



To take the mystery out of railroading and to add a bit more enjoyment to your train ride today, all you have to do is STOP, LOOK & LISTEN to learn how a railroad works. The Prairie Dog Central Railway follows all the rules for train operations that are used by other railroads in Canada and throughout North America.

If you STOP and LOOK and LISTEN, you will see the hand or radio signals used by railroaders to give instructions to each other. Hand signals are very important on a railroad, as a radio was not available in the early days of railroading. The Prairie Dog Central Railway, however, although equipped with 2-way radios (and a cellular telephone for emergency communication) still relies on visual and oral signals to communicate between operating personnel. Radio is not always reliable, so every railroader must be able to give and understand signals.

Your Conductor, after he says "All Aboard", will move his hand in an up and down motion. This signal means to proceed forward. The Engineer will know that he is to proceed. The Conductor is in charge of the train, and without his signal, the train cannot leave the station. Another hand signal you might see while riding our train or walking around the Inkster Junction Station will be a signal, which looks like a circle; this means to back up. When the hand is held horizontal, it means to slow down or apply the brakes. To stop a train or locomotive, a horizontal back and forth signal will be given. At night, a large battery operated lantern will be used.

If you STOP and LOOK and LISTEN, you will hear signals given by the Engineer with the locomotive horn. On a steam locomotive, like our Steam Engine Number 3, the signal is with a whistle! When the Engineer sees the Conductor's signal to proceed, he will whistle two long blasts (- -). To any railroader within hearing distance, this means that a train or locomotive is to proceed forward. When a locomotive is to move backwards, you will hear three short blasts (***) of the horn. As you ride along our track, you will also hear the Engineer whistle for public road crossings over which automobile traffic and pedestrians cross the tracks. The Engineer will whistle at a whistle post (a small sign on a post along the tracks, with the letter "W") which is about a quarter mile before the crossing and then he will whistle two long, one short, and one long (--*-) just before he reaches the crossing. These signals warn pedestrians and oncoming traffic of the train's approach and are required by law.

The locomotive bell is also a signal device that means that a train or locomotive is in action. A train or locomotive moving at slow speed is almost silent and the bell is rung to

warn railroaders and passengers that there is something moving on the rail and to keep a careful lookout. The bell is also rung when approaching a public crossing.

Some people say that each Engineer can be identified by his or her (yes, there are several lady Engineers, and one of the Prairie Dog Central's Engineers was the first lady Engineer on Canadian National Railways!) "whistling style". You don't have to see the Engineer to know which one is working in the locomotive, and this is true at our railroad, too! Even though all the elements of a signal are given, the style is that of the Engineer and makes for a uniqueness that is railroading's alone.

So, if you take some time to STOP and LOOK and LISTEN, you will be sure to get the full flavor of the Prairie Dog Central Railway and all other railroads, too.

We are proud of our volunteer Members who operate our trains and their knowledge. Enjoy your ride today as much as we enjoy bringing this unique experience to you! Here are some Quick Facts about the Prairie Dog Central Railway.

Initiated in 1970 by The Vintage Locomotive Society Inc., the first operations were in July, 1970. From 1970 - 1974, the train operated out of Charleswood on the now-abandoned Canadian National Cabot Subdivision. From 1975 to 1996 the train operated out of St. James, immediately west of Polo Park on a now abandoned Canadian National Railways line. In 1999 the station, now a Federal Heritage Site, was moved to its present location at Inkster Junction. The Vintage Locomotive Society Inc. purchased the former Oak Point Subdivision from Canadian National Railways in 1999.

Your trip is on the former Canadian National Railways Oak Point Subdivision. Originally constructed between 1905 and 1910 by Mackenzie & Mann for the Canadian Northern Railway, it became part of the cross-Canada Canadian National Railways system in 1923.

The subdivision is connected to Canadian Pacific Railway's east-west main line and the portion of the former subdivision used by the Prairie Dog Central extends to about two miles north of Warren. The remainder of the original line has now been abandoned.

We have five coaches, and while they may all look very similar, each one is unique. The Pullman Company of Chicago, Illinois built coach 103 in 1908 for the Keweenaw Central Railway of Calumet, Michigan. Ceasing operations a few years later it was purchased by the Winnipeg Light and Power Co. in 1920. It has remained the property of that

organization, its successor City of Winnipeg Hydro (now Manitoba Hydro) and is leased to The Vintage Locomotive Society Inc. for use with the Prairie Dog Central Railway.

A "Combination Coach", it has an area intended for baggage and the remainder is equipped with passenger seats. The baggage area is used for the train crew, and to accommodate special equipment required for operation. Coach 103 is always located immediately behind the locomotive in the train because federal operating regulations require that there be a buffer between a steam engine/tender and passenger area. The baggage compartment area satisfies this regulation.

It has been completely restored to its original condition featuring oak paneling, opaque vent windows, pot bellied stove, and lavatory. A coach of this type was often used in "mixed trains" along with boxcars serving the freight and transportation needs of prairie villages. Coach 103 has a maximum seating capacity of 36 passengers and has been named "Gordon Younger" in honor of a founding member of The Vintage Locomotive Society Inc.

Coach 104 was built in 1906 by the Crossen Coach Company of Cobourg, Ontario for the Canadian Northern Railway. It remained in service until it was sold to the Greater Winnipeg Water District Railway (GWWD) in 1954. The Vintage Locomotive Society Inc. purchased it from GWWD in 1970.

This coach has been fully restored and features oak and mahogany panel interior, leaded windows, "pinch gas" light fixtures suspended from the ceiling, separate men's and women's lavatories, a pot bellied coal stove and a smoking compartment. In the early 1900's, men would go into the smoking section and enjoy cigars, especially after a meal. Women weren't allowed, in part because it wasn't considered "lady like" for women to smoke!

Built in 1901 by the Barney & Smith Company of Dayton, Ohio for the Canadian Northern Railway, Coach 105 is the oldest of the Prairie Dog Central Railway's passenger equipment. It has been fully restored and features an arched interior clerestory roof, inlaid mahogany paneling, a distinctive smoking compartment, separate men's and women's lavatories, and a pot bellied coal stove.

The Canadian Pacific Railway at Angus Shops in Montreal, Quebec, built coach 106 in 1913. The Vintage Locomotive Society Inc. acquired it from the GWWD in 1969 and placed it into service in 1974. This wooden coach features mahogany paneling with oak

accessories, a continuous brass rack above the seats, original stained glass in the vent windows and slider window blinds.

Also built in the Canadian Pacific Railway at Angus Shops, Quebec in 1911, Coach 107 was sold to the Greater Winnipeg Water District Railway (GWWD) in 1956. It became the property of the Vintage Locomotive Society Inc. in 1970 through an equipment trade with the GWWD and was placed in service in 1972.

Featuring mahogany and oak paneling, suspended "pinch gas" lamps, brass match striker plates at every seat, separate men's and women's lavatories and a pot bellied coal stove, it is always the last coach primarily because it has a full width enclosed vestibule with windows looking back on the track. This area is useful for the Conductor and Trainman when the train is being operated in reverse as it permits a vantage point for safe backward movement under their control and in communication with the Locomotive Engineer.

The Prairie Dog Central Railway has two locomotives; historic Locomotive No. 3 and Diesel Locomotive 4138. No. 3 was built in 1882 by Dubs & Company in Glasgow, Scotland for the Canadian Pacific Railway. This locomotive has been undergoing a complete rebuild from the frame up, complete with a new boiler, and is expected to be back in service in the latter part of 2006.

Electro-Motive Division of General Motors at La Grange, Illinois built locomotive 4138 in November 1958 for the Grand Trunk Western. A GP9 model, it has 1,750 horsepower. Diesel locomotives are unique, because the engine (or motor) is a large diesel fueled device that is coupled to a very large generator. The generator produces electricity, which then is sent to the driving axles.

The Stations along our route are unique, too! The Inkster Junction Station, where our trains start, was originally located immediately west of St. James Street and Portage Avenue near Polo Park. It was constructed in 1910 by the Canadian Northern Railway as the southernmost station on what was called the Oak Point Subdivision and was originally known as "Westside Station". A Canadian Heritage Railway Station, it was moved to its present location in February, 2000.

Now owned by The Vintage Locomotive Society Inc., it has been restored to a condition that provides passengers with a sense of its history while at the same time providing functional utility with ticket agent cage and a souvenir and gift shop. Old luggage,

cream and milk cans, wrought iron benches and a baggage wagon on the platform add to the historical ambiance. The floor plan of the station includes two waiting rooms, a station agent's office for ticket sales, and a baggage and freight room. For those that are looking for something unique to do as part of the experience with the hobby of geocaching, the location of the Station is N. 49° 57.097' WO. 97° 16.221'

About 20 minutes or so on your ride, on the left side of the train, is a unique location on the line, the Hitch 'n Post. This catering location specializes in hosting fully catered weddings, conventions, fundraisers, Christmas parties, company picnics and other private functions. Spacious banquet facilities include a dining area that seats over 400 people.

Every year the Prairie Dog Central takes hundreds of guests to the Hitch 'n Post with our own Chuckwagon Picnic and Last Roundup trips, or as Charters for large groups. The geocaching location of the Hitch 'n Post is N. 50° 02.077' WO. 97° 23.844'

The first station stop on Regular Operations, Grosse Isle is a small community of some 500 persons. Geographic Board of Canada correspondence from 1919 indicates that the community adopted the name given to the area by early French hunters on account of it being a large wooded tract of land surrounded by swamp which provided good hunting ... *Grosse Ile* is French for *big island*. The Canadian National Railway point was established in 1904. As an aside, Grosse Isle was above the 1852 floodwaters and many area residents sought refuge there on "the island".

N. 50° 03.899' WO. 97° 26.638' is the geocaching location.

Grosse Isle is also the southern location of the Prime Meridian Trail, a 116 km (72-mile) natural preserve that was once the railway line to the Interlake area. In June and September each year, Grosse Isle hosts a Family Day event. This reduced rate outing is enjoyed by hundreds each year, with a petting "zoo", home baking, horse carriage rides, family entertainment, as well as cycling and hiking on the Prime Meridian Trail. The Prairie Dog Central Railway even has a special railway car equipped to carry passengers' bicycles safely to and from Grosse Isle!

The northern-most station on our track is Warren, a community of some 1,000 persons. The Post Office opened in 1882 as Hanlan and changed to Warrenton in 1912. The community and Canadian National Railway point were named Warren, while the Post Office remained Warrenton, probably to avoid duplication elsewhere. Warrenton was rescinded in 1955 and Geographic Board of Canada correspondence in 1905 indicated

that the Post Office and Township were named Hanlan after Edward "Ned" Hanlan, "champion oarsman of the world" from 1880-1884. Warren was named by the CNR in 1905, after A.E. Warren, Western Vice President of the CNR.

Today Warren is a thriving community that is the home to several organizations and tourist venues:

- West Interlake Trading Co. ... Shop for hand crafted goods, woodworking, baking, seasonal vegetables, quilts, and much more.
- V. Gross Doll Museum & Gift Shop ... Displays all kinds of dolls from German dolls, to vintage Eaton's Beauty Dolls.
- South Interlake Golf and Country Club ... This Interlake course is always in excellent condition and its greens are some of the finest.
- Children's Wish Trail Ride and Cookout ... For August travelers, plan to be in Woodlands on the third Saturday of the month.
- Woodlands Pioneer Museum ... this mini-pioneer town, located just off #6 Highway in Woodlands, includes six buildings.
- Miami Beach Family Campground and Trailer Park ... a large man-made lake and sandy beach is an excellent place to keep cool.

Warren Station's geocache location is N. 50° 08.004' WO. 97° 32.952'

Back at school or home, learn more about railways by visiting the web:

Operation Lifesaver ... operationlifesaver.ca Operation Lifesaver is a national public education program sponsored by the Railway Association of Canada and Transport Canada and works with the Canada Safety Council, provincial safety councils/leagues, railway companies, police, public and community groups. There are many FREE download items, too!

Canadian National Railway Company ... cn.ca CN is a leader in the North American rail industry. Following its acquisition of Illinois Central in 1999, Wisconsin Central in 2001, as well as its partnership agreement with BC Rail in 2004, CN provides shippers with more options and greater reach in the rapidly expanding market for north-south trade.

Canadian Pacific Railway ... cpr.ca For almost 120 years Canadian Pacific Railway has been part of the fabric of Canada. The focus has changed since they began binding a nation together in 1881, but they continue to fulfill our original mandate - linking people to each other and to the world.

VIA Rail Canada Inc. ... viarail.ca VIA Rail Canada is an independent Crown corporation set up in 1978. VIA operates trains in all regions of Canada over a network spanning the country from the Atlantic to the Pacific, and from the Great Lakes to Hudson Bay.

The Vintage Locomotive Society Inc. and the Prairie Dog Central Railway could never have put this publication together without others' assistance. The basis for this document was conceived by Essex Steam Train & Riverboat, operated by the Valley Railroad Company in Essex, Connecticut, USA. Learn more about the Essex Steam Train & Riverboat at www.essexsteamtrain.com

Unscramble the words below. All of them are related to your trip!

1. DAABOR
2. HCCAO
3. LEDISE
4. RCOOTNDCU
5. REEGNNIE
6. KNITSRE
7. NRWEAR
8. OTLCOOMVEI
9. NTIAR
10. TCKRA

11. INMARATN
12. LGORSESIIES
13. EWLHTSI
14. LSANGI
15. SHNICHTPOT
16. KTECIT
17. TNISATO
18. CIRLSGPBICOSINU
19. OTEOLSPLKISTNO
20. AEYRTSFTFIS

PRAIRIE DOG CENTRAL RAILWAY MULTIPLE CHOICE TRIVIA QUIZ

1. The person who drives the train is the
 - ① Pilot
 - ② Conductor
 - ③ Engineer
2. Locomotive 4138 uses this fuel
 - ① Gasoline
 - ② Coal
 - ③ Diesel
3. The railroad track is made of
 - ① Nylon
 - ② Steel
 - ③ Wood
4. The railroad track sits on top of wooden
 - ① Spikes
 - ② Ties
 - ③ Benches
5. The person who is in control of the train is the
 - ① Pilot
 - ② Conductor
 - ③ Engineer
6. The train must never travel faster than ____ km/h
 - ① 60
 - ② 100
 - ③ 40

Unscramble 1 ABORD 2 COACH 3 DIESEL 4 CONDUCTOR
 5 ENGINEER 6 INKSTER 7 WARREN 8 LOCOMOTIVE 9 TRAIN
 10 TRACK 11 TRAINMAN 12 GROSSE ISLE 13 WHISTLE
 14 SIGNAL 15 HITCH POST 16 TICKET 17 STATION
 18 PUBLIC CROSSING 19 STOP LOOK LISTEN 20 SAFETY FIRST
 Multiple Choice 1,3 2,3 3,2 4,2 5,2 6,3