

# The Bulletin

## The Railroad Station Historical Society

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### ROAD TRIP 2021

#### Part 1 of 3

Text and Photos by Dave Osborne

In August 2021, COVID-19 restrictions in Canada relaxed to the point where we could travel between provinces. We left Vancouver Island and traveled to Calgary to visit our son before friends joined us for a trip east to Winnipeg and back (total trip 3,600 miles). While I was the only one in our group interested in railroad stations, I was able to snap a few shots as we traveled along.

As a note, many of these photos appear to have been taken on cloudy days. This is not the case. Western Canada went through a severe forest fire season this summer, and while in some cases the nearest forest fire was 500 miles away, the skies were smoky.



#### **Red Deer, Alberta – Canadian Pacific Railway**

With Red Deer located halfway between Calgary and Edmonton, the town grew rapidly as a regional and railroad center. In 1910 the CPR built this brick and stone station in recognition of the growing importance of the town. CPR closed the station in 1985 and removed most of its shops. In 1990 the station was designated a Heritage Railway Building, and today remains open, being used as office space.



**Edmonton, Alberta – Canadian National Railways**

Edmonton was the western headquarters for CN, and in 1966 opened this new station downtown with more than enough office space to satisfy its future needs. At the time it opened, it was the tallest building in western Canada. The station stayed in service with the transfer of passenger traffic to VIA Rail until 2008, when CN opened its new yard in the north end of the City. The downtown yards are being redeveloped into office and condo space, while the rail line has been converted to LRT. Portions of the station still serve the City rapid transit system, and the balance of the building is office space. The CN logo remains on the building, even though CN no longer owns the property as the CN logo was deemed a landmark in downtown Edmonton and too important to be removed.



**Viking, Alberta – Grand Trunk Pacific**

The building has been preserved, moved slightly back from the tracks, operates as a local tea house, and still serves its original purpose, being a VIA Rail stop.

## ROAD TRIP 2021 – continued



### **Wainwright, Alberta – Canadian National Railways**

The station opened in 1929 to replace the original Grand Trunk Pacific station that burned earlier that year, along with most of downtown Wainwright. No rail passenger service is available at the station and it has been converted to a museum of local history.



### **Saskatoon, Saskatchewan – Canadian Pacific Railway**

The CPR was the third rail line to come to Saskatoon (Grand Trunk Pacific & Canadian Northern Railway were earlier), and by the time this station opened in 1908, the City was a major center. Therefore, the large station. Canadian Pacific ceased passenger service in 1960 and used the building as office space until sold in 1993. After extensive renovations, the building reopened in 1994 having been converted to a shopping strip mall with offices, retail shops and a restaurant. It was designated a Heritage Railway Station in 1989.

## ROAD TRIP 2021 – continued



**Lanigan, Saskatchewan – Canadian Pacific Railway**

Opened in 1908, passengers used this station until the mid-1980's when VIA Rail cutbacks removed all passenger traffic off this line. The CPR used it for staff offices until 1995 when it was turned over to the Town. Currently it operates as a local museum and the tourist information center.

This photo was taken of the rear of the building, as due to the renovations, the front has lost most of its resemblance to a railroad station.



**Roblin, Manitoba – Canadian Northern Railway**

Built in 1906, it lasted as a passenger depot until the mid-1970's when VIA Rail took over passenger service in Canada. The building bounced around with a variety of uses, the latest being as a restaurant. At the time of our visit, it did not appear that the restaurant was open (but that could have been due to COVID-19 constraints). The building was designated a Heritage Railway Station in 1991.

## ROAD TRIP 2021 – continued



### **Dauphin, Manitoba – Canadian Northern Railway**

This station opened in 1912 to replace a smaller 1897 station. Clearly the CNoR felt the area held promise as this station is enormous for the size of the community. Declared a heritage site in 1990, the Town has taken good care of the station, which currently houses government offices and the local museum. Unlike other stations, this one still serves VIA Rail as one of the stops along the line to Churchill, Manitoba.



## ROAD TRIP 2021 – continued



### **Minnedosa, Manitoba – Canadian Pacific**

This station opened in 1920 to replace the original station that had burned in 1919. Passenger service ended in the 1970's with the coming of VIA Rail. The CPR has used the station as office space to complement its nearby yards on and off for 50 years. Evidently there was a verbal agreement around 2015 whereby a local non-profit organization would take it over as a museum; however it appears that the agreement fell by the wayside as the building was CPR office space on our visit. It is a reasonably well-maintained building compared to some we saw that were still railroad-owned.



### **Neepawa, Manitoba – Canadian Northern Railway**

Built in 1902, this original CNoR depot was donated to the Town and has been moved away from the tracks. In 1981 the structure was repurposed as the Beautiful Plains Museum, preserving local historical artifacts.



**Portage La Prairie, Manitoba – Grand Trunk Pacific & Midland Railway of Manitoba**

The two railways opened this station in 1908 to serve both the Grand Trunk's Trans-Canada line and the Midlands regional line. The station is currently vacant with Greyhound having moved out in 2018. One can still flag down VIA Rail on its way through, but 48 hours' notice is required (not exactly a flag stop). The building was designated as a Heritage Railway Station in 1992, but is considered endangered due to being vacant.



**Winnipeg, Manitoba - Canadian Pacific Railway**

CPR built its second station on the downtown side of their yards north of downtown in 1906. At the time CPR was of the impression that Winnipeg downtown would grow towards its yards and in addition to the massive station, they also built the elegant Royal Alexandra Hotel across the street. Unfortunately, the downtown core did not grow in their direction, and by the 1960's, when its hotel needed substantial upgrades, the decision was made to tear it down. The lot remains empty to this day. The station did not fare much better. CPR discontinued passenger service in 1978 when VIA took over Canadian passenger travel. It housed CPR staff until 1992 when the building was turned over to the government for conversion into an aboriginal center. It remains in that role today.



**Winnipeg, Manitoba - Union Station**

This opened in 1911 as a joint venture of the Grand Trunk Pacific, Canadian Northern and the Northern Pacific & Manitoba railways. Still operating as an active passenger railway station by VIA Rail, the station also houses offices and the Winnipeg Railway Museum. While we were visiting, the station was rented by a production company shooting scenes for a mini-series entitled “The Porter”. They were finished the next day, allowing photos of the building.

The original yards and shops for the GTP, CNoR and NP&M were located on a 110-acre site just east of downtown Winnipeg and backing onto its Union Station. In the early 1980’s, CN, the then owner of the yards relocated to the northeast side of the city, with the old yards transferring to the City for redevelopment as a well patronized community park. Three of the original buildings were preserved, restored and repurposed to complement the park development. The next three photos cover this location.



**Winnipeg, Manitoba - Johnson Terminal Building, The Forks**

Opened in 1912, the terminal building was the cold-storage building used by the three railways (and CN after the merger). The brick building was structurally sound, and repurposed as an indoor tourist mall.

## ROAD TRIP 2021 – continued



### **Winnipeg, Manitoba - CN Express Building, The Forks**

Also built in 1912, this brick structure was repurposed as a food court for the park. None of what most would consider as standard shops exists in this building. Each food kiosk is a unique ethnic take-out restaurant. The four of us can attest that the food is fabulous as we ate dinner there two nights, each of us trying out a different kiosk each time. Exterior photos do not do this building justice. The inside is remarkable.



### **Winnipeg, Manitoba - CN Stage, The Forks**

While not an original building, it is appropriate that the central stage for The Forks is sponsored by CN. It is a nice touch given the company's history on the site. The oddly-shaped structure in the background is the new Canadian Museum of Human Rights.

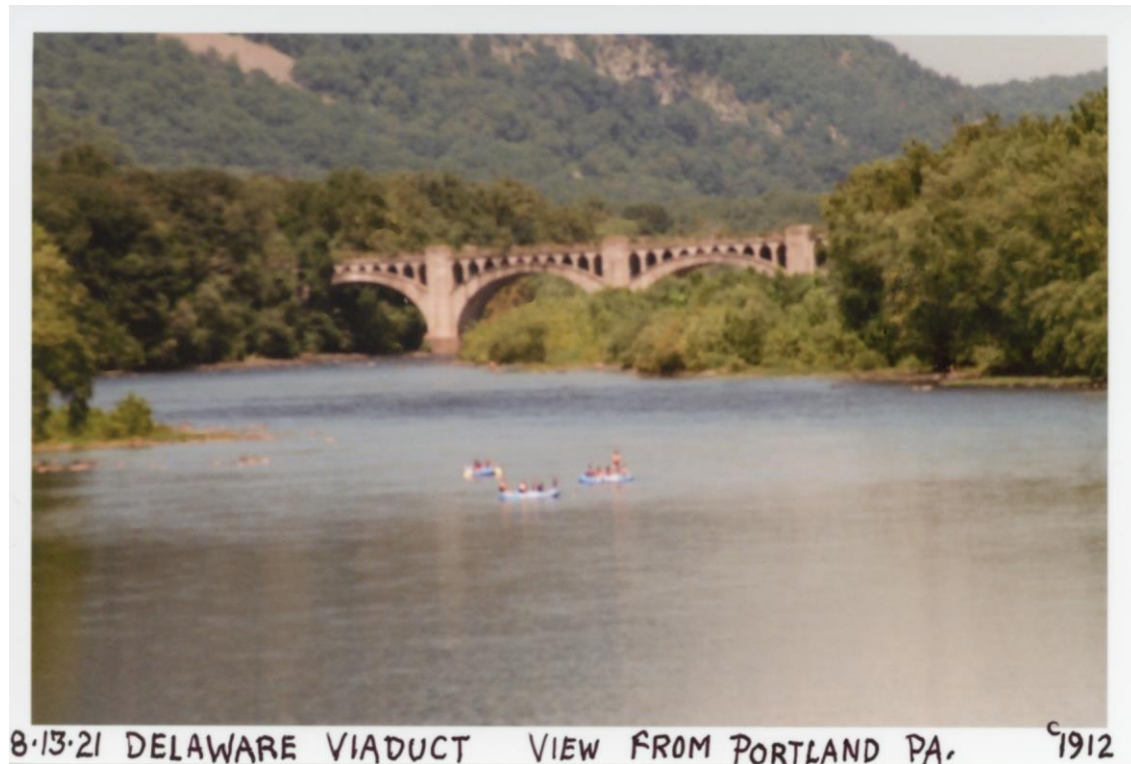
We will continue Dave's tour of historic western Canada stations in the next Bulletin.

## THE DELAWARE, LACKAWANA and WESTERN bridge over the Delaware River and Slateford Jct. Tower

Photos and captions by Robert Grodzicki

One of the 'drive by' locations of the 2022 Easton, PA convention was the DL&W's massive but graceful concrete arch bridge which crosses the Delaware River from Pennsylvania into New Jersey. The location has no convenient place to park a bus, and the overgrown vegetation precludes any easy access, hence it was a 'drive-by' view only. Built as one of the key components of the massive New Jersey Cutoff project, the bridge was opened to traffic December 24, 1911 and served the DL&W and successors Erie Lackawanna and Conrail until January 1979. Abandoned by Conrail, the Cutoff was later acquired by the State of New Jersey. Today it is dormant to railroad traffic, but that will change with plans underway to incrementally restore the Cutoff and in the future possibly operate Amtrak service from New York City (Hoboken) to Scranton, PA.

Long time RSHS member Robert ("Bob") Grodzicki did a photo expedition of his own to this iconic bridge and also one of the Lackawanna's signature concrete interlocking towers at Slateford Junction, on the Pennsylvania side of the river where the Cutoff was joined to the original DL&W right of way (the "Old Road") which is still in use by Norfolk Southern and to Scranton by shortline railway Delaware Lackawanna. DL is also known for its use of classic Alco diesel locomotives which draw railfans to the Scranton area along with the Steamtown National Historic Site museum. The viaduct is one of many examples of the Lackawanna which built boldly during its massive line-improvement projects. - JCD



THE DELAWARE, LACKAWANA and WESTERN bridge – continued



8.13.21 DELAWARE VIADUCT COLUMBIA N.J. SIDE 1300' LONG 1912



8.13.21 PA. END, DELAWARE VIADUCT S. SIDE

THE DELAWARE, LACKAWANA and WESTERN bridge – continued



8.13.21 ON DELAWARE VIADUCT LOOKING UPSTREAM



8.13.21 PA. END DELAWARE VIADUCT

THE DELAWARE, LACKAWANA and WESTERN bridge – continued

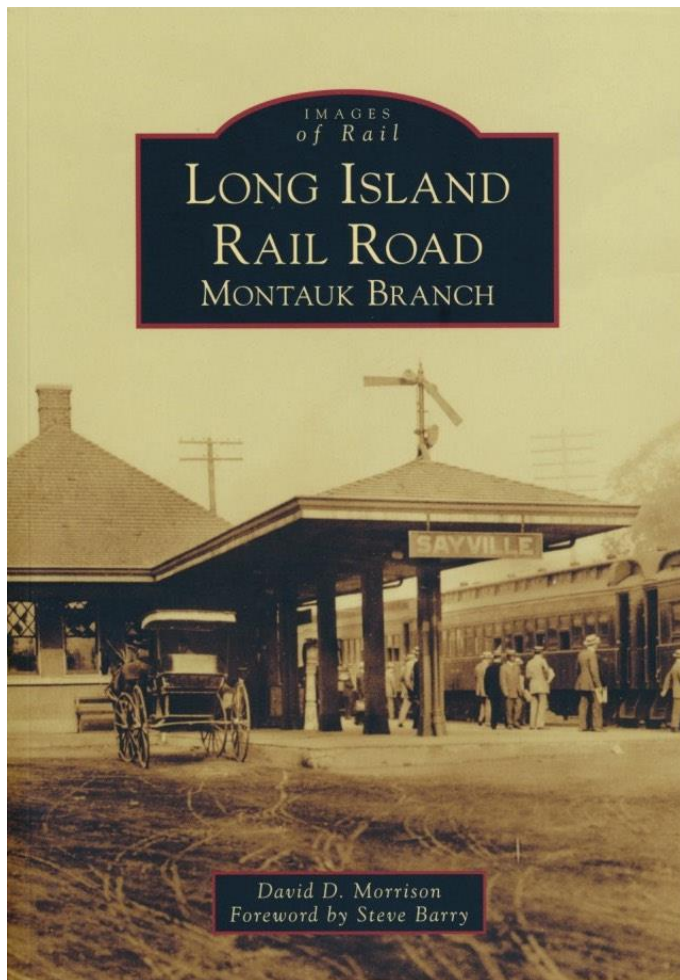


8-13-21 PA. END DELAWARE VIADUCT N.S. TRACK



11-16-2022 SLATEFORD PA.

At Slateford Junction this tower once controlled the intersection of the Old Road with the Cutoff. Lackawanna built many such structures, innovating the use of concrete with facilities made to last for the ages. The technology of railroading soon exceeded that of the structure which was built to house the mechanical interlocking and signaling apparatus. The guardrail of PA route 611 is seen up on the hill side near the roof line of the tower.



## Book Review

By: Jim Dent

“Long Island Rail Road Montauk Branch” by David D. Morrison with foreword by Steve Barry

In the introduction to "Long Island Railroad Montauk Branch" the author makes a statement with which many RSHS members would agree: “When a person takes a trip on the railroad, the first and last thing he or she will see is a station.” The stations are what give an impression of a location. In this author’s opinion, it could be said that trains were created to give purpose to the stations.”

"Long Island Railroad Montauk Branch" was published by Arcadia Publishing in 2021. The book is about the 75-mile segment of the Long Island Rail Road (LIRR) stretching from Bay Shore to Montauk. The branch is a non-electrified

stretch of double track to Sayville, where it becomes single-track to Montauk. There are 16 active passenger stations along the route today but at one time as many as 32 stations covered the route.

David D. Morrison is a retired branch line manager of the Long Island Rail Road, railroad historian, and current co-chairman of the Oyster Bay Railroad Station Restoration Committee. He is a charter member of the Railroad Museum of Long Island. He has written several books on the history of railroads in Long Island including “Long Island Rail Road: Port Jefferson Branch,” “Long Island Rail Road: Babylon Branch,” “Long Island Rail Road Stations,” and “Jamaica Station”. He joined the RSHS after hosting our members on a trip to Oyster Bay during the 1996 RSHS convention.

"Long Island Railroad Montauk Branch" emphasizes the railroad stations on the Montauk Branch and provides a treasure trove of interesting and high quality black and white photos of depots, towers, and other lineside structures. While not a definitive history of the railroad it is a good photographic history of the depots along the railroad. RSHS members, depot fans, and LIRR fans will find this book to be an excellent resource and will consider this book a worthy addition to their library.

## SHORT NEWS ITEMS

Lewes, DE - Submitted by: Jeff Kovacs

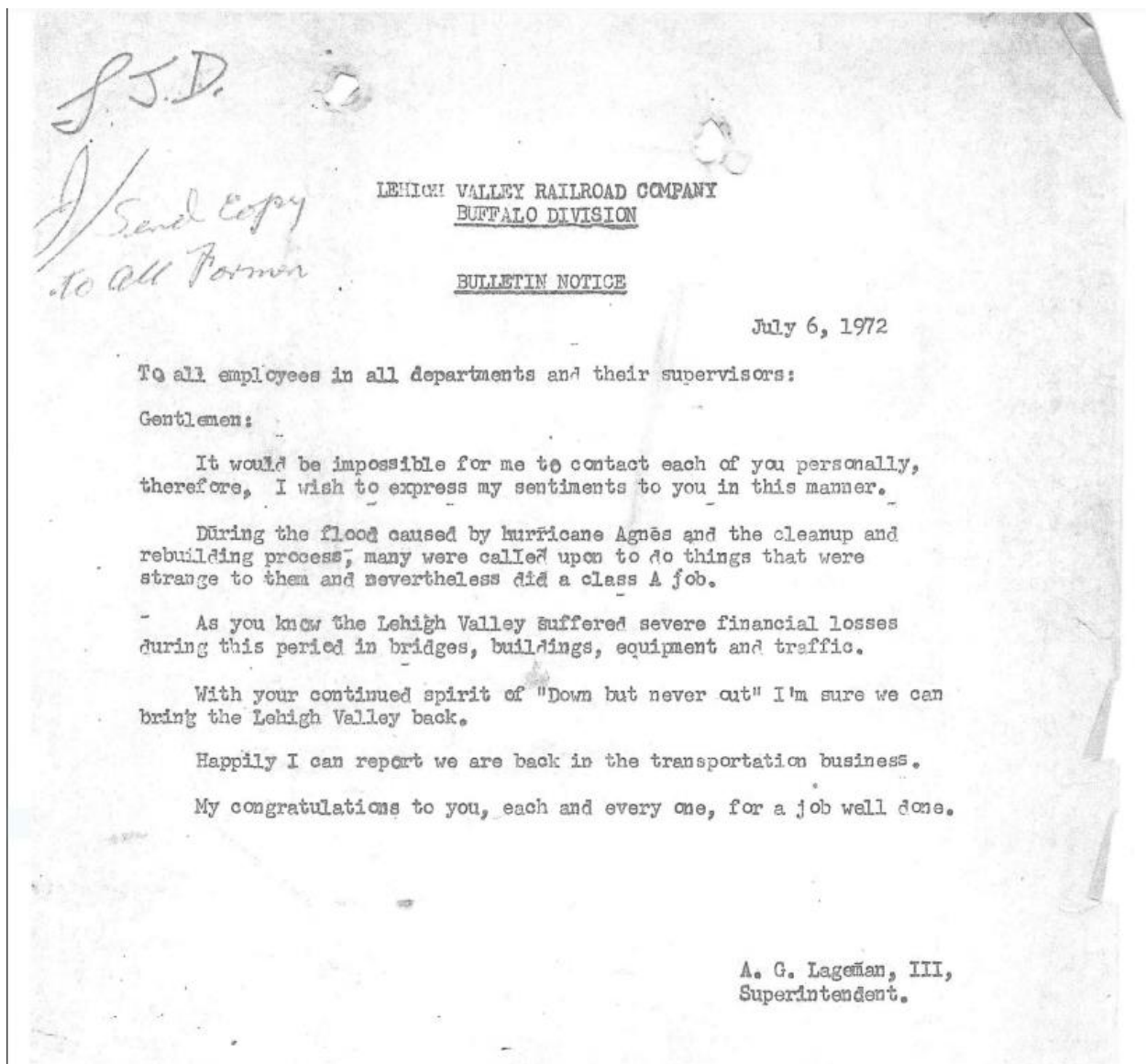
A new station is being built, a replica building to serve as the town library.

Source: <https://www.capec Gazette.com/>

Editor note: the URL provided with the news item has apparently expired and cannot be accessed as of the date this page is being prepared. This points out the dilemma of news items from the Internet, appearing in a hardcopy print publication like the Bulletin, weeks after they were online. Readers may be able to search and find an archived copy of the article. Your editor located some information at <https://www.capec Gazette.com/article/replica-passenger-railway-station-coming-lewes-library/259155>

Lehigh Valley RR – Buffalo Division Bulletin 1972

Submitted by: Jeff Kovacs



## SHORT NEWS ITEMS – continued

Phillipsburg, NJ – Submitted by: Jeff Kovacs

The former Union Station is re-opening as a museum. The building dates from 1914 and was designed by Frank Nies, an architect for the Delaware, Lackawanna & Western. It was a stop on the 2022 Easton RSHS tour.

<https://www.lehighvalleylive.com/entertainment/2023/06/historic-phillipsburg-train-station-ready-to-reopen-as-railroad-museum-after-25-year-effort.html>

Stamford, CT - Submitted by Norbert Schacklette

Source: Stamford Advocate

June 1, 2023

One person was injured when a portion of a ceiling collapsed at the Stamford station served by Amtrak and Metro-North trains on Wednesday afternoon, the Stamford Advocate reports. Kafi Rouse, director of communications for the Connecticut Department of Transportation, told the newspaper a portion of the ceiling liner collapsed in a tunnel stairwell. The tunnel was closed off and will remain closed pending inspection by the city's fire marshal, Rouse said. The fire marshal and CTDOT engineers are investigating the cause. Passengers can still access the station platform without using the tunnel, Rouse said. It is unclear how the woman was injured, since Rouse said no one was injured by the falling debris. The Stamford station dates to 1987, and is the fourth to serve the city. It handled almost 270,000 riders in Amtrak's 2022 fiscal year, according to the Great American Stations website.

Hamilton, OH – Submitted by Doug Barron

A news photo clipping from March 2023 Trains shows the moving of the former Cincinnati, Hamilton & Dayton Ry. (later B&O) depot. The building was moved to a city-owned lot and is being preserved for a future, as yet undetermined use.

A related item from the Bull Sheet notes the January 17, 2023 rejoining of the two sections of the above station.

Boca Raton, FL – Submitted by Doug Barron

The same clipping also details the new Brightline station on the Miami-West Palm Beach route. Boca Raton opened December 21, 2022 and Aventura on December 24, 2022. Aventura will be the end point for commuter service from downtown Miami.

New Holland, PA – Submitted by Doug Barron

A clipping from Railpace of March 2023 denotes the demise of the former Pennsylvania RR (later Penn Central) freight station. The property was purchased for a warehouse and battery store site. The late 1940's PRR structure has been demolished.

Diann, MI – Submitted by Doug Barron

The online web source "Bull Sheet Newswire" notes the demolition on January 18, 2023 of the former interlocking tower that controlled Ann Arbor and DT&I. The tower was built in 1927.

## SHORT NEWS ITEMS – continued

Salt Lake City, UT - Submitted by Doug Barron

The Bull Sheet Newswire of January 31, 2023 notes that a group of citizens in Salt Lake City is working to revitalize the old Rio Grande station. (Editor note: in July 1977, I had the pleasure of riding the Rio Grande Zephyr with my friends Jon Rothenmeyer and Howard Newberry from Denver to Salt Lake City. The view from the former California Zephyr Budd-built streamlined dome cars was exceptional. Even today, the ride on Amtrak's version of the Zephyr is one of the extraordinary trips one can make by rail. But we do miss those Budd domes!)

Lansford, PA – Submitted by Doug Barron

A lengthy news article in Railpace, May 2023 details the preservation of the former Lehigh & New England Railroad freight station. Opened in 1925 as a combination freight and passenger depot, it was converted to all freight use when passenger service ended in 1937. CNJ later acquired L&NE assets and closed the facility in 1962. It had been occupied by a local machine shop business which closed in 2022. A similar L&NE freight station in East Reading, PA was visited on the 2022 Easton, PA RSHS tour.

Greenville, ME – Submitted by Doug Barron

The Massachusetts Bay RRE Callboy, April 2023 ran a story regarding the 2023 H. Albert Webb Memorial Railroad Preservation Award, which was given to the Greenville Junction Depot Friends. The award of \$10,000 will help make the section house originally from Bodfish, ME and now moved to Greenville ADA compliant.

Palmer, MA – Submitted by Doug Barron

The April 2023 Massachusetts Bay RRE Callboy carried a story regarding restoring Palmer's great H.H. Richardson designed station into an Amtrak stop and for increasing rail passenger service on the line with State supported trains. The building houses a very popular restaurant, the Steaming Tender and restoring rail passenger service here is seen as an extra boost for the local economy.

Buffalo, NY – Submitted by Doug Barron

A clip from Railpace May 2023 notes a fire at Central Terminal. The fire was confined to a former passenger platform area where tires had accumulated. There was damage to the platform steelwork but no damage to the station itself.

Rudyard, MT – Submitted by Doug Barron

A full page copy from Railfan & Railroad magazine, April 2023 was sent in of the U.S. Post Office issuing of a series of First Class railroad station stamps. Get them while they are available! The article also contained a news photo of the former 1915 Great Northern Ry. Rudyard, Montana depot. It has been relocated and restored by a local historical society.

Hopewell, NY – Submitted by Doug Barron

Source: Southern Dutchess News, December 28, 2022

A wooden caboose from the Delaware & Hudson Railroad has found a new home at the Hopewell, NY railroad park which has the magnificent restoration of the former Central New

## SHORT NEWS ITEMS – continued

England station and a replica interlocking tower located on the former railroad track bed at what had been a crossing diamond of two CNE lines. The vintage 1916 crummy was relocated from a private owner in Chelsea, NY.

Adams Center, NY – Submitted by Doug Barron

The 1853 built station of the New York Central in Adams Center (near Watertown, NY) has been converted into a breakfast coffee shop per an Internet MSN news list site. Still located on a active rail line, an occasional freight train still passes the station, now known as Beese’s Depot Café.

Raleigh, NC – Submitted by Doug Barron

The former Seaboard Railway station in central Raleigh is the subject of a preservation effort per the [Raleigh, NC] INDYweek.com news, November 16, 2022. The station will be moved to a new location off Peace Street per the clipping.

Weston, MA – Submitted by Doug Barron

The Massachusetts Bay RRE Callboy of November 2022 notes that the Weston railroad station has been placed on the state’s most endangered historic resources list. Built about 1881 on the Central Massachusetts Railroad, it is one of the last examples of stick style architecture left in the Commonwealth. The line ran from Boston to Northampton. It was later absorbed into the Boston & Maine Railroad and eventually the Rail Trail was built after railroad service ended on the line in 1980. A gem of once typical Victorian era New England small town stations, the building most deservedly is in need of preservation. (Editor note: A similar style building exists in Wayland, MA and I believe both structures were visited on the 1987 Boston RSHS tour.)



**The Weston Combination Depot features a standard gabled-hip roof, similar to the station surviving in Wayland. In 1912 the station was moved about 200 feet east as part of a grade crossing elimination project. (Photo by Rick Conard, March 2021. Caption info from *A Field Guide to Southern New England Railroad Depots and Freight Houses* by John H. Roy, Jr.)**

## WHAT WE MISSED

All photos by Bill Sosnowski

Bill Sosnowski was one of the co-hosts of the 2022 Easton RSHS tour. (Jim Dent was the other host.) During the planning tour, Bill visited several places on his scouting efforts. As always, there are stations and other railway structures in an area we tour, which for logistical or other reasons, cannot be included. It can be distance, parking, accessibility or structure condition. Sometimes, all the above can apply. Bill submitted these photos of places not able to be included. Please enjoy these bonus photos.



Chapman, PA –  
Reading RR. This  
view looks west.  
April 2022.



Barto, PA –  
Colebrookdale RR.  
Later a part of the  
Reading RR, this  
was located at the  
end of the line in  
Barto and served as  
an office and  
depot. Abandoned  
in the early 1970's,  
it has since been  
converted to a  
residence but  
retains a lot of  
railroad character.  
April 2022.

## WHAT WE MISSED - continued



Betchelsville, PA – Reading RR. This view looks towards Pottstown. The track was abandoned in the 1970's.



Pottstown, PA – Reading RR freight house

## WHAT WE MISSED - continued



Pottstown, PA – Reading RR. The large, attractive passenger station dates to the classic era of train travel.



Hatfield, PA – Reading RR. This view looks towards Philadelphia. The south end of the structure has been modified with an addition. April 2022.

## WHAT WE MISSED – continued



Pen Argyl, PA -  
Lehigh & New  
England  
Roundhouse.  
The turntable  
from this  
building has  
been removed  
and was  
redeployed at  
the Strasburg  
Railroad in the  
1990's. March  
2017.



Pen Argyl, PA -  
Lehigh & New  
England shop  
building. A  
transfer table  
was located  
approximately  
to the left and  
behind the  
gravel pile.  
The building  
was in use by  
a construction  
company.  
March 2017.

## WHAT WE MISSED - continued



Marshalls Creek, PA – Delaware Valley RR. In 2000 when this photo was taken, the former depot was in fair condition. In 2022 Bill found it almost inaccessible and overgrown with vegetation.



Sellersville, PA – Lehigh Valley Transit. April 2022.

## RSHS WEB SITE NEWS

By Jim Dent

The directors of the Railroad Station Historical Society are pleased to announce that updates to the Extant Railroad Structures listing can now be made.

The heart of our website ([www.rrshs.org](http://www.rrshs.org)), and indeed all the pages, have been recovered from the server, thanks to the efforts of Bill Holdsworth.

A team consisting of Jim Dent, Mark Camp, Bill Holdsworth and Elizabeth Guenzler met at the beginning of July and set a way forward.

If you have new information, you can visit the Updates page located at <http://www.rrshs.org/updates.html>

Click on the link there which will generate an email to our new address, [rrshs.update@gmail.com](mailto:rrshs.update@gmail.com). These e-mails will be automatically sent to Mark, Bill and Elizabeth. For those states/provinces in the east, Bill will make the modifications and for the west, Elizabeth will do likewise.

There are other minor adjustments that will, over time, be made to each state and county page, such as the last date modified, and a separate column for "Field Checked".

Submitted items from the past three years have been collected and the revised information will be reflected in the lists. These updates, as well as ones that are sent going forward, are a work in progress, but are actively being undertaken.

The team will also attempt to review Facebook postings but updates made directly via email to the [rrshs.update@gmail.com](mailto:rrshs.update@gmail.com) address will be appreciated and updated first.

Please take a look and send your updates!

## RSHS INDEX

A Cumulative Index of Volumes 33 to 55 of the Bulletin will be available soon.

**LAST RUN - It is with a sad heart that I report the passing of long-time member Jon Rothenmeyer on August 8, 2023 after a several months long battle with pancreatic cancer. Jon hosted the 1985 RSHS meeting in Buffalo, NY. He will be greatly missed by all his many friends in the railfan and political memorabilia collectors' community. JCD**

PDF copies of the Bulletin are available by contacting Jim Dent.

The Bulletin of the Railroad Station Historical Society, Inc. is published four times a year. Editor, John C. Dahl, [jcdahl@twc.com](mailto:jcdahl@twc.com) and Assistant Editor, Ted Xakellis, James Dent, Business Manager 26 Thackeray Rd., Oakland, NJ 07436-3312 212-818-8085 [jdent1@optonline.net](mailto:jdent1@optonline.net) Membership is from Jan. 1 to Dec. 31. SEND ALL ADDRESS CHANGES AND DUES TO THE BUSINESS MANAGER. RSHS web site: [www.rrshs.org/](http://www.rrshs.org/) Board of Directors RSHS: Norbert Shacklette (emeritus); James Dent, 26 Thackeray Rd, Oakland, NJ 07436-3312 (finance); Andy White , 6240 Bright Plume, Columbia, MD 21044-3791 (conventions); Mark J. Camp, Dept of Env. Sci., Univ. of Toledo, Toledo, OH 43606 419-530-2398 [m.camp@utoledo.edu](mailto:m.camp@utoledo.edu) (website and archives), Fred High (director), 16912 SE 298<sup>th</sup> St., Kent, WA 98042, and the editors listed above. Dues: \$15.00 for US, \$20.00 Canada and \$25.00 Foreign (Please remit US funds).