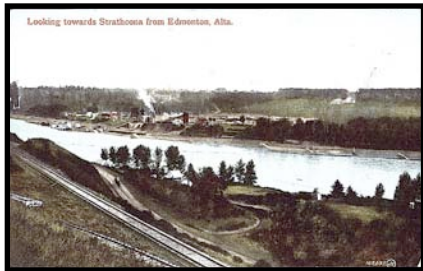


- 12. Edmonton Brewery and Malting Company
- 13. Alberta Boat Company
- 14. Huff's Gravel Yard

The following passage recounts the path of the train. "To leave Edmonton the trains would leave the rail line at EY&P and travel south down the eastern slope of the Groat Ravine above the civic golf course (Victoria golf course) under the CPR High Level Bridge and east along the river flats past McDougall Hill up to the site of the 1902 station. Then the trains went south across the low level bridge shared with the Edmonton Radial Railway past the Edmonton City Dairy plant.



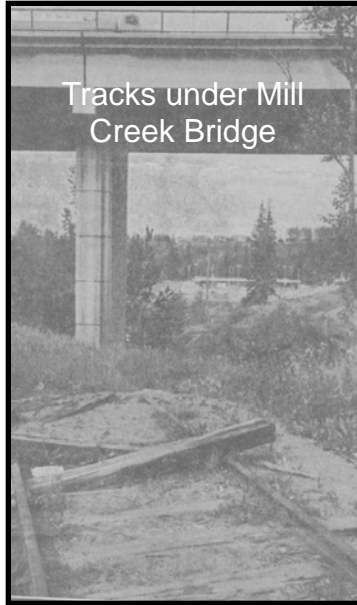
Then the train entered the Mill Creek Ravine past the Gainer's Plant to join up with the CPR at the Strathcona Junction. The trains proceeded south to the Terminal Junction and backed-up north over the CN western spur to the Strathcona Station".⁵⁸

The City of Edmonton converted the abandoned E.Y.&P. grade into a bicycle and pedestrian path extending through Mill Creek Ravine Park for 3.5 miles (5.6 km), using four of the original timber trestles and ending near 63th Ave and 93rd St.. Running alongside 76th Avenue between 91st and 93rd Streets, the largest of the timber trestle bridges still stands. It has been recognized as a historic site having both cultural and architectural



significance. Its historic site designation protects it from demolition or alteration. In 1988, the Edmonton Historical Board erected a plaque in Mill Creek Park commemorating the Edmonton Yukon & Pacific Railway.

What is also left is a green space from 99th St. to the ravine down 68th Ave.. This is a space is to which many people's childhood memories are tied. Paul Soludre remembers the green space down 68th Ave. He grew up in the 1970s and played football and baseball on



the Greenway. In fact they always played on the far north side of the tracks, not really at Hazeldean School. He was not quite sure why, possibly because the tracks were more fun than a completely flat schoolyard. Hide and Seek, and Tag were popular games with many of the children in the area. They would play in the bushes making sure no one would see them and on the tracks running from the one who was "IT". One time Paul was playing down by the creek. He fell in the creek while playing around the culverts. This was not at all approved by Mother. Mischievously, they would sometimes set traps for other friends down at the creek under the trestles. All was in good fun and Paul had fond memories. Paul recounted that adults in the neighbourhood, like Mr. McFazden, were often subject to the jokes of kids. Mr. McFazden would often take his horses and cattle down to the creek to get water and then he would take a swim. One day by the trestle bridge someone made off with his clothes⁵⁹. The kids thought this was all very funny. I am not sure

what Mr. Mcfazden thought. These trestle bridges were a popular point of conversation when interviewing and hold quite a number of memories for residents. In the 1960s, Mr. Bishop noted that kids continue to use the four remaining trestles as a playground. But first they had to find them. He told me that the kids in the surrounding neighbourhoods had a numbering system. The kids living north of the trestles numbered the bridge closest to them as bridge #1. The children who lived to the south numbered 1 as coming from the south end. When the kids got together there was occasionally confusion and contention as to which bridge was bridge #1, #2, etc.⁶⁰.

Lon March recalled: "As a young lad walking home from Ritchie School in mid 1965, it was always fun walking on the tracks to gather pockets full of old spikes, date nails, etc; or standing just beneath one of the trestles, and looking up to see the Gainer bound 5:00 P.M. freight rumble overhead, The sound was that of an earthquake on the eardrums. Sights and sounds of childhood one will never forget!"⁶¹.

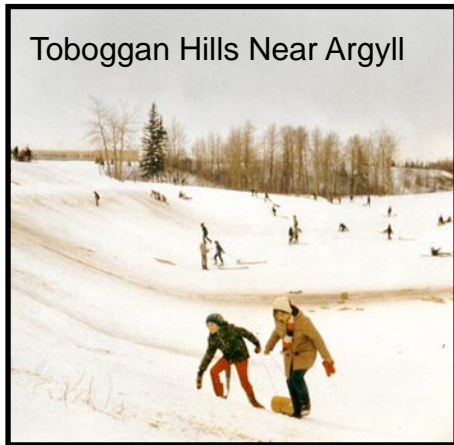
Don Pither sat down with me and talked about his childhood in the area. "Mom always told us to go play down by the creek. That may seem odd as the creek was often raging in spring, but that is what we did in those days. We were pretty mischievous in those days (1940-1950s). There were logs all across the creek like little bridges, and we would run really fast across them. Sometimes we would have races. But, if I fell in my mother would give me a good liken'. We also swung across the creek on the ropes that were tied to the trestles. I don't know who tied them on, but they were always there. We would run to the top of the bank with the rope and then run a bit and jump. The other side was flat so we just let go. We also went over the trestles. We were pretty fast on our legs and so we felt we could outrun the train. Sometimes, though we would get caught on the trestles. Lucky for us, the railroad had a section in the middle of the bride jutting out to place barrels. If we did not get all the way across when a train was coming we would at least get to the barrels.



The engineers all knew us, and they would give us a blast of steam and laugh. We didn't get in trouble or nothing. We also liked to put pennies on the track to get long smooth

ones. I wonder how much money we wasted. Once my friends and I went down to creek and made a fire on the tracks. It got out of control and got the creek on fire. The firemen came and put it out. But, we stood on top of the banks with everyone else so they wouldn't suspect us. After WWII dad worked for the CPR as a machinist at the round house stockyard. It would be located near the Superstore on 99th, around 77th and 102. He worked all the way to foreman. Dad also knew the trails inside out. He ran our dog, a terrier named Candy, down the tracks and over the trestles. He told me that the dog always peaked though the ties down the 50 feet to the bottom, but was never scared" ⁶².

Ms. Smith grew up 2 blocks from the ravine and train lines. She remembers going down below the trestles where the creek flowed. She would sneak into the ravine and spend hours having picnics and fishing for guppies. The boys would tie ropes to cross pieces of the trestle and jump from one side to the other. She said that all along the creek you could find these swings to go from one side to the other. She would also go down with her best friend Kathy. They would walk the tracks behind the Gainers Plant to the Mill Creek pool. It was nice and shady with all of the trees. They often went to the pool so she knew the route well. They would also put one foot on the tracks and wait for the rail vibrations. Sometimes they would put pennies on the track and sometimes they would scream at the top of their lungs when the train came. Though the two girls felt this wonderful sense of adventure and to some extent fear, there never was a close call. ⁶³



Toboggan Hills Near Argyll

Fred Mitchell wrote about his experiences in the late 1950s. "My family moved into our new home in Argyll in late 1955. The only park space in the summer of 1956 was the Argyll school ground. Even the three pocket parks in the neighbourhood were just patches of dirt. But the ravine between Argyll and Avonmore was a great place for kids to play in summer and winter. The toboggan hill that was used then is still being used for tobogganing, snow-boarding and such. The creek itself was quite different in the early years, before it was developed with gravel walking paths and little bridges.

In the first couple of years when Argyll was first developed -around 1955 and 1956 - the Mill Creek between Argyll and Avonmore had a couple of feet of flowing water all summer long. There were even small fish in creek. There were railway ties (wood in those days) floating in the creek. My friends and I, all aged about 8 or 9 or 10 would stand on the ties, and pole our way up-stream and down-stream for a short stretch around Argyll school



Creekside Condos and Green Space on Gainer's Old Land



with poplar saplings for our poles. This quickly developed into a contest to see who could knock everyone else off his or her tie. The ties eventually disappeared after the first summer ... or maybe the second one. Trains occasionally used the CPR spur line to the Gainers Meat Packing Plant located where the Creekside condo buildings and townhouses are now. The train tracks and the trestles in particular, were an irresistible kid magnet.

Kids would walk along the trestles for the same reason Edmund Hillary climbed mountains. At mid-trestle the conversation usually turned to our various plans of escape if a train should come along. They never did when we were actually on the trestle, of course. Since the average speed of the trains was about 5 miles per hour, there was a less than remote chance of having to hang by our hands while a train passed overhead, or lie flat at the edge of the trestle. But the possibility added an extra element of adventure to the more real prospect of falling off trestle or being pushed off.”⁶⁴

Fred was not the only one up to shenanigans on the trestles. Shirley Harpanan⁶⁵ grew up in Argyll and used the hills for tobogganing, but her husband, who also was raised in the area, was a little more devious. He would place pennies on the track as he walked to



school and would find nice flat ones on the way back home. In fact, I heard this memory from a lot of people. Now they would have to use something worth more, like a nickel, as the penny is now going out of circulation. Dominique Roy⁶⁶ has lived in the area for only 17 years, but has made great use of the Greenway and trails. He loves jogging and running, but he remembers it being a challenge to run with the old railway ghost bumps. The bumps were spaced same length as his stride. When the Greenspace path was put in he found running through Hazeldean into the ravine and to

Connors Road much easier. Jogging and running are not the only individual activities happening, but Dom recalls cross-country skiing on the greenway in the winter.

Jean Crozier wrote to the Edmonton Public library her memories of the area. “The Edmonton Yukon and Pacific trains travelled the track beside 76th Avenue, several times a day until the late 1940’s or early 1950’s. The steam-driven freight trains carried bellowing cattle to the Gainer’s plant on the west side of the valley, and other goods for delivery elsewhere. A wooden trestle had been built just north of the road, to carry the train across the creek. There was an extension about halfway along, big enough to hold two barrels of water. And a couple of little girls, in case of emergency. The trestle seemed endless. In fact, it might be 100 yards long! My sister never wanted to take the easy way, by crossing the tracks and walking along the sidewalk. She wanted to walk the trestle. And she insisted that I walk with her. “Oh, come on,” she’d say, leading our steps onto the heavy, oil-soaked railway ties. “Don’t be such a ‘fraidy-cat.” She loved to look down between the ties, to see the water in the creek below. I knew that the train would come along soon. For sure, my foot would slip and I’d fall between the spaces of the ties (they were at least two inches apart) to the creek below. It never did, of course.”⁶⁷

In 1980, the CNR donated the rails that were left to the Alberta Railway Museum Association. Volunteers from the museum removed the southernmost 2.79 miles of track in 1980-1982. Colin Hatcher was one of these men who volunteered with the Alberta Pioneer

Railway Association. They planned to build a museum with a small railway and so were looking for rail lines. They knew about the EY&P rails in Hazeldean and 3 or 4 of them went to ask CN if they could pull them up. CN replied "Well we are abandoning it so you can take them if you like." ⁶⁸

Lifting up the rails was a difficult job; one they thought would only take a few months but ended up turning into several summers. They had to use many different tools to lift up the spikes. Some of the tools were as tall as a person and even then they had to give a



Here's the gang at the end of the meet. From left to right – Len Komarnisky, Eric Clegg, Mike Chandler, Rick Walker, Rob Badmington, Eric Bradfield, Steve Sutphen, Chris Gray, and Brad Andrews.



good "yank". For the bolts that joined the rails they used gigantic wrenches the size of a person, but they used WD-40 to help loosen many of them. They pulled out all of the rails by hand and then used jeeps with winches on them to pull the rails up and walk them out of the ravine. They stockpiled the rails at 68th Ave and 76th St from where they loaded them onto a truck. Colin remembers imagining the history of the train while down in the ravine. He could almost hear the whistle blowing and the clanking of the tracks⁶⁹.

Colin⁷⁰ stated that they sweated and grumbled a lot in those summers, as the roadbed at Gainers was covered by grass and dirt. The bed even had to be uncovered with a shovel. At one point a group from the Edmonton Model Railroad Association came by and said "we will challenge you along the section of track X and then a group from the deaf community came. They had older teens and asked if they had anything for the teens to do and replied, "We would appreciate the help!"

In the first Saturday "TrackMeet" contest with the Model Railroaders, Edmonton Railway won, but they had practiced for and pulled out 10 while the Model railroaders pulled out 6 or 8, I can't remember". At the Great Track Meet II the opposite group won. The following is a picture from that day on May 30, 1981.

Colin said their strategy was to pull the rails first and then the ties. They went from the ravine up 68th Ave to 99th St and then pulled out the dirt section from 76th Ave past Gainers to Whyte Ave. They attracted a lot of attention that summer and people were even stealing rails and ties in the night! People were happy that we took out the rails, but they

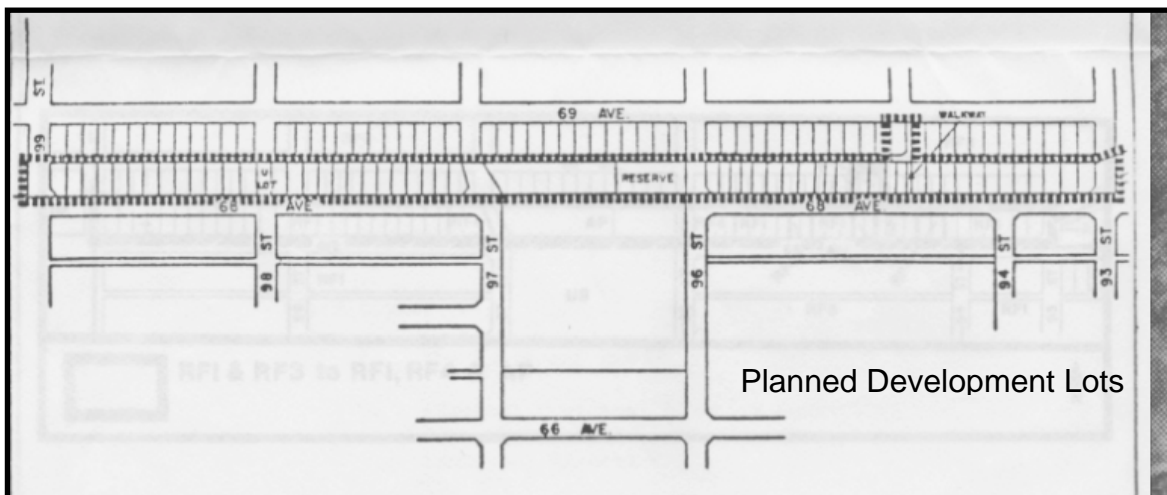


were curious as to what would happen with the land. Some wondered if it would become a part of the LRT line or some sort of development.”

Lorna Kot remembers when they took out the rails. Her girlfriend would walk with her along the uneven ground where the ties slats were imprinted. “You could not walk straight”. When she was in elementary school she recalled that they would play a lot of hopscotch along the rails. You did not need all of the electronic equipment to have fun... it was a simpler time to enjoy the slowness of summertime⁷¹

Although Engine #23 has long disappeared, the CN donated Engine #107, another prairie locomotive to Fort Edmonton to act as the EY&P Railway train. The Fort Edmonton Park ride is 2.5 miles and has two main stops; at the Train Station entrance to the park and at the Fort. The train arrived in Edmonton in 1977 and began service in 1978. The first passengers had to pay to ride the train, but now the train rides are free, included in the park admission fee. I know that young children always enjoy riding the train, even if it is just around a much-abbreviated ride. It gives them a taste of trains, and they get to hear the whistle blow and the steam shoot out⁷².

In 1980, CNR wanted to sell the Greenstrip of land that was the right of way to developers to build 50 single family homes and multiple family dwellings. This would essentially destroy the park that the residents had been using for years. Both David Horwood and Gary Calder⁷¹ in separate notice of appeals to the Alberta Planning Board



noted that the railroad tracks and right of way are part of Edmonton’s heritage and should not be destroyed. Charles and Bernice Dawes argued that “homes in this area were purchased with the belief that it would be left as parkland. Development can only have an

adverse affect leading to increased traffic, devaluation of existing properties and the quality of living in this area.”⁷³

Don and Beverly Kulak⁷⁴ felt that after so many years of tolerating a train running through the neighbourhood some semblance of calm has been established. The proposed development would greatly disturb and further congest an area already bounded by extremely busy and noisy streets. They also protested the involvement of the Canadian National Railways in the proposed development. The land in question was originally granted to the railway for the express use of a railroad right of way; the fact that it is no longer used for this purpose does not give them the right to develop the property at a profit to the company. The property should be returned in whole to the Crown.

Margaret Fulkerth was very open about who would benefit from the development and who would not. In particular she noted “There is not another park anywhere near the neighbourhood in question. When nicely kept, the park is esthetic and a source of visual pleasure o the area resident. There have been instances where houses were torn down to develop parks, in this instance, the reverse is being contemplated.”⁷⁵

Another appellant, William and Marie Kupina stated that “The residents of the Good Samaritan Hospital use this park for their personal development since it is in close proximity to the hospital and many residents are infirm. That a large number of pensioners, many with limited physical and financial means, currently use the area as a park due to the fact that there are no other parks in this area and that all of the other major parks are too far away from the district.”⁷⁶

Andrew and Katherine Barr state their love of their home and play space. “Building on the area will not only spoil the setting, but will remove an area where local people have been able to walk, jog, cross country ski, and enjoy various types of games. This is especially good considering the density of population, which already exists in the area south of 68th Ave from 94th to 96th Streets. It has meant that young children can play close to home rather than traveling several blocks to the school grounds or playground. We have resided in this home for 23 years and have brought up our five children here. We have very much enjoyed this open area where they could run and play, even when it was full of long grass and weeds.”⁷⁷

Bernice Dawes 2 years later had to spearhead another fight to keep the parkland open. “When we bought our property 22 years ago we were told the CN property would become parkland when the CN moved their lines. The people feel like the wool has been pulled over their eyes, the school uses the site all the time, and so do cross-country skiers and snow-shoers”⁷⁸

Then in 1982, the Edmonton Examiner wrote that “The city is going to take a look into a mysterious development in the Hazeldean Area. Bernice Dawes was quoted as saying “I don’t know who proposed it, but we understand there is a re-application for development. All we’re looking at is something in black and white which will protect us.” The city was uncertain as to who the owner was and Bernice Dawes asked if the city would buy the land from the unnamed owner and turn it into a park. Bernice stated “The only park space (in the area) is the west bank of the Mill Creek ravine, which you couldn’t put a lawn chair on, and a tot lot at the end of the community league building”⁷⁹.

Ultimately, the community won their parkland back without development anywhere near the greenway. In the end, the space was laid barren for kids to jump through the tall grasses and weeds. In 2007, a committee from the Hazeldean Community League formed to

enhance the green strip north of 68th Ave. They were able to obtain trees, benches, lighting and a paved trail. As before the update of the space, the area is enjoyed

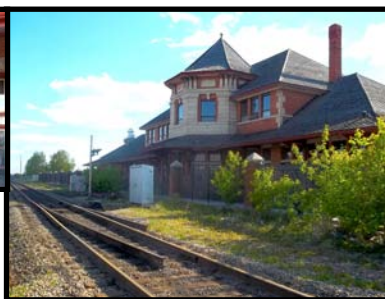


Nick & Josie Holt

by off leash dog walkers, cross-country skiers, and kids playing games. Yet, now, the area has a beautiful cement path for people to enjoy a stroll, run, bike, and roller-skate. Further improvements are to include artwork, and a gazebo to represent the history of the railway, and more landscaping. The Hazeldean Elementary students all enjoy the use of the path. The 2012 Grade 4 class drew for me intriguing and wonderful impressions of trains. The sound of the train has stopped, and the tracks were removed long before they were

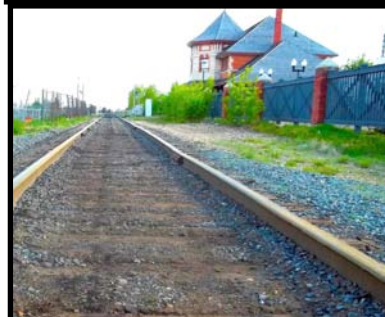


CPR Station at present



born, but their insight into its history is captured in the children's remarkable artwork⁸⁰.

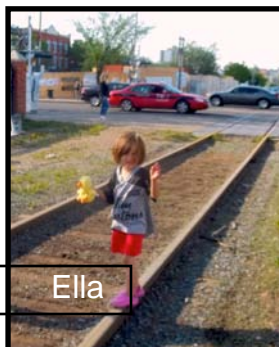
A competition was held to name the area. The winning name "Hazeldean Greens" came from Nick and Josie Holt. The name connects the space to the community; it connects the space to its naturalized state, and also to steam locomotives. How is it connected to trains? The world's oldest station still in use built for steam locomotives is Broad Greens, located in



Liverpool, England.



Kathleen



Ella

These are views of Strathcona's beautiful Train Station built in 1907 on Gateway Blvd and Whyte Ave. These views are right in front of the platform side of the station. This is the more meaningful view of the rail station since it is where passengers would have loaded, unloaded, and passed through. A condo is presently

being built and may obstruct some of the station. It is lamentable that blocking the most remarkable view of the station is that it is one of the main reasons that the City of Edmonton is here and why Strathcona became such a beautiful community of like-minded people.

My girls, Kate and Ella and I went for a walk to take pictures of this icon and collected rusted old spikes and bolts. They were so excited whenever they found a relic. What was

