

THE MARKER

THE OFFICIAL NEWSLETTER OF THE ALBERTA PIONEER RAILWAY ASSOCIATION
VOLUME 25, NUMBER 3

CP 5000

THE LATEST ADDITION TO THE COLLECTION

by *Dave Stokes*

The newest addition to the APRA collection is ex-CP GP30 #5000. This locomotive is of historical interest in that it is one of only two Canadian-built GP30s, and the only one still residing in Canada.

It was one of two GP30s built in 1963 as part of the GMD trade-in programme, and was originally numbered 8200. Its sister locomotive was 8201.



In the early sixties both GMD and MLW experienced a major drop in production demands once the total dieselisation by CN and CP was complete. To generate business the two manufacturers offered to accept trade-ins of "first generation" locomotives from railroads, and rebuilt them to upgraded "second generation" diesel specifications - usually meaning better electrical systems and higher horsepower per axle.

CP decided to take advantage of the trade-in offer by sending three locomotives which had been badly damaged in an accident in Ontario in early 1962. The locomotives in question were RS10 #8474, which was sent to MLW and rebuilt into C-424 #8300, F9B #1902 and F7B #1910, both of which went to GMD to reappear as GP30s. Reference sources differ as to which unit was used for which new locomotive, but Murray Dean and David Hanna, in their book "Canadian Pacific Diesel Locomotives", have #8200

(later to become #5000) coming from the F9B and #8201 (later to become #5001) coming from the components of the F7B. "Canadian Trackside Guide 1991" has the opposite opinion.

The new locomotives appeared in March 1963 and were assigned to transcontinental freights. The livery was the well-known CP tuscan red and grey, and carried the new CP script lettering - the first locomotives to carry script. The unit number on the cab was below the yellow stripe, in yellow.

The GP30 was GMs first really successful second-generation diesel from the point of view of sales. It had 2,250hp, 2-cycle 16 cylinder 645 engine, and was turbocharged - GM's first turbocharged diesel in Canada. It had been designed to look less box-like, with a rounded roof line over the cab windows and a rounded nose on the short hood. It had sold well in the US following its introduction in 1961 as the railroads there began replacing their first-generation power, but when CP ordered its units a couple of years later, the GP30 was already being phased out in favour of the 2,500hp GP35.

A power shortage in mid-1963 meant CP required more locomotives, and returned to GMD because of positive results of the

couple of months of use of the GP30s. By this time, however, the GP30 was no longer available, and the order was placed for the GP35 model. Twelve GP35s were ordered initially, and were delivered in 1964. Their road numbers followed on from the two

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HISTORY OF THE GP30 LOCOMOTIVE

source: Wikipedia website

GP30s. 10 more GP35s were ordered in late 1964 - utilising the trade-in policy once again - and when these units were delivered in June 1965, #8200 and #8001 were re-numbered to 5000 and 5001, and the 12 earlier GP35s renumbered to 5002 through 5013, with the new GP35s arriving numbered 5014 through 5023. At renumbering, the cab side number appeared above the yellow stripe, in tuscan red.

From its as-delivered livery in script, CP5000 under went its first change in livery in the early 1970s to the large multimark, and in the late 70s to the small multimark. By 1988 it was in its final paint scheme: CP red with white lettering and no multimark - as it is currently.

CP5000 saw all parts of central and western Canada in its active life, being used initially on Montreal - Calgary freights. Photographs in the 60s and 70s show it spent a considerable part

The EMD GP30 was a 2,250 hp (1,680 kW) four-axle B-B diesel locomotive built by General Motors' Electro-Motive Division of La Grange, Illinois between July, 1961 and November, 1963. 948 examples were built for railroads in the United States and Canada (2 only), including 40 cabless B units for the Union Pacific Railroad.

It was the first so-called "second generation" EMD diesel locomotive, and was produced in response to increased competition by a new entrant, General Electric's U25B, which was released roughly at the same time as the GP30. The GP30 is eas-



of its early days in Quebec and around Toronto, but the 80s saw it stationed more often out west in Alberta and BC. In the late 80s it was on the Esquimalt & Nanaimo Railway, before returning to Calgary in the mid-90s. The 1991 Trackside Guide shows Coquitlam as its servicing point, and it appeared at South Edmonton quite often in the 1994/95. It languished at Alyth yards in Calgary in the late 90s before being deemed "surplus to requirements" and retired, along with 5001, in 1998.

CP5001 was bought by Broadway Motors in Chicago, sold on, and is now working on a shortline in Fremont, New England - in a bright blue paint scheme.

CP5000 was bought from CP in 1999 by the Canadian Rockies Railroad Museum Foundation with the idea of restoring the locomotive cosmetically and displaying it in Edmonton. This did not materialise, however, and it was stored at Roma Junction until 2006, when it was returned to Edmonton and put under the protective wing of APRA. The years in the open at Roma did nothing for its appearance, but there are hopes that with some tender loving care this locomotive will run again, and be repainted to its as-built paint scheme as CP8200. It would be a fitting tribute to the only remaining Canadian-built GP30 in Canada.

ily recognizable due to its high profile and stepped cab roof, unique among American locomotives. A number are still in service today in original or rebuilt form.

The GP30 was conceived out of the necessity of matching new competitor GE's U25B. The U25B offered 2,500 hp (1,900 kW) while EMD's GP20 and its 567D2 prime mover was only rated at 2,000 hp (1,500 kW). It also featured a sealed, airtight long hood with a single inertial air intake for electrical cooling, with a pressurised cooling system which kept dust out of the engine and equipment area. Finally, the entire design was optimized for ease of access and maintenance. The U25B demonstrators were receiving much praise-and orders-from the railroads that tested them. Meanwhile, ALCO had been producing the 2,400 hp (1,800 kW) RS-27 since 1959, though it had not sold well.

EMD's engine department managed to get an extra 250 horsepower (186 kW) out of the V16 EMD 567-series engine; the new engine was designated the EMD 567D3. 2,250 hp (1,680 kW) wasn't quite equivalent to the GE and ALCO offerings, but EMD hoped the railroads' familiarity with EMD equipment would improve their chances. The locomotive in which it would be fitted was improved along the lines of the U25B; sealed long hood, central air intake, and engineered for easier maintenance access. The frame and trucks of the GP20 were carried across; the extra equipment for the central-

OBITUARIES

ized air system required more space behind the cab, and since the locomotive was not going to be lengthened, extra space was achieved vertically by raising the height of the locomotive, giving room for the central air system, turbocharger and electrical cabinet all behind the cab. This extra height behind the cab meant that the body style used for previous GP units was not suitable.

Since EMD needed the new locomotive to be visibly modern and updated, they turned to the GM Automotive Styling Center at Troy, Michigan for help. The automobile stylists created the GP30's trademark "hump" and cab roof profile. The hump-like bulge started at the front of the cab and enveloped the air intakes for the central air system and the dynamic brake blister. Units ordered without dynamic brakes were the same shape, but lacked the intakes to cool the dynamic brake resistor grids.

For the first time on an EMD hood unit, a low short hood was the default. A high short hood could be ordered, but only holdouts Norfolk and Western Railway and Southern Railway received such units. EMD originally planned to name the locomotive the GP22, and the first demonstrators were put out under that number, but EMD's marketing department decided to leapfrog GE's numbering to make the new locomotive seem more advanced. Marketing literature claimed 30 distinct improvements from the GP20 and that this was the reason for the number.

The GP30 successfully countered the GE threat and kept EMD in the dominant position in the North American diesel market. While losing a little power to the GE and ALCO competition, the solidity and reliability of the GP30—and the familiarity of railroad mechanical departments with EMD products—ultimately won many more orders for EMD. 948 were sold, in comparison to 478 U25Bs. In addition, the GP30 was only sold until the end of 1963, while the U25B was available until 1966.



Model Railroader 2002 illustration of the original paint scheme for CP's GP30s

Tidbit:

1929, August 26 - Hauling the second section of the "International Limited" between Montreal and Toronto, Canadian National Railways places in service the first road diesel-electric passenger locomotive. This locomotive, no. 9000, consisted of two units, weighing a total of 335 tons.

We extend our sympathy to Terry Wolfe on the loss of his mother. For the funeral, Terry and Judy went to Ontario, where Terry's mother lived.

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Jim Pitts was a great supporter of the APRA:

PITTS, James O. (1927 - 2006) Our beloved father and husband, Jim Pitts, passed away peacefully and at home on Wednesday August 9th.

Jim is survived by his wife Shirley of 45 years, his two sons Tom (Simone) of London, England and John of Edmonton, his grandson Emilian, and his sister Christine of New York.

Jim was a well known and respected man in the business circles of Alberta having held various executive positions within the railway industry, including being the last General Manager and CEO of the Northern Alberta Railways. Jim was a past Board member of Alberta Chamber of Mines and Resources, the United Way, Fort Edmonton Park, and a Director of the Calgary Stampede. He was an active Rotarian, Mason, and member of the Alberta Chamber of Commerce.

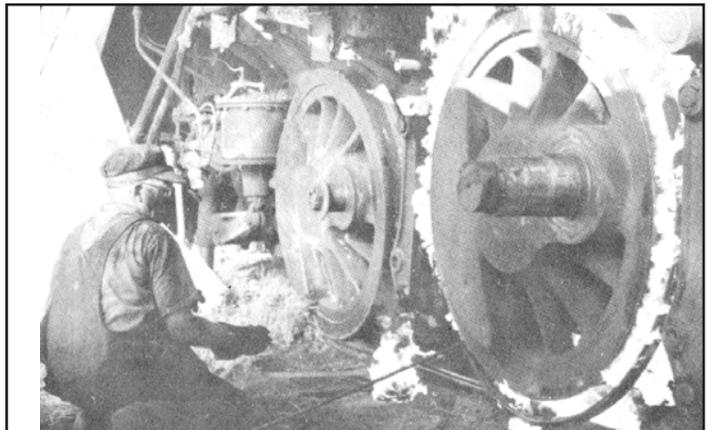
Jim loved his working life, and was a Director of Canac International retiring in 2001 - he then maintained a seat on the Edmonton Court of Revision until his illness began three years ago. A true man of character and intelligence and devoted to his family, Jim embodied what it meant to be a man of the community. He will be missed by all.

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We were very sad to learn of the passing of Harold Maw, a founding director and life member of the Association.

Harold was a dedicated participant in many projects: relocation of 1392 from the Exhibition Grounds, replacing the tires on xCPR 6947 at Bienfait, SK before it was transferred to the museum, and laying track, repairing and operating machines on the grounds and generally being the site manager for years.

His obituary said that "Harold's great passions were tractors, trains and ice cream"

We will miss him.



Changing tires on 6947 before movement from Bienfait, Saskatchewan

A TELEGRAPH MESSENGERS WOES

by Hubert G. Puffer

In today's world we take it for granted that we can easily send the written word half way around the world with the touch of a few buttons by Fax or e-mail. However I am lucky enough to remember the days when each and every written message had to be sent by mail or telegram. The telephone was very fast and direct, but few homes had one. The telegraph was the quickest and most reliable mode of transmitting written messages.

The telegraph was a useful tool in many ways. It was a powerful communication device in the world of business and people's lives. It was common for business wires to be many pages in length. Everything from routine directives and business policy to large orders of materials and equipment were relayed across the country. The telegraph companies charged the customer for every number and word.

Similarly, telegraphs served families and friends divided by distance. The halting, disjointed messages brought joy and sorrow in a very efficient fashion. It was common to send happy messages announcing new arrivals of babies, notes celebrating anniversaries and also tragic announcements of deaths. Telephones were not available in many homes and mail service took many days. People relied heavily on telegraphs.

Telegraph companies required carriers or messengers to take the messages, and deliver them to the recipients. Telegrams were often referred to as 'wires' because of the hundreds of miles of wire that transmitted them. The Canadian Pacific and Canadian National Railways operated the telegraph systems in Canada and every mile of railroad track had its companion telegraph lines.

Every railway Station Master was responsible for tickets, baggage and freight and one of his most important tasks was to send and receive telegrams. In the early days he had to be a telegrapher, proficient in the Morse code. I was always fascinated when I entered railway stations in small towns and listened to the continuous buzzing and clicking of the telegraph, beating out messages for all the little hamlets, villages and towns along the rail line. The telegraph operators sent Morse code using a telegraph key. The 'key' was a little bar with electrical contacts on it and operated on electrical impulses. It was about the size of a modern telephone. No matter what the agent was doing, he always had his ear tuned to the constant da-di-di-da-di-da of the receiver. The dot-dash code was embossed or punched on a strip of paper that could be translated and then typed for the customer.

In 1949, when I was seventeen years of age, I became a part of the telegraph business as a telegraph messenger. I worked for Canadian Pacific Telegraphs and later with Canadian National Telegraphs in Edmonton. In addition to attending High School full time, I worked from 6:00pm to 2:00am Friday and Saturday nights. This job started in the fall and I continued until the next spring. I knew that this was not going to be easy. Winter was coming and the telegrams had to be delivered by bicycle regardless of weather. Although I was warned about all the hazards, I was determined to carry on and show the world that I was tough enough to cope with whatever happened. I wanted to prove this point so that no one could tell me that 'I couldn't take it'.

There were times when it was so cold that you had to stop talking before you could tell who you were talking to.

Edmonton had a population of approximately 150,000 people in the 1940's and only forty percent of the homes had telephones. The area of the city was smaller than it is today. For purposes of quick calculation, ten city blocks equaled one mile. The city was bordered on the west by the town of West Jasper Place, a distance of four miles from downtown, and on the east by the town of Beverly, at least five miles. The town of Calder on the north side had become a part of Edmonton by this time but it was still five or six miles from downtown Edmonton to this sprawling little community. Canadian National Telegraphs and Canadian Pacific served these communities well. The telegraph companies divided the city into zones that dictated the rate of pay per delivery. The rates paid to messengers varied from 5c to \$2 for each telegram.

There were several types of telegrams: DM (Day Message - 10 words or less), NM (Night Message, 10 words or less), NL (Night Letter, 10 to 50 words), Black or Rush (A Full Service Telegram), Death Message, (Handle with great care) and Singing Telegram, (Birthdays, Festive Occasions, etc.).

It was necessary that each and every messenger wear a uniform. This uniform was quite distinctive. We were easily identified on the street and our presence at the doorways of homes and businesses usually roused special interest and often some apprehension. The messengers were always bearers of special news and information, sometimes good but often very tragic. Personal wires were often disturbing and the sight of our uniform struck fear into many people. The Canadian National messengers wore a black tunic, breeches, a beaked cap and black leather leggings. The Canadian Pacific messengers wore a royal blue tunic and a similar cap and leggings. The messengers hated wearing these duds but this was the 'law'. We often thought that we looked like Gestapo officers from the Third Reich. What a sight!

The messengers got along well and often pulled stunts on each other. We always had to be careful when mounting our bikes because we sometimes smeared shoe polish on the seats or the handlebar grips. Other times we would find the nuts on the axles of the bike wheels were loosened, or the height of the seat changed or the bolts loosened.

One of my buddies was a kid named Bob Shaw. He was a short, well-built kid compared to me who was tall and skinny. Bob and I worked together for most of the winter and after we left this job I didn't see or hear of him again for over thirty years. When we met again, neither of us recognized each other from the telegraph messenger days. Thirty years must have changed us and it was only by chance that we discovered our old relationship. We now see each other often and enjoy reminiscing about our experiences as messengers. What a nice discovery!

The winter of 1949-50 turned out to be one of the coldest on record and there was plenty of snow. Weather was no barrier to a telegraph boy. The wires were delivered in spite of snow, ice, sleet, wind, rain, mud, heat or cold. The only means of transportation available to the messengers was our bicycles that were owned by the messengers. Most of the bikes were heavy, rugged, 3 speed CCM's. 10-speed bicycles were just coming into Canada. Some fellows rode Raleigh English bikes and others had American Schwinn Balloon tire bikes. Most of us took pride in our bikes and maintained them carefully because they were

important in our business. It was a popular fad to remove the normal handlebars and replace them with a wide 'Texas horn special'. Our bikes were cold contraptions to ride but we were thankful to have them in spite of their cold seats and cold handlebars. I often thought that a horse would have been more practical and would have provided a warmer ride.

In the forties, street-cleaning equipment was scarce and the streets were not cleaned very often. Icy ruts and deep snow made bicycle travel difficult and passing vehicles made things dangerous. Street lighting was provided by regular light bulbs and visibility was poor. In the 1940's there were no mercury vapor streetlights.

The messengers were very strong and skilled cyclists and there were few serious accidents. The most dreaded hazard was the occasional dangerous driver who tried to scare the riders by seeing how close they could brush by our bikes without hitting us. This was very dangerous and there wasn't a month that would go by when a messenger wasn't sent sprawling on the paved or gravelled road. This was our greatest fear. In the forties, cars angle parked on Jasper Avenue and the drivers often backed out without looking. Other drivers opened their doors into our paths without looking and I had the misfortune of tearing the door off a 1946 Ford sedan. I was knocked senseless for a few minutes and there was lots of blood around because I had some cuts from broken glass. After a little 'patch job' at the office, I continued work on a borrowed bike. I had completely demolished the front wheel of my bike in this accident. When there were lots of puddles of water, we used to come back to the office absolutely soaked with mud and water to the point where we all looked the same.

As the hours wore on there was less traffic but our job continued. It seemed that the only people on the streets were the 'beat cops', 'ladies of the night', the occasional fire truck or ambulance, the odd drunk, and the telegraph messengers. Friday nights and Saturday nights were the best times for people to celebrate, and telegrams containing good wishes helped to make the evenings complete. Most of the parties appeared to be lots of fun and I fondly recall often adding to the fun by doing a little 'singing telegram'. Some of us were well prepared to sing 'happy birthday' or some other 'ditty' that would suit the occasion. I was usually rewarded with a special treat, a tasty snack, or a generous tip.

Not all parties were happy occasions. Occasionally I had to deliver messages to places where everyone was absolutely hammered from too much booze and I didn't know whether I'd get away without being mauled or punched. Such was the job and I learned to take all events in stride.

The long rides across the city were usually lonely and there were times when the warmth and cheerfulness of homes was very enticing. I also knew the location of every coffee shop in Edmonton. They were important when I had to get warm and needed a snack.

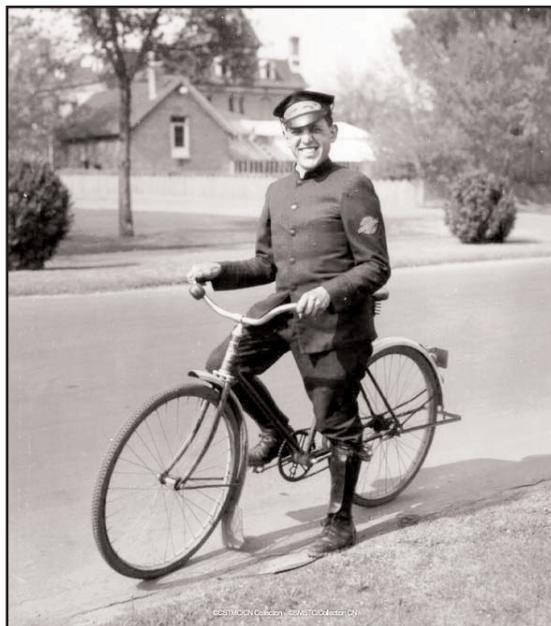
Death wires were always depressing for the dispatchers and messengers. They were clearly marked as high priority and we were aware of the nature of the messages. The most despairing and shocking news had to be delivered personally. These messages could not be relayed by telephone before they were delivered. This was company policy. The trauma and despair must be shared at the doorway of the recipient. It was my job when delivering these sad messages to show as much compassion as possible and to provide comfort to the bereaved. They often wept in my arms when they were overcome by grief. Sometimes we made telephone calls for them and often waited until a neighbor or relative came to help. We were instructed to be sure that they were all right before leaving. This was not much fun in the middle of the night but there was always the satisfaction of being of service at very difficult times.

Desperate cold, long distances and very little traffic in the middle of the night made bicycle travel risky. These elements nearly cost me my life while delivering a death wire to a lady on the edge of North Edmonton. It was a tough struggle to make my way in minus thirty-degree weather from a warm office building in downtown Edmonton to my destination. It

seemed like I was in the country after I left the Fort Road. The address was near the horse stockyards a distance of over six miles from the office. After groping around in the dark I finally found the modest little house. I rapped repeatedly on the door and was greeted by a bewildered, half-awake, frightened old lady. She asked me to read the wire because she didn't have her glasses. Although I was trembling from the bitter cold, I opened the envelope, pulled out the message and with a halting voice read to her, "Dear Mom, Sorry Rob was killed in accident tonight. Please call. Love, Barb and Len." Her grief was almost too much for her to bear! After comforting this lady who was in great despair, I helped her make a phone call to friends nearby and broke the tragic news to them.

It was now 2:00am. I then went back out into the cold to start my desperate trip home, a distance of over eight miles. In spite of the bone-chilling cold, that lady's great sadness and loneliness kept haunting me and kept my mind off my own problems for the first few blocks of my trip home.

I had traveled only a few blocks when disaster struck. My bike had crumbled and I fell to the snow-covered pavement. The



Messenger George Bruce
Winnipeg, Manitoba, 1946
CSTM/CN Collection

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MUSEUM HAPPENINGS



Body & paint work on 6514, the Algoma Central Locomotive. Bodies involved in this project: Don Weymouth, Steven Begg (Don's grandson) and Ted Van Gunst. It is wonderful to have a cross generation team, mixing enthusiasm and experience.



Don & Steven



Canada Day

Conductor Ken Jones punches tickets and chats with the passengers



Our friendly summer staff:
Megan & Terri-Lynne

TOURS & OTHER HAPPENINGS



Ernie Townend gives the low-down on the Rules Instruction Car



The gang from Redwater Summer Programs in front of NAR 73



Ted Van Gunst rockets 9000 past the restored speeder sheds



Our newest member, Evan Jones, son of Ken and Valerie Jones, enjoys his first train ride!



The birthday party car
Interior view (above right); The car in action (above left)

frame of the bike had broken in two pieces as a result of the thirty-below cold. I was in big trouble! What should I do? Would someone come along? The passing minutes were crucial. Hypothermia was beginning to set in. There were no coffee shops or other businesses open at that ungodly hour and there were no houses in sight. While I was pondering my next step in survival, miraculously a truck came along. The driver saw my dilemma, stopped and got out. I was barely able to tell him that I lived on 125th street in the west-end of the city. With that he threw the two-piece, wrecked bicycle on the back of the truck and helped me to get in. What a miracle! I thought he was a Saint when he told me that he would take me home no matter how far it was. Things were grim, but he saved me from the real possibilities of perishing on the street. I'll never forget his great kindness that night.

Peddling telegrams was pleasant and rewarding when the weather was warm and the streets were good but it could also be a pretty miserable and risky job when the snow was deep and temperatures dropped significantly. However this experience taught me how to cope with hardship, to be tough, resourceful and tenacious. The money that I saved went toward paying for my first year of University.

The days of the bicycle telegraph messenger ended before 1950. After that, messengers drove cars to deliver the wires. Although this was the end of an era, it was satisfying to have been part of it. Who would have known that some day, millions of people around the world would be able to communicate instantly by e-mail, fax and telephone without leaving the comfort of our homes?

Thanks to Dave Stokes for forwarding on Hubert's article. More to come in the next edition of the Marker.



Bill Harmon working as station agent / telegraph operator at the museum

Photo courtesy Edmonton Journal

PARTY PACKAGE – INCLUDES:

- .. Guided tour of museum and grounds
- .. Can be adapted for special interests
- .. Picnic and/or private eating facilities
- .. Private facility \$ 20.00 for self clean, \$ 30.00 for staff clean
- .. Maximum seating approximately 24 adults
- .. Removable decorations permitted
- .. Speeder rides available upon request, weather permitting
- .. Cost is \$1.00 per person up to \$ 20.00 max.
- .. Tour Package (colouring book, stickers, etc...) for children - free

HAVING A BIRTHDAY? CHECK OUT THE BIRTHDAY PARTY CAR

The museum now has a Kid's Car for birthday parties. It has been set up in a former work car, NAR 17050 which was a two-man bunk car donated to us by RaiLink Railway.

The car was completely renovated inside, a new floor was installed, folding tables were made and attached to the walls, and a "Snakes and Ladders" type game was painted on one wall. The car is brightly painted in blue, green, yellow, and red. There is a blackboard on one wall where kids can write their names or play games.

The initial plan was set up last year. Hans and Sharon did the interior renovation and the summer staff painted it.

This year, the job was finished. Stools were purchased and 2 adult chairs and a drop-leaf table were put into the car. Dave Zym installed overhead lights and the car is ready for use.

REQUIRED INFORMATION WHEN BOOKING A TOUR AT THE MUSEUM

SCHOOL TOURS:

- Will the students need a break for a snack?
- If so, before, after, or during the tour?
- Will you be having lunch with us? Do you need indoor eating facilities? Will you eat before or after the tour?
- Are there any curriculum tie-ins to be addressed?
- Are there any allergies or health concerns that we should know about the students?
- Does the teacher have an alternate rain plan to use up the time that would be spent outside?
- Would you like to purchase speeder rides when weather permits?

PARTY TOURS:

- Do you want the indoor facility?
- Will you be eating? If so, before or after the tour?
- Do you want to decorate the room?
- Will you be arriving early to set up? What time?
- Will you be cleaning, or will the staff clean up?
- What are the ages that the tour will be geared toward?
- Do you want to pay for speeder rides or train rides when applicable?
- Do you want tour packages for the party? How many?

ALBERTA RAILWAY MUSEUM TOUR PACKAGES

- Standard admission prices apply, Cash, VISA, Master Card, Interac
- The museum is an industrial site so we require a minimum of one adult supervisor per 4 children.

STANDARD TOUR – INCLUDES:

- .. Guided tour of museum and grounds
- .. Picnic and/or indoor eating facilities
- .. Speeder rides available upon request, weather permitting
- .. Cost is \$1.00 per person up to \$ 20.00 max.
- .. Tour package (colouring book, stickers, etc...) for children

SCHOOL TOUR – INCLUDES:

- .. Guided tour of museum and grounds
- .. Can be adapted to suit various curriculum areas
- .. Picnic and/or indoor eating facilities
- .. Speeder rides available upon request, weather permitting
- .. Cost is \$1.00 per person up to \$ 20.00 max.
- .. Tour package (coloring book, stickers, etc...) for children - free

ARCHIVES UPDATE

by *Ernie Townend*

On a dark and stormy night.....umm no.

In a moment of blindness I volunteered to help utilize the new software, InMagic, that the Association purchased to record or catalogue the archival material that is housed at the City of Edmonton Archives. I visualized entering data with my 'keyboard skills' and in due time there would be a searchable database of railway information that would make your head swim. After all, the late Steve Ondic assisted by Hans Huizinga and Derek Sim had very well established the archives. The early history of the archives is impressive.

So, I started helping Hans entering the records of maps and plans and we soon developed a large record using the numbering scheme designed to identify the various types of material. There are four main classes as follows: Class one is published material; Class two, maps and plans; Class three, visual images and Class four, libraries. The classes have sub - classes totaling twenty-one.

My blindness was gradually being cured and it looks like three lifetimes of work will be needed to catalogue all this data. With the maps and plans data entered I only had to look up from my desk to see the next project, preserve the Vince Coley collection of photos. There must be close to three thousand photos, so after a short course from the archivists on staff, I ordered the material needed and began putting the photos in sleeves. This job is about half done. The priority then shifted to the John Rechner Memorial Library.

Enter Cea Embers and Shauna Mireau. Cea designed the software to record books in library format, and Shauna fixed the software so that we could search the data and sort the records, which we had not been able to do with InMagic from the beginning. Hans and I began cataloguing the "rail fan" books, as we call the many non-technical books, to form the John Rechner Memorial Library. We had about a hundred books catalogued when Wanita White was hired to build the rest of the library. Wanita was a great addition to our summer staff and the library grew to about five hundred books.

It was around this time when George Faulder came to see us about his library of both rail fan and technical books. He had a great number of both types and willingly added the rail fan books to the John Rechner Library. For the technical books we created the George Faulder Library of Railway Technical books. They will be accessible in the same manner as the rail fan books once we complete the cataloguing.

Wanita not only helped with the library, but helped us make decisions on what needs to be done with other materials in the archives, including magazines, periodicals, boxes of train orders from the steam era and the CN donations. Many duplicates have been culled, which will help immensely as we prepare to relocate the archives to the Provincial Archives of Alberta.

The visual images in the archives, movies, slides and photographs are huge. The donation from Steve Ondic's estate is some four-

teen thousand slides. Another donation from C. W. Tookey consists of seventeen Kodak carousels of slides. These are in addition to the previously mentioned Coley collection.

So, the development of the archives will continue in our new location, perhaps in September, as we catalogue the items currently in the archives and add the new donations as they arrive.

Editor's note: The APRA archives are located at both the Edmonton and Provincial Archives, After discussions with the archivists at both institutions, it was decided it would be best to have all the archives located at the Provincial Archives of Alberta, located at Roper Road & 85 Street on the south side of Edmonton. The Provincial Archives are well worth a visit if you have never been.

Unfortunately we do not have a photo of our loyal archivists - I hope to include one next issue.

****News Flash August 1st, 1926****

Circus elephants being unloaded at the Edmonton CPR station broke away from their handlers and went wandering in downtown Edmonton, continuing west through quiet neighbourhoods for several hours before being recaptured. No casualties were reported outside of Mrs Edna Morris's prized vegetables slated for the local fair and market.

The Word from the Editor:

Thanks for the articles; please keep them coming! Photos are most welcome, both film and digital. If you have any photos of activities at the museum I would be pleased to include them in the Marker.

I welcome your comments on the Marker. Putting the Marker together is an enjoyable project, but makes me appreciate the efforts of my predecessors. Thanks go out to Dave Stokes and Tim Dixon for their fine work in the past few years.

My intention is to publish every other month, time and articles permitting.

Coming in the next issue:

More museum photos Green and White flags Tidbits

Another story from Hubert Puffer Whatever else comes my way

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PRESIDENT'S COLUMN

Continued from Page 12

We get visitors from all over the world. The distances that our railway system travels fascinate the ones from Europe.

A new feature in the gift shop is the sale of de-accessioned books, timetables and magazines. Our archives had many duplicates in the collection, and with the pending move from the City Archives to the Provincial Archives of Alberta, it was felt that these items could be made available to railfans. We will also be offering them for sale at the Train Show later this fall. Ernie Townend, Hans Huizinga and Derek Sim have been busy finalizing the details before the move.

We were fortunate to have had Wanita White as a summer student at the archives. She completed the cataloguing of the John Rechner Memorial Library and has set the stage for future acquisitions – George Faulder's Technical Library and dozens of other books that we have acquired over the years. Thanks Wanita.

Thanks to Stephen Yakimets who has assumed the responsibilities of editing the Marker, as well as keeping the community informed of our activities through newspaper, radio and TV coverage. He also is responsible for recruiting tail-end train crew for long weekend operations.

The following are planned for the next few weeks:

1. Engineering Car 17099: Doug Hunt and Mike Frail did a lot of work on it during the July weekend. Getting the siding finished and the inside completed should be done before the end of the season so arrangements can be made for the final painting inside and out.

2. The roof on Combine 7379 needs to be completed. We have the money to purchase the roofing materials. We just need a few pairs of hands to get this important car out on display for next season

3. After September 9, we plan to get both those cars out of the shop and put the AGW Combine from 12 track into the shop for removal of the parts inside and to begin the restoration. The schedule for that move is flexible.

4. Larry Zacharko will be hired to bring in some gravel and put it into the Quonset, level it and then bring all the appliances that are at the east end of the property into the Quonset

We also have the following scheduled for September:

September 9 - the Semi-Annual meeting of the Canadian Council for Railway Heritage will be held in Fort Brabant. The delegates will be staying at the new Northeast Edmonton Best Western Hotel near the Clareview LRT station.

Thursday September 21 - Wedding rehearsal on the grounds at around 1800 hours.

Saturday September 23 - Wedding on the grounds at 1500 hours. The ceremony will take place on the lawn between the water tank and the station. 9000 will be parked on the track right behind the ceremony. They will then take some pictures on the grounds after the ceremony. They are paying for use of the grounds.

This report has been a longtime in the formation, and I fear that I may have missed the names of some folks who helped us this year. Put it down to collapse of my mental filing system.

You are always welcome to visit the museum and lend a hand wherever and whenever you can.

VIGNETTE SEVEN:

AN IMPRESSIVE TRANSCONTINENTAL RUN ON THE CANADIAN PACIFIC RAILWAY

by Alan Vanterpool

Within a few weeks of the first CPR train #1 arriving in Port Moody BC on June 28, 1886 (1) the Canadian Pacific Railway Company realized it had an important natural advantage over US railroads.

At that time the closest US port to Port Moody (the CPR was not extended to Burrard Inlet i.e., Vancouver, until the summer of 1887) was Portland OR. The sailing voyage to Portland was a day longer than to Port Moody. There were also three bars at the entrance to the Columbia River, which meant that heavily loaded vessels had to be partially unloaded in an open roadstead. For this reason alone it cost \$1000 more to dock at Portland than at Port Moody (1).

Nevertheless the Company did not rest on these laurels. It took active steps to demonstrate that it could provide a faster and more reliable service to New York City than US railroads (1). While there had been a number of earlier demonstrations of this service, the CPR set up a "flying special" run in September 1891 (2).

The train ran the 3,162 miles between Vancouver and New York City in 81 hours (three days, nine hours) at an average speed of 38 mph. This elapsed time included all stops for crew and engine changes, car inspection, and a three hour delay due to hot boxes (2).

Some examples given of speeds along the way were Banff to Winnipeg, 920 miles at almost 44 mph; Canmore to Gleichen, 125 miles at 49.4 mph; between Gleichen and Medicine Hat the train reached 70 mph; Lake Superior District, 500 miles at 42 mph; Chalk River to Carleton, 100 miles at 65 mph; Carleton to Brockville, 45 miles at 59 mph; and Vancouver BC to Prescott ON, 2,802 miles at 36.3 mph. The train was ferried across the St Lawrence River from Prescott ON to Morrisburg, NY and thence to New York City over the New York Central Railroad. The average speed over the 300 miles was 42.8 mph (2).

The CPR estimated that the time achieved between Vancouver and New York City was four to five hours faster than could be achieved between San Francisco and New York City. And this estimate, of course, did not include a two day shorter sailing route between Japan and North America (2).

At this time the CPR was moving the mails from Japan to Britain, via the North American land route, in 21 days! This journey involved the CPR's new Empress passenger liners across the Pacific, and probably Allan Line ships across the Atlantic. The owner of the latter company was at one time on the Board of the CPR and sold his company to them in 1909 (1, 2).

Given the combination of relatively light track, bolted rail, the ferry trip across the St. Lawrence River and written train orders, the CPR achieved a very credible performance.

References.

1. R.D. Turner, "The Pacific Empresses", Sono Nis Press, Winlaw BC, second edition 2004. ISBN 1550391496).
2. Medicine Hat Times, September 10, 1891.

Watch for future vignettes by Alan Vanterpool, our Museum Historian

REBIRTH OF A HERITAGE STRUCTURE

by Hans Huizinga

Editors Note: In the Winter 2005 issue of the Marker Hans Huizinga wrote on the history and acquisition of the speeder sheds from St. Albert. The sheds were donated by the St. Albert Historical Society, and moved on site in 2005. Following is Hans' update:

'You should not look a gift horse in the mouth' is the saying, and such is the case with the speeder sheds. The south wall of the office unit was rotten and it grew also in some of the ceiling rafters. All because of the cheap construction method used on the metal roof.



Hans Huizinga oversees the loading of the shed in St. Albert

The sheet metal material was 5cm. short of the roof edge. Thus instead of having a lip over the edge to help water flow, fascia metal was placed under the roofing and a sealant was placed between the material. The joint was nailed along the edge.

Time and age lifted the material and popped nails. Water followed the natural course and was held in place by the vapour barrier and insulation. Thus the wet, black mold rot. After 90% of the wall was removed with portions of roof joists, a replacement was built. The exterior yellow aluminum siding was then put back as much as possible. But more changes occurred.



Speeder sheds ready to be moved from St. Albert Grain Elevator Park

The building now has a new exterior of dark red shiplap style vinyl siding and the doors are painted NAR dark blue. Also a new electrical service is being connected. We will have a functional MOW Repair and Parts building when all the work is done. It will also house a technical library to help in Motive power, Car Dept. and MOW maintenance problems. Thus we have achieved the rebirth of a heritage structure.

The sheds at the museum, next to the Gibbons water tower. Shown with the vinyl siding, decorated for Canada Day.



PRESIDENT'S COLUMN

by Herb Dixon

The summer began with the recruitment of two staff, Megan Strickland and Terri-Lynne Nickason, both of whom are enrolled in Education Programs at the University. Alan Vanterpool and I oriented them during the first week.

The May long weekend was a good start for the season. We got the displays cleaned up, and the Work Crews from the Solicitor General were on hand for several days. They painted the Fire Hall, the Office, and the Electrical Building. The grass and weeds were mowed down. It makes the place look much better.

Ted Van Gunst and Jim Sexsmith ran a weed train consisting of an M-14 speeder and a push car. The vegetation on the track from Zaychuk's crossing to the derail has now been controlled. Ken Neckay brought his rough-cut mower out and went through the "Elephant's Graveyard" between Tracks 6 and 12 and mowed it flat. Thanks Ken!

9000 has been in service on long weekends. The train still attracts many riders. The Morse Telegraph Club members have been on duty to demonstrate the telegraph and bring visitors some background information on the railway. These men are a real asset to the museum interpretation activities. Thanks also to Alberta Prairie for the continued loan of APXX 6740.

Work has begun on painting the donated Algoma Central units back into their original Super Continental paint scheme. Thanks to CN Lines Sig assistance, we are able to duplicate the color scheme exactly. The units will be renumbered into their original numbers - 6514 and 6614. We will get the A unit finished this year. The cost is about \$22,000. The job is being done by R-Enterprises - a local sandblast/painting contractor. We are grateful to CN for this significant donation.

An unexpected donation from the Canadian Railroad Museum Foundation is xCPR 5000. The Foundation is winding up its operations, which left xCPR 5000 without a home. It had been stored at Roma, Alberta, at the Mackenzie Northern locomotive shop. When CN purchased the company, the locomotive was moved to Edmonton and is now at the Museum. 5000 is a GP30, one of two owned by the CPR and the only one left in Canada. It is on display west of the locomotive shop.

We received two speeder sheds from the St. Albert Arts and Heritage Foundation. The sheds were from the St. Albert Grain Elevator Site and were moved to just west of the Water Tank. Thanks to Hans and his crew, the job of setting them up and re-siding them has been completed. We also received an M-14 speeder. In exchange, we donated a caboose stove, a CNR safe, and other items to them for their station replica.

Dave Zym has been putting his electrical training to work. He and Hans have wired the speeder sheds. We began a "Kid's Car" in one of our bunk-cars last year and it was completed by Megan and Terri-Lynne this year. Lights have now been installed. The first birthday party was celebrated in it on August 12. The party was a great success. If you haven't seen the car, come and have a look.

We have had a good number of tours - Ernie Townend continues to co-ordinate them with the able assistance of Alan Vanterpool, Bill Harmon, and Tim Green among others.

The motorcars are a hit for all visitors - they are used every day and although visitors ask about train rides, they seem happy with the speeders. Volunteer shortages have kept us from running trains on Sundays during the summer.

Continued Page 10

News from Down Under

Excerpts from the Ocean Beach Railway News

Dunedin, New Zealand

All Aboard for Old Trains Month

The largest congregation of locomotives seen in New Zealand for almost 20 years is happening October 2006.

Taieri Gorge Rail has organised the appearance of seven steam and seven diesel locomotives as part of a heritage festival centred on the 100th birthday of the Dunedin Railway Station.

The locomotives, all in working order, are coming from Ashburton, Christchurch, Wellington and Feilding, as well as Dunedin.

Taieri Gorge operations manager Grant Craig said this week he knew the weekend would be popular. "This is really the history of locomotives from 1873 to the modern age. There hasn't been this many locomotives in one place since the 125th anniversary of rail was celebrated in Christchurch in 1988."

But he said he was not prepared for the huge number of people prepared to commit themselves and make bookings. A trip from Dunedin to Middlemarch on Sunday, October 22, is already booked out, as is the journey from Dunedin to Invercargill the next day.

Bookings are also heavy on two trains coming from the North Island being hauled by steam locomotives.

It was costing Taieri Gorge more than \$125,000 to stage the event, Mr Craig said, including an estimated \$30,000 for coal and diesel. The Dunedin City Council had contributed \$50,000 and sponsors were sought.

The Railway Station is not the only thing celebrating a special occasion, across the lawn from Josephine sits another much-loved steam locomotive - JA1274. This was the last steam locomotive built for the New Zealand railways at Dunedin's Hillside Railway Workshops. JA1274 rolled off the production line in December 1956. Thus in 2006, as the station turns 100, JA1274 will be celebrating its 50th birthday.

www.obr.org.nz

www.dunedinstation.co.nz



Dunedin's Ocean Beach Railway Locomotive A67, the oldest operating steam locomotive in New Zealand

This information kindly forwarded by Andrew Robinson, of the Ocean Beach Railway in New Zealand. Andrew gave me a first class tour of the OBR & the Taieri Gorge during my visit in 2004. There are many similarities between our two operations despite the distances.