



## Collective MEMORIES



## Railway Memories: Stories of the Newfoundland Railway

Edited by Dale Jarvis & Heather Elliott

Collective Memories Series #05



RAILWAY MEMORIES:  
STORIES OF THE  
NEWFOUNDLAND  
RAILWAY

Edited by Dale Jarvis & Heather Elliott



Heritage Foundation of Newfoundland and Labrador  
Intangible Cultural Heritage Office  
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Layout / design by Jessie Meyer

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# Introduction

BY DALE JARVIS

In the summer of 2016, I started chatting with Stephen Bonnell and the folks at the Clarendville Heritage Society. The Society, based out of the old Clarendville railway station, was interested in getting involved with the Collective Memories program and safeguarding some of the stories associated with the railway and with the history of Clarendville itself. So off I went, and I helped to interview two



Megan Vardy, Stephen Bonnell, and Sam Adey of the Clarendville Heritage Society. Photo by Dale Jarvis.

local gentlemen, Lindo Palmer and Baxter Tuck. Both of them had fabulous stories of their time with the railway, and I felt that we needed to showcase their memories in some way.

At the same time, I knew there were other oral histories mentioning the Newfoundland Railway which we had worked to place on Memorial University's Digital Archives Initiative (DAI). I had interviewed Clayton Tipple on the west coast of the island, who taught me what a "sun kink" was. Before her death in 2016, I had interviewed Beve Butler, whose father had been station manager. And I knew there were older interviews that were part of the collection by broadcaster Hiram Silk, as well as more recent interviews by folklorist Amanda-Marie Hillyard. There were interviews from Grand Falls-Windsor, and I sat

down with author Patrick Collins about his personal memories of working on the railroad as a young man.

The stories in this small collection are taken from those interviews on the DAI, and barely scratch the surface of the tales which could be told about the history of the railway in the province.



Western Bay Railway Station Registered Heritage Structure. Photo by Andrea O'Brien 2011.

Scattered throughout this booklet are photos of railway buildings which have been designated by the Heritage Foundation of Newfoundland and Labrador as Registered Heritage Structures. Since 1984, HFNL has been designating buildings of architectural and historical importance in the province. Our

built railway heritage is an important part of this, and our designated structures (as of March 2017) include:

Avondale Railway Station

Bay Roberts Railway Station

C.N. Railway Station in Carbonear

Clarenville Railway Station

Harbour Grace Railway Station

Western Bay Railway

4 Taverner's Path. Reid Newfoundland Company Hotel in Trinity

A special thanks to Heather Elliott for her editing and transcribing, to Kelly Drover for her work on the photographs, and to Stephen Bonnell and the volunteers and staff of the Clarenville Heritage Society for their work in preserving railway history

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— *St. John's, February 2017*

# WORKING ON THE RAILWAY

## - JOBS -



C.N. Railway Station Registered Heritage Structure, Carbonear, N.L.  
Photo by Andrea O'Brien 2011.

### JOSEPH CORMIER - “NIPPER”

*Joseph Cormier of Grand Falls got his first job with the railroad at the age of twelve. Not old enough or strong enough to work with the maintenance crews repairing the tracks, Joseph was given another, just as important job.*

“Oh when I was a youngster I worked on the railroad, I was 12 years old. ... I was a nipper, bringing water to the fellows who was working on the rail, you know? I'd have a bucket of water and an old tin dipper, dip down in the water and go around giving drinks to the men, see, who were out.”

*Young Joseph, spending so much time around the older railmen, started picking up habits that his mother wouldn't have approved of.*

# WORKING ON THE RAILWAY

## - JOBS -

"I got a pair of red topped boots, you know, and I got to chewing tobacco and smoking, see? And this day I was coming up the road which overlooked the river, about seven miles from my home and I was up with a big chewing tobacco in my mouth coming, walking up the road, see? And next I look and here's my mother coming to get me. I damn near swallowed the chewing tobacco! [laughs] I'll never forget it!"

### **PATRICK COLLINS - STATION OPERATOR**

*Patrick Collins worked as a student in 1973 when he started work as a station operator.*

"I applied with Canadian National to become a station operator, which we received train orders so, you know, we had one track, a single narrow-gauge track. And when trains are on the same track coming towards each other, they hired people to say what train would go off on what siding. So, you had a train go pass by and so on and so forth. And so I became an operator and it's much like an air traffic controller except you're dealing with trains. So, I



Patrick Collins (left) and Dale Jarvis.  
Photo by Kelly Drover.



## WORKING ON THE RAILWAY - JOBS -

trained in Harbour Grace in the old railway station, and that's where I got a job with CN. I wrote a test on the old Ambrose Shea, that was docking at St. John's. And J.L. Brazil was the Chief Train Inspector. And there was 50 of us and I was the tenth one to get hired"

*Patrick shared a memorable story of his first night shift, taking over from another operator:*

"So, I came into work about 12 o'clock and it was my first night on shift and he said, well, he said, 'Welcome Pat', he said, 'You know, we don't do much here during the night-time', he says 'not much traffic on the go tonight'. So he said, 'I'm going off now', he said, so he has a couple of drinks before he goes home, right. He said, 'The old woman won't let me drink at home, so...' he said, 'I keep my stuff here'. I said, 'Really?' 'Yeah'."



Harbour Grace Railway Station Registered Heritage Structure.  
Photo by Michael Philpott 2016.

## WORKING ON THE RAILWAY - JOBS -

"So, we went out in the shed and he tore the top off the bottle and unscrewed the cork on it, poured himself a big rum and a drop of water and he said 'you have one now.' I said 'no, I'm not going to drink', I said 'I've got to stay awake,' I said, 'You know, I don't drink on the job'. Well, he's not finished so he said 'sit down here on this box here, we'll have a drink'. I said 'alright, good enough', I said, so we both sat down on this box and I had my coffee and he had his drink, and he said 'I might as well have another one now.'"

"And he laid the bottle back down on this box and I said 'Where's this heading to?' And he said, 'Well, that's going up the coast now', he said, 'tomorrow', he said, 'poor girl'. I said, 'What are you talking about?' He said, 'Ah, she passed away', he said, 'yesterday', he said, 'I'm still waiting for the hearse to come down and get her'. There we were sitting on this box and I remember having to work that day, having sat on that box."

### LINDO PALMER - TELEGRAPHER

*When Lindo Palmer finished school, there weren't very many job opportunities in Clarendville. A young man could go off to university, enlist in the military, head for the mainland, or get work with the railway. Lindo had no interest in going to school or the mainland, so he made arrangements to enlist.*

"... I was around all that summer, and I did get a chance in the roundhouse – I wanted to be an engineer – and I did get over that summer but nothing happened that year, they weren't hiring, so I applied to learn telegraph, to become an operator. So anyhow,

## WORKING ON THE RAILWAY - JOBS -

the summer went on and I never heard anything, so I was going to join the military, and this was Friday evening I went to see the recruiting officer and I was going to St. John's on a Monday. So anyhow, that Saturday, ... I got a call from my next door neighbour that "Mr. Sparkes wants to see you" who was agent here in Clarendville. "Okay." So I came down to see Mr. Sparkes, see what he wanted. He said "I got a letter from the superintendent in St. John's and if you want to come here and learn telegraph, there's an opening for you." So I came here in September, I spent all the winter doing the various things that operators at that time would do – ticket selling, train orders and learning telegraph was the big thing – and the following summer on July the 8th, 1954 I went to work in Millertown Junction, my first job. And I worked [with the railroad] just about thirty-five years."

*Over the course of his career as a telegrapher, communication technology continued to evolve and change. Lindo continues:*

"... Telegraph completely disappeared – I'm not sure what year, roughly two years after, somewhere around 1956 – and was replaced by telephones. It was all done by telephones. Previous to that all train orders and all business relating to railroading was all done by telegraph. So they brought in what they called the dispatchers phone, the dispatchers system, and telegraph gradually phased out, and I had about two years working with the telegraph, two to three years working with the telegraph and it just vanished, it was totally obsolete."

*As part of their training, all telegraphers were required to learn Morse Code. Lindo said that the faster you could pick it up, the more efficient you became. The key was practice, practice, practice.*

## WORKING ON THE RAILWAY - JOBS -

“Well, I came down to the station and spent every day there, all that winter. I don’t remember ever spending a lot of time, like, any more than a couple of hours at a time. I mean, you learned the code, and you’d just spend the time at it... Now some would learn it a lot faster than others, and if you had a telegraph key home where you practice. Now I never had a key home, but there’s some people would catch onto it a lot quicker. And it would depend mostly on amount of time you spent at it. To begin with when you went to work you were very, very green. You weren’t really that hot a telegrapher. So I used to sweat a lot at that. Like I said, it was only about a couple of years and I was just getting comfortable – you know, after the first summer you get to work and then you get comfortable – and train orders was a pretty routine thing, so I had very little trouble with that. ... Some people could sit down and they could carry on a conversation and they could write everything down, and those people, a lot of them worked with the telegraph, post and telegraph, and that’s what they were doing all day long. And they could read a book and copy. But as for me, I was pretty careful. It took me some time and the old dispatchers would have lots of patience with you because if you didn’t get something you’d break them and they’d give it to you again slower. That’s the way you started off. It eventually came along, and eventually it was no problem.”

*Taking down and relaying train orders was an important part of any telegrapher’s job, and had to be done correctly. Lindo continues:*

“A train order was given by the dispatcher in St. John’s and you copied it and there’s always two more stations, one or two more stations, that would have the same order like a train leaving Bishop’s Falls. Number 2 leaving Bishop’s Falls meet Number 1 at Clarendville.

## WORKING ON THE RAILWAY - JOBS -

So, I would copy the order here for Number 1, and the operator in Bishop's Falls would copy the same order for Number 2 to meet at Gander. So then I'd have to repeat it back on telegraph, the dispatcher would check it, the operator in Bishop's Falls would check it, and then at the complete, if the dispatcher was satisfied he would give you the "complete" – COM – complete at the time and his initials. So when you're wondering about the train orders and very little accidents or anything, the train orders were very, very, very careful that, you know... so, when you're green at it, you're frightened scared like, if you copied down meet at Benton and you're supposed to meet at Millertown Junction. [Laughs]"

*When asked if he had a memory that stood out from the rest of his work on the railway, Lindo had this to say:*

"Not really. I mean, I remember from the first day I went to work until the last day I went to work nothing really outstanding other than I enjoyed every minute I worked with the railway. Enjoyed all the people I worked with, it was a great, great bunch of people, and where I worked in the station I was involved with trainmen, enginemen all the time, hundreds and like, Baxter and the roundhouse crowd ... I don't know if you'd call it family or not but it was great. If I had my time back I would do the same thing today."

### **BAXTER TUCK - MACHINIST AND NIGHT FOREMAN**

*Like Lindo, Baxter Tuck joined the railway immediately after leaving school. He worked his way up through the ranks of the roundhouse in Clarendville, starting as a call-boy and ending as the night foreman for the station. He described his job like this:*

## WORKING ON THE RAILWAY - JOBS -



Clarendville Railway Station Registered Heritage Structure. Photo submitted to HFNL by the Mazol Temple Holding Corporation 2014.

“Well, I came to work 7 o’clock and I was in charge until 7 o’clock in the morning. ... You were servicing your trains. Take the 12 o’clock shift, you service an average of a locomotive an hour. Four o’clock to 12 wasn’t as busy, and day shift was practically nothing. ... All the rods [on the locomotive] has grease nipples on them. So you had to grease them, and there’s a sand dome ... you would have to put sand up in that dome, and clean the fire. My job wouldn’t be to actually clean the fire, but I had to rake it down into pan, and when the pan got full, you moved her ahead and turned some water on it to kill the fire. My job was making sure that the ashes got down.”

## WORKING ON THE RAILWAY - JOBS -

*Of all the responsibilities he had during his career with the railroad, Baxter's most memorable job was when, as a machinist, he would change the "tires" on a locomotive.*

"... The wheel, they're referred to as tires. They're metal and what they're done is they're made a little smaller than what it fits over. So you heat it up until you can push it in place. So one morning, passenger train I was checking and the tire had moved off about 5/8th of an inch. ... And on the hill, there's two engines on there, and the Bonavista one was a smaller locomotive. So they sent the guys out of St. John's with their heating equipment to heat it up, but it back in place, and shimmed it, and went on. ... As they heated it up it'd get bigger and bigger and bigger... The rim was what they'd fit it over, leave that cold. ... Kerosene oil was used as fire, and they used to band the fire right around the tire, and when they got big enough they'd put it over the rim."

### **GEORGE THOMAS - STATION AGENT**

*Beverley Butler's father, George Thomas, was the son of a fisherman. Her grandfather encouraged George to look for work outside the fishery, which was how he found his calling as a telegrapher for the American Telegraph Company. While working in Campbellton he met Mabel Andrews, a schoolteacher in Loon Bay. The two married, returning to George's hometown of Windsor, where he took up a post as telegrapher at the railway station. The two raised a family, but soon some problems caused the family to relocate to the small community of Lethbridge. Beverley tells the story:*



## WORKING ON THE RAILWAY - JOBS -

“Dad worked there I would say from '48 to '54. And a couple of problems arose then. My eldest sister ran into respiratory problems because of the effluent from the mill. My youngest sister ended up with polio, so she was in the Sunshine Camp in St. John's. And so a job became vacant with the railway on the Bonavista Branch Line down in Lethbridge, as a station agent. Came with a house, so the doctors had advised my dad to get my sister out of the atmosphere here, and also it was closer to go to St. John's to go see my little sister in Sunshine Camp so Dad took the job in Lethbridge, and off we went by train, bag and baggage, out to Clarendville and down the Branch Line to Lethbridge. ... Now Lethbridge was a totally different story [from Windsor] altogether. We went to this dilapidated, run down railway station. ... Dad's office was in the front, and the rest of it was the house, two-storey house. The worst thing I think in it for my mother, were the mice. She was terrified of mice, and they were rampant. So my father quickly brought in a cat – a cat who bred every time she could breed, I'm sure, there were cats galore – but they kept down the mice population. Yeah, it was different.”

*This new living situation was quite different from the life they'd left in Windsor. Beverley continues:*

“The house was built right onto the station. There was a front room, in the front of the house they had an office where my dad worked, and it had all these big windows in front so he could look up and down the stand, he could see the train coming in, see if there were any problems or whatever, and there was a little waiting room on the side for people who came to catch the train. The rest of the house behind that, there was a living room, a small pantry, long back porch, a big kitchen, dining room, and



## WORKING ON THE RAILWAY - JOBS -

upstairs we had one, two... four bedrooms, a big room off the steps that was like a play area, and a small door off that that led out to the back roof for escape, and believe it or not we had a bathroom, with a toilet and a tub and everything in it, but in order to use it you had to cart the water."

*The transition from the bustling city of Windsor to the small community of Lethbridge was difficult for everyone, but especially Beverley's mother. Mabel had been used to their life in the city, and this broken house she was expected to make a home out of was no picnic. Beverley says:*

"So my mother was always complaining; the place was falling down, she had no running water, the mice were around. So finally my Dad sent off a letter to Headquarters, and he told them he wanted the station refitted, redone, because he had children, there was no fire escape, there was no water. Anyway, he must have made a good argument because before we knew it one year, a train came out, parked on the siding, with the engineers and workers and so on, and they took over the station and the Railway put us up in the railway car. So we lived on the siding for six months in the railway car while they worked at the station."

*Once the house was repaired, the Thomas' found themselves with indoor plumbing, a proper fire escape, and some of the other luxuries that they had missed from home. George even had a large water tank installed which, even though it had to be filled every day, meant the family had running water in their home. Eventually, the family moved back to Grand Falls.*

# WORKING ON THE RAILWAY

## - JOBS -

### **CLAYTON TIPPLE - TRAINMAN, CONDUCTOR, AND SHIFT SUPERVISOR**

*Clayton Tipple worked with the railway from 1954 to 1990, first as a trainman, then conductor and finally, shift supervisor. As a conductor, he travelled on both the passenger and the freight trains, and was in charge of making sure whatever train he was on ran smoothly.*

"... If you're on the passenger train, which was prior to 1968, you were responsible for collecting all the tickets. If any passenger got on and didn't have a ticket, you had to sell them a ticket, so you had to have tickets available, you had to have extra money to change, ... you'd have a crew with you and you'd supervise them sort of, you know. But if you were on a freight train your main responsibility was writing up a manifest of all the carloads of freight that you had and making sure that if, say, you had a carload of freight to go off at Deer Lake, if you were operating between Corner Brook and Bishop's Falls, you'd have to make sure that the right car was put off in Deer Lake. So you were more or less a supervisor at that time."

*In all his years working with the railroad, Clayton said his favorite position he held was that of shift supervisor, managing a five man crew in the Corner Brook train yard.*

"Well there'd be an engineer, and an assistant engineer, a foreman and two helpers. And we'd do switching things like... it was busier down here then, like, all the pulp would just come in by train. And when the mill would sing out for a switch of pulpwood, you'd go over and take the empty cars out and put the load of wood, load

## WORKING ON THE RAILWAY - JOBS -



Clayton Tipple. Photo by Nicole Penney.



VA 15a-31.11. Train arriving at railway station, Corner Brook [194-?]. Photo courtesy of the Rooms Provincial Archives.

the cars in, and go up to the Lundrigan's if they'd had freight come in in boxcars and different things like that. You'd be busy, busy for the full eight hours. The only slack shift would be twelve to eight. ... Apart from that sometimes you'll go down to Curling, to the isle plants, and then you'd have Canada Packers, they'd have carloads of freight come in, you'd have to take the empty cars out and put the loaded ones in, different things like that. ... eight to four shift was really busy, four to twelve was fairly busy, twelve to eight was a little bit on the easy side. And I worked that twelve to eight shift for three years straight."

*The only downside?*

"I was on call twenty-four hours a day, seven days a week, and I had to go anywhere from Bishop's Falls to Port-aux-Basques. Like, if there was a train derailment, I had to go out and supervise that."

# WORKING ON THE RAILWAY

## - JOBS -

### HENRY HUTCHINGS - TIE CUTTER

*Crews of men worked tirelessly across Newfoundland, building and maintaining the railway tracks that helped keep communities connected. Henry Hutchings was a member of one of those crews. As a young man, Henry worked cutting railway ties as his crew built a stretch of railway from Lewisporte to the main line.*

"I worked putting that branch in from Lewisporte. Yeah, into the main railway, yeah. I was cutting ties for it. Cut ties. ... That went in there, you know. We used to cut twenty ties a day. We could chop twenty a day, you see? They weren't particular about the ties, if they were a little small. If they didn't have a six-inch plank, they didn't care."

"Well now, we'd cut about twenty, but we were allowed to bring only ten to the section, cause that's all the men was getting a dollar a day, you know? And them ten ties was a dollar – ten cents apiece, see? And we'd bring ten, then we'd go and lie down, we'd have ten more cut. Next day we'd go bring them and lie down the rest of it. We cut ties til she was heaved, yeah. And then, then we had to give up, yeah. Yes. That was six dollars in a week. ... We worked six days, six dollars."

### COLIN PIKE - MAINTENANCE GANG AND FLAGMAN

*Over the course of his life, Colin Pike of Charleston worked at a variety of different jobs. In addition to being a lumberman, a cook, and a lineman with Newfoundland Power, Colin worked as part of a maintenance gang with the Railway. He described the kind of work he did as follows:*

## WORKING ON THE RAILWAY - JOBS -



PF-329.042. A break in the line. 1917. Courtesy of the Maritime History Archives.



Colin Pike (right) and his son, Wayne Pike. Photo by Terra Barrett.

## WORKING ON THE RAILWAY

### - JOBS -

“Laying new rails and stuff like that. Places where they had to put new rails in ‘cause the others ones had got worn and up and got dangerous. Just exchanging the rails and putting in the heavier rails than what was there first, you know? ... If I wasn’t at that I was at something else, with ballast or something, you know, just places where the ballast were washing away from the track, replacing it, shoveling it in or something like that. Maintenance anyway. ... Oh, there’s probably 40 or 50 on the crew all together, at different things, you know. When we’re out, out in the daytime working it’s covering almost half a mile, you know. A couple of fellows at one thing, and a couple of fellows at something else. We had some machinery there, people operating, lifting the rails and stuff like that, you know? The most thing I’d done was drove spikes. We used to have a machine for driving them but you had to have someone to line them up for the machine to strike, eh? And I was well at that. Different things with laying rails, anyway.”

*Maintenance gangs didn’t always travel by regular train. Instead, they would hop aboard a smaller motorized trolley - called a Speeder - to get from site to site. Colin describes the Speeder as:*

“That was a small, a small trolley, more or less, with four wheels on it that fit the rails of the track, eh? And there was a motor on it, you know, that used to drive the wheels, eh, drive wheel same as a car would be, and a motor and a man sitting on her controlling the motor, and I think I think the road, the wheels was controlled with a belt, eh. And there’s a belt on a pulley on the engine and the belt used to go to another pulley on the road-wheel so you push the lever ahead and tighten the belt and she moved ahead, eh? And once he’d let go, he’d want to stop her, you know, he’d just let go of the lever, the belt would go slack and put on a break then it’d stop

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### - JOBS -

her. That's all it was, just a four-wheel trolley with a motor on it, and the seats, you know, people used to sit on the seat. Sometimes you'd have a trailer. Now when we were working on the gangs, she used to have three or four trailers in tow, bringing in crowd back to the camp or the boarding car in the evening. She'd have two or three trailers behind her with the big Speeder pulling the three, four, five of them, eh, loaded full with men, you know. ... They weren't that heavy."

*When the Speeder got the maintenance gang to their destination, they had to move it off the tracks and get to work.*

"When we'd get to the job site all the trailers were lifted off the track, all hands gather around both sides like this table we'll say, three or four on each side, and lift her up and get her off the track, because there's going to be trains coming eventually, eh? Now the Speeder itself, that would probably go to a siding somewhere to let the train by..."

*Eventually, a train would approach the construction crew on its regular route. The crew would hear a warning as the train ran over the "torpedoes" that had been laid out on the tracks, and would clear the rails to let the engine pass.*

"They'd probably need to wait till the train come and stop her because the train have flags out and everything to stop her. Put torpedoes on the rails so they'd bang and warn the engineer that there's danger ahead and he'd stop at the flags then and creep up to the worksite and they'd go take the speeder off at the, and the siding or perhaps they'd have a ramp built up to take her off the track for trains to go by and that, you know."



## WORKING ON THE RAILWAY

### - JOBS -

"A torpedo is a thing just filled with an explosive device, just a round thing, that's all, and a clip on each side almost like a Band-Aid or something yeah, like you'd put on your finger. ... You'd lodge it on the rail and bend the thing down around to keep them in position, eh? Now when the train would come, soon as the wheel would strike that there's a big bunch in the air, about a half an inch, full of explosive powder or something. I suppose there was a cap in there too, cause the powder wouldn't do nothing. When the wheels of the train would strike that you'd hear a bang, you'd hear for miles. The engineer would know right away. Now they were put so many yards apart away from the worksite, eh, and then after the last one went off you put on, I think there's two of you put on two hundred feet apart or something like that. ... I think it was two thousand feet from the worksite you had to go out, which was close to half a mile, and that's where you put down your first torpedo. And you come back, I think it was for two hundred feet – we used to judge it by the poles, the telegraph poles by the tracks – you know now that them had to go for two hundred feet, you know? You'd move away from the first one for two hundred feet and put down the ... second one, and then so many feet from that you put a red flag, for the engineer to stop, eh? Now when the train would come it strike the first one, I guess, the engineer would apply the brakes to slow up and then he'd hit the second one and then he'd almost stop by that time and then he'd get to the red flag, that's it, can't come no further until you get permission from the crew. Now he'd stay there, and perhaps he'd have permission from the crew to creep on up until he get right on up to the work crew, you know, but he couldn't get no further. He'd be stopped at the work crew and there until all hands leave the track. When all hands would leave the track, haul all equipment off and everything, and the foreman would give them a signal to go on, you know, so he'd start up and go on. It was interesting to see that happen, you know."



## WORKING ON THE RAILWAY - JOBS -

"A flagman would go out with a flag. That's basically, just what I told you, go out and put down those torpedoes and if they required a man to stay there the flagman would stay where, where I said the red flag would be, a flagman would stay there eh, and after the torpedoes would go the train would come up to the flagman and stop, rather than the flag that was stuck there. Sometimes they put down the torpedoes two hundred feet apart and then two hundred feet after that they'd put a red flag stuck in the ground, nobody there, just the flag. Now sometimes they wouldn't have that flag, think it more important I guess, they'd put a flagman there instead of the flag, so he could tell the train, tell the driver what to do ahead of time, probably get aboard with him and creep into the crew or something."

### **CLAYTON TIPPLE TALKS ABOUT THE CABOOSE**

"The caboose... when I went to work first, the caboose, the three train crew – the conductor and his two men – well they always travelled in the caboose. They ate, they cooked their meals and they ate in the caboose, and for the first couple of years that I was on the railroad sometimes you'd sleep, there were three beds there in the caboose, there was a stove, there was a sort of little observation place where the conductor would sit or one of his men would sit up there and you'd, you could watch the train, you could see the train going along, and sometimes you could see if there was a slight derailment, if one wheel went off the track you could see it and there was an emergency brake up there where you could apply the brake and stop the whole train before anything serious would happen. It was a, we'll say, your home away from home when you were on the train."

## TRAVELLING THE RAILWAY



4 Taverner's Path. Reid Newfoundland Company Hotel Registered Heritage Structure, Trinity, NL. Photo submitted to HFNL by the owners Michelle DuRand and Paul Snelgrove 2016.

### FOOD

*When people travelled by train across Newfoundland, they knew they would always be in for a delicious meal. Lindo Palmer remembered this quite fondly, saying:*

*"... If you talk to the old people who travelled from St. John's or to anywhere, they had this breakfast. And the meals were super ....Oh, salmon dinner! Oh, they could ever do a salmon. And breakfast was the big thing. If I could tell a little story about on the train and*

## TRAVELLING THE RAILWAY

the smell coming from the cook car. There was an old gentleman, Uncle Ben Tilley we called him, he was a trapper most of his life and he would leave in the spring and be gone for a month maybe, maybe more, with a knapsack on his back and what food he could carry, which was very little – fatback pork and molasses buns – so by the time he'd get back home out here just out "sixty-fifth" we called it – he would be out about for the last three days with very little anything to eat, and when he hit the track, what should be going by would be the train at either supper time or breakfast time. And the smell of bacon and eggs, and where he was so hungry, he'd tell that story, so, you can just imagine what he felt like [laughs]."

*As time went on and the popularity of the railway began to wane, so did the services passengers could expect on board. Lindo continues:*

"And they had all - no paper cups or nothing - they had all the dishes, and the white cloths, and the porters and everything. That disappeared down to getting a sandwich if you're lucky, so that disappeared, that part of the railway disappeared."

### TRIPS

#### COLIN PIKE GOING INTO ST. JOHN'S ON THE TRAIN

*When Colin Pike would finish his season with the maintenance gang, the first order of business was to head into St. John's to collect his record of employment.*

"We used to usually go, in the fall of the year, after we'd finish working the railway, because we would get a pass to travel, eh?

## TRAVELLING THE RAILWAY

And in the fall of the year, you wanted to go in St. John's, for one thing you wanted to go and pick up your record of employment, eh? Record of employment, you're laid off now and railway had to give you your record of employment, so you'd get a pass to go to St. John's, eh? And get a pass and I think sometimes you'd get the wife a pass, the wife on the same pass, two of us go in, you know? Go to St. John's on the train, go to the railway office and pick up the record of employment and one thing or another and spend the day in there and come back again, you know?"

*According to Colin, if you were lucky you could time your trip around days when the railway had deals on certain fares.*

"The train had, the railway had specials, you know? Blue days and red days, there were three colours I don't know what the other one was, white perhaps. Now, depending on the colour you got a cheaper rate, eh? So you tried to travel on, you knew the colour what rate was on, you tried to travel on a blue day or a white day whatever had the cheapest rate, eh? [Laughs] Yeah, they had that on for a while, the railway did. I don't know, it didn't last that long I don't think, but they did have it, I know."

### **PASSENGERS**

#### **RON WHITE - BRAKEMAN AND CONDUCTOR**

*The railway would often attract a host of interesting people, and being a conductor meant that Ron White got to meet and hear about the best of them.*

## TRAVELLING THE RAILWAY

“Well I work with an old Mr. Daniels ... on the passenger train. He was the conductor at the time. Cyril Daniels. And we were going into Port-aux-Basques and this tourist said “Pardon me, sir. Could I have a word with you?” He says “Yes ma’am, what’s your problem?” and she said “Do this train stop in Port-aux-Basques?” He said “Ma’am, if it don’t there’s gonna be an awful splash [laughs].”

“And another time, we’re up in Kitty’s Brook. And we were waiting for the snow plow to come up over the Gaff. Was on this passenger train, number 2. And we’re waiting for the plow once, but the overcome when we stopped. This American soldier came up. So



Avondale Railway Station Registered Heritage Structure. Photo by Andrea O'Brien 2011.

## TRAVELLING THE RAILWAY

anyway, he said “What’s the problem?” and we said “Waiting for the plow to come over in the storm” and he said “My God. It’s a big patch of blue sky up there.” And this Cyril Daniels said “Listen skipper, we’re not going up there, we’re going that way.”

“There was another time there was a woman on and her husband, and two cars, there was only one seat in each car, and just you walk between them on the platform. And the old fellow got up, and her husband got up in the front in that car, and she had to sit back in the next car, and there was only about four feet between them. And by and by she goes. She got on in Grand Falls I believe, yeah, and when she got going along a ways she said “Mister Conductor, can I ask you something?” he says “Yes my dear, what’s your trouble now?” She said “How long will my husband be in Gambo before I get there?” [laughs] They were on the same train. So, things like that come to you, hey?”



VA 15D-18.3. Ella Manuel greeting guests arriving by train at Deer Lake [194-]. Photo by Lee Wulff courtesy of The Rooms Provincial Archives.

## WINTER/STORMS

### LINDO PALMER ON WINTER AT THE GAFF TOPSAILS

*Winter can be a particularly harsh season in Newfoundland. Trains would frequently be delayed due to storms or become stuck in the snow, especially in the area known as the Gaff Topsails. Lindo Palmer offered this explanation as to why that places was particularly treacherous.*

"The elevation and, the main thing in the spring ... Now the snow was up eight to ten feet, and the train was going right through and cut a tunnel. And even though it didn't snow in the daytime you'd get the wind, and all that snow was very light and what they used to call the ground dress, and that would blow in the matter of a few hours and fill in that cut, so they had to go through it again with a plow, or go, keep going back and forth to keep it clear for the passenger train. But if they got caught, like in the three-day storm, they'd have two days sometimes or more trying to get through it."

### BEVE BUTLER ON GETTING SNOWED-IN WHILE HER PARENTS WERE AWAY IN CLARENVILLE

*The holiday season is a time for family, friends, and parties. After moving to Lethbridge, Beverley Butler's parents couldn't socialize as much as they would have liked. She told this story about one time when they were able to head out for a Christmas party in Clarenville.*

"Mom and Dad were very social, Dad especially, very social animal. And he was in demand because of his piano playing, ... so they would go to a lot of these parties. So this Christmas, the local



## WINTER/STORMS

doctor was an Irish guy, Doctor McVicar, and Doctor McVicar and his wife came over and they asked Mom and Dad to go to a party in Clarenville. And Mom was pretty reluctant because my baby brother had a cough and wasn't well, and Doctor McVicar looked at him and said 'Just give him some aspirins. He's got a cold, he'll be fine.' Anyway Mom had a girl who was living in with, well, she wasn't living in with us but she would come and stay and babysit. So the plan was, she was supposed to stay with us until 10 or 11 o'clock, we'd all be in bed, and then Mom and Dad'd be home at 1 or 2, whatever. So Mom and Dad finally, after some persuasion, went off with the McVicar's to Clarenville. About 10:30 or so Joyce left and went home, and we all started to go to bed. And when we got up the next morning it was a weird, weird, everything was white, and you couldn't see a thing out the windows, even upstairs! So what happened overnight was there was a humongous big storm came in, and as a result my Mom and Dad got stuck in Clarenville for three days. And here were the five of us down in the station; my oldest brother was 13, I was eight, my sister was six, and my brother was five."

*Much to George and Mabel's horror, they were now stranded in Clarenville, with their children in the stationhouse in Lethbridge. On top of that, Beverley continues, the station still had to be open.*

"So my dad got on the old – we had the old crank up phones, you know? ... – and he was phoning frantic from Clarenville because the station had to run. My mom was phoning frantic because my brother was sick and how were her little darlings going to survive and blah blah blah. So the first thing my Dad told my brother was to go out and get the section men. There was a group of men who worked that section of railway and they were responsible for the



## WINTER/STORMS

maintenance and so on. So my brother crawled out the second storey window and managed to get up and get the section men to come down. And they came down and dug a tunnel, actually a tunnel, into our back door to get in to us. So as they were digging it my oldest brother was responsible for running the station on orders, over the phone, from my father."

*As the section men worked to reach the children, and Beverley's brother worked to keep the station running, Beverley took care of the house.*

"I was responsible for the cooking and cleaning and everything, so my brother came in from the office and he said "Those section men have been working hard. Mom and Dad would have a big lunch for them if they came, so you'd better get the lunch ready." Well, I put everything on the table Mom had. There was every cake, every cookie, every bit of cheese, every bit I could scrounge up, crackers, whatever fudge we had made, hard candy, soft candy, whatever we had was on the table. And then my brother topped it all by coming in and he said "Well, Dad would want them to have a drink." So he took out all the liquor and all the wine – now I don't know how much of it there was, but it seemed a lot at the time – but anyway, he put it all on the table. And I remember when the section men came in to take a break, they finally got through to the back door. And I remember Uncle Ned Harris coming into the kitchen, and they opened the door and they looked at the table and he looked at us and he said "Lord Jesus man you live like this all the time?" And we said "Oh no, no, it's a lot better when Mom and Dad are home." So poor old Mom came... there was nothing left in the house by the time they got home. We almost killed my brother, by the way. We were told if he had a fever he had to

## WINTER/STORMS

have aspirin, so the directions we got were if he wakes up and he's feverish and he's hot give him some aspirin. So my sister and I, every time he opened his eyes, we'd pop an aspirin into him. It's a wonder we didn't kill him! Really! But he survived. That was an adventure. And one my mother never forgot."

### COLIN PIKE ON WINTER ON THE RAILWAY



A 19-61. Stalled! Winter scene on the Newfoundland Railway [191-?]. Originally published by Ayre & Sons (St. John's, N.L.). Courtesy of The Rooms Provincial Archives.

*Traveling on the railway during the winter could be treacherous, storm-ridden, and inconvenient. Colin Pike described one winter trying to get from Clarenville to Bonavista.*

"I worked on the Branch line down past [on my way] home. The train used to go from Bonavista to Clarenville. I was down

there one winter, oh, I was down there four or five days once, trying to get to Bonavista. Oh my son, that was a hard deal that was, I tell you.... We got down there on a Sunday and it was the middle of the week before that sometime we started I think. I got aboard her, she was ever so long trying to get down from Clarenville eh, and I was waiting to go aboard of her, me and a couple of other fellows. We were working with the railway we were scheduled with the foreman to go down. And we heard her coming ever so long before she got there. And we got aboard of

## WINTER/STORMS

her anyway, late in the evening, heading for Bonavista, and we got down there Sunday.... It was probably Wednesday or something, we got to Bonavista Sunday evening. We were down, we had to butt our way through the snow. She had a plow on, eh, and there's places where the snow was heavy down around Trinity Pond in particular.... But she stuck in the snow solid. She'd back up, you know, she'd clear the track so much, and then she'd back perhaps back a hundred feet, perhaps, and he'd open her out, eh. And he'd jam her right into the snow and perhaps he'd go ahead a hundred feet and she'd be jammed solid and he couldn't get her back. He'd have to get all we down around there with shovels and shoveled her out right down to the wheels. Yeah, right, cause she spin her wheels. That's the reason she couldn't get back, had snow up under her. We'd shovel her out, clean right down, rub the snow off of the rails with your hand. They'd get, they'd had the engine disconnected then, cause she'd leave the plow there and back, back, eh? ... and the engine would come up and hook onto her then, by this time she'd be able to haul her back. Do the same thing over again. I don't know how many times we'd done that before we got to Bonavista.

### CLAYTON TIPPLE TALKING ABOUT WRECKHOUSE

*The snow wasn't the only cause for concern along the railway. In certain places along the West Coast, the wind could be particularly dangerous. This was especially the case in the community of Wreckhouse. Clayton Tipple explained:*

"Wreckhouse? That was a bad place for wind. It would blow the train off the track. Blow... not too often it would blow the engine

## WINTER/STORMS

off but usually if you had boxcars, or flatcars, or freight cars, it would blow them off. Blow them out down, out actually out in the ocean, because the ocean was right in close to it in Wreckhouse. ... Possibly 1985 or 1986, we had several cars blew off the track over there, and I drove to Port aux Basques in my car and we went out, myself and one of the men from Port aux Basques went out to see how bad the wind was out, and actually he got out of my car and the wind actually lifted him up it was so bad. At that time we were three days I think before we got those cars back on the track because it was so windy."

## GAFF TOPSAILS

*One of the most well known areas along the rail line was the Gaff Topsails. This small settlement between Millertown Junction and Kitty's Brook existed as a stop for the railway on an otherwise barren landscape. As Colin Pike described it "At the high point, they got a summit on the Gaff Topsails you could see for miles. All the barren land, scattered trees like and bogs or something or other."*

*Many railroaders, such as Lindo Palmer, have stories of the time they spent working at the Gaff Topsails.*

"One of the places I worked was the Gaff Topsail. It wasn't the Gaff Topsail actually it was the quarry. The Gaff Topsail was always a problem with snow and they'd have rotary plows, plow trains always stuck, and it was usually March month it'd start. And they sent me there from Deer Lake, and I got there in the evening and it was just a little wilderness place there and a little shack about 12x12 at most, with a little bunk and that there. So I arrived there from Deer Lake with a big old suitcase, and there's an operator at the time, he went aboard the train like a scald dog 'cause he'd had enough of it, left me a recipe for salt fish, how to cook salt fish. ... I guess I had eggs and corn flakes and tinned beans, stuff like that. ...

"The only thing that kept my sanity then I think there was I used to love to shoot partridge and there was lots of partridge. I don't think I'll go to jail for it now, but I wouldn't mind anyhow going to jail for it. I would be out running all over on the snow, it was beautiful snow conditions there on fine days and I'd go out and bring back half a dozen partridges in no time at all. I think I made a couple of half-hearted attempts to cook 'em, I don't remember how they were, how they'd taste, but that was it."

## GAFF TOPSAILS

"And you'd get the big storms there, huge storms, and I'd be barred in the shack for three days at a time. And all of a sudden a storm would start and I mean you could see the wind blowing. It was like the Arctic!"

*When Lindo was asked if there was a part of his job he didn't like, he only had one complaint:*

"I would have liked to get out of the Gaff Topsail once a week, or even once every two weeks. Other than that, no, I had a good life with the railroad."

### COLIN PIKE ON THE GAFF TOPSAILS

*Not all railroaders worked all year-round. Many men belonged to maintenance gangs, like Colin Pike, who worked seasonally during the summer months. These gangs consisted of 25 to 30 men who lived and worked on the railway for the season. They slept in boarding cars that were left on sidings close to where the men worked. One summer, Colin found himself working at the Gaff Topsails.*

"Oh, t'was alright, there's nothing there anyway. Not any cars or crowd, and not much to do. You'd go berry picking in the evenings or something like that, you know, but t'was alright just the same."

*The steep inclines were a problem for the trains, even in fair weather.*

"... Part of the reason [the trains] used to get stuck is because they climbing the big hill, eh? You know, so they'd almost get stuck in the summer just coming up, dragging a train up there. You could hear

## GAFF TOPSAILS

them coming for miles, the trains, in the summertime with a load of cars behind them, you know. Have her opened right out trying to get up the hill eh. By the time she'd get to the summit, to get over it, she's just barely moving. Lots of times we'd be there, work crews all off the track waiting for the train to come, eh. You'd hear her roaring down at the bottom of the Gaff somewhere or another, pulling a load, eh. Especially weekends when we'd be coming home, all hands out to the station waiting for her to get there. Hear her coming for miles, nothing but a roar."



20-05-001. Gaff Topsail House and Railway sign c. 1950. Photo Courtesy of Archives and Special Collections (Coll-137), Memorial University of Newfoundland.

## DERAILMENTS/DEATHS/ACCIDENTS

*One of the biggest risks on the railroad was the risk of derailing. Trains could be coming along too quickly, or hit an imperfect rail, and suddenly engineers would find their train off the tracks. A lot of railroaders have stories about these accidents .*

*Patrick Collins tells a story about train derailments caused by a student in training:*

“One night I was on and the brakemen were being trained, ‘cause they had students on the brake, on the rail. And when they’re backing up a train on a siding, I always remember at the end of the track on the siding there were two loops where the cars fit in, that was the stop, that was the brake. And so, as they backed up the train, like there could be 20 cars, I mean the train, so the brakemen were being trained to say ten cars, five cars, one car, and of course the engineer was slowing down all the time. So by the time you got to one, the train was almost stopped. Well, this poor student hadn’t judged it properly and I remember listening one night in Whitbourne, I heard this kid saying 20 cars, 15, five, four, three, two, one, and I heard a big racket and the train went right over the edge of the track. And of course, that student got fired. But I remember, again, that was a situation that went all across the island, I’ll never forget that poor guy. But anyway, he just hadn’t adjusted it properly.”

*Clayton Tipple described a particularly bad accident near the community of Flat Bay:*

“It was a freight train heading towards Port-aux-Basques and there was about I would say 25 cars derailed, some of them down over the embankment. I was there for a full week before we had it all



## DERAILMENTS/DEATHS/ACCIDENTS

cleaned up. But at the time you'd get a big crane come out from Port-aux-Basques which would lift the cars up and a crew of men."

*Baxter Tuck recalled an accident from his father's time where a man had to be rescued from the wreckage:*

"I can tell you about one, not in my time now, but in my father's time, on the Bonavista Branch. The mailman rode the train, he had half a car or something for handling the mail, so in Bonavista while they were switching, he got up and boarded the engine for a ride around. They had to pass over a small brook, but there was a lot of water in it, and when they went off the track, and went down, and he, this mailman, his heels of his boots caught in the apron. Now you don't know what an apron is, okay, there has to be something between the locomotive and the tender, so this is metal, it's a metal thing that slides around so you always had something to walk on. So his heels got caught, and he was up to his chin in water, so they tried several things and then someone says "Go get Louis Little!" So they got this guy, Louis Little, and he came up and looked at it and he said "You, you, you and you, come with me." They went off and they came back with the spar out of a schooner. And he stuck it down, and lifted the tender enough that his heels released. They had the doctor there while he was down there, he was feeding him with brandy to keep him warm. But they stuck the spar down and tipped, everybody got on the right and they tipped her enough that they got his heels clear."



A derailment on the Bonavista Branch Line. The roadbed had grown soft, sending the cars into an uncontrolled rocking motion which tipped them over. Photo courtesy of the Railway Coastal Museum.

## DERAILMENTS/DEATHS/ACCIDENTS

*Colin Pike also remembered seeing his fair share of derailments:*

“There was one big one down [in Southern Bay] – man got, no, he never got killed I don’t think. I’ve got a picture of that – the train run off the back right off a curve and the water was right down over, the salt water was down there, hey. And she was, the curve like that, though. The train was backing up, was a work crane, and she was backing up towards the ballast chute to load ballast, and the curve was like that and down under the curve was the salt water, was a slope down to the water, eh. And even backing up and pushing cars back, cause he was backing, and she, the engine came off the track and rolled over anyway, and she slid right down this slope, ended up bottom up down in the water, wheels up. I got pictures of it out there. But there was nobody killed, the engineer got out and swim out around and got back ashore I think. The engineer was still aboard of her, eh. I think the fireman, there was two of them in the engine, and I’m not sure if the engineer, there was somebody on her anyhow, I think it might have been the foreman was standing on the front of her or something. But he got out and swam out around her and got ashore. The two of them got hurt but the fireman was hurt the worst I think. But there was nobody killed.”

*According to Colin, it wasn't just engines that were at risk. The smaller, lighter Speeders could also go off the rails, often with tragic results.*

“The Speeder I was telling about, the work crew going to work and they used to have a bars, a mining bars, it was called, a sharp point on them. Used to stick them under the rail for to heave the rail over, you got a kink in the rail and you’ve got to straighten it

## DERAILMENTS/DEATHS/ACCIDENTS

out. A couple of fellows get a hold of the bar and poke it under and give her a pull and shoved her over, eh? Anyway, they were going to work and the bars were aboard the Speeder, perhaps they aboard a trailer behind her, but anyway, something happened – I don't know if it was a sudden stop or where she come off the track or what – but the bar punctured him anyway, and killed him. I don't know where she struck him – perhaps she only struck him – but I think she was thrown or something. That was a fellow going down to Trinity somewhere, that was."

*Colin continued:*

"It wasn't unusual for her to go off, or be derailed without tipping over or anything, you know. Especially the plow. You always get the plow off the track when you were butting snow like that lots of times you'd get the train with one wheel off or something or two wheels off or whatever."

*Clayton also offered his own insight into the derailments:*

..."Probably a broken rail, if they ran over, if they hit a moose, and ran over a moose ... It was the cause of a lot of derailments. But usually it would be a broken rail or what they call a "sun kink" in the summertime – a "sun kink", if you had a real hot day, and the sun, very hot, would put a little, sort of a little bend in one of the rails, and that would cause a lot of derailments."

*Once the trains were off the track, a work crew was faced with the daunting task of collecting the cars and engine and getting them back where they belonged. For a large derailment, a work crane would be brought in from St. John's, Millertown Junction, or*

## DERAILMENTS/DEATHS/ACCIDENTS

*Port-aux-Basque and would lift the cars back onto the track, one by one. For a derailment of just a wheel or two, it was a bit of an easier fix. Colin explained:*

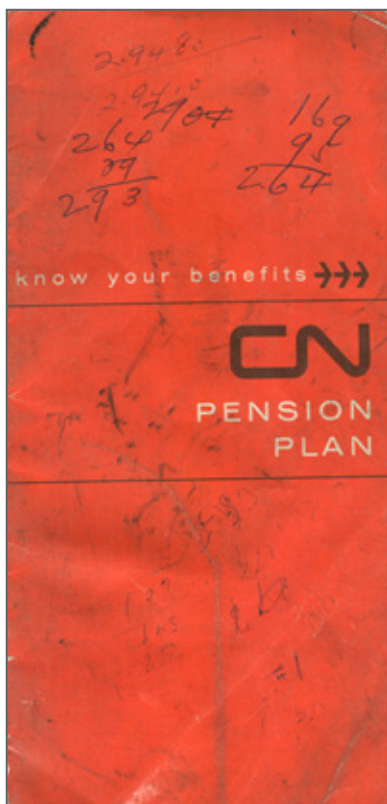
“Well, there was a re-rail guy. Lodge the thing on the track like that, it would fit on the track, and it would slope down towards the wheel, and so when the winch would haul her back, she’d rise on the slope and slip back on the rail. Yeah, it was a simple thing to get her back on, but you had to get big heavy things down under her was the only thing. Re-rail replacers I think they was called, or something like that.”

*Derailments weren’t the only cause of accidents on the railway. When Ron White was working as a conductor, he saw a few accidents involving people and the trains.*

“I was on a train one time, a fellow jumped off. After seeing somebody, jumped off and down went under, right? Come out the rear end of her. Nothing left on him, no. Doctor said there was not near bone left in his body longer than the neck... Another man, Millertown Junction, he used to be always up, come up from the bay. He jumped and went down between that and.. went right on down through..... Another fellow, that fellow Wheeler, ... from Grand Falls got on, the door was closed. He wasn’t there in time, and he hung on, and when they got to Badger he was froze on the side, two hands. But they saved his hands but his body was so bad. He was a butcher after in Corner Brook I think.

## THE END

### COLIN PIKE ON THE END OF THE RAILWAY



Cover of booklet outlining the 1959  
CN Pension Plan. Published 1963.  
Courtesy of Patrick Collins.

"I wasn't disappointed all together but I didn't want to see it go just the same. I wasn't working on it then, I don't think, I wasn't certainly. When did it close? ... Yeah 1985, '86, I wasn't working with it then. They closed down the freight service first, and they still had their passenger traffic on. And then they cut it down. Just kept it on from Grand Falls to Corner, Bishop's Falls to Corner Brook or something, eh, for a while, two or three times a week, you know. They phased it out more or less eh. And then people didn't notice it the same as shutting it right down overnight. They'd gradually fade it out like that, and probably at the end of it there was no one travelling on her anyway. Only running from ... Grand Falls to Corner Brook and there was hardly anyone on her, and that's when they closed her down, I guess."



CNR Locomotive 900, Clarendville. Photo by Dale Jarvis.



Bay Roberts Railway Station Registered Heritage Structure.  
Photo by Andrea O'Brien HFNL 2011.



## SOURCES

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Nicole Penney, March 20, 2012.

**TUCK, BAXTER.** Interviewed by Dale Jarvis, July 21, 2016.

**WHITE, RON.** Interviewed by Amanda-Marie Hillyard,  
April 16, 2013.





Derailment at Goose Cove, Trinity, Trinity Bay. Photo courtesy of Lloyd Kane, whose grandparents' house is in the background. Lloyd's grandparents were Joanna and Jacob Kane. Lloyd writes, "Joanna Stone (1901-1979) married 1920 to Jacob Morris Kane (1886-1947). Grandmother was born in Old Bonaventure and Grandfather was born in Goose Cove. He worked for many years as Sectionman on the Newfoundland Railway, Bonavista Branch."



## About the Heritage Foundation of Newfoundland and Labrador

The Heritage Foundation of Newfoundland and Labrador is a nonprofit organization which was established in 1984 to stimulate an understanding of and an appreciation for the architectural heritage of the province. The Foundation, an invaluable source of information for historic restoration, supports and contributes to the preservation and restoration of buildings of architectural or historical significance. The Heritage Foundation also has an educational role and undertakes or sponsors events, publications and other projects designed to promote the value of our built heritage. The Heritage Foundation is also involved in work designed to safeguard and sustain the intangible cultural heritage of Newfoundland and Labrador for present and future generations everywhere, as a vital part of the identities of Newfoundlanders and Labradorians, and as a valuable collection of unique knowledge and customs. This is achieved through policies that celebrate, record, disseminate, and promote our living heritage.





The **Collective Memories Project** is an initiative of the Intangible Cultural Heritage Office of the Heritage Foundation of Newfoundland and Labrador, with funding provided by the Department of Children, Seniors and Social Development.

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