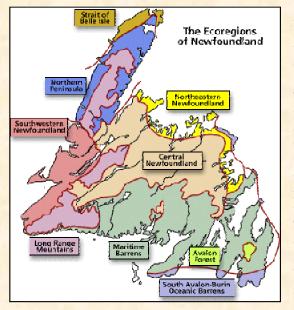
T'RAILWAY PROVINCIAL PARK

T'Railway Provincial Park is a trail system established on the abandoned rail bed of the Canadian National Rail, from St. John's in the east to Port Aux Basque in the southwest. Established as a Provincial Park in 1997, this 883km linear park runs through urban, rural and wilderness areas across the island, providing access to many of Newfoundland's natural features of forests, bogs, barrens, and waterways.

The Newfoundland railway ran from 1882-1988. Operated first by the Reid Newfoundland Company, then the Government of Newfoundland, and finally Canadian National Rail, the railway was a necessary but unprofitable public service. The Trans Canada Highway gradually took over passenger and freight transport services, and the last train ran in 1988. The rails of the main line were all removed by 1990.





As it runs from east to west, the T'Railway travels through many ecoregions, starting with the Maritime Barrens. In this ecoregion you usually find stunted, almost pure stands of balsam fir, broken by extensive open heathland, the result of indiscriminate burning by European settlers. As the T'Railway leaves the Avalon Peninsula, it enters the Central Newfoundland Forest, where fire has converted much of the balsam fir forest types to black spruce, and some of the richer site types to hardwood forests dominated by white birch and aspen. Travelling west, the Western Newfoundland Forest ecoregion is prevalent, where balsam fir rather than black spruce is the dominant forest cover, and yellow birch is common in protected valleys. As the T'Railway approaches Port Aux Basque, the ecoregion changes to the Long Range Barrens. Here often the trees are crooked, bent, and twisted, and usually dominated by black spruce and eastern larch; low vegetation is dominated by arctic-alpine plants.

The Corner Brook Mill's connection with the Newfoundland railway was in the early days. Trains transported men and supplies part way to the woods camps, and the railway was used to transport massive quantities of pulpwood great distances. Newsprint, normally moved by ship, was also transported by rail when ice in the Humber Arm was too thick for the paper boats. Because of the cost however, this only lasted until paper sheds were built to store 5 months production of newsprint.



The T'Railway is suitable for hiking, bicycling, horseback riding, snowmobiling, ATV riding, cross country skiing,



sightseeing, fishing, and bird watching. It is also a historical link to our past railway heritage since most of the original rail bed, trestles, and bridges are still present today. The T'Railway Council, a nonprofit corporation, works with community and government resource groups to develop and maintain the trail in a sustainable manner for multiple uses. Visit their website, <u>http://www.trailway.ca/index.php</u>, for more information about the T'Railway and trail conditions.

When harvesting near the T'Railway, Corner Brook Pulp and Paper Ltd. complies with a 100metre buffer on either side of the centerline.