



WCRA NEWS

JULY 2018

RIDING THE ALASKA RAILROAD

SUMMER FUN AT THE HERITAGE PARK



GENERAL MEETING

The **General Meeting** of the WCRA will be on Tuesday, June 26, 2018 at Rainbow Creek Station in Burnaby, Willingdon and Penzance, at 1930 hours.

Entertainment will be announced at the meeting

ON THE COVER

Alaska Railroad SD70MAC leads the Alaska Railroad train that has just arrived at Seward (from Anchorage) on May 21, 2018 (Don Evans photo). Full story begins on page 20.

JULY CALENDAR

- **West Coast Railway Heritage Park open daily 1000 to 1700**
 - Bill Miner Escape Room open by reservation every day
- Sunday, July 1—Canada Day at the Heritage Park—special \$5 admission for anyone wearing red and white! All rides and activities will be operating including pump cars and speeder rides—see page 10 for details.
- Friday, July 6—Drive in Movie Night *Hitman's Bodyguard*—Show at dusk, \$20 per carload or \$5 walk in. Concession open and mini rail rides available prior to the show
- Sunday, July 8—High Tea at the Mac Norris Station—604-898-9336 for reservations, seatings at 1200, 1400 and 1600
- Friday, July 13—Newsletter deadline for the August issue of WCRA News
- Wednesday, July 18—Lions Gate Model A club visit and show—1000 to 1300
- Thursday, July 19—BC Rail Pioneers Picnic
- Tuesday, July 31—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 or mail to WCRA, PO Box 2790 Stn. Term., Vancouver, B.C., V6B 3X2.

FROM THE EDITOR

BACK TO WCRA WORK

Well, they year and a half away from things in my other role is ending and I am pleased to be able to “show my face” a bit more again on things related to WCRA. We have many exciting things happening and I look forward to getting back up to speed.

Meanwhile, being away from WCRA hasn't been all bad—as witness the great opportunity we had in May to discover and ride the Alaska Railroad. I hope you enjoy the story.

Thanks for persevering while newsletter deadlines were sometimes not met, but we should get back on track now starting in July.

Have a great summer, and make sure your summer includes a visit to the West Coast Railway Heritage Park. There is lots new to experience, and we are always looking for volunteers to help out—and have some fun—even if just for a day. I look forward to seeing you there.

Don

ASSOCIATION NEWS

FROM THE MAY GENERAL MEETING

Bill Johnston called the meeting to order at 1935 with 20 members and guests present:

- It was noted that the **Pat Monkhouse**, wife of long-time member Nick Monkhouse, passed away recently
- There was an update on **Arthur Irving**, who is now at the George Derby long term care facility
- **Bob Philip** presented the President's report noting
 - A successful Day Out With Thomas with over 8,000 attending, a good event with a good ride—thanks to all the volunteers
 - **Bob** noted that acquisition of the MP 2 shop for WCRA is now in active negotiation
 - He noted that a long term business plan would be brought to the board on June 13
 - A request was made for help with restoration and maintenance work, especially with our operating fleet
 - The RDC's are progressing well, BC 21 has been operated now
- George Game provided an update on the Locomotive 374 Pavilion, and a report on the Sunday, May 20 anniversary event. The Pavilion is busy with a good level of summer visitor traffic

- **Keith Anderson** gave a report on the recent Haida Gwaii tour, a good tour with a group of ten, had an enjoyable time
- **Jeremy Davy** gave advance notice that the October meeting date will be October 23
- A new member was welcomed
- **Ryan Cruickshank** presented a Show and Tell with a MTH (Mike's Train House) 1980 era standard gauge reproduction of a Milwaukee Road E02 Bi Polar locomotive
- **Bill Marchant** provided a Trackside Report
- Noted that BCSME will celebrate 25 years at its present location on July 5-7
- Entertainment was by **Don Evans** with digital images of the HRA Spring Conference in Strasburg, PA and his recent trip to Alaska

MEMBER NEWS

Arthur Irving, one of our long time members, has been not well now for some time. He has now been relocated from Burnaby Hospital to the George Derby long term care facility in Burnaby. Visits are welcome.

NEW MEMBERS

We welcome to membership:

- Eric & Elise Girardin and Family of North Vancouver
- Emily Richardson and Family of Brackendale
- Craig Ritchie and Family of Port Angeles WA
- Brendan & Kristi Rivison and Family of Garibaldi Highlands
- Natalia Trotman and Family of Squamish
- Anita Winkle and Family of Whistler

We welcome back to membership:

- Yasamin Aghai-Tafti and Family of Garibaldi Highlands
- Jessamy Freese and Family of Brackendale
- Tanya Slater and Family of Brackendale
- Marilyn White of Squamish

(J.D.)

PLEASE RENEW YOUR MEMBERSHIP

If your label reads 06/30/18 it is time to renew your membership.....if it reads 03/31/18 this is your last issue of WCRA News. We need all of you as members, please renew today.

WCRA TRIVIA #353 - By Ryan Cruickshank

Which character from the vintage TV series "*Gilligan's Island*" played **Casey Jones** in the late 50's ?
(Answer on page 31)

JOHN HOLLIDAY'S LAST RUN



Congratulations to **John Holliday** on the occasion of his last run—pictured here at Squamish on CN 2257 on May 9, 2018. John’s railway career spanned 37 years, with Pacific Great Eastern, BC Rail and then CN. (T.M.)

NEW BOOK—PORTAGE RAILWAY

We are pleased to announce the completion of an exciting new Canadian railway history book. “The Portage Railway” tells the story of the famous Huntsville and Lake of Bays Railway in the north Muskoka region of Ontario.

Promoted as “The smallest commercially operated railway in the world”, this charming 1.5 mile long narrow gauge railway provided a vital link between steamboats from Huntsville to the Lake of Bays.

This new book represents the culmination of years of painstaking research by the authors. It is a 204 page, large format 12" by 9" landscape book featuring more 300 photographs (85% previously unpublished), 8 detailed maps and 20 double-gatefold 9" by 18.5" scale drawings.

This large format, hard cover book retails for \$69.95. You can pick this up at your local hobby retailer or you can order toll free at 1-800-464-1730. The book is currently being printed and is expected to be delivered in late June. Jeff Young and Peter Foley

VOLUNTEER ACTIVITIES AND CHARITABLE RECEIPTS

Don't forget that all mileage incurred while doing the volunteer activities you report are eligible for a Charitable Tax Receipt. WCRA will reimburse for mileage driven in 2018 for Association activities @ \$0.55/km. Again this year with the assistance of our bank, rather than having volunteers to send in cheques of their own to receive a Tax Receipt, we are having them sign the back of the WCRA mileage reimbursement cheque and return it to WCRA.

By the way a **Letter of Direction** is still acceptable to support a Tax Receipt request for expense claims where there is a 3rd Party Supplier (Hotel/Bus/Ferry/etc) receipt attached. Jeremy will provide the form on request.

Our Controller has also requested that in the interest of workload leveling, mileage and expense claims reimbursable by Tax Receipts should be submitted Semi Annually. Claims for the period Jan 1st to Jun 30th in July, while those covering Jul 1st to Dec 31st in early January.

For assistance contact **Jeremy** at membership@wcra.org, or by calling 604.815.0812 (604-484-2791 toll free from Vancouver calling area) – both phones have voicemail ... Please leave a message if no answer.

If you are sending claims by Canada Post, please send them to

Jeremy Davy

PO Box 2535

Garibaldi Highlands BC V0N 1T0

(J.D.)

TAX RECEIPTS – Now issued quarterly

Starting with 2018, Tax Receipts will be issued quarterly according to the date the Donation was made:

Donations made Jan 1 to Mar 30 – Issued in April;

Donations made Apr 1 to Jun 30 – Issued in July;

Donations made Jul 1 to Sep 30 – Issued in October;

Donations made Oct 1 to Dec 31 – Issued in January.

Note: During the transition receipts for some donations made Jan 1st to Mar 30th may not have been issued in March but will be issued in July. (J.D.)

BC's NEW LIEUTENANT GOVERNOR TO BE HONORARY PATRON OF WCRA

We are delighted to receive news that the new Lieutenant Governor of British Columbia, Her Honour, The **Honourable Janet Austin, OBC**, has accepted our invitation to be Honorary Patron of West Coast Railway Association. This makes Her Honour the fourth consecutive BC Lieutenant Governor to provide us that honour.

BOARD OF DIRECTORS UPDATE

At its meeting, held on June 13, at the West Coast Railway Heritage Park in Squamish, the West Coast Railway Board of Directors made the following changes:

- **Don Evans** was named Chair, Board of Directors
- **Craig McDowall** was named Vice Chair, Board of Directors
- **Debora Sweeney** was appointed as a Director
- **Steve Crombie** was appointed as a Director

These changes are designed to help us with our business plan moving forward, and to significantly build our fundraising capacity for this and future years.

We welcome Debora and Steve to the board and the WCRA:

- Debora has extensive experience with the BC Children's Hospital Foundation in areas of both strategy and capital fundraising for many years
- Steve is an experienced long time executive, who has been with the Canada Line rapid transit project, ICBC, UBC and YVR Airport Authority

We are delighted that they are willing to bring their talents to help with the development of our organization and activities.

COLLECTION

GREAT NORTHERN TRANSFER CABOOSE

A major push to get the work on Great Northern transfer caboose X-108 is underway with the goal being to have the car painted and complete by the time the Great Northern Railway Heritage Society visits our Heritage Park in September. Next steps are to move the car into the PGE Carshop, and prepare the cabin surface for painting. The Collections Committee has agreed this is our summer work priority, other work will be to re-install the windows and doors, and paint the unit into its Great Northern red. Last will be some basic interior work—this was a very basic unit used in transfer switching for years based at New Westminster.

COLONIST CAR INTERIOR WORK CONTINUES

Work continues on the interior of CPR Colonist Car 2514, as our talented wood craftsman volunteer Blaine is nearing completion of the seats. Photo by David Walmsley shows the brass tripping being reinstalled on one of the reconstructed seats.



CPR 8000 UPDATE

Work continues over at the MP 2 shop on CPR Baldwin DRS 4-4-1000 #8000. Over the winter a new set of front steps has been fabricated to replace those damaged in the Calgary incident with the locomotive before it came to WCRA. These have now been installed as the restoration of this classic and rare locomotive continues.

Greg Robertshaw continues to lead this project and would be delighted to have some volunteers help—if you can share some time and contribute to the work to get this locomotive to the exhibit stage please let any of us know. (G.R.)

ALBERTA DINING ROOM IMPROVEMENTS

The business car *Alberta* has had its dining room improved—with the donation of a set of eight matching chairs and a table extension completed it is now much better outfitted for a major role in fundraising and guest entertaining aboard. (Don Evans photo)



BUDD RDC'S WORK CONTINUES

Singh Biln and his team continue work to return our Budd RDC's to serviceable status. RDC-1 BC 21 is pretty much fully operational now, with just an air compressor to change out. RDC- 3 BC 33 has a few things to resolve, including some soft floor spots, but that will be attended to in the summer.

It will be great to get the Budds back to operational status. Many of our guests tell of memories of riding the RDC's on PGE and BC Rail over the years. Bringing them back to life will be a significant accomplishment and something our guests will appreciate in this and future years.

WEST COAST RAILWAY HERITAGE PARK

Home of the Royal Hudson



CANADA DAY AT THE HERITAGE PARK

Canada Day 2018 will be celebrated at the Heritage Park with all activities up and running – mini rail, pump car, speeder, forge, printing press etc. Any member of the family dressed in red and white gets in for a \$5 donation. Come out and celebrate with us. (G.B.)

SPECIAL SUMMER FUN 2018 AND UNIQUE RIDES

Summer guests visiting the West Coast Railway Heritage Park will notice some changes, and lots of great new things to do!

We are running a trial at the park from July 1st to the September Long Weekend. Guests will be greeted at our new gate house across the bridge. They will pay there and get oriented to the park at that point with maps etc. We believe this will create three things.

- 1) A much better first impression
- 2) Control of the problems we have had recently with walk ins and scavengers that have been found lurking in the park at the back of the carshop on several occasions
- 3) Improve revenue as we can sell the Park on arrival and reduce the drive in and turnarounds that sometimes occur

Guests coming on holiday days and weekends will enjoy additional activities such as speeder and pump car rides. Additional volunteer interpreters will be available to help at Brightbill Heritage House and other exhibits. Overall it should be a much better customer experience this summer with many new features. (G.B.)

SAVE THE DATE—AUGUST 18 DINNER TRAIN

Save the date of Saturday, August 18 on your calendars as the West Coast Railway Heritage Park is planning to operate its first dinner train event. Work, planning and negotiations are underway to make this happen—watch wcra.org for details when they are ready.

HIGH TEA AT THE HERITAGE PARK

Join us for High Tea this summer, as the popular event returns to the *Mac Norris Station* at the West Coast Railway Heritage Park. This year's schedule has three Sundays—July 8, August 19, and September 16 with sittings at 1200, 1400 and 1600 each date. Price is just \$25 per person, enjoy a selection of specially blended teas with pastries and finger sandwiches. Reservations please at 604-898-9336 or e mail tea@wcra.org (T.C.)

DAY OUT WITH THOMAS DRAWS MORE THAN 8,000 FANS

Thomas the Tank Engine was the star for two weekends at the West Coast Railway Heritage Park in May. Sales were down a bit from last year, in the end just over 8,000 people took in the five day event. Still, a good time was reported by all, and the train ride was much improved with operations north over the Mamquam River. Power was FP9A 6520 and FP7A 4069 back to back in the traditional A-A F Unit configuration—we even had the Rocky Mountaineer glide past one of the Thomas trains! (Back cover) (Christian Vazzaz photos)



There were happy guests and volunteers all over the place as the event operated, with entertainment, food, Sir Topham Hatt, Thomas store and many other activities. As always, the West Coast Mini Rail was also a hit for all who chose to ride it.

Day Out With Thomas is a good fund generator for WCRA and we thank all those who helped make it a success—including all our volunteers, our train operations crews including a special volunteer from CN, and all our staff. The photos on page 12 from **Nora McDowall** capture some of our helpers—thanks to you all!



As you can see from these photos from Nora, volunteering at the Heritage Park can be a lot of fun, and also very rewarding.

Consider coming and having fun with us this summer!



VOLUNTEERS NEEDED

So, can you help—will you help? The Heritage Park is looking for volunteers in many capacities for the summer.....these include heritage interpretation, tea house greeters and servers, gift shop and guest services, forge operators, beanery staff and more. Please talk to the Heritage Park if you can help—604-898-9336.

In addition, the West Coast Mini Rail is open and operating daily (with good crowds) and we need to keep building our team of qualified operators—contact Jeremy.

DRIVE IN MOVIES 2018

The popular Drive in Movie nights are continuing at the West Coast Railway Heritage Park. The remaining dates and shows lined up for the 2018 season are as follows:

- Friday, July 6 – *Hitman's Bodyguard*,
- Friday, August 17 – *A Knight's Tale*,
- Friday, September 7 – *Bedtime Stories*
- Friday, October 5 – *Avengers Infinity War*

All showings start at Dusk, price is just \$20 a car load or \$5 walk in. Concession will be open and MiniRail available one hour prior to dusk. Mark the dates! (T.C.)



ROTARY INTERNATIONAL CONFERENCE MAY 31 TO JUNE 3

The CN Roundhouse & Conference Centre has been busy this year, and no more so than in June. Following a frantic takedown from Day Out With Thomas, the set up for the Rotary District 5040 Conference was complete for their arrival on Thursday, May 31. Friday June 1 saw the group of around 300 enjoy plenary speakers in the main hall, and then a party in the Park that evening with a bbq, mini rail rides, live entertainment and fun.

Saturday saw the event continue in the morning, with lunch then served on board the train as a leisurely ride over to the MP2 shop and back was made. Saturday evening saw a served banquet for the gala, with live entertainment (Steve Elliott as Elvis) and dancing that went on for some time—a high energy evening!

Sunday, June 3 saw a memorial service in the Mac Norris Station, followed by a pancake breakfast and closing sessions in the main hall.

This was a major event for Squamish, as the group of more than 300 used three hotels and Quest University for accommodation and sessions. At the Heritage Park, our own staff did all the set up, catering, serving and operations—and it was very well done!

Also held recently at the CN Roundhouse & Conference Centre was the Howe Sound Secondary School Grad dinner on June 16, a wedding and several other special events.

POLAR EXPRESS TICKETS ON SALE VERY SOON

With Day out With Thomas now behind us, our largest annual event—**Polar Express** will go on sale very soon. Watch our website and Facebook for info.

Polar Express sells out every year, and this year will be no exception. So get in there as soon as you can and decide the date and time for your 2018 Polar Express experience.

PLATFORM CONSTRUCTION UNDERWAY



Construction of the platform extension along the Garden Tracks north of the Mac Norris Station is now underway, following a time out while we handled the Day Out With Thomas crowds. This is the first element of the project to ultimately construct the Garden Tracks cover, which will see the three tracks covered, accessibility to the exhibits, and shelter for 15 pieces of the collection once completed.

We have two grants to help fund this project, but we must also raise matching funds in order to see this all happen. Please support our current Direct Mail campaign to help this project move forward.

LOCOMOTIVE 374 PAVILION

FOLLOW UP TO LAST MONTH'S PHOTO—SMALL WORLD!

Last month we ran a photo of CPR Locomotive 374 at Kitsilano, where it was on outdoor display for many years. The photo was undated and photographer unknown. Well, not any more—as a note from WCRA member and active volunteer **Dai Yates** was received, noting “the kids are my sister Lorna and myself, in Vancouver in August 1954, visiting from Calgary for my Uncle’s wedding. We stayed with my mother’s uncle and aunt who lived near Kitsilano Beach, so we were there often. The photo was probably taken by my father, Bob Yates, or one of the uncles.” Small world isn’t it! (D.Y.)

MAY UPDATE

Our visitor count for May was 6,565. We had 863 more people than last May.

Spring weather has arrived. Our 131st Anniversary Party was a great success. The day was sunny and warm; the band was great. We served up 5 cakes. Free coffee from Starbucks and Juice Smoothies from Jugo Juice were well received. The Roundhouse Staff had Arts & Crafts for the kids. (photo, page 16 by George Game)

The Pavilion has been very busy with the Tourism Challenge that ran from April 21 to May 31. To participate you must volunteer at least 50 hours and visit 15 local attractions (374, Aquarium, The Lookout, Fly Over Canada, etc), a neighbourhood (Yaletown, Chinatown, Gastown) and at least 4 other eligible places (Hotel Restaurants) for a minimum total of 20 stamps. There are prizes for over 30 stamps and a Rocky Mountaineer Rail Tour for 40 plus stamps. With 20 or more stamps you get a Passport that allows you and a friend to visit any of the attractions for the next 11 months for free. I had a lot of fun participating and learned about many of the attractions our city has to offer. The 374 Pavilion (Attraction) gave one stamp for visiting and helped with the Yaletown Neighbourhood Challenge. If you are a Volunteer, I would highly recommend participating in this event.



With Summer Visitors arriving, the Pavilion could use a few more volunteers. If you would like to help please give me a call at 778-875-3573. If you like meeting and helping people you will enjoy your time at the Pavilion. One or two days a month would really help us out.

We are located at the corner of Davie St. & Pacific Blvd. Just across from the Canada Line Yaletown/Roundhouse Station. The Pavilion is now on Summer Hours - 10 AM to 4 PM. Please drop in for a visit. (G.G.)

CELEBRATE VIA'S 40TH ANNIVERSARY WITH RAIL TRAVEL TOURS

Last Call—Rail Travel Tours is offering some special tours with VIA Rail on the occasion of its 40th Anniversary year. Book with Rail Travel Tours and come along, and you will get both great rail travel and benefit the WCRA at the same time.

SUPERIOR FALL COLOURS & HERITAGE OF ONTARIO
Thursday September 27 to Monday October 1, 2018

-Sold out last year

This 5-day, 4-night tour roundtrip from Toronto features daytime travel and hotel stays each night traveling by Budd Rail Diesel Cars, buses, and boats enjoying the beautiful fall foliage and heritage experiences on this always popular tour. While the highlight will be travel on VIA Rail's *Sudbury- White River* to see pristine parts of the Canadian Shield from this Rail Diesel Car remote service (the last of its kind in Ontario) the package also includes a planned visit to the former CPR steamship the SS *Keewatin* and lunch cruise on the Muskoka Lakes Navigation Company's *Wenonah II*.

Tour also includes a visit to Dynamic Earth to learn about Nickel Mining in the area and the unique Sudbury basin, Northern Ontario Railway Museum, White River Museum, Muskoka Heritage & Boat Centre and experience, A "Bear Named Winnie" presentation in White River where this now famous bear cub, was first adopted. Package includes hotel stays, rail and bus trips, heritage attractions, most meals and additional heritage presentations.

Price \$1,145.00 CDN Per Person Double Occupancy prior to HST.

- Single supplement \$400.00. **FINAL PAYMENT DEADLINE AUGUST 14, 2018**

These comprehensive packages, offered through our partner Rail Travel Tours include hotel stays, rail travel on VIA Rail's services, transfers, heritage attractions, meals on the train, a detailed tour information kit with maps and rail route guide, visit to heritage attractions, cultural presentations and more! For more details and to reserve space with a \$250 per person deposit call toll free **1-866-704-3528**.

FUNDRAISING

SUPPORT OUR SUMMER DIRECT MAIL CAMPAIGN

By now you should have received our summer Direct Mail Campaign, encouraging and soliciting your support on two key projects—the creation of the Garden Tracks Shelter to better protect our precious rolling stock collection, and the completion of the Great Northern Transfer caboose X 180. Both these projects have been supported with grant funds from other agencies and sources, but both need your support in order to utilize the grant funds and see the projects progress.

In the case of the caboose X-180, the project is well along and all that is needed to complete is some volunteer and staff labour, and the purchase of final components and the paint. We want this complete by September, when the Great Northern Railway Historical Society (which provided \$5,000 in grants) will visit to from the US to see this rare unit.

Work has started on the Garden Tracks shelter (as noted on page 15—but we have much more to do here. This is a most important project and we have fallen behind our schedule and need materials as well as final design work—and that needs funds to complete.

Please consider WCRA for support this summer—we need all of you in order to make these projects reality.

LEGACY GIVING—ENSURING WCRA’S LONG TERM SUSTAINABILITY

Last month we wrote about Legacy Giving—and this month both a reminder and a bit more.

Many don’t take the time to think ahead to the future, and to what good they might do when the time to move on from this world occurs. They don’t realize that just owning a home means that there is a substantial amount to be directed at that time, and if there is no direction in the form of a will, then much of the value that a lifetime has created will be lost. Regardless your wishes, don’t let that happen to you and your financial worth.

Legacy gifts—gifts through your will / estate—are the key to ensuring that WCRA has a strong and sustainable future. It is about a way that all of us can help ensure that our railway heritage remains preserved for those future generations that we so much care about.

If you are a supporter of WCRA and feel so inclined to consider us for support at this time, we have several ways that you can make a difference to the future of railway preservation including:

- An outright financial gift to the West Coast Railway Association for use in a project or in just sustaining the organization and what we do
- Participation in our new (and now under construction) Telegraph Memorial Park where you or your loved one can be permanently remembered in a heritage railway setting
- A gift to our West Coast Railway Endowment Fund (Vancouver Foundation) which will generate annual interest in perpetuity helping with WCRA’s long term sustainability

Any of these generate a charitable receipt, reducing taxes payable and helping a charity that you believe in and support. For more information, contact Don Evans at 604-988-3435 or <don_evans@telus.net> re WCRA’s options and talk to your financial planner.

We encourage you to let us know if you do make such future gift provisions, as these help in both our planning as well as in our future financial sustainability.

WCRA has been successful in preserving a collection that was nearing scrap status in the 1980’s and seeing it through restoration and exhibition / operation today. But there is much yet to do, and your support makes a very big difference.



HAVE YOUR NAME CARVED IN STONE

WCRA'S RING OF SUPPORT FUNDRAISER WANTS YOU!

At the West Coast Railway Heritage Park, we are always looking for unique ways to create an impactful experience for our guests while enhancing access to the exhibits and facilities. That is why we have created the "Ring Of Support" through personalized paving stones strategically placed around the west side of the CN Turntable (see photo below). Order yours today – remember someone special, showcase your support for rail, create great gifts that will last a lifetime.



For more information, please contact Don Evans at 604-988-3435, fax: 604-986-7660 or generalmanager@wcra.org

Price: 12"x6"x2" stone – \$250 for 1 – \$150 each additional stone

Total number of stones ordered:



How to order: Fill in the characters to be engraved. Up to 17 characters per line, maximum two lines. If ordering more than one stone, please continue on the back with engraving information.

Line 1: _____

Line 2: _____

Name: _____

Address: _____

Phone: _____ Email: _____

Payment type: Cheque Credit Card Amount: \$ _____

Credit Card info: VISA Mastercard

Credit card: # _____ Exp date: _____

Signature: _____ Date: _____

West Coast Railway Association, PO Box 2790 Stn Term, Vancouver, BC, V6B 3X2

FUNDRAISING A MAJOR FOCUS FOR 2018

Fundraising results were down last year, mostly the result of a reduced amount of time spent in this important area, as we were down to just one person leading this focus for us.

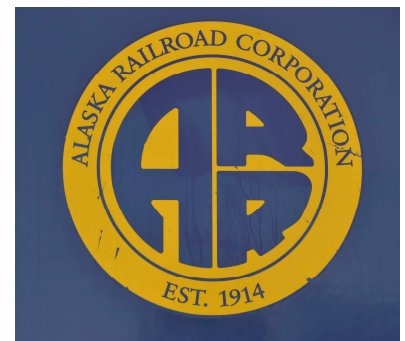
Fundraising results are very much in direct relationship to the time and energy spent on that important aspect of a charitable organization.

We are intent on changing that in the second half of 2018 as we ramp up our team to full strength, and broaden our reach into the charitable sector. As of July 1, we have a team of three—President & CEO **Bob Philip**, Chair **Don Evans**, and Fundraiser **Ken Tanner**. We will coordinate and work together in a major effort to get this aspect of our Association back on track and thus, getting our projects and other endeavours active at a much increased pace.

FEATURE ARTICLES

RIDING THE ALASKA RAILROAD—PART ONE

Story & photos by **Don Evans**



An opportunity to head to Alaska and speak at a conference was too good to miss—so with that, we also planned to see a bit of the

state while we were there—and, of course, check out the Alaska Railroad. Not only was the railroad just starting up its 2018 summer season, but the conference had ARR as a sponsor and 25% discounts were offered participants! And so, we made plans to ride virtually the entire railroad while we would be there in May.

Its hard to visit the Alaska Railroad without seeing many parallels to the Pacific Great Eastern in our area.....it had some financial fits and bumps getting started, but construction finally got underway in a serious way in 1914. Seward, Alaska was chosen as the southern terminus due its ice free ocean—good for incoming rail cars by barge. The railroad runs effectively north—south from Seward to Fairbanks—a total of 467 rail miles. It does not connect with any other railway other than by barge—even today. Principal traffic was to be minerals (coal in the early day) and the plan was to open up the interior of Alaska.

Today, the Alaska Railroad is owned and operated by the State of Alaska, and is a thoroughly modern railroad, with high quality right of way. Its main hub is Anchorage, Alaska's largest city with around 300,000 population, and it has modern motive power and sections of CTC in the Anchorage area. In summer, passenger trains rule during the day and freight traffic tends to run at night, as all Alaska passenger rides are in daylight. Tidewater is at two ports (operated by the railway) - at Seward where there is a container port and at Whittier where the rail barges are unloaded (operating between both Seattle and Prince Rupert to Alaska). We observed lengthy freights with containers, oil and propane cars, coal and general freight. A summer passenger schedule can see ten passenger trains a day!

Our trip started on Monday, May 14 as we flew North to Alaska (an old 50's song!) on an Air Canada A 320 direct to Anchorage airport. Immediately air traffic is noteworthy....the airport hosts a huge number of B 747 aircraft, which today tend to be in freight service and stop here for refueling en route Asia. And then, even before we connected at the gate, what did we see but a venerable DC 3 in service take off! And small aircraft abound, there is one airplane for every seven Alaskans—air is the only way to access so much of the state!

We explored Anchorage on Tuesday, it is a fairly large city set in the midst of snow capped mountains everywhere you look! We found one preserved steam locomotive in a park, Alaska Railroad Mikado 2-8-0 #556—sister #557 is under restoration just up the line at Wasilla so watch for Alaska RR steam in future years.



Wednesday, May 16 was our first ride on the railroad, we are booked from Anchorage to Seward, a 114 mile four hour journey. We are in Gold Star class—double deck “dome” cars like the ones Rocky Mountaineer has here, built by Rader Railcar of Colorado. Gold Star service includes seats on the upper level under glass, meals served downstairs in the dining room, and 2 free beverages en route. There is commentary provided as well. The other class is Adventure Class—nicely done classic streamlined cars, including single level coaches built in Korea as well as classic single level and dome coaches from Budd and Pullman, and unique high ceiling bistro cars (one per train) converted into lovely food service cars from former Southern Pacific gallery commuter cars.

Our train, the *Coastal Classic*, is the first of several departures from the Anchorage station with a scheduled 0645 departure. Alaska Railroad has a very nice main station at Anchorage, built 1942, with a small construction engine 0-4-0 #1 out front. (photo)

Depending on the cruise ship trains (both Princess and



Holland America have their own equipment which is pulled by Alaska Railroad locos) Anchorage can see as many as five departures and arrivals on a single day in the summer season!

Our *Coastal Classic* train, Anchorage to Seward, is at the loading ramp—an elevated ramp alongside the train that is accessible at floor level of the coaches. Our train is led by SD70MAC 4327 / GP40-2 3014, with consist of baggage car, two Gold Star domes, then a Daewoo coach car, gallery bistro car, Daewoo, coach, dome coach, and coach making up Adventure Class. (see front cover photo). We get settled into our car for the journey (below)



We depart right on time at 0645 and find ourselves heading out of Anchorage and then on about a 40 mile coastal run along Turnagain Arm, part of Cook Inlet that so named as Capt. Cook thought it might be the Northwest Passage when he explored the area, only to find himself having to “turn again” as each passage came to an end. The other interesting fact on this locale is the very high tidal changes - second only to the Bay of Fundy! The pleasant ride was very reminiscent of the BNSF into Seattle or around White Rock.

One point of note is the difference between this double deck car and all the others I have seen—and that is the outdoor deck is on the upper level—much better than downstairs for photography—so you will see many photos taken from this outstanding vantage point.



Time to go downstairs for breakfast, and our car hostess takes us to the dining room. Dining on a train while travelling through gorgeous scenery—even though this is a gray and showry day—is always delightful. We manage a water side window facing forward somehow—and the meal is fresh cooked to order and quite acceptable.

Back upstairs, we come to our first stop—Girdwood—and here we get a surprise. Alaska Railroad trains all serve communities along the way, and there is a significant ski lodge here at Mount Aleyska. Our train boards several passengers. Buttoned up, we whistle off but only go a short distance—stopping clear of the switch at a red over red signal. The conductor gets off and lines the switch into the siding—must be a meet here at MP 74.8.

Sure enough, here comes another passenger train, with GP40-2 # 3015 / three single level domes / gallery bistro car / four single level domes / SD70MAC #4319. Turns out that this is a cruise ship train that departs Seward any day there is a cruise ship docked there, and travels the scenic ride through the mountains and canyons of Grandview to Girdwood. It operates push pull, we see a full train with passengers at facing fours with tables on board. The seven single lever glass topped cars were bought from the defunct Florida Fun Train, the bistro is the standard converted former SP Gallery car. An interesting note is that both the SD70MAC and GP40-2's here have head end power!



Our ride south continues, and the cruise train we just met will follow us back to Seward in a few minutes. We enjoy the ride as we cross the flats—with much flooded after the land dropped as much as 12 feet in the 1964 earthquake. Here the 12 mile branch line to Whittier switches off and we have views to both Portage and Spencer Glaciers in the next few miles.

Then the surprise of the journey—the Placer River Canyon and the climb up a 3% grade with a massive 280 degree loop! The canyon starts suddenly, as the train begins to climb from Spencer Glacier. The first part is reminiscent of the Othello Tunnels on the Coquihalla—a series of five tunnels with a rushing river alongside and several bridge crossings as well. The outdoor deck fills!



After the canyon and tunnels (which appeared in the movies *Runaway Train* and *The Cheechakos*), the dramatic ride continues and the climb stiffens to 3%. The sound of the SD70MAC and GP40-2 is wonderful as both are in run 8 all the way as we twist our way upwards. Snow appears and soon we are in a winter wonderland. The loop— is spectacular with clear views of the tracks both above and below us as (photo). The first summit is reached at MP 45 Grandview (1,063 feet).



From here, we continue south along the shores of Kenai Lake and then over a second, but lower summit, before dropping down into the coastal town of Seward. We arrive on time at 1105 (cover photo at Seward station). Shuttles await to take passengers to their hotels and attractions (many come for the day). We find our hotel shuttle and sit down—then look through the windshield. There is our hotel— directly in front of us and about one block away—we walk!

The next several days are spent in Seward, which is where the conference is. There are several rail spottings there, as well as enjoyable waterfront strolling and wildlife. A boat trip out to the Humboldt Glacier is quite an experience (but that's another story!). Notable are:

- Railcar accommodation and restaurant near train station, consisting of former Alaska Railroad passenger cars and troop sleepers
- The original Seward station near the Sea Life Centre (but no tracks there any more)
- The cruise ship train departs on May 18 at 0700 right from the cruise dock headed to

Girdwood siding—and each cruise ship day

- We observe the **Coastal Classic** depart north at 1800 May 20 with SD70MAC's 4327 / 4321, baggage car, two Gold Star, Daewoo coach, gallery bistro, dome coach, coach, dome coach

Monday, May 21 = We rent a car and drive to Whittier in the rain, an interesting drive because you drive right through the rail tunnel. It opens hourly in each direction to drive through the 2.5 mile bore at 25 mph max. (photos p 27) Whittier is a small town (population 117) and is the location of a cruise ship terminal, the Alaska Marine Highway ferry system, and the rail ferries. The railyard there had idler flats for barge unloading for freight traffic arriving for the Alaska Railroad. Also interesting is a US Coast Guard Station in a caboose!



It stays rainy all day so the drive was a good pastime, and then we are back to board the **Coastal Classic** train for our northbound trip back to Anchorage. We get a chance to check out the locomotives (yes, you can walk on the platform and take a photo!) - the same pair that brought us south a few days ago. Noteworthy here is that the SD70MAC was built in London, Ontario and these units are a bit different from others with their flared radiators and HEP equipment. The GP40-2 is also different, with a squared back like a GP40TC for the HEP unit. Consist today is baggage car, two Gold Star domes / coach / Bistro / dome coach / coach / dome coach. Our train departs on time at 1800.



This return trip to Anchorage was again delightful and spectacular, although the weather remained wet. Dinner in the dining room was good and enjoyable, but not outstanding. The service likewise, friendly and good but not five star. The bar is self service (with an attendant), and one must go to the bistro car if any snacks are wanted. None of this is to complain in any way, the trip was a total delight and highly recommended. We arrived back in Anchorage on time at 2215 (still, of course, in daylight—and the sun has emerged!)

Join us for Part Two next month, as we travel on the *Denali Star* to Fairbanks and return.

FROM WCRA NEWS—JUNE 1983

Thanks to Craig McDowall

CP Rail

Bids on CP Business Cars #12 & #19 are being re-opened (see original article in the April issue). A notice was sent out to the previous bidders now with a new set of stipulations not included in the original bid process! There are now three conditions to be part of the sale:

- The cars must be removed from CP Rail lines and property
- The cars must be maintained in a manner positive to CP Rail's image
- The cars must NEVER run again on CP Rail lines !

Only new bids from the previous bidders will be accepted and bids closed on June 7th (MCM note: I refused to rebid when I was verbally told after the original bids closed that I was the successful bidder on #19). That car eventually went to Alberta and #12 was donated to Cranbrook.

CP Rail has announced that it will lay 30,000 new ties on its Spences Bridge to Penticton line. The announcement was made the same week that the NRHS ran their rail fan trip from Vancouver to Penticton and return on the long May weekend.

CP will demolish the Lethbridge roundhouse as the marshalling yard is being re-located. The roundhouse and turntable have been tendered for demolition.

Plans are underway in Regina for a major downtown redevelopment that would see the relocation of CP Rail's yard and the end of passenger train service to CP's Union Station. The project is estimated to cost \$100 million. A new much smaller satellite station would be built to the north of city centre.

Ex CPR #374 is finally going to be moved! On Sat. June 4th, Bill Silver and a number of members attended a work party on CPR's #374 in Kitsilano Park. The purpose of this work party was to remove the eccentrics and generally prepare the locomotive for its move out of the park. To the surprise of everyone, the bolts and pins holding the eccentrics came away fairly easily and the eccentrics rotated on the first drive axle. The old grease had been sealed in by many layers of paint and was thus preserved. Other moving parts were

removed and the tender was disconnected from the engine for the pending move. One tender truck journal was opened and found to still contain oil but had been filled with rocks by children over the years. The next day, a work party arrived at the Morrison Building on Granville Island to demolish an old office in the SW corner and generally prepare the west bay of the building for the installation of track to take the locomotive and tender.

Ten days later, a crew from A & B Rail contractors arrived to install the rails and ties. The company donated the rails and ties and installation. The 60 lb rail was laid on 2 x 6's and the temporary unloading rails were laid outside on ties.

On Monday, June 20th, #374 began her move from KIts Park to Granville Island to begin a two year restoration project. The Johnson Terminal crews arrived at 7:30AM with two 50 ton mobile cranes and lines were run under the rear driver spokes and around the forward frame extensions under the smoke box. Spreader bars were used to protect extended parts of the cab and she was slowly lifted off her pilot wheels after being in place for 37 years. A 60 ton low bed trailer was positioned under the locomotive. The tender was placed on a second trailer and the procession slowly moved down Cornwall to Burrard and south to 2nd Avenue and east to Granville Island. When placed, after much adjustments, on the temporary track outside her new building, the plan was to grease the rails and slide her inside with a winch. But she wouldn't budge an inch! After several attempts and one snapped cable, they re-rigged with extra cables and blocks to gain mechanical advantage. And one crane was rigged to lift some weight off the rear drivers and once done, she moved quite smoothly to within 3 feet of the far wall. Then the tender was unloaded with little difficulty and placed in front of the engine. The temporary tracks were removed and the crew from Johnson's was finished by 5 PM! Sincere thanks to both A&B Rail and Johnson Terminals for their expert assistance in the long awaited removal of #374 from the elements and her bright future ahead.

CN

CN's double tracking program through the Rockies has been halted in one section of Alberta by the Paul Indian Band's demand for a cool \$17 million to pay for running rights over one acre of their land. CN has requested a ruling by the CTC after halting work. Prior to the cessation of work, CN work crews were fired upon and then stoned while trying to clear the blocked rail line.

A CN work crew burning brush along the CN right of way near Fort Saskatchewan on April 23rd got a little carried away and the result was \$100,000 damage to the trestle approach to the CN bridge across the North Saskatchewan River.

The Langley Heritage Society's bid to save the CN Fort Langley station, built in 1915, was successful and CN will allow it to remain on CN property but it must be moved to the edge

of the property.

CN's 135km continuous welded rail project between Valemount, BC and Henry House, AB will be completed by September. This will be the longest stretch of CWR in Western Canada. The roadbed contains a special premium rock ballast hauled in from a quarry 500 kms away.

VIA

E & N ridership is increasing as summer comes and tourists are flocking to the island. The passenger service is getting a lot of publicity in a Victoria Tourist paper that is handed out free at the BC Ferry terminals. The standard consist is two RDC's (#6134 & 6125). The former arrived back on the E & N sporting a fresh coat of paint, including trucks and underframe, and new diaphragms. Not that it helps as #6125 doesn't have them.

RAILWAY NEWS

SHORTS.....The **White Pass & Yukon** has been sold to cruise company Carnival, deal includes the railway and the port purchased through its subsidiary Holland America Princess Alaska Tours.....a busy passenger train morning in Vancouver on May 21 as three outbound trains departed—Amtrak Cascades on time, followed by Rocky Mountaineer, followed by a delayed VIA Canadian (from the evening before)....**Rocky Mountaineer's** first new Gold Leaf coach, built in Europe, was off loaded a ship at Port of Tacoma on June 8—video makes it appear identical to the current Rader built fleet. Nine more are coming.....fire damaged a former Kettle Valley Railway bridge east of Hope on May 27—the **Ladner Creek Bridge** deck was in flames after a suspect discarded cigarette.....VIA's Canadian #2 took an unusual route on May 8, taking the Cisco connecting track onto CN and then running counterflow to traffic on CN to its normal crossover point at Basque (J.M.)

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BACK COVER

In this photo by **Christian Vazzaz**, we see the northbound Rocky Mountaineer as it passes the Day Out With Thomas train powered by WCRA's FP9A 6520 and FP7A 4069.

TRIVIA ANSWER

Alan Hale, jr., who played "The Skipper" also appeared as "Casey Jones" in all 32 episode of the TV series that ran from 1957 to 1958. The show was a 30 minute western and also starred Eddy Waller and Dub Taylor as Red Rock Smith and Wallie Sims. This TV show featured the *Cannonball Express* of the *Midwest & Central Railroad Company*. Note: The lagoon set on Gilligan's Island is the same as the one used in the 1954 movie "The Creature From the Black Lagoon".

And for those true trivia people the Skipper's real character name is "Jonas Grumby" (mentioned in the 1964 second pilot episode "Two on a Raft")



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