



PRESIDENT'S REPORT

I am elated to finally say that the Battle River Railway is up and running. There were times, I must admit, that this moment seemed elusive, but we persisted and endured and we did make it.

Suffice it to say that it would appear that a healthy sense of humour is a tremendous asset in the administration of a short line. It has been somewhat of a challenge as we iron out the wrinkles in our relationships with CN and our regulators - the provincial government.

BRR received its Permanent Operating Authority from Alberta Transportation on November 10, 2010. CN delivered our locomotive, BRR 5353, purchased from CN, to Camrose on December 2. The first run of 50 cars finally arrived in Camrose on December 9. BRR lifted them on Saturday morning, December 11 and they were spotted at the six sidings along the line. Note the rail "roadese" that one learns through this process! The picture above shows the ribbon cutting on Dec. 14 before the locomotive set off to pull the loaded cars back to Camrose.

Our capable crew consisting of engineman Harvey Skaar, a 36 year CN veteran and conductor Ken Dumont, a long time CN veteran also, set off for Kiron under the capable direction of a pilot from Progressive Rail. BRR is required to employ a pilot for at least 3 train runs to observe, coach and certify our crew. Once certified, our crew will have the authority to operate the trains on its own.

Board members Dennis Freadrich and I, and shareholder Jerry Weller took an intensive 2-week railroad rules course in St. Albert in early November. We came away with a certified rules card and a much better appreciation of railway operations. Dennis Freadrich will act as Train Master for BRR, I will act as general manager and Jerry will act as a training brakeman/conductor.

We are up and running, but please be patient with us because the learning curve is still steep. In the wise words of Train Master Freadrich, "We will learn to do this properly and we will have fun doing it." Happy railroading, everyone.

Ken Eshpeter, President

INTRODUCING OUR MANAGER

Battle River Railway is happy to introduce Rob McDonald as our new Grain Marketing Manager. Many of our members will remember Rob from his time with Bashaw Processors. He brings a wealth of grain marketing experience to BRR

that is sure to bring value to our members.

Rob's office is located in the elevator in Forestburg. You can reach him at the office: 780-582-2493 or on his cell 780-678-0212.



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Cell 780-678-0212
rob@battleriverrailway.ca

BATTLE RIVER RAILWAY

CUSTOM RAILCAR LOADING

Need some help on car loading day?

Rob Applegate & Scott Peacock are now loading cars in Alliance, and Jason Megli in Kelsey.

Rob
780-879-3983
Scott
780-385-1379
Jason
780-878-4253

ADVANCE NOTICE

Battle River Railway ANNUAL MEETING will be held in early April, 2011.

RAILWAY PERSONNEL TRAINED

It is a very exciting time at Battle River Railway. Right after harvest six individuals enrolled in a two-week railroad rules course in St. Albert. Four were local --Harvey Skaar, our locomotive engineer; Jerry Weller; Ken Eshpeter; and Dennis Freadrich. There were two other participants, Gordon from Camrose, and Ken Dumont from Edmonton.

Ken Dumont has several years experience as a CN conductor, many of which were on our line. His expertise will definitely be an asset. Harvey's 34 years as a

locomotive engineer for CN and VIA rail is truly a gift to us all. To have him living locally in Forestburg, and enthusiastic about our project, is very fortunate in getting our short line up and running.

This two-week course was specifically set up by CN to meet BRR's needs. It was quite exciting to spend two weeks thinking railroad, and spending time with the new people that we will be working with. I feel we have a great working relationship and have a great chance of success. We studied the CN Operating Manual

Dennis Freadrich

and learned the rules and procedures for the safe and successful operation of a railway.

All the participants completed the course successfully and now have certified rules cards to begin the training process for brakeman/conductor. Harvey has also renewed his **Locomotive Engineer Certificate**. Certification is for three years and after that it will have to be renewed.

This course is just one of the many necessary steps along the way to BRR being a fully operational short line railroad.

LOCOMOTIVE SHED UNDER CONSTRUCTION

John Oberg

To enhance the longevity of our locomotive (model SD40, number 5353), it needs to be kept warm in the cold months of the year. Plus the traction drive planetaries like warmer weather. Consequently BRR needed to have a locomotive shed built.

Forestburg was selected as the site as there is a third track, and power and gas are easily accessible from the elevator.

The building will measure 28' W by 80' L and 20' H with overhead doors at both ends, offset. This will give us room for two

locomotives in the future.

At present the building will store our SD40 and our high rail truck.

Construction is metal inside and out with R40 insulation and radiant heat. The approximate cost will be \$80,000. Work is already underway on this project.

RAILWAY MAINTENANCE

Reg Enright

For local farmers railway maintenance is a whole new ballgame. We have been extremely fortunate to hire John Sveahun as our maintenance supervisor. John has worked in railway maintenance for more than 30 years, with over 20 specifically on our Alliance line. Mention

any mile of our track and John knows where it is at and what it's like. When John needs help he calls on Rennie Chartrand to lend a hand, who also has 30 plus years experience. Together they have already cleaned all the mud rails at every crossing and performed

other tasks such as replacing joint bolts and oiling switches. A few ties and crossing planks have been installed. A more aggressive crossing maintenance program will be pursued in the spring. Overall the track is in good condition and is probably the best short line in Western Canada.