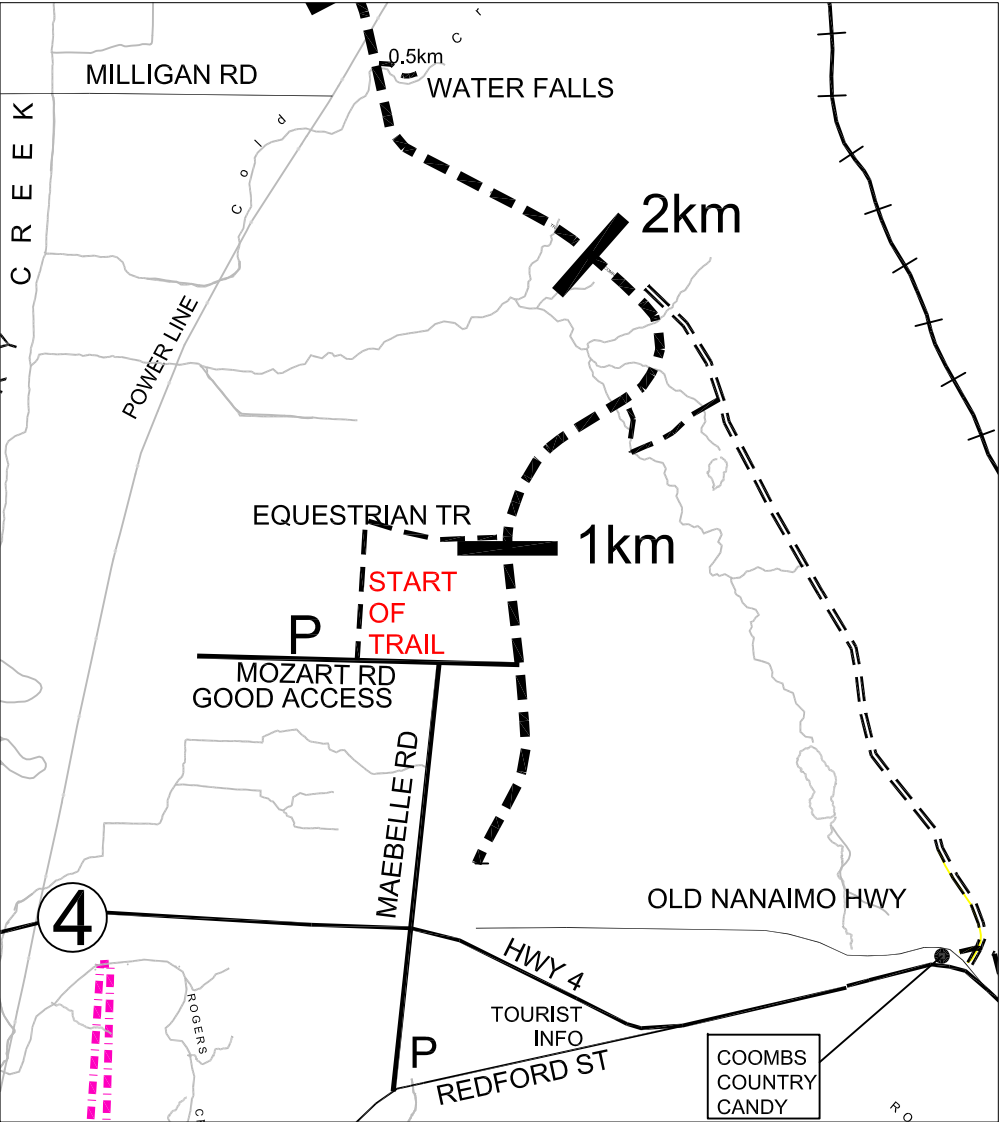


ALBERNI VALLEY LOG TRAIN TRAIL

TRAIL ETIQUETTE

RESPECT PRIVATE PROPERTY AND "NO TRESPASSING" SIGNS, AND LEAVE GATES AS YOU FIND THEM.
PROTECT YOURSELF FROM SLIPS AND FALLS BY STAYING ON THE EXISTING TRAIL.
RESPECT TRAIL CLOSURES AND HELP MAINTAIN THE TRAIL BY NOT USING SHORT-CUTS.
CARRY WATER AND A FIRST-AID KIT; THIS TRAIL HAS LIMITED EMERGENCY ACCESS
REPORT HAZARDS OR TRAIL MAINTENANCE PROBLEMS TO ALBERNI-CLAYOQUOT REGIONAL DISTRICT.



INSET

LEGEND

- GATE
 - P PARKING
 - LOG TRAIN TRAIL
 - = TRAIL
- 0 1km 2km 3km



ALBERNI-CLAYOQUOT
REGIONAL DISTRICT

If you would like further information about
resources associated with the Log Train Trail,
please contact:

Alberni-Clayoquot Regional District	720-2700
Port Alberni Forest District	731-3100
Port Alberni Travel Infocentre	724-6535
Alberni Valley Museum	723-2181

The Log Train Trail stretches for 25 kilometers along the foot of the Beaufort Range. Scenic views and a trip through history highlight this year-round trail. You may share the trail with horses, mountain bikers, joggers, or someone taking a walk. This trail guide is provided to help you enjoy the park.

Six Spot on Rogers Creek Trestle

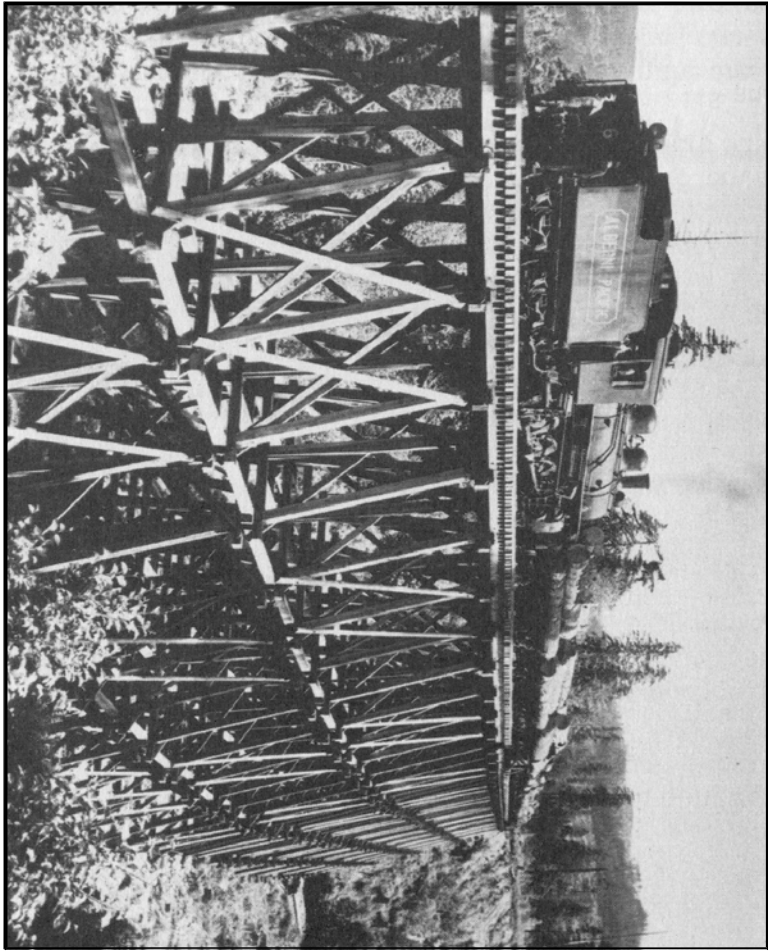


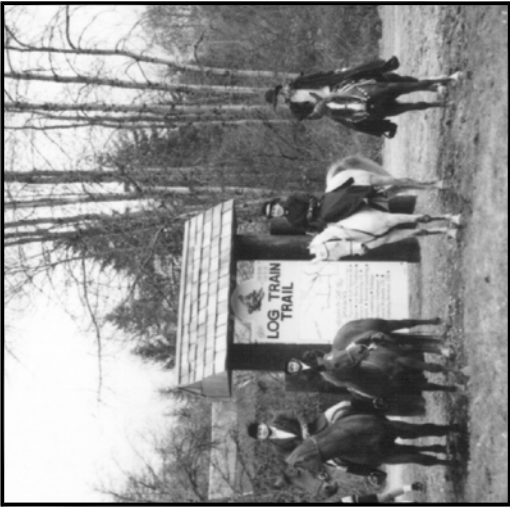
photo: Ken Soderlund

ALBERNI VALLEY LOG TRAIN TRAIL

History of the Log Train Trail

The Log Train Trail was originally part of the Bainbridge Mill rail-logging operation. By 1925 the railway extended along the Beaufort Range for about 7.2 kilometers. When the mill closed in 1927, the railroad was abandoned.

In 1937, H.R.MacMillan purchased the Alberni Pacific Lumber Company and John D. Rockefeller's timber rights in the Ash River Valley. To access the timber, a 25 kilometer logging railroad was built from south of Polly's Point on the Alberni Inlet to the Ash Valley, utilizing part of the old Bainbridge Mill grade. The trestle that was built to cross Rogers Creek was 286 meters in length. Today, considerable debris and some uprights are all that can be seen of the large trestle. Old timbers are currently being used as steps up the Rogers Creek ravine. The railroad was the mainline for MacMillan's rail-logging until it was abandoned in 1953, when logging trucks became the preferred method of transport. During its heyday, the railroad saw two shipments of logs per day taken from the Ash Valley to the log dump at Polly's Point.



Opening day with The Port Alberni Equine Club, 1990

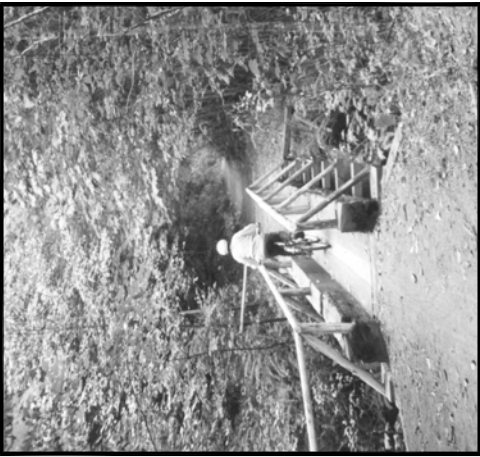
The Port Alberni Equine Society has been the driving force for the development of this old right-of-way as a multipurpose trail and regional park. Cottage Industries and volunteers associated with the Port Alberni Equine Society have done most of the work to prepare the trail. It is through their vision and dedication that the Log Train Trail Linear Park was created.

Seventeen kilometers of the right-of-way is owned by B.C.'s Ministry of Transportation and Highways and leased to the Alberni-Clayoquot Regional District. The land is being reserved for future utility or transportation routes. The Alberni-Clayoquot Regional District wishes to thank the Ministry for participation in this recreational endeavour and for assisting in promoting the cultural, natural and transportation heritage of British Columbia.

The Horne Lake Trail

In 1855, Adam Horne, a Scotsman and fur trader employed by the Hudson's Bay Company, was instructed to find an overland route across Vancouver Island. There was a rumour that the First Nations people used a rough trail originating in Qualicum. Adam Horne found this trail leading to Barkley Sound and it became known as the Horne Lake Trail. It was the route that many white settlers used to reach the Alberni Valley. This trail meets up with the Log Train Trail at the end of Horne Lake Road.

The Log Train Trail is suitable for family outings by horse, bike or foot. The southern section between Redford and Burde Street is more rigorous due to the Rogers Creek ravine. **The trail is primarily for non-motorised recreation.**



Bicyclists on the Northern section of the trail

The trail is accessible from many points in the valley, but the easiest start is from Mozart Rd. Travelling north, the trail passes along the eastern side of Cherry Creek, with occasional panoramic views over the valley. The trail passes through second growth Douglas-fir, western red cedar and western hemlock that was originally harvested in the late 1930's. The trees have grown back naturally. Four kilometers from the highway the Horne Lake Trail enters the valley. The Log Train Trail continues alongside small acreages and farms. Watch for the waterwheel on the north side of the trail near the watering trough. The trough, fed by a nearby spring is a convenient place to rest or cool off on a hot day. At kilometer 7.5 is the access road to the R.B. McLean Sawmill National Historic Site. The old Bainbridge Mill site is located near the point where the Esquimalt and Nanaimo rail line crosses the trail. Continuing north, the trail remains in the forest with only a couple of view points near the end of the trail. The younger forest that you pass through was harvested and planted in 1986 and is now a healthy stand of trees. The Log Train Trail ends at Woolsey Road.

If you choose to travel south you will follow Maebelle Road to Redford Street. A self-guiding nature walk extends from Redford Street towards Burde Street. At Rogers Creek, it becomes steep as it switch backs to the bottom. Please use caution crossing the creek. Once across the creek, the Log Train Trail continues climbing the south side of the ravine. You will soon cross another ravine and it is an easy walk to Burde Street.

