



WCRA NEWS

JUNE 2016

PGE #2 MAKES DEBUT

JUNE 11—TWILIGHT TO

STARLIGHT DINNER



GENERAL MEETING

The **General Meeting** of the WCRA will be held on **Tuesday, May 31 at 1930 hours** at Rainbow Creek Station, corner of Willingdon and Penzance in Burnaby.

Entertainment will be announced at the meeting.

ON THE COVER

After a very extensive rebuild by the Squamish Gang, PGE #2 (Baldwin 1910) gets a final shine after emerging from the service building at MP 2. The locomotive is about to head over to the Heritage Park for her grand debut. See page 8. (Trevor Mills photo)

JUNE CALENDAR

- **West Coast Railway Heritage Park open daily 1000 through 1700k.**
- May 28 and 29—Day Out With Thomas second weekend at the West Coast Railway Heritage Park, regular exhibits closed.
- Tuesday, May 31—WCRT Haida Gwaii tour departs
- June 7—WCRT White Pass tour departs
- Friday, June 10 —Deadline for items for the July 2016 WCRA News
- Saturday, June 11—Twilight to Starlight dinner—train fundraiser (see back cover)
- Sunday, June 12—Collections Committee meets at the West Coast Railway Heritage Park, 1300K
- Saturday, June 25—Princess Tea at the Mac Norris Station—includes tea, and mini rail and full size train rides—just \$10, (see page 14)
- Tuesday, June 28 —Bunkhouse Dinner featuring Trainwrecker Beans and all the accompaniments, 1900 hours at Rainbow Creek Station, tickets are just \$20
- Tuesday, June 28—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 or mail to WCRA, PO Box 2790 Stn. Term., Vancouver, B.C., V6B 3X2.

EDITORIAL

READY, SET, GO—SUMMER IS UPON US!

It's approaching summer once again, and things are ramping up for a busy and record year. It really gets underway this month with the Annual Day Out With Thomas event. Dubbed the Ready, Set, Go Tour 2016, everyone is invited to "Team up with Thomas for a day of family fun". That kicks off on the long weekend in May and continues the next weekend as well.

Then we are off and rolling with our busiest time of year, be it tourists visiting the Locomotive 374 Pavilion or the host of families and others coming to our West Coast Railway Heritage Park. Things will be hopping, the weather will be fine, and we will all be busy. Which brings us to our call for volunteers—there are a whole host of things to do, be it acting as a docent or guide at one of our facilities, driving the popular mini rail at the heritage Park, or whatever works for you. We need all of our volunteers, and our guests always note the helpfulness of our people. Its fun and rewarding too!

New exhibits are in the offing too—watch for the addition of Pacific Great Eastern #2 in the roundhouse after its debut in May, a new and wonderfully done restoration. And some creative new things are also in the works, to be added as summer progresses.

So, get out the summer garb and come and be part of Western Canada's largest railway heritage organization. Your efforts help assure our continuing work to Preserve British Columbia's Railway Heritage. I have my volunteer days booked—how about you?

Don

ASSOCIATION NEWS

FROM THE APRIL GENERAL MEETING

The April General meeting was chaired by **Bill Johnston** with about 30 members present:

- **Greg Robertshaw** gave an interesting report on the work to restore CPR Baldwin DRS 4-4-1000 #8000. He recounted many of the interesting discoveries as the project has moved along to date. The 8000 will be restored to its original CPR paint scheme, and all the details to return it to original appearance (such as the old steam era headlights, modifications to the exhaust stack etc.) are being done to create it as it was in 1948. There is a CP8000 Facebook page—check it out and "like" it.
- **Mike McGaw** gave an update on the BCER 960 project, noting a work party earlier in the day focussing on the rear hood panels.
- **Bill Marchant** noted that he had seen PGE #2 and that she is a real treasure! It had been outside and was moved over to the Service Building for final detail work

- **Ken Tanner** reported that financially cash improvements were starting as we moved into the second quarter of the year. Our first quarter results were favourable to budget. 2Q looks good as this is when the results from Day Out With Thomas will hit
- Ken reported for the Heritage Park, noting that the Park is back now to normal operations. With Thomas coming all is very busy in preparation. There was a day long filming event that saw the Royal Hudson and the two RDC's together outside.
- **Don Evans** provided a trip report on the Vancouver Island excursions at Nanaimo (as reported in our last issue)
- **Bill Johnston** reported on the Locomotive 374 Pavilion, noting good daily crowds now and the special celebration set for May 22
- **Bill Marchant** provided a Trackage Report
- **Dave Emmington** reported on the overturn of changes by VIA Rail re Park car access on The Canadian
- **Ryan Cruickshank** provided a Trackage Report and then a Show and Tell with another group of antique trains
 - A reproduction Lionel 390E of the classic 1920's design 2—4—2 steam loco and tender, standard gauge
 - An original Lionel 390E from the 1920's
 - A 1906 Lionel steam locomotive tender—from the first year that Lionel offered standard gauge trains
- The draw was held
- Entertainment was a show by **Bob Hunter** of the recent operations on Vancouver Island

MEMBER NEWS

Further to items last month—a correction—it was **Donna Fourchalk's** grandson who was in the accident, and good news to pass on is that he is now doing ok now and recovering.

We are sad to report on the passing on of a true fixture in the local rail preservation scene. **Doug Battrum** passed away on May 3 at the age of 91 years. Doug had been President of the CRHA Pacific Coast Division for a total of 24 years up to 2014, but had been ill for some time recently. He was instrumental in the preservation and maintenance of the Fraser Mills Station Museum. Our sympathies to Doug's family. We know that all at both CRHA-PCD and WCRA will miss him.

2016 BOARD OF DIRECTORS AND MANAGEMENT CHANGES

Some changes in both the board and in our management were approved at a special meeting of the Board of Directors held on Monday, May 2. The need was occasioned by the resignation of Director (and vice chair) **Greg Gardner**, and the need to also make some changes to our management as Director of Development, **Brenda van Engelen** also decided to leave the organization. **Jeremy Davy** acted as chair and several things were agreed on:

Board Changes:

- A leave was approved for Chair **Lisa Tuningley** due personal reasons
- A plan to move forward on approaching several candidates for vacant Director positions was actioned. Officer positions will be reviewed at the next board meeting pending new appointments to the board
- The regular May board meeting was rescheduled to June 15th

Management Changes:

- The board appointed Director **Craig McDowall** as President & CEO on an acting basis. Craig has agreed to serve in this role on a voluntary basis pending longer term decisions on future positions
- **Ken Tanner** has shifted to become the lead on Fundraising, and he will work with both **Don Evans** and **Jennifer Chisholm** to get fundraising back on track

NEW MEMBERS

We welcome to membership.....

- Sheri Adams and family of Garibaldi Highlands;
- Michelle Binette and family of Vancouver;
- Steven Fofonoff and family of Brackendale;
- Jewel Goodwin & Steve Baer and family of Squamish;
- Karen Leong and family of Vancouver;
- Louis Joncas and family of Whistler;
- Peyton Liscomb of Vancouver;
- Amin Mohadjer and family of Vancouver;
- Sarah & Jeff Norman and family of Garibaldi Highlands;
- Seamus Quinn and family of Mt Currie;
- Joel Sweet and family of Whistler;
- Elwin Zhu of Vancouver

We welcome back to membership:

- Dave Bush & Tonya Tyre and family of North Vancouver;
- Meghan McCrone and family of Squamish;
- Klaus & Jean Michel and family of Vancouver;
- Matt Rosati and family of Pitt Meadows

(J.D.)

PLEASE RENEW YOUR MEMBERSHIP

If your label reads 4/30/2016 then your membership has expired, if your label reads 01/31/2016 then this is your last issue. 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.)

WCRA TRIVIA #330 - By Ryan Cruickshank

What Canadian railway film goes by the foreign titles of...

-Brazil: "*A Raposa Cinzenta*"

-Spain: "*El Zorro Gris*"

-Italy: "*Vecchia Volpe*"

-Poland: "*Szary Lis*"

-Germany: "*Der Fuchs*" ?

(Answer on page 30)

BUNKHOUSE DINNER JUNE 28

A Bunkhouse Dinner will be held prior to the Tuesday, June 28 regular meeting of the WCRA, served at 1900 hours at the Rainbow Creek Station. On the menu will be the famous Trainwrecker Beans along with all the trimmings. You can join the dinner for just \$20. This was a fun event last year—so we will do it again. Thanks to **Dave Emmington** for the idea as well as his help, **Ken Tanner** will be working this as well. Tickets at the May meeting or call Jenn at 604-524-1011 and reserve yours.

WCRNA GALA IN CALGARY

Your editor attended the **Western Canada Rail Network Association** gala in Calgary on the evening of April 19th. The gala was attended by 300 people from the rail industry, and the keynote speaker was CP's Mike Foran (VP of Network Transportation). Congratulations to **Lisa Tuningley** and her company **T-Rail Products** for taking on the initiative to get the industry together for networking and celebration. It was a great event, and our own gala for October 5 got a promotion as well!

IN THE DITCH

In The Ditch—Stories of the PGE 1929 to 1965—is a new book out of transcribed stories, told by **Eric Prince Stathers**, covering and recalling the call outs and tribulations of the wrecking crew based at Squamish, BC on the Pacific Great Eastern Railway. At any time of day or night, and in any and all weather conditions, the crew would head out to whatever the latest calamity to strike the railway looked like and find a way to right things, clear the line and get it operational again. It is a mesmerizing read and full of tales of incidents that we can relate to. Of particular note to your editor was the story of how the author went to Norfolk & Southern to oversee the purchase of a rail car that became the *Northern Summit* and shepherd it home to BC. I found it on Amazon—well worth a read. An excerpt will be printed in a future WCRA News.

45 YEARS OF PASSENGER TRAINS IN THE WEST

If you like Passenger trains, especially in our own area, then this video is for you. The latest DVD from **MCM Custom Video**, 45 Years of Passenger Trains in the West captures most

Freight cars:

- | | | |
|---------------------------------|-------------|-----------------------------|
| • PGE X401 / X 402 | 1914 | Duplicates, keep best |
| • BCEX 894 tank car | 1958 | |
| • Snow plow PGE 6002 / CN 55365 | 1956 / 1957 | Duplicates, keep best |
| • BCR tank car 1910 | 1937 | Duplicate |
| • BN 11474 Transfer Caboose | 1943 / 1965 | Built on Baldwin loco frame |
| • Museum Train Tank Car | | Duplicate |
| • Steam tender | 1940 | Not relevant to collection |

Work equipment:

- | | | |
|--------------------------|------|-----------------------------------|
| • CPR Steam Crane 414330 | 1913 | Duplicate, keep Ohio Stream crane |
| • CPR 402107 boom car | 1913 | Poor condition, unrestorable |

PGE #2 MAKES A GRAND DEBUT MAY 14

After an epic makeover and restoration, and a special arrival at the Mac Norris Station May 14 at 1400k, our Baldwin 2—6—2 Pacific Great Eastern #2 debuted for a an excited crowd so all could see the amazing work of her restoration. She arrived with a consist of #2, Bus Car Alberta, Open Car *Henry Pickering*, powered by CPR S3 #6503.

Following the ceremonies, she then rolled into the CN Roundhouse & Conference Centre at the West Coast Railway Heritage Park in Squamish, proudly taking a place on Track 6 alongside the Royal Hudson (Page 28). It is wonderful to see this immaculate piece of work, initially started by **Mike Lloyd** and becoming the “**Monday Crew**” project, come to fruition. After more than 10,000 hours of volunteer work, we have a new gem in our collection!

You have been reading for some time notes from the crew as they worked along, so here are the final notes leading up to the grand unveiling....

“**Donna Fourchalk, John Jellis and myself Mike Lloyd** went to the park this morning April 24th a little before 10am for a little showing and get together with some of our project supporters before moving 'Lil Sparky' over to MP2 tomorrow for some final underframe and wheel finishing work over the pit..... while talking to our guests there were also many other visitors coming through the building that we extended our hospitality and proudly showed them some of our project pictures and informed them about some of Lil Sparky's past history. By noon Donna told me that everything went very well and we would all meet again tomorrow at our regular work party. Then John and Donna left, more visitors kept coming through and I did not get out of there until after 2pm. I must admit that the time passed very quickly while talking to the adults and showing the little ones the fire in the fire box, and how to ring the bell and blow the whistle

“Work party today did very well, after a few last minute bits (Bill did the lubricators) and pieces Lil Sparky was pulled out of the shop and into the sunlight and had the dust blown off

(Tom & Herb)... Our crew (Roy, John, Bill & Don) then switched her over to the MP2 shop where the work carried on over the pit. She had hardly come to a stop and the undercoat paint was being applied by John to the wheels (Below), last of the pipe work was being tightened up by Bill... Don was back polishing the rod brasses and Herb was working on the old firebox door assembly that has been welded back together by our welder Lloyd. Now it has to have a door built for it, a plan has been hatched and the parts (steel) are on order. We are nearing the finish of our project and will be working flat-out to get #2 into the museum and on display as soon as possible as we feel the roundhouse needs another new attraction very badly.



“This Sunday (May,1st) at an afternoon BBQ/luncheon, the Monday morning crew had a progress report meeting on the PGE #2 and felt that with a last minute push on some of our outstanding work-to-be-done tasks we could have Li'l Sparky to a suitable level of completion and back to the museum in 2 weeks time, giving the Park a new exhibit just prior to the "Thomas" event and the summer season. The crew would like to deliver PGE #2 on Saturday, May 14th, 2016 at 14:00hrs (2pm) to the WCRA main station.

Work is still continuing on the missing brake components for the tender that will not be fitted as with some home made replacement cab fittings that have been lost over the years. At the end of this month most of the crew have planned summer vacations and progress is expected to dwindle. We recognize benefits to the Heritage Park to display the little locomotive for the summer, better than if she sits in a work shop. We can then fit the missing parts next winter when convenient.

O.K. Monday Morning Crew.. This is a 'GO' for Saturday May 14th @ 2pm..... Clean work clothes, jeans, coveralls and a railway hat, John and Roy have the go-ahead to do the switching and after the run into the Squamish (Mac Norris) Station L'il Sparky will be placed in the roundhouse and we all get the summer off. Have a safe holiday and I think we can all give

ourselves a big pat-on-the-back for a job well done.” (M.L.)

And a pat on the back indeed for the volunteer crew!



Photo

PGE #2 returns to the West Coast Railway Heritage Park on Saturday, May 14— pictured here by Trevor Mills just after arrival at the Mac Norris Station



Photo—PGE #2 poses on the turntable May 14th before entering the roundhouse in Squamish (T Mills photo)

ISLAND CONSIST COMES HOME

WCRA's five unit consist that had been at Nanaimo for the April 8 and 9, 2016 event made its way back home and is all safely now back at Squamish. It returned on the rail barge just a few days after the event, and was then handed off to CN who moved it from Thornton and then to North Vancouver. The consist was set out in McLean Yard there on the track where the Rocky Mountaineer rests between trips, and it lingered there for a couple of weeks. Finally, on Friday, May 6 it was moved to the departure tracks and on Saturday, May 7 around 10AM our FP7A #4069 and four cars were on the tail end of a long freight, made their way to Squamish and were switched onto our interchange track. Tagging along on the end of the train, and left behind at Squamish, was CN caboose 78110.

April 8 was only the second time ever that an F unit operated on Vancouver Island. Here is a Dave Wilkie photo of the first time, the 1967 Confederation Train shown southbound at Malahat on January 6, 1967! (Thanks to Bob Hunter for the photo from the Wilkie Collection)



KEITH-KING BOOK COLLECTION DONATED

Thanks to **Sherry Keith-King**, her late husband John's book collection is coming to the WCRA as a donation to the library and archives. Thanks to Bob Hunter who is picking up the collection on Vancouver Island, and delivering it to Squamish. About ten boxes have arrived so far, and Bob has another trip planned for the rest. The collection will be inventoried and receipted. Thanks to Bob for his help and to the Keith-King family for the donation.

THANKS

- To **Ryan Cruickshank** for the donation of a collection of automobile memorabilia from the estate of **Lorne Findlay** for our vintage gas station, including gear oil dispenser, oiler pump bin, parts bin cabinet, on-car tire balancer, vintage 1920's tire and tube, vintage tool and a set of Model A rims.
- To **Dave Emmington** for the donation of various documents and manuals for the archives

WEST COAST RAILWAY HERITAGE PARK

Home of the Royal Hudson



DAY OUT WITH THOMAS

Thomas the Tank Engine is here for five days of family fun. The 2016 **Ready, Set, Go Tour with Thomas** will be exciting for all, and the event will run at the West Coast Railway Heritage Park for five days—May 21, 22, 23 and May 28, 29, 2016. Tickets are on sale now at www.wcra.org so make sure your friends all know about it and get their tickets early.

Ticket prices for 2016 are the same prices as they were last year—\$24 and \$28 for peak period (mid day) rides. The Thomas train schedules are at 9:30AM, 10:30AM, 11:30AM, 1:00PM, 2:00PM, 3:00PM and 4:00PM. Please remember that the train ride is just a short 20 minutes as it is designed to keep two to five year olds happy. But your ticket entitles you to admission to the site all day and also to the other activities which operate continuously.

Of course, Day Out With Thomas is much more than just the ride with Thomas—there are a myriad of Thomas themed activities to participate in, live entertainment, food and merchandise, special shows, characters and more. The popular mini rail will be available again—at a reduced charge of just \$3 to manage loads and contend with weather variances while still keeping our guests happy! There will also be three new active play areas added this year—Thomas mini golf, Bubble Station and a large sand box!

So, make your plans now to help at Thomas and also to send all your friends and families to experience this great event. Let's make the 2016 tour with Thomas our best ever. (G.B.)

TWILIGHT TO STARLIGHT DINNER AND TRAIN—JUNE 11

Join in on the **Twilight to Starlight** dinner and train at the West Coast Railway Heritage Park, set for Saturday, June 11 starting at 7PM. Enjoy appetizers on the Canron Upper Deck, then adjourn to the main floor of the CN Roundhouse & Conference Centre for a wonderful three course dinner.

But we save the best for last.....then we board our train at the Mac Norris Station and take a leisurely rail journey with champagne and dessert on board—consist will include both the heritage open observation car *Henry Pickering* and the beautiful business car *Alberta*—so here is a chance to ride these classic cars.

Make your reservations now—call Jenn at 604-524-1011 in Vancouver or the Heritage Park at 604-898-9336 to book your space. Tickets are just \$100 each all inclusive or \$700 for a table of eight. A great bargain for a wonderful evening. (see back cover)

MINIRAIL ENGINEERS - VOLUNTEERS NEEDED

MiniRail is an extremely popular attraction at the Heritage Park. With the prime operating season upon us, the Heritage Park is looking for volunteers to help with its operation. This year as the season ramps up, it is again our aim to do more running and less standing by utilizing our four stations and promoting the attractions at each with the MiniRail providing means of transportation. The stops are ***Twin Cedars / Roundhouse*** - the station closest to the CN Roundhouse & Conference Centre (This is the main boarding point featuring the BCER shelter replica), ***Wilkie*** (home to the Garden Railway and the Wilkie Historical Exhibit), ***Mason Station*** (where the station exhibition and the farm gardens can be enjoyed), and ***Silver Fox*** (serving Mac Norris Station, Howard Lyttle Park, Brightbill Heritage House and railcar exhibits).

The best marketing tool we have for the MiniRail is a train zipping past as they arrive at the Gate. To achieve this we need to have a regular published schedule. This requires a commitment from at least one MiniRail volunteer to be on duty every day. To get on the schedule - let Jeremy know at jeremy.davy@wcra.org or call **604-315-5349** and book your volunteer day(s) – the schedule goes from now till the end of the summer. It's a rewarding and fun way to participate.

All West Coast Mini Rail engineers must be certified to operate on the Park track. Need training? We can do that too—again just contact Jeremy and the necessary training sessions can be arranged. (J.D.)

PRINCESS TEA JUNE 25

Calling all Princess's from age 2 to Grade 2—join in a very special “Princess Tea” at the Mac Norris Station Tea Room on Saturday, June 25. The event starts at 11AM and includes tea in the tea room, a mini rail ride and a ride on the full sized train on the open car Henry Pickering. Tickets are just \$10 per person for this unique and fun event. (G.B.)

RAILWAY DAYS FESTIVAL JULY 15, 16 AND 17.

Do you love the railways? The mark the date for the Railway Days Festival, coming to the West Coast Railway Heritage Park for three days—July 15, 16 and 17. This is a chance to do all things railway at the park—including a chance to run a locomotive, pump the pump car along the tracks, ride a speeder, There will also be tons of activities for the whole family with bouncy castles on site, a build a mini rail workshop, model railways of all sizes operating and more. There will also be railway sports, live music and special presentations and great food.

One day passes will be just \$15, full event passes (all three days) just \$25, and full event passes for the whole family will be just \$59. Call Gord Bell at 604-898-9336 for info. (G.B.)



CANADIAN INTERNET MARKETING CONFERENCE

The Canadian Internet Marketing Conference was held at the CN Roundhouse & Conference Centre April 14 and 15, 2016 and was met with rave reviews. The event sold out with 650 delegates each day who heard great speakers and enjoyed networking and a trade show. The event organizer Christian Thomson has booked the event again for 2017, and had the following to say.....

“We recently held the Canadian Internet Marketing Conference at the West Coast Railway Heritage Park in Squamish. The feedback from the more than 600 attendees was amazing, specifically the feedback on the unique venue—unique, modern and in a stunning part of British Columbia. One person commented that they will now struggle to go to other “stuffy, boring conferences in airport hotel meeting rooms after attending this event”. From an organizer’s point of view, not only was the venue impressive, but so was the team that supported us with the set up, during the conference and afterwards. We are very thankful for their help and look forward to working with them again in 2017”.

ROYAL HUDSON 2860

ROYAL HUDSON OUTSIDE FOR FILMING

Royal Hudson #2860 was moved outside on April 19 and spotted on the mainline at the Mac Norris Station for few days. The occasion was some filming for a scene for the Hallmark Movie “The Last Christmas”. The 2860 had the two Budd RDC’s behind her for the scene. Thanks to all who helped with the move and to **Pat Doiron** who brought this film opportunity to us. (G.B.)

ROYAL HUDSON FUNDRAISER

Thank you to all who have supported our Royal Hudson fundraiser to date. We have raised \$18,256 so far and it is never too late to make a contribution. But we need more help if we are to move forward with the detailed plan for the next phase of the restoration of locomotive 2860.

We are bound and determined to have the Royal Hudson steam again for future generations. Remember that donations of \$250 or more receive a framed art rendering of the 2860’s builders plate. Make your donation to this specific cause today.

FIREBOX DINNERS NOW AVAILABLE

How about doing something completely unique and helping preserve the Royal Hudson at the same time. Then consider one of our new “Firebox Dinners”! No, we won’t have you crawl into the firebox of the 2860, but you can enjoy its flickering glow from the comfort of your white table clothed table in the cab of this great locomotive while a sumptuous multi course dinner with wine served. This is a new and unique experience for whomever wants a very special evening at the Heritage Park.

Price for this is just \$1,000 for a party of four (maximum capacity for this venue) and proceeds go to the Royal Hudson Preservation Fund. To make your reservation just contact Ken Tanner at 604-898-9336 or president@wcra.org (K.T.)

FUNDRAISING

WCRA GALA OCTOBER 5, 2016—SAVE THE DATE

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 Craig McDowall, Gord Bell, Lisa Tuningley and Don Evans.

FUNDRAISING TRANSITION

As noted earlier, our Director of Development **Brenda van Engelen** has departed to pursue other endeavours. We wish her well and thank her for her efforts in the short time she was with us. As a result, **Ken Tanner** has taken on the role of Head of Fundraising for WCRA and will work together with **Don Evans** and **Jennifer Chisholm** in this important area. As Ken had already been working in this area, the transition will be seamless and all fundraising activities that were in progress will carry on. Thanks to Ken for his creative idea for support.

SUMMER STUDENT FUNDED FOR HERITAGE PARK

WCRA has received a grant of just under \$4,000 from Canada Summer Works to fund one summer student at the West Coast Railway Heritage Park in Squamish. This is the first funded summer student we have had in several years. (K.T.)

RING OF SUPPORT PAVERS AVAILABLE

A reminder that our Ring of Support paver stones are still available. We are about to send off another order for engraving as we have several to process. 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. (K.T.)

LOCOMOTIVE 374 PAVILION



Have you ever wondered what is inside the boiler of the 374? Well wonder no more. Rob and Peyton were cleaning and touching up the paint on Saturday and decided to take a look inside. The photos show you what they found. (George Game photos)

Our visitor count for April was 3,089. This was 38 people more than the same month last year. The YTD Total is now at 9,821 Visitors.

With the warmer weather and longer days the 374 Pavilion is now open from 10 AM to 4 PM. The number of people visiting the Pavilion is growing as more tourists arrive in the city. Many come from Granville Island arriving via the False Creek AquaBus.



The boats drop them off at the foot of Davie Street and they walk up the street and pass by the 374 Pavilion. Many stop in to look at the locomotive and chat about railways and trains. We carry the latest Vancouver Tourism books and maps of the city for our visitors. This information is very much appreciated.

The usual monthly plea for a few more volunteers to help with the Pavilion. One or two days a month would be a great help. Summer weekends can be very busy at the Pavilion. Come down and meet people from other Cities, Provinces and Countries. Call George @ (778) 875-3573.

We are located at the corner of Davie St & Pacific Blvd. Just across from the Canada Line Yaletown/Roundhouse Station. Come down, have lunch in Yaletown, visit the 374 Pavilion and chat with our Volunteers. You might learn a little history.

Every day is different at the 374. (G.G.)

WEST COAST RAIL TOURS

LAST CALL FOR A RAIL ADVENTURE IN 2016



Book your train travel with West Coast Rail Tours – your train travel expert! Call Jennifer directly at 1-800-722-1233 or email tours@wcra.org and she will provide you with a detailed itinerary and pricing.

White Pass & Yukon Steam Spectacular – SPACE STILL AVAILABLE!

This is a trip of a lifetime as there is no other railroad is quite like the White Pass & Yukon Route. This extraordinary, well-guided private tour includes rides on the famous Fraser Meadows Steam train from Skagway and the Bennett Scenic Journey to Carcross.

The Fraser Meadows Steam Journey rides against all odds, the iron trail was carved through some of the North's most rugged terrain in 1898. This engineering wonder climbs nearly 3,000 feet in 26 miles of steep grades and cliff-hanging turns. Relive the glory days of steam while traveling with one of our steam locomotives, Engine No. 73 or No. 69, six miles beyond White Pass Summit to Fraser Meadows!

On the Bennett Scenic Journey travel 67.5 miles by train between Skagway, AK, and Carcross, YT, along the same route that the Klondike stampeders traversed in 1898! Don't miss a visit to the 1903 Bennett Station for a stroll through our historic museum. Don't forget your camera for this scenic journey.

This tour also includes tour of the Copperbelt Railway & Mining museum, Miles Canyon and view the Frantic Follies vaudeville show. June 7, 5 days from \$1,799

British Heritage Steam Trains

Explore the beautiful heritage steam railways of England and Scotland. Ride over 15 historic trains including 15 inch gauge, standard gauge, steam and diesel. This 2 week tour, starts in London and travels across much of England before heading to the highlands of Scotland and back down to London again. Ride magnificently maintained preserved railways and visit many historic sites and museums. The rail-fan tour uses a dedicated, private, air conditioned motor coach as travelling by road makes it possible to visit railways that are hard to connect by rail.

June 25, 14 days, from £2,758, includes 13 night's accommodation in 3 or 4 star hotels, breakfast and either lunch or dinner every day, all activities, admissions and heritage train tickets. Airfare from Vancouver can be arranged for an additional fee.

Historic Trains & National Parks of Colorado & the Rockies

In this busy, scenic, well-guided tour, ride 4 historic trains through the mountains: the Georgetown Loop Railroad to Devil's Gate high bridge, the Durango and Silverton narrow gauge railroad, Canon city's Royal Gorge Railroad, and Pike's Peak Cog Railway. Visit up to 7 National Parks: including Rocky Mountain National Park, Colorado National Monument, Mesa Verde National Park, San Juan National Forest and Rio Grande National Forest. Visit the National Monument, Garden of the Gods, wine country, Denver, Vale, Silverton and Colorado Springs. A rail-fan and photographers dream!

July 16, 9 days, from \$3,529/person includes home pick-up/drop-off, many meals, all accommodation and return airfare from Vancouver.

United Kingdom by Rail

Venture by train to the three of Britain's most lively cities; From Edinburgh to York, and London. Stunning landscapes surround you as you are whisked through the peaceful countryside, rolling hills, emerald forests, sweeping coastlines. Tour Edinburgh castle, the Old Town Grassmarket and The Scottish Parliament. Travel to St. Andrew's and Pitlochry for Scottish whisky distillery tour. Scenic train through the Scottish Borders to Medieval York and tour York Minster, Castle Howard and Helmsley. Train to London and tour Trafalgar Square, St. Paul's Cathedral, Tower of London, Buckingham Palace, House of Parliament, Westminster Abbey and Big Ben.

October 8, 10 days, from \$5,079/person includes home pick-up/drop-off, many meals, all accommodation and return airfare from Vancouver.

Do you have some ideas for upcoming group tours? Feel free to join our Tours Committee. We meet quarterly and discuss train tours ideas. We would love to have you aboard! Contact Jennifer Chisholm at West Coast Rail Tours, your train travel expert at tours@wcra.org or 604-524-1011 (toll-free 1-800-722-1233) to answer any of your questions regarding train travel. Or pop on by for a visit at Unit 2, 4529 Hastings St. Burnaby, BC V5C 2K3. West Coast Rail Tours, www.westcoastrailtours.com

FEATURE ARTICLES

FROM THE STEAM CHEST—APRIL 1961 PART 2

Thanks to **Craig McDowall**

BCER

The British Columbia Electric Railway gave #960 and 961 (two G.E. 'juice jacks' which are used alternately at their Carrall street yards in Vancouver) their first paint jobs since they were bought over 15 years ago. There were three originally in the series but #962 was scrapped a few years ago. All are former Oregon Electric units and when acquired, were painted a bright red. Over the years, the red dissipated into a dirty brown maroon. #960 was the first to be repainted in the Kitsilano shops and emerged with bright black trucks, trolley gear and underframe. The body was painted a bright yellow with red striping as is the case with all of their 13 diesel units. This unexpected move would signal that the BCER is planning to continue using the 'twins' for a few years yet. (photo—Peter Cox collection)



Canadian Forest Products

It was the end of the line for three more of B.C.'s steam locomotives when CFP scrapped two rod and one geared engines at their Beaver Cove operations during March. Each locomotive was cut into eight to ten sections and sent by barge to Vancouver where a local scrap dealer

disposed of them. This was the first time that CFP has ever scrapped any locomotives at their northern Vancouver Island rail operation. Previously any engines, when sold for scrap, were scrapped in Vancouver by scrap dealers.

The first of three to go was 2-6-2T #116 (built by Porter in 1923 as #6821). She had been out of service for quite some time. An almost identical twin to MacMillan Bloedel & Powell River's #1044, still in use at their Chemainus mill, came to CFP from a US logging railroad as #4 before having her number changed.

The second engine to be scrapped was their three-truck Shay #118 (built by Lima in 1928 as #3319). She had also been out of service for a while after coming from the states in January, 1950. She was originally operated by the Bloedel, Stewart and Welch (before they amalgamated with MacMillan & Co.) as their #29 before coming to CFP as their #29 and then renumbered to #118.

The third to be scrapped was CFP's Mallet #111. She was the last Mallet in Canada but had been out of service for the past year due to a bad boiler. She started out life as a 2-6-6-2 saddle tanker (built by Baldwin in 1929 as #60811) on the Weyerhaeuser Timber railroad and was rebuilt into a tender engine after a number of years and sold to CFP in 1949 and was completely overhauled in Vancouver by Vancouver Machinery Depot. She was one of only a few of her size built for a logging railroad.

The CFP is now down to only four steamers and newer diesels. The steamers are #113 (2-8-2), #112 (2-6-2T), #115 & 117 (both Shays). All four are still serviceable and are expected to remain active for some time yet.

Comox Logging and Railway

Since the inauguration of their diesel power at the end of January, they have not fired up any steam power. Logging in the Nanaimo Lakes area is less in 1961 than in previous years so the diesel is sufficient for the volume and is making two round trips a day with about 35 cars a trip,

Northern Alberta Railway & the CNR

Two of NAR's 2-10-0's, #101 & 102, are still in the steamer shops at the Dunvegan Yard in Edmonton. Other steamers are all sitting outside the shops: 2-8-0's (#73 & 74), 2-10-0's (#51, 52 & 55) with seven other steamers on sidings next to the roundhouse. It is expected that dismantling will be taking place shortly. The NAR is now leasing steam generator car #15455 and has returned two others. Their diesel #202 has been repainted.

Canadian National 4-6-2 #5115 which has been rusting away behind the shops after a wreck in November 1959 is still there although there were rumours she had already been scrapped. The argument over whether the NAR or CNR will scrap her has finally been settled and CNR will do it. Due to her condition, she will probably be scrapped on site.

CNR still has four steam engines in their yard. #2164 (2-8-0), and #5104, 5114 and 5117 (all 4-6-2's) are still in the CNR roundhouse. They last saw service on the NAR in the spring of 1960.

Maritime Railway in Nova Scotia

The MR wrecked their diesel and snow plow in March and put their 2-6-0 #10 back into service. Apparently the snow plow couldn't stand the heavy snow and both went off the rails. #10 was ex CNR #407.

Sacramento Northern

SN's Yuba City to Marysville line is the last of their electrified line still in operation. 'Juice jacks' #653 and 654 are generally to be found in Yuba City and another decommissioned engine being kept for parts in their Sacramento shops.

SPOT THE ANORAK ON PLATFORM 5

This was an article in London's Weekend Financial Times May 8/9, 1993 written by Richard Tomkins. It is submitted by Bill Johnston, who notes "I especially like this article because it is British and can relate to the authors' observations at Crewe. I went through that station many times on the express trains from Liverpool, (where I worked for 4 years), to Euston – London, and often changed trains there returning to my home near Chester in Cheshire. And yes, always anoraks at the end of the platforms. Happy days.....Have kept the British terms and spelling intact. e.g. Biro = ballpoint pen, Anorak = ski jacket, etc."

CREWE, Cheshire: the railway junction epitomized. It is 9:00 AM on a grey Saturday and people are gathering in knots at the ends of the bleak station platforms, shifting listlessly from foot to foot.

Like others, they are waiting for trains. But two things tell you these are no ordinary passengers. As they peer down the line at an approaching speck on the horizon, they exclaim: "It's a siphon!" "It's a double-header!" or, "It's an 87!" And when the speck becomes a train, pulls into the station, and pulls out again, it goes without them: they remain on the platform, waiting for the next speck to appear.

These people are trainspotters. No one is quite sure exactly why they do what they do, but Crewe is where they like to do it. As one of the busiest main line junctions in Britain, it draws rail enthusiasts from across the country. Young and old, rich and poor, they are united by their anoraks, their multi-coloured Biros, and a near-total inability to find a convincing explanation for their behavior.

History does not relate how trainspotting started, but the Victorian engineer George

Stephenson must bear part of the blame. When he put the first engine into service on the Stockton & Darlington Railway in 1825, he not only gave it a name - *Locomotion* - but also labelled it No.1. Once numbers had become established as the accepted method of marking railway engines, it was arguably only a matter of time before someone yielded to the compulsion to start writing them down.

Even so, the hobby might hardly have progressed had it not been for a man named Ian Allan. While working as a junior clerk for the pre-nationalisation Southern Railway during the second world war, Allan found himself beset with requests for details of the company's engines. So in 1942, he won permission from the Southern to publish a list of them under the title *ABC of Southern Locomotives*. The book was a runaway success. A trainspotting publishing empire was born.

In the immediate post-war era trainspotting remained an unsophisticated hobby, consisting mainly of ticking off numbers in the Ian Allan books as locomotives were seen. The pastime looked in danger of dying out in the 1960s when steam engines started giving way to a much smaller fleet of humdrum diesel and electric locomotives. But today's adherents are tackling the hobby with a degree of dedication that puts earlier exponents in the shade.

Railway book publishing, for example, has expanded to cater for every proclivity: titles on offer include *Locomotive Boiler Explosions* by C.H. Hewison, *Great Western Engine Sheds 1837-1947* by E. Lyons & E. Mountford, and *Searching for Railway Telegraph Insulators* by W.K. Neal.

Modern technology, too, has added a new dimension to the hobby. Nowadays, the notebook and Biro is not enough: serious spotters carry micro-cassette recorders or camcorders to record locomotive sightings. Back home, they enact the role of the engine driver by watching pre-recorded videos of train journeys shot from the driver's cab, or plan the next day's spotting by dialing an 0898 telephone number for details of interesting traffic movements.

For those with home computers, one railway magazine advertiser offers a disk that contains all UK locomotive numbers and allows users to add their spotting notes and comments. Another offers a programme simulating the operation of Leicester signalbox. ("Full colour on-screen track diagram ... you control all traffic movements... wide variety of passenger and freight workings.") A third offers a souped-up signalbox simulation incorporating random train delays. ("Even more realistic," the advertisement justifiably claims.)

Meanwhile, the vocabulary of trainspotting has changed with the times. Steam enthusiasts always had affectionate nicknames for different locomotive types: "crabs", "semis", "spam

cans" and so on. Now a new set of names, similarly obscure in origin, has sprung up for today's diesels and electrics: "duffs", "spoons", "hoovers", "siphons", "goyles" and "rats".

Spotters themselves have long been known as "gricers" - according to one theory, after a champion spotter named Richard Grice. But beneath this general heading, subheads have appeared, "number crunchers" collect anything with a number on it, including carriages and wagons; "bashers" specialise in riding trains hauled by different locomotives; and "track bashers" collect trips on different sections of the line.

At Crewe, you tend to get a relatively normal sort of spotter: the bashers, after all, are out there riding the trains. So this seems as good a place as any to seek an answer to that most enduring of life's mysteries: just what makes trainspotters do it?

Out at the south end of platform 6 stands a middle-aged man in blue anorak, blue jeans, flat cap and - oddly, given the overcast sky - dark glasses. He declines to give his name ("I'm anonymous, that's the way I am") but admits to being a bookkeeper for a tank storage depot in Birkenhead.

"I have never lost the ability to stand at the end of a platform for six or seven hours at a time," he says. "My philosophy is that it's important to have a hobby in life. I feel sorry for people who jeer at us and have nothing of their own."

Well, a hobby, yes. But why trainspotting?

"There is infinite variety in the railway scene. Engines are chameleon-like. People complain that some of them are 30 years old, but they're always being renumbered, repainted or rebuilt..." He is distracted by a movement of rolling stock further up the tracks.

"Yes, there is always the unexpected in this hobby... seeing something in an unusual location... you never know what's going to happen." Then, suddenly: "There! Look at that! A Network SouthEast loco coming out of the siding! He whips out a pair of binoculars, clasps them to his eyes and feverishly writes down the number. "There you've got it; you see - a whole panoply of change."

Nearby, 13-year-old Liam White from Warrington - grey anorak, blue jeans, red hair and freckles - has identified an approaching speck as a class 87 electric loco hauling a northbound express. He knows it is a class 87 because he can make out two windows on the front of the cab. Three windows, and it would be a class 86.

"I've been doing it for five months," he says. "Me and a friend, we're seeing who can get the most numbers. I've got two more than him - nearly 1,000. We usually go to Warrington

Bank Quay, but I've come down here to get some more."

But what is to stop his friend just crossing off a few numbers while Liam's back is turned

"That'd be cheating, if he crossed one off."So?

"Well, if he crossed off 58020 I could say to him: 'You can't have seen that because it wouldn't have gone through Bank Quay'."

But couldn't he claim it was passing through the station on an, er, *unusual working*?

"No, it's too big"

Down at the other end of the platform, 30-year-old Ray Cavanagh - blue anorak, blue jeans, a storekeeper from Birkenhead - has a camera round his neck. "Some people take numbers, I take pictures," he says. His attention is caught by an approaching rumble, "I'll just take a picture of this. I'll be back "

The rumble is a trainload of several hundred enthusiasts being hauled by a class 37 diesel locomotive from Bristol to Holyhead and back. The weather is chilly but because the engine is a goods locomotive, it is not fitted with train heating equipment. It would not make any difference if it was, because all the windows are open so that the passengers can lean out and listen to the engine.

Ray takes a photograph, then returns to explain the lure of spotting. "It's good fun travelling around and seeing places you haven't seen before. You meet interesting people, and you can tell them what you've seen, and they can tell you what they've seen." Then, perhaps aware that all this may sound a bit lame: "Personally, I could never understand the attraction of sitting on a riverbank for hours on end waiting for something to grab your hook."

This is a common response among trainspotters. Unable to rationalise their obsession, they tend to fall back on the excuse that is no worse than doing something else. Hence, when a spotter on platform 5, a civil engineer named Keith Slaney, is asked what his wife thinks of his continual absences on spotting excursions, he says: "I think she'd rather it was trains than another woman".

Keith is one of a dozen or so representatives of the West Yorkshire branch of the Rail Correspondence & Travel Society, apparently a club for people who cannot help wearing anoraks. Interestingly, today's outing includes two women, both with their husbands "It's like everything else - you either let them go their own way and get on with it, or go with them and enjoy it," says one, Sue Coville.

The day seems to have settled into a lunch time lull, and one club member has staggered

back from the chip shop with chips for everyone. Sue and husband Gordon, a buyer for a textile company, embark on the story of how they once set out in their car for an all-night trainspotting session beside the tracks at Shap, a summit in Cumbria. On arrival, they found that the engine numbers were invisible in the dark. They hit on the idea of pointing their car at the tracks and, when a train approached, bathing it in light with their headlamps. This worked well until an engine driver who had undergone illumination reported the incident to the police. Later that night, Sue and Gordon were interrupted by a rap on the car roof from a constable. "But luckily, he turned out to be an enthusiast too, so he understood".

Further down platform 5, 28-year-old Richard Smith from Leicestershire appears to be wearing a green anorak, but on closer inspection it turns out to be a waxed cotton jacket. Is this a spotter with a difference? "I'm a closet spotter, really," he says. "People think all spotters are prats, and quite a lot of them are: there are some right plonkers around. I work in a bank, but I don't tell people there I do it."

Richard says he caught the spotting habit from his father. He has already seen all 17,115 of British Rail's locomotives and passenger vehicles and is now on his second time round. "If you've got an interest in railway trains and you are going out to see them, you might as well write their numbers down".

Is he absolutely sure?

"Well to tell you the truth, it is a bit boring. But if I wasn't doing this I'd only be stuck at home or doing the shopping or something".

It's the same old story: it is better than doing something else. Clearly, no amount of time at Crewe will explain what makes spotters spot. And so we turn to the father of modern trainspotting himself - Ian Allan, still running his publishing business in Shepperton, Middlesex, at the age of 70.

According to Allan, the reason for the peculiarly British obsession with trainspotting is sheer opportunism. In an island as densely populated as Britain and with such an extensive railway network, no one is very far from a busy railway line.

If you go to Clapham Junction (in London) you can see 2,500 trains per day. It's non-stop entertainment - there is always something going on. But if you go to a French station and watch a train go past you might wait six hours until you see another one. There are nothing like sufficient trains to keep people's interest going".

It is plausible, up to a point. But if that were the only explanation then everyone in Britain would be a spotter. Surely there must be a deeper rooted motivation? Something, perhaps, in

their psyche? "No idea unless it's a collecting urge says Allan. And indeed it is – or at least partly so, says David Weeks, a clinical psychologist specializing in the study of eccentric behavior.

According to Dr Weeks, trainspotters fall broadly into two main personality types. One, the schizoid type, comprises the sort of person who feels ill at ease socially and prefers the company of inanimate objects. (Examples include people who develop an unusual degree of interest in activities such as computing or weight training.) The other, the obsessional type, comprises those who want everything to be perfect, tidy, neat and clean - among them, the collectors of stamps or china and spotters of aircraft or birds, for all of whom an incomplete set of objects represents an imperfect set.

These personality traits, alone or in combination, are found in quite sizeable chunks of the population, says Weeks. They may express themselves in behavioral oddities such as fanatical enthusiasm for an obscure rock group or a losing football team, or in sexual terms, through an obsession with high heels or underwear. But there is no reason to be concerned about the traits unless they are taken to extremes, Weeks emphasizes. "The vast majority of trainspotters are perfectly normal and reasonable people."

This is, of course, nonsense: we all know that trainspotters are unhinged. And yet, just one day at Crewe has shown how short a time it can take to see a considerable number of trains. Let's see now ... a couple more visits would probably be enough to finish off the class 87's after that, there would only be another 2,432 loco-motives. 14,648 carriages and 28,884 wagons to go...

RAILWAY NEWS



BRIDGE FIRES

CN was hit with a couple of serious bridge fires recently. Firstly was a large one on a line near Mayerthorpe, Alberta where a long wooden trestle burned furiously, ultimately collapsing and dropping the steel center span to the ground below. A young volunteer firefighter was later charged with arson in the incident, which destroyed the bridge and left local industry scrambling.

Closer to home, another fire hit a bridge at MP 138.8 on the CN Squamish subdivision (former BC Rail) on April 29. The bridge was repaired and traffic resumed after a couple of days outage on the line. (J.M.)

INSPECTION TRAIN ON CN

A CN Inspection train operated on CN in April locally. The train arrived in Thornton yard on April 16 at 0950. It then departed eastbound as train O 99851 at 2030k the same day, but had to rest for three hours at Arnold, then running eastbound against the normal flow of traffic on the CN line up the canyon, arriving Floods at 0327. Consist was locomotive IC 2698 and four cars—CNA 415867, AMTK 39037, CN 414852 and CN 1057. An eastbound coal train also ran against flow of traffic following the inspection train. (J.M.)

Below—PGE #2 gets a special welcome to Track 6 in the CN Roundhouse on May 14th





MARPOLE BRIDGE SPAN REMOVED

The Marpole bridge was hit by a barge in a windstorm on March 13th knocking the centre swing span off kilter. Subsequently, the span was removed and set onto a barge and taken from the site. This is the same bridge that had suffered a fire on the wooden trestle approach earlier. Rail cars were removed from the island by hi rail truck so no customers were still being served by rail there. So ends rail service across this location on the north arm of the Fraser River. (R.E.)

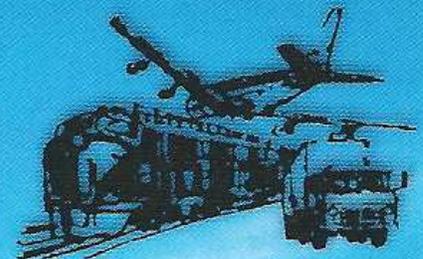


LONG TRAINS RUNNING FOR SUMMER

After running trains of 11 to 15 cars through the winter, VIA fielded summer length consists on The Canadian starting late April. The April 22, 2016 departure of Number 2 from Vancouver had locomotives 6428 / 6446 and 22 cars (including three Skyline domes, and a three car Prestige section at the end. (J.M.)

Departure east on April 29 had 28 cars!—consist VIA 6417 / 6419 locomotives, then baggage 8604, coaches 8137 / 8140 (both ex Amtrak), Skyline dome 8512, Chateau sleepers Bienville, Papineau, Viger, Latour, Vercheres, Marquette, Skyline 8517, Diner Empress, Chateau Lamoyne, Manor sleepers Blair, Fraser, Thompson, Bell, Hunter, Amherst, Macdonald, Skyline 8515, Diner Imperial, Manor sleepers Cameroon, Bayfield, Dawson, Prestige sleepers Chateau Cadillac and Maisonneuve and Glacier Park observation. (T.Mu.)

**Visit Our
New Location
Just 83' West of
our Old Location
2825 Grandview Hwy in Vancouver**



*We also stock a
large selection of
books and magazines!
Open Daily at 11 a.m.
Monday thru Saturday*

CENTRAL HOBBIES

Your One Stop Scale Model Train Shop on the West Coast

2825 Grandview Hwy., Vancouver, British Columbia V5M 2E1

(604) 431-0771 Fax (604) 431-9855 ORDERS (888) 7trains (787-2467)

Web Site: www.central-hobbies.com

CREDIT LINES

**ISSN 1204-07
Vol. 56 Issue 6**

Editor Don Evans
Distribution Jeremy Davy & Donna Simon

Contributors:

| | | | |
|------|---------------|--------|-------------------|
| G.B. | Gordon Bell | J.C. | Jennifer Chisholm |
| J.D. | Jeremy Davy | G. G. | George Game |
| J.M. | Jim McPherson | T. Mu. | Terry Muirhead |
| K.T. | Ken Tanner | | |

Send contributions to the WCRA PO Box, direct to the editor at #28 - 2133 St. Georges Ave., North Vancouver, B.C. V7L 3K5, on the Internet to <news@wcra.org>, phone news to (604)988-3435(res) or fax to (604) 986-7660. Check us out on the Internet at <www.wcra.org>

**Contact us: Tours 604-524-1011 / 800-722-1233 Heritage Park 604-898-9336 Office 604-681-4403
CN Roundhouse & Conference Centre 604-898-1082
www.wcra.org**

TRIVIA ANSWER

The Grey Fox starring *Richard Farnsworth* as Bill Miner "The Gentleman Bandit". The movie was filmed on the BCR with the 3716 in the Cheakamus Canyon, Lillooet and Pemberton and also in Cranbrook, Fort Steele and The Douglas Lake Ranch. The Budget was \$4.5 million through Zoetrope Studios/Mercury Pictures and the Canadian Film Development Corporation. The film was released in Canada on 16 Dec 1982, however it had its premier in Italy at the Taormina Film Festival in July 1982.

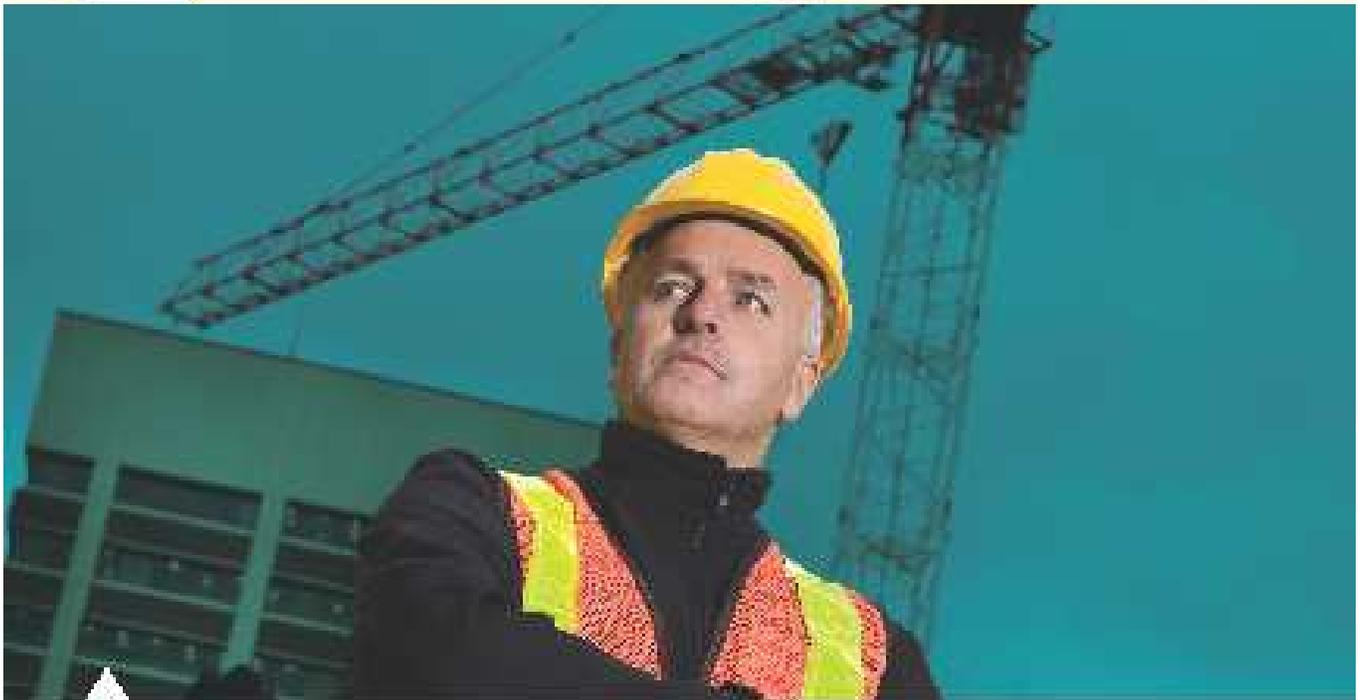


**CANADIAN COUNCIL
FOR
RAILWAY HERITAGE**

WCRA News acknowledges the financial assistance of the Province of British Columbia



Bank Trust Insurance Wealth Management



Business banking is about a shared perspective.

Being headquartered in the West has its advantages. We understand your industry and make timely decisions, locally. As a bank focused on entrepreneurs, we partner with you to find the solutions perfectly suited to your business financial needs. Learn more at cwbank.com

Proud supporters of **West Coast Railway Heritage Park!**

Park Place branch
100 - 666 Burrard Street
P: 604.688.8711

Dean Chan
Sr. Mgr. Commercial Banking
C: 778.875.0593

cwbank.com



A CWS Group Company

TWILIGHT TO STARLIGHT

A Fundraiser for the West Coast Railway Association

**A Summertime moment to cherish
for all those Heritage Rail Fans !**

Saturday, June 11th starting at 7 pm
at the CN Roundhouse & Conference Centre, Squamish



Come enjoy an evening to remember, a "Twilight to Starlight" train ride on our pristine classic rail cars never before offered at the West Coast Railway Heritage Park!

Start the evening at twilight with appetizers on the Roundhouse balcony overlooking the northern mountains, followed by a 3 course dinner among the trains in the CN Roundhouse and Conference Centre. Champagne and dessert follow aboard our heritage train set as we enjoy a quiet twilight ride out towards town. Return to the station at dusk, and relax under the stars back on the balcony.

For the first time ever, our train ride will consist of the **1910 Open Observation Car – the Henry Pickering**, and our famous **1920's Business Car - the Alberta** - *an experience you won't want to miss!*

Saturday, June 11, 7 pm, CN Roundhouse & Conference Centre
West Coast Railway Heritage Park, Squamish
Tickets: \$100 per person, or \$700 for a table of 8
Price includes appetizers, dinner, dessert, a flute of champagne

**For tickets call 604-524-1011 in Burnaby
or 604-898-9336 in Squamish**



Published monthly by West Coast Railway Association
PO Box 2790 Stn. Term., Vancouver, B.C., V6B 3X2
www.wcra.org

ISSN 1204-072X
Vol. 56 Issue 6

Canada Post, Canadian Publications Mail Sales Product Agreement #40007853