

Bytown's 50th Anniversary



Part Two – Outward from Ottawa: Twenty Years of Railway Excursions

Story by Bill Linley. Photos by the author except where noted.

Editor's Note: Continuing with the theme of the Society's 50th anniversary from the last issue, the following article by Bill Linley describes the many excursions the Society chartered and the work that went into organizing them. Note that with the exception of CNR Northern 6167, this article only covers diesel excursions, starting with those organized by Bill Williams and the original Canadian Railroad Historical Association Ottawa branch, and ending with those that the Society sponsored. Later steam excursions, using CPR D-10 Ten-wheeler 1057, and G-5 Pacific 1201, in cooperation with the National Museum of Science and Technology, as it was then known, remain for a later article.

For 20 years, the Society and its predecessor chartered many successful excursions in Eastern Ontario and Western Quebec. These trips covered many of the branch lines in the area that are now long gone.

From the start of the Ottawa area excursions, Bill Williams, a leader among railway enthusiasts in Eastern Ontario, was a key person in the success of the trips. As the owner of Hobbyland, the premier hobby shop in Ottawa, Bill's passion for trains led him to be a founder and early President of the Canadian Railroad Historical Association (CRHA) branch in Ottawa. The CRHA branch evolved into the Bytown Railway Society (BRS). These two groups were the sponsors of the trips.

In the early 1960s, Bill recognized that there was a market in the Ottawa area for charter trains to take railfans and the general public on one-day trips to interesting destinations. His initial charters predated the formation of organized railfan groups but came soon after the formation of the modeler group, the Ottawa Valley Associated Railroaders in 1961.



Above: CPR Dayliner 9114 (to VIA 6148) awaits the return of homeward-bound excursionists in Maniwaki, Quebec on Sunday, February 3, 1963. On Sunday, January 27, scheduled passenger service had ended on the 82.3-mile route from Ottawa. Hobbyist Bill Williams chartered the 9114 and RDC-1 9057 for his first excursion that featured runpasts, photo stops and a five-dollar fare.

Below: It was a beautiful fall day for the Ottawa contingent of the UCRS excursion on Saturday, August 31, 1963, with Canadian National's 4-8-4 6167. This run-past occurred in Algonquin Park at Kathmore at Mileage 119.5, 28 miles east of Brent at the west end of CN's Beachburg Subdivision. Photo by Bruce Ballantyne.



Above: On Sunday, June 23, 1963, CPR FP9A 1414 (GMDL 4-1954) led an excursion from Ottawa's Union Station to Glen Tay, Ontario where the lines to Toronto via Belleville and Peterborough diverged. The train went west via Carleton Place and returned via Bedell. Photo by Bob Baker.

Below: The only excursion operated in 1964 was to Barry's Bay and the end of track at Whitney, Mileage 133.7, on the former Ottawa, Arnprior and Parry Sound Railway. Early in its long career with CN and VIA that lasted into 1989, CN FPA4 6779 (MLW 3-1959) was at Whitney on Sunday, May 24. Photo by Bruce Chapman.



At first, Bill made the arrangements directly with the railways in his own name. He began with a chartered RDC trip to Maniwaki on Sunday, February 3, 1963. This was a week after the demise of scheduled passenger service on the line. A heavy overnight snowfall caused the CPR to run a plow extra led by plow 400825 and pushed by RS-18 8775 with a trailing van. The charter, consisting of RDC-2 9114 leading RDC-1 9057, benefited from the recently plowed track during the daylong trip which was blessed with sunny skies and deep snow. At Blue Sea Lake on the return trip, the crowd de-trained and the cars backed out of sight through a cutting and did a "runpast" allowing movie footage and action shots of the approaching train. Photo stops were held at stations along the line including Wakefield and Venosta. Such events were a popular aspect of the trips as was allowing time at the turnaround point for a meal and sightseeing.

The successful excursion to Maniwaki was the first of some 28 diesel-powered trips to various locations throughout the Ottawa area over a period of 20 years culminating in a group tour to celebrate VIA's rebuilding of the former CPR line from Smiths Falls to Brockville on Sunday, November 27, 1983. Maniwaki was the most popular destination: four additional trips operated in 1966, 1969, 1971 and 1977.

On Sunday June 23, 1963, the second charter organized by Bill took CPR FP9 1414 and five modern 2200 series coaches and a baggage car to Glen Tay, Ontario. The baggage car was equipped with safety sidebars so people could look out in the open at the scenery. The train ran west via Carleton Place and returned through Smiths Falls and Bedell. Whenever possible, such circular routings were a regular and welcome feature of many charter trips as they maximized the different route miles covered.

Over the Labour Day weekend in 1963, the Upper Canada Railway Society organized what was one of the most ambitious railfan charters in Ontario.

(Photo on previous page) Leaving Toronto on Friday night, August 30, CNR 4-8-4 6167 led a train of coaches and sleepers to Ottawa via Napanee and Smiths Falls. In Ottawa, Bill had arranged for five coaches to be added to the train for a one-way steam-hauled trip to Brent, the first division point west of Ottawa on CN's line to Western Canada. Once again, runpasts and photo stops were held en route to Brent where a 6500 series, General Motors Diesel London (GMDL), FP9 was on hand to bring the Ottawa group home. Northern 6167 continued to North Bay and beyond to Temiskaming on the Ontario Northland before returning to Toronto.

Beginning in 1933, the CNR and CPR pooled equipment and offered interchangeable tickets on selected routes between Toronto, Ottawa, Montreal and Quebec City. For example, the evening trains from Montreal and Ottawa to Toronto were pooled. Cars from the CPR train, which often included CNR equipment, were routed via Carleton Place and Smiths Falls to Brockville where the cars were added to the International, arriving from Montreal. This train originated at CPR's Windsor Station, switched to the CNR at Dorval and followed the Lakeshore route to Toronto.

On Saturday, October 30, 1966, Bill arranged his first excursion on a scheduled train when a sizeable group joined him to ride the last runs of CPR Pool Trains 263 and 264 between Ottawa and Brockville. Saturday was a light travel day, so CPR RS-10 8572 handled the five cars in lieu of the two units regularly assigned to the longer weekday trains. Bill produced a mimeographed employee's timetable for this last run event.

Like the pool train trip, most, if not all, of the excursions featured a hand-out showing the route, schedule, stops, runpast locations and safety tips. They usually included a map, route guide and history of the line. Many were prepared by local railfans including Bruce Ballantyne, Bruce Chapman, Bill Nafel, Doug Smith, Doug Stoltz, and myself.



Above: Saturday, October 30, 1965, marked the end of more than 32 years of the CPR-CNR Pool Service which featured interchangeable tickets and coordinated trains between Ottawa and Toronto as well as between Toronto, Montreal and Quebec City. Bill Williams arranged a group fare for the last runs of Trains 263 and 264 via Carleton Place and Smiths Falls to Brockville. RS-10 8572 (MLW 5-1956) rests behind the station before wyeing for the group's return trip to Ottawa.

Below: Messines, Quebec Mileage 70.1 of the Maniwaki Subdivision, was the locale for a runpast with RDC-2 9105 on Sunday, October 16, 1966. Bruce Chapman and Bruce Ballantyne are wearing Safety Committee armbands while Doug Campbell, in the Carleton University jacket, chats with a resident.



Above: RDCs 9113 and Dominion Atlantic lettered 9058 paused for a photo stop at MP 56.2 just west of Campbells Bay, Quebec on the way to Waltham, Quebec on Sunday, April 24, 1966. The crew included engineer Eugene Piche, trainman Barney O'Hara and conductor Bert Costello. Photo by Bruce Chapman.

Below: Eganville, Ontario at the end of track 18.9 miles west of Payne, located 1.7 miles beyond Renfrew was the destination for a trip on Sunday, October 8, 1968. The trip also included coverage of the remaining portion of the Kingston and Pembroke Railway (K&P). The Renfrew Spur, once the K&P line, began 0.6 miles west of Renfrew on the Chalk River Subdivision and extended 13.8 miles to Calabogie. In Eganville, CP 9051 in its unique reflective striping with engineer Wilf Gibbons awaiting passengers including Bruce Chapman on the right. Photo by Kevin Day.



From the very beginning the charter excursions were operated with the assistance of a safety crew, typically one person for each car, proudly wearing a red and white armband proclaiming their function to the sometimes overly exuberant travelers. Again, familiar names noted as safety crew members from the early days of the Society include Bruce Ballantyne, Bruce Chapman, Duncan duFresne, John Frayne, Mike Iveson, Bob Meldrum and Ron Roncari.

As the 1960s turned into the 1970s, pre-trip planning evolved as the Bytown Railway Society became the sponsor and its executive became more involved in the organization and operation of the charters. I happily joined my friends and fellow Bytown directors, Doug Campbell and Bruce Chapman as we assumed responsibility for planning the route and schedules for the excursions. The usual sequence of events was that we would propose a destination to the executive and Bill Williams would then secure a price from the railway. Often the profit margins were very thin, for example, just 70 cents on an adult ticket for a trip to Maniwaki in October 1971. So full trains were a must. Having received the go-ahead, Doug and I would spend a pleasant day researching photo run-by locations and seeking permission from adjacent landowners to allow photographers on their property. Next, Bruce would develop a schedule and we would agree on the desired motive power. Bruce used his contacts to ensure that we usually got exactly what we wanted, for example, he arranged for CP Rail 9049, their oldest RDC, and 9072, their newest, on trips to Waltham and Kingston.

In preparation for the memorable excursion to Maniwaki on Sunday, October 3, 1971, Bruce used his connections as a train dispatcher in Smiths Falls to secure the assignment of one of CP Rail's few remaining boiler equipped MLW FPA-2s. But it was not to be (*Ed. Note: the full story will appear in one of Bruce Chapman's "From the Dispatcher's Desk" columns.*)

The locomotive used instead was FP7 4075. Nonetheless, the excursion ran on a cloudless day and it's likely that most onboard were blissfully unaware of the absence of the beloved MLW cab unit.

The following year did see the use of the first MLW unit on a Bytown charter, albeit an FPA-4. It was on a trip to Barry's Bay hauled by CN 6761. An innovation that the executive approved prior to that Sunday, October 15, 1972 trip was the purchase of a loudhailer, or "bull horn." This proved very useful in organizing runpasts and photostops so that errant "daisypickers" could be encouraged to move out of the recommended photographic view. The same trip also saw the introduction of another new feature – a rope and stakes that were temporarily placed in farmers' fields along the photographers' line so that no one could stray into the picture as the train was approaching during a runpast. Clearly, we were very serious about getting the best shots, something that tended to minimize the number of train chasers who might have gotten better shots without having purchased a ticket.

From time to time, trips were planned but never operated. Two occasions included a projected trip in 1971 on CP Rail's M&O Subdivision via Vankleek Hill to Vaudreuil, Quebec returning either on the same route or via Bedell. As the pool of available equipment shrank in the 1970s, quoted prices increased, in this instance to between \$1,230 and \$2,905. The variation in prices depended on the equipment chosen and the route taken (return via the M&O or Bedell). The pricing was deemed to be too high to attract sufficient ridership and the trip was reluctantly cancelled. The same fate befell a projected trip in October 1975 on the CN to Glen Robertson and thence to Hawkesbury.

A major development that impacted the Society's trips was the June 1973 arrival of CPR D-10 Ten-wheeler 1057 on lease from the Ontario Rail Association to the National Museum of Science and Technology. The



Above: The first of many popular trips on the James MacLaren Company's Thurso and Nation Valley Railroad (T&NVR) operated on Saturday, June 28, 1969. GE (12-1948 as Canada and Gulf Terminal Railway 355) 44-Ton No. 8 is returning to Thurso, Quebec at Valencay, Quebec. The little train was typical of the T&NVR excursions as it included a CP gondola, and the former CPR superintendent's car No. 27 plus an ex-CPR van. Car 27 went on to be preserved by the Society.

Below: For the 100th anniversary of the opening of the Brockville and Ottawa Railway a five-car charter ran to Brockville, Ontario via Bedell and Smiths Falls. On the return trip, FP7 4069 held the siding at "Stittville" (CP's spelling for the village of Stittsville) while Trains 1 and 2 The Canadian met at Ashton and passed by the assembled railfans at restricted speed.



Above: For a fare of \$9.50, 160 passengers rode to Maniwaki, Quebec in RDCs 9105, 9071 and 9056 on Sunday, October 5, 1969. The Ottawa-bound train was between Highway 11 and the Gatineau River just south of the Wakefield station.

Below: Former Canadian National 70-Ton GE No. 29 became T&NVR 11 in May 1970 and led the way, as seen by Kevin Day from the cupola of the T&NVR's ex-CPR van, on Saturday, October 17, 1970. Number 11 would power several more Society excursions through to September 1981. Photo by Kevin Day.



Society had a longstanding arrangement with the Museum for its monthly meetings and worked there on restoration of equipment held by the Society and the Museum (the arrangement continues to this day). In addition, the earlier operation of the Society's Central Vermont steam crane and of steam locomotive Stelco 0-6-0, No. 40, meant that the Society was well positioned to provide valuable operating support. Finally, the experience gained in operating its own trips paved the way for the Society to provide the onboard safety crew for the Museum's new excursions to Carleton Place and, then, Wakefield on CP Rail's lightly used Maniwaki Subdivision. Interest in operating diesel-powered excursions waned significantly in the late 1970s and early 80s as branch lines were abandoned and attention gravitated to involvement with the Museum's ex-CPR Pacific 4-6-2 steam locomotive No. 1201. Over time, the Society operated several charter steam excursions using the 1201 and the Museum's cars. A significant setback to the Society occurred in September 1985 when abandonment of the Maniwaki Subdivision led to the end of 1201's regular excursions. Special trips continued to operate with Society participation until 1201 was retired to the Museum in October 1990.

I would be remiss if I didn't mention the trips we had on the Thurso and Nation Valley Railway (T&NVR), the last logging railway in Eastern Canada until its abandonment in 1986. The Society held six excursions, most to the end of track, 56 miles north of Thurso. The T&NVR was very accommodat-

ing and provided for passengers by borrowing one or two CPR gondolas and using their former caboose and ex-CPR superintendent's car No. 27. Until 1971 when the camp closed, the railway frequently provided lunches, as part of the fare, at Camp 27, the logging camp at the end of track. After that time, the lunches took place on the northbound run at the log loadout at Mileage 46. They were all great meals – a highlight of the trips.

During the excursion on the T&NVR in 1979, an agreement was made to donate car 27 to the Society and to provide the railway's shop facilities and the materials we required to completely restore the car. It is because of this trip that the BRS now has car 27 (prior to this, the railway had been planning to burn the car).

In sum, the diesel-powered excursions, pioneered initially by Bill Williams, provided many opportunities for railfans and their friends to enjoy unique experiences that cannot now be replicated throughout the Ottawa Valley. Over a 20-year-period, the shared experiences nurtured the growth of the Bytown Railway Society and propelled it forward as an important force in interpreting the rich heritage of Canadian railways.

The author has, with assistance of others, compiled a list of the BRS excursions, as far as can be determined (*located end of story*).

Acknowledgements: Bruce Ballantyne, Bob Baker, Bruce Chapman, Kevin Day, Fay Farand and Bob Meldrum. ■



Above: On Saturday, May 29, 1971, members of the Society travelled to the CRHA's Museum at St. Constant, Quebec (now Exporail) using CN Trains 30 and 37. During the visit members, including Bill Naftel and Bruce du Fresne, enjoy a short ride on a handcar in the company of CNR gas-electric 15824. Photo by Kevin Day.

Below: CN FPA-4 6761 is westbound near Wilno, Ontario as it executes a runpast in front of a group of railfans aligned, for the first time, by a rope strung along the "best" line of site for this location. Photo by Kevin Day.



Above: Southbound CP FP7A 4075 (GMDL 8-1952) is surrounded by excursionists during a photo stop at Venosta, Quebec on Sunday, October 3, 1971. A fare of \$11.50 attracted 300 persons in the five, deluxe, CPR-built, 2200-series coaches. The 4075 served Montreal MUCTC commuters and the Quebec Central before being scrapped in August 2009.

Below: Former Duluth South Shore and Atlantic RDC-1 9049 (Budd 8-1955) pauses at Quyon, Quebec on the return leg of another Waltham excursion on Sunday, March 11, 1973. Two months later it was chartered by Judy and Bill Linley for their wedding reception trip to Wakefield, Quebec. In 1998, the car was one of several sold for operation in Cuba.



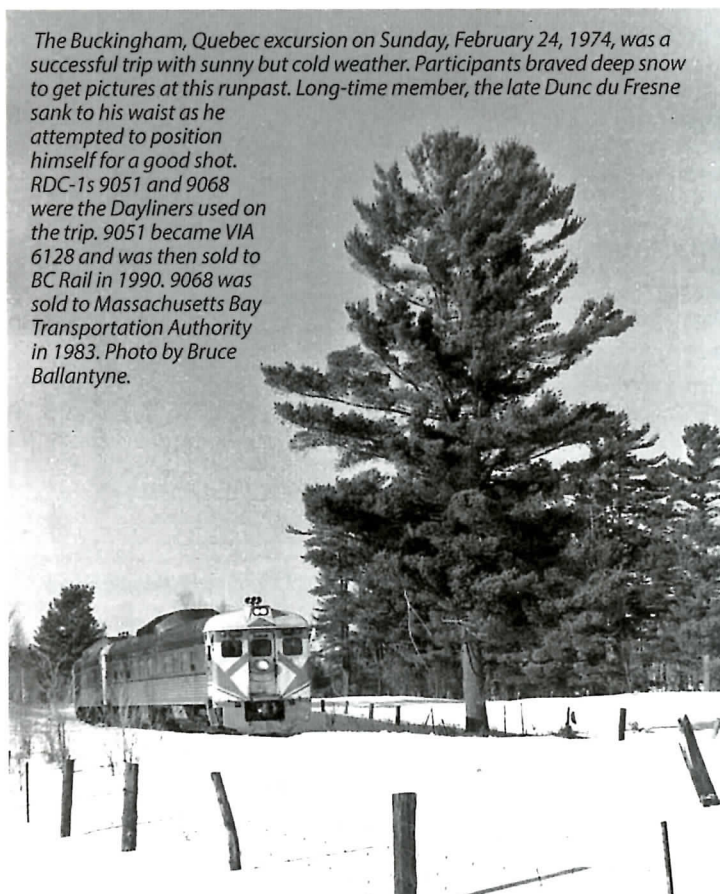


Above: A photo stop at Portage du Fort, Quebec was included on a Sunday, October 14, 1973 trip that ran to Pembroke, Ontario behind CN FPA-4 6767. This unit continues in operation on the Cuyahoga Valley excursion railway near Cleveland, Ohio.



Above: CP Rail's newest RDC (CC&F 6-1958) 9072 is seen at Mileage 24.5 of the Belleville Subdivision along the shores of Christie Lake, Ontario on its return trip from Kingston on Saturday, May 4, 1974. This was the 11th and final runpast of the day and Bruce Chapman allowed 18 minutes at 7:17 p.m. Bruce's trip schedule called for a 13-hour run beginning at 8:00 a.m. and commanded a \$19.50 fare.

The Buckingham, Quebec excursion on Sunday, February 24, 1974, was a successful trip with sunny but cold weather. Participants braved deep snow to get pictures at this runpast. Long-time member, the late Dunc du Fresne sank to his waist as he attempted to position himself for a good shot. RDC-1s 9051 and 9068 were the Dayliners used on the trip. 9051 became VIA 6128 and was then sold to BC Rail in 1990. 9068 was sold to Massachusetts Bay Transportation Authority in 1983. Photo by Bruce Ballantyne.



Above: During a runpast on Sunday, October 6, 1974, CN FP9A 6537 leads FPA-4 6778 across the lift bridge over the Rideau Canal at Smiths Falls. This trip ran from Ottawa Station over CN's former Canadian Northern at Smiths Falls Subdivision to Napanee following the route of the overnight Ottawa – Toronto passenger train. There were five coaches filled with passengers who paid a \$12 fare for the trip. A head-on collision at Ingersoll, Ontario destroyed the 6537 on August 10, 1982.

Below Left: CP Dayliner 9064 approaches the lightweight bridge over the Coulonge River at Davidson, Quebec on Sunday, May 1, 1975. In steam days, this bridge at Mileage 68.68, nine miles east of Waltham, could only be used by small, D4 class 4-6-0s. Later it was restricted to 660hp MLW switchers with a load of two cars at 10 mph. The 9064 became VIA 6139 and then served commuters in Dallas, Texas as DART 2009. It may serve again as it is now in Vermont with All Earth Rail.

Below Right: CP Rail 9067 displayed its rare, diagonally striped paint as it waited to board Bytown excursionists and other passengers on Train 172 in Mont Laurier on Sunday, June 13, 1976. Bob Meldrum spearheaded this trip which used an MC-7 coach chartered from Carleton Coach Lines to reach Mont Laurier from Ottawa and then for the return trip from Ste. Thérèse, where the rail excursion ended, back to Ottawa. The trip was most memorable as it drew considerable executive angst because it ran at a loss of \$30. Photo by Bob Meldrum.





Left: On Saturday, May 7, 1977, the Society held an early spring excursion to Maniwaki, Quebec as can be seen in this view with leaves not yet out on the trees. There was a clear view of the Gatineau River as a backdrop. The train is southbound approaching Alcove, Quebec with Highway 11 (now 105) in the background. The CP Rail 9050 is leading a second unidentified RDC-1. Alcove is about four miles north of Wakefield. 9050 became VIA 6137 and was sold to Industrial Rail Services in 2000. Photo by Bruce Ballantyne.

Middle Left: On Sunday, September 16, 1979, one of the last Thurso and Nation Valley (T&NVR) excursions, featured the usual consist: T&NVR 70-Tonner 11 (ex-CN No. 29), a CP gondola car, and the railway's caboose and superintendent's car 27. It was on this trip that the Society became the owner of car 27. The location is at a stream where the railway had converted a turntable into a bridge. Photo by Bruce Ballantyne.



Right: An unused ticket from The Calabogie/Eganville trip of October 6, 1968.

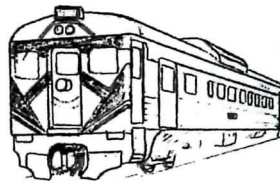
Bottom: A promotional flyer for the 1977 trip to Maniwaki.



Bytown Railway Society

SPRING EXCURSION to MANIWAKI

Saturday May 7, 1977



Join us for another leisurely ride by train and make this your first Spring outing. Our route is along CP Rail's Maniwaki Branch and includes such scenery as the Gatineau River, the Kazabazua sand flats and numerous lakes including picturesque Blue Sea Lake.

Our train will consist of self-propelled rail diesel cars (or Dayliners) as were used when regular scheduled passenger service was discontinued in the early sixties. The excursion will include several "runpasts" to give passengers the opportunity to view and photograph the train and the surrounding countryside.

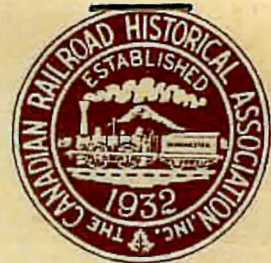
This may be your last chance to travel by train to Maniwaki on this picturesque line. It is understood that CP Rail will apply for permission to abandon the branch in the near future. For the scenery or for old times sake, don't miss it! Complete and mail the order form below.

Departure -Ottawa Station 8:30 AM EDT
Arrival -Ottawa Station 6:00 PM

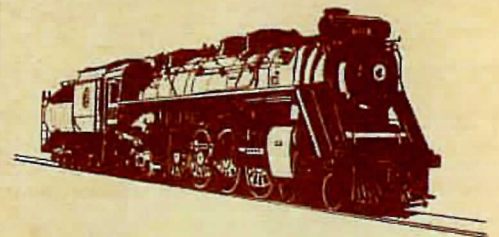
There will be no opportunities to eat at a restaurant in Maniwaki. However we have arranged for box lunches at \$2.00 ea. if ordered in advance. The lunches will consist of two sandwiches, an orange or apple and a beverage. Place your order when buying your tickets on the form below.

For passengers wishing to board in Hull the train will stop at Hull station. For passengers wishing to board at Chelsea the train will stop at the sight of the old Chelsea station. Stops will be made at the end of the trip at the same locations.

Order your tickets by mail by using the order form below. Then forward it with a cheque or money order to: The Bytown Railway Society, 93 O'Connor St., Ottawa Ont. K1P 5W8. OR Pick up your tickets at Hobbyland.



Box 22 · Stn. B · Montreal 2 · Quebec



*Calabogie
Eganville*

EXCURSION

Form 1 H 1924

**CANADIAN RAILROAD HISTORICAL
ASSOCIATION**

**GOOD FOR ONE PASSAGE
OF CLASS INDICATED**

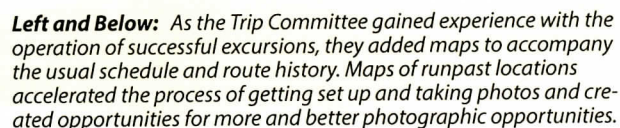
Form 1 H 1924

Ottawa
COACH

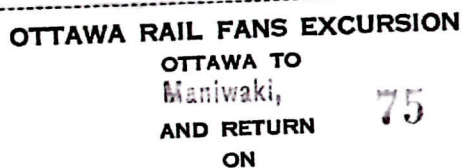
RETURN COUPON

HALF-FARE
IF PUNCHED

**GOOD ONLY ON
OCT 6 1968**



FARE: \$ 5.00
SURRENDER THIS PORTION ON RETURN TRIP.



Feb. 3, 1963
FARE: \$ 5.00
PLEASE RETAIN THIS PORTION.

Left: An unused ticket for the 1963 trip to Maniawaki.
Below: A listing of Bytown trips through the years.
Compiled by the author with the assistance of others.

TRIP	DATE	RAILWAY	DESTINATION	ROUTING	MOTIVE POWER	CARS	PRICE \$	PASSENGERS			
1	Sunday, February 03, 1963	CPR	Maniwaki	Carleton Place – Glen Tay – Bedell	9114-9057	2	5				
2	Sunday, June 23, 1963	CPR	Glen Tay		1414	6					
3	Saturday, August 31, 1963	CN	Brent		6167-65XX	4					
4	Sunday, May 24, 1964	CN	Whitney		6779	5					
5	Saturday, October 30, 1965	CPR	Brockville	Carleton Place – Brockville – Carleton Place	8572	1	12	74			
6	Sunday, April 24, 1966	CPR	Waltham	9113-9058	1						
7	Sunday, October 16, 1966	CPR	Maniwaki	9105	1						
8	Sunday, October 06, 1968	CP Rail	Calabogie – Eganville	Eganville then Calabogie	9051				1		
9	Saturday, June 28, 1969	T&NVR	Mileage 56	Bedell – Brockville – Carleton Place	8 (44 ton)	3 CP Gondola 341186	5	160			
10	Sunday, October 05, 1969	CP Rail	Maniwaki		9105-9071-9056	3	9.50				
11	Sunday, September 20, 1970	CP Rail	Brockville		4069	2283-2247-2271	184				
12	Saturday, October 17, 1970	T&NVR	Mileage 56		11 (70 ton)	15 (including 12 logging cars)	94				
13	Saturday, May 29, 1971	??	CRHA Delson	CN No. 30 and No. 37 then Bus to Montréal - St. Constant							
14	Sunday, October 03, 1971	CP Rail	Maniwaki		4075	2248-2257-2272-2278-2284	11.50	300			
15	Saturday, September 11, 1971	T&NVR	Mileage 56		9 (44 ton)	3	4	46			
16	Sunday, October 15, 1972	CN	Barry's Bay		6761	5522-5582-5645-5474-5594	370				
17	Sunday, March 11, 1973	CP Rail	Waltham		9049	1	9.50	80			
18	Sunday, October 14, 1973	CN	Pembroke	6767	4	19.50		180			
19	Sunday, February 24, 1974	CP Rail	Buckingham	9051-9068	2						
20	Saturday, May 04, 1974	CP Rail	Kingston	Carleton Place – Kingston – Bedell	9072	1					
21	Sunday, October 06, 1974	CN	Napanee		6537-6778	5	12				
22	Thursday, May 01, 1975	CP Rail	Waltham		9064	1					
23	Sunday, June 13, 1976	CP Rail	Mont Laurier-St. Thérèse		9067	1					
24	Saturday, May 07, 1977	CP Rail	Maniwaki		9050		15				
25	Sunday, September 16, 1979	T&NVR	Mileage 56	Train 43 returning Train 44	11	4	4	68			
26	Sunday, September 14, 1980	T&NVR	Mileage 56		11	8 (including 5 logging cars)		75			
27	Sunday, September 13, 1981	T&NVR	Mileage 56					?		10	100
28	Sunday, November 27, 1983	VIA Rail	Brockville								