



# **WCRA NEWS**

## **APRIL 2019**

**AGM MARCH 26th**

**DAY OUT WITH THOMAS IN MAY,  
TICKETS NOW ON SALE**

**MAJOR ANNOUNCEMENT MARCH  
28th—EVERYONE INVITED**



## GENERAL MEETING

The WCRA's Annual General Meeting will be held on Tuesday, March 26, 2019 at 1930 hours at Rainbow Creek Station, Willingdon at Penzance in Burnaby. Please make every effort to attend this important annual meeting.

WCRA's March General Meeting will follow the AGM.

Entertainment (as time permits) will be announced at the meeting.

## ON THE COVER

Locomotives wander far and wide these days.....witness this SD70ACe from Mexico's Ferromex which came west on a CP grain train, and was photographed at Coquitlam on March 2 by Andy Cassidy.

## MARCH CALENDAR

- **West Coast Railway Heritage Park open daily 1000 to 1600, then daily 1000 to 1700 starting Saturday, April 20**
- Thursday, March 28—Special funding announcement at Heritage Park, 1030 start in CN Roundhouse—everyone welcome
- Friday, April 12—Newsletter deadline for the May issue of WCRA News
- Friday, April 26—Saturday, April 27—Refresh Market at CN Roundhouse & Conference Centre
- Tuesday, April 30—WCRA General Meeting, Rainbow Creek Station, 1930 hours

The West Coast Railway Association is an historical group dedicated to the preservation of British Columbia railway history. Membership is open to all people with an interest in railways past and present. We are a non-profit British Columbia society, registered as a Canadian charity. Membership prices are as follows, **Please note that GST must be added to all fees:**

Senior \$50 (\$52.50), Individual \$55 (57.75), Family \$65 (68.25) **E Members (electronic newsletter only) are \$35 (\$36.75) Senior, \$40 (\$42.00) individual and \$50 (\$52.50) family.** Other categories are:  
- Junior Member (age 18 and under) \$ 30 (\$31.50)  
- Sustaining Member \$100 (tax receipt) **plus** membership type regular fee  
- Life Membership \$700 (\$735) individual life / \$1,200 (\$1,260) family life

All memberships include the monthly newsletter, Heritage Park admission (except Special Events), mini rail rides and discounts on food and merchandise. The Association holds a monthly meeting on the last Tuesday of the month at 1930 hours in Burnaby at Rainbow Creek Station in Confederation Park. Apply through [www.wcra.org](http://www.wcra.org) or mail to WCRA, PO Box 2387 Stn. Main, Squamish, BC, V8B 0B6

# SPECIAL INVITATION

## MARCH 28 SPECIAL FUNDING ANNOUNCEMENT—PLEASE JOIN US

A day of real excitement for West Coast Railway Association occurs on the morning of Thursday, March 28 at the West Coast Railway Heritage Park. Proceedings start at 10:30AM sharp, and everyone is invited. At this event, the Government of Canada will be making a special funding announcement that will assist WCRA in our quest to acquire and upgrade the former BC Rail locomotive shop for the long term.

Details will be released at the event, and we will cover them fully in our next month's issue. But for now, come out and join in the excitement of the morning on March 28th and be part of this important event helping secure our long term future and heritage railway activities. All aboard!

*Don*

# ASSOCIATION NEWS

## FROM THE FEBRUARY GENERAL MEETING

Chair **Craig McDowall** called the meeting to order with about 16 present:

- A moment of silence was observed in memory of both **Cathy Grant** and **Bernie Tully**, both of whom passed away recently
- **Craig** gave a report on behalf of staff noting a fairly quiet month at the Heritage Park:
  - A major clean up has been done in the CN Roundhouse, and the inside east wall has been repaired and repainted
  - Clean up is underway from windstorm damage, an insurance claim has been opened—most significant damage has been to the roof of the PGE Carshop. Other damage included a broken window in the Brightbill Heritage House, and the crossing arm at the Park entry
  - Day Out With Thomas 2019 tickets are now on sale for five operating days in May
- **Don Evans** provided a fundraising report noting the impending good news from the Federal government (to be announced on March 28 at the Heritage Park)
- **George Game** reported on a fairly quiet month at the Locomotive 374 Pavilion, noting we were still early in the year
- **Jeremy Davy** noted the coming Western Rails show scheduled for March 17th and requested volunteers to help with the event
- **Craig McDowall** noted that the Annual General Meeting will be held on Tuesday, March 26 at the regular time and place—all members are encouraged to attend

- **Ryan Cruickshank** presented another interesting Show and Tell, this time with several antique items
  - A Japanese tin plate B & O train set
  - A tinplate gunboat by Dayton Friction Works circa 1898, first toy produced with a “friction engine”, this one from around 1905
  - A toy tank, circa 1920 with wooden wheels
  - A Kenton Lock Manufacturing steam locomotive made about 1910—a 2- 4-2 model
- Not to be outdone, Craig placed a standard looking briefcase on the table and opened it—to reveal a complete model train set in the case, European heritage
- **Bill Marchant** provided an interesting Trackside Report
- The draw was held
- Entertainment was by **Don Evans** of the recent HRA fall conference held in Santa Fe, NM with the feature ride being on the Cumbres & Toltec Scenic RR

### **PLEASE RENEW YOUR MEMBERSHIP**

If your label reads 3/31/19 it is time to renew your membership.....if it reads 12/31/18 this is your last issue of WCRA News. We need all of you as members, please renew today.

### **NEW MEMBERS**

We welcome to membership.....

- Brydone Dewar and Family of Squamish
- Frank Dorchester of West Vancouver
- Marija Kono and Family of Squamish
- Chris Marks and Family of Squamish
- Laura McIntyre and Family of Garibaldi Highlands
- Natasha Sumera and Family of Burnaby
- Janice Zaharko and Family of West Vancouver

Welcome back to membership:

- Doug Calvert and Family of Coquitlam
- Aero Ozey of Delta

(J.D.)

### **MEMBER NEWS**

Sad to report this month the passing on February 10, 2019 of member **Cathy Grant**—a very special lady and a regular volunteer at many of our events, most recently a regular at the Locomotive 374 Pavilion. Accompanied by her friend Ed Harkness and her caregiver, Cathy’s smile was infectious as she interacted with the many guests and visitors—374 and volunteering was a special part of her life. A service of memorial will be held for her on Saturday, May 4 at the Burnaby Association for Community Inclusion, 2702 Norland Ave. in Burnaby at 1400 hours. (see more on page 11)

This issue we also remember another long time member—**Bernie Tully**—who also passed away February 10, 2019. Bernie was extremely active with WCRA Tours for many years before his health impacted his participation, and was a jovial part of our love of trains. Our sympathies are offered to Rosalie and his daughters, a service was held in February.

On a much happier note, we are delighted to wish long time member and supporter **Paul Roy** best wishes on his 80th birthday! Congratulations Paul!

### **WCRA TRIVIA #362 - By Ryan Cruickshank**

CSX 8888, an SD40-2, was involved in what incident that was an inspiration for what film?  
(Answer on page 23)

### **THANK YOU VOLUNTEERS FOR DONATED EXPENSES**

Again this year, in addition to giving their time, the WCRA Volunteers generously donated back to the Association mileage and in-kind travel expenses valued at just short of \$58,000 in return for a Charitable Tax receipt.

The 2018 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; Lloyd Black; Tom Bruvall; Tammie Cassettari; Arlene Climie; Bob & Terree Cochrane; Richard Courage; Judy Crowston; Roy Crowston; Gord & Sally Davis; Brad Davis; Jeremy Davy; John Day; Don Evans; Lisa Flatla; Donna Fourchalk; Bonnie Game; George Game; Bob Gordon; Gordon Hall; Lara Hinkson; Bob Hunter; John Jellis; Bill Johnston; Lynne Kinnell; Gail Lancaster; Fiona Laviolette; Blanche Lucyk; Robert MacBeth; Bill Marchant; Ann McCartney; Craig McDowall; Mike McGaw; Jacs Mckinnon; Klaus Michel; Tomo'o Oshikawa; Greg Robertshaw; Jim Saunders; Donna Simon; Sharon Svensrud; Christian Vazzaz; Bruce Williamson; Dai Yates.**

If I have missed including anyone my apologies, but your claims did not then go across my desk In closing please stand up and give yourself a huge, well – deserved, pat on the back for a job well done. (J.D.)

## **COLLECTION**

### **BUSINESS CAR TEAM GETS TO WORK**

Thanks to the team of **Gail Lancaster** and **Karen Moodie**, our two CPR business cars are

getting some of the TLC they have badly needed. The British Columbia (CPR car 16—built 1890) has been cleaned inside and its roof (which was very dusty) vacuumed. The ceiling light fixtures have been cleaned and all lights checked and some bulbs replaced. Mats have been put on the open platforms to reduce the dirt being tracked into the car by guests.

A work plan has been established and some significant improvements are being planned—including the re-upholstery of the leather settees in the observation lounge and replacement of several of the blinds that are broken or missing.

Over at the business car Alberta (CPR car 8—built 1929) a good cleaning has been done, mats placed on the open platform where guests enter, and work to remove hot chocolate stains left from its use during Polar Express has been undertaken.

Our thanks to **Karen** and **Gail** who have taken on this volunteer project, and also to Guest Services Manager **Tammie Cassettari** for her support.



### **CPR FP7A #4069—20 YEARS RESTORED**

Can you believe it was 20 years ago—when VIA FP7A # 6569 was transformed back to its original CPR #4069 appearance and livery? Here is a photo from 1999 of the unit undergoing its restoration by our talented volunteer crews in the PGE Carshop at Squamish.

It was a major project, with much metal restoration and replacement, as well as mechanical rehabilitation—as she emerged completed on October 2, 1999. That in itself was a special day, as she met the Royal Hudson as it arrived with a special charter train carrying the Association of Railway Museums conference. She then pulled a special train on the Heritage Park's new mainline to (Mac Norris) station which was under construction—disembarking the very first guests onto the new platform there! Little did we know that this was the last run for the Hudson, and start of a busy 4069 life!

With the Royal Hudson out of service, and her back up 3716 in trouble, BC Rail came to us and for the years 2000 and 2001 the F unit went to work pulling the “Hudson Excursion” between North Vancouver and Squamish. (photo below shows the train at Porteau in 2000)



You are likely quite used to seeing the classic locomotive hauling trains at the Heritage Park, but over her 20 years of yeoman service since she was restored, she has had some very unique and interesting assignments as well including:

- Hauling a WCRA tour over all the BC Rail system
- Turning up on a BC Rail freight motive power consist in 2000 (see page 8)
- Pulling the BC Rail Whistler Northwind promo tour to Whistler and back
- Being dispatched to North Vancouver in 2002 and pulling the Royal Hudson to Squamish when she came to West Coast Railway
- Several lease stints on the Whistler Mountaineer for Rocky Mountaineer
- Motive power for the North Coast Explorer train in Prince Rupert 2004 and 2005
- Starring in a country music video for Shane Yellowbird (google the video!)
- Being operated with Rick Mercer as engineer for Rick Mercer Reports on CBC
- Leading the demo Vancouver Island Excursion train in 2016

And on she goes—a great example of a restoration done well and being put to great use!

So, enjoy these photos (and back cover) showing just a few of 4069's unique assignments....

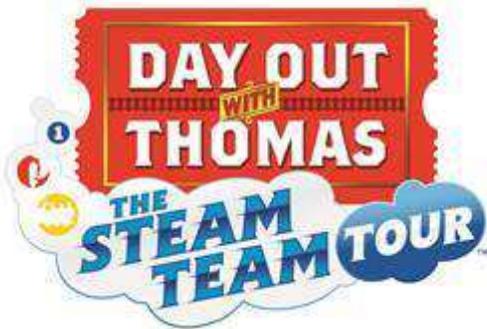


# WEST COAST RAILWAY HERITAGE PARK

## *Home of the Royal Hudson*



### DAY OUT WITH THOMAS 2019



Thomas the Tank Engine returns to the West Coast Railway Heritage Park for five days in May, 2019. Day Out With Thomas will operate May 18, 19, 20 and May 25 & 26 this year, offering five days of great family fun and adventure. We are pleased to be able to announce that the Thomas trains this year will again enjoy an improved train ride that will include some sections on the CN tracks—this was very well received last year.

Ticket prices are just \$25 to \$29 depending on train time, and are now selling at [www.wcra.org](http://www.wcra.org). Time to make your plans to attend with the whole family, tickets go fast to get them now and get the very best selection of departure times while they are available.

### WINDSTORMS CAUSE SIGNIFICANT DAMAGE AT HERITAGE PARK

Two severe windstorms, one in December and the other in February, caused significant damage at the West Coast Railway Heritage Park. An insurance claim has been opened, and we are in the process of getting firm quotes for the repairs that will be made.

The hardest hit was the historic PGE Carshop, which suffered loss of a significant part of its roofing and also had some windows blown out. The full damage assessment is still ongoing, while things are inspected and plans for repairs made. There is no structural damage, but the roof repair will be extensive and windows will have to be replaced in some areas.

Out behind the carshop, the Teflon cover over the sandblasting and restoration tent was torn to shreds and has to be completely replaced.

Over on the west side, flying debris broke a window in the Brightbill Heritage House—this has already been repaired.

And at the Park entry, the wind whipped the crossing arm right out of the crossing signal—again this will be repaired soon.

This unusual weather, coupled with the most unusual and long lived cold winter, has set back many activities that we would normally be doing to be ready for Spring—wonder when Spring will finally arrive this year?

## **MINI RAIL BACK FOR 2019 SEASON—WEATHER DELAYS**

Work is underway to have the West Coast Mini Rail back in full service daily, however this has been delayed by the ongoing winter weather. As always, there is post winter work needed to get everything back in shape, and this year damage from the December 20 windstorm added to the clean up and rebuilding, followed by a rough February with another windstorm and then snow and cold. We do suggest a call to the Park at 604-898-9336 just to confirm that things are all back on track. We look forward to seeing you at the Park, and hope you enjoy the mini rail with families and friends. (T.C.)

## **SMALL GARDEN SHED FUNDED!**

**Thanks to Mary Roy for a donation that has funded the acquisition of the shed needed for the gardening team!**

The Heritage Park is in search of a small metal garden shed (5' x 5' or 6' x 6' would be ideal) in which the garden team can store their gardening tools. **Donna Fourchalk** and **Tom Bruvall** are set to be garden volunteers - thanks to them both for their help. (D.F.)

## **DRIVE IN MOVIE START UP DELAYED**

The planned start of our drive in movies for the 2019 season may be delayed due the need to repair the large screen that mounts on the side of the CN Roundhouse. So, the planned April date may not happen—to be sure you can contact the Heritage Park at 604-898-9336, watch our website at [wcra.org](http://wcra.org) and for an update in our next issue.

## **HERITAGERAIL ALLIANCE CONFERENCE**

As most of you have likely heard, the annual fall conference for HeritageRail Alliance will be hosted by West Coast Railway Association in Squamish, September 18 thru 21, 2019. This annual gathering of railway museum and tourist railway professionals from all over North America (and beyond) will have a full and active four days together. And you can join in too! West Coast Railway Association is an HRA member organization, and as such all WCRA members are also HRA members—which means you get full member benefits and member rates for the conference.

Conference chair **Craig McDowall**, HRA Director **Don Evans** and the conference planning team are putting together a great program, with some terrific highlights including a conference pre tour to the Fraser Valley Heritage Railway in Cloverdale, an afternoon in Whistler and an excursion train ride from Squamish to North Vancouver and back on the Saturday. Watch for more details—and make plans now to be part of this great railway heritage event.

# LOCOMOTIVE 374 PAVILION

Our visitor count for February was 1,927. We had 99 less people than this month last year.

February was another quiet, cold month at the Pavilion. We still have the odd tourist dropping in but nowhere near the numbers we have in the summer. On the plus side, we had lots of sunny days. Plans are underway for the Illuminate Yaletown Event on March 8, featuring the best light artists & tech-gurus. It will be held on Hamilton Street between Davie and Drake in the evening. The 374 Pavilion was a participant in this festival a few years ago. I am sorry I did not hear about this earlier and let you know, as it is a very colourful and interesting art show. Well worth the time to come down, have dinner, and enjoy the art work. Maybe they will give us more advance notice next year.



Sad news and a great loss for the 374 Pavilion as **Cathy Grant**, one of our long term volunteers, passed away. She will be missed. Cathy Grant's Memorial will be on Saturday May 4th 2019 at 2pm at the Burnaby Association for Community Inclusion, 2702 Norland Ave, Burnaby.

<https://gobaci.com/>

Please pass this information along to anyone who may be interested.

(photo, Cathy with friend Ed Harkness and assistant)

If anyone would like to volunteer at the Pavilion please give me a call at 778-875-3573 or email [ggame@mac.com](mailto:ggame@mac.com). Coffee and free parking are available for Volunteers.

We are located at the corner of Davie St. & Pacific Blvd. Just across from the Canada Line Yaletown/Roundhouse Station.

The Pavilion is on Winter Hours - 11 AM to 3 PM—come by for a visit. (G.G.)

## **FEATURE ARTICLES**

### **FAMOUS RAILWAY BUILDERS—Little Known Facts About our Railway Pioneers - by Bill Johnston**

#### **Andrew McCulloch**

Born June 16<sup>th</sup>, 1864, Lanark County, Ontario – Died December 13<sup>th</sup>, 1945, Penticton, BC

McCulloch was the oldest of five children whose parents were of Scottish descent. As farmers who settled in a poor and rocky part of Ontario, they scratched an existence from the barren soil. Devoted to his parents, McCulloch helped provide for the younger children, but his temperament was not suited to farming and from an early age, he longed to leave home. In 1888, he graduated from the Dominion Business College at Kingston, Ont., with an average of 93 per cent. In March of 1889, the 24-year-old McCulloch abandoned his accounting career to join his free-spirited friend Angus Nicholson on a trip to Vancouver aboard the CPR. The two were unable to secure work in Vancouver and were forced to accept employment in a sawmill near Seattle. After two years at that job, McCulloch went to work as an axeman clearing survey lines for the Great Northern Railway's mainline through Stevens Pass. That job ended two years later when the line was completed. By the 1890s an economic depression had taken root and employment was almost impossible to find. Even during those difficult times, McCulloch was an avid reader and a lover of Shakespeare's plays. In his future, some of the stops along the KVR — Romeo, Juliet and Othello — would reflect this love. More than once, while his fellow workers headed to the nearest saloon after work, the amazing McCulloch set out in a small dinghy across the choppy waters of Puget Sound to attend Seattle theatres.

In 1894, McCulloch worked with a CPR bridge gang along the Thompson River repairing spring flood damage and later, joined a construction crew building the Lake Superior and Ishpeming Railway in Michigan. There, he quickly worked his way up to the position of resident engineer. Later, he returned to British Columbia to work on the construction of a Nakusp and Slocan branch line. When that project was finished, he walked 100 miles in three days to secure a job surveying the CPR's Crow's Nest line.

An energetic and brilliant employee, McCulloch was quickly promoted to assistant engineer with the CPR's Columbia and Western Railway construction project. He was then invited by the Grand Trunk Pacific to take charge of locating several of its prairie rail lines — a position he held until 1905. That's the year the CPR outbid Grand Trunk's salary to get him back. By May 1, 1907, he was named the CPR's Division Engineer of Construction, Eastern lines, with headquarters in Montreal.

Meanwhile in Southern British Columbia events began unfolding that would affect McCulloch's future. After the discovery of gold at Wild Horse Creek and Rock Creek in the 1860's, thousands of Americans poured across the 49th parallel. Many quickly became rich

and returned to the United States without paying the gold royalties demanded by Britain. The mountains east of Hope were an effective barrier against British efforts to administer the colony from Victoria.

The colony's governor, James Douglas, commissioned Edgar Dewdney to hack out a trail eastward from Hope, close to the American border. It was believed such a trail would allow the coastal towns to regain control of their interior commerce. By the time it was completed, the gold rush was over. As well, the steep climb across the snow-covered mountain passes made it impossible for the trail to compete with easy water routes linking the Southern Interior with American centres. By 1886 the CPR had completed its link to the Pacific but as critics of the railway pointed out, the CPR route across the centre of the province was too far north to prevent the Americans from dominating the commerce of the Southern Interior. Some historians note that the apparent insensitivity of the federal government and the CPR to the American occupation of the Kootenays generated an intense feeling of alienation in British Columbians and a fierce determination to win the Kootenays back from the Americans.

To counteract these feelings, it would require a second railway to be built along the Dewdney Trail route earlier rejected by the CPR and the Canadian government. It would require a railway able to haul the mineral wealth of the Kootenays to the province's seaports on the Pacific Ocean instead of south to the United States. Only when such a line was built would British Columbia gain political and economic unity. After years of political and corporate struggle, construction of the railway was finally begun. The geographical obstacles of the "Coast-to-Kootenay" line were almost without parallel in the history of Canadian railway construction. Many said the Kettle Valley Railway across the mountains east of Hope was the most difficult and expensive track ever built.

In May of 1910, work began, and Shaughnessy offered McCulloch, then in his mid-40s, the position of the Kettle Valley Railway's chief engineer. McCulloch then began working with the president of the KVR, James John Warren, beginning a deep friendship that lasted for 30 years.

After leaving Midway, the plan was to have the railway pass through Beaverdell and Carmi. It was to be routed through Penticton and the Summerland area and to connect with the existing railway in the Nicola Valley and the proposed line through the Coquihalla Pass. In late June 1910, McCulloch met with Penticton council and it was agreed Penticton would be the headquarters of the railway where repair shops and servicing facilities would be located. Midway would be the turn-around point for Penticton crews. In return, Penticton would give the railway a section of Okanagan lakeshore property as a site for a depot and would offer a 20-year exemption from local taxes. Penticton voters readily approved the agreement.

Upon accepting the job as chief engineer, entries in McCulloch's diary reflected considerable apprehension about his ability to handle the challenge. He was called upon to use nearly every engineering technique known to railroad construction. There were labour shortages and an incredibly rugged landscape such as that of Myra Canyon and the Coquihalla Pass. Snow on the Coquihalla route was sometimes so heavy it was not uncommon for the plow to put in 15,000 miles in one winter. Avalanches and train wrecks were common.

On May 31, 1915, the KVR line between Merritt and Midway began service. That day, the first passenger trains operated over the line, one from Merritt to Penticton, and another from Midway to Penticton. More than half of Penticton's population of about 3,000 was on hand at the lakeshore depot to greet the first train. For more than 45 years, the people of Penticton treasured their rail link with the Coast and the rest of Canada. However, by the 1950s highways and airlines began to give the KVR too much competition. In January of 1964, the railway operated its last passenger train. In 1979, crews began tearing up the tracks of the KVR.

Although the railway had produced an operating profit for most of its operating years, it never came close to paying off the massive capital investment of its difficult construction. McCulloch retired in 1933 and died in 1945 at the age 81. He was buried in Penticton's Lakeview Cemetery overlooking the KVR hiking and biking trail now enjoyed by thousands each year. No one can predict what the trail might evolve into in the future, but so long as it is used, McCulloch's intelligence, energy and perseverance will be felt.

Today, 10 miles of the Kettle Valley Railway is having an impact on the South Okanagan — one which McCulloch likely would never have imagined. Ridership on the Kettle Valley Steam Railway tourist attraction, which opened in 1995 near Summerland, has risen from 8,500 in 1999 to over 30,000. As well, the dramatic Myra Canyon section of the Kettle Valley Railway has become an attraction for thousands of cycling and hiking tourists annually, many from as far away as Europe.

In its day, the Kettle Valley Railway was to become the lifeline of an entire generation of southern British Columbians. As its designer, McCulloch played a pivotal role in connecting the South Okanagan and the Kootenays to the rest of the province.

McCulloch's name lives on as *McCulloch Station* and *McCulloch Lake* on the Kettle Valley Railway, and as *McCulloch Road* in Kelowna.

(Based on material from the files of The Penticton Herald)

**FROM WCRA NEWS JANUARY 1979**

**- thanks to Craig McDowall**

**WCRA's Notes**

We are pleased to announce that the WCRA News will have a new section called Motive Power News with its editor being Larry Russell. The lack of motive power news has been noticeable for quite some time and is of great interest to most of our readers.

**Motive Power News - 1st Edition!**

**CP**

DS44-1000 #7069 has been sold to Doug Lester of Toronto and will go to the Harbour Front display and join CN S-2#7988 & GMDH-1 #1001.

Two chop nosed GP9's are now in BC assigned to BC. #8530 is located in Nanaimo and #8492 is assigned to Kamloops.

**BC Hydro**

#942 (their GE 70 toner) sent to Carrall yard to replace SW 900 #901 which had an electrical fire on Feb. 12th. #942 received new paint last year.

**BCR**

Ex LS & L RS-3 #559 involved in a wreck on Jan. 15th out of Prince George is probably a write off.

**CN**

The GP-38-2/HBU4 set #213/278/277/215 that tested here in January have been returned to Edmonton's Calder Yard. Comments heard that the set was not well suited for transfer work as they didn't have enough horsepower on the heavy grade WB out of New Westminster and the train would stall with a heavy train of 100 cars. The usual set of three SD-40-2's was much preferred. The usual run was from Thornton Yard to NV's Lynn Yard but sometimes the four unit set was split up and one set would run into Vancouver.

GP9 #4151 & GP-38-2 #5992 that were involved in the Skeena River wreck are stored unserviceable and are likely retirement candidates.

**VIA**

In addition to units on order or contemplated, they will rebuild the 2 E8A's with 12-567BC engines and rated at 2500 HP. Also to be upgraded are CP's FP7's to FP9 rating. #'s in the program are #1402, 1403, 1416, 1423 & 1432.

**MLW**

Montreal Locomotive Works will be discontinued in name and replaced by Bombardier. They are booked solid for 1979. The first of 2 Amtrak LRC's should be delivered shortly

and will initially be used out of Washington D.C. until the fall when the matched coaches are ready for delivery. The VIA Rail LRC's will be known as model LRC-2 (M437) and are due for late 79 through mid 1980. And similar models will be delivered four off shore countries plus 10 M420's for CN.

### **Other News - The Royal Hudson**

The Royal Hudson '*Good Times Express '79 Tour*' has been finalized. The tour commences on March 26th with the following schedule:

March 26th - BC Hydro to Richmond

27th - BC Hydro to Langley through Cloverdale

28th - BC Hydro to Abbotsford

29th - travel (CP via Kamloops)

30th - travel (CP via Golden & Cranbrook to Kingsgate)

31st - Spokane WA

April 1st - in Spokane

2nd - UP to Sandpoint Idaho

3rd - UP, CP to Creston

4th - CP to Nelson

5th - CP to Castlegar

6th - CP to Trail

7th - CP to Cranbrook

8th - CP to Fernie

9th - CP to Lethbridge

10th - CP to Calgary

11th - in Calgary

12th - CP to Golden

13th - CP to Revelstoke

14th - CP/CN to Kelowna

15th - in Kelowna

16th - CN to Vernon

17th - CP to Salmon Arm

18th - CP to Kamloops

19th - in Kamloops

20th - CN to Clearwater

21st - CN to Prince George

22nd - in Prince George

23rd - CN to Smithers

24th - CN to Terrace

25th - CN to Kitimat

26th - CN to Prince Rupert

27th - CN to Burns Lake

April 28th - travel CN/BCR  
29th - BCR to Dawson Creek  
30th - BCR to Fort St. John  
May 1st - BCR to Chetwynd  
2nd- BCR to McKenzie  
3rd - travel BCR  
4th - BCR to Quesnel  
5th - BCR to Williams Lake  
6th - BCR to Exeter, 100 Mile House  
7th - BCR to Squamish  
8th - BCR/BN/BCH to Burnaby  
9th - in Burnaby

The Vancouver Island Schedule will be listed in the next issue. The consist will not include a 'B' unit as used last year but this year will use a BCR diesel. Apparently the diesel will only be on the point on sections where there is a 2% down grade (to maintain air-brake pressure - eg: between Revelstoke/Golden/Stephen).

The train consist is as follows:

- Royal Hudson #2860
- 2nd water car
- Tank car
- BCR unit #644 - an M420 (which will remain in BCR green)
- Box car - Nanaimo River
- Baggage/power car - Prince George
- Lounge/Reception car - Discovery
- Marine History car - Nootka Sound
- Steam & Industry car - Kootenay River
- Good Times '79 car - Cowichan River
- Crew Sleeper - Mount Hood
- Culinary/power car - Endeavor
- Crew Dining/Lounge car - Britannia
- Crew Sleeper - Adventure
- Business car - Peace River (a renamed Northern Summit for the tour)

**FROM WCRA NEWS MARCH 1983.....**

### **WCRA's Notes**

Notes from the Feb. 1983 meeting courtesy of secretary Bill Marchant:

The project to restore CPR #374 is getting up steam. Presently the proposed location for the restoration work will be an 'out' building at Morrison Steel Wire on Granville Island. Some modifications for the main door will have to be made to allow the engine into the building. Approval from the Granville Island Trust is pending.

Loco #16 is still being looked at for a False Creek-Steveston operation, David Gibson reported. But neighbour negativity over night time operation on the BCER line has resulted in City Council temporarily shelving the idea.

Steam Expo '86 is alive and well. David reported that the proposal survived the recent Expo management changes and is proceeding for approval.

The association has acquired three 1910 vintage hanging brass coal oil lamps from a PGE Station in the interior. The donation was from a former PGE crane operator's family.

WCRA executive election results: 26 ballots of 56 returned with the 1983 Executive to be: Grant Ferguson, Bill Marchant, Andy Preddy, Larry Russell and Bernie Tully. 'Scrutineer' was Bob Gevaert.

The Seattle and North Coast excursion is on for Saturday May 28th. The package trip includes charter bus transportation to Port Angeles via ferry to Port Townsend and Port Angeles to Sequim WA and return by train. Power will be two ex BN F7A's and a hot lunch will be included on the train "All this and more for a lifetime opportunity for only \$55 inclusive" !

The annual winter BC Rail Lillooet trips were successful. Bob Gevaert and Rockin' Ronny Pajala hosted 46 passenger on Saturday with three cars north and five cars back. Bernie Tully and John Shaske hosted 54 passengers on the Sunday trip. The Sunday trip had some excitement when victims of a robbery were boarded at Seton Portage for rapid transit north to the hospital in Lillooet. It again had three cars north but only two cars returning to North Vancouver.

## **BCR**

BC 33 - a Good Deal?

*MCM note: Singh Biln will find the tone in this article to be a bit ironic considering this unit is now in our collection and getting rebuilt for operation.*

As most of you are aware, BCR's RDC-3 #33 is back following an extensive rebuild by Versatile-Vickers in Montreal. Now the flagship of the BCR passenger fleet, BC-33 is assigned as the regular North Vancouver - Prince George lead car, operating this route with an RDC-1. When the Budd company introduced the Rail Diesel Cars in 1950, they were a model of modern technology. Their durability and continued widespread use today attest to soundness of engineering and quality of construction. The price of a RDC in 1950 was only \$128,000.

The BC-33 came to the PGE in 1955 at a cost of approximately \$200k. The unit operated continually for the PGE and BCR over the years until it was sent away for major rebuilding in mid 1981. The company getting the contract was an airplane industry company. The rebuild stretched on and on and finally was completed 18 months late at a cost of \$1.5 million!

So what did we get for our \$1.5 million?

New Cummins diesel power & 42 new seats with seat back trays, carpets and wood grain walls in gold and brown tones. Solid baggage racks (the type where you can't see your luggage up there)! Plus a new engineer compartment with an airline style console, a whistle lever instead of a cord and a passenger intercom. Finally a totally redesigned galley featuring microwave and convection ovens separated from the seating area by an airline style curtain. The rebuild has received excellent reaction from passengers. The initial press run only received coverage in the small town newspapers, not locally.

The most unfortunate thing is the price. Obviously airline technology presented problems during the refit as evidenced by the time and cost to complete. The project was funded by BC's Ministry of Transport as a 'pilot' project but the budget was totally consumed on the #33 with no funds left for other upgrades.

### **BC Hydro**

BC Hydro has put its last two GE 70 tonner 600 HP diesel locomotives up for sale. #940 (the first BCER diesel) carries a minimum bid of \$10k and is listed as unserviceable while #942 has a minimum bid of \$30k and is listed as serviceable. The 942 was the last to operate on the line holding down the Carrall Street yard switcher job until December 1981. BCER had four of these diesels and the first to go was #943 sold to Eurocan for their Kitimat operation with sister #941 being sold later to the same company, The four units were built by GE in 1949 & 1950. The sale of the last two units will leave BC Hydro as an all GM line.

### **CP**

A 1 1/2 year study by the Port of Vancouver to prepare a long term plan for the port in Burrard Inlet and right to the US boundary, excluding the Fraser River, has been released. The Port Master Plan's components show a 30 year timeline and has a number of concerns, one of which is the presence of the CP rail barge dock that serves Vancouver Island. Hazardous materials account for 12% of the freight traffic on these barges. Temporary plans call for relocating the barge slip further east in Burrard Inlet between Ballantyne Pier and the BN rail dock and removal of the ferry slip and all tracks west of Thurlow Street. Tracks east of Thurlow Street will remain in place for regular freight and the proposed commuter rail service. The CN pier will become a home for tugs, fishing boats etc with considerable fill around it to create a new shoreline.

# RAILWAY NEWS



## HEAVY GRAIN TRAIN

How's this for a heavy and long grain train—on March 5, CN amalgamated two grain trains at Edson, AB and they headed west as one long train—with power CN 2897 / CN 5660 / BCOL 4617 leading 261 cars, 33,826 toms and 13,877 feet long—pushing on the rear was DPU CN 2941. (J.M.)

## CN CAMPUS OFFERS SAFETY TRAINING TO CUSTOMERS

The CN Campuses in Winnipeg, Manitoba and Homewood, Illinois are offering training courses to customers. There are five courses offered:

- Railway Safety—for learning the fundamentals of safety culture and how to apply it to your operations
- Track—The Basics—For fundamental knowledge of track components, basic maintenance and common hazards and defects
- Track—In Depth—for a more comprehensive understanding of track inspection and maintenance
- Non Main Track & Yard Switching Operations—For customers moving cars within customer plant limits, and the rules to operating in Rule 105 territory
- Operating a Track Mobile—become versed in working with and around trackmobiles

CN

## CN CELEBRATES 100 YEARS JUNE 6

CN will celebrate 100 years on June 6, 2019 and there have been reports that a special train will operate across Canada and the US as part of the celebration, with the train starting from Montreal in April. First details now out—check out <https://www.cn.ca/en/about-cn/history/>

A Moving Celebration—a themed train of specially decked out containers will debut in Montreal on April 29, then travel for much of 2019 and 2020. Vancouver dates are August 22 through 25, 2019.

## DOUBLE TRACKING PROJECT FOR VANCOUVER

In an effort to alleviate congestion in serving the Port of Vancouver, and to reduce crossing delays, CN will double track its Vancouver line along Glen Drive to Vancouver waterfront and to the top of the Grandview Cut where double track currently ends at Slocan St.. This will also assist with the passenger train movements in the same area as they come in and out

of Pacific Central and Rocky Mountaineer stations.

Word of the work to come has caused lots of pushback from neighbours in the area who think that more trains on existing tracks should not be allowed.

## **NEW GRAIN HOPPERS SHOWING UP**

Delivery of 1,000 new grain hopper cars is now well underway and they are starting to show up. They feature a light gray livery with a red CN logo on the sides. (SDHSE)

## **MOTIVE POWER NOTES**

Wabtec Fort Worth Report - Friday 1 March 2019:

- New CN ES44ACs 3871 and 3872 (GE 65854 Feb 2019 418,000) were out testing

Friday 8 March 2019:

- Five new units outside on the north side of the plant: CN ET44AC 3173; CN ES44AC's 3868, 3873, 3874, 3875
- Two units outbound on the BNSF interchange:
  - CN ES44AC 3871 (EF644zb) - 65853 Feb 2019 418,000
  - CN ES44AC 3872 (EF644zb) - 65854 Feb 2019 418,000

Two new CN ET44AC's (EF644zc) out testing:

- CN 3174 - 65871 Mar 2019 427,500 and CN 3176

(TJ)



## **ICICLE BREAKER CARS REPLACED**

CP has replaced its icicle breaker box cars with newer versions. Their last remaining 40 foot boxcars have now been retired and replaced by 60 foot high cube cars, on which the icicle breaker racks are mounted. The cars are used to break icicles in tunnels before they get large enough to damage trailing cars such as autoracks and double stack containers. (SDHSE)

## **DOUBLE DECKER BUSES MOVE BY RAIL**

CP shipped a group of double decker buses from Ontario to BC during February. GO Transit sold all 22 of its original British built Denis double-deckers to CVS Tours of Victoria. Built in 2008—2009, they have larger dimensions than current models and thus were restricted from certain routes due close clearances.

CP shipped them west in batches on 89 foot flatcars to New Westminster, where they were picked up by SRY and unloaded in Surrey. They continued to Victoria by road and ferry.

## OTHER NEWS

### LOCOS FOR HUDSON BAY RAILWAY

Four locomotives were noted on their way from the Boise Valley Railroad in Idaho, through Thornton in our area and on their way to The Pas, Manitoba. The units are HLCX 3864, 3820, 3840 and 3846, all GP38-2's. (J.M.)

### KIMBERLEY UNDERGROUND MINING RAILWAY WINS HERITAGE AWARD

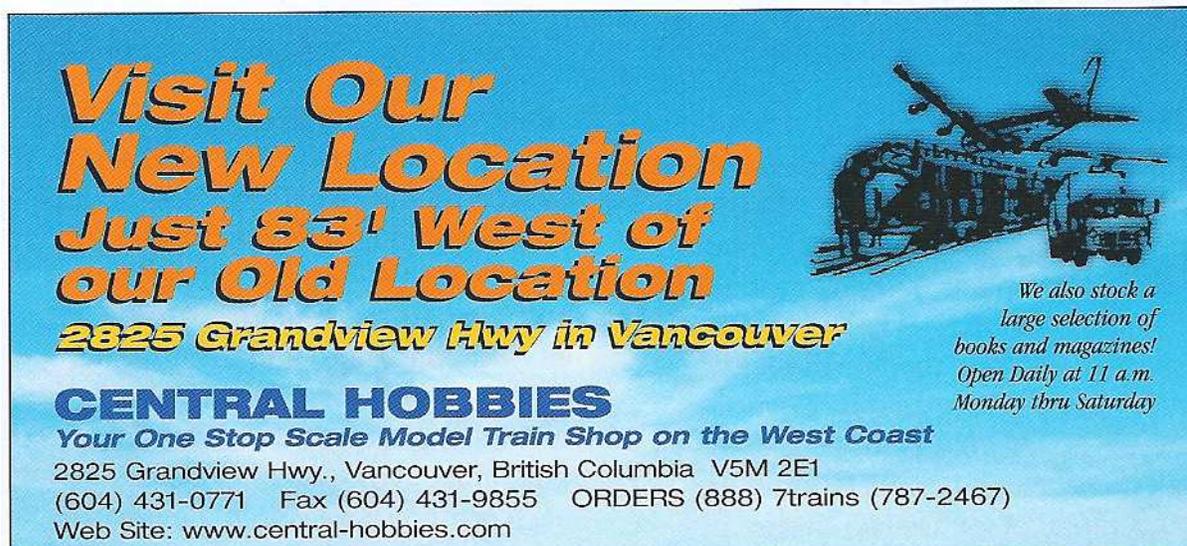
The Kimberley Underground Mining Railway in Kimberley, BC will receive an award at the BC Heritage Awards in May for Distinguished Service in Outstanding Volunteerism. The award comes as part of a major project to restore and upgrade the exterior of the powerhouse at their site.

The electrically powered mine railway sees 10,000 visitors annually and is run without any full time staff.

### ROAMING LOCOS

These days we see lots of 'foreign power' in locomotive consists on freight trains all over North America. Certainly we see this often in trains here on both CP and CN, as witness the visitor from Mexico on our front cover this issue.

One consist noted recently on the BNSF transcon had an eight unit consist on one of their highest priority "Z" trains—as it tore through La Plata, Missouri it was noted to have locomotives from BNSF, Norfolk Southern, BC Rail, Ferromex, and CSX! Truly a NAFTA train if there ever was one.



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ISSN 1204-07  
Vol. 59 Issue 4

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**BACK COVER**

Two more photos of our FP7A #4069—top, heading the North Coast Explorer train at Prince Rupert in 2004, and below on its very first day out, meeting the Hudson October 2, 1999!

**TRIVIA ANSWER**

CSX 8888 was a runaway train in 2001 that travelled 66 miles (106km) in the area of Walbridge, Ohio. This was the basis of the 2010 film **Unstoppable**, directed by Tony Scott and starring Denzel Washington, Chris Pine and Rosario Dawson. During the filming they used 4 GE AC4400cw's from CPR (9777,9758, 9782 & 9751) and EMD SD40-2's from Wheeling & Lake Erie dressed as the fictional Allegheny West Virginia Railroad. The train scenes were filmed in Pennsylvania on the Port Matilda & Julian. The Stanton Curve in the film is actually the historic stone viaduct in Bellaire, Ohio that crosses the Ohio River from West Virginia. This was the second film that Tony Scott and Denzel Washington did that were about trains, the first in 2009 was *The Taking of Pelham 123*, They also collaborated on *Crimson Tide* (1995), *Man on Fire* (2004) and *Deja Vu* (2006) before Scott's untimely death. From the regular point-of-viewer the film was exciting, although from the railroaders view it was all full of mistakes and errors. See for yourself what side of the tracks you end up on.



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. 59 Issue 4

Canada Post, Canadian Publications Mail Sales Product Agreement #40007853