



# **WCRA NEWS**

## **JANUARY 2018**

**MERRY CHRISTMAS and  
HAPPY NEW YEAR!**

**HRA 2017 CONFERENCE  
IN MINNESOTA**



## GENERAL MEETING

The **General Meeting** of the WCRA will be our Annual Dinner and Awards Night, being held on **Tuesday, December 19 at 1730 hours** at the Accent Inn in Burnaby. Doors open at 1730, dinner served at 1830. The Accent Inn is at the corner of Boundary Road and Henning on the Burnaby side—we hope to see you all there.

You must have a reservation—if you don't have yours call Jenn at 604-524-1011 to make one, you can pay at the door—just \$39 all in—we hope to see you all there.

## ON THE COVER

The changing face of Amtrak Cascades.....Photographer **Ken Storey** caught Amtrak Cascades on CN in Burnaby with new Siemens Charger locomotives (1406 and 1404) on each end of a Superliner consist November 22. The Superliners are operating on the Seattle—Vancouver trainset that arrives Vancouver late morning and departs at 1730. New train numbers and slight schedule changes happen December 18th.

## DECEMBER CALENDAR

- **West Coast Railway Heritage Park is closed January 1 to March 15, 2018**
- Monday, December 25—Merry Christmas
- Monday, January 1, 2018—Happy New Year
- Friday, January 12—Newsletter deadline for the February 2018 issue
- Tuesday, January 30—WCRA General Meeting, 1930 k, 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](http://www.wcra.org) or mail to WCRA, PO Box 2790 Stn. Term., Vancouver, B.C., V6B 3X2.

## **EDITORIAL**

### **WISHING YOU ALL THE VERY BEST**

It is that time of year once again, as we celebrate the end of another year and enjoy the Holiday Season. 2018 is promising to be a great year for WCRA, as we move forward on several projects and build for the future.

But before year end, please remember WCRA in your charitable gift plans. It is the support of our friends and members that provide us the valuable resource that allows us to keep building and operating—your gift, by December 31, will provide a Canadian charitable tax receipt for the 2017 tax year.

Thank you all for your support through 2017.

Merry Christmas and Happy New Year to you all,

*Don*

## **ASSOCIATION NEWS**

### **NORM SHEPHERD PASSES**

Long time WCRA member **Norm Shepherd** passed away peacefully December 6th. (D.E.)

### **WCRA TRIVIA #347 - By Ryan Cruickshank**

What is the world's first cog locomotive?

(Answer on page 23)

### **PLEASE RENEW YOUR MEMBERSHIP**

If your label reads 11/31/2017 it is time to renew your membership.....if it reads 9/30/2017 this is your last issue of WCRA News. We need all of you as members, please renew today.

### **MEMBER NEWS**

Congratulations to **Peter Armstrong**, Founder & CEO of the Armstrong Group and Rocky Mountaineer on being inducted to the Business Laureates of British Columbia Hall of Fame.

### **NEW SERIES**

The Discovery Channel is debuting a new series next Tuesday 'Rocky Mountain Railroad' . . new series on how the crews keep the mainlines open over the Rockies here in BC (M.C.M.)

## **NEW MEMBERS**

We welcome to membership Risa Ijima and Family of Garibaldi Highlands. (J.D.)

## **TAX RECEIPTS FOR MILEAGE**

The CANADA REVENUE AGENCY ruled that, starting with 2014; Tax Receipts for donated mileage can no longer be issued without an actual donation being received by WCRA. In practice WCRA only issues a Tax Receipt equal to the amount of the expense submitted. Our bank has assisted in simplifying the process by permitting the Association to endorse the back of the Mileage cheque “For Deposit to WCRA” before it is sent to the Volunteer. The recipient is directed to sign the back of the Cheque and return it to the WCRA. This cheque can then only be deposited to WCRA. Once the WCRA cheque has been returned the Tax Receipt will be issued.

*The cheques should be returned to: Jeremy Davy PO Box 2535 Garibaldi Highlands BC V0N 1T0.*

Another Canada Revenue Agency rule is that to qualify for a Tax Receipt to be issued for any tax year, the donation must be dated on/before December 31 of the Tax Year. No further 2017 tax receipts can be issued for donations dated after Dec 31, 2017.

## **The 2017 WCRA Books are scheduled to close in early 2018**

Donations submitted (Dated) after the 2017 books close will not be lost however. All donated Mileage and Expenses submitted and received from that point in time until December 31, 2018 will receive a 2018 Tax Receipt.

You may submit the claim(s) by Canada Post addressed to Jeremy Davy PO Box 2535 Garibaldi Highlands BC V0N 1T0; or by email to [membership@wcra.org](mailto:membership@wcra.org)

Assistance is available by emailing Jeremy or by calling 604.815.0812 (*604-484-2791 toll free from Vancouver calling area*) – both phones have voicemail.

By the way a **Letter of Direction** is still acceptable to support a Tax Receipt request for Expense Claims where there is a 3<sup>rd</sup> Party Supplier’s receipt attached. (J.D.)

## **VOLUNTEER HOURS - Reporting**

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 general meetings ... Volunteering at the Heritage Park or as custodian at the 374 Pavilion, Serving on a committee or as a Tour Host, attending board meetings or working on Association related projects at home ... all hours are important and all hours count.

**WCRA is also required to report to the BC Safety Authority Volunteer hours given annually at the Heritage Park 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. Please submit volunteer hours for 2017 as soon as you can as they need to be included in the Annual Report.

Please let **Donna Simon** know the time you have donated. You may do so by email to [hours@wcra.org](mailto:hours@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.

## **VOLUNTEER ACTIVITIES - Mileage**

Don't forget that all mileage incurred while doing the Volunteer activities you report is eligible for a Tax Receipt as reimbursement at \$0.55/km however mileage claim must be submitted. With the assistance of our bank hopefully the process is now simpler.

Unsure how to do this? Need forms? For assistance contact **Jeremy** at [membership@wcra.org](mailto:membership@wcra.org), or calling either of the numbers above. (D.S.)

## **VANCOUVER TRAIN EXPO 2017**

The WCRA Event Crew attended the 2017 Vancouver Train Expo held again this year in Forum building at Vancouver's PNE. The Show was open 15 hours over 2 days again this year, and both the Association and MiniRail were ably represented by volunteers. The Association Booth promoted Polar Express and sold books and magazines surplus to Archive needs to help fund Archives activities. MiniRail, under the guidance of **Donna Simon**, ran from the opening bell to closing both days often with long lineups gave rides to just short of 2000 happy children of all ages.

A huge thank you to those Volunteers who assisted with the Show... **Ryan Cruickshank, Jeremy Davy, Bonnie Game, George Game, Bob Hunter, Bill Johnston, Klaus Michel, John Lighthall, Peyton Liscomb, Bill Marchant, Joe Naismith, D'Arcy Nelson, Jim Saunders, Donna Simon, Barbara Stover and Dai Yates, as well as Dave Emmington, Dave Manzer, Rick Ruegg and Doug Hicks** for assisting before/after the Show. (J.D.)

# COLLECTION



most of the work is inconspicuous or hidden.

The most conspicuous recent work has been the restoration of the front end. The locomotive had been involved in a collision resulting in twisted and bent pilot sheets, steps and other structures. It's taken a long time to bend the ½-inch thick steel,

## CPR 8000 REPORT

Significant progress continues to be made by **Greg Robertshaw** and **Richard Courage** on the CP 8000 locomotive restoration project. Both of these volunteers travel all the way from Abbotsford on most Saturdays; a journey of 1hr 45 minutes each way, possibly less with Greg's new car. This project includes a thousand and one repairs all over the carbody such as replacing rusted panels, repairing broken hinges, finding replacement fasteners, filling in holes, replacing window tracks, drilling holes for access panel fasteners, cutting off equipment that was not originally on the locomotive and other tasks from an endless list. There may be an outward appearance that the restoration is not progressing, but



source reproduction steps, fabricate parts and assemble everything. A few minor tasks remain to complete the front end repairs. Just as all the parts were being assembled, it was noticed that the small front pilot was completely missing. A new pilot is a task for next year and it's hoped some fundraising will resolve this issue.

The photos on page 6 show one of the twisted step assemblies, the replacement steps and the overall new front end. Progress can also be monitored on the Facebook page CP 8000; please like their page and offer encouragement. (G.R.)

## **CN LINES ARCHIVE**

Thanks to **Al Lill** of the CNR Historical Association for the donation of a DVD "CN Lines Back Issues" - Vol 1 No 1 to Vol 14 No 4—so we now have a complete set of this fine historical magazine. (R.H.)

## **BALDWIN 1000 HP MANUAL DONATED**

Thanks to WCRA Founding Member **Doug Cummings** for the donation of a helpful booklet for the 8000 restoration crews.....Canadian Pacific Mechanical Examination for engine crews on Baldwin 1000 hp road and standards diesel-electric switchers—dated January 1953. (R.H.)

## **GREAT NORTHERN TRANSFER CABOOSE X-180**

Thanks to the Great Northern Railway Historical Society for a second grant installment of \$2,500 towards the restoration of our Great Northern Transfer caboose X-180. This funding will support continuing work on this project, and should get us to the point at which the caboose is sandblasted and prepared for painting. (K.T.)

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



## **POLAR EXPRESS**

As we write this issue of WCRA News, the first two weekends of Polar Express are behind us and we are underway with another clear hit this year. In spite of the rainy weather (three of four days so far), the crowds have been large and the guests happy with their experience. The event is now sold out, and we look forward to two more very busy weekends.

The event has been receiving some great reviews—one of the best can be found at <http://bcmom.ca/magical-ride-polar-express/> - well worth a browse to get a feel for things.

The train has been running well, and power now has FP9A #6520 on the point along with FP7A 4069, generator car McDonald Creek, six WCRA coaches, **Rocky Mountaineer** 5704 and business car Alberta. It makes for a very nicer consist and accommodates a lot of guests every trip. Back at the North Pole, things are also busy with Santa and Mrs. Claus, the North Pole mini rail, Royal Hudson cab open, crafts and gingerbread, and **Gordon Hall's** fantastic toy train display in the John Hardie Mitchell gallery on the Mezzanine level.

And there's more—with a great food concession, a special Polar Express gift shop, and the Ice Cave in the PGE CarShop where guests can explore PGE #2, play mini golf, watch the Polar Express movie and kids can play in the bouncy castle.

Two more weekends to go! (photo taken December 3—finally no rain!) by Zach Ozey)



## **ESCAPE ROOM OPENS DECEMBER 27**

The WCRA's new Escape Room opens at the Heritage Park on December 27....



The Great Train Robbery Escape Room is slated to open December 27<sup>th</sup> at 10am and will be open daily from 10am-8pm through the Christmas Holidays.

- Fun for all ages, the escape room can take up to five people at one time and costs \$19 per person.
- Try to work your way through various puzzles and challenges in order to escape within 45 minutes before the robbers take you with them.
- Reservations open December 1<sup>st</sup>. Call the gift shop at 604-898-9336 to book your times.

Something unique, challenging and great fun through the Christmas holiday week. (G.B.)

## **WINTER CLOSURES AT MP 2 SHOP AND HERITAGE PARK**

The West Coast Railway Heritage Park will take a seasonal time out and will be closed from January 1, 2018 through March 15, 2018.

The MP 2 shop will also shut down for the winter due there being no heat in the building and its having a wet sprinkler system, The building will be winterized so that if we have a repeat of last year's severe winter there will be no damage to the building or its services.

## **FUNDRAISING**

### **ANNUAL DIRECT MAIL—STILL TIME TO HELP**

As we send out this issue, note that our Annual Direct Mail campaign is also in your hands. This is our once a year appeal just before year end, and in time for you to receive a 2017 charitable tax receipt in the amount of your gift. As a registered charitable organization, we rely on the support of our members and supporters and their charitable gifts to continue to move forward with the protection and restoration of our great heritage collection. Please give us your support this year—all donations received by December 31 will receive a Canadian Charitable tax receipt for this tax year. (K.T.)

### **PLEASE SUPPORT THE GARDEN TRACKS PAVILION**

Our largest active piece of construction, the building of a covered pavilion over the three Garden Tracks north of the Mac Norris Station, needs your support. WCRA needs to match the Cultural Spaces Canada (\$47.5k) and Heritage BC (\$25k) funding that we have received in order to complete the construction of the first phase of this structure in 2018.

This is a top priority project, as it will cover the exhibition cars and locomotives on these three tracks, protecting them from the elements and significantly extending the length of time that our restoration work will last. Engineering and design work is now underway, and we are

looking for another \$50k in private funding to support the completion of the first phase. The first phase will cover the section of track closest to the Mac Norris Station, and the pavilion will then be extended northwards section by section over future years as funding allows. The pavilion will also make our Garden Track exhibits accessible by providing raised platforms and a lift (which we already have had donated) to be installed.

Please give this project your serious consideration for support—our collection's longevity depends on you and your support.

### **WEST COAST RAILWAY ENDOWMENT FUND—LEGACY GIFTS**

The gift that keeps on giving! That is the result of gifts made to our West Coast Railway Endowment Fund. Held at and managed by The Vancouver Foundation, the endowment fund is part of our long term sustainability financial plan. The capital remains and is never touched, the Vancouver Foundation manages the investments (with great returns), and WCRA receives the interest quarterly which it can use towards any of its core charitable purpose activities (preservation etc.)

One of our key long term goals is to grow the endowment over time, such that the interest increases significantly each quarter and supplements our revenue from operations and other donations. Currently the capital in our Endowment sits at about \$1.4 million, and that generates around \$56,000 in interest income each year. If we were able to grow it to \$5 million over time, we would see more than \$200,000 in annual interest income.

The West Coast Railway Endowment Fund is a special purpose fund (it is specifically to support the West Coast Railway Association and our core work of preserving BC's Railway Heritage) . The fund is held and managed by The Vancouver Foundation—one of Canada's largest community foundations—who do all the investing and administration of the endowment for us. Donations to the West Coast Railway Endowment Fund must be made out to the Vancouver Foundation with the West Coats Railway Endowment Find specified so the donation goes to the correct fund.

Need help or want more information? Just call Don Evans at 604-988-3435 or Ken Tanner at 778-668-5666 and either of us will be happy to assist.

### **LOCOMOTIVE 374 PAVILION**

Our visitor count for November was 2,068. We had 65 more people than last November. Our total year to date this year is now 43,012.

This month I would like to welcome new volunteers, Bruce and his son Christopher Peter to

the 374 Pavilion team. The visitor sign in sheets have been giving them great reviews. Thanks to both for their time and commitment as volunteers.

The cab of the 374 is looking very good after being painted by Peyton. We both recently spent a day touching up the locomotive. Wear and tear from the numerous adults and children who visit us and play on the 374 takes its toll—sometimes it is harder to control the adults than the children!

On November 25 the Yaletown Business Improvement Association held its annual Candyland event. This is a street festival that features horse drawn carriage rides, street vendors and live entertainment throughout the Yaletown district. The locomotive was decorated up for Christmas, and Payton, Bruce and Christopher welcomed 330 guests—a very busy day.



Thank you to **Bill Johnston** and **Peyton Liscomb** for putting in extra days to cover the weekends while Craig McDowall is working the Polar Express. Also thanks to **Keith and Karl Anderson** for volunteering at the 374 and doing Polar Express. What a great team.

Our Volunteer Staff is slowly increasing but we can always use a few more. Please drop by to check us out or give me a call at 778-875-3573 for more information. More hands make light work! We are on Winter Hours - 11 AM to 3 PM

We are located at the corner of Davie St & Pacific Blvd. Just across from the Canada Line Yaletown/Roundhouse Station. Please come down to see the 374 Decorated for Christmas, have a nice dinner in Yaletown or take a Ferry Ride to Granville Island. (G.G.)

## **FEATURE ARTICLES**

### **FROM WCRA NEWS—FEBRUARY 1983**

**Thanks to Craig McDowall**

#### **WCRA January Meeting notes:**

The purchase of locomotive #16 has been delayed to approximately March when a firm proposal is expected.

There still is no firm word from CP Rail re: railfan access to their Coquitlam facilities

The proposed excursion on the Seattle and North Coast Railway is agreeable to the railway for any Saturday. Power will be a pair of F7's with a cafe coach and observation car. Preliminary costing indicates the trip will be very economical with details at our next meeting.

Publicity is out for our annual winter excursions on the BCR to Lillooet. The 'Sunshine Coast' contingent of our membership will meet the train at Lions Bay.

The Drake Street Roundhouse study by Rand/Iredale architects has been expanded to a full architectural proposal for Expo.

Payment of funds to establish a lien on Pacific Tours' US assets was approved.

Nominations for our 1983 Executive are Rick Anderson, Grant Ferguson, Bill Marchant, Andy Preddy, Larry Russell and Bernie Tully.

Gary Oliver reviewed the proposed amendments to the WCRA by-laws and they will be voted on the March meeting.

It looks like the car British Columbia will find a home in Port Moody-still in the hands of Terry Ferguson.

#### **The Crow is going to Go!**

Western farmers will have to pay an increasing share of railway grain freight rates as the 86

year old Crow rate will be abolished by Parliament this spring. Under the Crow rate, farmers only paid 1/5 of the actual cost of moving grain to western ports. Since the railways operated under this agreement at a loss, they weren't too motivated to invest in expansion. Losses moving grain amounted to \$313 million in 1982 and were projected to increase to \$1 billion by 1990. The government has agreed to increase their financial subsidies and the farmer's contribution will increase to 30% by 1985 and rise to 61% by 1991. In return the Federal government and the railways will spend \$16.5 billion in direct railway investment by 1990. The farmers will benefit with the railways' ability to ship far more grain.

#### **CPR #374**

The WCRA and CRHA have jointly been granted \$40,000 for the purpose of restoring and preserving this iconic 4-4-0. The grant comes on the heels of a unanimous vote by Vancouver City council to endorse the application for funds. The grant monies will be administered by the Vancouver Museum. The locomotive will be cosmetically restored as close as possible to its 1886 appearance. All labour on the project will be done by volunteers with Mr. Bill Silver volunteering to oversee the project. Work is scheduled to start in April and completed by June 1985.

#### **Western Rails Show**

That's the name of the successor to Target Rails. Congenial Norris Adams has stepped down, but the annual rail show will continue sponsored by WCRA member John Cowan and his friend Paul Roy. the location will move to the George Rummel Community Centre on Government Road in Burnaby. Date: March 19th from noon 12:00 to 20:00.

#### **BC Hydro Railway**

BCH's Kitsilano and Marpole operation to Carrall Street Yard has returned to very early AM operations once again, raising the ire of residents trackside in Kerrisdale and False Creek. BCH has responded to complaints by 'noting that younger engineers tend to be heavier on the horn' but that the night operations will continue as this schedule allows delivery to the Carrall Street yard freight forwarders prior to the start of their business day each week day. As of early February, MP15's continue to be the primary motive power.

The old BCER interurban car barns have now been torn down. Word has it that the Carrall Street Yard only has a year left as BC Place continues to encroach on land eastbound toward this area.

#### **BC Railway**

BCR will benefit indirectly with the new grain rates replacing the Crow. The railway charges 1/2 cent a ton per mile for grain from trackside customers in the Peace River region. The railway currently loses about \$1 million a year on this traffic as the Provincial Government dictates that the BCR matches the transcontinental railway rates.

BCR plans to borrow \$238 million from the TD Bank to refinance existing debt and raise funds to complete the Tumbler Ridge branch line, using \$58 million of the loan for that purpose. The first train is scheduled to depart the Quintette and Bullmoose mines from Prince Rupert on Dec. 1st of this year. Grading along the line is 80% complete with six bridges completed and the sub structures of the other five now completed.

A washout occurred on Highway 99 at 03:30 hours on Saturday Feb. 12 at Lions Bay when the Alberta Creek overflowed its banks destroying a number of homes and killing two people. The BCR line was damaged but not washed out and was cleared by 17:00 that day. The northbound departure that morning was held in North Vancouver and eventually passengers were transferred to a Greyhound bus to travel to Prince George. The bus made one stop at Exeter on its way north. The next morning a passenger special departed North Vancouver at 07:30 hours with five RDC's filled with skiers to Mons as the highway was still closed. At Mons, two coaches continued to Prince George and the other three coaches returned to North Van and then departed again NB at 14:30 (again full to capacity) to Mons and the train was coupled to the #2 SB from Prince George, returning to North Vancouver again full of skiers.

## **HERITAGERAIL ALLIANCE MEETS IN MINNEAPOLIS**

**- story and photos by Don Evans**

The HeritageRail Alliance (formerly Association of Tourist Railways and Railway Museums) held its fall conference this year in Minneapolis, Minnesota. The event was hosted



by the Minnesota Streetcar Museum and they did a good job of putting together and running a first class event. Your editor, Deb and **Lynne Kinnell** were joined by **Robert MacBeth** and **Christian Vazzaz** at the conference this year so we had a good WCRA representation.

It had been some time since I had been to this area, so we went a couple of days early and spent a few days enjoying the area. We got around on the excellent light rail system—the Metro—and that worked well. The three articulated set trains were frequent and enjoyable—we got out to Saint Paul and visited the restored St Paul depot and saw many other parts of the Twin Cities.

A downtown highlight was the restored Great Northern stone arch bridge over the Mississippi River near St. Anthony Falls (built 1883) now a foot path and part of the very enjoyable waterfront walking paths. Also there was the great Mill City Museum and several other large mills and elevators from the grain and flour era.



On Wednesday, October 4 we joined the pre-conference trip out to Duluth, Minnesota on the shores of Lake Superior, Here we had a great day with a ride on the North Shore Scenic Railroad and an all too short visit to the Lake Superior Railway Museum. The train ride was delightful, we secured a seat in the Burlington dome Silver Club, just ahead of the

heavyweight business car Northland from the Duluth, Missabe & Iron Range. Hauled by steam locomotive #28, we had quite a consist for the ride along Lake Superior. Watching the steam loco ahead from the dome was very nice. Sadly, however, we were not able to make it to our final destination of Two Harbors, as we were unable to get clearance from CN to cross the diamond due freight traffic. As a result, we had to stop at a grade crossing to let another group off (they were destined for Two Harbors) and then we backtracked to Duluth to complete our trip. That left little time to see the excellent Lake Superior Railroad Museum which was a little disappointing.



We returned to the hotel to enjoy the opening reception for the conference, and to see many old friends once again.

Thursday, October 6 started off the first full day of the conference, and we were greeted with the usual great selection of seminars in the morning. There was a good selection of vendors at the event this year, and the committee wisely decided this time to have all the coffee breaks in the vendor area so we were able to get ample time to meet them and explore goods and services that could benefit our museums and tourist railroads.

At lunch time we headed off on three tour buses for our next excursion, on the Osceola and St. Croix Valley Railway. This was vintage Great Northern Railway territory, and the GN



consist—including two coaches from the GN Internationals that served Vancouver, was a delight. (photo page 22, December 2017 WCRA News). The motive power was also GN, although painted in BN green—including unique SDP-35 #325 (photo below)



The ride was very pleasant, a long train of vintage Great Northern stock for the most part, operation at a reasonable speed over good track, and nice scenery. A steel sheathed heavyweight observation car was on the rear, while up front there were three former commuter coaches that were not GN. We returned to the historic Osceola depot (celebrating 100 years) after about a three hour ride—operated by the Minnesota Transportation Museum.

Friday, October 6 started off with another round of seminars in the morning, then after lunch we headed for the Minnesota Streetcar Museum's Excelsior line and the historic steamboat Minnehaha. Sadly the weather was very, very wet, which made the upper deck of the steamboat unusable, leaving us all jammed into the lower deck. We rode to the dock aboard two streetcars, then made our way onto the steamboat—which was built by the streetcar line in their own shops—so things like windows, seats etc. were very much streetcar.

The Minnehaha was scuttled and sunk to the bottom of the Lake Minnetonka for many years, then was raised and lovingly reconstructed and today is a joy to see and ride. The rhythmic

sounds of the spotless steam engine (photo) and the lovely whistle were delightful, in spite of the poor weather outside.



We returned to our hotel and enjoyed a great reception presented by Rail Events, one of the many sponsors this year.



Saturday dawned a much nicer day, and we headed off on a fleet of vintage buses to the main attraction—the Minnesota's Streetcar Museums Como—Harriet line.

Here we were treated to unlimited rides on two beautifully restored cars—Streetcar 265 and a gorgeous PCC car.





In addition to the enjoyable rides, we were able to explore the museum's shop and see work underway on another Minneapolis car, as well as other projects. We returned to the hotel after lunch in the Midtown Global Market and an enjoyable morning.

The conference ended with a very nice banquet and official annual meeting that evening, and the new name of HeritageRail Alliance was formally adopted.

Sunday we were headed back home on Air Canada, with another great conference behind us. We look forward to next year's conference in Santa Fe, New Mexico—and then it is our turn as the HRA conference comes to WCRA and Squamish in September 2019.

## RAILWAY NEWS



### DISTRIBUTED BRAKING CONTAINER

By the time you read this, CN Distributed braking container CN 0005 should be in our area.

The purpose is to assist with braking applications on long trains—photo Mike Mastin (J.M.)



### **CN LEASING POWER**

CN is leasing more than 100 units to augment its motive power fleet—word has it that all the CREX fleet of 125 ES44AC's are included, as are some PRLX SD75M's. PRLX 201 and 204 came up from Tacoma and were on an eastbound train 118 November 24 (power was CN 2599 / PRLX 201 / PRLX 204). (J.M.)

### **RAIN AND SLIDES HIT BC HARD**

The heavy rains of November hit the railways hard in BC as slides came down and operations were disrupted. At one point CN was dealing with eight slides on the Ashcroft, Yale and Squamish subdivisions and all service between Edmonton and Vancouver was halted (Nov. 22 / 23).

Recovery then followed amazingly quickly, as the Yale subdivision resumed service Friday, November 24 at 00:30, followed by the Squamish Sub. at 22:00, and the Ashcroft sub at 12:00 on Saturday, November 25. CP also was hit and suffered a derailment near Hell's Gate in the Fraser Canyon, with a locomotive and several empty grain cars on the ground.

## CANADIAN PACIFIC

One of the very few remaining locomotives on Canadian Pacific still painted in a legacy road colour scheme, Dakota, Minnesota & Eastern GP40 #4001, has been in our area. It was seen on a manifest freight at North Bend on November 14, and then showed up with CP 5017 on the Kamloops—Ashcroft turn on November 15. (photo Mike Mastin—J.M.)



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

### **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](http://www.central-hobbies.com)



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

**CREDIT LINES**

**ISSN 1204-07  
Vol. 58 Issue 1**

Editor Don Evans  
Distribution Jeremy Davy & Donna Simon

**Contributors:**

G.B.	Gordon Bell	J. D.	Jeremy Davy
D.E.	Dave Emmington	G. G.	George Game
R.H.	Robert Hunter	M.C.M.	Craig McDowall
J.M.	Jim McPherson	G.R.	Greg Robertshaw
D.S.	Donna Simon	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](mailto: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](http://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  
[wcra.org](http://wcra.org)**

**BACK COVER**

**Blaine Thompson's** great work in the interior of Colonist Car CPR 2514 is showing well as seen in this photo by David Walmsley

**TRIVIA ANSWER**

The first cog locomotive ever built is the 0-2-2cog "Peppersass" built in 1866 by Campbell, Whittier & Company for the fledgling Mt. Washington Cog Railway in Bretton Woods, NH. The 4'8" (not standard) engine originally named "Hero" was last operated in 1929 and is on display at Marshfield Station at the bottom of the 3-mile (4.8 km) rack & pinion route to the top of Mt Washington. From the base at 2700' (820m) to the peak 6288' (1917m) it has an average grade of 25% and hits its steepest grade at 37.41%. This is the second steepest cog railway in the world next to the Pilatus Railway in Switzerland.



**CANADIAN COUNCIL  
FOR  
RAILWAY HERITAGE**

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



**Published monthly by West Coast Railway Association  
PO Box 2790 Stn. Term., Vancouver, B.C., V6B 3X2  
[www.wcra.org](http://www.wcra.org)**

**ISSN 1204-072X  
Vol. 58 Issue 1**

**Canada Post, Canadian Publications Mail Sales Product Agreement #40007853**