



WCRA NEWS

MAY 2017

DAY OUT WITH THOMAS
MAY 20, 21, 22, 27 & 28

White Pass Tour July 25



GENERAL MEETING

The **General Meeting** of the WCRA will be held on **Tuesday, April 25 at 1930 hours** at Rainbow Creek Station, corner of Willingdon and Penzance in Burnaby.

Entertainment will be announced at the meeting.

ON THE COVER

Thanks to Trevor Mills for this great shot of Royal Hudson #2860 out in the sunshine at the West Coast Railway Heritage Park on Sunday, March 19. The locomotive was moved outside and coupled to a Tuscan red consist as part of the 40th Anniversary Celebration of the Hudson's Jubilee Tour to California in 1977 which was held at the Park on March 18th. For story, see page 22.

MAY CALENDAR

- **West Coast Railway Heritage Park open daily 1000 through 1600k.**
- Wednesday, May 3—Newsletter deadline for the June 2017 issue
- Friday, May 5 / Saturday, May 6—High Tea in the Tearoom, Heritage Park—servings at 12, 2 and 4PM each day, reservations at 604-898-9336
- Saturday, May 13—FORD classic car club visits Heritage Park—car show!
- May 20, 21, 22 and May 27, 28—Day Out With Thomas at the West Coast Railway Heritage Park for each of five days—**NOTE—regular Heritage Park exhibits and admissions closed on these dates. (see page 8)**
- Sunday, May 21—130th Anniversary of the arrival of Locomotive 374 into Vancouver, celebration at the 374 Pavilion and plaza (loco will be outside 11AM to 3PM)
- Tuesday, May 30—WCRA General Meeting, 1930 hours, Rainbow Creek Station

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

VOLUNTEERS NEEDED

Spring is finally here, and with it comes the need for volunteers as we ramp up and get into high gear for 2017. It has been a long hard winter—one of the toughest on record—and as we enter April, the rains keep falling. That weather brings with it another set of challenges as we are well behind getting things back on track and operating, and yet—Day Out With Thomas is almost upon us.

In particular, we need help with the mini rail—getting the line back in service and this attraction back up and running. Our guests have missed it as the weather has precluded getting the tracks and roadbed back in shape—but we are working hard to get up and running as soon as we can.

This is a time when volunteers are urgently needed—as well as for the big event in May. Can you help?—just let us know. We would welcome your assistance as we work to preserve British Columbia's railway heritage and to show it off to the many guests who visit us.

Don

ASSOCIATION NEWS

FROM THE ANNUAL GENERAL MEETING

A quorum of 28 members and guests were present, the meeting was chaired and called to order by Director **Christian Vazzaz**:

- The chair noted several recent management changes that have occurred at the WCRA and talked about the board meetings held throughout the year.
- The minutes of the March 29, 2016 AGM were approved
- It was moved and seconded to name the 2017 Board of Directors as presented (see page 5) and that was approved by the membership
- **Ken Tanner** presented the 2016 Financial statements and they were reviewed by the membership. A motion to approve the interim financial statements as presented was carried
- **Ken Tanner** presented the proposed 2017 budget and made a motion to approve the budget—the motion was carried
- Several reports were made to the members
 - **Craig McDowall** gave a President's report
 - **Bill Johnston** covered the Association items—including membership, events, newsletter and archives
 - **Gordon Bell** read a report from CMO **Robert MacBeth**
 - **Don Evans** provided a Collections Committee report on behalf of **Mike McGaw**
 - **Gord Bell** provided a Heritage Park report

The Annual General meeting was closed by the chair at 8:30PM

FROM THE MARCH GENERAL MEETING

Jeremy Davy called the meeting to order with 22 members and guests present.

- A moment of silence was observed in memory of **Evelyn Atkinson** who passed away recently
- **George Game** gave a Locomotive 374 Pavilion report, noting that visitor numbers are down due the long wet winter season
- **Don Evans** presented a motion in behalf the Collections Committee, that the surplus steam locomotive tender (from CPR 2366) be donated to the Santa Fe 2926 group in New Mexico (who have a locomotive under restoration but no tender). This tender has never been part of the WCRA collection having been just “delivered” to us some years ago. All in attendance supported the motion, however a quorum was not present so final approval will take place at a future meeting.
- **Jeremy Davy** noted the upcoming Volunteer Recognition Tea to be held in Squamish
- **Craig McDowall** noted the upcoming 40th anniversary event of the Royal Hudson trip to Los Angeles in 1977
- **Bill Marchant** provided a Trackside Report
- **Don Evans** provided the entertainment covering his trip to Korea, some recent WCRA photos and videos, and the Spring ATRRM conference in Colorado

NEW MEMBERS

We welcome to membership:

- Jill & Paul Colpitts and Family of West Vancouver;
- Vernon Hudson of Surrey;
- Yuka Kobayashi of Squamish;
- Raymond LaPerriere and Family of Vancouver;
- Matthew & Monika Lombardi and Family of Brackendale;
- Janaya Minkus and Family of Brackendale;
- Daniel Monroe of Menlo Park CA;
- Robin Sikorra of Surrey;
- Vic Thackeray of North Saanich

We welcome back to membership:

1. Scott & Klara Langeloo and Family of Squamish;
2. Tim MacDougall & Julia Black and Family of Brackendale;
3. Peter & Marie-Helene Marshall and Family of Squamish;
4. Darren & Sheryl Roberts and Family of Garibaldi Hlds

(J.D.)

PRESIDENT & CEO SELECTION PROCESS UNDERWAY

The applications closing date of March 31 has passed, and your CEO Selection Committee (Corinne Lonsdale, Marian Robson, Bob Philip and Don Evans) is now working towards choosing a new President & CEO for WCRA. We had many applications to review and are well into that process, narrowing it to a short list and setting up interviews. The goal is to have our selection for recommendation to the board of directors by the end of April.

CRAIG MCDOWALL BACK AS ACTING PRESIDENT

Another temporary leadership shuffle, as **Ken Tanner** has now moved to the role of Chief Financial Officer as **David Cater** has taken a leave of absence for several weeks to attend to a personal matter. Ken will fill this role (which is vital as we are in financial year end and mortgage renewal with our bank right now). With this change, **Craig McDowall** has stepped back in as acting President & CEO until the conclusion of selection of our new President.

2017 BOARD OF DIRECTORS

At the Annual General Meeting, your Board of Directors for 2017 was approved by the membership as follows. The naming of Officer Positions will take place at the next Board Meeting. (until then current officer positions remain)

Singh Biln, Jeremy Davy, John Day, George Game, Max Hufton, Hugh Little, Corinne Lonsdale, Paul McCrea, Craig McDowall (temp leave as acting President & CEO), **Don Patrick, Bob Philip, Marian Robson, Matthew Robson, Christian Vazzaz** and one position vacant (to be appointed)

VOLUNTEER HOURS

Thank you to those volunteers who took the time to record and submit their 2016 Volunteer Hours.

As of the cut-off on February 28th, a total of 31,000 hours were reported by you for the 2016 year. Of those 21,000 were for Activities at the Heritage Park. Volunteers are the heart and soul of the WCRA. Once again thank you for your support through your Volunteer Activities. (D.S.)

DONATED EXPENSES

In addition to giving their time, the WCRA Volunteers generously donated back to the Association mileage and in-kind travel expenses valued for a Charitable Tax receipt. The 2016 Books are closed and Tax Receipts issued, which only leaves me one task - the most gratifying one ... acknowledging the donors.

A heartfelt thanks to all of you ... **Keith Anderson; Gord Bell; Anna Bentley; Lloyd Black; Lorraine Black; Rene Brisette; Tom Bruvall; Jenn Chisholm; Arlene Climie; Richard Courage; John Cowan; Judy Crowston; Roy Crowston; Ryan Cruickshank; Jeremy Davy; John Day; Dave Emmington; Don Evans, Gord Davis; Lisa Flatla; Donna Fourchalk; Gordon Frank; Bonnie Game; George Game; Bob Gordon; Gordon Hall; Trudy Helenes; Bob Hunter; John Jellis; Bill Johnston; Lynne Kinnell; John Lighthall; Robert MacBeth; Dave Manzer; Bill Marchant; Craig McDowall; Mike McGaw; Bill Mellors; Kyle Miller; D'Arcy Nelson; Gary Reid; Greg Robertshaw; Matt Robson; Frank Sanders; Jim Saunders; Donna Simon; Sharon Svensrud; Betty Tyson; Christian Vazzaz; Brian Walks; Bruce Williamson; Dai Yates.**

If I have missed anyone my apologies, but those Claims did not go across my desk
All of you please stand up and give yourself a well - deserved pat on the back for a job well done. (J.D.)

WCRA TRIVIA #341 - By Ryan Cruickshank

What is currently the only steam locomotive to achieve a speed over 100mph this century.
(Answer on page 26)

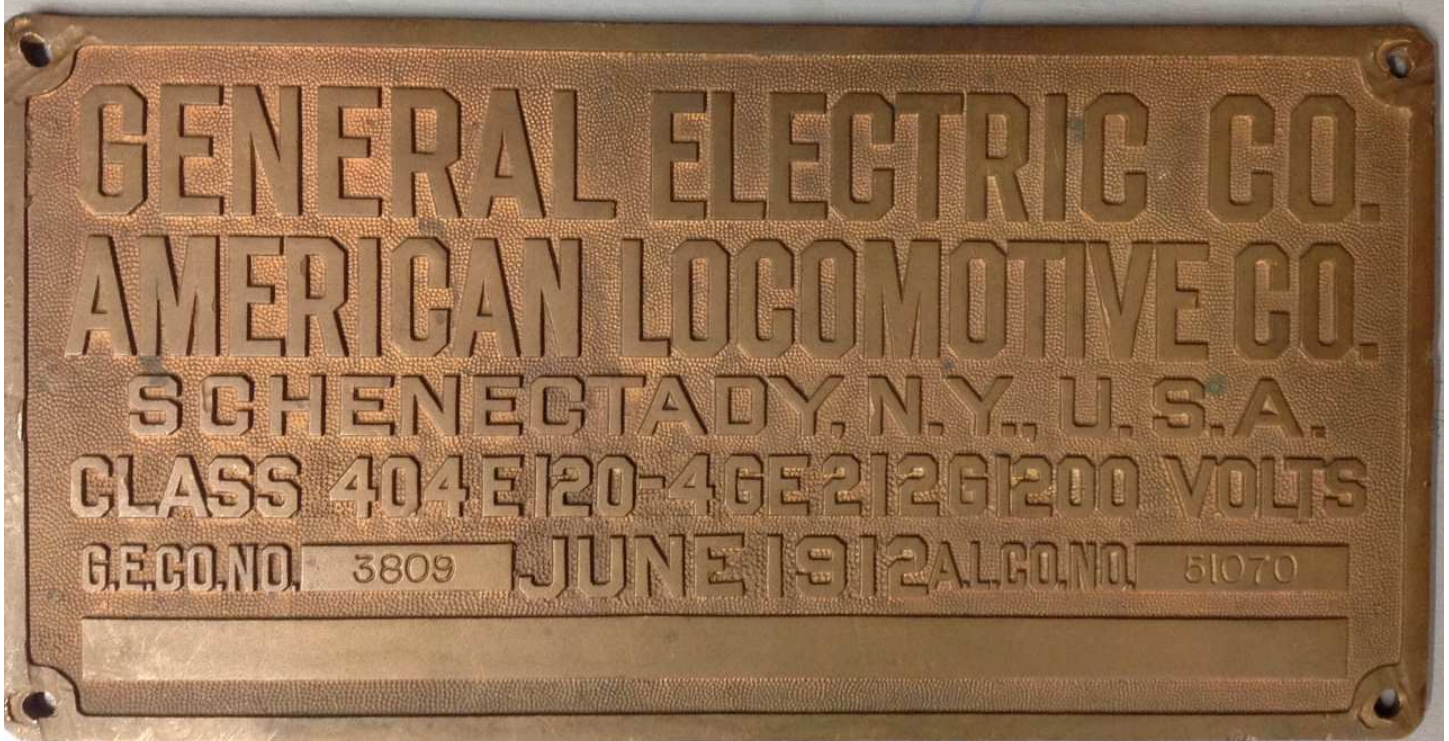
COLLECTION

BCER 960 REPORT

At last, the bitter cold has notched up into a somewhat more workable temp, plumbing is thankfully once again operational in MP2, so the 960 crew is back up in Squamish putting in productive time. A number of areas are being worked on with the front hood side panel plus drop door steel assembly taking much of the focus. Roman Metal has pressed out some bad kinks in the last door and corrected the left front nose panel. They're both now installed, with new hinges (cut and drilled from blanks) mounted on the left drop door. This door with its original latch fittings is now operating smoothly. By the time you read this, base angles to deck will have been drilled out with underlay mounted as required on adjoining surfaces. Once every piece of the front hood is perfected fully set in place, we will then be pulling the whole works back off to facilitate the reinstallation of the two banks of resisters. These resisters and wiring which rest on their respective front deck wooden rail beds will fill the entire remaining enclosure under the front hood... along with the front sandbox and air reservoir.

Gordon continues to check out, label, and map out the numerous power wirings, and, they're all looking good. A bigger challenge will be the control wiring and its related switching aspects. Lastly a leaf spring repositioning issue in the rear truck frame that previously stymied us is now resolved, we therefore have begun to reassemble the truck, when sufficient crew are on hand.

You may recall we had some builders plates cast off of a remaining 962 plate with serial numbers changed to reflect 960s 51070 number. These recast plates look great but due to the copy process, they result in a slightly shrunk version of the original. Well, you will see below one of 960's original 2 builders plates that was presented by **Don Evans** to myself and Bill at our recent Collection Committee meeting. Our gratitude to Don for picking this up for us on a recent visit to Oregon. It will be grand having at least the one original builders plate on 960. Don, again, thanks to yourself and others for helping make this a possibility. (M.McG.)



ROCKY MOUNTAINEER DONATION OF ART AND ARTIFACTS

The West Coast Railway Association has been honoured to receive a significant collection of framed advertising posters, artwork, models and artifacts that have decorated the Rocky Mountaineer corporate offices over the years, dating back to their first generation train and early services. This collection has been picked up and transported to the West Coast Railway Heritage Park where plans are to create an exhibit on Rocky Mountaineer over the years.

It is great to be able to preserve this heritage for future generations. The Rocky Mountaineer story is one of success in a challenging business by creating a very unique customer model that has delighted more than a million guests by showcasing the incredible scenery we have in British Columbia (and also Washington State and Alberta) from on board a moving train with outstanding services.

We thank Rocky Mountaineer for thinking of us and for having the foresight to see these items preserved.

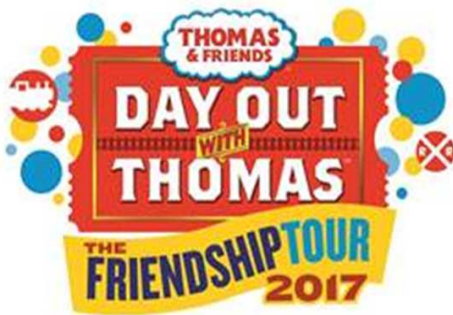
PGE 1817 ROOF REPAIRS

Another victim of our tough winter was PGE Caboose 1817, which had some leaks once the snow melt started. The car was moved over to the shelter behind the carshop and roof repairs were made—thanks to **Trevor Mills** for his work on this with both omse roof patches and a resealing around the stove stack on the roof.

WEST COAST RAILWAY HERITAGE PARK *Home of the Royal Hudson*



DAY OUT WITH THOMAS—NOW ON SALE



Thomas the Tank Engine is on his way! Make your plans 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—\$24 or \$28 depending on the trip time you select. Remember that the train ride is just one of many activities you will enjoy as part of this very special event—there are also Thomas videos and story telling, live entertainment and magic shows, visits with Sir Topham Hatt, crafts, mini rail rides and more. Please encourage friends, neighbours, relatives and all to come and take in this event.

As always, we also need many volunteers to help make this event a success for all of our guests—can you help? There are volunteer opportunities both inside and outside of just about every nature. Come and volunteer as a family—help show off our great Heritage Park to thousands who will come. Thanks in advance for your help.

STAFF CHANGES AT THE PARK—POSITIONS AVAILABLE

Please welcome **Linda Marshall** to the Heritage Park team in Squamish. Linda is joining the sales team with over 30 years of experience in the wedding and event market. Linda will be focusing on sales lead generation in Vancouver and will be tapping in to her many contacts to help bring more events to the park and our CN Roundhouse & Conference Centre.

We are sad to be saying goodbye to **Kyle Harris** who has accepted a new opportunity with Capilano Highways. Kyle will be missed by all of us as he was able to contribute in so many ways. We wish him well in his new job. (G.B.)

POSITIONS AVAILABLE

We are currently seeking staff and volunteers for ALL positions at the West Coast Railway Heritage Park.....as we enter our 2017 season and emerge from a rough winter, there is lots to be done in all areas—roles in mechanical/restoration, guest services and general park maintenance are available. And, Thomas is just around the corner. Please contact **Gord Bell** for more information at 604-898-9336 or generalmanager@wcra.org

UPGRADED VOLUNTEER LOUNGE IN CARSHOP

Special thanks to **Roy Crowston, John Jellis, Mike Lloyd** and others for all the hard work on the new volunteer lounge in the car shop. This new space will be up and running for Thomas and will offer Volunteers a bigger, brighter and more relaxing space to take a break when volunteering at the Heritage Park.



FLOOR SCRUBBER NEEDED—CAN YOU HELP?

The West Coast Railway Association requires your assistance in the urgent need for obtaining a Floor Scrubber for the CN Roundhouse & Conference Centre. Being the largest event space on the Sea to Sky corridor, the CN Roundhouse has 21,000 square feet of floor space. We need to reduce the custodian costs of cleaning this space after special events, as employees are currently cleaning the floors manually which is very labour intensive, timely and costly. The WCRA staff and volunteers would like to reduce the cost of daily operations in order to perform duties that instead generate revenue to the Heritage Park. We are soliciting our WCRA membership for donations or contacts within the industrial cleaning industry that may have access to large mobile Floor Scrubbers. An ideal machine would cost approximately \$20,000 or less for reconditioned units. Our plea now is for funds or contacts and then we will proceed to locating a unit for purchase or donation. Your consideration in this matter is greatly appreciated. Please contact Don Patrick at donpatrick@shaw.ca or 604-815-1942 for more information or feedback. (D.P.)

SERVERY UPGRADES COMPLETED

The servery facility in the CN Roundhouse and Conference Centre has taken another step closer to being a food safe certified dishwashing and prep area with the addition of a dish pit, floor sealant and ice machine. These new improvements complement the certified kitchen that was completed last year and add to the catering versatility we have to serve our guests and their events. (G.B.)

CANADIAN INTERNET MARKETING CONFERENCE

The third annual CIMC Conference was a huge success with over 750 attendees enjoying talks from twitter, google and other internet marketing gurus. (G.B.)

GREAT EVENT VENUE

The CN Roundhouse & Conference Centre is the most unique venue to hold your wedding, birthday, anniversary or any milestone event. Your guests will enjoy floor- to-ceiling windows with panoramic views of the woods and mountains, complemented by up to 5 heritage trains - including the world-famous Royal Hudson steam train!



You are welcome to bring in your own food or caterer or our on-site chef offers tasty buffets, BBQ or a fine dinner menu. The CN Roundhouse & Conference Centre has everything you need including tables, linens, tableware, staging, sound system and outdoor tenting, if required. Make your event unlike any other:

- Hold a private indoor or outdoor mini-rail ride for your guests – surely unforgettable!
- Have an elegant dinner on a private heritage train dining car.

- Take your guests on an actual ride - on working passenger train or speeder car.
- Enjoy the views from the indoor/outdoor patio (Canron Upper Deck)

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 contact jenn@wcra.org or call 604-524-1011 in the lower mainland for any questions or rates and availability. (J.C.)

LOCOMOTIVE 374 PAVILION

Its party time at the 374 Pavilion. On May 21st we will be celebrating the 374's 130th Anniversary arrival in Vancouver. We will have the Little Mountain Brass Band, cake and entertainment for the kids. The locomotive will be rolled out of the Pavilion onto the Turntable Plaza at 10 AM. Power cables and a water supply will be attached to the electric boiler in the Tender and we should have a working Steam Whistle by 11:30. At noon the Program for the Day will be announced and at 12:30 the band will start its first session. From 1:00 to 1:20 we will have short speeches from special guests followed by the band's second musical session. At 3:15 PM we will start returning the 374 to the Pavilion. If you are not volunteering at Day Out with Thomas, please come down and enjoy this Special Day with us.



Our visitor count for March was 2,275. We had 122 visitors less than last March. Spring has finally arrived. Lets hope for more visitors and nicer weather.

We are always in need of Volunteers. Please give me a call (778-875-3573) if you would like more information or to join our dedicated team of outstanding Volunteers. One or two days a month in the Spring and Summer would help us out greatly. This is our busiest time of the year for visitors. You will not be working alone and no prior knowledge of the 374 or trains is needed. You will meet people from all over the world including enthusiastic Rail Fans.

We are at the corner of Davie St. & Pacific Blvd. and across the street from the Canada Line Yaletown/Roundhouse Station. Free parking is available for Volunteers at the roundhouse. Spring Hours are 10 to 4. Please drop in for a visit to check us out or, if you are interested in Volunteer opportunities. (G.G.)

A GREAT STORY AT 374 PAVILION

Bill Johnston gives a blind visitor a special tour of Locomotive 374 and the AMI network captures the visit.....<https://www.youtube.com/watch?v=GAWtvAi3UWU>

RAIL TRAVEL TOURS TO THE NORTH

WCRA members can celebrate Canada's 150th Anniversary of Confederation and the 300th anniversary of the origins of Churchill, MB by experiencing a 7 day 6 night guided rail tour to Northern Manitoba. The two options are to travel in August to see the Belugas or in October for the Polar Bear Migration. The packages feature a variety of sleeping car accommodation (s) on the train with access to the Park Car (with its dome and tail end observation areas— photo page 12) and hotel stay in Churchill. See the Cape Merry Historic Site, the Hudson Bay shoreline, Parks Canada Visitor Reception Centre located in Churchill's Heritage Rail station, The Eskimo Museum's renowned collection of Inuit art, most meals and additional heritage experiences and presentations.

BELUGAS AND HERITAGE of CHURCHILL MB *-Book early to confirm you spot!*
Tuesday August 8 to Monday August 14, 2017

Travelling round-trip from Winnipeg to Churchill by rail, this 7-day, 6-night tour includes: train travel in sleeping car accommodation (2 nights each direction) also a 3-day and 2-night visit and hotel stays in Churchill; beluga whale-watching boat tour; heritage tours of the town and area; a visit to Prince of Wales Fort (which is only accessible in the summer); see the Port of Churchill, Eskimo Museum tour, Cape Merry National Historic Site of Canada, and additional experiences. There will also be a tour along the shoreline of Hudson Bay with a local heritage & wildlife guide to look for elusive summer Polar Bears and enjoy the coastal views enroute

and learn about the former Churchill Rocket Range.

Per Person Double Occupancy: Train Section - \$2,695.00 - Train Cabin - \$2,995.00

- Single supplement \$400.00. **FINAL PAYMENT DEADLINE JUNE 23, 2017**

HUDSON BAY BUGGIES & BEARS *-Ask about the early booking bonus!*

Tuesday October 10 to Monday October 16, 2017

Also travelling round-trip from Winnipeg to Churchill by rail to take part in the annual Polar Bear Migration this 7-day, 6-night tour includes: train travel in sleeping car accommodation (2 nights each direction to see the last of the fall foliage) and hotel stays in the town of Churchill (2 nights in total). Travelling on the world Famous Tundra Buggy along the shore of Hudson Bay for a full day searching for Polar Bears is always a highlight. Also the tour includes station to hotel transfers and town and area tour featuring a visit to the Cape Merry National Historic Site for stunning views of the Churchill River where it empties into the Hudson Bay, as well as visits to local attractions like the Eskimo Museum, heritage & cultural presentations

and time to shop the many souvenir stores in town. As well, local guides that share their passion and their knowledge of the area's history, wildlife, ecology and culture for our guests to enjoy when we drive along the shoreline of Hudson Bay while searching for more wildlife.

Per Person Double Occupancy: Train Section - \$2,995.00 - Train Cabin - \$3,395.00

- Single supplement \$400.00. **FINAL PAYMENT DEADLINE AUGUST 24, 2017**

These comprehensive packages, offered through our partner **Rail Travel Tours** include hotel stays, rail travel on VIA Rail's Northern Manitoba services, transfers, heritage attractions, meals on the train and in Churchill, a detailed tour information kit with maps and rail route guide, visit to the Winnipeg Railway Museum, cultural presentations and more! They can also book pre and post tour nights for their partner rate at Winnipeg's grand railway hotel the Fort Garry. For more details and to reserve space with a \$250 per person deposit call toll free **1-866-704-3528**. All bookings made noting WCRA will benefit our organization.

WHITE PASS & YUKON TOUR JULY 25-29 / '17

This extraordinary group tour includes rides on the famous Fraser Meadows steam train, tour of Miles Canyon, and Frantic Follies vaudeville show.

Day 1, Tuesday, July 25 Whitehorse

Welcome to Whitehorse, the Capital of the Yukon! Today you will embark on a tour of Whitehorse, including Miles Canyon, the Fish Ladder and the SS Klondike Sternwheeler National Historic Site. Enjoy an included welcome dinner this evening.

Overnight: Best Western Goldrush Inn

Day 2, Wednesday, July 26 Whitehorse - Skagway

This morning, depart Whitehorse aboard the historic White Pass rail, travelling to Skagway from Carcross. Travel west over the White Pass Summit and see some of the most panoramic views of the terrain en route to Skagway following the historic Chilkoot Trail, path of the gold seekers. You will fall in love with the quaint port village of Skagway, nestled into the harbour and full of Klondike history. (Breakfast included and lunch onboard the train).

Overnight: Westmark Skagway

Day 3, Thursday, July 27 Skagway

Enjoy the morning at leisure to explore Skagway before rejoining the group for the exciting Fraser Meadows Steam Train Excursion. This 54 mile round trip climbs from tidewater at Skagway past the White Pass Summit to Fraser Meadows. The fully narrated tour passes through two tunnels, over sky-high trestles and cascading waterfalls, all while being pulled by one of our historic steam locomotives. (Breakfast included).

Overnight: Westmark Skagway



Day 4, Friday July 28 Skagway – Whitehorse

This morning board a coach as you retrace the route back to Whitehorse and once again enjoy the stunning scenery of the White Pass Summit. Tonight enjoy a performance in tribute

to the Goldrush at the famed, Frantic Follies. (Breakfast included).

Overnight: Best Western Goldrush Inn

Day 5, Saturday July 29 Depart

Whitehorse

This morning bid farewell to Whitehorse. (Breakfast included).

\$1,730 per person based on double occupancy

\$2,194 per person based on single occupancy

(pricing includes tax)

Tour includes:

Whitehorse City Tour, transfer from Whitehorse hotel to airport, train excursions and accommodation as listed (based on availability).

Tour does not include:

Gratuities to driver or guide, meals not listed, attractions not listed, airfare or travel insurance. (*Roundtrip air from Vancouver to Whitehorse \$671 per person July 24 including one night hotel* _

Contact: Bonnie Game – email bogame@cruiseshipcenters.com or 1-877-975-7447

Note: This tour is organized by a representative with the WCRA and Anderson Vacations. All commission and proceeds from this excursion go towards the WCRA and our mandate in preserving railway heritage.

FUNDING HIGHLIGHTS

A VERY SPECIAL GIFT

A ten year old who was attending Bunker C Bear Days in March had his birthday party at the event and, instead of birthday presents, asked his friends to bring money—which he donated to WCRA! \$60 went to help with our work and our recovery from the past winter.

FIRST TIME DONOR “SUPER CREDIT” TO EXPIRE AT END 2017

The 2017 Federal Budget confirms that the special Super Credit for first time donors will expire at the end of 2017. This credit was introduced in 2013 to encourage Canadians to support charities, and provides an additional 25% tax credit for the first \$1,000 in charitable donations for anyone who has not claimed for any charitable donations since 2007 or before.

So, if you have not made any charitable gifts (since 2007) consider that a gift of \$1,000 to a registered Canadian Charity (such as WCRA) would net you approx \$512 in tax credits—so your \$1,000 gift would cost you just \$488.

SPENCER ESTATE BEQUEST

The WCRA has been notified by the estate of the late **Robert Spencer** that a bequest has been left to the WCRA in his will. Bob was always a strong supporter of WCRA over his many years as an active member of our group and we are most appreciative of his consideration in this way in his will.

WCRA AWARDED \$25,000 GRANT TOWARDS GARDEN TRACK SHELTER

West Coast Railway Association has been awarded a \$25,000 grant towards the construction of a shelter over the Garden Tracks north of the Mac Norris Station by BC Heritage 150. This is a great start to this project, which is designed to provide additional protection for our collection. WCRA will now work to leverage some matching funding to help get this underway this year.

The Garden Track Pavilion will be built northwards in sections, with the plan for it to ultimately provide shelter and protection for 15 pieces of the collection that reside on these three tracks, as well as providing a needed extended platform for loading passenger trains from the station. In addition, with raised platforms between the exhibit car lines and a lift at the south end, our exhibit cars will be made accessible (today the only access is via stairs). All platforms and structure supports will be between the tracks, leaving a clear view of the collection cars from both outside tracks to for photographers.

FEATURE ARTICLES

FROM WCRA NEWS - MARCH 1977

Thanks to **Craig McDowall**

WCRA

We plan to run another trip on the BC Railway to Lillooet this year, probably in July due to many requests to run a summer excursion. Bob Hunter remains Program Co-ordinator for meeting entertainment. If you have slides that would be suitable for showing please call him . .

BC Hydro

A Transit Archive is being set up at their new transportation centre at 850 SW Marine Drive and the company is seeking donations or loans of any artifacts (photos, hardware, books, timetables etc.) pertaining to their streetcars, interurbans and buses.

A former BC Electric Railway North Vancouver streetcar #153 has been located near Chilliwack where it has lain in a farmer's field for many years. It will be restored by BC Hydro. (Ed. Note—*#153 ended up back in North Vancouver and was restored by WCRA member Bob Booth. It is now to become part of a new North Vancouver Museum*)

The railway has a new wooden caboose - A-8, acquired from CN in January.

BC Rail

The fourth season of operation of the excursion from North Vancouver to Squamish and return begins Friday, May 20th. Fares are unchanged from last year: Adults \$5.50, Children (5-11) \$2.75 and Seniors \$4.00

Canadian National

Daylight Saving Time will bring a change in the Super Continental's schedule with #1 departing Vancouver earlier at 07:50 rather than 08:30 and #2 arriving 25 minutes earlier at 20:30.

The following passenger services will be discontinued in April or May:

Mixed train - Prince Albert to Hudson Bay

Mixed train - Dauphin to Winnipegosis

RDC - Edmonton to Grand Centre

RDC - Edmonton to North Battleford

RDC - Winnipeg to Thunder Bay

Canadian Pacific

The Vancouver station will be renovated to accommodate passengers which will flow through the depot when the new North Vancouver - Vancouver ferry service begins in mid-June. The cost will be shared by Marathon Realty and the provincial Bureau of Transit. A glass enclosed walkway over the rail yard from the station to the ferry terminal will also be built. Marathon hopes that the station will become the Western terminus for VIA's passenger train service as well as the proposed Vancouver - Coquitlam commuter service.

The 72 year old CPR station in Revelstoke is to be replaced by a new \$1.4 million station and office building. The 1968 brick addition on the west end of the old station will be incorporated into the new building.

A solar powered generator is being tested at Sliver Creek, three miles east of Revelstoke. The railway hopes the test will prove effective in relaying radio communications in the mountainous area.

RDC service between Sudbury and Sault Ste. Marie will be discontinued.

May 23rd will be the 90th Anniversary of the first passenger train to arrive in Vancouver. To celebrate, 4-4-0 #374, on display at Kitsilano Beach, will be the focus of a ceremony in which a plaque honouring the event and the locomotive's historic role in powering the first train into Vancouver will be recognized.

AMTRAK

The Pacific International schedule between Vancouver and Seattle will change effective April 24th when daylight saving goes into effect:

#793 Lv Vancouver at 06:15 - current departure is 7:00

#794 Lv Seattle at 19:00 - current departure is 18:00

The reason for the changes is to enable passengers to connect with the Coast Starlight whose running times have been increased due to speed restrictions on the SDP40F locomotives. They have been restricted to 55 MPH because of several derailments at higher speeds on curves of two degrees or more. Running times on the Empire Builder and the North Coast Hiawatha have also been affected.

Old equipment was used on the PI during the weekend of Feb. 18-20 to accommodate a special shopper's weekend in Seattle while the regular fleet was used further south between Seattle to Portland. That equipment was needed due to the 'Fat Tuesday Festival' in Seattle. Consist of the PI for that weekend for the Shopper's Special was: F40PH's #215/216, heater car, two coaches, three coach domes and a cafe-lounge coach.

Skyline Travel is again running a tour to Yakima WA to ride the streetcars. Trip will be over the Victoria Day weekend. Details and prices to follow.

NARROW GAUGE IN THE ROCKIES REVISITED - Story and Photos by John Day

When I was a teenager, and had come to understand that there was much more to trains than running your Lionel or Marx trains around in circles in the basement, I became aware of the almost unimaginably quaint surviving three-foot gauge lines of the Denver & Rio Grande Western in the Colorado Rockies. Discovering that the Vancouver Public Library had one copy of the book "Narrow Gauge in the Rockies" by Beebe and Clegg, I repeatedly borrowed it – aided and abetted by my mother who took it out on loan on her card when I'd exhausted my own borrowing privileges. That book contains many scenes of old-time railroading in the American West – but many of the photos, back in the 1960's, were of contemporary scenes that could still be witnessed.

Alas, Colorado was just too far away to venture on my own, so I never saw the D&RGW trains that ran from Alamosa and Antonito to Durango, Silverton and Farmington. While the Silverton train was well known and reputed to be profitable for the Rio Grande, the line that meandered across northern New Mexico and Southern Colorado was an impossible survivor – repressed by the oil and gas boom in New Mexico that relied on the Rio Grande to transport pipe to Farmington. Inevitably, though, the lines closed, only the Silverton route surviving. And alas, I had never made the trip to see them.

Fortunately the Durango-Silverton was designated a National Historic Landmark, and, as well,

the states of Colorado and New Mexico pooled resources to conserve and operate the scenic section over Cumbres Pass, between Chama NM and Antonito CO. So the trains continue to operate, but getting decent photographs of them (my main interest) remained a problem. Fortunately, the problem was solved for me in 2016 by both the D&S and C&T offering “autumn leaves photographers’ specials” which I promptly signed up for.

The D&S is a well-established, very commercial railroad that hauls hundreds of people a day during tourist season. They have a good business model and keep their fleet of ex-D&RGW locomotives busy. But they also understand that railfans are a different segment of their market, and offer several special trains a year. For the two days that I signed up for, the specials offered multiple photostops, often in locations that were not accessible from any road: roads are still few and far between in the San Juan mountains. The trains were sold out, and at five or six coaches long, this translated into about 175 people – a large number to detrain and reboard at each stop. Photographers’ skill levels, and interest in trains, varied widely from fully equipped pros who know which end of train is which, to families out with their mobile phones who just happened to find out about the train.

There were a few “interesting discussions” about photo-line etiquette but most people caught on fairly quickly, thanks to the well-practiced D&S staff who accompanied the trains.



Late September is the peak of the aspen's colours and glorious sunny days didn't let us down. Accommodation can be scarce although Durango does have quite a large number of rooms.

The Cumbres & Toltec experience was completely different, and organized several days after the Durango & Silverton one. I took advantage of the intervening days to take part in a non-railroad photography workshop, as well as taking a couple of side trips to Utah and parts of Colorado no longer served by the narrow gauge. Near Leadville, exploring traces of the old Denver, South Park and Pacific (later Colorado & Southern) turned up remnants of the roundhouse and other buildings at Como, where extra locos were added to trains headed up to Leadville, and at Georgetown the famous Georgetown Loop was operating steam with an ex-Westside Lumber Company shay. Leadville itself, at over 10,000 feet, was worth a visit with many signs of the great, but now vanished, wealth that came out of the silver-lead mines in the area. The famous Guggenheim family's wealth originated in the mines of Leadville, and David May's first department store was in Leadville (later to include many famous names until his company's merger with Macy's in 2005); less salubrious associations include Buffalo Bill Cody, Molly (the Unsinkable) Brown, Matt Dillon, and Doc Holliday while even Oscar Wilde made it to play at the still-standing Tabor Opera House. The Leadville, Colorado & Southern offers daily (diesel) excursions in season over some of the old C&S route.

Other historical reminders of the glory days of the narrow gauge were seen many times: evocative names like Ridgway, Ouray, Ophir, Telluride, Rico and Dolores; dilapidated remains of mines at Red Mountain and Animas Forks recall the days of the Mears shortlines out of Silverton; a roadside monument to Otto Mears himself recalls not only the railways, but also toll roads, that he built in this hostile country, earning him the sobriquet "Pathfinder of the San Juans"; scars on the hillside revealed where the oft-lamented Rio Grande Southern ran its "Galloping Goose" railcars—as well as the sight of an actual Goose being trucked back to its home in Dolores after operating on the C&T.

But soon it was time to trek across the state to Chama, New Mexico. Besides serving the local ranches, it appears that Chama's only business is to support the railroad. Excursions of various kinds are available for those wishing to spend a half day, full day or even multiple days on the 64 mile railroad. The passenger trains are fairly long and include a number of genuine D&RGW coaches as well as modern reproductions; they also include open cars converted out of gondolas and stock cars which add greatly to the experience, but which detract from the genuine appearance of the trains. But the event that I was attending was special: a two day photographer's event using only authentic freight equipment and locomotives, limited to 40 people. This was organized by the Friends of the Cumbres & Toltec Scenic Railway, a support group which has also held events in other years including the use of the steam rotary plow.

For the first day, access to the railway from the road was relatively easy, so we moved from place to place in our private cars. On the second day, north of Cumbres Pass, road access is

more difficult, and so we were ferried to our locations on the train itself, riding in the caboose, canteen car and open gondolas.

While the first day trains consisted of relatively short trains, allowing them to be single-headed up to the 10,022 foot Cumbres Pass from Chama, on the second day, the rolling stock from the previous day was combined to make a train of 28 cars which is quite impressive behind a single engine on narrow gauge. The clear blue sky, contrasting with the autumn colours, the steam and smoke of the locomotives and trains themselves made for a real photographers' treat.



By the end of the second day, all the photographers had nice sets of photos that provided a modern view of the Narrow Gauge in the Rockies. Now, my dreams inspired by this book first read in the 1960's have been fulfilled, although I'll probably go again at some future time. I can now afford my own copy of this book (eBay: \$10 !).

Travelling to the narrow gauge from southwestern BC by car is a daunting experience. Allow three days of solid driving, each way, to get to Durango. Chama can be accessed in three days if you're up for twelve hour days. It would be more comfortable in four but the territory

traversed is so sparse, there are few hotels of any description that would make a four day journey feasible. However, it is well worth the effort to capture scenes like this!



ROYAL HUDSON JUBILEE TOUR 40TH ANNIVERSARY

A grand 40th reunion of the Royal Hudson's 1977 Jubilee Tour to California was held at the West Coast Railway Heritage Park on March 18, 2017. For this special event, the 2860 was moved outside in the hope that some good photos could be had—and even the weather cooperated after a very wet start to the day.

Inside, the group was warm and dry as the ceremonies and remembrances were accompanied by a great lunch and lots of memories. **Ken Tanner** covered off the history of the Royal Hudson with the group, and then many of those present reminisced about the tour and their experiences from 40 years ago. The originator of the idea for the event was **Ed Immel**—who with his wife—worked on board the tour train as it visited communities in Washington, Oregon and California. Of course, there were many thoughts of **Grace McCarthy** (BC's Tourism Minister in 1977) who was represented at the event by her daughter Mary and her original scrapbook from the tour (which is now part of the WCRA's archival collections)

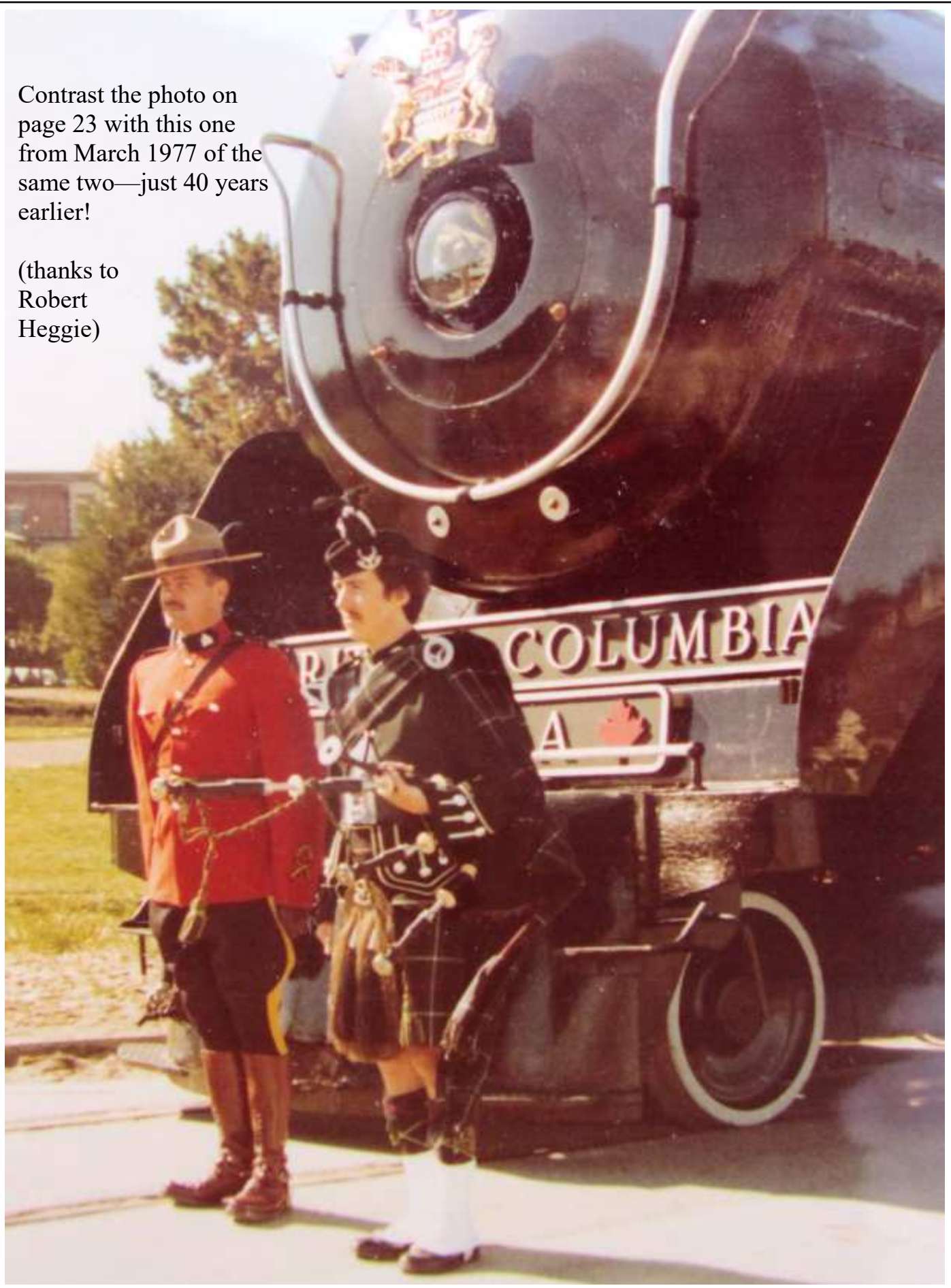
A special feature of the day was the presence and performance of the Seaforth Highlanders Pipe Band—and they led a parade outside where the rain stopped, the clouds lifted and the sun shone for a visit to the Royal Hudson and train proudly posed at the Mac Norris Station in the sunshine. (see photo, back cover)

Many special guests were present who worked on or travelled with the train 40 years ago, including RCMP Staff Sergeant **Neil Taylor** (retired) who was the train's official red serge RCMP officer throughout the tour. The train's official piper was Corporal **Robert Heggie** of the Seaforth Highlanders who also accompanied the tour and performed at every stop—in some cases many times! And Ed Immel and Rachel (from the Portland, OR area) who both served aboard the train and helped organize this event. Tourism Minister extraordinaire Grace McCarthy was not able to be in attendance, but was represented by her daughter Mary McCarthy Parsons—Photo shows Cpl Neil Taylor, Mary McCarthy Parsons and piper Robert Heggie in front of the Royal Hudson on March 18—2017.



Contrast the photo on page 23 with this one from March 1977 of the same two—just 40 years earlier!

(thanks to Robert Heggie)



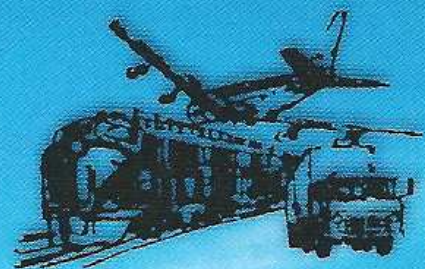
The Royal Jubilee Tour was a trip to promote British Columbia tourism, and featured Royal Hudson #2860 and a seven car consist, including exhibit cars with wax figures of the Royal Family. The name of the tour came from the Silver Jubilee of the reign of Queen Elizabeth II. The trip made a notable departure from Vancouver by operating up the BC Hydro Kitsilano line, making a stop in Kerrisdale and then heading down the hill to Marpole and along Kent to New Westminster before heading across the Fraser River bridge and then south on Burlington Northern and Southern Pacific.

Many interesting stories were recounted, but likely none more interesting than the one that occurred in San Francisco.....the train had safely made its way into its exhibition spot on the Embarcadero (a feat in itself!) and was ready to open for guests.....but few were showing up. Turns out a protest had been set up just down the road—protesting the seal hunt in Newfoundland! Train staff were dispatched and explained that there were no seals hunted in British Columbia. This seemed to work, and the protest disbanded. But now—how to get the ready made crowd up the street to the train? No problem, Piper Heggie to the rescue—he fired up the bag pipes and led the crowd—pied piper style marching along the Embarcadero to the train! Suddenly there was a huge line and many to see the exhibit!

Thanks to all who came to participate, to staff and volunteers at the West Coast Railway Heritage Park, and to the many special guests who attended some 40 years after the original event. It was quite an amazing time to recall an era just 40 years ago where our favourite locomotive was out working for the Province of British Columbia and doing us all proud.

As you can see from our cover photo this issue—she still creates an amazing picture and many special moments for our guests who come from all over to see her.

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TRIVIA ANSWER

Germany's **Deutsche Reichsbahn express locomotive #18 201**. This engine was built by Henschel-Wegmann in 1939 as 4-6-6T #61 002 and rebuilt by Meiningen Steam Locomotive Works in 1960 as 4-6-2 #18 201 using parts from other engines and a tender from # 44 468. She was rebuilt again in 2002 by RAW-Meiningen and is presently owned by Christian Goldschagg and Axel Zwingenberger of Dampf-Plus GbmH and stationed at Nossen. On 11Oct1972 she attained a top speed of 113.3mph (182.4km/h), on 5July1995 reached 112mph (180km/h) and is currently the only steam engine in the world licensed to exceed 100mph. As an additional note the locomotive also holds the world record for the largest driving wheels on a 4-6-2 at 91"(2.2m) in diameter.

BACK COVER

Photos from our feature articles on Colorado Narrow Gauge steam and the Royal Hudson Jubilee Tour 40th Anniversary Event.



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