

**Upcoming
events**

**JANUARY 20
MEET @ the
Barber's**

**FEBRUARY 16-
17 43rd Allandale
Model Train
Show, Bradford
Greenhouses
Barrie**

**FEBRUARY 17
MEET @ the
Barber's**

**MARCH 17
MEET @ the Bar-
ber's**

**MARCH 22-23rd
ECLSTS
York, Pa**

**JUNE 5-9
29th National
Garden Railway
Convention
Cincinnati, Ohio**

Backyard Railroaders

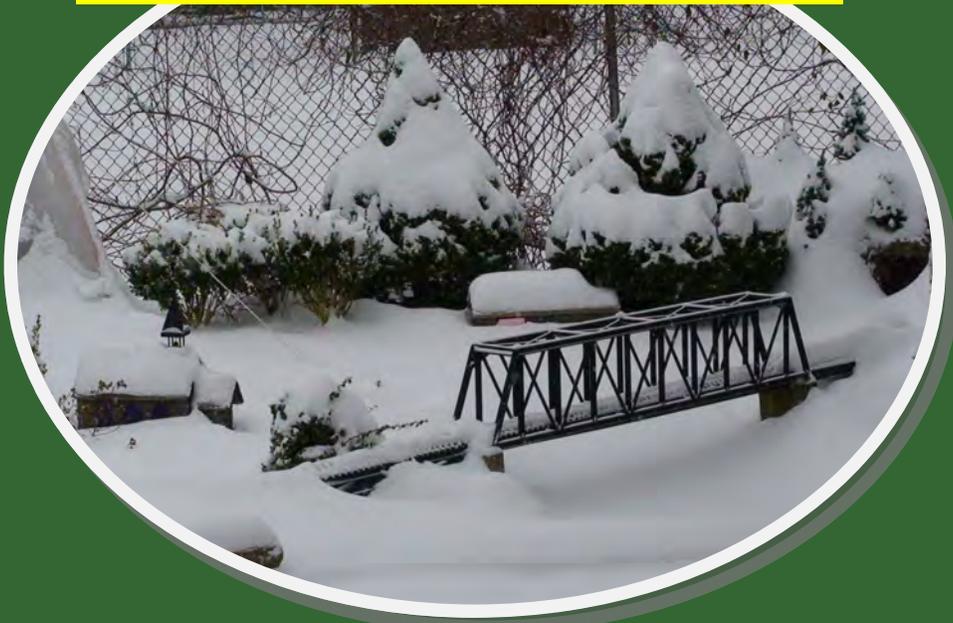
Issue # 1

January 2013



First Snow Fall

A day late for Christmas, but our first (big 4") of the season. As you can see the crews haven't been out to clear the snow.



2012 in REVIEW

In February we welcomed Jake & Lorraine Rozema as new members. We also had our Premiere of our first "Backyard Railroaders Production" of David Lloyds' Garden Railway.

The March meet was held on a warm (21 degree) early spring day.

In April Bruce Nord celebrated a big birthday and brought his own cake. John LeForestier join the club along with wife Noelle.

May brought about our first Open House of the season at the LeForestier's. The Littleton & Smallville is a work in progress and his switching layout can provide many hours entertainment. Roger Stevenson celebrated a birthday in May.

The month of June brought two more big birthdays for Joan Mooney and me. We had an Open House to also celebrate the 20th Anniversary of our "York

Central Railway"

In July David Lloyd had an open sky day as well as his Open House. It rained heavily on several occasions and David had lakes he didn't know he had. It was still a great day.

August saw an Open House at the Fraser's, where they unveiled their second loop and storage area, which got some use as we had a few light showers, probably caused by the cannon fire from the beach where celebration of the War of 1812 were taking place. A great day.

Jake Rozema celebrated his retirement in August where we had the opportunity to see the progress on his new railway. He was progressing nicely and should be ready for an open house in 2013. September was a busy month for Open Houses with the first being the Pinkerton's and Rose's in Picton & Kingston. It was a terrible day with heavy rain in the morning but we lucked out as the

afternoon cleared enough to view both layouts which were outstanding.

The Mooney's also had an Open House with a sunny day but not enough CN rail traffic, maybe next year.

Werner and Eunice Amsler had an Open House and also a small celebration of their recent marriage.

We had an average fall and our Christmas Party December first took place with good weather conditions. I think it was one of the best yet. We were sorry the Roger and Jenny couldn't make it.

We started making concrete buildings again in the fall and had one as a prize for the Christmas party. As soon as the Holiday season is over production will restart, with the hopes of a nice supply by spring.

Julie and I would like to wish everyone a GREAT 2013.

This Months Attempt at Humour

The following is an exchange of correspondence between a customer and the Irish Railway Company. Gentlemen;

I have been riding your trains daily for the last two years, and the service on your line seems to be getting worse every day. I am tired of standing in the aisle all the time on a 14 mile trip. I think the transportation system is worse than that enjoyed by people 2,000 years ago.

**Yours truly,
Patrick Finnegan**

Dear Mr. Finnegan:

We received your letter with reference to the shortcomings of our service and believe you are somewhat confused in your history. The only mode of transportation 2,000 years ago was by foot.

**Sincerely,
Irish Railway Company**

Gentlemen;

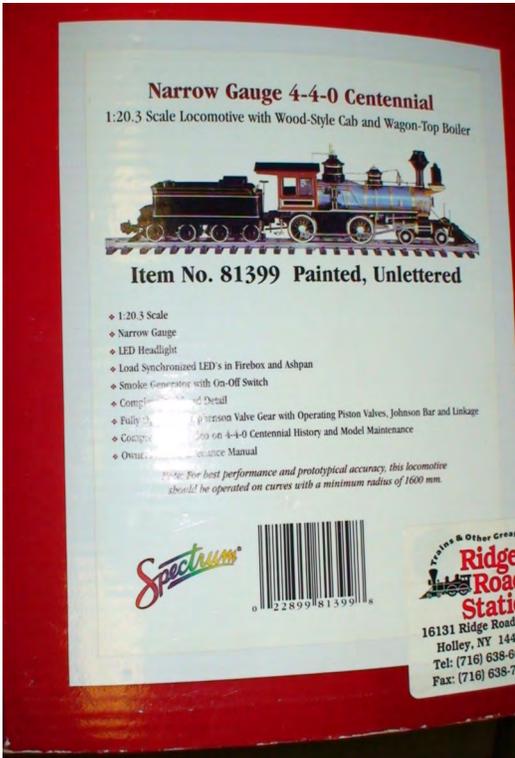
I am in receipt of your letter, and I think you are the ones who are confused in your history. If you will refer to the Bible and the Book of David, 9th Chapter, you will find the Balaam rode to town on his ass. That...Gentlemen, is something I have not been able to do on your train in the last two years!

Yours truly, Patrick Finnegan

FOR SALE—**BACHMANN SPECTRUM 4-4-0 #81399**

1:20.3 Scale Locomotive with Wood-Style Cab & Wagon-Top Boiler

- **LED Headlight**
- **Load Synchronized LED's in Firebox & Ashpan**
- **Smoke Generator with off/on switch**
- **Complete blackhead detail**
- **Fully operating Stephenson valve gear with operating piston valves, Johnson Bar & linkage**
- **VHS video and owners manual** Lightly used



\$179.00 from the Stephen Ripley collection



FOR SALE

***Bachmann 2-6-0
Light Industrial
Locomotive
Smoke, Sound***

\$99.00

Lightly used from the Stephen Ripley collection



If you have any surplus or unwanted items you wish to sell, please forward your list and we can help sell them.

RAILWAYS IN LABRADOR AND QUEBEC NORTH SHORE

The railways of Labrador and Quebec North Shore are not physically connected to the remainder of the Canadian rail network.

The present day railways of the area were opened in the latter half of the 20th century to serve the mining industry. Minerals, predominantly iron ore, were conveyed from the mines by rail to the coast for shipping. With one exception mentioned below, passenger services are confined to special trains for mining company workers.

Here are some of the railways of the area.

RIVIERE ROMAINE RAILWAY (CFRR)

The first mineral railway in Quebec North Shore, the CFRR was opened in 1950 by Quebec Iron and Titanium for the transport of ilmenite (iron and titanium ore) from the Tio Mine to Havre Saint Pierre, a distance of 27 miles (43km). The entire operation is now owned by QIT-Fer et Titane, a subsidiary of Rio Tinto.

QUEBEC NORTH SHORE & LABRADOR RAILWAY

The most ambitious of the projects, QNSL was opened in 1954 by the Iron Ore Company of Canada (IOC) for the transport of iron ore from Schefferville, Labrador to the port of Sept Iles, a distance of 359 miles (573km). In 1958, a 36 mile (58km) branch was added from Emeril Junction (also called Ross Bay Junction) to the iron ore deposits of the Wabush area around Labrador City; the distance from Labrador City to Sept Iles is 257 miles (414km). By 1982 the Schefferville deposit was worked out. The IOC workforce was transferred to Labrador City, and iron ore traffic ceased on the line from Emeril Junction to Schefferville. The line did not close entirely, however, see TSHIQUETIN RAIL

TRANSPORT. The line from the Labrador City area to Sept Iles remains open for iron ore traffic. IOC also operates a fully automated, driverless, electric railway between the main extraction site and the crusher plant.

WABUSH RAILWAY, ARNAUD RAILWAY and BLOOM LAKE RAILWAY

Soon after IOC started operations in the Wabush area near Labrador City, Wabush Mines opened its own workings in the same area. Wabush Mines was initially a joint venture of US Steel Canada, Dofasco and Cleveland-Cliffs; but since 2010 Cleveland Natural Resources (successor to Cleveland-Cliffs) have been owners of the whole enterprise. In 1963, Wabush mines open the Wabush Railway, a short railway

Cont from 4

to connect the mine workings with the QNSL Railway. By an agreement with the IOC, the QNSL would carry Wabush Mines ore to the port of Sept Iles. In 1965, Wabush Mines opened their own port at Pointe Noire, a little to the west of Sept Iles. A new short railway, the Arnaud Railway, (CFA) was built to connect the QNSL at Arnaud (afew km north of Sept Iles) with the new port. In 2010, Consolidated Thompson opened the BLOOM LAKE Railway to serve their Bloom Lake Mine, on the border of Quebec not far from Arcelor Mittal,s operation at Mont Wright. The new 19 mile (30 km) railway carries ore from the mine to the Wabush Railway, from where it travels over the QNSL and Arnaud Railway to reach Pointe Noire.

The BLOOM LAKE RAILWAY and the WABUSH RAILWAY are operated by WESTERN LABRADOR RAIL SERVICES, a subsidiary of Genesee & Wyoming.

CARTIER RAILWAY

In 1960, the Quebec Cartier Mining Company opened the Cartier Railway (CFC) from the company's iron ore workings at Gagnon (near Lake Jeannine) to Port Cartier. In 1977, the line was extended to new workings an Mont Wright, near the border of Labrador, 260 miles (420km) from Port Cartier. Soon afterwards, the workings at Gagnon were closed. Since 2008, the line has been renamed ARCELOR MITTAL MINES CANADA RAILWAY by its new owner.

There is currently a proposal by Consolidated Thompson to open up new workins at Peppler Lake, which would require construction of a new 12 mile (20km) branch from the existing railway.

TSHIUETIN RAIL TRANSPORTATION

When iron ore extraction ceased at Schefferville in 1982, the railway had already become an important lifeline for local communities. The Canadian government therefore paid IOC a subsidy to continue operation of passenger and freight services between Emeril Junction and Schefferville. This arrangement continued until 2005 when the line was sold for a nominal sum of one dollar to a new company, TSHIUETIN Rail Transportation. TRT operates freight and passenger trains between Sept Iles and Schefferville, using the QNSL line between Sept Iles and Emeril Junction. The freight consists of fuel and general supplies for the remote communities. The trains also carry road vehicles; the communities are connected by road to Schefferville, but there is no highway connecting the area with the rest of the country.

LABRADOR IRON MINES

In 2007, the company Labrador Iron mines (LIM) was formed to resume iron ore extraction in the Schefferville area. A 3 1/2 mile (6km) railway was built, connecting with Tshiuetin Rail Transportation (TRT) at Schefferville. Trains are operated by Western Labrador Rail Services (WLRS), the subsidiary of Genesee & Wyoming mention above. WLRS provide the motive power for LIM trains continuing over TRT and the Arnaud Railway to Pointe Noire. Services commenced in 2011.

TIMMINS DSO (Direct Shipment Ore) PROJECT

In 2012, Tata Steel Minerals Canada started work on a new DSO extraction project to the northwest of Schefferville. Ore will be processed at a facility near Timmins. A new 13 mile (21km) railway will be constructed to connect the processing facility with Tshiuetin Rail Transportation (TRT) at Schefferville. The line will be operated by KeRail, a new subsidiary of Genesee & Wyoming.

TSHIUETIN RAIL TRANSPORTATION

Tshiuetin means "North Wind". Tshiuetin Rail Transportation, the first ever railway owned by Aboriginal people (the Montagnais) from Uashat mak Mani-Utenam and Matimekoch/Lac John as well as "the Naskapis" from Kawawachicamach, will launched its operation December 1, 2005.

SEE PHOTOS AND MAP OF THE AREA ON PAGE 6



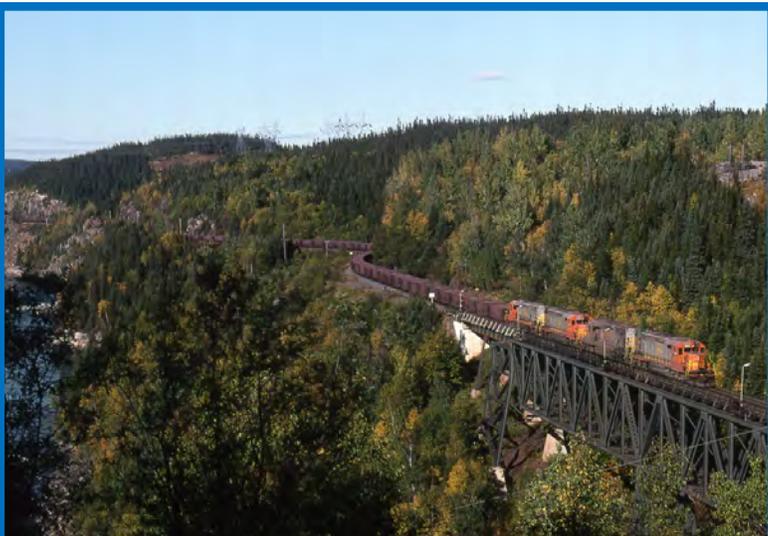
TSHIQUETIN RAIL TRANSPORTATION



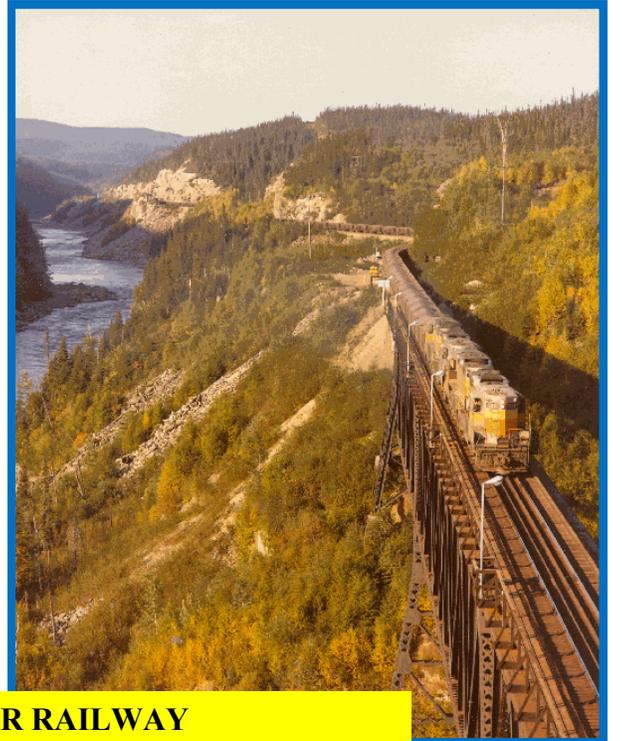
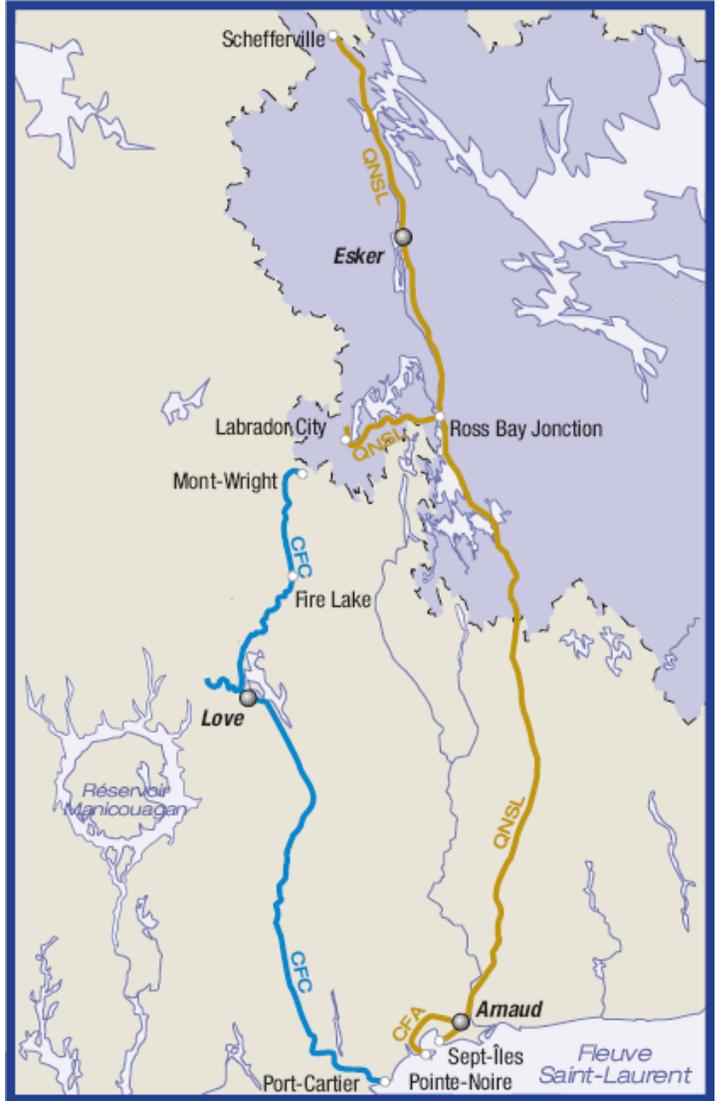
CARTIER RAILWAY COMPANY



WABUSH LAKE RAILWAY



QUEBEC NORTH SHORE & LABRADOR RAILWAY



RECIPE OF THE MONTH

From *YORK CENTRAL RAILWAYS DINING CAR*

CHILI-STUFFED SWEET POTATOES

INGREDIENTS

- 4 medium sweet potatoes (8 oz each)
- 1 14oz package shredded coleslaw mix
- 1/2 cup pico de gallo or fresh salsa
- 1 1/2 tbsp. extra virgin olive oil
- 1 tbsp. chopped pickled jalapeno peppers
- 1 tbsp. tomato paste
- 1 tsp chili powder
- 1 tsp ground cumin
- 12 oz 93% ground beef
- Kosher salt
- 3/4 cup shredded low-fat cheddar cheese
- 2 scallions, thinly sliced

PREPARATION

Pierce the sweet potatoes several times with a fork and microwave, turning halfway through, until soft, 15 to 20 minutes. Meanwhile, toss the coleslaw mix, pico de gallo, pickled jalapenos and 1/2 tablespoon olive oil in a medium bowl and set aside.

Heat the remaining 1 tablespoon olive oil in a large nonstick skillet over medium heat. Add the tomato paste, chili powder and cumin and cook, stirring, until toasted, about 1 minute. Add the beef and 1/2 teaspoon salt and cook, breaking up the meat

with a wooden spoon, until browned, about 4 minutes. Remove from the heat.

One at a time, hold the sweet potatoes in a kitchen towel, cut open and scoop out a few spoonfuls of flesh; add to the skillet with the beef mixture along with the cheese and scallions. Season with salt. Return the skillet to medium heat and stir until the cheese melts, about 1 minute. Spoon into the sweet potatoes and top with the slaw.

ACTIVE TIME 25 MINUTES, TOTAL TIME 30 MINUTES, SERVES 4

Per serving: Calories 444; Fat 14g; Cholesterol 64mg; Sodium 735mg; Carbohydrate 52gm; Fibre 9g; Protein 29g.



2013 DUES

THE DUES ARE CURRENTLY \$30. PER FAMILY.

PLEASE FORWARD THE TO EARL GRAVES.

IF YOU HAVE ANY CHANGES TO YOUR INFORMATION PLEASE FORWARD TO JIM BARBER.

Thanks