



CLOSING THE GAP

by Hans Huizinga

The Quonset Story

Many of you will be familiar with quonset that resides in the back forty at the Museum site. The erection and completion of the donated building has a long history.

The original was donated and taken apart by Lorne Scheiderman and two other members in March of 1975 (1). The pieces were taken to the ARM site and the curved sheet metal panels and the U shaped ribs settled into the grass and trees. They were moved twice to make room for the expanding railway yard but slowly blended into the landscape.

In the planning of the site, a car paintshop was envisioned located north on the site close to 'Dave's Lake'. Harry Pollard had a series of telephone poles put in place as the back wall and by October 1982 the tie & pressure treated lumber foundation walls extended westward for the Quonset building extension (2). But



other priorities took over the well intentioned plans and the erection of the building waited some more years.

The summer of 1985 saw work crews needing projects. With the help of Don Scafe and the supervision of Hans Huizinga the curved metal was put on the foundation. September '85 was the completion of the project (3). We had an open storage place with an east end wall to go into the future paint shop. A pair of double doors were the access to this future west proposed paint shop. These doors came from the Edmonton Gardens building 3rd floor washrooms and were donated for future use to APRA when that building was demolished. Inside our new storage area we placed

the former Maple Leaf fuel truck and the crawler that was traded in later for other items. It has seen electrical equipment and conduits, heavy railcar parts, and odds & ends. Above all it has seen pigeons. They faithfully deposit their rent gumbo with great generosity on the floor. The open end remained and the paintshop nor its track to the paint shop ever came.

Until.....September 2006, twenty one years later.

We had the dirt floor, a low spot to collected water but new ideas. Floor clearing took place and a layer of gravel was put in deposited. This was leveled and compacted by Larry Zaharko to give us a solid base.



The Governor General's grenadeers, fine option volunteers, worked hard to place four storage racks in a row. Under Hans' supervision these were filled with the items from the Alberta Great Waterways Combine. Herb gave direction in the car while the shelves and pallets accumulated the items in some order. Now to close the gap.

We are in the process of shortening the former overhead door panels from shop 2 to a 10'-5" length to be able to fit the opening and work as a smaller o-head door of 10'-0" height. The 2x6 wall framing is underway and will also have a man door at the end. See the picture. We hope to clad this framing with metal if available, or use a plywood finish. A building renovation at work.

1 APRA NEWSLETTER, March 1975

2 The MARKER, Oct. 1982, p. 159

3 The MARKER, Sept. 1985, p. 136

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Photos courtesy of Hans Huizinga



FOUR~YEAR-OLD KIDDIE LEAVES EDMONTON TAGGED FOR LONDON

Charlie Bignall, the Youngest Transcontinental Passenger Who Has Ever Left Edmonton, Was On Board C. P. R. Train East Last Night -Was Entirely Alone-Sails on Corsican

When the C.P.R. train for the east pulled out Monday p.m. from Edmon (sic) depot it had on board one of the youngest transcontinental passengers who ever left Edmonton. This was Charlie Bignall, aged four, who started last night on his return trip to his home in England after a residence of two years in Alberta, and he was making the trip all by himself.

Two years ago this little fellow was brought out to this city by his aunt and uncle. His parents were to follow, but the war broke out, and they were unable to come to Canada. Now they want Charlie back with them and Monday night he started on his long trip.

The little fellow was properly tagged to his destination and had in his possession a sumptuous lunch basket, which will more than supply his wants and desires till he reaches his home in Old London. He will travel across the continent on the C.P.R. as far as St. John, when he will take passage on the Corsican for the old country, where anxious and loving parents are awaiting his arrival.

On the same train went a number of persons returning to the old land from the Edmonton district, and there is no doubt but that this young traveler, going several thousand miles all by himself, will be the pet of the whole party, and that he will be safely landed in the old land.

Edmonton Bulletin Dec 1, 1915

PUSSY CAT PUSSY CAT WHERE HAVE YOU BEEN?

by Jim Munsey

A school teacher was travelling by rail from Winnipeg to Terrace to take a teaching position. She checked her suitcases for handling in the baggage car. Among her luggage, was a beautiful pedigreed cat in a regular carrying type pet cage. At nearly every terminal station stop en route, she walked ahead to the baggage car to check on the welfare of her beloved pet.

Baggagemen ensured pets left in their charge were fed and watered, and made as comfortable as possible. The baggageman on the last leg of her trip was no exception and having some sympathy for the animal, he let it out of the cage to roam the baggage car. However, when he opened the door at an intermediate station to unload and load baggage, the cat jumped out and ran away. Attempts to recapture it were futile and the train departed without its feline passenger.

Upon arrival at Terrace, the teacher claimed her baggage but much to her dismay, the cat cage was empty. She was very angry and distraught and threatened all sorts of harm to the company and the employees responsible for the loss of her precious animal. The station agent explained the circumstances and unsuccessfully tried to calm the lady. Believing the cat would not be retrieved and would probably fall victim to the assorted predatory animals which roamed the countryside in that area, he completed a baggage claim as the first step in compensating the teacher for her loss. She, of course, placed an unusually high value on the animal and insisted those responsible be sought out and disciplined for dereliction of their duty. The station agent dutifully advised the assistant superintendent in Prince George of the missing cat, the circumstances surrounding its disappearance and the displeasure of its owner.

In a sincere attempt to find and return the animal to its owner so as to avoid paying a substantial claim, the assistant superintendent issued a bulletin to all employees working at or near the point where the cat escaped and also, to all train and engine crews operating on that subdivision. The bulletin described the cat and instructed them to be on the lookout for the animal. It further directed that if the cat was seen, it should be captured if possible and sent to him by the first available means. Evidently, he felt that if the search was successful, he could personally make amends to the teacher and win back her goodwill.

Over a period of a week or ten days, a total of ten or so cats of all shapes, breeds, sizes, appearances and conditions arrived at his office, none of which, came close to matching the description of the missing pet. Disposition of these unwanted animals became a problem and to halt the delivery of anymore strays, he quickly cancelled his bulletin and admitted defeat. The missing cat was never found and the baggage claim was eventually settled but as far as anyone knew, the teacher never forgave those responsible for the disappearance of her cherished companion.

RAILWAY VIGNETTE FIVE: HOLIDAY EXCURSIONS EDMONTON TO TORONTO, DEC 1915

by Alan Vanterpool

Each of the three transcontinental railways advertised the availability of holiday excursion specials, in the December 1, 1915 issue of the Edmonton Bulletin. However, none of the advertisements mentioned cost, referring readers to the respective local ticket agents.

The Canadian Northern Railway (CNoR) had only very recently initiated its transcontinental service. It offered service from Vancouver to Toronto, over its own lines except for the first few miles out of Vancouver, which were on Great Northern trackage. Trains ran three days per week, and consisted of through electric lighted passenger cars, and observation-parlor-café and day coaches.

The Canadian Pacific Railway, had offered transcontinental railway service out of Edmonton from August 1891. By 1915 passengers had a choice of the Great West Express via Wetaskiwin and Saskatoon to Winnipeg - where the main line passenger express to Toronto could be boarded. Or one could travel to Calgary and catch the main line express there. Or, another possibility using various railways, was to travel via Calgary, Moose Jaw, Minneapolis-St. Paul, and Chicago to Toronto. Service was daily on one or another of the alternatives.

Commencing in 1914 the Grand Trunk Pacific Railway (GTPR) operated trains to Toronto, three days per week. While passengers did not have to change trains, the portion between Cochrane ON and Toronto ran over Temiskaming and Northern Ontario Railway tracks. As a dig at the CNoR the route was advertised as "The All-Canadian Transcontinental Route." Service to Winnipeg took 29 hours - an average speed of 27 mph. Electric lighted tourist cars were employed on all trains. Alternatively, one could travel via Winnipeg, St. Paul and Chicago, to Toronto. The train was made up of electric lighted equipment, on standard and tourist sleeping cars, diner, and day coaches. Colonist cars were also available. GTPR tracks were used to Winnipeg and Grand Trunk tracks between Chicago and Toronto, with US railways being utilized on the intermediate portion.

CANADIAN NORTHERN RAILWAY

Inauguration New Train Service to Vancouver, B.C.

Effective Nov. 22nd

Leave Edmonton 8:00 a.m. Tuesday, Friday, Sunday
Arrive Vancouver 5:30 p.m. Wednesday, Saturday, Monday

Through Electric Lighted Sleeping Car, Observation Parlor Cafe Car and Day Coaches Edmonton to Vancouver.

Tickets Sold to All Points on the Pacific Coast via Vancouver.

SHORT LINE SHORT TIME

SEE THE NEW WONDERS OF THE ROCKY MOUNTAINS.


 Fulllest information at City Ticket Office, Edmonton, McLeod Block, Opposite Post Office. Phone 1712, or Depot Ticket Agent, 4183.

ON SALE NOW

Grand Trunk Pacific Eastern Canada Excursions Tickets Daily During December

CHOICE OF ROUTES

"ALL CANADIAN" VIA TRANSCONTINENTAL RAILWAY OR VIA ST. PAUL AND CHICAGO.

United States Homevisitors Excursions Daily During December

ELECTRIC-LIGHTED EQUIPMENT, STANDARD & TOURIST SLEEPING CARS, DINER, DAY COACHES, COLONIST CARS.

SPECIAL

ELECTRIC-LIGHTED, TOURIST SLEEPING CARS FROM EDMONTON, MONDAYS, WEDNESDAYS, SATURDAYS, THROUGH TO TORONTO, WITHOUT CHANGE VIA THE TRANSCONTINENTAL RAILWAY.

Particulars gladly furnished on application to
 J. F. PHILLIP, City Passenger Agent, Phone 4037
 153 Jasper Avenue East. 10428 Whyte Avenue. On TIPTON & CO. Phone 31528

Six Splendid Routes

Home For Christmas to Eastern Canada and United States

Low Fares

Ask The Agent For Special Literature

J.C. PETERSON - General Agent - WINNIPEG
 J. R. GIBNEY A. GILBERT & SON W. J. DUFFY
 Dist. Pass. Agt. Dist. Pass. Agt. Dist. Pass. Agt.
 J. E. DONAHUE W. S. SHELTON J. H. MONTAGNA
 Traveling Agt. Traveling Agt. Traveling Agt.

\$100 DINE

CANADIAN PACIFIC CANADIAN PACIFIC

EXCURSION FARES

TO

EASTERN CANADA

Toronto, Montreal, Ottawa, St. John, Halifax and Other Points.

DATES OF SALE, DECEMBER 1ST TO 31ST, 1915.

RETURN LIMIT 3 MONTHS.

Extension Privileges—Stop Overs—Choice of Routes.

TO GREAT BRITAIN

Via Canadian or American Ports.

DATES OF SALE NOVEMBER 15TH TO DECEMBER 31ST.

RETURN LIMIT 5 MONTHS.

Extension Privileges—Stop Overs—Choice of Routes.

TO UNITED STATES

Chicago, Minneapolis, St. Paul, St. Louis, Kansas City and Many Other Points.

DATES OF SALE DECEMBER 1ST TO 31ST, 1915.

RETURN LIMIT 2 MONTHS.

TO VANCOUVER & VICTORIA, B.C.

Dates of Sale—Dec. 7, 9, 10, 1915.

Jan. 11, 12, 13, 14, Feb. 8, 9, 10, 11, 1916.

Return Limit April 30th, 1916.

Full information, steamship and sleeping car reservations from any Canadian Pacific Ticket Agent.

Edmonton Ticket Office

143 Jasper Ave. East, Phone 4111 & 4225.
C.P.R. Station, Phone 2822.
Strathcona Station, Phone 3248.
H. DAWSON, District Passenger Agent, Calgary.

Edmonton Bulletin - December 1, 1915
Alberta Heritage Digitization Project
<http://www.ourfutureourpast.ca/newspapr/>

CHRISTMAS LUNCHEON 2006

Saturday December 2 was the day for the 2006 Christmas luncheon. It was organized by Ted Van Gunst with the able assistance of Terry and Judy Wolfe and Dave Zym.

The grounds were plowed out and shoveled by Terry Wolfe, Dennis Pringle and Dave Zym. Over 20 members and friends were present along with the Munseys and Krauters from the Morse Telegraph Club.



DINING CAR
Luncheon will be served at 13:30 O'clock
Please come on in.



The meal was served in Fort Brabant. A lot of effort went into putting the menu together, getting the car decorated, setting the table, keeping the food hot and making everyone feel welcome.



TED VAN GUNST Awarded life membership

At the end of the luncheon, Ted Van Gunst was presented with a life membership in the Association along with a framed photograph of the summer train consist of 1392, 8730 and 6740.

Ted's contribution to the Association over the last 16 years or so has made it possible to operate trains on a regular schedule and provide a demonstration and interpretation of what an operating locomotive and train is all about. We wish Ted and Rachel a long and well-deserved second retirement in this new phase in their lives.



NOVEMBER IS RAILWAY MONTH

Compiled by Stephen Yakimets

November should be Railway Month in Canada. The number of rail events one hundred to one hundred and twenty years ago amazes me. Perhaps it was the coming winter that drove the finalization of so many ventures.

1885, November 7 Craigellachie BC -

Donald A. Smith, later Lord Strathcona 1820-1914 drives in the last spike of the Canadian Pacific Railway at Craigellachie, in the Eagle Pass. CPR President W. C. Van Horne makes a fifteen-word speech: 'All I can say is that the work has been well done in every way'. Smith's first spike bent and was replaced; it was rescued and is now in the Glenbow-Alberta Institute in Calgary.

The following day, the CPR special transcontinental train arrives in Port Moody at Pacific Tidewater, 4,800 km away from Montreal.



November 24, 1905 Edmonton AB -

The Canadian Northern completes tracklaying into Edmonton. The last spike, a silver one, was driven by the Lieutenant-Governor of Alberta.

I asked Alan Vanterpool about the location of this last spike:

"When writing the book about Edmonton's railways I contacted the Lieutenant Governor's office about the spike. They knew nothing about it and it is not in their collection of artifacts. It was common for owners of last spikes to have them made into jewelery or other artifacts for their women folk."

Unfortunately no photograph is known to exist of this occasion.

November 29, 1909 -

A. & G.W. LOCATION TO BE COMPLETE BEFORE SPRING

Survey Parties Going Into the Field Will Map Out Line to Fort McMurray

With the object in view of completing the location of their new line through from Edmonton to Fort McMurray, before the frost is out of the ground, the engineering department of the Alberta & Great Waterways railway, is becoming active, and within the next day or two location parties will be put in the field.

The first party, including 14 men, will leave the city tomorrow morning for Battenburg, 25 miles northeast of the city, and will complete the location of the lines north, from that point, towards Lac la Biche, following up the preliminary survey parties which have been in the field for some time.

The second party, including a similar number of men, will leave the next day for Lac la Biche, and will run preliminaries north from the lake to Fort McMurray. A location party which will finally locate the line north between Lac la Biche and Fort McMurray, will leave with-in a week or two to follow up the party which will go out this week.

Dr. Waddell, chief engineer of the railway company, who returned this morning from Winnipeg, where he has been organizing the survey parties to take the field, said at the King Edward hotel today: "I am rushing my survey parties into the field as fast as possible. It is my intention to complete, if possible, the location of the entire line, through to Fort McMurray before the frost is out of the ground.

"Our men are now cutting a sleigh road right through to Fort McMurray, and should have this completed soon. This will give us a sleigh road clear from Edmonton, along the entire length of our line, and we will be able to keep the parties in the field furnished with supplies right through the winter, without difficulty.

"Our location will be completed through to Lac La Biche by Christmas time unless some unforeseen difficulty arises. Gangs are now working the right of way through to Fort McMurray. There has been little grading done, because of the severe weather. Some of the men working on the grade were severely frozen, and we have found it difficult to proceed with the construction work. Our surveys, however, will all be completed this winter, ready for construction operations in the spring.

Battenburg was also known as Astleyville, Gibbons Station, in Sturgeon County. Legal description 23-56-23-W4

Gibbons was created from the merger of two smaller communities: Astleyville and Battenburg.

Prince Louis of Battenburg married Princess Victoria Alberta of Hesse in 1884. Princess Victoria was Queen Victoria's granddaughter and has a Canadian province named after her. 1909,

The Evening Journal

1918, November 20 - Ottawa ON

By order in Council P.C. 2854 the management of the Canadian Government Railways is entrusted to the Board of Directors of the Canadian Northern Railway Co. On the same day the Government takes over the Canadian Northern Railway and appoints a new Board of Directors.

1925, November 1-4 -

Canadian National diesel electric car No. 15280 makes a run from Montreal to Vancouver in a total elapsed time of 72 hours and an actual running time of 67 hours 7 minutes.

More on "first" diesels next issue -- including 9000 the first

SNOW TRAIN EXPRESS TO JASPER

VIA Rail Canada Press Release

VIA Rail Canada in partnership with Marmot Basin and Jasper, Alberta is proud to announce a new seasonal departure from Edmonton to Jasper featuring VIA's Panorama (fully-domed) observation cars. For 15 weeks, from January 12th, 2007 to April 22nd, 2007, skiers, snowboarders and outdoor enthusiasts can ignore the weatherman's stormy predictions; leave the winter driving up to VIA and travel care-free from Jasper to Edmonton in comfort and safety.

Travellers can make the best of both worlds combining a trip on VIA's Snow Train Express with the award-winning Snow Train, (The Canadian) National Champion 2000 Best Winter Product as voted by the Canadian Tourism Commission. The schedule is designed for a weekend getaway to unwind after the bustling tempo of the holiday season.

"VIA is pleased to partner with Marmot Basin and Jasper to bring our customers, skiers and snow lovers a travelling experience they'll never forget," said Joe Volk, VIA's Senior Director, International Sales. "This new service is the perfect travel companion for enjoying the best of winter without the stress or worry about driving conditions or fatigue following a full day of activities in the great outdoors. And travelling in VIA's Panorama dome cars on the Snow Train Express you're free to participate in après-ski socializing with family and friends, while enjoying a winter wonderland outside your window."



SNOW TRAIN Panorama Dome @ Jasper
Photo Ken Jones

One-way, meal-inclusive fares for VIA's Snow Train Express is \$123.00 for adults, with discounts for seniors (60+), students (12-17 or 18+ with ISIC) and children (2-11), excluding taxes.

Don't ski - no worry - the magical winter town of Jasper offers visitors a multitude of activities to choose from. Stroll down Jasper's quaint downtown area, sip hot chocolate as you sit nestled in the carriage of a horse-drawn sleigh, take a winter ice-walk in the Maligne Canyon, or just enjoy the heart of Canada's Rockies in picturesque Jasper. VIA's Snow Train Express and Snow Train makes all this and more possible.

Trains from Edmonton to Jasper

No 7 : 16:00 - 22:00 (Friday)

No 1 : 08:55 - 14:05 (Thurs/Sat/Mon)

Trains from Jasper to Edmonton

No 8 : 17:30 - 23:30 (Sunday)

No 2 : 12:20 - 17:30 (Wed/Sat/Mon)

<http://www.viarail.ca> or call 1-888-VIA-RAIL (1-888-842-7245)

CPR HOLIDAY TRAIN

Canadian Pacific Railway press release

Each year, thousands of people gather along CPR's route to enjoy the arrival of our brightly decorated trains and watch entertainers perform a live holiday concert.

The Canadian Holiday Train continues its cross-Canada journey into Alberta and B.C. on Monday, December 11 before completing its journey in Port Moody Tuesday, December 19.

This year's entertainers on the Canadian Holiday Train include Canadian Blues rockers Wide Mouth Mason and Lisa Brokop, one of Canada's finest vocalists.

At each stop, people donate money and nonperishable food and Canadian Pacific Railway presents a check for the local food bank -- cash donations are especially appreciated because every dollar collected can distribute \$9 worth of food. Since the Holiday Train program began in 1999, more than \$2.4 million and 1.2 million pounds of food have been collected.

Northern Alberta stops: Tuesday, Dec. 12

- Lacombe, AB - 3:15 p.m., Between 46 Ave. and HWY 2A

- Ponoka, AB - 4:45 p.m., 50 St. at 47 Ave.

- Leduc, AB - 6:45 p.m., Extra Foods, 3915 50 Ave.

- Edmonton, AB - 8:15 p.m., North of the Edmonton station located at 7935 Gateway Boulevard

(All times are approximate. Plan to arrive at least 15 minutes early and check the arrival time prior to attending the event as this schedule is subject to change.)

HISTORY

- The CPR Holiday Train Program began in 1999 and is the only fundraiser of its kind for food banks in North America.

- Planning for the Holiday Train begins at least seven months prior to the fundraising kick off.

- Since 1999, close to 378 tons of food and more than \$1.9 million CDN have been collected by the CPR Holiday Train Program in Canada and the United States -- all donations go back to local food banks.

- In 2004, 165 tons of food and \$375,000 CDN were donated by Canadians and Americans.

- Hundreds of CPR employees volunteer for the special fundraising journey every year -- many taking their vacations to work on each train.

- In the first six years of the Holiday Train Program, approximately 150,000 candy canes and about 60,000 souvenir train whistles have been handed out by Holiday Train volunteers.



CPR Holiday Train 2004

Photo S. Yakimets

UNION STATION FOR EDMONTON

Vice President D. D. Mann, C. N. R. and General Manager E. J. Chamberlin, G.T.P. Agree

The Grand Trunk Pacific and the Canadian Northern have arranged for joint terminals in Edmonton. The agreement was arrived at this afternoon at the conference between Vice-President D. D. Mann, of the G.T.P. and General Manager E. J. Chamberlin, of the C. N. R. ... This forenoon they were in conference for several hours and went over the C. N. R. lines from the station to the roundhouse.

"We have signed a tentative agreement," said Mr. Mann, to the Bulletin this afternoon. "It will be submitted to our boards of directors for their endorsement (sic). The agreement provides for a joint section of line from the intersection of the two roads at the packing plant, to where the G. T. P. turns north at Twenty-first St. We will double track this portion and the G. T. P. will do the same, each railway having common running rights over the four lines for passenger and industrial purposes

"The present C. N. R. (sic) station will be used by both lines for some time to come. The G. T. P. will erect their freight sheds a little to the west of where ours are located."

"You do not contemplate the erection of a new station at the present time?" the C.N.R. vice-president was asked.

"No, we do not. The present station will give ample accommodation until the lines are running through to the coast. I am sure that a new station will not be required for the next five years. ..."

"We will not establish a regular service into Edmonton before the first of September," said General Manager Chamberlain to the Bulletin this forenoon. Yesterday morning the steel was 18 miles east of Edmonton and was being laid at the rate of three miles a day. The steel is laid from the Clover Bar bridge to the packing plant, and as the first trains will come over the C. N. R. tracks they will reach the city by Monday or Tuesday.

"We will push right on through to the west of the city and expect to have the steel one hundred and twenty five miles west this fall. We want to get our steel to the Pembina as soon as possible as we will then be delayed several months while the steel for the high bridge is being constructed.

Thursday July 8, 1909 Edmonton Bulletin

THE FIRST TRAIN CROWDED TO DOORS WITH TRAVELLERS FOR G.T.P. POINTS

Edmonton Now a Main Line of Grand Trunk Pacific—Freight Traffic Manager Announces Opening of Service to Entwistle.

Edmonton can now be considered to be on the main line of the Grand Trunk Pacific. Today sees the inauguration of the tri-weekly passenger service east as far as Wainwright, and the inauguration of a freight service went as far as Entwistle, arranged for yesterday by J. E. Dalrymple, assistant freight traffic manager.

With the passenger coaches crowded to the doors with travellers for the towns down the line, and eastern points, and the baggage coach piled high with express and baggage, the first passenger train to leave Edmonton for the east over the G.T.P. pulled out of the Canadian Northern depot sharp on the scheduled time of eight o'clock this morning. It is due to reach Wainwright at six evening to make connections with the train for Winnipeg.

The train consisted of one passenger coach, a combination passenger and baggage-coach, with several freight cars. Over 100 passengers bought tickets, chiefly for points between here and Wainwright. The express shipped out by the Canadian Express Company was mostly for eastern points.

As a result, of the visit yesterday of J. K. Dalrymple, assistant freight traffic manager of the Grand Trunk Pacific railway, Edmonton wholesale men will secure a freight service over the new line of the G.T.P. that will enable them to ship their goods west of the city as well as east. Henceforth freight for any point east or west as far as Entwistle, will be accepted at the local freight office on First street near the depot.

Mr. Dalrymple, who visited all the local wholesale men yesterday, gave assurance that a freight service would be established west of this city as far as the Pembina. Applications

have been received from time to time by the railway company from local wholesalers to ship freight west to Stoney Plain, White Whale lake and Entwistle, and it was to make arrangements for an intermittent freight service west to handle these shipments that Mr. Dalrymple came to the city yesterday.

A more satisfactory freight service has also been assured over the line east of the city. Refrigerator cars will be provided to handle shipments of fruit, which are consigned for points down the line, from Edmonton houses, and to ship which it has hitherto been practically impossible. Mr. Dalrymple, during his visit, practically adjusted all the matters which had been complained of, and the wholesale men will be assured of a good service from henceforth.

That the tri-weekly mixed train is likely to be the only kind of passenger service during the winter has aroused considerable dissatisfaction, since the dispatches from Ottawa, published this morning, announced that the Railway commission has finally granted permission for a through service from Winnipeg clear to Edmonton, thus removing all obstacles towards the establishment of a through service, which it was claimed by General Manager Chamberlain, of the railway company, stood in the way. There does not seem to be any likelihood of the railway company taking advantage of the permission granted, however, and establishing a through service. But there is now no reason apparent to the public for a further delay. Arrangements have been completed with the Canadian Northern for passenger facilities at the C.N.R. depot on First Street, and there appears to be enough traffic to warrant a through service. Tuesday November 23, 1909 Edmonton Evening Journal

PRESIDENT'S COLUMN

by Herb Dixon

The Board of Directors has lost two very active members in the last while. Jim Sexsmith and Ted Van Gunst have both retired from the Board and, because of other commitments; they have reduced their involvement with the museum. We will miss them greatly because of their dedication to the motive power program and site maintenance.

The Board appointed Terry Wolfe as Vice President - Motive Power and Hans Huizinga as Vice President - Car Department at the last meeting. We wish them every success in their new roles.

This has been a very active month. We moved the museum archives from the City of Edmonton Archives to the Provincial Archives of Alberta (PAA). The City of Edmonton Archives hosted a farewell luncheon for our volunteers and we expressed our gratitude for their assistance and good will during our time there.

The PAA has welcomed us enthusiastically. We are now located in a dedicated office with access to our own computer system. At the same time, portions of our documentation will be transferred from our computer to the PAA database as they are completed. The hours available for volunteering have been expanded to every day including Saturday. Anyone wishing to volunteer should contact Ernie Townend for orientation and instruction in the tasks to be undertaken. George Faulder has begun cataloguing his technical collection, which he has donated to our Archives. This will be a unique library within our collection.

The John Rechner Memorial Library, consisting of over 550 books has been placed in the reading room of the Provincial Archives. It is accessible to the public, but is not available for loan.

The following biography of John will be placed next to the bookshelves:

JOHN RECHNER MEMORIAL LIBRARY

This collection of books and memorabilia is dedicated to the memory of John Rechner.

He spent much of his working life as a locomotive engineer with Canadian National Railways. John was a valuable volunteer at the Museum and spent many hours lending his considerable expertise to the operation and maintenance of our locomotives and equipment.

John passed away peacefully at home on December 21, 1997 at the age of 74 years.

The Alberta Railway Museum is proud to have had him both as a member and friend. He operated locomotives, both steam and diesel, with great skill and was a mentor for many members in many ways.

This library has been collected over the last 40 years and includes donations by members, former members, families and friends who wish to have a permanent place for significant books that are dedicated to the history and nostalgia surrounding the railways.

This collection is permanently housed at the Provincial Archives of Alberta. The books may be viewed in the Reading Room but may not leave the Archives.

Donations to this library are encouraged and very welcome.

John's brother George Rechner, a retired RCMP officer, is our contact with the family. I also had the pleasure of working with

John's daughter Mona Rechner, when she was a charge nurse at the University Hospital years ago.

Please consider this an invitation to become involved with the Museum in any way that you can, no matter how small. The Archives offer another way that you can participate during the winter and we welcome your help.

DOWN BY THE STATION

The Word from the Editor

by Stephen Yakimets

2007 marks two important anniversaries for the Alberta Pioneer Railway Association and the Alberta Railway Museum. In 1967 application was made to create the Association. In December 1986 the collection was moved from its original home at the Cromdale shops in Edmonton to the APRA Park, our current museum site.

Thus "we" have been around as an organization for 30 years,



WE'RE HOME! APRA Park trackage as viewed from the cab of 9000 after placing 1392 and 73 in their new home. The dream of APRA Park is now a reality.

Photo Paul McGee, Dec 11 1986

and at our current home for 20 years. In my view, this is an excellent reason to have an event to celebrate our successes, and our continued existence despite a shoe string budget and uphill struggle to preserve our collection.

In my role as Vice President of Public Programming, I have proposed an anniversary celebration to the Board. I suggested a 30th anniversary party be held during Historic Edmonton Week, which is usually the last week in July. While no firm plans have been made, I envision a festive atmosphere, similar to what is seen in photos of exhibitions at the turn of the century. Perhaps actors could be hired to play historic characters. Members could participate as old time railway workers. The media and our government members could be invited. Fun times, greater exposure, more visitors, and more members are the results I envision.

To pull this together, I will need help and assistance. Please contact me at the numbers below if you're interested and can contribute in any way, shape, or form.

COMING EVENTS - Mark your calendar, more details pending
Alberta Pioneer Railway Association - Annual General Meeting
January 23, 2007; 19:30 hours - Alberta Aviation Museum
11410 Kingsway Avenue. More information will be in the mail
Casino - February 2 & 3, 2007 Palace Casino West Edmonton Mall

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