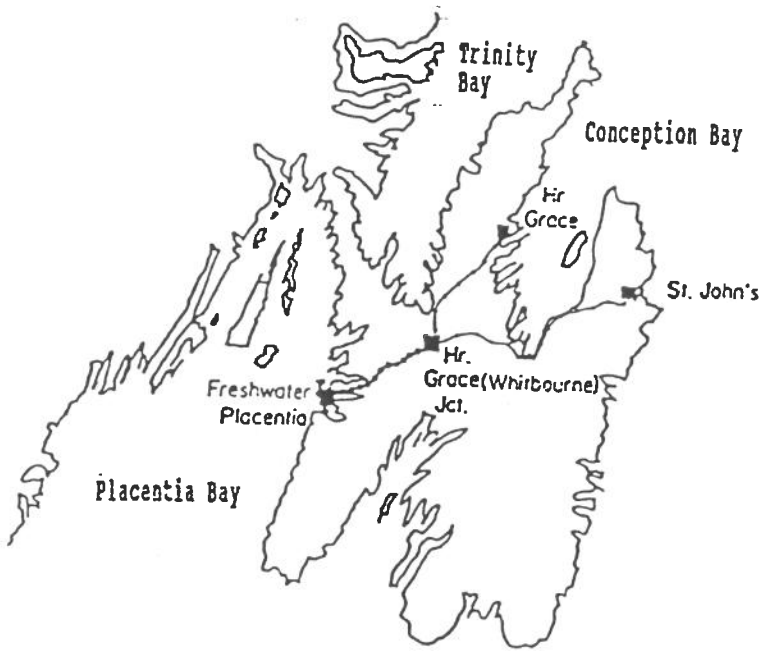
The Harbour Grace Railway may have gone never to return, certainly as it was, but it cannot die while there are those who labour to preserve its history and help the memory stay alive.

Railway Tidbits

FIRST RAILWAY LINES IN NEWFOUNDLAND



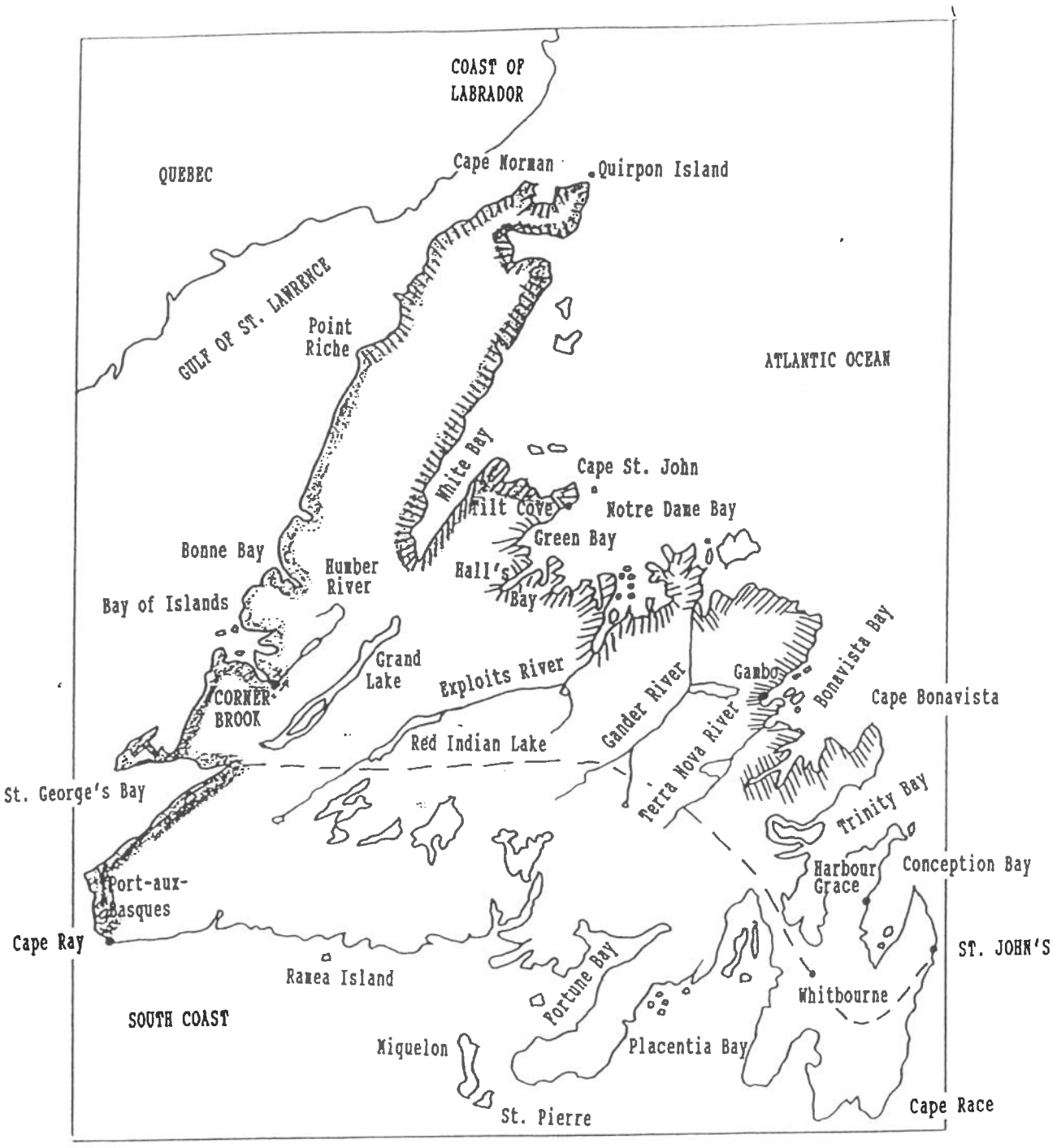
HARBOUR GRACE RAILWAY
1881 - 1884



PLACENTIA BAY RAILWAY
1886 - 1888

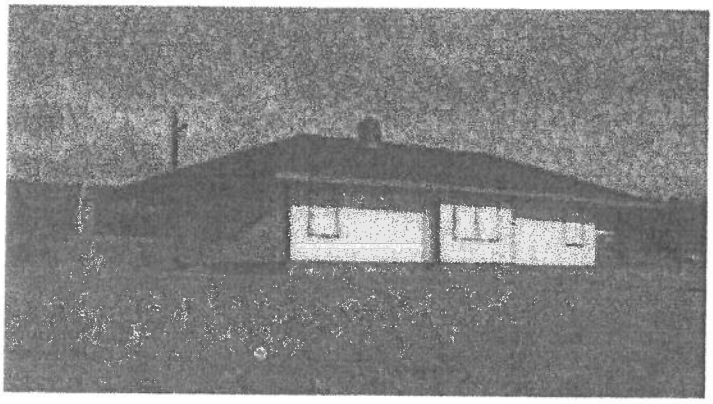
0 20 mi.
0 20 40 km.

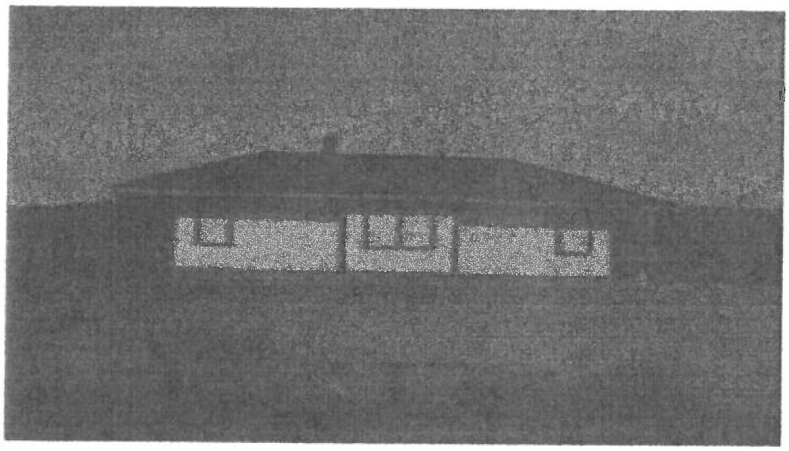
THE FRENCH SHORES IN NEWFOUNDLAND

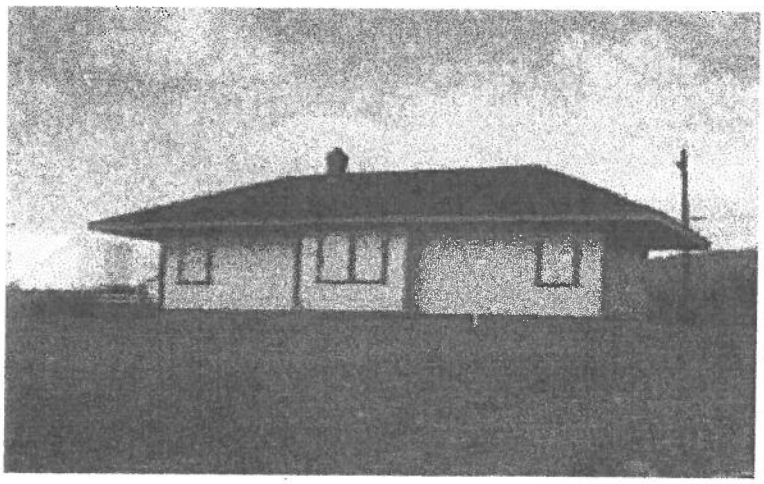


[Map by the author]

Harbour Grace Railway Station







$58 33/100

St Grace Nfld
22nd July 1879

Received from Thomas J Wills
Fifty eight dollars and Thirty
Three cents as my share of
award of One hundred and Seventy
Five Dollars for Compensation
for land taken at Hr Grace
for Right of Way for Newfoundland
Railway—

Elizabeth Wills

#58 34/100

Doctors Trial.

March 11—1898

Received from Thomas J Wills Fifty Eight Dollars and Thirty Four Cents as my share of Award of One Hundred and Seventy Five Dollars for Compensation for Land taken at Harbor Grace & Newfoundland for Right of Way for Newfoundland Railway

George Wills

$58 33/100

St. Johns N.F.

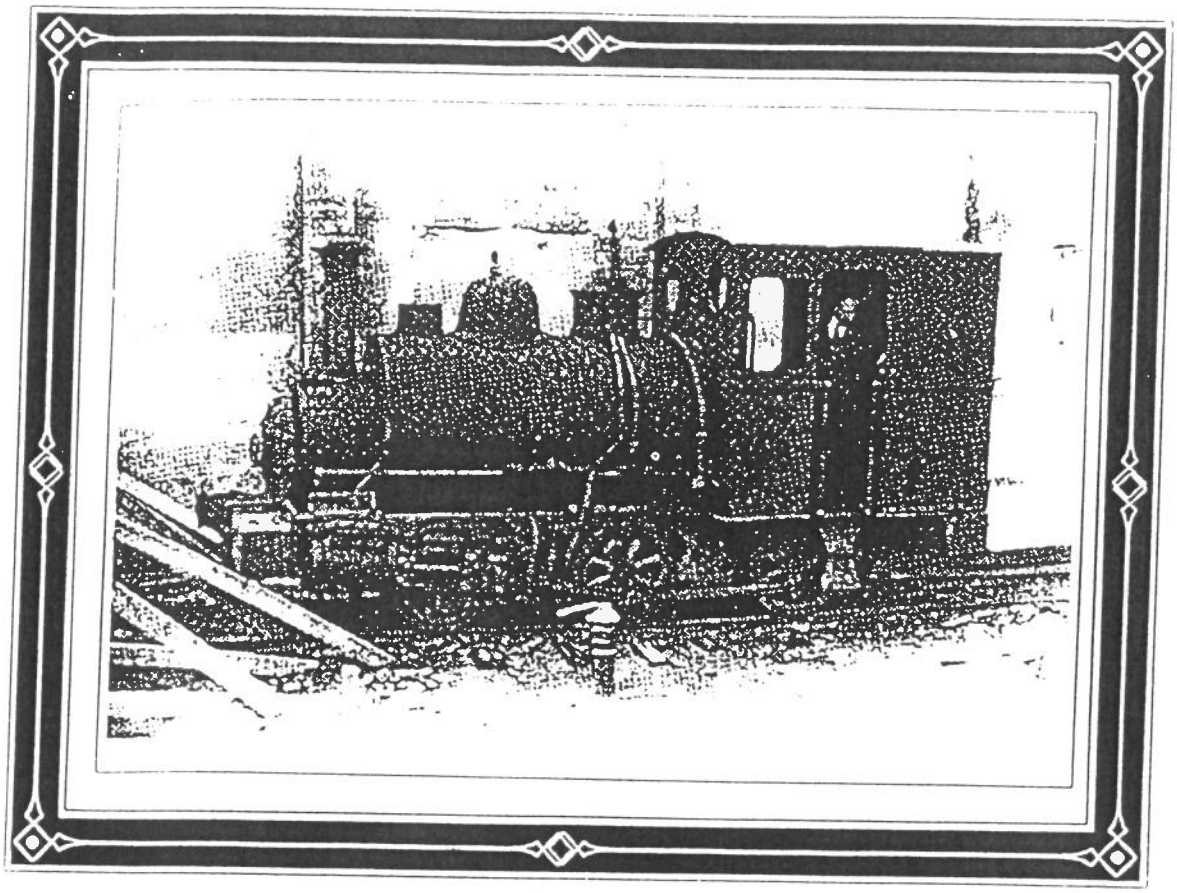
22nd Feby 1898

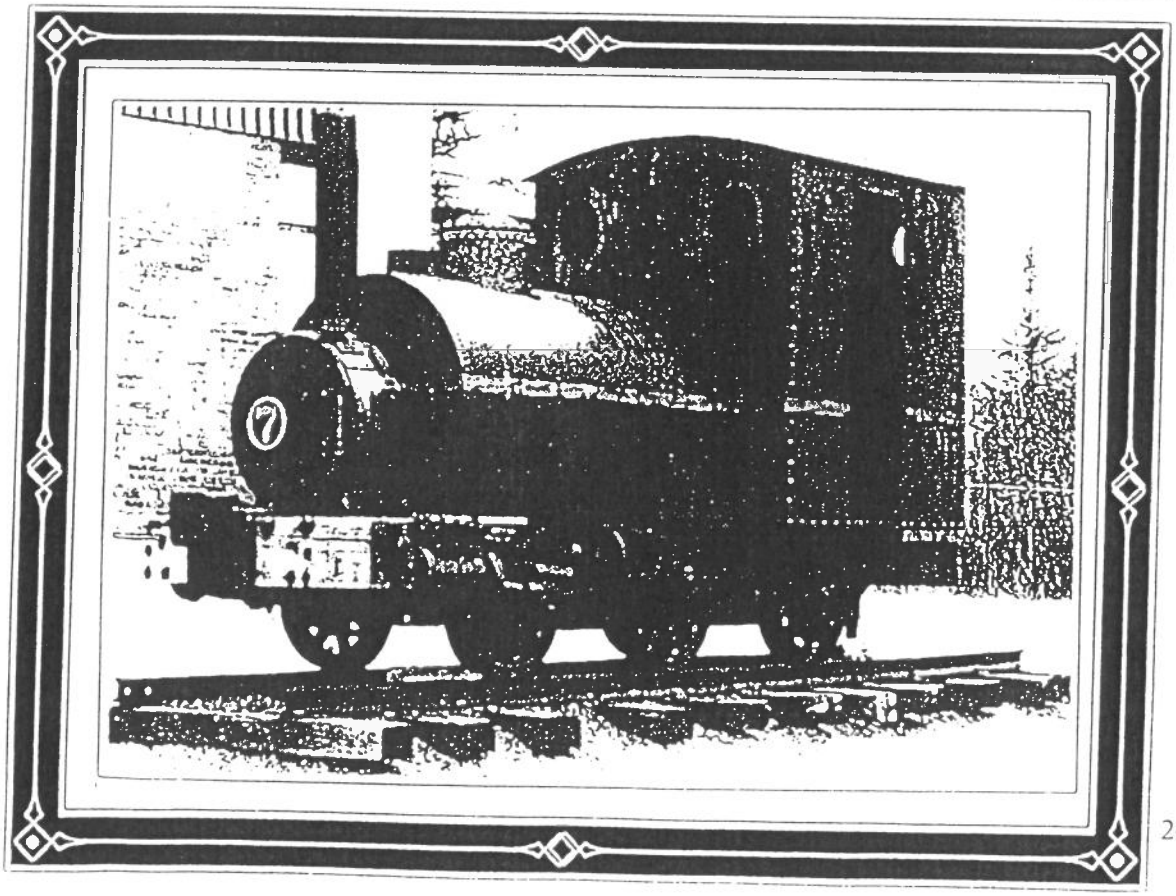
Received from Thomas J. Willis fifty eight dollars and Thirty Three Cents as my share of award of One Hundred and Seventy five Dollars for Compensation for land taken at Hr Grace for Right of Way for Newfoundland Railway

Annie Davey

John Davey

First Steam Locomotive





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PART OF A RAILWAY TRACK

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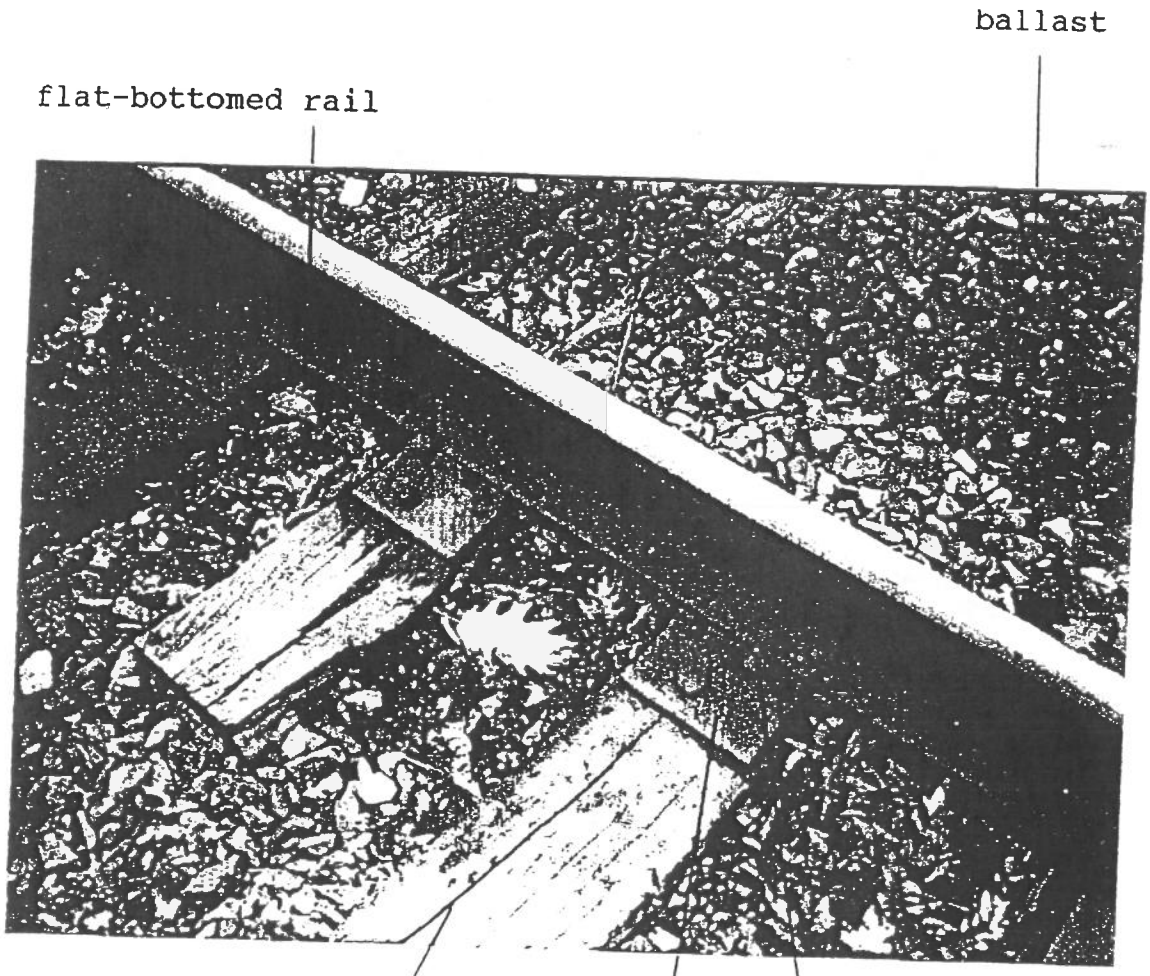

(Picture taken on the Canadian National network in Ontario)

IMPORTANT N... —See that your freight is properly marked a... avoid loss or miscarriage of goods. Ask for ... instructions re marking freight.

Form 352

8767

SHIPPING BILL.

(REVISED AUGUST 25th, 1923)

NEWFOUNDLAND GOVERNMENT RAILWAY

The Newfoundland Government Railway (hereinafter called the carrier) will not be responsible for any Goods mis-sent, unless they are consigned to Stations or Ports of Call on their System. Rates, weights and Quantities entered on receipt of Shipping Notes are not binding on the Carrier.

St. John's N. F. Date March 21st 1925

RECEIVED from Baine Johnston & Co. The Mercantile Coop.
the undermentioned Property, in apparent good order addressed to

R. G. Chafe
Harbour Grace.

to be sent by the said Carrier, subject to the terms and conditions stated hereon and the other side hereof and agreed to on Shipping Note delivered to the Carrier at the time of giving this Receipt therefor.

No. of Packages and Species of Goods.	Marks.	Weight, Lbs.	Charges
One Carload Oil Barrels	N/M		271

Newfoundland Government Railway
Forwarded Freight
MAR 21 1925
PREPAID
ST. JOHN'S STATION

Freight may be carried on the decks of steamers at the Carrier's option and freight so carried shall be carried at the owner's risk.

Attention is called to the special contract above mentioned and printed on the other side of the Shipping Bill.

....Agent.

D. P. DU...

SPECIAL NOTICE.—A charge of not less than $1.00 per car per day, or fraction thereof, will be made when cars are delayed beyond forty-eight hours loading or unloading.

The carrier will not be liable for the loss of or damage to any freight that is landed at any station or port at which there are no warehousing facilities, no matter whether there is an agent of the carrier at that point or not, after the freight is landed at such station or point.

The Harbour Grace Railway

The following is taken from a speech given in 1929 by Thomas G. Ford (1874 - 1956), then collector of customs at the port of Harbour Grace. Mr. Ford was station agent with the Reid Newfoundland Railway at Harbour Grace from 1907 to 1919. He previously worked as a brakeman, telegrapher, and train dispatcher, and travelled on the first train to cross Newfoundland in 1898.

The railway is a kind of hobby of mine, having given the best years of my life to it, joining it when I was but seventeen, in 1891, and leaving it in 1919 when I was forty-five.

I had family connections with it since the first survey started in 1880, as I recently came across a letter addressed my father as commissary of E section, railway survey, Harbour Grace, bearing the date July 14, 1880. To my personal knowledge he remained with the Newfoundland Railway until the completion, or shall I say abandonment, of the Carbonear Branch via Bannerman Lake in 1886.

I just state this, not to say that the railway gained anything from having either or both of us as employees, but rather to show why it should be a hobby. I grew up with it, it was all I heard of in my childhood days.

" In eighteen hundred eighty-one
My canvas trousers I put on
To work upon the railway"

The above quotation of doggerel poetry must sound familiar to any of you who have remembrances of the early 80s. A new epoch was about to dawn on our island home. Hitherto our population, which was wholly and solely coastwise had been contented with travelling conditions as they existed. The northern population was served by fortnightly

trips of the then modern steamboat, Plover, and the southern and western population by the SS Curlew.

The people of Conception Bay were singulary fortunate in having just recently acquired the services of the clipper steamer Lady Glover which was owned by the enterprising firm of John Munn & Company, and managed by the government to supplant the rather obsolete Ellen Gisborne, and made tri-weekly trips from Harbour Grace starting from what was known as the Glover wharf, where Mr. E. Simmons has but recently built another small one, and calling at Carbonear and Brigus thence to Portugal Cove, where she connected with the Coughlan stage coach which conveyed the mails and passengers to St. John's and brought an occasional load of freight. She also acted as tug for this port, and in those days Harbour Grace had as fine a fleet of square rigged vessels as ever sailed the seven seas.

In addition to the Plover, Curlew, and Lady Glover, every large settlement, north, south, east, and west, could pride itself on having a coaster or two which greatly facilitated travelling conditions.

But if the bulk of our population was satisfied with these conditions, there was at least one who was not. An Englishman by birth, and a Newfoundlander by adoption, Sir William Whiteway had travelled extensively and had seen and read of what railways were doing for other countries. He has seen the CPR pushing its way westward across Canada, carrying civilization and refinement with its trains. He had seen what railways were doing for the Dark Continent of Africa, the one time convict station of Australia, India, and other countries, and he reasoned if these countries could be penetrated and turned from rolling prairies, jungles, and deserts into hives of industry by the introduction of the railway, then it was worthwhile seeing what it could do for Newfoundland.

Of course, there was a great deal of opposition, as there is with every proposition which involves spending public funds, but it was all overcome, and in 1880 the survey was started.

I would like to make a slight digression here, that as early as May 22, 1847, the Morning Post advocated the construction of a railway from St. John's to connect with the Conception Bay service at Portugal Cove. Again in the Speech from the Throne at the opening of the Legislature in 1875, Sir Stephen Hill, the then governor made the following statement, "The period seems to have arrived when a question which has for some time engaged public discussion viz. The construction of a railway across the island to St. George's Bay should receive a practical solution. As a preliminary to this project, a proposition will be submitted to you for a thorough survey to ascertain the most eligible line and with a view to the further enquiry, whether the Colony does not possess within itself the means of inducing capitalists to undertake this great enterprise of progress."

At this session a sum of money was voted and a rapid survey was made by Canadian surveyors under the distinguished engineer, Sanford Fleming. The result of this survey, which was made over an altogether different route than the former one made by Mr. Bellaire, was very satisfactory, and a report handed down that a light railway was feasible and that there were no difficult engineering feats to be encountered. This proposition, however, was frustrated by the opposition of the French on the western end of what was then known as the French Shore.

In the autumn of 1880 the survey was completed from St. John's to Harbour Grace via Whitbourne and Tilton. Tenders were received from various capitalists for the construction of the line, so the premier moved a resolution to refer the consideration of the several proposals to a joint committee. A provisional contract was made, and a charter granted to the Newfoundland Railway Company, who were American. The charter provided for the building of a narrow gauge railway of thirty-five pound rails from St. John's to Notre Dame Bay, with a branch to Harbour Grace via Whitbourne and Tilton, in all about 340 miles, for a consideration of 5000 acres of land, and a mail subsidy of $530.00 per mile, per annum for 35 years.

The first sod was turned on August 9,1881, at Hoylestown in the east end of St. John's. Bonds of the company were floated in England, and with the money thus obtained, the start was made. But alas, by mismanagement and extravagance, the funds were soon dissipated and but sixty miles were completed when the company defaulted. The line therefore reverted to the English bond holders who completed the line to Harbour Grace, eighty-four miles in all, By November 1884. This left the colony with the taxpayers dollars in the succeeding years.

The Whiteway Government which inaugurated the railway was defeated at the polls in 1885 by the Thorburn government, which set about the building of a 26 mile branch from Whitbourne to Placentia in 1886. They also attempted a continuation of the main lime on towards Notre Dame Bay, but as this was a public work presided over by a commission and financed out of the public treasury, it proved too costly and was abandoned after grading to Randem.

On the completion of the line to Harbour Grace, the old time-honoured route via the SS Lady Glover fell into disuse and was presently abandoned altogether. Before letting the Lady Glover pass from memory, I would like to just here quote an extract from my diary of October first of last year, "Monday, October 1st, 1928. Wind SE light, cloudy. Cornelius Griffen buried this morning at 9:30. He was connecting link between the present and the old Lady Glover days, and it was very noticeable to anyone of a reminiscent frame of mind, that just as he was laid to rest, the Gipsy Moth bi-plane manipulated by Commander McDonald, the last word in transportation, should hover over the very settlement which fifty years ago, Con daily visited the in the Lady Glover, which at that time was the climax of transportation around our bay.

In 1889, Sir William Whiteway, the Grand Old Man of the Railroad, was again in power, and it was decided to push the railway to Notre Dame Bay to a finish, but this time to join the contract to a reputable contractor. Among those who responded to the appeal for tenders was Mr. R. G. Reid of Montreal, who had very creditably performed some heavy contracts

in the construction of the CPR throughout Canada. His tender for $4,156.00 per mile in Newfoundland 3.5% bonds, payable in forty years, was accepted. This contract was signed in 1890, the mileage involved being 280.

This was completed in 1893, but it then became apparent that the railway to prove of any advantage to the country, should be continued west to Port-aux-Basques, this being the nearest point to the continent of North America. Accordingly, another contract was negotiated with Mr. Reid on the same terms as he former and the line was all but completed by the fall of 1897. This same year, the Burnt Bay Branch from Notre Dame Junction to Lewisporte and the Brigus Branch from Brigus Junction to Carbonear were commenced, and finished in 1898.

In 1897 the government took over control of the original Newfoundland Railway from St. John's to Harbour Grace. Possibly the knowledge of the cross-country line being practically finished, and in order to run it successfully the whole system of railways should be controlled by one, company induced them to take this step. At any rate this was also ceded to the Reids in 1898.

As we are now about to lose sight of the old Newfoundland Railway by its being swallowed up in the Reid Railway, perhaps it may be interesting to give a few facts concerning it. The equipment of the original line between St. John's East and Harbour Grace West was most meagre, and the wonder is that it gave the service it did. Nothing but the indomitable sprit of those in charge with the hearty co-operation of the operatives could have accomplished it.

The equipment consisted of four second-hand 25-ton engines of English manufacture, purchased from Prince Edward Island. In addition to the four English type engines there was a famous, or shall I say infamous, second-hand Baldwin engine, No. 10, chiefly noted for its howling whistle and a tendency to slip badly when you wanted it at its best when climbing a heavy grade. For their size the English engines were great pullers, and managed to keep up

a daily service notwithstanding the fact that the winters of the 80's and 90's were much more severe than now.

There were also two baby engines, one of which was landed from a vessel at Walsh's wharf at Riverhead of Harbour Grace. A temporary track was laid from the wharf to the railway line for it to run over. The late John Tapp filled its boiler with an ordinary molasses funnel through its whistle valve. It was used in construction from this end under Pierson until they met the Davenport gang somewhere inside of Peddleton, and connected the rails in 1884.

None of these engines as was equipped with modern improvements such as the Westinghouse air brake, sand blast, or siphon. All the braking was done by hand, the rear brakeman being responsible for the speed of the train downhills. For this very responsible position he received the magnificent wages of $1.50 per day. You can imagine how very unpleasant it was in those days for the brakeman to stand on the platform or on the roof of the freight cars in all sorts of weather, as the safety of life and limb depended on his vigilance just as much as the vigilance of the engineer.

There were three first class, four second class, two baggage cars, about ten box cars, and as many flat and coal cars, and one large wooden snow plow. Each engine except No. 10 was fitted with the ordinary iron plow. In addition to the above mentioned passenger cars, there were two flat cars fitted with frames over which canvas awnings could be drawn, resembling a tent on wheels. They were rather popular at Sunday school picnics and excursion parties as they savoured of camping out. They were not fitted with steps and it was fortunate for the ladies that skirts were worn wide in those days, or they would have found themselves in the arms of a brawny brakeman, to be lifted on board.

The couplings were all link and pin, the link being guided into the slit by hand, which was a dangerous and delicate operation. If by any chance the engine got short of water, the two brakemen had to fill the tank with buckets of water from the first pond or stream they came

across. Today they stick the end of a siphon in the pond, turn onthe steam, and then sit down until they see the water bubbling over the tank.

If the engine slipped badly on a grade due to sand not feeding properly, a brakeman was sent out to straddle the boiler, and with a stick poke the sand into the pipes leading from the sand dome to the track. Today the engineer turns on the air blast and blows it out in fine showers.

The Harbour Grace branch was always considered a paying proposition, and no wonder as no moneys were spent paying extra wages! The brakemen, two only for each train, had to clean up their passenger cars after each trip to St. John's. And then by way of diversion, or "when they were taking a spell," load up two cars of freight - 24 tons - before going home to tea.

In addition to the two regular trains between St. John's and Harbour Grace, the same crew in 1897 had to attend to the Bruce Express bi-weekly to Placentia, as the SS Bruce ran to Placentia for several months before the cross-country line to Port-aux-Basques was inaugurated.

It was in this same year of 1897, just as the government had taken the line over from the English syndicate, that one of the saddest tragedies ever in the history of the railway occurred. Engine number 7, pulling the regular train which left St. John's at 9:30, blew up when but one mile into its journey, killing the driver Fred Glasgow instantly and so severely scalding the fireman John Byrne about the legs and body that he spent many months in the hospital.

With a terrific roar of escaping steam through a vent in the boiler about three feet long and eighteen inches wide, under a pressure of 150 pounds of steam, the engine turned completely upside down on the left hand side of the track. The tender went cross-wise and turned over, and a car of freight was hurled over a bank to the right, and settled in an upright position.

The accident happened in what was known as a side cut, the left bank being about ten feet higher than the track, and was surrounded by a fence six or seven feet high, in all about seventeen feet. Over this fence the driver and fireman were hurled.

The panic among the passengers caused by the sudden concussion was awful. The rear brakeman, who but for a slight cut on the back of his hand caused by broken glass was uninjured, quickly applied the brakes to stop the cars, in order that no one would be injured jumping from the train. With their forward momentum stopped, they had started to go backward down the grade. This done, he ran forward to render aid if required at the engine, and met the other brakeman coming toward him, resembling a man who had fallen over a wharf. This was caused by the cold water in the tender splashing over him, when it overturned, and possibly saved him from the effects of the steam.

The piece that blew out of the boiler was immediately in front of the driver's face, so that his body was terribly burned and mutilated. Both men in the engine cab were blown upwards and southwards the distance already mentioned. The back of the driver's head was completey blown off and subsequently found among the ruins of the engine, which was so completely upside down and clear of the track that the train from Harbour Grace found no difficulty in passing along.

So great was the impact in the train that anyone standing was thrown violently down, among whom was the conductor who was severely injured, and had to consult a doctor. Seats were torn from the floor and windows broken.

The cause of the explosion was corrosion around the stays of the fire-box, the shell of the boiler being as thin as a ten-cent piece around the stays. There were no government inspectors in those days, so the engineer of a warship (I think it was the Buzzard) came ashore the next and following days, surveyed and condemned all the remaining boilers. In order to run the trains they were obliged to borrow two light engines from the Reids.

All the engines with the exception of Number 10 were fitted with new boilers made by Ledingham and James Angel and Company, and for aught I know some of them may be running today. Number 10 went to the scrap heap, her boiler being purchased by Mr. J. G. Munn, who used it in a mill just west of Archibald's factory on a premised afterwards used by R. Rutherford and Company. He subsequently removed it to Haricot Island in St. Mary's Bay.

I can vouch for the authenticity of this story for I happened to be the brakeman who had his hand cut with the broken glass. Fireman Byrne was afterward promoted to engineer, and I have been with him on the very engine which so very nearly caused his death.

Chronology

1847 It was first advocated in the "**Morning Post**" of 1847, the building of a line from St. John's to Portugal Cove. The railway would connect with a steamer which would serve the populous centres of Conception Bay.

1865 The idea of a Railway in Newfoundland was received and the legislature passed a resolution offering to give land and grants to any company willing to start construction of a Railway.

1868 Stanford Flemming, the famous Canadian Railway Builder saw the possibilities in Newfoundland. At his own expense, sent an engineer to Newfoundland to determine if it was possible to build a Railway across the Island.

1874 Sir Fredrick B.T. Carter, a proponent of thr railway, became Prime minister of Newfoundland.

1875 FBT Carter recommended to the House that money be voted for a railway survey.

The Newfoundland government later announced that an engineer had been hired to take a survey for a railway.

The survey, supervised by S. Flemming, recommended the "short" line across Newfoundland to St. George's. Eventually the idea was abandoned. St. George's was on the French treaty coast and the British

government was adamant in its refusal to allow a railway to terminate there.

1878 The first railway Constitutional Bill was passed by the Newfoundland government under the premiership of Hon. E.D. Shea.

Sir William V. Whiteway led the liberals to victory in the general election on a platform that included a promise of action on a railway, a promise he fully intended to keep.

1880 As an alternative to a trans-island route, Prime Minister Whiteway proposed , and the legislature agreed, that the colony should build a narrow-gauge (3'6") line from St. John's to Halls Bay with a branch line to Harbour Grace at an estimated cost of four million dollars.

1880 June 26,1880 residents of Foxtrap were upset over the taking of their land for the railway. The women of this south shore settlement drove out Judge Prowse and his force of police who went there to prevent the obstruction of railway surveyors. These women also tried to stop the survey in Tilton later that summer.

1881 April 20,1881. The railway bill was introduced and passed a first reading.

1881 May 9,1881. The Newfoundland government was authorized to enter into a contract with a syndicate consisting of five members ("The Blackman Syndicate"), to build 340 miles of railway from St. John's to Halls Bay with a branch line to Harbour Grace.

1881 August 9,1881. The first sod was turned for the construction of the

railway. The line commenced from the east end of St. John's at Fort William where the Hotel Newfoundland now stands.

1881 The first steam locomotive to arrive in Newfoundland was a 0-6-0 tank type which was built by Hawthorne Leslie, of Leeds, England for the Harbour Grace Railway. It was numbered, No.1. It was sold in 1918 to the Botwood Railway and was renumbered No.7.

1881 December 5,1881. The locomotives arrived in Newfoundland aboard the S.S. Merlin. The locomotives were of the Hunslett 4-4-0 type built in 1872. They were used up to the year 1897. Purchased from Prince Edward Island.

1882 September 27,1882. First mail train from St. John's to Harbour Grace.

1883 Late in the fall the railway reached a destination that soon became known as Harbour Grace Junction (Whitbourne).

1884 October 4, 1884. The rail line from St. John's reached Harbour Grace via Whitbourne (Harbour Grace Junction). The line was known as the "Harbour Grace Railway", the southern division of the Newfoundland Railway.

1885 The first trans-continental line, 2900 miles, built by the Canadian Pacific Railway was completed on mainland Canada.

1890 R.G. Reid signs a contract with the NF government to complete the line to Halls Bay.

1893	A new contract was signed between Robert G. Reid and the Newfoundland government for a line to Port aux Basque on the west coast, instead of Halls Bay.
1896	The Newfoundland Government took over the Railway from the English Bondholders.
1898	R. G. Reid bought the railway from the Newfoundland Government.
1898	Saw the completion of the Trans Island Railway.
1898	Line completed from Harbour Grace to Carbonear.
1898	June 29,1898. The first train left St. John's on a cross Newfoundland trip. The train that pulled out of the St. John's station at 7:00 P.M. consisted of 2 baggage cars, a day coach, a dining car, and 2 sleeping coaches. The trip took 27 hours and 45 minutes to cover the 547 mile route to Port aux Basque where it arrived on Thursday, June 30,1898.
1903	Reference made to a Railway station at Riverhead, Harbour Grace.
1904-05	Railway station built at Stretton's Hill, Harbour Grace.
1919	CNR (Canadian National Railway) was created by the Canadian government.
1923	The Newfoundland Government bought the Railway from the Reid Newfoundland Company and it became "Newfoundland Government Railway."

1926	The railway is called the Newfoundland Railway.
1949	CNR takes over the Newfoundland Railway.
1949	The conversion of Locomotives from coal burning to oil fuel was commenced and completed in this year.
1969	Introduction of CN's Bus Service, "Roadcruiser".
1988	Announcement made jointly by provincial and federal governments and Canadian National that the Railway would close in 90 days.

Glossary of Railway Terms

A

AB Valve: The operating device used on freight cars for charging, applying, and releasing the breaks. Also called a triple valve.

Absolute Block: A length of track in which no train or engine is permitted to enter while it occupied by another train or engine.

Absolute Permissive Block (APB): A designated section of track or tracks within which the movement of trains will be governed by block signals whose indications supersede the superiority of trains. The block signals may be controlled manually or automatically.

Air Brake System: All of the devices and parts included in making an air brake for controlling the speed and stopping a locomotive or train.

Alley: A clear track in a switching yard.

Application: Consists of all of the operations from the time the brake pipe reduction is started until the brake is released.

Approach Signal: A signal that governs the approach to another signal.

B

Bad Order: A piece of rolling stock that needs repair.

Block: A length of track between consecutive block signals or from a block signal to the end of block system limits, governed by block signals, cab signals, or both.

Block Signal: A fixed signal at the entrance of a block to govern trains and engines entering and using that block.

Block System: A block or series of consecutive blocks within interlocking limits.

Blue Flag: A blue flag or signal that is placed on a car or locomotive when workers are around or under it. When a car or locomotive is blue flagged, then it must not be coupled to or moved in any manner. The only person allowed to remove a blue flag is the person who put it there in the first place.

Box-Car: A large closed in railway goods wagon.

Brakes, Automatic: Automatic Brakes are the brake controls in the locomotive that regulate the pressure of the brake pipe and apply or release the brakes for the entire train including the locomotives.

Brakes, Independent: I. brakes are the brake controls in the locomotive that apply the brakes on the locomotives only.

Branch: A portion of a division designated by a timetable. Rules and instructions pertaining to subdivisions apply on branches.

Branch Line: A secondary line of a railroad, not the main line.

C

Cab Signal: A signal located in engineer's compartment or cab, indicating a condition affecting the movement of a train or engine and used in conjunction with interlocking signals and in conjunction with block signals.

Caboose: The end of a train, a non revenue car.

Clear Block: A block not occupied. Sometimes used to denote a clear signal indication.

Colour Light Signal: A fixed signal in which the indications are given by the colour of a light only.

Colour-Position Light Signal: A fixed signal in which the indications are given by colour and position of 2 or more lights.

Controlled Signal: An absolute signal, the aspect of which is controlled by a control operator.

Crossing: A length of track that carries one track across another.

Crossover: A track connection between two adjacent tracks.

Current of Traffic: The movement of trains on a main track, in one direction, specified by the rules.

Cut,to: Separate car(s) from a train.

D

Diamond: A special track work item that allows two railroad tracks to cross each other at grade.

Distant Signal: A fixed signal outside of a block signal, used to govern the approach to a block signal, interlocking signal or switch point indicator.

Diesel-Electric Locomotive: A locomotive in which a diesel engine is couple to an electric generator which powers the motors to the driving axles.

Division: A portion of the railroad designated by timetable.

Double Track: Two maintracks, on one of which the current of traffic is in a specified direction, and on the other in the opposite direction.

Drawbar Horsepower	The total horsepower of a locomotive less the amount of horsepower that it takes to move the locomotive itself, the balance being available to pull the load.
Drill Track:	A track connecting with the ladder track, over which locomotives and cars move back and forth in switching.
Dual Control Switch:	A power operated switch, also equipped for hand operation.
Dwarf Signal:	Two or three lens signal used to control or move over a switch in a Yard.
Dynamic Braking:	A method of train breaking where the kinetic energy from the train.movement generates current at the locomotive traction motors, and is dissipated in a resistor grid on the locomotive.

E

Electric Switch Lock:	An electrically controlled lock device affixed to a hand operated switch or derail to control it's use.
Emergency Applications	An application resulting from an emergency rate of brake pipe reduction which causes the brakes to apply quickly and with maximum breaking force for the shortest practical stopping distance.
Engine:	A unit propelled by any form of energy, or a combination of

such units operated from a single control, used in train or yard service.

Extra Train: A train not authorized by timetable schedule. It may be designated:

Extra - For any extra train except work extra, the movement of which is authorized in a specified direction.

Work Extra - For any extra train authorized by train order, the movement of which may be in either direction within specified limits.

F

Fixed Signal: A signal of fixed location indicating a condition affecting the movement of a train.

Flagman: The rear brakeman.

Flat-Car: A railroad car consisting of a platform without sides or top. (A platform car)

Frog: The intersection of two rails of a switch.

G

Gauge: The distance between the rails of a railway.

List of Railroad	Broad gauge (Spain)	1674mm	5'5 9/10"
	Broad gauge (Ireland)	1600mm	5'3"
	Standard gauge	1435mm	4' 8 ½"
	Narrow gauge (NF)	1067mm	3' 6"

Glad Hand: The metal attachments to which train line air hoses connect.

Goat: A yard engine.

Gondola-Car: A railway car having a platform body with low sides.

Grade Resistance: Resistance that results from the energy put into a train to lift it vertically.

Green Eye: A slang term for a clear signal.

H

Highball: A signal given to proceed at maximum permissible speed.

Hog: A locomotive.

Horsepower per Trailing Ton: The total horsepower of all working locomotives divided by the total trailing weight of the train in tons.

Hostler: A person who operates engines in engine house territory and works under the direction of the engine house foreman.

House Track: A track entering, or along side a freight house. Cars are spotted here for loading or unloading.

I

Initial Station: The first station on each subdivision from which a train is authorized to occupy the main track.

Interchange Point: The point at which two or more railroads join. Traffic is passed from one road to another at interchange points.

Interlocking Signals: The fixed signals of interlocking, governing trains using interlocking limits.

Intermodal: Freight traffic that refers to containerization of freight for easy transloading to different modes of transportation.

J

Jew Bar: A device that holds a track in gauge. Used on sidings or industrial track.

L

Ladder Track: A series of turnouts providing access to any of several parallel yard tracks.

Locomotive: Units propelled by any form of energy, or a combination of such units operated from a single control station, used in train or yard service.

M

Main Track: A track extending through yards and between stations which must not be occupied without authority or protection.

Manual Block System: A series of consecutive blocks, governed by block signals operated manually, upon information by telegraph, telephone, or other means of communication.

Marker: A train signal used to indicate the end of the train.

Multiple Main Tracks: Two or more main tracks, the use of which is designated in the timetable.

O

Originating Station: The first station on each subdivision from which a train is authorized to occupy the main track.

Overlap Sign: A sign marking the limit of control of a block signal.

P

Partial Service Application: Reducing the brake pipe pressure at a service rate but not enough to cause the reservoir and cylinder pressure to equalize.

Piglet: A locomotive engineer trainee.

Pin: A piece of metal used to lock the coupler to help cars coupled together. Also a term meaning to push in the slack when uncoupling cars.

Plough: Abbreviation for snowplough - a machine for cleaning away snow from the railway track. There are rotary ploughs, push ploughs, or wedge ploughs.

Pocket: Portion of track within a terminal on which a train may stand for a period of time.

R

Rail Weight: The number of pounds per yard that rail weighs.

Register Station: A station at which a train register is located.

Regular Train: A train authorized by a timetable schedule.

Repeater Signal: Signal placed on the opposite side of the track from the controlling signal. It repeats the aspect of the controlling signal for a greater range of vision.

Restricted Speed: A speed that will permit stopping within one half the range of vision.

Roundhouse: A circular shed for locomotives with a turntable in the centre.

Ruling Grade: The particular point on the run at which the combination of grade and curve resistance makes the train pull hardest and therefore "rules" how heavy a load can be given to the locomotive.

Run In: Describes the action of the slack between the cars moving forward and hitting against the engine. A run out would be the opposite effect.

S

Schedule: That part of a timetable which prescribes class, direction, # and movement for a regular train.

Section: One or two or more trains running on the same schedule,
displaying signals or for which signals are displayed.

Shock: The effect of a sudden change in speed of a car, locomotive or train, or part of a train.

Side Track: A track auxiliary to the main track.

Siding: A track auxiliary to the main track for meeting or passing trains. The time-table will indicate stations at which sidings are located.

Signal Aspect: The appearance of a fixed signal conveying an indication as viewed from the direction of an approaching train.

Single Track: A main track upon which trains are operated in both directions.

Skipper: The conductor.

Slack: The motion, forward, or back that one or more cars, locomotives or parts of a train has without moving other coupled cars, locomotives, or parts of a train. Slack is necessary so as to start one car at a time and so that the train may be operated around curves and over high and low places.

Spike: A sharp pointed piece of metal or wood used for fastening the track together.

Station: A place designated in the timetable station column by name.

Stub Track: A form of side track connected to a running track at one end only and protected at the other end by a bumping post or other obstruction.

Subdivision: A portion of a division designated by timetable.

Superior Train: A train having precedence over another train.

T

Tangent - Track:	Straight track
Tare Weight:	The weight of an empty car.
Timetable:	The authority for the movement of regular trains subject to the rules. It may contain classified schedules and includes special instructions.
Track Circuit:	An electrical circuit of which the rails of the track form a part. The track circuit is the basis of the signalling system.
Track Gauge:	The distance between the inner faces of the track heads.
Track Head:	The top of the track on which the wheels roll.
Track Permit:	A form used to authorize occupancy of main track where designated by special instructions.
Track Web:	The thin section of track between the base and the head.
Tractive Force:	The amount of force at the driving wheel rims to start and move tonnage up various grades.
Train:	An engine or more than one engine coupled, with or without cars, displaying a marker and authorized to operate on a main track.

Train Brake:	The combined brakes on locomotives and cars that provides the mean of controlling the speed and stopping the entire train.
Train of Superior Right:	A train given precedence by train order.
Train of Superior Class:	A train given precedence by timetable.
Train of Superior Direction:	A train given precedence in the direction specified in the timetable as between opposing trains of the same class.
Train Order:	A message changing the meeting point between two trains.
Train Register:	A book or form used at designated stations for registering time of arrival and departures of trains and such other information as may be prescribed.
Triple Valve:	An operating valve for charging the reservoir, applying the brake, and releasing the brake.

V

Van:	A term used in Canada for a caboose.

W

Wheel Pull:	Caused by the friction between the brake shoe and the wheel and transmitted to the rail.

Wheel Slipping: The wheel rotating on its axle and motion existing between the wheel and rail at the area of contact.

Wheel Sliding: The wheel not rotating on its axle and motion existing between the wheel and the rail at the area of contact.

Wye: A track shaped like the letter "Y" but with a connector between the two arms of the "Y".

Y

Yard: A system of tracks other than main tracks and sidings used for making up trains, storing of cars, and for other purposes.

Yard Engine: An engine assigned to yard service.

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