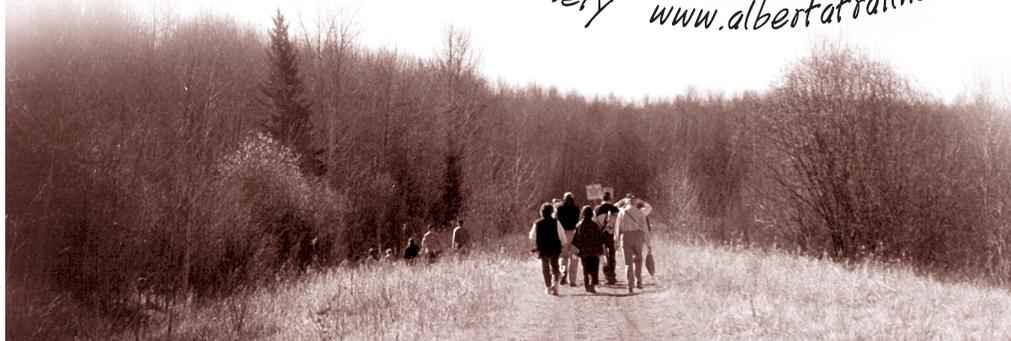
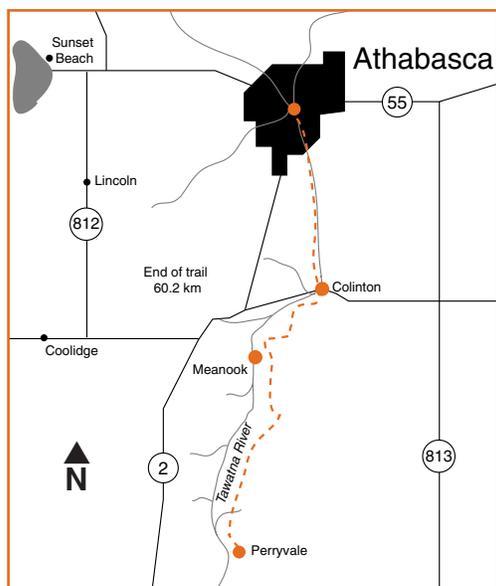


The Athabasca Landing Trail (Athabasca – Perryvale)



Type of Trail: The trail route uses existing pathways, consisting of a combination of road allowances, open countryside, wooded areas, bush land, footbridges, gravel roads, secondary roads and railway beds. Between Perryvale and Meanook, with the exception of a few short link sections, the trail closely follows the Old Landing Trail. Trail use is permitted year-round, but be prepared for some boggy sections in the spring.

Location: The trailhead begins at the town of Athabasca municipal campground, proceeding south through Colinton to Perryvale.

Historical Perspective: The Trail follows an important early trading and settlement corridor, the historic Athabasca Landing Trail, which was the first overland route between Edmonton and the southern loop of the Athabasca River. By the end of 1880, Athabasca Landing had become the central point of transfer for all furs being moved along the Athabasca, Peace and Mackenzie River systems, and the central distribution point for all goods being shipped to the north. Missionaries soon followed the fur traders, the first being the Anglicans (1884), and subsequently the Roman Catholics and Methodists. By 1893 the North West Mounted Police arrived and in 1898 some 600 gold rush prospectors traveled along the Landing Trail journeying north to the gold fields in the Klondike. Within a few short years after the federal government declared the route a public right-of-way, homesteaders settled along the trail.

Terrain: The trail takes a north – south direction and includes a variety of natural terrain. In some sections it runs parallel to the valley of the Tawatina River. Traversing

through valley bottom lands and open countryside, the trail follows country roads, old rail road lines - climbs over a steep escarpment, and crosses through bush country and woodland. Rarely visible from a distance, it blends perfectly into the landscape.

Access: The trail is wide enough to accommodate a pair of skiers or horse-riders at all times. The surface is mostly natural, except in boggy areas where corduroy, gravel and woodchips are used. Some sections utilize graveled country roads. (Footbridges and a road bridge are planned where necessary - several are yet to be completed.)

Points of Interest: Following the route of the historic Athabasca Landing Trail, the trail passes through beautiful, open, rolling countryside and crosses close to the shore of a small, pretty, un-named lake, eventually skirting around the hamlet of Meanook to the south-west side of Colinton. In doing so it climbs over a steep escarpment between the northern river basin (draining into the Beaufort Sea and the prairie river basin draining into Lake Winnipeg and thence into Hudson Bay). Crossing the line of the Old Landing Trail it winds its way through a wooded area emerging onto the eastern bank of the Tawatina Creek. After crossing a footbridge (not yet constructed) the trail reaches the southern shore of the Athabasca River, adjacent to the town of Athabasca campground.

Trail Operator: Landing Trails Committee,
David Gregory (780) 675-5823

Length: 32 Kilometres (19.88 miles).

Surface: Natural, some corduroy, gravel and dirt.

Width of Trail: Wide enough to accommodate two horse-riders or skiers at all times.

Permitted Use: Hiking, bicycling, Nordic skiing, horse riding, snowshoes and dog sleds. (Please note – no snowmobiles or ATVs allowed.)

Signage: Trailheads are located in Athabasca, Colinton and Perryvale, with Trans Canada Trail signage in place. A Trans Canada Trail Pavilion will be located at the Athabasca trailhead.

Facilities: Washrooms and/or shelters will be available at all three trailheads. (Construction will be done over the next year.) Camping is available at the Athabasca Municipal campground. There is a general store in Perryvale and several stores and cafes located in Colinton and Athabasca.

Current Condition: Perryvale to Meanook is signed and usable in all seasons. The link between Meanook and Colinton is missing and hence not usable, alternate along a secondary highway. The road allowance north of Colinton is usable, but not signed. In winter the frozen Tawatina River can be crossed (future bridge planned for Spring, 2002) and continue on the railbed to Athabasca.

