



# **WCRA NEWS**

## **AUGUST 2016**

**POLAR EXPRESS ON SALE**

**BILLY MINER DAYS**  
**AUGUST 19, 20, 21!**



## GENERAL MEETING

The **General Meeting** of the WCRA will be held on **Tuesday, July 26 at 1930 hours** at Rainbow Creek Station, corner of Willingdon and Penzance in Burnaby.

Entertainment will be a video “Glory Machines of the Grand Trunk Western” presented by **Bill Marchant**.

## ON THE COVER

Soon she'll be pretty too! The work to restore the body on CN FP9A #6520 has started up at the Heritage Park. The goal is to have the body complete and ready for final paint by the end of the summer. Brodie is hard at work with the needle gun on July 5, 2016 getting the nose area paint removed and body patches prepared. (Robert MacBeth photo)

## AUGUST CALENDAR

- **West Coast Railway Heritage Park open daily 1000 through 1700k.**
- Wednesday, August 10—deadline for items to be included in the September 2016 WCRA News
- August 19, 20 and 21—**Billy Miner Days** event at the Heritage Park (see page 10)
  - Friday, August 19—**Billy Miner Saloon**—1800 k to 0100 k—, beverages, live entertainment, \$5 cover or your weekend pass includes (adult only)
    - 1900k **Western Style BBQ Dinner** with entertainers and fun—\$35 person / \$265 table of eight
  - Saturday, August 20 and Sunday, August 21—**Billy Miner Days** 0930 to 1600, train rides, speeder rides, hay rides, entertainment, food, heritage displays and exhibits— all weekend passes \$15 individual, \$55 family
- Tuesday, August 30—WCRA General Meeting, Rainbow Creek Station, 1930 hours

The West Coast Railway Association is an historical group dedicated to the preservation of British Columbia railway history. Membership is open to all people with an interest in railways past and present. We are a non-profit British Columbia society, registered as a Canadian charity. Membership prices are as follows, **Please note that GST must be added to all fees:**

Senior \$50 (\$52.50), Individual \$55 (57.75), Family \$65 (68.25) **E Members (electronic newsletter only) are \$35 (\$36.75) Senior, \$40 (\$42.00) individual and \$50 (\$52.50) family.** Other categories are:  
- Junior Member (age 18 and under) \$ 30 (\$31.50)  
- Sustaining Member \$100 (tax receipt) **plus** membership type regular fee  
- Life Membership \$700 (\$735) individual life / \$1,200 (\$1,260) family life

All memberships include the monthly newsletter, Heritage Park admission (except Special Events), mini rail rides and discounts on food and merchandise. The Association holds a monthly meeting on the last Tuesday of the month at 1930 hours in Burnaby at Rainbow Creek Station in Confederation Park. Apply through [www.wcra.org](http://www.wcra.org) or mail to WCRA, PO Box 2790 Stn. Term., Vancouver, B.C., V6B 3X2.

# EDITORIAL

## COLLECTION RATIONALIZATION THOUGHTS

Perhaps nothing is more difficult for a heritage preservation organization than to make a review and remove pieces from a collection. Yet such a review is something that preservation organizations should do every once in a while, to ensure that the collection remains sustainable and that it tells the story that needs to be told. Are items that we are saving relevant? Do we need those duplicates or should we just keep a best example? Have pieces that we cannot get at deteriorated to the point that they just cannot be saved? Would an artifact be better off preserved and presented by another organization?

These are all very good questions and worth just such a review as WCRA's Collections Committee has recently undertaken. Following a thorough review and lots of debate and discussion, the committee brought forward recommendations to de-accession seven pieces from the collection—and to also dispose of four other pieces that have never been part of the collection, (but were delivered unsolicited to our site).

Most railways museums have collections that were simply established through a collector phase—just grab pieces and “save” them—as the railways went through massive disposals in the 1970s and 1980's. Indeed, that is how much of WCRA's collection started—and while we did do our best to have a collection plan and criteria, not everything we collected was thoroughly thought through for the long term. Suddenly, in the 1980's, with pieces of rolling stock all over the Metro Vancouver area, and not cared for at all in most cases, we woke up and finally started to build the collection a home.

But just a home was not enough. Sure, we had our own track and the collection now had a place to stay, but it was all outside in the weather and subject to continuing deterioration. We also had to tackle creating some cover. ....and as we have worked over the past 25 years we now have cover for 27 pieces in our various shops and buildings. But, of course, while we did this some of the pieces we restored 25 years ago as we got started now needed another round of work. Thus the challenge and the balance needed to do the best we can to both preserve and protect our collection. PGE #2 is a perfect case in point—and thankfully, now that a great restoration has been completed, the historic locomotive is placed on display in the CN Roundhouse where it is well protected and will be so for the long term.

We have to be very proud of what we have—and continue to—preserve. It's worth some time having a look at our collection in photos from 25 years ago and then today. A huge amount has been done. Our guests notice it, our return guests comment on it, but sometimes we ourselves don't really see it. We have made great progress, but we must also press on to ensure that what we do complete now stays that way for the long term.

*Don*

# ASSOCIATION NEWS

## FROM THE JUNE GENERAL MEETING

**Chair Craig McDowall** called the meeting to order with 39 members, staff and guests present:

- Approval of the minutes of the meeting of May 31<sup>st</sup> was moved, seconded and carried.
- **COLLECTION** – **Mike McGaw** gave a brief report on progress on restoration of BCER #960. The subject of de-accessioning is covered later in these minutes. Re locomotive #6520, funds are needed to get primer for a paint job later. Post Office Car 3704 has been painted and looks great.
- **FINANCE** - **David Cater**, our new CFO introduced himself and promised a full financial report at the next meeting.
- **OPERATIONS** – **Craig McDowall** gave a report on the status of new responsibilities as reported at the last meeting.
- **FUNDRAISING** – **Ken Tanner** produced copies of his report summarized herewith. The gift summary broken into various descriptions year to date totaled \$65,566.67. For the month of May, the total was \$8704.17. Submissions already in play consisted of \$10,000 to Canada Post to upgrade the RPO car; and a Heritage BC Grant of \$20,000 for *Northern Summit*.

We have been awarded a \$3,000 grant from Human Resources Canada to subsidize a summer student at the park as well as a \$37,000 Gaming Communities grant.

On an ongoing basis we celebrated the restoration of locomotive #2 at a gala dinner June 11<sup>th</sup> which netted \$4,000 and are chasing potential sponsors for auction items for the Billy Miner Days dinner on August 20th.

A grant application is in process for the acquisition of the MP2 shop.

- **LOCOMOTIVE 374** – **George Game** reported attendance, gift kiosk sales and donations figures. Visitor counts are down from last year but donations are up. Volunteers are still needed despite having all days covered for July.
- **OTHER BUSINESS** – **Don Evans** reported on the finding of the original Stanley Park train as featured in the newsletter. He would welcome names and photos of anyone who rode in it as a child or could relate experiences from it.
- **TOURS** – **Bill Johnston** gave a brief report on the last 3 tours noting that the Hastings office was closing at the end of June and the tours administrator would be working from home. President **Craig** is handling the logistics of the move.
- **NEW BUSINESS** - De-accessioning certain pieces of rolling stock. **Craig McDowall** gave detailed background to a review report from the Collections Committee on what to do with equipment that no longer has a place in our collection. With over 90 pieces of equipment at the park it is time to review what is worth keeping. The following pieces were proposed for de-accessioning with reasons noted.
  - Move to de-accession:
    - RS-1 locomotive GN 182      - no BC heritage
    - CPR 2271 coach Quesnel      - poor shape, have other 22xx series coaches



- CN combine 7186 - poor condition
  - CN diner 60605 - poor condition
  - GN observation 1090 - to Trevor Mills who will take on as private project
    - passed by the collection committee
  - PGE 6002 Snow plow - duplicate, retain and restore CN plow
  - PGE X402 flat car - duplicate
2. Dispose of (items not in official collection)
- CPR 2366 tender
  - BCEX 894 tank car
  - BCOL 1910 tank car
  - Museum train tank car

All these items will be offered to other heritage groups as is, where is, for preservation (scrap value base price) – or will be ultimately be scrapped if no one wants them. The goal is to ultimately see them preserved. It was noted that some items appeared at the Park without prior knowledge or approval and were never part of our collection plan.

After much discussion it was moved, seconded and carried in a vote of 27 for and 2 against the motion to proceed as recommended.

- **GUESTS** were welcomed
- **EVENTS CALENDAR** - Those present were reminded that the Railway Days Festival was cancelled and that a new event is scheduled for August 19, 20 & 21<sup>st</sup>. It will feature Billy Miner, the notorious train robber. Details will be on the website in due course.
- **TRACKSIDE REPORTS**
  - Ryan Cruickshank** gave us another Show and Tell featuring some vintage models.
  - Bill Marchant** contributed items of interest in his usual entertaining fashion.
- **ENTERTAINMENT** - Supplied by **Joe Naismith** was a video of camelback locos in New York and area.

## **BUNKHOUSE DINNER**

A great Bunkhouse Dinner was held prior to the June 28th General Meeting, with 30 guests enjoying the spread. Organized and provided by **Ken Tanner**, and food prepared by Chef **Gregg van Hierdan**, we enjoyed salad, chicken, classic Trainwrecker beans, potatoes and buns for the main course. To finish it off, homemade pies!

Thanks to all who participated and helped, to the chef for great food and to Ken for transporting it all down from Squamish for our enjoyment.

## **MEMBER NEWS**

Congratulations to Board Chair (and long time member) **Bill Johnston and Sylvia** on the celebration of their 50th wedding anniversary. A lovely celebration was held for the couple in Burnaby on June 19th.

Our condolences to the family of member **Joe Garisto** who passed away recently. Joe was known by many of us for his long time with Great Northern and Burlington Northern at New Westminster.

## **NEW MEMBERS**

We welcome to membership.....

- Erika Mundel & Andrew Rushmore and family of Squamish;
- Kate Reeves and family of Garibaldi Highlands;
- Cliff Stead and family of Port Coquitlam;
- Blaine Thompson and family of Squamish;
- Amy Tippett and family of North Vancouver

We welcome new Life members....

- Mike & Julie Arnold and family of Burnaby;
- Diane & Paul Harrington and family of Kaleden

We welcome back to membership:.

- Dieter Ayers and family of Squamish;
- Rhonda O'Grady & Stephen Savauge and family of Squamish (J.D.)

## **PLEASE RENEW YOUR MEMBERSHIP**

If your label reads 6/30/2016 then your membership has expired, if your label reads 03/31/2016 then this is your last issue. If you are an electronic news subscriber, please watch for an email noting pending membership expiry. Please renew—we need you all as members if we are to continue to be able to preserve British Columbia's railway heritage. (J.D.)

## **BOARD ADDITIONS**

We are pleased to welcome **Hugh Little** as a Director of the WCRA. Hugh has been appointed until the next AGM in accordance with our by laws. Hugh is one of WCRA's original founding members and accordingly brings a wealth of knowledge to the board.

We are also welcome back to the board **Marian Robson** and are pleased she is able to join us after having to take leave for a couple of meetings. Her appointment is also to the next AGM.

## **WCRA TRIVIA #332 - By Ryan Cruickshank**

The leather jacket worn by Bob Crane in the 1960s television series "Hogan's Heroes" was previously worn by who in what 1965 motion picture that also takes place during World War II ?  
(Answer on page 30)

# COLLECTION

## ORIGINAL STANLEY PARK MINIATURE TRAIN TO BE PRESERVED

As an update from the coverage in our last issue, we have had several readers come forward with their own photos or stories of the Stanley Park train. Watch for some of these in coming issues.....for this issue, here is our own member **Paul Roy** riding the train along with his sister Patty and niece Judy.....enjoy! (thanks to Nini for forwarding)



### **DO YOU REMEMBER RIDING THE ORIGINAL STANLEY PARK TRAIN?**

If you do, we would like your stories and photos as we can use some personal anecdotes as we assemble and create the new exhibit telling the story of the train and how it charmed Vancouverites in years past and we will publish some of these in coming issues.

### **WOULD YOU CONTRIBUTE SOME FUNDS TO HELP CREATE THE DISPLAY?**

Here is a chance to help with the preservation and interpretation of something very personal from the past. We know that many of our members who grew up in Vancouver will have fond and special childhood memories of riding this little train and your help will make our

exhibition the best and most professional it can be.

Just drop me a note or a phone call at 604-988-3435, or contact our Fundraiser **Ken Tanner** in Squamish and make your pledge. We'll add your name as a proud supporter of the Original Stanley Park train with recognition at the display. Thanks for your support in this exciting new exhibition of a piece of history that most believed was long ago lost.

## **COLLECTION RATIONALIZATION PRESENTED**

WCRA's Collections Committee met at the West Coast Railway Heritage Park on June 12, 2016 and did a physical review of collection pieces being considered for removal from the WCRA collection. Periodic reviews of an organization's collection are good practices and important undertakings, as the proper balance of preservation and things such as duplication and condition for future restoration are considered. Also considered are the needs of other collections—would a particular piece be better preserved elsewhere? What is the relevance of the piece to the story we are presenting? Is the piece even restorable at all? How far down in the restoration plans is it? Many pieces we have today were never, in fact, ever accessioned into our collection at all—some just showed up on our siding over the years.

On June 28, recommendations were made to the membership at the monthly general meeting. Approval was given to de-accession seven pieces from the collection, and to dispose of four others which were never in the collection officially—as follows:

### **De-accession from Collection:**

- | <b>De-accession from Collection:</b> | <b>Rationale</b>                                   |
|--------------------------------------|--|
| • Alco RS-1 locomotive GN 182        | No BC history, not GN—Minneapolis & St. Louis 951  |
| • CPR coach 2271 Quesnel             | Poor condition, have four other 22xx series cars   |
| • CN heavyweight combine 7186        | Poor condition, unlikely to restore                |
| • CN heavyweight diner 60605         | Poor condition, unlikely to restore                |
| • GN heavyweight Observation 1090    | Poor condition, to private individual, will remain |
| • PGE Snow plow 6002                 | Duplicate—retain and restore CN 55365 plow         |
| • PGE flat car X402                  | Duplicate—retain X 401                             |

### **Disposal (non accessioned items)**

- |                         |                                      |
|-------------------------|--------------------------------------|
| • CPR Tender from 2366  | No use to WCRA, try to find new home |
| • BCEX 894 tank car     | No particular heritage               |
| • PGE 1910 tank car     | Duplicate—will retain PGE 1926       |
| • Museum train tank car | Duplicate                            |

Next steps—now that these pieces have been freed for disposal, WCRA will shop them around to other railway preservation organizations in North America in an effort to see if there can be another home that will see them preserved. That is always our first goal, however should we not be able to find them a new home, then at the end of the day they may ultimately be scrapped.



This is of particular note when it comes to the heavyweight passenger cars—we have two major passenger car restoration projects in the pipeline next—the PGE / BC Railway Northern Summit and the PGE Clinton—as well as two 22xx series coaches and our operating passenger fleet.. These two major passenger car projects alone will consume our passenger resources for several years, so the prospects of the CN cars being done is much better if another organization takes them. Should placement with others not be viable, then a careful review will be done before any decision to scrap is considered. More next month.

### **COLLECTION SHORTS**

- PGE RSC-3 #561 has been out and about, switching the Heritage Park and running well, now on display at the Mac Norris Station
- Coach WCXX 5596 *Paul D Roy* is getting roof work in the shop at the moment
- West Coast Railway lettering has been added to the *Henry Pickering* by **Roy Crowston**

### **WORK UNDERWAY ON CN FP9A #6520**

Now that the mechanical work is done and the classic FP9A unit #6520 is operating, its time to get at the body work and then paint. Under the guidance of David Walmsley, **Brodie Moffett** is with us for the summer and preparing the body of the classic unit is his task.

Work with the needle gun got underway on July 4th (see cover photo) and will get the body cleaned of the old paint and exposed for metalwork patched where needed. Plans are to have the body repairs and a full primer coat on the unit by the end of summer, and then to paint her in the classic CN Green, Black and gold paint scheme—returning her to how she originally appeared in 1957 when first delivered by GMDD.

Special thanks to two private donors who have provided funding for both the materials needed and for Brodie's compensation for the summer. You will be able to watch the transformation over the summer months as the work is being done just behind the PGE Carshop—outdoors for now, but then moving into the tented area.

### **HAROLD HUGGINS COLLECTION COMES TO WCRA**

Our thanks to **Jill Huggins** and the family, as the **Harold Huggins** collection of photographs (negatives) and other items has been picked up (in a visit to the home by Bob Hunter and Don Evans) and now resides in the WCRA archives. The collection consists of two boxes of black and white negatives from the 1940's to 1990's, along with several photo albums of prints.

There were also two boxes of postcards from several of his locomotive photographs, and a box of railway books. WCRA plans to inventory and catalog the photo collection and ultimately make them available for research or historical purposes. These will be known as the **Harold Huggins Photographic Collection** in our archives.

## PGE #2 APPRECIATION EVENT

An appreciation event was held by the “Monday Crew” to say thank you to all who supported the restoration of Pacific Great Eastern #2. The event was held in the CN Roundhouse & Conference Centre on Tuesday, June 14 at 6:00PM and was well attended. There was good food, good stories shared about the project, and—of course—a chance to have a good look at the little gem up close!

## THANKS

- To **Laurie & Sylvia Esdale**, on behalf of **Bill Esdale** estate, - Books, Magazines, Photographs and Uniforms;
- To **Gary Reid** for picking up the Esdale donations and bringing to Squamish;
- To **Dave Manzer** – Heavy duty Electrical Cable and misc Audio Cables for use at the Heritage Park.

## WEST COAST RAILWAY HERITAGE PARK

*Home of the Royal Hudson*



## BILLY MINER DAYS—August 19, 20 and 21

A new major event will debut in 2016 for the Heritage Park, an event with something for everyone with fun, food, train rides, music, drama and more. Its **Billy Miner Days**—capturing the spirit of the famous “Gentleman” train robber of the early 1900’s. In addition, several new heritage artifacts will debut, including a working blacksmith forge (with blacksmith), butter churning and a restored printing press in operation!

Food trucks will be on site to look after those appetites, and there will be magicians and live entertainment as well.

There will be live steam on the mini rail, hay rides, gold panning, bouncy castle, magician, mini putt, contests and lots more fun for the family. And, ride the Silverdale (big) train and experience a hold up by Billy Miner himself—be prepared for the posse to arrive on horseback and for them to relieve you of your loot!

Individual Sherriff’s Passes are \$15 and the Family Posse Pass (up to six people) is just \$55. Passes include all activities—including all rides—and are good all weekend! You can buy your passes on line at [wcra.org](http://wcra.org) just choose the time for your ride on the “Silverdale (Robbery) Train” and all other activities are non stop and included. Again—all tickets are good all weekend, time is for the train only.

For the adults, there will be the Billy Miner Saloon on Friday evening, with an optional pig

roast BBQ dinner and the famous band The Hairfarmers. The Friday Night BBQ dinner is extra cost, but only \$35 per person or \$265 for a table of eight (phone to book your place).

So here is the low down schedule of activities:

### Friday, August 19

- 6:00PM to 1:00AM—Old West Saloon (19 or older please, no children) open, casual fun on our “main street”
  - 7:00PM—Full Spit pig roast BBQ dinner with Billy Miner characters and street shoot out, epic street magician **Matthew Johnson**—**dinner tickets \$35 per person or \$265 table of eight** (includes cover charge for later music event). **NOTE—dinner tickets must be purchased by phone or at the Heritage Park gift shop.**
  - 9:30PM—Live music by the renowned group **The Hairfarmers**—\$5 cover charge or included with your pre-purchased pass or dinner ticket, late night food truck, beverages for purchase until 1:00AM

### Saturday and Sunday August 20 and 21

- Site open 9:30AM to 4:00PM
  - Silverdale Train departs 10:30AM, 11:30AM, 1:00PM and 2:00PM
  - Mini Rail trains all day, some steam powered
  - Speeder Rides all day
  - Hay rides all day
  - Heritage demonstrations all day—butter churning, vintage printing press, blacksmith forge, wash house demonstration, railway post office car, pump car, PGE #2 locomotive for bell ringing and whistle blowing
  - Fun for all—gold panning, mini putt, bouncy castle, Bunker C Bear, characters for photos, magicians and more
  - Food—Chili cook off at 1:30PM, Food trucks all day

Book your passes now at [wcra.org](http://wcra.org) or call 604-898-9336 in Squamish or 604-524-1011 in Vancouver now! (G.B.)

### POLAR EXPRESS TICKETS ON SALE NOW—FOUR WEEKENDS

Polar Express tickets are now on sale via [www.wcra.org](http://www.wcra.org) Last year this popular event sold out, we expect the same for the 2016 version. Dates this year are four weekends - November 26 / 27, December 3 / 4, December 10 / 11 and December 17 / 18. Go to the blue purchase tickets tab at the top to buy your tickets—prices for 2016 are \$30 coach class, \$45 first class and \$49 all seats on the Saturday 6PM (Night time) departures. Tickets are already selling fast so make your plans today and book your space!

As with previous years, guests are invited to really experience the Polar Express and come dressed in their housecoats or pajamas. There will be fun for everyone with some additional

new activities this year—it just keeps getting better and better.

### **STATION BENCH RESTORED**

After many years of being broken in several pieces, the McKee train station bench is now fully restored thanks to the WCRHP's newest volunteer **Blaine Thompson**. The bench was placed into the waiting room of the Mac Norris Station on July 6th. Blaine is also working on completing the restoration of the Colonist Car. Great work Blaine! (G.B.)



### **NEW HERITAGE ARTIFACTS BEING READIED**

Thanks to the generous donation of funds from **Don Patrick** and the skilled craftsmanship of **David Walmsley** the WCRHP's interactive blacksmith exhibit will be up and running for Billy Miner Days on August 19, 20 and 21. We are still seeking a donation to help build a shop for the forge display . Special thanks Don and David.

Due to the great effort by new volunteer **Raj Sehra** and special assistance by our own volunteer coordinator **Zoe Cilliers** the vintage printing press restoration is well under way and



will also be up and running printing wanted posters at Billy Miner Days in August. (G.B.)



## VOLUNTEERS NEEDED

As you can see from the preceding news items, there is a lot happening at the West Coast Railway Heritage Park. And, as you also may note, things are happening because of great volunteers who pitch in and help with various projects.

Our Volunteer Coordinator, **Zoe Cilliers**, is always looking for volunteers and is a master at how you can help. We particularly need volunteers for Billy Miner Days in August, and we also are always looking for qualified volunteers to operate the mini rail through the summer. If you can help, let Zoe know at 604-898-9336 or by e mail at [zoe@wcra.org](mailto:zoe@wcra.org) (Z.C.)



## GRADUATION PRODUCES LARGE CROWD

A full house of 1,200 people (300 grads and their families) were at the CN Roundhouse & Conference Centre for the Howe Sound Secondary high school Commencement on the

evening of Saturday, June 16. This is our largest crowd ever to date and the facility handled it very well. It made for quite a sight! (Gord Bell photo)



### **CN ROUNDHOUSE & CONFERENCE CENTRE—AN IDEAL VENUE**

A reminder to all WCRA Members that the CN Roundhouse & Conference Centre is an ideal venue for your upcoming retirement party, milestone birthday or business conference. With 21,000 square feet of open space, the Conference Centre can hold from 50 to 1,200 guests. With 12 acres of park space, historic buildings, and actual working trains, the possibilities are endless to *customize* your upcoming event.

There is no other venue like it with floor to ceiling windows exposing natural light and majestic mountain views. There is also The Canron Upper Deck—an indoor/outdoor mezzanine balcony that overlooks the Grand Hall and roundhouse turntable ideal for a cocktail or toast.



Or hold a private dinner on board one of our passenger coaches or beside our world-famous Royal Hudson steam locomotive. Full catering can be provided or you can bring in your own food and beverages.

“The West Coast Railway Heritage Park is the perfect place to host an event for many reasons. The venue is light and bright; the staff are friendly and professional, and there is lots of space to work with. Every experience I have had with them has been top-notch and I love working with such a professional team. This venue will not disappoint!” *Shannon Lorenz, Event Producer, Garibaldi Events + Design*

There are many affordable rental options available please contact [Jenn@wcra.org](mailto:Jenn@wcra.org) or 604-524-1011 to discuss all of your event needs. (J.C.)

## FUNDRAISING

### WCRA GALA OCTOBER 5, 2016—NOW ON SALE

The date for the WCRA Fundraising Gala has been set—it will be held on Wednesday, October 5, 2016 at the Locomotive 374 Pavilion / Roundhouse in Yaletown. Our organizing committee is **Ken Tanner, Craig McDowall, Gord Bell, Lisa Tuningley and Don Evans.**

Tickets are now open for sale for this event and work is getting underway on sponsorships as well as major auction prizes. Tickets are \$250 per guest or \$1,800 for a table of eight, each ticket includes a charitable receipt (est. \$150 in value). (K.T.)

### RING OF SUPPORT PAVERS AVAILABLE

The Ring of Support Garden at the Mac Norris Station continues to flourish. Next round of stones arrived the first week of July and Cat is busy installing them. Have a look on your next visit to the Heritage park! (G.B.)

A reminder that our Ring of Support paver stones are still available. Don't be left out—Get Your Name Carved in Stone (or of someone you wish to honour or remember). Call Ken Tanner at 604-898-9336 in Squamish or Jennifer at 604-681-4403 in Vancouver and we can help you. Thanks for you support to the WCRA (K.T.)

## LOCOMOTIVE 374 PAVILION

Our visitor count for June was 4,296 This was 420 people less than last year. The YTD total is 18,372 Visitors. We are getting less people at the Pavilion this year. I am not sure why!

As I write this, Summer has arrived and the days are now getting warmer and shorter. We might even put the electric heaters away. I will miss the long days and the late evening sunshine as Fall approaches.

The Jazz Festival has just started and the Roundhouse is one of the venues. This may increase our Visitor count for the next few days. I am disappointed that the Roundhouse will be closed on Canada Day. I would love to have the 374 Outside on that date, or at least have the Pavilion open. I have installed a few more Canadian Flags on the 374 for the July 1 Weekend.

We are now in full Tourist Season at the Pavilion. Visitors are arriving by Air, Cruise Ship, Via Rail, Amtrak and Rocky Mountaineer. Many are doing a Cruise and Rail Excursion on one trip. Lucky people! A few people have even driven up from the United States. If they are Rail Fans we encourage them to drive to Squamish and visit the Railway Heritage Park. Only 1 hour away from downtown.

The Tours Office has now closed and we have replaced their display with information about the CN Conference Centre. We still have the VIA, Amtrak and Rocky Mountaineer brochures to show visitors and we try to encourage them to try train travel. The only civilized way to go!

We now have 2 student volunteers. **Peyton Liscomb** and his friend **Roozbeh Peykari** have joined our crew for the Summer rush. Thanks guys! We now have most shifts covered with 2 people but still need a few more for Mondays, Wednesdays and Thursdays. If you want to help out please give me a call @ 778-875-3573. You will not be working alone and can come in as little or as often as you want. Any help would be very much appreciated. If you like people you will really enjoy working at the Pavilion.

We are located at the corner of Davie St & Pacific Blvd. Just across from the Canada Line Yaletown/Roundhouse Station. That's all for now. Have a Great Summer! (G.G.)

## **WEST COAST RAIL TOURS**

### **WEST COST RAIL TOURS IN TRANSITION**

West Coast Rail Tours has now completed all its organized tours for 2016—two Haida Gwaii tours have operated and the White Pass & Yukon tour has just completed. The completion of these tours marks the end of an era for WCRA, as we close our Tours office as it is today and redesign a new future for rail travel and our organization.

As most of you know, major changes have occurred over the past few years in the travel industry and in our world in working with the railways. Most travel is today booked on-line directly by those planning to travel. Commissions to travel agencies have progressively



declined and in many cases, disappeared altogether. And, for us, we no longer have access to charters for organized trips as we had for so many years in the past. Recently, we have simply organized groups and traveled on regular scheduled transportation inventory.

Accordingly, WCRA has had losses in recent years in our tours portfolio, and—as a non profit—we cannot continue that direction. Thus, WCRA has taken the difficult decision to close our Burnaby office and review our future in this area.. We hope to return to the market in a very different form with rail excursions using our own train—work is ongoing for this and we will see what we can bring forward for 2017 and beyond.

Meanwhile, there is still travel help available to our members and friends—**Jennifer is still available to provide travel booking services at the same e mail and phone numbers**, but she will shift her time now more into the marketing and fundraising functions for the WCRA and will be working from her home office.

Times have changed and continue to change—WCRA has to change with them as we redesign our future.

## **WHITE PASS & YUKON TOUR GROUP**

A great time was had on the recent White Pass & Yukon tour—our tour leader **John Cowan** (far right) sends this photo along of the group in the Skagway station with **Jacqueline Taylor Rose** of the railway (centre right).



Several letters of thanks were received, including one from “Boomer John” who wrote, “As I said, THANKS (to John Cowan) for being the perfect tour guide. The WP&Y excursion was grand. I liked everything about it. Kudos!!! Keep me on your short list for future trips. I will be sending selected photos to the group in the next week or so.”

## **FEATURE ARTICLES**

### **FROM THE STEAM CHEST—MAY 1965**

Thanks to **Craig McDowall**

#### **WCRA**

We are very pleased to announce that we have purchased CPR Open End Observation Car #598. Last fall we learned that all three of these cars had been sent to CPR's Ogden Shops for scrapping. We immediately requested that a hold be placed on all three cars. We advised a great many railway groups in Canada and the US that two of these cars would be available through the WCRA (with the third to be kept by us). We would have like to have bought all three but that was financially impossible.

Several groups responded with the result that two organizations in the US are now owners of #597 (Rail Tours Inc. of York, Pennsylvania ) and #599 (Orange Empire Trolley Museum of Perris CA). Both are now in the hands of these two groups and will be in excursion service very soon. Our car will be held at Ogden for an indefinite period until we find a suitable and safe location here in Vancouver.

Members will be happy with the beautiful colour postcard of BCER #1225 enclosed with this newsletter. This was the last car run in regular service on the BCER's once extensive interurban system. It was purchased in 1958 by Orange Empire in California and is used at the trolley museum on a regular basis. We wish to thank OETM for sending these cards to us for distribution to our membership. OERM has over 60 cars of various types at their museum and is well worth the visit if you are in California.

WCRA member Bruce Fowler advises that his Seattle group, the Puget Sound Railway Historical Assn. has acquired Weyerhaeuser #108, a 2-6-6-2T, which was stored at Longview WA but has since been moved to Auburn. The locie now rests with member Maynaird Lang's steamer #70, an ex Rayonier 2-8-2.

Don't forget about our upcoming excursion to the Hillcrest Logging operation on June 26th. Let us know if you need further details or to confirm you are coming.

Have you sent in your \$1 to help preserve the Royal Hudson? This iconic locomotive needs a home. Send \$1 to the Vancouver Railway Museum, Box 2860, Vancouver, 3 (note the postal code), BC.

## **CPR**

Ex CPR 374 has just received its annual paint job to continue to protect her from the elements at Kits Beach.

Rumour has it that CPR may be closing its large (and historical) Angus Shops in Montreal. At least for passenger cars at this point.

The wreck last month involving The Canadian resulted in B unit #1906 being buried and baggage cars #3011 & 3014 being scrapped.

## **Misc. News**

Two steamers were fired up during the recent disastrous flooding in Mississippi: A CB&Q 2-8-2 and Lou Keller's ex Illinois Central's consolidation #790 were both put in service due to lack of diesels being available as a result of the high waters.

The 'Columbia River Special' (nickname assigned to this business car trip) departed Vancouver recently on a three day charter to the site of the Columbia River Project. This BC Hydro special was chartered through the CPR and included business cars 'Van Horne', 'Lacombe' and PGE's 'Northern Summit'. The Hydro chartered train set consisted of 13 coaches.

Northwest Rail Excursions from Seattle WA have a trip organized from Seattle to Blaine and return on the Great Northern on June 13th. This diesel powered trip is being run to participate in the annual Peach Arch celebrations signifying the years of peaceful co-operation between the US and Canada.

## **ROCKY MOUNTAINEER GOLD LEAF 2.0 - by Don Evans**

A recent opportunity to help out with a PBS Film crew working on an hour-long show on the Rocky Mountaineer, led to a chance to ride with them in Gold Leaf between Vancouver and Kamloops. Along the route the film crew did many interviews, including one with myself about the history of the railway and its impact in our part of the world. It was a great experience and I look forward to seeing the production, currently slated to be released around the end of 2016. The producer was John Grant and the three person film crew was out of station WNED of Buffalo, New York. They were very professional and a delight to be with.

This occasion also gave me an opportunity to sample the latest in Rocky Mountaineer service and equipment, and there were no disappointments. Departure date was Monday, June 20 and on arrival at the Vancouver station I watched the service in action. I arrived by car (Deb dropped me off) and I wasn't out of the vehicle before a guest service person was there greeting me with a cart to take my luggage into the station and escort me to check in. Those that arrived by motor coach were already checked in and luggage handled, so they simply disembarked into the station directly from the coach with a greeter helping and directing them. In the station were coffee, snacks, juices and the wonderful ambiance of a live pianist.



At 0730 the Rocky Mountaineer team welcomed everyone to board, the chimes were sounded and a piper played and we headed out to the train to our assigned Gold Leaf and Silver Leaf coaches (today's train was headed to Kamloops and on to Banff) - there were five Gold Leaf and four Silver Leaf cars plus ancillary support cars—a total train of two locomotives and 18 cars with 465 guests! Once on board, we were waved off by all the staff (including executives present) as we backed out of the station and around the wye track, then headed off up the cut.



The film crew was assigned one of the newly refurbished Gold Leaf cars (Gold Leaf 2.0) and it was very nicely done. Pretty much everything in the car was new—including seats, lighting and mechanical systems, and décor—which is much brighter and more modern than before.

The new seats are right up to date, with all electronic controls for recline, massage and are even heated so guests can set things exactly as they want them. It was comfort plus—that's for sure!

Downstairs, the dining room was similarly updated and was much brighter than the

wood panelling from the original builds. All in all, definitely version 2.0.

Throughout the ride to Kamloops—the film crew did a series of interviews with guests, staff, and others to get the real sense of the train and the trip. They would be filming all week on several trains and routes in putting together the show. Rocky Mountaineer's on board service and food was all exquisite, and all on board seemed to be enjoying everything.

Our route was as expected—CN to New Westminster then a slow trundle through Thornton yard (where we met VIA #1 on its way into Vancouver), then over the Mission bridge to the CP tracks and up the Fraser and Thompson canyons to Basque, then back onto CN for the ride around Kamloops Lake and into Kamloops. Traffic seemed pretty light, meets we had were



well set and we arrived Kamloops early at about 1715. The Kamloops posse on horseback were there with the flags to greet the train on arrival.

Buses were all in place on the station platform for all guests, hotel keys were distributed and off everyone went to their overnight accommodations. It is a well oiled machine of outstanding customer experience—and everyone I talked to was commenting on what a great trip it was so far.

They would all carry on to Banff tomorrow. But for me, it was a morning flight back to Vancouver—I sure could have carried on further too!

## **BULLET TRAIN ACROSS SOUTH KOREA**

- By **Don Evans**

It's Friday, June 3 and out side the window, the scenery of South Korea is passing by at a good speed. The countryside is more hilly—even mountainous—than I ever imagined. It is our first visit to this Asian country—a country of technology and innovation. And, here we are travelling at 304 km/h in comfort. We step off in Busan, at the southwest corner of the country. We left Seoul, at the northeast corner just 2 hours and eight minutes ago. That's all it takes to go corner to corner aboard the KTX!

Wednesday, May 25—we departed Vancouver on board Air Canada flight 063 (B 787, non stop to Seoul, South Korea) and were on our way. This would be our first visit to South Korea, and we were heading there to both attend the Rotary International Convention and to explore the country a bit. The flight was smooth and fine, about 11 hours duration, and we landed at Seoul Incheon airport on the afternoon of May 26th. Incheon is about 50km from Seoul, our plan was to take the train or Metro to the city. This took us a bit longer than usual, first there were no ATM's to withdraw cash as in most airports (we had to go to a currency exchange) and then—while it was easy to buy a train ticket it was not so easy to get a week pass (which was our plan). Finally sorted away, we headed for the Metro (as it appeared to go closest to our hotel) rather than the express train to the main Seoul Station.

Boarded a crowded Metro (this was not the originating point on the light blue line) and off we went. One transfer stop and we would be there. And this was true, however the transfer stations are massive and long hauls with luggage. Note to self—the Express train would have been a better choice. However, we found our destination station (Euljiro 3) and got off, found exit 12 (again, the station went for at least 1 km underground) and up we came to the street. There was our hotel right in front of us—a most welcome sight.

The Seoul Metro (an operation of Koran Railways of KORail) was an incredible system and we would get to know it quite well. You certainly could get around to almost anywhere, the trains were very clean and station names in both English and Korean. The passes were

wonderful and easy (Compass card type system). And the system is massive! There are 20 lines in service, all underground in the city but lots of above ground outside of the core area. Navigating the system is quite easy, but the walking distances between platforms in connecting station seem km's apart—long walks through almost underground malls in some cases, or stations with art installations etc. Without luggage it was a joy!

The Metro cars are full size overhead electric MU cars, there is only side seating, you can walk through the entire train, and most consists were ten cars in length. Imagine the capacity!



We used the Metro extensively to get to the Kintex Convention Centre, which was at the very end of Metro Line 3. Fortunately our hotel was also right at Metro Line 3 so it was an easy one hour ride without changes. The Convention was one for the record books—48,000 attended, opening plenary speaker Ban Ki-moon—the United Nations Secretary General—no more need be said. It occupied us for four days of our stay in Seoul and was well worth it.

Seoul was also an interesting city to visit. Capital for over 600 years (although called Hanyang in earlier times after the name of the River that flows through it), it is a bustling modern metropolis of some 25 million in the metro region. First impressions were that it was



smoggy and gray, however that changed considerably as the week wore on and it did clear significantly. The people are most welcoming and the city is very clean. Some observations;

- No graffiti anywhere (even on railcars!)
- Coffee shops everywhere—several in every block (including Strabucks - at least ten of them within ten blocks of our hotel...but also many other coffee shops and brands)
- Everyone walks looking at a smartphone—beware sidewalk collisions
- Everyone waits for walk signs!
- Traffic can be horrendous
- There is lots of green space
- Palaces and shrines are less colourful than other Asian countries (more blues and greens, less reds)
- The city seems to be set in business sectors—where we were there were four blocks of plumbing stores, up the street were four blocks of lighting and electrical, even markets (which were several blocks in length—one was all fish, one was all produce, one was all eateries)
- Shopping areas were likewise demised—near us were six square blocks of nothing but cosmetics and skin treatment shops, if you wanted clothes you headed for the “Fashion Malls” - long stretches of nothing but fashion.



The Palaces are lovely and in great shape—main entrance to Gyeongbokgung Palace (above)



dates to 1395 AD and is a massive area to wander and explore. During our many walks around Seoul we visited several of the significant palaces, and found all to be well maintained, well visited, and well signed in both English and Korean. There was only very limited commercial activity so these are really well preserved and accessible to all—locals and visitors alike.

Walking Seoul was easy, but it is one huge city so distances were very long. However, by combining the Metro to get to an area then it was quite possible to walk and explore as we did for several days. The area around the Han River is nice with good walking riverside and lots of bridges—most for road, but several for rail as well.

So, what about rail you ask? There are two main train stations in Seoul, one strictly for the high speed KTX services (Seoul Station) , the other (Yongsan) for the conventional express trains called Saemaoul or ITX trains (hauled by electric locomotives) and the Mugunghwa trains—diesel electric hauled and basic services. The KTX has dedicated high speed rights of way away from the main station, while the ITX and M. trains operate on conventional double track electrified and local rail lines at lower speeds. We rode the KTX train (below) but not the other two types. Freight trains are either electric locomotive or diesel hauled trains, freight cars are painted blue and are shiny and graffiti free! The rail network is very busy—





and entirely isolated from outside as South Korea is a peninsula disconnected by North Korea through which no traffic—rail of otherwise—passes.



Railfan Mecca—Inchon Station—four tracks for Metro trains and a double track main between the station and the Han River Bridge—just stand for a few minutes right on the Metro platform and you can see every class of passenger train.....incredible to watch! (above, an ITX Express train hauled by an electric loco screams by)

In watching at Inchon, we noticed that the diesel hauled Mugunghwa trains looked and sounded familiar....and for good reason. These were hauled by the ubiquitous South Korean diesel electric loco—the export version of the SD40-2 called the GT26CW-2. These are EMD locomotives and variations of them serve many countries around the world. The South Korean units were built from 1989 through 2000 by both EMD and Hyundai-Rotem. There are around 195 of these units on the roster in the 73xx, 74xx and 75xx series.

While in South Korea we saw these on both passenger (scheduled and excursion trains they say) and freight, as well as an end cab EMD model unit (not sure the designation and no photos). There were also some diesels of other design, but the SD's were certainly the mainstay of the diesel fleet (photo, page 26)





A highlight was the decision to get away from Seoul and see another part of the country. We decided on Busan, a city at the very southern end of the country—about as long a journey as would be possible distance wise, diagonally across the country. The ride would be on a KTX high speed train, so we headed off to find out how we would get there. Turns out there are lots of trains between Seoul and Busan every hour, so we booked onto to a KTX and got our car and seat assignments (no open seating here) for travel in both directions. We booked first class which amounted to about \$60 CDN each way.

We headed down to Platform 14 to await boarding. Our train (KTX #111) pulled in—it was an 18 car Alstom train, a Power unit on each end with 18 coaches articulated on a single four wheel truck between each coach. There were five First Class cars which featured much better leg room and 2 and 1 seating (12 rows of these seats) and nine coach class cars (14 rows of 4 seats). First Class cars had their seats turned to face direction of travel, while coach class were bi directional at all times.

We departed on time at 0700 and were off, after crossing the Han River we diverged onto the high speed line and away we went! The ride was fast and smooth—we hit 306 kph at one point—and, like all high speed lines—pretty straight. If there is a hill—you go through it! If there is something to intersect—you go over or under it! Coffee cart service was available



with several passes during the trip. The line paralleled the conventional rail line, so we saw several other passenger and freight trains as we zoomed along—they were winding along in view on the curving double track mainline. The countryside was very green and quite hilly—even mountainous at times, so it was a nice ride for viewing as well—even if the scenery did pass rather quickly! Interesting was that as staff (operating crew, catering or maintenance) entered and exited each coach they paused, faced the passengers, and bowed!

We arrived Busan just after 0900 and set out to explore. Busan turned out to be delightful, a city with lovely beaches, resorts and even a sand castle competition in progress! We enjoyed the fish merchants at one end and a wonderful lunch overlooking the beach at the other end. The air was fresh, there were waterside walkways and parks, it was a very nice spot.



After walking and exploring for most of the day, we hopped the Busan Metro back to the train station (a very modern building with a large plaza and fountains out front,) grabbed a bit of early dinner, and boarded KTX 168 (photo page 28) for the return trip to Seoul. Again it was an 18 car Alstom set, we settled in to our seats and enjoyed a speedy ride back through the countryside, arriving back at Seoul Station just after 2100. Amazing that one can ride corner to corner across a country in such a short time—and in such comfort! Off the train, we had a short and familiar Metro ride back to our hotel and then time to put the feet up!



We enjoyed lots more of South Korea. The food was plentiful (and most of it enjoyable) .....the green belt through the centre of the city where an elevated freeway had been torn down and the stream restored with fish and wildlife present was nice.....the great architecture in the modern towers of the city.....good friends made and sight seen.

But, it was June 5 and time to return home. AC 064 did that just fine, another ride on the new Boeing 787 and with a good tailwind - just 9 hours back compared to 11 hours over! Always fun to get home before you leave—we left South Korea at about 6PM and arrived Vancouver before noon the same day! Time travel they say.

## HERITAGE RAILWAY NEWS

The **Kamloops Heritage Railway** ran a full schedule of trips on Canada Day weekend featuring steam locomotive CN 2141 and a train all decorated for Canada Day. The 104 year old steam loco was the star. Three steam trips for the 9 weekends following Canada Day are planned for this year's schedule. (R.G.)

The Alberta Railway Museum has added some new exhibits from Gary Southgate's collection, including the FP9A #6511 and business car **Agawa** which travelled west recently.



Gary Southgate's business car Agawa was moved from its Algoma Central home base at Sault Ste. Marie to the Alberta Railway Museum where it is now on display.

Also, his FP9A 6311 (formerly owned by Phil Sheridan and used by WCRA on our North Country excursion trip in 2004) has been repainted into a CN like scheme and is also at the Alberta Railway Museum. (D.W.)



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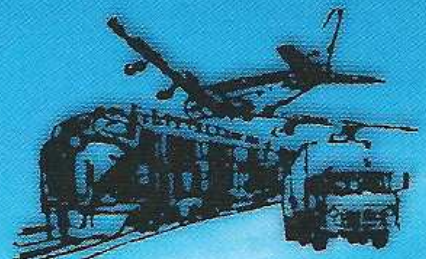
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**TRIVIA ANSWER**

Frank Sinatra wore the jacket in "Von Ryan's Express". The Jacket was provided by Mickey Sherrard from 20th Century Fox's costume/wardrobe department. He also worked on the movies Papillon and The Last Picture Show as well as 165 of 255 episodes of the TV series Happy Days.

**BACK COVER**

**Don't forget Billy Miner Days—August 19, 20 and 21!**



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IN THE SHOP—The floor over at the Squamish MP 2 shop is always an interesting place—in this photo by Don McQueen (on a recent visit) we see good progress on BC Electric #961, an unnamed little blue engine and FP7A #1404 (still unpainted Algoma Central)



Don McQueen photo

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