



WCRA NEWS

FEBRUARY 2017

**ROYAL HUDSON JUBILEE
CELEBRATION MARCH 18**

**DAY OUT WITH THOMAS
ON SALE for MAY 2017**



GENERAL MEETING

The **General Meeting** of the WCRA will be held on **Tuesday, January 31 at 1930 hours** at Rainbow Creek Station, corner of Willingdon and Penzance in Burnaby. Nominations will be held to fill one position on the WCRA Board of Directors.

Entertainment will be **The British Columbia Provincial Museum Train – History, Equipment and Operations**—presented by **Timothy J. Horton**—Author/Historian/Modeller

ON THE COVER

WCRA's Polar Express train makes a beautiful wintry image in the unusual snowfall that we had for its last two weekends. In this December 18 photo by Ken Storey, FP7A #4069 leads the train out on the line to the Squamish port. More snow pictures on page back cover.

FEBRUARY CALENDAR

- **West Coast Railway Heritage Park open daily 1000 through 1600k.**
- Friday, February 3—Newsletter deadline for the March 2017 issue
- Tuesday, February 14—Valentine's Day Dinner at the Heritage Park—see page 9
- Friday, February 17—Mother and Son Dinner Dance event—see page 9
- Saturday, February 18—Father and Daughter Dinner Dance event—see page 9
- Tuesday, February 28—WCRA General Meeting, 1930 hours, Rainbow Creek Station

EDITORIAL

NOT A CLUB ANYMORE

The other day a long time member of WCRA lamented to me that “we are not a club anymore like we used to be”. I thought about it for a moment, and he is right, we are not.

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.

In fact, the change started a long time ago with the original study by Commonwealth Historic Resource Management when they had a look at our collection and our dream of building a museum to house and exhibit it. The study conclusion was that we would, in fact, have to have staff, market and do things with our collection, operate as a business and more if we truly wished to see our collection preserved. And off we went. Today we are well along with that plan, having constructed three of four phases in the Heritage Park design, and having preserved at least half of our collection—with much yet to do.

Have things changed?—most assuredly they have. We have much of our work today done by staff, as our cadre of traditional volunteers continues to decline (we do get older every day). Today's visitors also want very different things than we did 30 years ago—they want to learn and they want to be entertained—the pure joy of the heritage is less. So we have to continually work differently and harder than perhaps we did in the past in order to achieve our core goals. The core goal we have always had—the preservation of BC's railway heritage—has not changed, but how we work and what we must do to achieve it has. I ask you - had we remained the club we were 30 years ago, able to preserve perhaps a half dozen or so pieces of rolling stock at the most—where would we be today? Would we have been able to field the operating heritage train you see on the cover of this issue? Not likely!

Still—there is much room for us to enjoy and play with what we have created. Staff can undertake the operation of the business we are in, and help with the events and other things we do. There is still much room for all of us to volunteer, and to do the things we love and want to do. We may not be the club we used to be in many respects—but we are achieving the core goals we all set out to work for and succeeding in the preservation of our railway heritage—and much much more. For that, we should all be proud.

Don

ASSOCIATION NEWS

FROM THE DECEMBER GENERAL MEETING

Jeremy Davy chaired the meeting with 23 members and guests present:

- A moment of silence was held in memory of two recently departed members—**Len Brown** and **Colin Dathan**
- **Craig McDowall** reported on the Heritage Park and operations
 - Our most successful Polar Express ever was held, final data still being reconciled. The snow on the last two weekends did impact the event, but the wintry scenes were incredible. We added rides as we could and appreciated the loan of a coach by

Rocky Mountaineer.

- The Heritage Park has had a good year, and movie filming events have helped significantly.
- Heritage Park is on winter hours now through end March 2017
- Craig noted that **Tomo'o Oshikawa** will be leaving WCRA for a new role in Vancouver. We all wish him the very best and thank him for his years of service at the Heritage Park in Squamish
- **George Game** reported on the Locomotive 374 Pavilion, noting visitor numbers are down this year due several circumstances. The Pavilion is operating on winter hours now. There is a possibility this year for a Canada Day event and that is being planned.
- **Don Evans** updated re fundraising, noting the annual Direct Mail currently in process leading up to year end and the first display of the recently donated original Stanley Park train during the Polar Express event
- **Bill Marchant** gave a progress report on BCER 960
- **John Cowan** shared some stories from Polar Express, noting how much fun it was to volunteer on the train and the great actors we had on board
- **Jeremy Davy** noted that there will be nominations for one position on the WCRA Board at the January meeting.
- Jeremy reminded members about submitting volunteer hours and mileage claims as soon as possible
- **Ryan Cruickshank** did a Show & Tell showing a boxed Lionel O27 train set from 1962, a freight train with NW2 locomotive
- **Ryan Cruickshank** and **Bill Marchant** provided Trackside Reports
- Entertainment was digital images by **Dave Emmington** of his recent Western Canadian trip to Alberta and Saskatchewan

MEMBER NEWS

We are sad to report the passing on of **Colin Dathan** on December 16th at age 82. Colin had a long career in the rail industry, with Montreal Locomotive Works and then with VIA Rail, Canada. He had been a WCRA member for more than 20 years, and was active in many ways, serving for several terms as a Director and as a regular volunteer at events such as Day Out With Thomas. Colin attended the recent members dinner on November 30, and will be missed by all of us at WCRA.

Best wishes for a speedy recovery to **Bonnie Game** who recently fell and broke her leg and collarbone, putting her in St. Paul's over Christmas. She is now recovering at home.

It has come to our attention member **Barrie Sansom** suffered a Stroke in early December and is hospitalized. Barrie is also a BCSME member who many will remember as the chief supplier of refreshments at our monthly meetings. He is now out of intensive care but currently is not allowed visitors. We wish Barrie all the best in his recovery and look forward to once again having him back at his post at Rainbow Creek Station.

Lastly, our condolences to former Director and Vice Chair **Gerry Burgess** on the sudden death of her daughter in law Emily late in November.

PLEASE RENEW YOUR MEMBERSHIP

If your label reads 12/31/2016 then your membership has expired, if your label reads 09/30/2016 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.)

NEW MEMBERS

We welcome to membership:

- Jo Gorton and family of Squamish;
- Peter Guichon and family of North Vancouver;
- Ken Ward of Garibaldi Highlands

(J.D.)

VOLUNTEER HOURS Reporting – Time is running out!!

As part of the supporting information provided when seeking funding from other organizations the WCRA relies heavily on the hours that our volunteers generously donate while carrying out the activities of the Association.

Everything you do for WCRA counts - except attending monthly General meetings ... Volunteering at the Heritage Park or as a Custodian at the 374 Pavilion, Serving on a committee, attending Board of Directors meetings or working on Association related projects at home; — all hours are important and all hours count.

Please submit volunteer hours for 2016 as soon as you can as they need to be included in the Annual Report.

WCRA is required to report Volunteer hours given annually at the Heritage Park to the BC Safety Authority and to include them in the Park's Safety Management System statistics. As a minimum - Please separate your hours into **Time spent at the PARK** and **OTHER** when you report them.

Donna Simon tabulates the time you have donated. You may let her by email to ***membership@wcra.org*** or by calling 604.815.0812 (604-484-2791 toll free from Vancouver calling area) – both phones have voicemail. If you prefer to send your information by snail mail you can address it to Donna at PO Box 2535 Garibaldi Highlands BC V0N 1T0.

Thank you to those who have already submitted their hours. (D.S.)

VOLUNTEER ACTIVITIES - Mileage

Don't forget that all mileage incurred while doing the Volunteer activities you report are eligible for a Tax Receipt.

WCRA will reimburse for mileage driven in 2016 for Association activities @ \$0.55/km. This year, with the assistance of our Bank we are having Volunteers endorse the WCRA Mileage reimbursement cheque back to WCRA rather than having to send in a cheque of their own cheques. The Association books will be closing at the End of January. Donations finalized after that date will not be lost but we will be required to issue 2017 Tax Receipts.

For assistance contact Jeremy at membership@wcra.org, or call either of the numbers shown in the item on page 5. (D.S.)

PRESIDENT & CEO CHANGES

Craig McDowall has advised WCRA that he has stepped down from his role as Interim President. In reviewing this situation, **Ken Tanner** has stepped forward and is willing to fill this role as Interim President until May 1, 2017 which the WCRA Board has endorsed. Ken is an existing paid staff member and our immediate past President & CEO. He understands the importance of the immediate tasks required related to year-end reports and information needed for our annual general meeting. We thank Craig for the work he did as a volunteer President, and also Ken for stepping back into this role with which he has much experience.

As planned, work to conduct a search for a new permanent President & CEO will get underway at a January 26 meeting of the Governance Committee. The position is expected to be advertised in February and the selection process will likely take a couple of months. (B.J.)

NOMINATIONS FOR BOARD POSITION

Nominations will be accepted at the January General Meeting for one position on the WCRA Board of Directors. Director **George Game** is ending his first three year term on the board. He is eligible to be nominated for a second term.

WCRA TRIVIA #337 - By Ryan Cruickshank

What Railroad is affectionately known as the "*Susie Q*"?

(Answer on page 22)

CORRECTION—ATTRM CONFERENCE IS 2019

A correction to the item in the December 2016 News—the tentative dates for the ATTRM Conference in Squamish are September 18 to 21, 2019.

BOOKS AND MEMORABILIA FOR SALE

Like many of us, former WCRA member **Dave Freeze** amassed quite a collection of books, magazines, timetables and other items over the years. The materials date back to the 1960's. He has not been well recently and is currently in a care home, and his wife, Helen, would like to see if she can downsize by selling some of these items. Anyone interested is welcome to contact Helen at freezes@telus.net for more information.

COLLECTION

BCER 960 REPORT

Progress always seems to be slower than anticipated, but here is a report on 960 just the same. Some health challenges, but pretty much the freezing cold shop in our extremely unusually cold winter contributed to making December a non productive month for the team.

However, our last efforts for the year in October and November involved completing the aligning and assembly of the rear hood with its numerous side panels and toe piece flashing. The two original drop doors with new hinges and refurbished latch mechanisms are all fully functional. Come warmer weather, we will spray on the final paint job over the current primer coat.

We've moved onto the front hood... I may have mentioned before that **Dave Walmsley** did a great job of welding our newly fabricated replacement toe angle with its rivets onto the front bottom of hood. We hoisted the hood on to the deck and as well pretty much aligned the left front panels for the hood, but the right front panels with their 'awkward' match to the deck are a big problem we have to work out.

You may recall that I've mentioned 960 sustained damage from a collision in its BCER career, and that was the right front and down the side... In so much as we had to realign the cab, replace some cab verticals and panels, the front hood was deformed as well. Plus, we still have a buckled / humped deck plate that's our problem focus now..I'll let you know where we go with all of this in the next months.

I suspect while we're seeing to the deck issue some of us will be installing our custom cut tongue & groove cab floor boards, which have now been acclimatized and primed on their undersides.

On closing, I ask if anyone has an inkling as to when and any other details around 960's above mentioned collision, it would be very much appreciated. All the best in 2017, Mike, Bill, Bob, Gordon & Peter. (the out of Squamish boys) (M.McG.)



THANKS

To the estate of **Colin Dathan** through his son **Tony Dathan**, for the donation of Colin's books, and records from his days at Montreal Locomotive Works and VIA Rail Canada. Included were slides of many MLW units as they came out of the factory in Montreal—for both domestic and overseas railways. There were also some framed pictures. These items were picked up by Don Evans and were delivered to the Heritage Park on January 13th.

WEST COAST RAILWAY HERITAGE PARK

Home of the Royal Hudson



TOMO'O OSHIKAWA LEAVING US

Tomo'o Oshikawa, a regular staff member at the Heritage Park for many years and our site facilities expert, is leaving WCRA effective mid January 2017. Tomo'o has landed a new position at Vancouver Coastal Health in facilities maintenance. We thank Tomo'o for his years of service to WCRA and wish him the very best. Tomo'o will continue to support us as a volunteer in the future. (G.B.)

SNOW AND ICE CLOSE THE HERITAGE PARK IN JANUARY

The West Coast Railway Heritage Park was forced to close the doors for the first time in history due to extreme weather conditions. Ice build-up throughout the property forced the park to remain closed on January 3rd, the scheduled opening day for 2017, when the slippery conditions were deemed too dangerous for the general public to navigate the property. The ice has also forced the shutdown of the turntable, making it impossible to populate the CN Roundhouse and Conference Centre with any exhibits. The West Coast Railway Heritage Park remained closed at press time. (G.B.)

VALENTINE'S DAY DINNER

For the first time ever the CN Roundhouse and Conference Centre is offering a romantic Valentine's Day Dinner opportunity. \$75 per guest includes a beautiful 5 course dinner that includes a flute of Prosecco and all your taxes and gratuities. Come out and enjoy a very unique way to romance your spouse on Tuesday February 14th. Check our website for the menu and availability. Bookings are available online at wcra.org or by calling 604-898-9336.

FATHER & DAUGHTER / MOM AND SON DANCES

This year for Valentine's week the West Coast Railway Association is giving it a family twist. On Friday February 17th we are offering a Mother and Son Dinner Dance. Tickets are \$15 for Little Gentlemen and \$25 for Mom. Ticket prices includes a wonderful buffet dinner and dancing. On Saturday February 18th the same event will be repeated for Dad's and Daughters. For ticket information or to book please call Selinda at 604-898-9336. (G.B.)

ANNIVERSARY DINNER RESCUED

WCRA Director **Don Patrick** had a conflict for his 52nd anniversary and was lamenting such to others at a meeting.....well, **Ken Tanner** to the rescue it was as a special dinner was

organized in the CN Roundhouse & Conference Centre using the stage set for Santa and Mrs. Clause during Polar Express. Don reports that the dinner was very elegant, with the special party being greeted by Ken in full tux.....the event opening with bubbly and then a multi course dinner, ending with Ken driving them home afterwards. Don comments....."All in all, such a memorable evening....cannot reveal the happenings of the other 52, but this ranks in the conversation category for the future. Thank you Ken—for service above self".

MAJOR LIGHTING DONATION FROM ECHOFLUX

An early
Christmas Present
for the WCRA.
arrives!

Thanks to
**Echoflex
Industries** of
Squamish for the
Donation of
theatrical lighting
and controllers
for use in lighting
the WCRA
collection in the
CN Roundhouse
and Conference
Centre.....value
around \$45k..

These lights will
be a great
improvement as
we will be able to
highlight our
collection much
more effectively.
Thanks also to
Tomo'o for his
help with this!



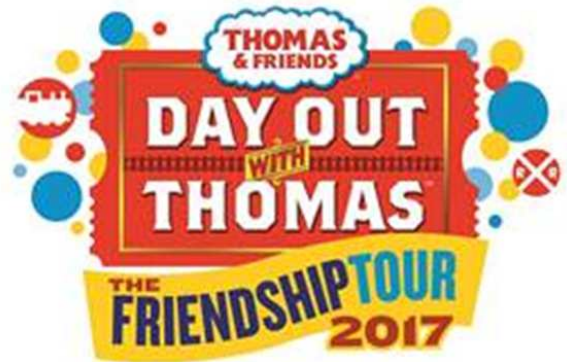
SAVE THE DATE—SATURDAY, MARCH 18—ROYAL HUDSON EVENT

The 40th Anniversary of the Royal Hudson Silver Jubilee Tour will be celebrated on Saturday, March 18, 2017 at the West Coast Railway Heritage Park. This iconic journey down the coast from Vancouver to Los Angeles, California was witnessed by millions as the famous train rode the rails of the western US. More details on this 1977 trip can be found in this issue on page 17

Be sure to save the date. We have a day of celebration being planned—reception, dining, presentations, memorabilia and movies from this trip—and some of the original participants plan to attend. More information coming soon. (K.T.)

DAY OUT WITH THOMAS—NOW ON SALE

Mark the calendars now for the 2017 version of Day Out With Thomas. Day Out With Thomas—the Friendship Tour 2017 arrives at the West Coast Railway Heritage Park May 20 and will operate for five days—May 20, 21 and 22 on the first weekend and then May 27 and 28 on the second weekend.



Tickets are now on sale at www.wcra.org and prices are the same as they were last year. Book your tickets today and don't be disappointed—this major event sells quickly.

CN ROUNDHOUSE & CONFERENCE CENTRE

The CN Roundhouse & Conference Centre is a unique venue to hold your wedding, birthday, anniversary or milestone event right next to the world-famous Royal Hudson steam train. Your guests will enjoy this spectacular venue with floor- to-ceiling windows displaying panoramic views of the woods and 5 large wooden train doors that can be opened to let the outside in.

We have an excellent on-site chef and offer scrumptious catering with tasty buffets, BBQ or a fine dinner menu...whatever your appetite, we can accommodate. The CN Roundhouse & Conference Centre has everything you need including tables, linens, tableware, staging, risers, AV equipment, sound system and outdoor tenting if required.

There are many ways to make your event unique for any rail-fan:

- Take your guests on a private ride-on working passenger train or speeder car.
- Have an elegant lunch or dinner on a heritage dining car train.

- Hold a private indoor or outdoor mini-rail ride for your guests – surely unforgettable!

The Heritage Park and CN Roundhouse & Conference also has ample free parking available and is wheelchair accessible.

We'd love to have you up for a private guided tour to see this space first-hand. Please jenn@wcra.org or call 604-524-1011 in the lower mainland. (J.C.



© Monique Napier Photography

LOCOMOTIVE 374 PAVILION

Our visitor count for December was 1,372. We had 2,868 people less than last December. Not having the Mini-Rail operating at the Pavilion this Christmas was the main reason for the lower number.

The Total number of visitors for 2016 was 39,810. This was a drop of 7,230 from 2015. Much of the decline was caused by the loss of the Yaletown Farmers Market and poor weather this year. Lets hope for a better year in 2017. I think we all had enough of that white stuff over Christmas.

The 374 Pavilion has had new energy efficient LED Lighting installed. You can now see to sign the Guest Book! The 374's darkest days are now over. This is part of Vancouver City's plan to be green. Now if only we could get some heat added!

Volunteers are always needed. Please give me a call (778-875-3573) if you would like to help out. You won't be working alone. We are located at the corner of Davie St & Pacific Blvd. Just across from the Canada Line Yaletown/Roundhouse Station.

Winter Hours are 11 to 3.. Please drop in for a visit to the Historic CPR 374 sometime. (G.G.)

FEATURE ARTICLES

WEST COAST AMTRAK TALES

- by Don Evans

The post Christmas and New Year's period was a time of some quick travels for your editor, first to Southern California and then to Oregon.

It is absolutely amazing what a difference a short three hour flight can make to the climate—as we leave behind the snow and ice that has characterized our winter for some nice—and even warm—times in the Los Angeles—San Diego area. Air Canada gets us quickly to LAX on December 28th and we grab a shuttle to our local area hotel for a couple of days of relaxation.

Now that we are here, what better way to get around than on the rails. December 29 is a lovely sunny day—destined to hit 76 degrees F by mid day. So, we decide to head off to Santa Monica and visit the beach and its famous pier. A quick free shuttle connects LAX to the Metro Rail Green Line, we purchase our day passes (\$7 each) and board. Soon we are speeding along the centre median of Interstate 110 in a four car Metro consist. We are taking the long way there, and transfer at the Willowbrook / Rosa Parks station to the Blue Line into downtown LA.

This route takes us through the Watts neighbourhood (famous from years past) and through the city's backyards into MetroCentre station. Here we change again to the new Expo line, which follows Exposition Blvd. much of the way right to Santa Monica (photo page 14) — and just a couple of blocks walk to the pier. We enjoy a great walk in the warm sunshine and think back just a couple of weeks to Polar Express in Squamish—and the snow!

December 30—not quite as nice a day—why not go to San Diego for lunch? We book Amtrak on our mobile phone, and take the very convenient FlyAway coach service from LAX to Union Station. Soon we are settling into the comfortable seats of a Amtrak



California Surfliner coach. Train 566 departs right on time at 0841 and we head off on the BNSF mainline towards Fullerton—consist is F59PHI #464 and six cars (five California cars and one Superliner coach). The three track main hosts Amtrak, Metrolink commuter trains and lots of BNSF Intermodal trains. At Fullerton we diverge south onto the San Diego line. The ride to San Diego is not as fast as it used to be, the line sees so many trains that slowing for meets is a regular occurrence on this weekday morning. But it is certainly the way to go and we arrive San Diego/s Santa Fe station on time at 1135 after a very pleasant ride. (photo page 15.)

Now to walk south along the waterfront to our favourite restaurant. The rain that was in LA this morning is not present here, and we have a most pleasant walk to the Fish Market for a fabulous seafood lunch. After lunch we walk the city for about three more hours, then return to the depot for the ride back to LA on Surfliner 785. Consist this time is F59 457 and six cars. Where this morning's train was nicely busy, this one is very crowded and by the time we depart Oceanside there are some standing on board. The ride is most pleasant, but the selection in the café is extremely limited and not great—a snack to get us to LA at best. Back at LA Union Station, we hop the Flyaway bus back to LAX and our hotel for some sushi and a glass of wine to cap off a great day.



December 31—a bit of free time in the morning, then back to Vancouver on Air Canada flight 555. What a difference as we arrive home to blizzard conditions and land on a completely snow covered runway at YVR. Thank fully we have the Canada Line—and we look down at a line of vehicles struggling out of the airport as far as the eye could see. Canada Line has attendants on for the snow conditions, although the trains are still operating in driverless mode quite fine. SeaBus gets us to North Vancouver where the snow is considerably lighter than it was in Richmond. We arrive home without incident and watch the New Year in on TV! Now on to 2017!

And almost just as quickly, I am off again—this time to Oregon on my own—but again on Amtrak. It's Monday, January 2 and I am at Pacific Central Station to board Amtrak Cascades train 513 for Portland—with a very sizable crowd. Turns out the train is over 60% full out of Vancouver and 100% full by Mount Vernon. It stays that way right to Portland.

I snag a coach seat on the water side—although we are leaving in the dark, most of the trip will be in lovely sunshine. As soon as the Bistro opens (at 0605) I grab a breakfast bagel and coffee and settle in to enjoy the ride. We have one of the original Talgo trainsets with a cab car on the front and an F59PHI pushing for power. We are about ten minutes late departing, and then very slow all the way to New Westminster. Another delay at Stanwood for the meet

with the northbound train puts us into Seattle about 40 minutes late. This shortens the station stop there, and we depart about 30 minutes off schedule and remain there to Portland. Compared to the Surfliner last week, the Cascades bistro has a much better selection, and I enjoy a bowl of Ivar's Clam Chowder as we skirt the sound through Tacoma and along Tacoma Narrows. We arrive Portland at about 1530. Here I board Amtrak Thruway bus 5513 and continue south to Eugene, Oregon—my destination.

Wednesday, January 4 and time to start back. I have to make a stop in Salem, so I opt for the Amtrak Thruway bus 5512 north. It is snowing hard as I arrive at the Eugene Amtrak station, but the bus pulls in on time and we board. Turns out to be a major snow event, but our driver Daneille is a pro and she gets us there at a slow and steady pace. Interstate 5 is slick and we see more than 30 vehicles off the road as we plod along at between 25 and 30 MPH. Just before we get to Salem the snow disappears and we arrive after two hours to bare pavement!

Thursday, January 5 and time to head home. But the day doesn't start well when my ordered taxi fails to show at my hotel. After several calls by the front desk clerk Karen at the Doubletree in Salem, she goes above and beyond, gives their maintenance person keys to her car and has him drive me to the station. I step out of the car and walk to the platform just as Amtrak Cascades train 500 pulls into the station at 0631—phew!

Unusual power though—as the train pulls in behind Amtrak B32-8 #509 with another of the original Talgo trainsets. I get my seat (not very busy—early morning) and then head to the Bistro car for breakfast. As I enjoy the ride we are treated to a spectacular sunrise. We pass a short stainless steel passenger train—still dark so can't really tell what it is—but there are no scheduled Amtrak trains at this time southbound. Soon the silhouette of Mount Hood is crisp in the morning glow as we glide into the Portland area. But we are delayed over 15 minutes at the Steel bridge (across the Willamette River) so a bit late arriving.

Here a large crowd boards and we depart a few minutes late. Now we contend with what seems to be an endless parade of freights on the busy BNSF mainline, and we switch from main to main as we navigate through the heavy traffic—and lose more time. Then things seem to clear out and we roll along at track speed—again a most pleasant ride. Tacoma is reached at 1140 and we arrive Seattle's King Street Station at 1240 (40 minutes off our scheduled 1200 arrival time). This is the final destination for Amtrak train 500—I must layover or bus north.

Due busy schedules I have chosen the Thruway Bus—Amtrak 8900—departing King Street Station at 1345. What a surprise when I go out to board to find that WCRA Member **Jeff Veniot** is driving the CanTrail coach today. We have a most pleasant drive north and catch up a bit on various topics. The border process, although not as nice as on the train, goes smoothly and we arrive at Pacific Central Station on time despite the rush hour traffic. I hop SkyTrain at the Main Street station, Sea Bus across the harbour and soon am back home.

FROM WCRA NEWS JANUARY 1977

- Thanks to **Craig McDowall**

Royal Hudson Silver Jubilee Tour

Royal Hudson 2860 and part of the Museum Train consist departed Vancouver on March 19th for a three week tour of Washington, Oregon and California to promote tourism in British Columbia and to honour the Silver Jubilee of H.M. Queen Elizabeth II.

The train left from B.C. Hydro's Kitsilano yards in Vancouver at 9:30 AM running via the Arbutus Corridor to Marpole and then to New Westminster. The train was assisted up the grade from Kits to 41st Ave. by two BC Hydro 'pushers' - SW 900's #900 & 903. (photo at King Edward Ave. by Don Evans)



At West 41st the train stopped for five minutes to entrain invited guests before moving on to New West. Here the Burlington Northern pilot crew and Amtrak personnel boarded for the run

to Seattle. The train was again assisted up a grade from the New West Front Street station to the Fraser River trestle by a BC Hydro SW 900 pusher.

Stopping at Blaine WA for water and US Customs and again at Everett to entrain additional dignitaries, it arrived in Seattle at 16:40, about a half hour behind schedule. MCM note: I chased it along with other WCRA members and it roared past us north of Mount Vernon at over 65 mph - am currently transferring super 8 film (with sound) to video of this trip.

Laying overnight on stub track #4 at King Street station, the train departed at 08:50 for the run south to Portland on the BN mainline. Although the train was to use the freight bypass line at Tacoma, a last minute change saw the train travel past the Tacoma Union Station. A 40 minute stop at Centralia for water and the train then moved about a mile south to stop at Chehalis where former Northern Pacific and Inland Paper Empire Paper Co. 0-6- #924 was steamed up. After much saluting by whistles, #924 paced the Hudson south on a parallel siding.

After Kelso, where a stop was made to board more dignitaries, the rail line follows Interstate 5 and three cars placed themselves across the the three southbound lanes and paced the train resulting in a subsequent back up behind them of almost two miles until the rail line turned west from the freeway. Although 2860 was supposed to be restricted to 45mph, there were stretches where she attained speeds up to 70mph!

The train was due in Portland at 14:30 and she arrived right on the advertised. The special laid over in Portland on display until the afternoon of March 21st until its departure at 05:30 on March 22nd. The run south from Portland to Oakland was on the Southern Pacific with diesel helpers on the entire section. Apparently a controversy arose here before the departure from Portland whereby Southern Pacific wanted to put their diesel in Bi-Centennial paint scheme on the point but the RHT management insisted that the Hudson had to remain on the point. The Hudson staff convinced SP and it was placed behind the Hudson!

The consist of this train included:

2860 - ex CPR 4-6-4 Royal Hudson

2860B -auxiliary tender

Cheakamus River - power car

Prince George - tool car

Skeena River - Display car

Kootenay River - Display car

Cowichan River - Display car

Shannon Falls - Display car

Brandywine Falls - Club car

Mount Hood - Sleeper/Lounge (owned by PNW chapter of NRHS-Portland)

Train hostesses and guides and other government personnel did not ride the train. They followed the train in vans to the display locations and stayed in hotels.

Prior to the train's departure, a media event was held at the CPR station on March 16th. In attendance was the Hon. Grace McCarthy, Provincial Secretary and Minister of Tourism, Vancouver Mayor Jack Volrich, District of North Vancouver Mayor Don Bell and of course Robert Swanson, BC Railway Director of Operations and head of the Royal Hudson project. 2860 was taken to CPR's Drake Street yard after the 'pressor' and run over to the BC Hydro's Kitsilano Yard. Both tenders were emptied due to weight restrictions on the False Creek trestle. The display coaches followed on the 19th. In preparation for the trip south, 2860 received seven new stay bolts and new fire bricks in addition to a new paint job. Affixed above the pilot was a new brass plaque 'British Columbia Canada with red maple leafs on either side.

Ed. Note—this is the trip that will be celebrated in a 40 year anniversary event at the West Coast Railway Heritage Park on Saturday, March 18, 2017

American Freedom Train

Ex SP 4-8-4 #4449, power for the AFT, will return to Portland on May 1st. Stored at Birmingham, Alabama since the end of its US Bi-Centennial tour, the train will depart on April 13th through New Orleans, Houston, El Paso, Tucson, Los Angeles, Oakland to Portland. The New Orleans to Portland section will all be on 4449's home railroad - the Southern Pacific.

The California section of the return trip will be operated under the auspices of Amtrak who are providing a special coach train that will be available for public ridership - either the entire trip or just sections between stops.

The schedule is as follows:

| | |
|---------------------------------------|----------|
| Tuesday April 26th - Depart LA | 10:15 AM |
| - Arrive San Luis Obispo | 4:25 PM |
| Wed. April 27th - Depart SLO | 8:00 AM |
| - Arrive Oakland | 4:05 PM |
| Friday April 29th - Depart Oakland | 7:00 AM |
| - Arrive Dunsmuir | 4:10 PM |
| Saturday April 30th - Depart Dunsmuir | 8:00 AM |
| - Arrive Eugene | 6:45 PM |
| Sunday May 1st - Depart Eugene | 9:15 AM |
| - Arrive Portland | 1:30 PM |

Tickets available through any Amtrak ticket agency. Sample fares are LA to Santa Barbara-

\$12 to LA to Portland \$129. Overnight accommodation are the traveler's responsibility. The schedule is arranged so that connections with regular Amtrak train schedules.

RAILWAY NEWS



CHANGES IN SERVING THE PORT OF VANCOUVER

After 15 years of CPR handling all railway work on the south shore of Burrard Inlet while CNR handled all work on the north shore, with each railway handing off or receiving the return of their cars at North Bend and Boston Bar, CNR has cancelled the “Co-Production” agreement for container traffic. Of late, CPR had been delaying cars for longer and longer between the waterfront and movement on trains to and from Coquitlam by days and even up to a couple of weeks.

Last summer CN completely rebuilt Glen Yard (under the Grandview Viaduct), and is now using it for terminating trains of intermodal cars arriving westbound for the docks. (Glen Yard used to be used primarily for grain shipments in decades past. For now, CP is continuing to handle CN’s carload traffic including grain.) The rebuilding of the yard was evidence of changes to come. CN had been going down to the waterfront on occasion in December to rescue container traffic. Beginning with the new year, CN began full daily operation, using Toronto Terminal Railways to staff CN locomotives to do the actual switching of the docks and transferring of cars to and from the Vancouver Main and Glen yards. At mid January, the waterfront crews are operating with CN GP40-2L(W) 9460 and a sister 9500, and a three unit set of GP38-2 4709 / GP9RM 7055 / GP38-2 4716.

CN road power is used to run transfers from Vancouver to Thornton. Seen at 5 A.M. January 7 at the top of the Grandview cut (just west of Slocan Street) was AC powered CN 2934 -2896 about to head east. Typically up to three trains a day totalling about 18,000’ will haul containers to and from Vancouver.

From Thornton there will be departures around 1400K of train 108, around 1900K train 104 which may include traffic loaded at CN’s Vancouver Intermodal Terminal, and around 0030K, train 112 will leave primarily with traffic from VIT, but may include some of the dock traffic.

As well as the train handling changes, VIT is seeing over double its normal workload as hundreds of containers are trucked daily from the docks to be loaded on railcars at VIT. This is in part due to reduction in daily trains from Deltaport from 3 to 2 to allow Deltaport to rebuild their railyard – an 18 month project. That in turn caused one ship a week to be

diverted to Vanterm downtown. With their increased workload from that and the railway switching problems recently experienced, they too needed overload trucking help. (J.M.)

RAILWAY NEWS SHORTS.....

AMTRAK—Amtrak Cascades cab car 90250 has been wrapped in Seattle Seahawks promotional décor and has been on several trains in and out of Vancouver in mid January

Amtrak Cascades trains 510-517 are expected to start operating to Vancouver with a Superliner consist by mid January. This is due the Talgo sets going through a maintenance cycle. Word has it there will be a coach, coach-baggage and diner on the train. (J.M.)

CP had to bring in a tamper and work the track at the Port Moody site where the CP Holiday train would complete its Canadian tour. The track, part of the CP Ioco spur, has not seen traffic for some time. Then, the ice and snow from our cold winter had to be picked out and then it took several people to throw the switch. However it arrived, and was a great show (D.E.)

TRANSLINK has ordered another 28 Mark 3 cars for Skytrain to help add needed capacity to the system

VIA RAIL—a lengthy Canadian (holiday season) departed Vancouver on December 20 with three locomotives and 24 cars. (T.M.)

STEAM NEWS—The Northern Ontario Railroad Museum and Heritage centre at Capreol Ontario has received a \$90,000 grant from the Government of Canada to cosmetically restore former Temiskasing & Northern Ontario / Normetal Mining 2-6-0 steam loco # 21. (J.L.)

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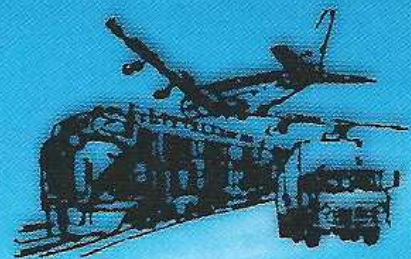
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TRIVIA ANSWER

The New York, Susquehanna & Western. Its an American class II freight railroad with approximately 500 miles of track running through New York, New Jersey and Pennsylvania. It was formed in 1881 from the merger of several smaller lines and was bought in 1980 by the Delaware Otsego Corporation.

BACK COVER

Polar Express during the blizzard—these two photos by Ken Storey show the train coming and going—as it pulls out of the Heritage Park trackage onto CN, and as it shoves backwards out the trackage to the Squamish port. It was a winter wonderland for our guests, who reported the views from the train were awesome in the snow.



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