

The Crossbuck

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Wainwright Railway Preservation Society



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Caboose transferred from Museum

Former CNR Wood caboose 78492 has been transferred from the Wainwright Museum to Wainwright Rail Park. The caboose arrived in Wainwright in 1989 and had been on display in the park at the museum since that time. Although repainted once several years ago, the caboose is in need of another repaint, and some restoration work.

The Museum board enquired about two years ago if we were interested in the transfer of the caboose. After the de-accessioning process was completed, it was moved on July 12, 2006.

A true community effort was required for the move. Davco Crane lifted the caboose onto a trailer from Brenson Trucking that was

pulled by CLC Trucking. Al's Hotshot Service and R. P. Oilfield provided pilot trucks for the move. Many other people

Caboose, Continued on page 6

WRPS has new website

After several years sharing the Wainwright Mainstreet website, a decision was made to register our own domain name and have our own presence on the internet.

Our new website is www.railpark.org. Webmaster, Roy Pierce is constantly looking for new material to add to the site. The Crossbuck is also available for download.

New contact information is on the masthead of this issue of The Crossbuck.

Visitors can contact us via a web form located on our "contact us" page, or by emailing info@railpark.org

Dallas Fletcher of Davco Crane lifts CN wood caboose 78492 from the rails at the Wainwright Museum

Photo © R. C. Pierce

Tank car arrives from Nipawin

AGRX 208 is the latest addition to our railcar collection at Wainwright Rail Park.

The 1926 tank car had been donated by Bunge Canada in Nipawin, SK several years ago, but it took some time to deal with the logistics involved in delivering the car to Wainwright,

Morley Muldoon Transport offered to donate the transportation of the tank car to Wainwright. On July 24, 2006, Phil Valleau and Don McGuire accompanied by a winch truck and trailer driven by Sean McAfee of Morley Muldoon Transport left for Nipawin.

Arriving at Nipawin we made contact with Leo Wiebe, our contact at the Bunge facility, and were led to the tank car. It was winched onto the trailer and secured for the long trip

home. Height was of no concern on the Saskatchewan Highways (we had been given a route by Saskatchewan Transportation), but getting out of Nipawin proved a challenge.

We arrived home in Wainwright about 8 p.m. in the midst of a summer thunderstorm. The truck was secured in Muldoon's south yard on Airport Road for the night.

On July 25 the tank car, along with a 40 ton crane and a bed truck, arrived at Wainwright Rail Park. The car was placed on the rails by early afternoon.

A similar tank car (AGRX 801) was available at Nipawin, but had been derailed. Due to the logistics involved in lifting, transporting and repairing the damage, we turned down the offer. Bunge had planned to sell the derailed



(Above) A crane and bed truck from Morley Muldoon Transport unloading AGRX 802 at Wainwright Rail Park



(Left) AGRX 802 is loaded at the Bunge Canada plant in Nipawin, SK.

tank to a local farmer, but it appears that deal has not materialized. We may be able to acquire the trucks and other hardware from this tank before it is scrapped.

Our thanks to Morley Muldoon for his support of Wainwright Rail Park, and

to Morley Muldoon Transport employees Sean McAfee, Michael Oracheski, Don Russell, D. J. Evans and Lindsay Timbor for their assistance with this project, and to Leo Wiebe and Bunge Canada in Nipawin for the donation of the car.

AGRX 802 history

AGRX 802 is Wainwright Rail Park's latest acquisition.

The car was donated by Bunge in Nipawin, Saskatchewan, where until recently had provided additional raw canola oil storage for their Nipawin edible oil refinery.

Original data found on the car shows it built in 1926 as GATX 21050. At some time it was leased to Philips Petroleum, as evidenced by markings on the frame.

Also still in evidence is the last testing

date of October 17, 1972 by CGTX in Red Deer, a tank car maintenance facility.

The car was sold to an agricultural industry in Saskatoon in 1976, and acquired by Bunge predecessors in Nipawin before its donation

AGRX 802 is in remarkably good shape, for its age, with only a slightly bent handrail, and a broken wooden end walkway. The paint and lettering is well weathered, but can be used to create new stencils for re-lettering the car.

Wainwright to celebrate its centennial in July 2008

Wainwright celebrates its centennial in July of 2008. Wainwright was officially incorporated on July 14, 1908, as a Grand Trunk Pacific Railway division point, and named after the 1st Vice President of the GTP, William Wainwright. Wainwright was incorporated as a town in 1910.

A Wainwright Centennial birthday celebration is planned for July of 2008.

An organizational meeting was held on March 13, chaired by Kelly Clemmer of Star News. Kelly was instrumental in organizing Wainwright's "Party in the Park" for the Alberta Centennial in 2005.

Several town councilors and administrative staff joined representatives from local organizations and service clubs in the first brainstorming session.

Ideas ranged from a day long party at Middlemas Park, to a weeklong celebration where individual organizations could be showcased, culminating with a huge party.

The next meeting will be held on Tuesday, April 10 at the Communiplex at 7:00 p.m. Interested people are invited to attend.



J. H. Gano photo

A brief look at Wainwright in 1908

The Grand Trunk Pacific Railway, building westward from Winnipeg to Prince Rupert B.C., arrived in Wainwright on July 21, 1908. The right of way and Battle River Trestle had been surveyed the previous year. One-hundred-seventy men worked on the "Pioneer" track laying gang, laying two miles of ties and steel in a ten hour day. This meant laying 35 ties and a 30-foot section of rail every minute.

Mr. Daniel J. Dempsey was Superintendent of the construction train and gang.

The original Grand Trunk Pacific Railway station was erected in 1908 and opened on February 26, 1909. Mr. R. A. Snyder was appointed as the first Station Agent, and Mr. A. E. Duff served as Night Agent.

1908 also saw the construction of the wood water tank, coal dock, and roundhouse on the south side of the rail yard, across from the station, and the arrival of Dr. Middlemass, the G.T.P. Doctor.

Construction of the Battle River Trestle was well underway before the rails reached Wainwright. With completion of the track to Wainwright, steel and other supplies for the trestle could now be delivered by rail directly to Wainwright rather than by wagon from Hardisty.

The 1775 foot Battle River Trestle, standing 195 feet above the river, was completed on December 10, 1908.

Buffalo Adventures tours to include Wainwright Rail Park

Wainwright Rail Park will be a partner with the Wainwright Buffalo National Park Interpretive Centre Foundation and others to provide extensive "immersion" tours of the Wainwright and Provost/Bodo areas.

"Buffalo Adventures: the Authentic Canadian West" will provide three hour tours of specific locations throughout the region to pre-booked visitors. Each tour group will consist of approximately ten visitors who will be guided through their adventure by experts in their field.

A typical day would include two pre-arranged immersions, three meals, and accommodation. Guests will use their own vehicles to get to the sites. The drive through east-central Alberta is intended to be part of the experience.

In addition to Wainwright Rail Park, other tours are expected to include the Bodo Archeological Digs, Buffalo Ranches, Farms, Military History, Oil and Gas History, etc.

Tours, Continued on page 4

Communities in Bloom enhances WRPS entrance sign

Wainwright's Communities in Bloom volunteers have added some colour to the main entrance at Wainwright Rail Park. Flowers native to this area (wild roses, tiger lilies, etc.), along with some natural grasses, have been planted in front of the main entrance sign.

Several trees, planted to the east of the sign, nicely complement the clock tower.

Phil Valleau has hauled tanks of water and rigged a soaker hose to provide our own self-watering system for the flowers.

We appreciate the effort put into the enhancement of our main entrance.

Tours, Continued from page 3

Plans are also underway for a Buffalo Interpretive Centre in Wainwright, which would serve as the starting point for these tours.

Marketing is focused on visits for adults from Britain, Germany and North America who want to experience the Canadian west. Most tours will be booked through the internet.

More information is available from the Buffalo Interpretive Centre through their website:

<http://www.buffaloalberta.ca>.

After dry run tours last year, more trial runs are planned for this spring, with a full dress rehearsal planned for June with significant media coverage expected.

Wainwright Rail Park looks forward to interpreting the importance of the railway to these visitors.

Recent donations

Norm Corness recently donated another box of CN and Grand Trunk Pacific artifacts. Included in the recent donation is a 9 foot long 1907 railway map of Canada printed on linen. This map shows projected lines (at that time) west of Winnipeg, including the GTP main line through Wainwright, which was not completed till the following year. Our intention is to have this map professionally mounted to archival standards, and displayed for everyone to enjoy.

Norm also donated Grand Trunk Pacific paperwork, including original train orders, clearances, and memos. More recent CN dining car menus and timeta-

bles were also included.

Ida Rutherford donated several boxes of items that belonged to her late husband Stan.

Included are engineer's time books, employee timetables, operating manuals and photographs. Stan was a long-time member of our organization and a display in his memory is planned for 2007.

Georgina Myggland donated a metal fire blanket case, an antique mitre saw, and a cupboard and two chairs suitable for our bunkhouse.

Harold Rolseth donated a restored CNR marker lamp and several flagging kits suitable for cabooses and speeders.

Dispatching Display running

The CN dispatching console, donated in 2005, has been set up temporarily in the UGG building.

Using dispatching simulation software, the console was operational for the 2006 season, allowing visitors to try their hand at dispatching trains on the Wainwright Subdivision. The simulation software shows the mainline between Edmonton, and Biggar, Saskatchewan on two screens, and train lineups, orders and track occupancy permits for maintenance, etc. on other screens. Corresponding sound is also provided for the chatter between dispatcher and trains.

No computer, monitors or software were provided with the console. Currently, older donated computers operate the simulation and 17 inch CRT moni-



Photo © R. C. Pierce

A view of the CN dispatching console, operating last summer in the UGG Building.

tors are being used for the displays. As funding permits 19 inch LCD monitors could be acquired for this display, and would better fit the original panels in the console.

Our thanks to Harold Sweetland, CN Facilities Manager, for his assistance with this donation.

Canadian Council for Railway Heritage meets in Edmonton

Don McGuire, President, and Phil Valleau, Vice President, attended a meeting of the Canadian Council for Railway Heritage on September 9, 2006 at the Alberta Railroad Museum in Edmonton. The organisation includes railroad museums and rail enthusiasts working together and sharing information for the preservation of railroad history.

Chairman Lyle Berge, retired Canadian Pacific Community Relations Manager, chaired the meeting with the morning session devoted to a presentation being made by the CCRH to the Standing Committee on Canadian Heritage. This committee is holding hearings and planning a new Canadian Museums policy. Part of the presentation will focus on the future of railway museums in Canada. Mr. Berge and Jim Cullen, are making the trip to Ottawa.

After a break for lunch, served in the former CNR passenger car *Fort Brabant*, Jim Cullen presented a package for evaluation of Historic Railway Equipment.

Forms for assessing equipment were explained, and then we asked to do an evaluation on CN 9000, the Alberta Railroad Museum's operating diesel locomotive. A very interesting discussion of our findings followed. It was a most informative day.

Grant applications submitted

A grant application for \$5400.00 has been submitted to the Alberta Museums Association to fund repainting our caboose. The grant will cover the cost of Morency Orange and Mineral Brown paint for the caboose exterior, and appropriate finishes for the interior of the caboose.

Also included in this application is the cost of a Lemmer professional air-



Paul Newsome photo

Attendees at the Canadian Council for Railroad Heritage pose in front of CNR 9000 at the Alberta Railroad Museum.

Left to right: Jim Lanigan, Mike Westren, Don McGuire, John Pinter, Phil Valleau, Lyle Berge, John Harwood, Jim Cullen, Garry Anderson, Doug Phillips, Paul Newsome, Ron Anstey, Jim Brown and Herb Dixon.

Box cars receive fresh paint

Our two Canadian Pacific boxcars, 235998 and 236326, received a fresh coat of paint last fall.

A lot of elbow grease went into the car body preparation, using angle grinders and sanders to smooth the surface in preparation for priming.

Howard Neth, Wainwright Paint and Paper, custom mixed CPR Tuscan Red paint to chips we provided. Keith

Brower then brought his spray gun, and the paint and primer was applied.

Ron Rogers, of R2 Signs, cut stencils for lettering the cars using an original CPR lettering diagram as a guide. Stencils were applied to CPR 235998 and all but the end lettering was completed prior to cold weather arriving last fall. The remaining lettering will be applied this spring before the stencils are used for 236326.

Both boxcars were built in 1921 and acquired in 1998 from Pioneer Acres in Irricana, AB. Although they had been repainted soon after transfer to Wainwright, this is the first time they have had lettering applied.

less paint sprayer, with a three foot wand to facilitate easier spraying of our equipment. Used scaffolding is available to us, at a reasonable cost, from Rent World, and it has also been included in our funding request.

Acquisition of a sprayer and the scaffolding will assist with restoration work in the future as well as the immediate project.

assisted with the lifting and placing the caboos on the rails.

Once at Wainwright Rail Park, a general clean up of the caboos was done to make it presentable for the remainder of the season.

We have applied for a \$5400.00 grant from the Alberta Museums Association to cover the cost of a full repaint for the caboos. Some restoration work is included in the application. A maple leaf stencil is on loan from the Alberta Railroad Museum in Edmonton to provide the final touch to the repaint.

The caboos will be repainted in the Morency Orange scheme with Mineral Brown roof and frame, green maple leaf and white lettering. Substantial data and painting information is on hand to ensure the caboos in repainted correctly.

Some interior fittings (caboos desk, water stand, kerosene lamps, etc.), have already been acquired to backdate the interior. The three bunks and the rollover cupola seats will have to be built from scratch using available diagrams.

It is our hope to have this project completed by this fall.

WRPS 2007 Board and Executive named

The annual meeting of the Wainwright Railway Preservation Society was held on January 17. The 2007 executive is:

President: Don McGuire

Vice President: Phil Valleau

2nd Vice President: Dennis Lever

Secretary: Bev Valleau

Treasurer: Kim Pierce

Board of Directors: Cliff Beazley, Lloyd Hill, Ed Frissell, Keith Brower, and Herb Bradley

Webmaster: Roy Pierce



Photo © R. C. Pierce

Phil Valleau, Vice President, chats with Kim Pierce, Treasurer, in the Wainwright Rail Park Giftshop.

Our first complete train display expected to open this year

With the acquisition of a wood caboos and the painting of the boxcars, we hope to assemble a complete train set this spring.

The caboos already sits at the end of Track 2 and will be painted this spring. Also waiting to be coupled on the same track are our two boxcars and a flatcar.

A small amount of spiking and ballasting is still required on Track 2 to complete the tracklaying. When that is completed GMD-1 1404 can be rolled

through the switch and coupled with these cars and the caboos into a typical CNR way-freight from the '50s.

This short train will see the locomotive sitting just beyond the walkway at the speeder shed, providing easy access. The caboos will be a short distance from the two display buildings at the east end of the park.

We look forward to showing our 1950's vintage train to visitors at Wainwright Rail Park.