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# the CANORA CHRONICLE

*Capturing history - Building community*

The Canadian Northern Society and  
The Canora Chronicle Newsletter  
celebrate 30 years this year!



To honour our commitment of  
*'Capturing history and Building Community'*  
we will be showcasing each of our sites  
with a special up-close look at the sites  
as they are today. See the enclosed  
insert and enjoy a look at our Big  
Valley Station and Roundhouse  
Interpretive Park site.

The Board of Directors wishes our  
past Managing Director, Doug Roper,  
all the best as he moves to a new  
community closer to his family.  
Thank you for all your time and  
efforts with our Society!

We welcome Norm Prestage as the  
new Society Managing Director.  
Norm has been a long-time volunteer  
and spent his career working in  
the grain business. Norm brings a  
wealth of knowledge and abilities to  
the position and we look forward to  
working together to Capture History  
and Build Community!

## UPCOMING EVENTS

August 19, 2017

Camrose Heritage Station  
150 Garden Party (10 am to 4 pm)

August 27, 2017

Meeting Creek Station Park  
Prairie Fun Days (10 am to 4 pm)



Help us to increase our  
followers and "Like" us on  
Facebook!

## *Acknowledgements*

Thank you to The Gwyn Morgan and Patricia Trottier Foundation for the generous and kind cash donation—along with fellow members James E. Lanigan, Donald Wilson, and Dr. Rae Fleming.

## ALONG THESE LINES: WARDEN STATION PROJECT

Your Canadian Northern Society has been fulfilling its mandate in researching and interpreting the history of the Canadian Northern Railway by installation of interpretive signage, website development, and the construction of a "train order station" for Warden, Alberta.

Located 55.9 miles south of the Battle River, and 5 miles south of Stettler—Warden was the historic junction point of the Canadian Northern's Battle River Subdivision with its Brazeau extension that ran 170 miles west to the foothills of the Canadian Rockies. There the railway served a coal mine developed by Martin Nordegg, whom Mackenzie and Mann had commercial dealings with during the early days. Originally there was a standard fourth class station constructed at Warden—which was destroyed by fire in 1919, and replaced with a third class station which eventually was expanded to accommodate the additional passengers who would stop there during layovers of the old Hanna-Mirror mixed train. Regrettably this structure was sold and dismantled in 1983.



To educate visitors and passengers aboard Alberta Prairie Railway's excursions trains on Warden's railway history, and time table and train order operations—we started a volunteer project this past spring in Camrose to construct this portable station which is beginning to nicely take shape. It includes actual features from the original Warden station—in particular station name signs, window frames, and the train order signal wall machine levers. We had hoped to install this depot prior to July 1, however have fallen a bit behind with volunteer resources. However we are indebted to Jeremiah Overland, Donnie Lowen, and the late Bruce Smith who all have worked on this project. In addition we thank Don Gillespie of Alberta Prairie Railway, the East Central Alberta Heritage Society, and Richard Graydon and Ernie Beskowiney for their continued assistance.

Thank you to Dominion Railway Services Ltd. for the donation of the railway chair for the station. This will complement an original station desk which was donated at Camrose and has been incorporated.

We will be looking for an agent for Warden next summer!

## BIG VALLEY HAPPENINGS

The successful Rails and Tales event was held from June 28 to July 5 with the visiting steam loco 1392 from the Alberta Railway Museum. Steam and oil-fired traction equipment displays and many others. The station was headquarters for most of the events and had many visitors from around the world as well as many photographers who came out. Thanks to all of the volunteers that helped make Rails and Tales an event to remember.

Wayne and Phyllis continue to do a great job of keeping the station and grounds in great shape and looking good. Alberta Prairie's trips continue to bring in people from all over, and we get very positive comments on our station.

~ Rich Graydon, Big Valley Station



Photo©S.I. Smith



©Lorrie Tiegs Photography

A Letter from Mr. Don Trotten to the Canadian Northern Society, July 21, 2017.

*I wanted to write to thank the Canadian Northern Society for its significant donation of \$1500, and donation in-kind of the use of the Big Valley Station for display purposes, to Rails and Tales, 2017.*

*As you are aware, Rails and Tales 2017 was planned as a unique event in celebration of Canada's 150th birthday focusing on the history of rail transport, and in support of the east central area of Alberta. For the first time in 31 years, Western Canada has brought together two operating steam locomotives for a "steam-expo." Our event was completely run by volunteers with a passion for steam, and the cost of all events free to the public was covered solely through sponsorships and donations. Your donation was critical to the success of Rails and Tales 2017, covering the million tiny (or not so tiny) but important costs associated with mounting an event of this size. The in-kind contribution from the Canadian Northern Society of the use of the Big Valley Station allowed us to show historic films of rail events, and to provide a cool and contemplative location for our guests. For your support in this area, we thank you very much!*

Sincerely,  
Don Totten, Chairperson  
Rails and Tales 2017 Committee



Photo©S.I. Smith



## SAVING A HISTORICAL ARTIFACT

The Saskatchewan Railway Museum recently acquired a Canadian Northern Railway agent's office desk by way of donation. Evidently his desk was from the Canadian Northern standard third class station at Leask, Saskatchewan. This is very similar to the desk at Meeting Creek and Camrose and as illustrated in our own Charles Bohi and Leslie S. Kozma's book on CNs Western Depots.

Congratulations to the Saskatchewan Railway Museum for not only preserving this piece of Canadian Northern Railway history, but to all they do for the community of Saskatoon and beyond.

## CAMROSE NEWS

First, I'd like to introduce myself. My name is Norman Prestage, and as of June 8, I've taken on Doug Roper's position of Managing Director at the Camrose Heritage Railway Station and Park. Doug left to be closer to family in Grande Prairie. I have a background in the grain business, but retired a year and a half ago. I become bored very quickly, and since I have volunteered at the Camrose station and in Meeting Creek for the past 17 years, I happily stepped into the position.

Thank you to all those who helped make the annual Battle River Community Foundation Barbeque so successful. Dorothy Lysons, Sharon Ofrim, Elizabeth Bagdan, Cathie Bartlett, Norm Prestage and "the two Carols" (Roy and Rawson) all pitched in to work their magic, of course under the direction of Glenys Smith.

We received a Canada 150 grant for signage in Meeting Creek, and thanks to Bill Walker for making the frames and to Lorrie Tiegs for the design and printing work to be completed this fall.

Thank you to Don Walsh of Camrose for the donation of a top hat and tail coat from the turn of the last century, and an Algerian coffee set to the gift shop. Thanks also to Dean and Lorrie Tiegs for the generous donations to the White Elephant Gift Shop this spring.

We had a number of guests come for Tea and Garden Tours during July 10 to 14. The rhubarb and strawberry coffee cake was scrumptious!

Hobo Day was a wonderful first effort, and a great success. Many thank yous here...for the food prep, baking and set-up and tear-down, Diana Nickel, Elizabeth Bagdan, Gladys Kupka, Therese Mazure, Carol Rawson, Carol Roy, Ed Kusalik, Garry, Ingrid and Chrystal Middleton, Jeremiah Overland, Norm Prestage, Wayne Bosch and Sharon Ofrim. For food service, thanks to Pat Lyseng, Daniel Gagnon, Adam Smith and Amielle Christopherson. For running the speeder and model railway, thanks to Terry Bowles and Garry Middleton. For organizing the children's mayhem, er

games, thanks to Jen Laskoski and Katie Gagnon. A special thank you to Carol Roy for the wonderful backdrop painting for the photo area. To Barb McDonald, the Hobo display in the lobby was great! Thanks so much. And a special thanks to the Camrose Public Library for sending the Book Bike and staff with books and crafts for the children. And did you see all the little painted faces? Thanks to Tracy Fontaine for the face painting booth.

So many thanks to the entertainers! Firstly, to Garry Middleton for the demonstrations of how to build a "hobo stove". And to Bill Walker (guitar), Devin Rehn (banjo), Norton Metcalfe, Glenys Smith, and Harold Tippler (vocals), thank you for the sing-alongs. Thanks also to thespians Ed Kusalik, Peter Leblanc, Glenys Smith, and Melissa Prost for their efforts to educate and entertain in story.

We'd like to say a special thank you to our summer students Amielle Christopherson and Jennifer Laskoski for all that

they did to make Hobo Day so successful, and for all they do in the Station Gardens, Tea Room and Archives every day! We would also like to welcome our third summer student, who just recently joined us. Welcome, Hanna Snider!

Just a quick reminder of what's coming up in the next month. Isle of Sodor Day, a celebration of all things Thomas, will be held the afternoon of August 5. The Canada 150 Garden Party will be held from 10 am to 4 pm on August 19 here at the Station. The final day of this season is August 24. And don't forget Prairie Fun Days, celebrated at Meeting Creek from 10 am to 4:30 pm on Sunday, August 27. There will be tours, fun, food and entertainment. A special treat will be Cowboy Poet Jeff Strandquist at 2 pm. We will be seeking helpers for all of these events, so be prepared!

Until next time...

~ Norm Prestage, Managing Director



## MEETING CREEK NEWS

First thanks again to volunteer Glen Chapman's hard work and dedication, the ceiling in the streetside second floor bedroom ("north" side of the depot) was repaired and repainted. This area was damaged with the leaky roof around the false chimney that we repaired early last year. The work has been completed professionally and we thank Glen so very much for his efforts.

Also, thanks to the volunteer efforts of Karen and Shawn Smith and family the station grounds have been kept presentable all spring and summer long. There is a significant amount of grass to regularly mow, and the weeds and tall grass must be trimmed from the vintage Canadian Northern railway track. We have had several lawn mower break-downs and issues as a result of our older equipment and are currently reviewing our options to upgrade our ride on tractor next season. We replaced a hand mower with a used unit, and the "Dean and Lorie Tieg's" push mower continues in service! Thanks to Don Gillespie and Alberta Prairie Railway's generosity – we have had Rich Graydon keep the heavy grass down using Don's heavy-duty tractor and mower as well.

Further to the budget approved at the Canadian Northern Society 2017 Annual General Meeting, we engaged a contractor in June to complete several outstanding projects that seemed to be continually out of reach of our volunteer efforts. This work included re-painting the walkway between the grain elevator office and driveway that was repaired by our volunteers last fall, significant touch-up painting on the "mid-level" of the grain elevator complete with repairing siding that had been blown off in a recent wind storm, and repainting whistle signs on the right of way. We also paid Laureen Bergstrom for deep spring cleaning of both the elevator and station and she did a very thorough and good job.

In order to capture water and prevent continued drainage from entering the crawl space of the depot, we had a donation of a large vintage galvanized water storage barrel that we have now

placed on the street side of the station which we will clean up as time permits.

As there has been volunteers on hand working at Meeting Creek throughout the weekends in May, June, and July, we have had several visitors and groups drop into the depot and grain elevator, all with very positive comments. As a result of a donation by Dominion Railway Services Ltd. we have a circa 1910 Canadian Northern Railway Express filing cabinet that has been added to the collection within the station, as well as a brass CNR desk lamp.

Karen Smith has contributed her own funds towards continuing to develop a vegetable garden located in the volunteers camp site to the south of the depot. This is a welcome addition to the continued development of the overall station grounds, and this year she has fenced and gated the garden, reporting some of the best growing conditions in years!

We have technical approval to reshingle the roof of the depot from Alberta's Historical Resources Foundation; however, it is doubtful given resources and contractor availability that we will be in a position to complete this project in 2017. With continued lack of adequate resources being made available to fund historical sites in Alberta, the Foundation was unable to provide full funding towards this project, and as a result we were awarded \$10,700, an estimated one-quarter of the amount required. We will update the membership in the next edition on our progress.

(As an aside—be sure to write your MLA or the Alberta Government urging them to continue to support funding for Alberta's Historical Resources Foundation. Our voices need to be heard. If we who care about preserving the built heritage of our province don't express our support, no one else will!)

Lastly, the Society executive is dealing with a trench that has been dug on the "south" (towards Big Valley) end of the station grounds without the permission of our organization. We have mitigated any material issues at this point and are working with the County and community on resolving the situation so that drainage is improved, but in a safe and

proper manner while on our property. Ensuring that our property is respected can be a continual challenge and a responsibility that we take seriously as an organization.

## MEETING CREEK ELEVATOR

The Meeting Creek Alberta Pacific Grain Elevator is 100 years old this year. Constructed in 1917, the elevator is one of the most remarkably conserved wood-cribbed elevator structures remaining on the Canadian prairies and is a classic example of the thousands of similar structures that at one time dotted the landscape.

We plan to spend some additional time over the next year or so looking at preservation options for this structure. Maintaining historic grain elevators can be an expensive proposition, and we have several structural issues that need to be addressed at Meeting Creek, together with proximity matters. We have engaged the Alberta Historical Resources Foundation's advisory staff for assistance and look to identify our priorities for repair and then funding in 2018.



Anyone interested in getting involved with maintenance or funding our "centennial" grain elevator should speak with Norman Prestage, Canadian Northern Society Managing Director at 780 672 3099. Norman has a special interest in the elevator having been a Director and volunteer of our Society in the past, and spending a great deal of volunteer time at Meeting Creek. He also has spent his career in the grain elevator business, having operated wooden elevators across southern and central Alberta.

## ALTERNATE HISTORY – THERE IS NO ‘S’ IN BIG VALLEY

Much has been made about the fact that Big Valley lost its divisional point status as a consequence of the amalgamation of the Canadian Northern Railway (CNoR) and the Grand Trunk Pacific Railway (GTPR) after 1921. Mirror’s and Hanna’s gains became Big Valley’s loss.

With that in mind, it would be fascinating to travel back in time and alter the course of history to see what might have happened had the extensive development plans of the Canadian Northern come to fruition in Alberta; in particular—the company’s so called ‘S’ Line, proposed to run between Strathcona and Calgary—and what its impact might have been on Big Valley as a railway centre. What if?

The first decade of the Twentieth century was a time of unbounded optimism in western Canada. Unprecedented immigration into the country and settlement on the prairies fuelled an insatiable demand for railways to carry the local agricultural produce to market, to bring in manufactured goods and other necessities of life, and to provide a means of communication and to expedite travel. The provincial government was only too eager to provide incentives to encourage the construction of railways and more railways; Mackenzie and Mann were only too willing to accommodate the demand. The Strathcona–Calgary Branch was one of a number of lines chartered under the Canadian Northern Western Railway, which was incorporated on 5 December 1910. [1]

The Battle River Branch from Vegreville Jct. to Drumheller and its continuation south into Calgary, in conjunction with the Camrose–Strathcona cut-off, became the CNoR’s primary north-south line in central Alberta. As it was strategically tied to the Brazeau Branch it also became the principle route for the distribution of coal throughout the prairies. By geographic fortune, its location assured a large measure of prosperity to Big Valley, the divisional point near the junction of both lines.

The ‘S’ Line, paralleling the CPR’s Calgary & Edmonton (C&E), was an “air line”, much more direct than the CNoR’s line to the east that wound its way through Camrose, Stettler, Big Valley Munson and Drumheller. The ‘S’ Line was intended to compete directly with the C&E, particularly in passenger traffic and the lucrative express trade between the province’s two major cities. The importance of the CNoR’s ‘S’ Line cannot be understated. [2]

The line as finally located departed the site of the CNoR’s Strathcona station—just west of the CPR’s depot—southwest-erly, nominally paralleling the C&E to a point about 15 miles due west from Wetaskiwn, the furthest the two lines were apart. The line continued south to Lacombe, where it crossed the C&E and then the CNoR’s Brazeau Branch before making its approach to the Red Deer River crossing, just east of Red Deer. The line then ran southerly, east of the C&E, finally making

connection with the CNoR’s Drumheller line just east of Calgary. Construction commenced in 1911.

*The awarding of the contract by the [CNoR] for 100 miles of grading, to be completed this year from Red Deer to Calgary, is causing considerable comment in the town. It is thought that this must form the southern part of the ‘S’ Line, which will connect with the Brazeau line here and eventually go to Edmonton. Nothing definite has been given out, by the officials of the Northern Construction Company here. [3]*

Work resumed the following spring:

*An official of the Canadian Northern Railway states that their line between Edmonton and Calgary is being rushed to completion, and this fall will see the steel connecting Edmonton, Lacombe and Calgary. Hundreds of men and teams are now at work for south of Lacombe and out of Strathcona. A number of contractors will finish work on the Goose Lake extension this month, and their outfits will be put on the work south of Lacombe. It is only a matter of a few weeks until this road is under construction for practically its entire length. Work is also being pushed on the Brazeau Branch from a point south of Lacombe. One of the most important points on the [CNoR] will be the junction south of Lacombe. [4]*

Contractors focused on grading the portion between Lacombe and Blackfalds with the expectation that track connection would be made with the Brazeau Branch to enable CNoR trains to run into Lacombe by early July. [5]

The first 8.98 miles south of Strathcona was also graded in 1912 (Mile 2.33 to Mile 11.31). Steel was to be laid late the following year to create a spur to service the White Star Mine. While at the time this stretch of track was merely a temporary expedient, it was meant to eventually form part of the main line. [6]

Assuming that the ‘S’ Line was operational by 1915, its impact on the future of Big Valley would have been considerable; the question really is how much?

Hanna, about 45 miles southeast of Big Valley, was the principal divisional point on the CNoR’s Goose Lake line between Saskatoon and Calgary, and it became the gateway for Drumheller coal to markets in eastern Alberta and Saskatchewan.

Lacombe, about 50 miles northwest of Big Valley, was already an important CPR outpost. Located roughly halfway between Edmonton and Calgary, Lacombe was to become the ‘S’ Line’s intermediate divisional point. Further, as Lacombe was to be



*Canadian Northern Railway Strathcona Station (McDermid, Glenbow NC-6-698), ca. 1914.*

*The Canadian Northern's Strathcona station never really lived up to expectations. Designed by CNoR architect R.B. Pratt, it was constructed by John McLeod & Sons, Winnipeg at a cost of \$26,915. While completed in late December 1913, the first passenger train did not operate out of the facility until 21 June 1915, running south to Calgary, via Camrose and Drumheller. The story would have been quite different had the CNoR's 'S' Line been built and operated; this would have been a major passenger hub. As it was, with the opening of the Bretona-Bretville Jct. cut-off in 1929, passenger traffic to this station ceased and the building was mothballed, sold in 1954, then demolished the following year. Here CNoR engine 324 leads a caboose and a box car—what appears to be a transfer—about 1914.*

situated on the Brazeau Branch, it would become the hub and primary distribution point for Brazeau coal.

*The divisional point for the Strathcona-Calgary and the Brazeau branches is located at Lacombe, and all division business will be done from this point. It is stated that over a thousand railway men and their families will be tributary to Lacombe.*

*The entire coal supply for the [CNoR] system will be distributed here and there will be many crews who will run from Lacombe. A large roundhouse and shops for making repairs which will be necessary will be located here. The [CNoR] has purchased more land in and around Lacombe than in any other point in Alberta. Nearly a thousand acres has been purchased on the outskirts of the town and the railroad has already surveyed its storage tracks, transfer tracks, etc. It is expected that in a month trains will be running into Lacombe and before fall fuel can be secured direct from the great coal fields of the Brazeau. [7]*

Sandwiched as it was between Hanna and Lacombe, Big Valley would have been marginalized, subsequently playing out its role as a small rural divisional point on the Battle River Subdivision,

subject to the seasonal ebbs and flows of the local agricultural economy, and unlikely to achieve its ultimate destiny as an important railway centre for the first decade of its existence.

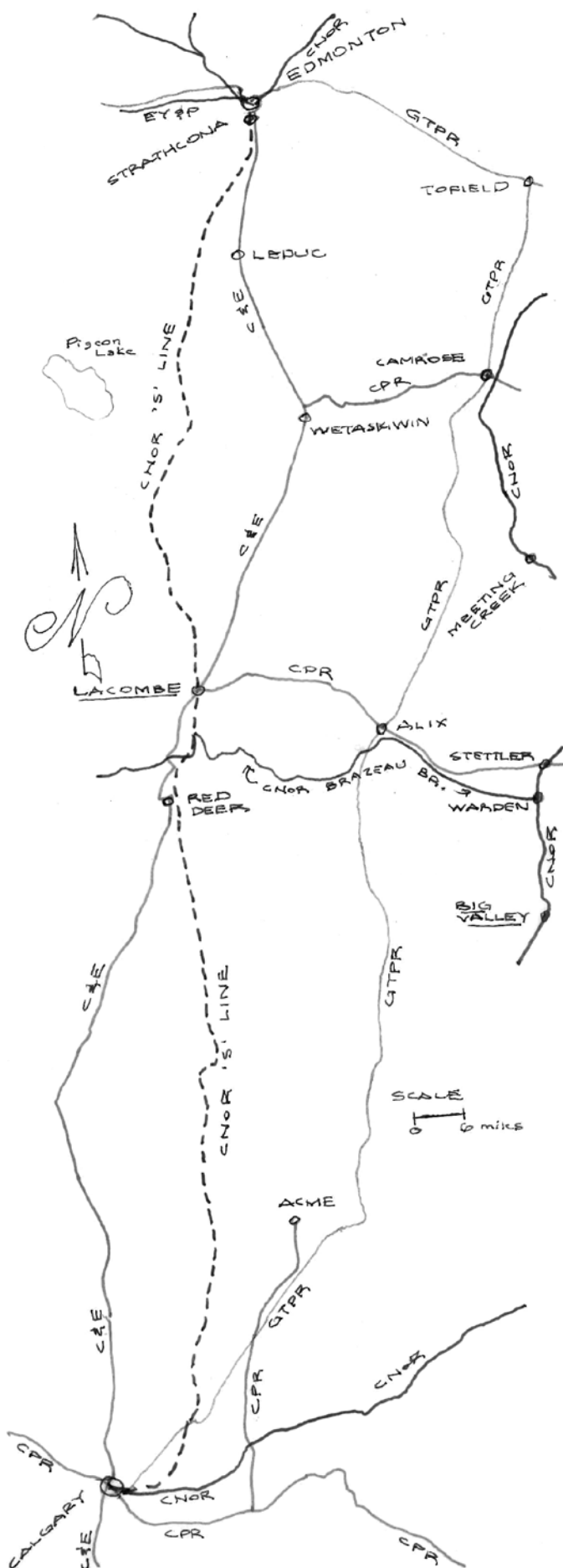
Now we suddenly awake from our time travel fantasy! Alas, the ambitious plans of the CNoR's 'S' Line went unfulfilled, a victim of economic recession, war and, ultimately, facing bankruptcy, the company was taken over by the Dominion government. No further work was undertaken on the branch. As a result, between 1912 and the 1920s, Big Valley developed into a bustling railway town. By the mid-1930s it was demoted to the status of a local station that became the place we know today.

It is unclear as to the disposition of the vast lands acquired by the Canadian Northern in and around Lacombe. The nine miles of 'S' Line grade south of Strathcona languished unused for many years. In 1930 the timber trestle over Blackmud Creek was sold and dismantled and, finally, in the 1940s the right-of-way was sold to the adjoining landowners. [8] The old railway alignment has since been obscured by development in the city of Edmonton.

*By Leslie S. Kozma*

"Canadian Northern Railway's 'S' Line", 1911"

ENDNOTES



[1] A.B. Hopper and Thomas Kearny, *CNR Synoptical History of Organization, Capital Stock and Other General Information*, page 232. Between 1914 and 1922, nearly 500 miles of branchline was constructed and put into operation under this charter.

[2] "South Side News", *Edmonton Bulletin*, 25 November 1913, page 3. When all these plans are complete the new South Edmonton depot of the [CNoR] will be busy with traffic to and from the southern part of the province and with two lines the [CNoR] should be able to effectively compete with the CPR which so long held the monopoly of transportation.

[3] "Red Deer", *Edmonton Bulletin*, 22 March 1911, page 8.

[4] "Rapid Progress is Being Made Around Lacombe", *Edmonton Journal*, 23 May 1912, page 3.

[5] "News of the Province", *Lethbridge Herald*, 10 May 1912, page 9.

[6] "South Side News", *Edmonton Bulletin*, 25 November 1913, page 3.

[7] "Rapid Progress is Being Made Around Lacombe", op. cit.. "Arrangements About Completed For Fair", *Calgary Herald*, 1911. The [CNoR] has completed negotiations with the Lacombe Town Council and expect to begin work on the grade into the town at once. The station will be built on the old school grounds on Barrett Avenue, and a subway will be built on Hamilton Avenue. Teams and traffic will have to round by Oliver and Bennett avenues. Provision will be made for the building of a subway across Bailey Avenue at the public school, for the safety of the school children. The fire hall will have to be moved, as the track will be laid right through the land on which it stands, and several short streets near it will be closed.

[8] Papischase Historical Society, *South Edmonton Saga*, page 65. The trestle was sold to Herman Treichel who moved a sawmill to the site, dismantled the trestle and cut the timbers into lumber. He built a grain elevator and some other buildings with this lumber on his far three-quarters of a mile east of Ellerslie. [An image of the trestle appears on the same page – upper right; the one on the left side of the page, also claimed to be the one over Blackmud Creek is a different bridge].

## HANNA ROUNDHOUSE SOCIETY UPDATE

Thank you to the Canadian Northern Society for allowing the Hanna Roundhouse Society to set up a display at the Rails and Tales event held in Big Valley in July. It was a busy few days with many people stopping at our table to talk about the Roundhouse.

The Hanna Roundhouse was entered into the National *Trust This Place Matters* competition from June 15 to July 20. Final results were announced July 24. Visit our Facebook page to see how we did! We were the only Alberta Heritage restoration project entered into the National competition, and people donated over \$26,000 towards repairing our great hall roof (engine bays 1–5, 9,500 ft<sup>2</sup>). Results on July 24 will determine if we are entitled to any of the Western Category funds of \$30,000.

The Hanna Roundhouse Summer Celebration will be held on August 11 and 12. Please visit our Facebook page for all the details!

The Roundhouse sign was recently setup, and shown in the photo left to right is: Ed Kurbis, Gord Tyers, Maureen Tyers and Walter Alksne.



Thank you to the Canadian Northern Society, our volunteers and supporters for all of your support as we move through our learning process with our historic restoration.

~ Sandra Beaudoin, HRS

## CANADIAN NORTHERN HISTORY

**James Greenwood Entwistle (1860–1940)** had a storied career with the Canadian Northern. He was a locomotive engineer for Northern Pacific and Manitoba running between Winnipeg and Grand Forks (1898–1901) and stayed when that road was taken over by the CNoR in 1901. Moving west with the CNoR westward expansion, he was chosen to operate the first train into Edmonton (over EY&P in 1902). He founded the town of Entwistle, but then returned to the CNoR, running the Edmonton–Vermilion passenger train for several years. He was promoted to acting superintendent in Saskatoon in 1912 and then to superintendent in Edmonton in 1913.

*Engine No. 266 of the Canadian Northern, made her maiden trip last night to Vermilion, under the care of Engineer James Entwistle and Fireman Harry Beale. The gallant steed and her drivers have histories ever so interesting, and perchance romantic.*

*No. 266 is the first of 12 engines that have been purchased and used on the CNoR, all of them being of extraordinary size and power. Engineer Entwistle is the oldest [i.e. most senior] Engineer on the Canadian Northern, having started his career as an Engineer in 1901 [sic - 1902], running the first engine operating between Edmonton and Strathcona in the good old days when there were more trails than railroads in this part of the country. Harry Beale, the Fireman, is also a veteran of the CNoR, and will soon be raised to the Engineer's cab.*

*All the engines of the new design which the CNoR is purchasing will run between Edmonton and Winnipeg, and as far as Edmonton is concerned will be distinct innovations in locomotive building.*

*No. 266 is the first engine running out of Edmonton with Walschaert valve motion, considered the latest and most practical valve motion now in use, making the class of engines using them much faster than those with the old style Stevenson link motion. The engine is also fitted up with a super-heater apparatus furnished by the Locomotive Super-heater Company of New York City, which raises the temperature of the steam about 250 degrees higher than when it leaves the boiler, consequently making a more powerful engine on a low consumption of coal.*

*This makes a great saving in power and cost, and saves friction. The super-heater saves about 12.5% in water and fuel. Another innovation is the set of Priest flange apparatus for bucking snow in winter. The acetylene gas headlamp, with which the engine is fitted gives the engine a long range of view ahead of the train, making travelling by night as safe as travelling by day. According to Engineer Entwistle, the acetylene lamp, which throws a beautiful white light, will be replaced in the near future by electric headlights, which, he says, throws twice as powerful light, and are much safer on steam-propelled machines than an acetylene light.*

*Six drive wheels adorn the side of the engine, and it is known as a Ten-Wheel passenger engine with four engine [sic - pony] trucks. The steed has the capacity for handling 12 coaches and makes the same time as the old engine possessing the capacity for handling eight coaches.*

*No. 266 will be used exclusively for pulling Nos. 1 and 2, the Alberta Express, the fastest train on the CNoR. For the present the engine will run between Edmonton and Vermilion, a distance of 130 miles. When the engine pulled out last night at 22:00k on No. 2, a six coach train, a large crowd of interested spectators was on hand to see her make her maiden trip. Several of the officials who made a trial trip to Stony Plain on her a few days ago were also on hand. She will return to Edmonton early Thursday morning, pulling passenger No. 1.*

*"CNR Inaugurates an Innovation Here", Edmonton Journal, 28 June 1911, page 10.*

**The Canora Chronicle is the tri-annual newsletter of the Canadian Northern Society—a registered charity dedicated to providing community service through heritage tourism initiatives.**

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