

PRESIDENT'S COLUMN

by Herb Dixon

A significant long-term Association goal has been reached. Over the years, Ernie Townend, Derek Sim, Hans Huizinga and many others have diligently collected, protected and organized our archives collection. Originally, our administrative materials were sent to the Provincial Archives under the direction of Don Scafe who was on the Board of Directors at that time.

Since then, we have received many valuable donations which were in danger of being lost or damaged due to our lack of appropriate storage space. Arrangements were made with the City of Edmonton Archives to move the collection there for safekeeping. In the meantime, the laborious process of sorting, cataloguing and identifying the collection continued.

This year, when the Provincial Archives held the celebration for the CN Fonds and the Geoff Lester Railway Atlas of Alberta, Hans Huizinga opened discussions about combining the City of Edmonton holdings and the existing holdings at the Provincial Archives. The decision was made to combine the archives at the Provincial Archives.

Thanks to Susan Stanton of the City of Edmonton Archives and Scott Goodine of the Provincial Archives of Alberta the transfer was completed October 2, 2006.

Ernie had methodically labeled the boxes in numerical sequence and made sure that every box was in the shipment. The City Archives hired two movers to pick up the boxes and put them in the Provincial Archives van. Scott drove the van. The movers then transferred the boxes from the van into storage at the PAA.

The actual move was completed by 1300. Ernie and I then spent some time setting up our computer which has the database of our collection on it.

I have included Wanita White's detailed report on the cataloguing process which also outlines the opportunities for volunteers to work on our collection

For those of you who would like to work on the archives, we also have a work desk that we can use as well as our own office space.

This milestone in our history will have far-reaching consequences for us as a professional association.

ARCHIVES OVERVIEW

by Wanita White

I am a first year Library Technician and was hired as a summer student to catalogue the Railfan books into the John Rechner Memorial Library. The ARM also has a collection of technical books, which will comprise the George Faulder Technical Library.

Previously, the technical and railfan books were stored together, and listed together in a text file, but not in an easily searchable database format.

As I catalogued these 500 or so books into an INMagic database, I became interested in the entire collection and its organization, and was asked by Herb Dixon and Ernie Townend to investigate and attempt to assist in organizing the work area.

My intent in writing this small report is to provide an accounting of what I have done,

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DOWN BY THE STATION

The Word from the Editor

by Stephen Yakimets

Alberta Railway M SE M

If you can read between the lines, you likely figured out the word above is MUSEUM. However, it is difficult to have a functioning museum without U and U, or to be grammatically correct, YOU and YOU! In my speeches on the coach as the train travels up and down the line, I make a point of mentioning that the Museum is always in need of volunteers, and that specific technical skills are not needed, and one doesn't have to get their hands dirty. I am a prime example -- I cannot tell a prime mover from a prime number! Thus, along this theme, I present to you a list of volunteer opportunities, in brief, as compiled by Herb Dixon:

Motive Power

Regular maintenance is necessary as well as training programs for members who wish to learn how to care for and operate locomotives.

Car Department/ Restoration

There is bodywork to be done: cut and weld, patch and sand, prime and paint. There is always some woodwork to be done.

Mechanical Opportunities

We have motorcars, weed eaters, lawn mowers, a backhoe that need tune-ups and repairs.

Buildings

Our buildings require repairs; wood boxcars need reconstruction and rebuilding; repair and installation of doors, windows and siding.

Museum Archives

The Alberta Railway Museum Archives are at the Provincial Archives of Alberta. Assistance for a few hours a week would greatly help with cataloging all the collected drawings, maps, stencils, articles, books and associated artifacts.

Social Activities/ Public Relations

We need to have someone to arrange for the occasional social event for members or plan an activity with other museum groups to share experiences and skills. Calling or emailing to get the word out to all members of an important event that will happen before the next newsletter is printed.

General Maintenance/ Grounds

For individuals who feel that they have no specific skills to offer the museum, there are always jobs which show up as other people are working - moving displays, cutting grass, cleaning the display cars, sweeping the platform, cleaning windows, painting the trim on buildings.

Interpretation

The real need is to supplement our interpretation and tour guide programs with displays that are done with professional flair and an eye for getting across a message about a topic, not just a bunch of "things" together in a case.

Fundraising/ Finances

A package that describes the Museum's long range and short range plans needs to be developed. In prospecting for money and donations the challenge is to help donors understand what THEY will get from their donation to the Museum.

Volunteers help to make the Museum an outstanding educational and entertainment experience for school tours, tourists, railway historians, and visitors from all walks of life.

It is important that the time you spend is meaningful to you and that it gets the job done. The museum requires lots of work. If individuals do what they do best, then the volume of work to be done by any one person is reduced but everyone feels the satisfaction. Your efforts, whether for a specific project or as a person who is supporting the work of others, are essential if the Alberta Railway Museum is to become a destination for our citizens to enjoy.

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A THIRD CLASS TRAIN RIDE

by Hubert Puffer

I've always been fascinated by trains. When I was a boy of fifteen years of age, I longed to take a trip on a fancy passenger train, complete with fine sleeping cars, observation coaches and dining cars with white linen tablecloths and the best of food. Little did I know that my first trip on a train would not include any of these 'luxuries'. On the contrary, it was my fate to bounce along the rails in a sixty-year-old railway day coach with absolutely no comforts. This lone coach was part of a cattle train headed to the west coast.

During the summer, I decided that I needed a holiday from the many summer jobs that had kept me very busy. My destination was Vancouver, B. C. where I would meet my parents, who had driven there by car a week before. I would be able to return to Edmonton with them, but my problem was getting there as cheaply as possible.

After considering a number of possibilities, I decided to pursue a free ride on a cattle train. I had heard that there was a possibility of going to the coast free if I made arrangements at the Edmonton stockyards. I approached Mr. Web, the accountant for Weiller and Williams, one of the big cattle dealers at the yards in north Edmonton. Mr. Web informed me that they had the privilege of sending a representative with their cattle and that the C.N.R. would put a coach on the train for free transportation. This sounded great! The price was right! Mr. Web proceeded to complete the necessary papers and arranged for my coach. He told me that I was accompanying fifteen cars of cattle. I soon asked him what my responsibilities would be. Would I have to provide water and feed for them along the way? Would I have to help with the loading and unloading of the stock? Mr. Web assured me that all I had to do was to agree to carry my contract papers with me and 'rough it out'. He further instructed me to arrive at the Calder yards before midnight and report to the Yardmaster. With great excitement and some apprehension, I rode my bicycle eight miles home across the city to prepare for my first train trip. Knowing that I would be on the train for two days, I prepared a big bag of lunch, enough for a week, and packed a bundle of clothes for my holiday.

As midnight approached, I began to wonder if I had made a good decision to agree to catch a freight train in the middle of the night. Off I went on the streetcar to the town of Calder that was a separate town north of Edmonton at that time. I reported at the yard office as instructed, and began my uncertain waiting time. The Yard Master informed me that the train was being assembled

and that it would leave Edmonton between three and four a.m.

It was a beautiful, clear, moonlight night, and I decided to climb a flight of stairs to the top of the icehouse to wait. I sat in the dark, watching the locomotives shunting boxcars back and forth. The blissful mood of the night was soon broken by the sound of footsteps coming up the ladder leading to the catwalk where I was sitting. It was too dark to distinguish whether it was the railway police or someone else. What was I in for?

My new neighbor turned out to be a pleasant, decent-looking fellow, in his late twenties. Our self-introduction included questions such as "What do you do?" "Where are you going?" and "What are you doing here?" I became very curious when my visitor informed me in a rather hesitating way that his name was Arnold, he was twenty-eight years old, and that he had just been released from Prince Albert Federal Penitentiary, where he had served twelve years on a first-degree murder charge. He went on to tell me that he was traveling on a cattle train leaving in a couple of hours, headed for Vancouver.

A chill went up my spine when he related the details of the murder. Arnold told me that it had occurred when he was a sixteen-year-old, living in Prince Albert, Saskatchewan. He went on to tell me that a family dispute had gotten out of hand and the R.C.M.P. had been called to help settle a fight. As his father was being arrested, Arnold, who was now my traveling companion, grabbed the policeman's revolver and struck a violent blow to his forehead, killing the policeman instantly. Arnold explained to me that because he was a minor, he was sentenced to life imprisonment rather than pay for his crime by capital punishment (hanging), which was in effect at that time. He served a total of twelve years in Federal Penitentiaries in many parts of Canada. As an inmate, Arnold learned the tailor's trade, and the shoemaker's trade, and his clothing and shoes were evidence of those apprenticeships. He described life in cells and compounds and some of his fellow prisoners. Although he had some protection from the general prison population because of his age, his fellow inmates were pretty desperate individuals. Arnold served his time in prison during wartime, and for some reason he was transferred several times from one prison to another. Rather than transport inmates from the well-guarded trains to the prisons in trucks, dozens of prisoners were marched through the streets guarded with machine guns. Any false move or attempt to escape would have resulted in being shot. He was unaware of current affairs. He knew very little about the war and didn't know that it had ended. Arnold was twice my age, but his anguishing years as an inmate made my relatively uneventful life seem very dull by comparison. I couldn't help but feel very sorry for Arnold, but I was suspicious and his presence thoroughly scared me.

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I kept my distance from Arnold and watched him every minute as we sat on the catwalk of the icehouse in the dark night. I was wondering what I should do. Many thoughts crossed my mind. All of a sudden we were disturbed by the sound of someone coming up the ladder. With halting, anxious voices we asked, "Who are you?" "What are you doing here?" The visitor, who appeared equally upset, told us "I'm Max, and I'm catching that freight leavin' for Vancouver." When asked what he did for a living, Max informed us that he was from Oliver Mental Institute. It was with great apprehension that I thought "What great traveling companions I've ended up with!" I don't know what they thought of me. I was just a kid. Later our fellow traveler told us that he was an employee of the hospital, which eased our minds.

After taking turns checking on the departure of our 'freight', we crawled aboard our 'private' coach at about four a.m. This was to be our home for the next two days. The coach was nothing more or less than an old, very dilapidated day coach, complete with slatted benches and no workable washroom facilities. The train finally pulled out of the yards and a new day was dawning. The three of us were not only uncomfortable with the hard seats, but I was quite suspicious, and somewhat afraid of our ex-con 'friend'. In fact, I didn't take my eyes off him for a moment for the first part of the trip. If I slept, I'm sure that I kept one eye open.

As we entered the Jasper freight yards I thought that this would be a good place to purchase some soft drinks. I was sure that we'd be there for at least half an hour while they changed locomotives or added more of them for the trip through the mountains. I crossed several sets of tracks and went into the station, casually made my purchase and then stepped outside. I wasn't waiting for a friendly conductor to announce "All Aboard", because my train was a freight, and I was on my own. However, I suddenly realized that my 'freight' was moving out of the yards, headed west and that I was supposed to be on it. Luckily I was able to catch the caboose as the train was slowly picking up speed. It took a few miles to explain to the freight conductor who I was and that I had an official right to be on the train. When the train pulled into a siding down the line, I returned to our coach and fellow travelers.

Arnold, my ex-con buddy, Max the attendant from the mental institution, and I, a tall, skinny fifteen year-old, gradually warmed up to each other as the freight wound its way through the Yellowhead Pass on its way to Vancouver. They didn't have anything to eat so shared what I had. There was little conversation, but when we talked, the subject seemed to center on either prison or asylum life. This didn't matter to me because all of it was fascinating.

As the freight train proceeded through the Yellowhead Pass,

it stopped several times to allow the passenger trains to pass by. At each stop, a number of 'bums' came out of the bush and scrambled up to the top of the cattle cars. By the time we approached Kamloops, we counted fifteen to twenty of them riding on top of the train. A heavy rainstorm struck the area and these fellows had spotted the one coach positioned in the middle of the train. At a lonely siding, some distance north of Kamloops, the door was flung open and into our coach scrambled the whole contingent of soaking-wet hitchhikers. The intrusion was quite dramatic and quite intimidating. My two buddies and I were seriously outnumbered and we didn't know what to expect. Through the dim light of the old coach, we were able to recognize some of the most pitiful specimens of humanity that I had ever seen. Some of them were dressed in nothing more than rags. Others looked terribly emaciated, and all were soaking wet. What a sight! What a smell! Maybe the only difference between us was the fact that we were dry and they were pretty wet, but who was I to judge.



Stock car 172755 at the Museum, an example of the cars on the train that Hubert never saw

Although I was traveling free of charge, I wondered if this was a good idea. Things began to go from bad to worse when the muffled sounds from the other end of the

car broke into an awful fight. Apparently, as one of the men was cutting a piece of meat from a ring of sausage, he produced a long hunting knife and started wielding it around in a threatening manner. It was difficult to see in the dimly lit old coach, and the cursing and swearing was blood curdling. There were five or six men involved in the skirmish, and there was no knowing what might happen next. It wasn't until the coach was vacated the next morning that there must have been some bad cuts, because the floor, walls and seats of the coach were badly smeared with blood.

There was one individual that chose to occupy a bench seat near our end of the coach. Every so often, the dark figure turned toward us and watched the three of us as we hovered together at our end of the coach. Finally the wet, smelly and very ragged derelict approached us. The visitor had no teeth, was pitifully thin and reeked of alcohol. Although we were unable to understand much of what was being said, it turned out that the individual was a woman. I'll never forget her squawking at me in witchlike tones, "You're a lucky young bugger, whatya doin here?" Although my reply was quite direct, her question truly summed up what I was thinking. What was I doing there? Wasn't I lucky so far, and maybe I shouldn't have been there, but it was an experience, part of growing up.

We were just adjusting to the mixed crowd when we entered the Kamloops Rail Yards. Soon after arrival, the door opened and in charged a railway policeman. He was somewhat overcome by the sight of a bunch of frightened, soaking-wet, refugees. After trying to sort out the problem, he ordered everyone out of the coach. When he came to us, the three legitimate occupants, he

Archives Report *Continued from Page 12*

and an overview of the status of the collection as a whole that is concise and available to anyone who may be interested. It is important to have this information available because the ARM Archives are maintained by volunteers who give as much time as they can, but of necessity end up with knowledge of what they are working on, rather than an overview. In addition, it is to the organization's advantage if more people are aware of the status and organization.

General Overview of ARM Archives, July 2006

Archive documentation is in print in several binders, organized by the numbering scheme of the materials. There is a binder for:

- C1 - Published Material
- C2 - Maps and Plans
- C3 - Visual Images
- C4 - Libraries

The INMagic database currently has 2,056 records:

560 John Rechner Library (Railfan books); 1,441 Maps and plans; 54 Movies

Artifact receipts are now stored in a central location, chronologically in binders. Ernie brought in his thank you letters that accompanied tax receipts, and we have stored those together (when we could match them) in the binder. Anyone who issues receipts for artifacts either at the museum or at the archive should be aware of this procedure so that the organization can maintain this central record of donors. I have also compiled a list of cumulative donors (artifacts and archives, not monetary) that should be updated with each donation.

Currently Ernie Townend is involved with organizing the visual images, particularly the preservation of loose photos. Any questions regarding photos, slides, or movies should be directed to him.

Derek Sim has been wading through a collection of periodicals and miscellany donated by another organization, and trying to organize miscellaneous materials donated by CN.

As I attempted to clean up the workspace a bit, so we could see what we had, I discovered that (in my opinion):

1. The Archives were being overwhelmed in space and man-hours by duplication. Duplicate Railfan books and selected magazine issues were set aside and many sold at the model railroad show in September.

2. The volume of what is actually "miscellaneous published material" is overwhelming the Archives.

3. There is not any process in place (again due to lack of man-hours available) whereby donations are checked for relevance to the ARM Mission Statement. As a result, a lot of time is being spent stamping, organizing, and accessioning material that may not even belong in the collection.

Anyone receiving material must be on board with the mission of the archives, and accept or decline donations accordingly.

4. The "CN Donation" had been accessioned and itemized as if it were an entity by itself, when in fact it is simply a very large,

(56 boxes!) donation that should have been evaluated and sorted like any other. This is a very big job that was not really possible with the current volunteer hours)

I pulled the railfan books and catalogued them into the John Rechner Library. I pulled the technical books and put them with the other boxes of technical books to be catalogued with George Faulder's assistance. I transferred the annual reports and statistics to the periodicals (after removing 3 boxes of duplicates). I transferred the Railway Age magazine (30 some boxes) to the periodicals.

Some Features of the Alberta Railway Museum Collection

1. The John Rechner Library, a fully catalogued collection of 560 railfan books, representing a selection of general railway topics, including railways around the world, Canadian histories, fiction and stories, and rolling stock specifications.

2. A collection of 1,441 fully catalogued maps and plans. This is another shelf-full to be catalogued. Ernie Townend and Hans Huizinga catalogued these.

3. A large collection of photos, slides and movies, which are identified on various listings. There are many loose photos, and some still in sticky photo albums. Some significant labor must be invested to make the collection accessible.

4. Periodicals: A complete collection of the ARM publication "The Marker" and the NAR publication "The Headlight". An uninterrupted run of the magazine "Railway Age" for the years 1906-1996. Bound copies of Railway Statistics of Canada, 1875-1977. A near-complete collection of "Trains" and "Railroad" magazines

5. The George Faulder Technical library books, as yet only partially listed, and none of which are catalogued. There are between 500-1000, depending if duplicates, once identified, are retained.

As of July 2006, there are many boxes of miscellaneous published material that need to go through the 'accessioning' process. This includes:

10 boxes labeled "miscellaneous CN published material"

3 boxes labeled "miscellaneous published material"

Many useful projects remain that may be tackled by willing volunteers! (*Editors note-- see Editorial Page 12*)

In the past, everything that was donated was kept. In the summer of 2006, Herb and Wanita looked at the titles more closely and discarded those that did not fit the collection policy. The museum collection policy needs to be updated to reflect with more detail on what kind of material the museum would like to keep, and the method of organization has to be considered within what is possible for the man-hours available from volunteers.

Editorial *Continued from Page 12*

Finally, in my capacity as caller for the tail-end crews, many thanks to the those who served on the tail end this summer:

Alan Vanterpool; Dave Zym; Ken Jones; Norm Comess; Terry Wolfe and anyone else I may have forgotten! I would especially like to thank Norm for being a good sport about the Saturday of the September Long Weekend. #9000 was not back from Agrium, and Norm was a conductor without a train!

COMING EVENTS- Mark your calendar, more details pending:

Christmas Party December 2 in Fort Brabant (Tentative date)

Casino - February 2 & 3, 2007 - Palace Casino, West Edmonton Mall

Stephen Yakimets syakimets@shaw.ca (780) 441 5917

VIA RAIL CANADA PRESS RELEASE

VIA Rail Canada brings war brides back to Halifax's Pier 21, where their lives in Canada began

HALIFAX - VIA Rail Canada is pleased to announce that the November 6, 2006, departure of its Ocean train leaving Montreal will be designated as the "War Bride Train." VIA Rail Canada encourages war brides and their families to travel by train from Montreal to Halifax for a unique celebration of their arrival in this country.

Between 1942 and 1948, more than 40,000 war brides and 20,000 children came to Canada from Britain and Europe. The overwhelming majority arrived sixty years ago this year, in 1946, and first touched Canadian soil at Pier 21 in Halifax. Many travelled by train to their new homes across the country.

"We are really pleased to be helping the war brides relive, in reverse, their first historic voyage in Canada," says Ron Jackson, VIA station agent in Halifax. The Halifax team behind this initiative were also responsible for VIA's 2005 Remembrance Day train, and it was on that special train last year that the seed of the War Bride train was planted. "We met several war brides last year who were travelling with their husbands, and memories of their arrival in this country were flooding back to them on the train," says Peggy Topple. "When we heard that many provinces were declaring 2006 the Year of the War Bride, we just knew what we had to do this year."



War Brides arriving at Pier 21 in Halifax
Photo courtesy Pier 21 Society

Those who travel with VIA from Montreal to Halifax on November 6 will enjoy music by a ladies barbershop quartet while on board, and may even be able to participate in an oral history interview with a historian from Pier 21. On November 8, Pier 21 will host celebrations to mark the Year of the War Bride.

The War Bride Train will leave Montreal on November 6 at 6:44 pm and arrive in Halifax the following afternoon at 3:55 pm. A historic journey particularly considering VIA's Ocean service between Montreal-Halifax is the longest running regularly-scheduled passenger train in Canadian history.

Travellers in need of accommodations in Halifax are encouraged to inquire about special rates at the Westin Nova Scotian, conveniently connected to the VIA Rail station and within walking distance from Pier 21. For more information email reservations@westin.ns.ca or call 1-877-993-7846 and ask for the War Bride rate.

The Pier 21 Society looks forward to hosting war brides from across the country on November 8, 2006. The day of museum

activities will start with a non-denominational church service. After the service there will be guided tours of the exhibits and screenings of the multi-media presentation "Oceans of Hope". The centerpiece of the day is a renewal of vows ceremony that will see veterans and war brides renew their wedding vows more than sixty years after originally taking them. At 1:00 p.m. the Reverend Charles Black will preside over this service which will also include an honour guard and musicians. The vow renewal ceremony will be followed by a swing dance and sing-a-long.

Couples interested in participating in the vow renewal ceremony in Halifax on November 8 should contact Pier 21 at the contact listed below.

As Canada's national passenger rail service, VIA Rail Canada's mandate is to provide efficient, environmentally responsible and cost effective passenger transportation services, both in Canada's business corridor and in remote and rural regions of the country. Serving more than 450 communities with a network of inter-city, transcontinental and regional trains, demand for rail services continues to grow as more Canadians turn to train travel as a safe and convenient travel choice.

For more information, or to reserve a ticket:
<http://www.viarail.ca> or toll-free 1 888 VIA-Rail (1 888 842-7245) or 1 800 268-9503 (hearing impaired).

Pier 21 contact: Carrie-Ann Smith
Pier 21, Halifax Phone 902-425-0071 library@pier21.ca

From the Pier 21 National Historic Site website:
(http://www.pier21.ca/War_Brides.2793.0.html)

During and after the war 50,000 war brides and their 22,000 children arrived at Pier 21. These brave and adventurous ladies left everything familiar behind and came to cities and rural areas across Canada. Though some later returned to their homelands, most adapted and grew to love Canada, displaying a pioneering spirit and resilience that had developed during the long war years.

Their personal stories range from the hilarious adventures of London girls in the prairies to heartbreaking tales of abandonment and betrayal.

For additional information: www.canadianwarbrides.com



asked us a few questions, examined our papers, and wondered if the other fellows were bothering us. We really felt sorry for them and assured the policeman that they were not. We went on to persuade him to let them return to the dry, warm coach and continue on to Vancouver. It was the middle of the night when we left Kamloops. The remainder of the trip to Vancouver was relatively uneventful.

Traveling third class on a cattle train was not a comfortable and relaxing experience. I never saw the fifteen carloads of cattle that I accompanied, but I can assure you that all of the events gave me a first class opportunity to learn something about my fellow man. I took time to talk to some of the less fortunate and they taught me that I was indeed lucky and never to take anything for granted. Although this was a third-class train ride, it was truly a first-class experience.

HISTORY TIDBITS

1854, October 27 - Disaster - Great Western Railway express train hits a gravel train between Chatham, Ontario and Windsor, Ontario; 52 killed, 48 injured in Canada's First major rail accident. Baptiste Creek, Ontario

1903, October 24 - Ottawa Ontario - Charles Melville Hays receives charter for Grand Trunk Pacific Railway from Moncton, New Brunswick to Prince Rupert BC; to be built by Dec. 1, 1911.

Construction began on the Canadian Prairies in 1905, the year that the provinces of Alberta and Saskatchewan were established. Construction proceeded west to Saskatoon, Saskatchewan in 1907, Edmonton, Alberta in 1909, and through Jasper, Alberta into Yellowhead Pass crossing the Continental Divide in 1910-1911. The last spike ceremony heralding completion of the rail line across the prairies, and through the Rocky Mountains to the newly constructed seaport at Prince Rupert, British Columbia was held one mile east of Fort Fraser, British Columbia April 7, 1914.

On July 12, 1920 the GTPR was placed under the management of Crown corporation Canadian National Railways (CNR) and in 1923 was completely absorbed into the CNR. (*Wikipedia*)

1949 September - Canadian Pacific accepts its last new steam locomotive, class T-1-c, 2-10-4 no. 5935 from Montreal Locomotive Works, and acquires its first road diesel-electric locomotives nos. 8400-8404 (More info on CP's first diesel next issue; See Page 5 for info on CN's first mainline diesel-electric).

1962, October 24 - Last Spike removed from the Coquihalla Section of the Kettle Valley Railway. Coquihalla, BC.

1971, September 10 - Pacific Great Eastern Railway extension from Fort St. John to Fort Nelson, B.C. is opened for traffic.

1996, September 12 - Rocky Mountain Railtours runs the longest passenger train in Canadian history. Three GP40 locomotives hauled 34 cars from Vancouver to Kamloops.

1997, September 4 - RaiLink-Lakeland & Waterways takes over the former CN lines in northeastern Alberta from Boyle to Lynton, near Fort McMurray. Agreement was reached on 2 September, operation commenced on 4 September and formal transfer took place on November 24.

RAILWAY VIGNETTE FOUR: EARLY SERVICE ON CANADIAN NORTHERN RAILWAY TRAIN #2

by Alan Vanterpool

The first Canadian Northern Railway (CNoR) passenger train from the Pacific Coast, arrived in Edmonton on November 25, 1915, at 19:22 pm - two minutes late! There were 25 through passengers from the Coast, aboard. The train was made up of a baggage car, two day coaches, diner Tawatinaw, sleeper Belleville, and private car Chilliwack. (1).

Tawatinaw was classed as a café parlor car, and was built by the Barney and Smith Passenger Car Company in January 1913. It was 80'9" overall in length. The parlor portion contained 16 seats and the dining portion, 12 seats. It was converted to a smoking car in October 1958, and was removed from the roster in April 1978. Belleville was a 12 section, one drawing room sleeper. It was retired in January 1962. Chilliwack was a business car of the Canadian Northern Pacific Railway, acquired in January 1914 (building date unknown). It was 72'6" long, had vestibule diaphragm at both ends, and was fitted with six-wheel trucks. It was retired in May 1961 (2).

In late January and early February 1916 there were very heavy snowfalls in British Columbia. On January 27, passenger train service to Vancouver from Edmonton, was halted (3). Three passenger trains were stalled in the Rockies - at Vancouver, Blue River and Lucerne, respectively (4). On January 31, the first train from Vancouver to arrive in Edmonton in several days, arrived very early in the morning - it had departed from Vancouver on January 21! (5). On February 1, another train arrived from Vancouver, eight days late (6). It encountered drifts 15 to 20 feet deep. While the passengers were stranded on the train, the CNoR paid for their meals and berthing. Presumably, the train was held at a point where it could be serviced.

- (1) Edmonton Bulletin, November 26, 1915.
- (2) G. Lepkey, B. West ed. "Canadian National Railways. An Annotated Historical Roster of Passenger Equipment 1867-1992." Bytown Railway Society, Ottawa, 1995. ISBN 0-921871-01-0.
- (3) Op cit, January 27, 1916.
- (4) Op cit, January 29, 1916.
- (5) Op cit, January 31, 1916.
- (6) Op cit, February 1, 1916.



Canadian Northern Station Edmonton ca. 1920
Photo from APRA Archives, originally Glenbow Archives

GREEN AND WHITE FLAGS

by Terry Wolfe

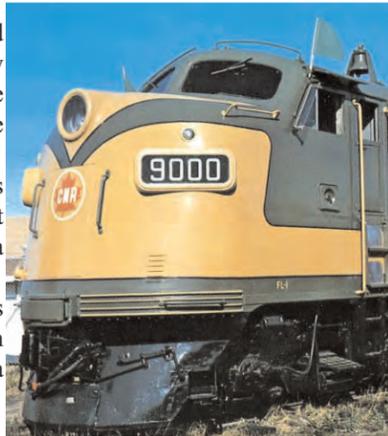
Green, White Or No Flags on Locomotives in the 50's - Why?

On operating weekends, I'm often asked about the different colored flags on the front of a locomotive pulling a train. The following is a brief explanation regarding green, white, or no flags displayed. I offer this article to better explain the very complicated operating requirements that referred to flags on locomotives. In those times, I was only an inquisitive "young kid" on trackside also wondering what this was all about. I don't want you to think this is other than a very basic introduction to the subject researched through books, collected literature and long talks with "those that were there" into how trains were run in the past.

The first thing to remember is this was basically applicable to a train operation using timetable and train order running authority. It had nothing to do with the train numbers as we know them today. I will quote the two applicable definitions from the Uniform Code of Operating Rules (1958) which was the rule-book used at the time.

REGULAR TRAIN- A train authorized by a time table schedule.
EXTRA TRAIN- A train not operated by a timetable schedule.

- A regularly scheduled train would not display class lights or flags. White class lamps would still be present, but not turned on.
- Green flags and class lamps would indicate that it was the first section of a regular scheduled train.
- White flags and class lamps displayed on an engine indicate an extra train.



Regular Trains were those trains that had a timed schedule over each subdivision and were of 4 different classes, First, Second, Third and Fourth Class. If only one train was using that schedule on that day, the classification lamps were not lit, and no flags displayed. This indicated to opposing trains that the schedule had been run on and there would be no more trains using that number on that day.

If the train dispatcher needed to operate more than one train using the same schedule, he then authorized each train to operate as a section of that particular schedule. He had to issue train orders designating each section and instructing each section, except the last one, to display green flags and lamps. Opposing trains meeting trains displaying green signals would then know the schedule had not yet been fulfilled for that day and more sections were coming. When they met a train with no signals then the schedule was finally finished for the day.

There was more than just visual indication. Trains displaying green signals had to sound a whistle signal of one long and two short blasts to call the attention of opposing trains to the green signals they carried. The opposing (inferior) train had to reply with

two short and one long blast on the whistle, and if the train with the green signals did not hear that reply they had to stop and notify the inferior train of their green signals.

The rules governing the use of green signals actually were much more complicated than this, but you get the general idea. The use of green signals applied to passenger and freight schedules which sometimes were operated with as many a 6 or 7 sections. Please note that many of the busier subdivision footnotes in Employee Time-tables mentioned the more important freight trains that usually operated, e.g.. "No. 403 Daily Leave Wainwright 1245, arrive North Edmonton 1810." These were not "operating schedules" that gave a train authority to actually move on that subdivision. They were simply for the information of employees.

As the definition of an **Extra Train** implies, any kind of train that was to operate using other than a time table schedule (passenger, freight, mixed, work, plow, etc.) could only be authorized to run by train order authority, given by the train dispatcher, and it was indicated by the locomotive displaying white flags and lamps.

In steam days, when double-heading, flags and lights were displayed on each engine in the consist. This became redundant when diesels arrived, as multi-unit consists operating under one single control were considered to be one engine.

One final note: the lights mounted on the front of steam locomotives are not marker lights as some visitors like to call them. They are classification lights. Marker lights only indicate the rear of a train.

Left: 9000, first section, with green flags;
Below 1392, running extra, flying white flags



IT HAD TO BE BETTER *CONTINUED FROM PAGE 8*

Since there was no way to heat the water and it was mid November, all my baths were taken in cold water.

The second day I was there, the caretaker advised me she had found an elderly retired couple who agreed to have me join them for their evening meals for a fee of fifty cents a meal. This couple had moved up from the deep south of the United States during the early 1900s and had homesteaded near Pinkham. They had sold their farm during the Second World War and moved into the village where they bought an old derelict unpainted house, I was overjoyed with this news and could hardly wait for suppertime in anticipation of a hot home cooked meal.

After I closed the office, I walked to the house to meet my benefactors and to enjoy a decent meal. The house, fence and yard were badly maintained and I found the husband sitting in a rocking chair on the front porch. I introduced myself but received somewhat less than a warm welcome. He ushered me into the front room where I met his wife and was invited to sit down while she put the finishing touches on the meal. The furniture was well worn and shabby. There were several cats wandering around the house and the seat covers were covered with their hair. When the meal was ready, we took our places at the table and after grace was said, I was passed a large serving bowl of mashed potatoes followed by some sort of meat casserole which smelled delicious. There was a green salad, pickles and home made bread. I thought I had died and gone to heaven. As I was about to take my first bite, I noticed several cat hairs protruding from the mashed potatoes. My appetite immediately left me and I promptly excused myself explaining that I had forgotten something important I had to do at the office. I left in haste, leaving my fifty cents on the table and reluctantly concluding that I did not have the courage to visit them again.

I walked up to the old Chinese restaurant and pleaded with the proprietor, "Mah Bing" to let me join him for supper. I think he liked me as he consented and I took all my evening meals with him while I was at Pinkham. I don't remember what he charged but I'm sure it was a reasonable rate and we had some great conversations with every meal. I learned a lot about his history in Canada and of Chinese culture in general. The caretaker and her husband usually drove into Kindersley every Saturday for supplies and they filled Mah Bing's shopping list for him. My breakfast and lunch consisted of tidbits supplied by my mother and of course, quite a few cans of sardines.

Jim Munsey had a long career with CN, starting as a relief agent, and finishing as Regional manager, accident prevention & safety for the Mountain region. This story is from I've Been Working on the Railway, self-published by Jim Munsey. The above may not be reprinted in any form without exclusive permission from the author or editor.

Editors Note: I shared Jim's story with the Grade 8 students at Westlawn Junior High during Read In Week. All were in agreement that a part time job at a fast food restaurant in 2006 would be a lot easier than Jim's first job!

OBITUARY

Clarence Comrie was a good friend of the APRA. He donated many of his pictures to the Association and saved some wood-work from "Dawson Creek" when it was put into work service. He also preserved the railings from the observation platform on "Dunvegan". *Herb Dixon*

COMRIE, R.D. Clarence August 3, 1907 - September 22, 2006
On September 22, 2006 Mr. R.D. Clarence Comrie of Edmonton passed away at the age of 99 years.

Clarence will be lovingly remembered by his family: two sons and one daughter: as well as 14 grandchildren and 16 great-grandchildren,. He was predeceased by his beloved wife Margaret in 1999.

Clarence began working for the Northern Alberta Railway in 1927. He worked a variety of jobs including Locomotive Fireman, Locomotive Engineer, Road Foreman of Engines, and Master Mechanic. When he retired in 1972, the N.A.R. promoted two men to replace him.

While on duty at Lac La Biche, Clarence met Margaret Chamberlain and they were married on September 30, 1932. This marriage was blessed with five children and lasted 66 years. Margaret was the love of Clarence's life and with their family his life was filled with love.

After retiring in 1972, Clarence began a second career in Commercial Real Estate. Clarence was also active with the Masonic Order and the Shrine from 1959 until his passing. He was given an Honorary Life Membership in the Shrine in 1966 and was a member of the "Scottish Rite" and Loyal Order of Scotland.

Clarence demonstrated remarkable loyalty to friends and acquaintances he met throughout his life. As they grew older or became sick, he continued to look in on them to ensure they were well cared for. He maintained a hectic schedule well into his 90s, often visiting up to 60 people a week and averaging in excess of 2,000 visits a year. Clarence traveled many miles to bring companionship, warmth and hope to people who looked forward to his company.

His compassion earned him a Rotary Integrity Award in 1999 and Governor General's Caring Canadians Award in 2003. A special thanks to the staff on Unit 4Y for their care and compassion. A Memorial Service was held Saturday, September 30, 2006. Donations may be made to the Shriner's Hospital at 14510 - 142 Street, T6B 1H9 or the Edmonton General Continuing Care Centre, Unit 4Y, 1111 - Jasper Avenue, T5K OL4.

IT HAD TO BE BETTER THAN THIS!

by Jim Munsey

Upon successfully passing my written and oral operating rules examinations in Calgary, I boarded No. 10, an eastbound passenger train scheduled to leave at about 8:00 pm the same day. I was to travel to Pinkham [Saskatchewan] on the Oyen Subdivision to relieve the station agent for his vacation. This was to be my very first assignment as a newly promoted operator. Although I was confident I could handle the job, I had some reservations as I would be all on my own.

The train arrived at Pinkham early the next morning and upon detraining, I went into the waiting room to wait for the caretaker to finish putting away the mail, freight, baggage and express which had arrived on that train. I wanted information about a place to stay and where I could get my meals. When the caretaker was finished, we introduced ourselves and I learned she was the wife of a local grain agent. She was working as the caretaker to supplement his income. She was also the dray lady and the local postmistress.

This lady was friendly and appeared sincerely sorry when she told me that she knew of no place I could stay or where to get my meals. There had been a restaurant owned and operated by a Chinese gentleman but he had since retired and no longer served meals to the public. After she left, I tried to make myself comfortable on the waiting room bench for the next two or three hours while I waited for the regular station agent to open the office. I was hoping that when he and his wife woke up and were having their breakfast, they would invite me to join them for a cup of hot coffee or perhaps, something more substantial.

When there was no sign of life in the station long after the advertised opening hour, I started to look around and found a note on the wicket counter addressed to me. It informed me that the station agent and his wife had already departed on their vacation by auto on the day before, that the office door was unlocked and that I would find the transfer laid out on the station agent's desk. As far as I knew, this was not an acceptable way to make a transfer but as there was very little business conducted at that station, the transfer would be simple and without the need of personal explanations. I went into the office where I found the transfer and supporting documents neatly laid out on the desk. The combination to the office safe was also with the transfer papers. After checking the books, counting the money in the till, reconciling the

inventory of tickets, blank money orders and undelivered merchandise, I signed the transfer. I changed the combination to the safe and officially took over the duties of the station agent.

Being only seventeen years of age and having not eaten since leaving Calgary, I was feeling the pangs of hunger and was wondering how I was to survive. The section foreman came to the office to get his morning train lineup and he and his men were unable to provide any solutions to my dilemma. A little while later, the caretaker arrived in her old vehicle to pick up the mail bags and a few pieces of express for delivery. She remembered that although the Chinese gentleman no longer served meals, he did stock some can goods for sale. During the lunch hour, I walked up to his premises and found him to be a delightful old man but all he had on his shelves were several cans of Brunswick sardines. I purchased about a dozen and took them back to the station. I had no can opener but a search through some drawers in the office and freight shed turned up a screw driver with a broken handle. I was able to get the cans open with this tool and a

rock.

I devoured the contents of four or five cans. I thought about

warming them up but the living quarters were locked and I was unable to gain access to the kitchen stove. Heat for the waiting room and

office was provided by a Booker heater which had no hot surface

upon which to place pots, pans or cans. I had to satisfy myself with those cold oily little fish.

Worried about not having a place to sleep, I contacted my father by telegraph and explained my situation to him. Our family had a folding portable cot we referred to as a "Winnipeg Couch" which was not being used so he said he would ship it to me on the baggage car of the eastbound passenger train that night. We also made arrangements for me to send home my dirty laundry on the westbound passenger train for mother to wash. My dad also promised to have mother prepare care packages on a regular basis and each one of these was deeply appreciated.

I slept on the floor the first night and was really glad to get the cot and bedding which I set up in the office. I forget what the first care package contained but I remember eating everything as soon as I opened it. I found the station agent's wife did her washing in the freight shed and there were two square wash tubs available so I used one to wash myself and to take my baths. Two barrels in the waiting room contained water supplied by the company from a water car on the once weekly way freight. Mother had sent me towels and soap.

CONTINUED PAGE 9



Canadian Northern Sangudo station, similar to Pinkham

circa 1968

APRA Archives, Vince Coley Collection

CN's First Diesel Electric Locomotive #9000

Email exchange by various members

Editor's note: In looking at an old issue of Trains magazine I read that the first 9000 was built in 1928 in Kingston for CN as a diesel (diesel-electric presumably). My email question to the group: Does the first 9000 refute the claim of our 9000 to be CN's first road freight diesel?

Alan Vanterpool replies: My probably inaccurate take on this, is that the first 9000 was experimental. It was initially used on the fast passenger trains between Montreal and Toronto. Presumably it was also tried out on freight trains. And it didn't last very long. It must have been quite a problem to maintain it since the CNR would not have been adequately equipped to do so, without some heroic and expensive acquisition of equipment.

I think we can say that our 9000 is the first series production model of a road freight diesel-electric locomotive operated in Canada. It certainly lasted a long time in service, and proved its reliability and was the direct forerunner of today's GM diesel-electrics.



From Jim Brock: Following will be a quick history, mostly off the top of my head...

In the latter part of the 1920's, a gentleman by the name of C.E. Brooks was the head of Motive Power for CN. He became curious about the potential application of internal combustion engines in railway applications.

The original 9000 was an experimental engine, was assembled in the latter part of 1928 by Canadian Locomotive Company, in Kingston, Ontario, using engines manufactured by Beardmore (in Scotland) and electrical equipment from Westinghouse on a cast steel frame. The unit was released from CLC on November 28th, 1928, and made a test run to Brockville that same day with a train of three or four cars.

It was followed by an identical unit, 9001, completed in early 1929. The two units were joined together at that time and were, by most accounts I have read, rarely apart in the following 10 years or so, being used mostly in passenger service between Montreal and Toronto, and occasionally in freight service between Toronto and the Niagara peninsula.

During WWII, 9000 was armoured for service in the Prince Rupert area, 9001 was also planned to be armoured but that plan never came to fruition, in fact it never returned to service after 1939. 9000

returned to passenger train service in the east briefly after the war, and was retired in 1946. Both units, unfortunately, were scrapped.

Brooks was an early champion of diesels, and there were several different designs built after 9000. Unfortunately, only one is preserved, #7700 (later 77), at Delson. Brooks died suddenly in the early 1930's, and the early CN diesel program pretty much died with him. It is quite likely that CN would have started seriously looking at diesels earlier had Brooks remained alive. If memory serves, there were a total of seven experimental units built.

Our 9000 is the first production road freight diesel purchased by CN, in 1948. By this time there were numerous diesel switchers in service for CN, including our own 7944 (built 1946). However, many roads in the US were well on the way to total dieselization, and manufacturers, EMD in particular, was producing a significant amount of locomotives by that time.

So while ours was not the first road diesel used on CN, it was the first one specifically purchased for that purpose, as opposed to the earlier experimental one.

Ted Van Gunst adds: ...the original 9000 was tried in freight service, but did not work out too well, my understanding is they started with 30 cars and could not get out of Montreal so they kept reducing until they had 12 cars left, the reason being that she did not have the traction effort of today's 9000 even though she had the weight, it had something to do with the way she was geared. Whenever she ran she looked like a steam engine coal burner belching black smoke, so I was told by older engineers that I fired for in my early days.

Tim Green: I picked up a slender booklet titled "The Armoured Train in Canadian Service" (Roger V. Lucy, 24pp, Service Publications, Ottawa, ON, 2005 — see www.servicepub.com/).

The focus of the booklet is on the train itself, assembled for service in the Terrace - Prince Rupert area. An early proposal was to use two "Grand Trunk Western diesel switchers" (apparently 7750 and 7902) as motive power, but "it was determined that they would be unable to stand up to the weight of their armour, and their rigid undercarriage made them unsuitable for the rough road-bed on the Terrace/Prince Rupert line." For the inaugural run on



The Original 9000 - armoured!

Aug 1943 at a cost of \$130K. The booklet has photos of 9000 under construction in Kingston in 1928 and after refit in 1943. It was never actually used on the armoured train, though, as by 1943 the whole future of the train was under review. Indeed by the fall of 1943 the Japanese threat to the west coast diminished as the Aleutians came back under American control, and the train was decommissioned.

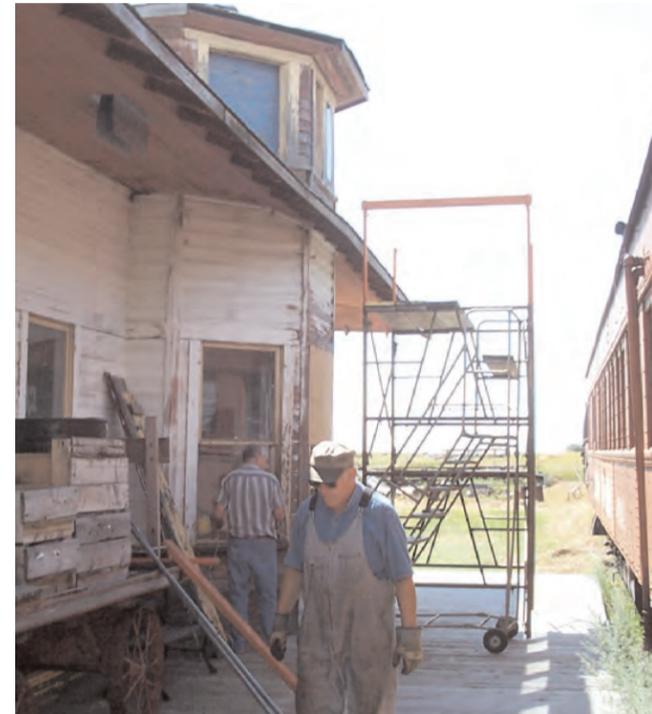
The book noted that CN9000(1) was nearing the end of its useful life and had been in storage at Stratford ON since 1939 (11 years after manufacture — much shorter life than locomotives today, certainly shorter than the life of our CN9000(2)). CN didn't want it back after the war, so the locomotive was scrapped in May 1946. Obviously the first 9000 was not the great success the second 9000 was!

Family Day at Agrium Redwater

9000 played a starring role at Agrium Redwater August 25th, running tours around the plant.

Train crew composed of Ted Van Gunst, engineer; Jim Sexsmith, fireman; Stephen Yakimets conductor.

Agrium employees served as pilots and trainmen.



Members of the Saskatchewan Railway Museum are restoring the Grand Trunk Pacific Type E station from Argo, Sask. August, 2006
The station was built 1913. Over 200 Type E stations were built between 1910 & 1916



Conductor Stephen Yakimets reads to Grade 8 students at Westlawn Junior High School during Read-In week 2006



A train-truck collision was staged, proving that the train always wins! One of Agrium's SW1200 switch engines is shown doing the "crunch"



Last day of 2006 season at the Museum

Above: Alan Vanterpool (on platform) and Terry Wolfe (in vestibule) board passengers for the last run.

Left: Alan regales passengers with a history of the collection