



WCRA NEWS

JANUARY 2019

**MERRY CHRISTMAS AND
HAPPY NEW YEAR!**

**2019—A VINTAGE YEAR
AHEAD FOR WCRA**



GENERAL MEETING

The WCRA's Annual Dinner and Awards Night will be held on Tuesday, December 18, 2018 at the Accent Inn, corner of Boundary Road at Henning in Burnaby We hope to see everyone there. Note that you must have a reservation—price is \$40 and you can pay at the door. Come and join us for a wonderful Christmas dinner and volunteer recognition.

ON THE COVER

A postcard winter shot as Cumbres & Toltec sister steam locos #487 and 488 crest the grade at Cumbres Pass in Colorado, doubleheading the HeritageRail Alliance conference trip on Saturday, November 10, 2018! What a trip it was! Full coverage of the HRA Conference will appear in our February issue—watch for it! (Don Evans photo)

DECEMBER—JANUARY CALENDAR

- **West Coast Railway Heritage Park closed December 21 to January 1 for the holidays, then open daily 1000 to 1600 starting January 2, 2019**
 - Bill Miner Escape Room open by reservation every day
- Friday, January 11—Newsletter deadline for the February issue of WCRA News
- November 24, 25....December 1,2.....December 8, 9.....December 15, 16—Polar Express at the Heritage Park (see page 10)
- **Tuesday, December 18**—WCRA Dinner and Awards Night at the Accent Inn in Burnaby (see page 6 for details, reservations required)
- Tuesday, December 25—**Merry Christmas** to all
- Tuesday, January 1, 2019—**Happy New Year!**

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

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

All memberships include the monthly newsletter, Heritage Park admission (except Special Events), mini rail rides and discounts on food and merchandise. The Association holds a monthly meeting on the last Tuesday of the month at 1930 hours in Burnaby at Rainbow Creek Station in Confederation Park. Apply through www.wcra.org or mail to WCRA, PO Box 2790 Stn. Term., Vancouver, B.C., V6B 3X2.

EDITORIAL

A VINTAGE YEAR AHEAD!

Well, here we are approaching the end of another year, and it has been a very eventful year for WCRA. Right now, we are in the middle of our biggest annual event—Polar Express—and are delighting thousands of happy families and filling them with the joy of the Christmas season. Volunteering these weekends with so many others is fun and rewarding as we get to see our visitors enjoy what has been put together—better every year they tell us!

As we enter 2019, we are focused towards a vintage year for WCRA, and will be making some efforts to build more heritage into our presentation and the things we do. We have become a real leader in all facets of events—they are definitely fulfilling their key role of generating funds to support our core purpose, and bringing new people to our Heritage Park facility where they discover our real mission—the preservation of BC’s railway heritage.

So, while we will continue to be the major events location that we have become, we also have plans to strengthen our focus on heritage in 2019. Some of the things you can watch for (and help with as well) will include:

- A return to being open year round—opening after New Year’s Day, the CN Roundhouse will be full of preserved railcars and locomotives; a great place to visit during the quieter winter season
- An emphasis on increasing heritage exhibits and making better use of some of our historic artifacts and their accessibility to our visitors
- A push to complete a couple of our restoration projects and also to shine up the collection in general—we want it to look its best
- The development and installation of heritage interpretation panels to tell more of the story of how the railways developed our communities, and the roles that specific pieces and artifacts had in the early days of BC and our area
- The HeritageRail Alliance Conference—which we will host September 18—21, 2019 in Squamish—more than 200 of the world’s top railway preservationists will gather to share, enjoy, and learn from us and each other on “The Business of Railway Preservation”

So—there is much ahead in 2019 as we start into another great year. But before we do, a sincere thank you to all who have participated, volunteered, helped and supported us through 2018. It has been a great year.

Merry Christmas and Happy New Year to all.

Don



ASSOCIATION NEWS

FROM THE NOVEMBER GENERAL MEETING

Chair **Don Evans** called the meeting to order at 1930k, with about 20 present:

- A moment of silence was observed in memory of **Dorothea Matewish** who passed away recently
- **Bob Philip** provided update reports:
 - Polar Express got off to a pretty good start, albeit with a minor mishap on the 2PM trip that resulted in cancellations of two later runs. Kudos to all involved for their recovery with our guests and for getting things back on track quickly
 - Work continues to progress towards the acquisition of the MP 2 shop in Squamish, all parties are working together to make this happen
- **Don Evans** further updated re the fundraising for the MP 2 project and noted that the Annual Direct Mail fundraising campaign is “in the mail”
- **Bill Marchant** reported that the cab flooring is being installed in BCER 960
- **Don Evans** noted that a Collections Committee meeting was held recently
- **Bob Philip** commented on the nice job that has been done on the Budd RDC’s—BC 21 is ready for service and BC 33 will be done for next summer
- **George Game** reported on a very busy Saturday, November 24—when the Yaletown BIA’s CandyTown event brought crowds to the area—the Locomotive 374 Pavilion saw a record 2,200 visitors in one day
- **Bob Hunter** reported on a visit to the home of the late **Arthur Irving**—who has provided a cash bequest as well as donated some books and a Mars light to the WCRA. He has also donated an original sign on bricks that reads “VW&Y—To Trains”. Work is being done now to see about moving this piece of significant Vancouver heritage to the Heritage Park for interpretation and display
- The calendar was reviewed
- **Ryan Cruickshank** did a Show & Tell with a Lionel model of Norfolk & Western - J Class Northern #611. **Joe Naismith** added details about the career of the full size 611, which today is one of the top excursion locomotives on the continent
- **Bill Marchant** presented a Trackside Report
- The 50/50 draw as held
- Entertainment was Part 2 of the video detailing the restoration of Canadian Pacific Hudson locomotive #2816

PLEASE RENEW YOUR MEMBERSHIP

If your label reads 12/31/18 it is time to renew your membership.....if it reads 09/30/18 this is your last issue of WCRA News. We need all of you as members, please renew today.

MEMBER NEWS



We are saddened to report on the passing of one of our long and most fervent supporters—**Dorothea Matewish.**

Dorothea had been a member of WCRA since 1999, and was passionate about the Royal Hudson—as exemplified in this photo from 2010 in White Rock, BC. Her long running garage sales and her personal interest raised lots of funds towards its boiler rebuild and ongoing restoration efforts.

Details are a bit sketchy, but she passed away at home in early November. There

was no published obituary that we are aware of, she was in her mid 90's. You editor visited her just a couple of months ago, and Craig McDowall saw her even more recently when, just before her passing, she purchased and donated a scissor lift for the CN Roundhouse & Conference Centre.

She was always that special Dorothea whom we loved - with a long legacy of community involvement in many passions over the years, and known by so many. We will miss her smile and enthusiasm, and she will always be remembered for all she did.

NEW MEMBERS

We welcome to membership.....

- Kevin Bertram and Family of Vancouver
- Robertson Bertram and Family of Squamish
- George Darling and Family of North Vancouver
- Peter Ross and Family of Bowen Island

Welcome back to membership:

- Mike & Marg Cleaver and Family of Maple Ridge (J.D.)

WCRA TRIVIA #358 & 359 - By Ryan Cruickshank

358—In Railroad terminology what is the T.I.R.?

359—What Rock 'n' Roll band's last album prominently featured a picture of *New York Central's Twentieth Century Limited*?

(Answers on page 23)

ANNUAL FESTIVE DINNER AND AWARDS NIGHT—Tuesday December 18, 2018

The Annual Dinner and Awards Night for 2018 has been set for Tuesday, December 18, 5:30PM at the Accent Inn in Burnaby. This great seasonal event will again feature a sumptuous hand carved Roast Turkey buffet dinner and great time to chat with friends. No host Bar.

Come out and enjoy a wonderful Christmas dinner together and help recognize our supporters as the annual awards are presented. Everyone is welcome, so please bring along friends, partners and whomever you would like.

The **Accent Inn is at 3777 Henning Drive** just off Boundary Road on the Burnaby side. The hotel has free parking or easy access via the #28 bus which connects to SkyTrain at Collingwood/Joyce (Expo) or Gilmour (Millennium) Stations. The price is in line with last year ... \$40.00 (incl Tax and Gratuities) to permit as many Members as possible to enjoy this wonderful evening, which will feature roast Turkey carved at the Buffet table.

The deadline for advising the Hotel of the number of attendees, for which they will bill us, is Friday Dec 14th. Because of this you must have RESERVED by Friday Dec 14th in order to attend ... YOU MAY PAY AT THE DOOR if you wish.

To reserve please contact Jeremy, by email jeremy.davy@wcra.org, or phone (*toll free from Vancouver*) 604.484.2791 (has v/m please leave a message if no answer) or the Heritage Park 604.898.9336. You will also be able to make your reservations at the November General Meeting. (J.D.)

VOLUNTEER HOURS - Reporting

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

All volunteering that you do for WCRA counts (except attending General meetings) ... at the Heritage Park, assisting as a Tour Guide, or working on a project, at the 374 Pavilion as Custodian, serving on a committee, attending board meetings or at home working on Association related projects ... all hours are important and all hours count.

WCRA is required to report to the BC Safety Authority Volunteer hours given annually at the Heritage Park and to include them in the Park's Safety Management System statistics. As a minimum when you report them - Please separate your hours into **Time spent at the PARK and OTHER.** Please submit volunteer hours for 2018 as soon as you can when you have finished volunteering for the year as they need to be included in the Annual Report.

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

VOLUNTEER ACTIVITIES - Mileage

Don't forget that all mileage incurred while doing the Volunteer activities you report is eligible for a Tax Receipt as reimbursement at \$0.55/km however mileage claim must be submitted. See following for procedures. (D.S.)

Tax Receipts for Mileage – MANDATORY Procedure (Updated)

The *CANADA REVENUE AGENCY* ruled that, starting with 2014; Tax Receipts for donated mileage can no longer be issued without a donation being received by WCRA. In practice WCRA does not reimburse a volunteer for mileage expenses, but instead issues a Tax Receipt equal to the amount of the expense submitted.

Our bank has assisted in simplifying the process. Canada Western Bank permits the Association to endorse the back of the mileage cheque "For Deposit to WCRA" before it is sent to the Volunteer. **As this cheque can now only be deposited to WCRA** all that is required from the recipient (Volunteer) is to sign the back of the Cheque and return it to the WCRA. Once the WCRA cheque has been returned the Tax Receipt will be issued.

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

The *Canada Revenue Agency* also advises that to qualify for a Tax Receipt to be issued for

any tax year, the donation must be dated on/before December 31 of that Tax Year. 2018 tax receipts **cannot** be issued for donations dated after Dec 31, 2018. The 2018 WCRA Books are scheduled to close in early 2019

Donations submitted (Dated) after the 2018 books close will not be lost however. All donated Mileage and Expenses submitted and received from that point in time until December 31, 2019 will receive a 2019 Tax Receipt.

You may submit your claim form(s) by Canada Post to Jeremy Davy PO Box 2535 Garibaldi Highlands BC V0N 1T0; or email to ***membership@wcra.org***.

Assistance is available by emailing Jeremy or by calling 604.815.0812 (*604-484-2791 toll free from Vancouver calling area*) – both phones have voicemail. By the way a **Letter of Direction** is still acceptable to support a Tax Receipt request for Expense Claims where there is a 3rd Party Supplier's receipt attached. (J.D.)

VANCOUVER TRAIN EXPO 2018

The WCRA Event Crew attended the 2018 Vancouver Train Expo held again this year, in Forum building at Vancouver's PNE, on the Remembrance Day weekend. The Show was open 15 hours over 2 days again this year, and both the Association and MiniRail were ably supported by Volunteers. The Association Booth promoted Polar Express and sold **Derek Hayes** newly released book *Iron Road West*. In addition books and magazines surplus to archive needs were sold to help fund Archives activities. MiniRail, under the guidance of **Donna Simon**, ran from the opening bell to closing both days often with long lineups, giving rides to over 1800 happy *Children of all ages*.

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

COLLECTION

DONATION OF BELL AND ITEMS

Our thanks to **John Morgan** of North Vancouver for the donation of a locomotive bell and a collection of his grandfather's early photographs of CN.

John notes re the bell....

“Casting Mark D55—Class D55 or K works locomotives were manufactured by Clyde Engineering Co. to 1925. It is off a coal mining locomotive from Middlesborough Mining and was salvaged from a scrap yard when the mining operation shut in 1930s. Middlesborough coal field operations were Kingsvale to Merritt, BC, where two mining companies operated in fierce competition to each other. The coal was used for the Kettle Valley Railway and for metallurgical application. Middlesborough had mineral rights with EP Taylor (imperial metals?), then later taken over by the holding company for Craigmont Mines.

“My father bought the Middlesborough surface property for spring range after the mining folded. The bell was used as the cook house lunch bell at the Morgan home ranch -Tipperary, Shulus BC.

“My Grandfather, J.S Morgan PEng., was chief engineer and federal railway magistrate for the Grand Trunk Railway, Lakehead to Biggar. Grandfather sometimes functioned as a mining / railway design/ railway specification engineer in Merritt as retirement projects after doing Patagonian narrow gauge rail, a Jim Hill project in USA, and South African Rail Pretoria to ? “

Thanks also to **Colin Smith** for helping John to think of WCRA to preserve this railway heritage.

BC 21 UPDATE

BC-21 is ready for service and can now be used when needed thanks to the help of many



- Over the past month, **David Walmsley** rebuilt the air brake system including the installation of recertified brake valves. (photo page 9)
- **Dave Thethi** performed the safety, mechanical and electrical inspections.
- **David Heine** and **Rob Misjak** also helped significantly with this work.
- BC-21 now fully meets safety & regulatory requirements for operation.
- In addition to the above work, **David Walmsley** helped install the carpet runner down BC-21 center aisle with help from staffer Aero. (photo page 9)
- **Rob Misjak** cleaned all BC-21 windows inside out.
- Project coordinator **Singh Biln** was very complementary of all our contractors, staffers and volunteers for working so well together towards a common goal.
- **David Heine** commented on how much he learned from working with the two other Daves.
(S.B.)

WEST COAST RAILWAY HERITAGE PARK

Home of the Royal Hudson



POLAR EXPRESS—UNDERWAY ONCE AGAIN

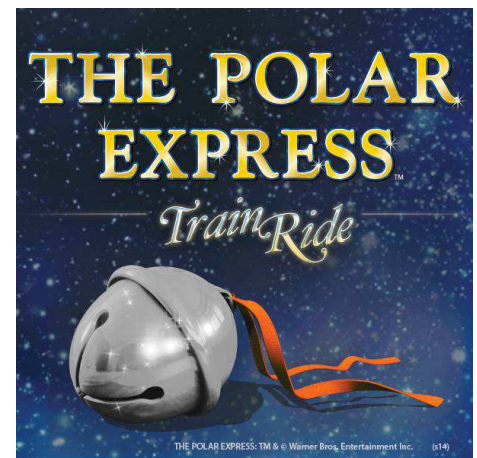
Polar Express 2018 is on sale through www.wcra.org or by calling WhistleTix at 604-229-1103. Polar Express sells out every year, and as we go to press, First Class is sold out, coach seats remain for some trips, but we are adding a Priority Coach to create more seats. So get in there now and grab seats while you can, don't be disappointed. This is the best family Christmas event around!

If you have a good sized group, consider booking the ultimate Polar Express experience aboard our private VIP car *Alberta*—at a great price of \$1,800 per trip. The VIP *Alberta Class* this year also has a couple of new perks, including some special moments with the actors on board the train and a back stage pass to ride into the North Pole with Santa and Mrs. Claus on the North Pole mini rail. Thanks to **Marty and Penny Zlotnik** for this much appreciated sponsorship of the event which will help make the event better than ever.

What does a 2018 Polar Express ticket include?

Candy Cane Class \$35.00 + GST

- Polar Express 2018 Golden ticket
- Hot chocolate and cookie on board
- Christmas music and carols
A candy cane at your seat
- Access to the North Pole
- Chat and pictures with Mr. & Mrs. Claus
- A mini rail ride, (Extra rides by donation)
- Round trip ride on the Polar Express



First Class \$52.50 + GST

Includes all Candy Cane Class plus:

- Assigned seating
- Facing seats with a table
- First to board and first to disembark the Polar Express
- A beautiful collector's mug to take home

Premium train Ride \$59.00 + GST. Saturdays at 6 pm only

- Includes: all the above and the entire train is first class with evening lights.

2018 Schedule of departures:

- Saturday, November 24: 10 AM, 12 PM, 2 PM, 4 PM, 6 PM
- Sunday, November 25: 10 AM, 12 PM, 2 PM, 4 PM
- Saturday, December 01: 10 AM, 12 PM, 2 PM, 4 PM, 6 PM
- Sunday, December 02: 10 AM, 12 PM, 2 PM, 4 PM
- Saturday, December 08: 10 AM, 12 PM, 2 PM, 4 PM, 6 PM
- Sunday, December 09: 10 AM, 12 PM, 2 PM, 4 PM, **6PM***
- Saturday, December 15: 10 AM, 12 PM, 2 PM, 4 PM, 6 PM
- Sunday, December 16: 10 AM, 12 PM, 2 PM, 4 PM, **6PM***

*** Newly added departures**

Make sure you don't miss this magical Christmas experience, fun for the whole family! go to www.wcra.org or call the WhistleTix at 604-229-1103— (T.C.)

RECOVERING FROM A BUMPY START

Saturday, November 24 was opening day, and things got underway with the 1000 departure. By 1100, the North Pole was buzzing and everything was settling into routine for another year of Polar Express. The 1200 departure followed, and then the 1400.

At about 1500 things changed, as the train derailed one coach truck at the switch while backing into the station. It was very low speed and no one was hurt at all, but the train had to be taken out of service. Guests from that train walked some 200 yards back to the station and the North Pole, and the remaining two trips that day had to be cancelled.

At the North Pole, things now got very busy and everyone pitched in to ensure our guests had a great experience—Santa and Mrs. Claus went non stop from 1500 to 1900 and everyone was accommodated, the mini rail ran steadily and we did all we could to successfully spread the Christmas cheer.

At guest services, all guests from out of town and staying overnight were accommodated onto the 1000 trip scheduled the next morning and work got underway to rebook everyone who

could make another time work.

Up at the switch, our mechanical team was aided by both Rick Hunter and a CN crew who were nearby, and with their expertise the train was back on the track and parked at the station by 1700. The coach involved was removed from the consist and sent to the shop for inspection. Sunday the train operated all scheduled trips and everything was back on track.

As we ready for the second weekend, everything is set to go—the full train consist is ready and the track has been redone at the switch—it's full steam ahead for The Polar Express.

OUR GUESTS WRITE.....

I just wanted to pass along our utmost respect and thanks to each person who worked to fix the train and also who volunteered their time this weekend and all the weekends upcoming. This was our second year in first class and we had my sister and one year old niece fly out from Edmonton to experience the Polar Express. In my sister's words **"I don't need anything else to get ready for Christmas! My heart is ready to burst with Christmas cheer!"**

You put on a truly magical event and I am grateful to the people who got the train going and to whomever made it possible for our family to still get a train ride next morning. We are moving home to Alberta in the spring so this was something very special that won't necessarily be as easy to take part in next year.

Thank you, Thank you, Thank you.
Shannon and George Hoadley

UPDATE

The second weekend of our Polar Express went flawlessly with sold out trains and happy guests—and the weekend was a beauty—see photo, back cover.

OPEN IN THE NEW YEAR

We are delighted to announce that the West Coast Railway Heritage Park will remain open in January and February, as we return to our usual year round operations. The CN Roundhouse and Conference Centre will be full of our best railway exhibits, all in a comfortable climate controlled environment. Come on up and explore our railway heritage

LOCOMOTIVE 374 PAVILION

Our visitor count for November was 4,536. We had 2,468 more people than last November. Year to date, we have had 51,077 visitors. This is 8,065 more than this time last year.

November was a quiet month at the 374 Pavilion, except for Nov 24th. Yaletown's CandyTown Event brought 2,200 people into the Pavilion! This is a record number of visitors in a day. We decorated the 374 for Christmas for this event and the Roundhouse Community Centre has received many compliments about the Pavilion.

Our regular tourist traffic is lower now that the cruise ships have left us for warmer destinations. Soon the winter tourists will arrive for skiing and other winter events. Many will be escaping the heat in Australia. This is one of the reasons volunteering at the Pavilion is so rewarding. We get to meet and help people from all over the world. Many already know of the 374 and make an effort to visit us. Everyone seems to enjoy learning a little bit of history about Canada, BC and Vancouver. We also have local tourist information and maps of the city to help them with their planning. A one stop information centre for visitors and locals (with a very special artifact of Canadian history).



If anyone would like to volunteer at the Pavilion please give me a call at 778-875-3573 or email 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 now on Winter Hours - 11 AM to 3 PM. Please come down for a visit. (G.G.)

FUNDRAISING

DIRECT MAIL CAMPAIGN

The West Coast Railway Association's annual fundraising campaign should now have arrived in your mail.

As a registered Canadian charitable organization, WCRA relies on donor support to supplement the funds we raise through our activities—especially when it comes to restoring and maintaining our heritage railway collection. Your support makes a difference.

If you support the preservation of British Columbia's railway heritage consider a donation before the year end and get that tax credit of 44% back. Thanks to everyone for their ongoing support. Without you we would not be able to accomplish all we do at our Heritage Park, the Locomotive 374 Pavilion and our other related activities.

CANADA HELPS

Don't forget you can also support WCRA on line through CanadaHelps.org WCRA is listed on their site, and we have seen several donations arrive through that way in the past month. Whatever your preference, please support WCRA this Christmas season.

FEATURE ARTICLES

FROM WCRA NEWS

The next "From WCRA News" will appear in our February issue.

FAMOUS RAILWAY BUILDERS—Little Know Facts About our Railway Pioneers

- by Bill Johnston

Albert Bowman Rogers - May 28, 1829 – 4 May 4, 1889

This American surveyor commonly known as Major A.B. Rogers is best remembered for his discovery of Rogers Pass in British Columbia. He also has the distinction of having Rogers Pass in the US state of Montana named after him, following an 1887 description of the pass.

He was born in Orleans, Massachusetts, attended Brown University, but transferred after one year to Yale University, where he obtained a degree in Engineering. Rogers served with the the U.S. Cavalry during the Indian Wars, attaining the rank of major during the 1862 Dakota Sioux uprising.

His initial engineering experience was primarily on the American prairies surveying for the Chicago, Milwaukee, St. Paul and Pacific Railroad. Nevertheless, James Jerome Hill of the new Canadian Pacific Railway hired Rogers in April 1881 to find a rail route through the Selkirk and Rocky Mountains. Hill had a canny knack for hiring the right people. (W.C. Van Horne is his best example). Rogers carefully studied the reports of earlier surveyors, particularly those of Walter Moberly from 1865. Moberly's assistant Albert Perry had previously described the approach to a potential pass from the Columbia River eastward along the Illecillewaet River. In later years, Moberly claimed the pass should have been named Perry's Pass.

Rogers was a tough task master and was disliked by many of those who worked under him. He was known for his swearing and roughness. Many left his employ after a few months and only a few would tolerate his idiosyncrasies, one of which was a fondness for chewing tobacco. His subordinates suffered with basic and meagre food supplies while being driven to continue. On May 28, 1881, his birthday, Rogers found a pass. He approached from the west up the Illecillewaet River, near today's Revelstoke, but failed to reach the summit by a mere 18 miles (29 km) because of the lack of food supplies and was forced to turn back.

It was not until the following year, after 2 attempts, that he was able to approach the same pass from the east, along the Beaver River. On July 24, 1882, he managed to reach the same pass that he had only observed in the distance the previous year.

In gratitude, the Canadian Pacific named the pass for him, as was agreed earlier, and presented Rogers with a cheque for \$5,000. The vain Rogers initially refused to cash the cheque, preferring to display it in a frame. It was not until Van Horne promised him a gold watch as a souvenir that he consented to cash the cheque.

In 1887, while surveying again for James J. Hill, but this time for the Great Northern Railway, he was searching for a pass over the continental divide and located today's Rogers Pass in Montana. The Great Northern eventually selected Marias Pass, 100 miles (160 km) to the north of the American Rogers Pass, as the continental divide pass for their transcontinental rail route. Great Northern named Rogers Pass in Montana for the surveyor despite not using it. Rogers Pass in Montana became the route of Montana Highway 200, the highway route between Great Falls and Missoula. His surveying career was curtailed after he was badly injured falling from his horse while surveying the right-of-way for the Great Northern Railway near Coeur d'Alene, Idaho. He died 4 May 1889 at Waterville, Minnesota, where he spent retirement at the home of his brother. Although some sources report that he died as a result of his injuries, others indicate that he suffered from cancer of the stomach.

FROM FALL TO WINTER, TO SUMMER AND BACK AGAIN—IN TWO WEEKS
Part Two **-photos and story by Don Evans**

In our last issue we covered the start of this two week odyssey, as we travelled from fall to winter and back to fall again—via Calgary and then to Vancouver aboard the Rocky Mountaineer. Now, the journey continues.....

Friday, October 5—after a short night at home, we are off to the airport again, and this time our destination is New York and Boston. Air Canada whisks us to Newark, NJ on time and we head on the airport sky train to the airport train station and a trip into New York City on New Jersey Transit. There are many departures, so we climb aboard the next train and settle into an upper level seat for the short ride into Manhattan and the subterranean tracks of New York Penn Station.

Penn Station is jammed this weekday afternoon about 1730, so we quickly head to the street in search of a taxi. We climb into a cab and are off, but the progress south on the crowded 7th Ave. is very slow. Arriving at the intersection where we need to turn east, the road is closed—so we hop out and walk about 15 blocks to the hotel. We are in the heart of Little Italy—great food all around us!

We enjoy the next few days in New York City; the weather here is definitely fall with drizzle at times and pretty much always cloudy, but that doesn't stop us. We make several rides on the New York Subway (definitely the way to get around here) - including one out to Coney Island for a stroll on the beach and the boardwalk.



On Sunday, October 7, we stroll Central Park, but then return to town due to the drizzle and end up at Grand Central Terminal. Why not take a train ride? We grab some lunch to take on board, and head off on Metro North train 8823, departing 1145 from Grand

Central Terminal for Poughkeepsie, NY. This is the former New York Central Hudson River line, and the ride is great. Powering our train of single lever commuter coaches is dual mode GE Genesis #222. (photo, Page 16)

At Poughkeepsie, the rain has eased, so we head out for a coffee and a walk along the Hudson River. Here we discover the Poughkeepsie—Highland Railroad Bridge, soaring high above the town and 212 feet above the Hudson River, built in 1889. It was in service until May 8, 1974 when fire erupted on the tracks shortly after a Penn Central train had crossed. The bridge re-opened as part of the walking trail network in 2009 and is in service for bikes and feet these days—it is quite a sight! We return to NYC on Metro North train 8848, swelled by fans heading to the Boston Red Sox—Yankees playoff game.



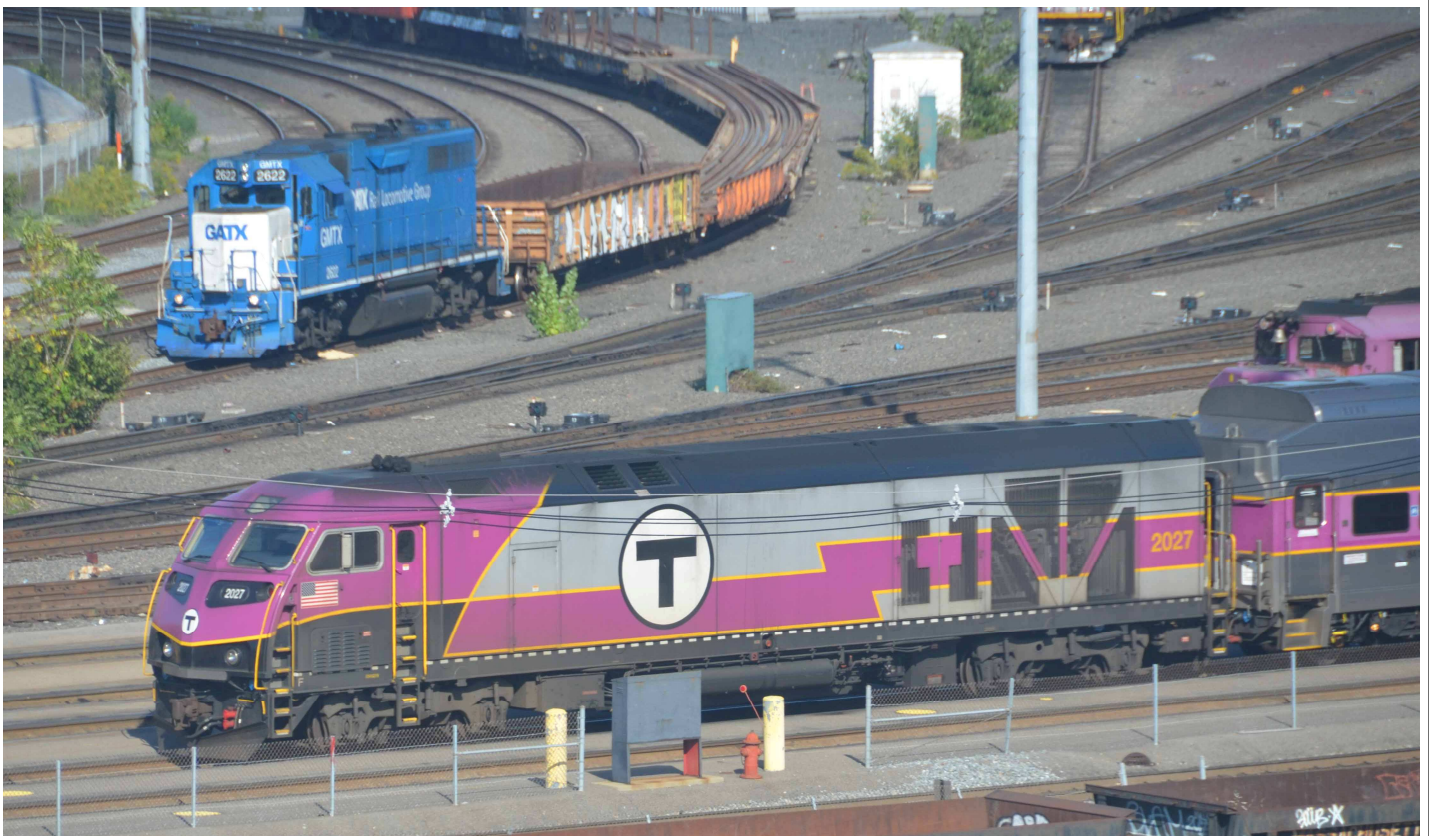
Tuesday, October 9 and we are once again at Penn Station, this time to head for Boston aboard Amtrak Acela Express #2150, departing at 0800. We arrive at the station and grab some breakfast before boarding, then head to the Amtrak waiting area. I always find Penn Station a bit of a hassle, as you stand in the concourse, watch the board for the track assignment, then rush to get down and get seats (that you want).—no seat assignments here!

And so, we are standing watching the board and waiting, and an Amtrak lady comes up and

asks where we are headed. “Boston on the Acela 2150 at 0800 I say”. “Would you like to pre-board she asks?” “Sure”, I respond. “Just get a red cap”, she says, “and you will get first access to the platform”. Then she looks over, sees the red caps are all busy, and says, “here—follow me”! Down we go to platform 10E and we are set. The train arrives, and as soon as passengers from Washington, DC are off, we board and get just the seats we want—while the down escalator is just starting!

We depart right on time and enjoy the view through the large Acela windows as we cruise through Connecticut, Rhode Island, and into Boston right on time. The sun has come out, and we step out of the train into sunny 80 degree F. weather—somehow we came north and found summer! (Photo, back cover top)

Off the train, our first order of business is to get a weekly pass for the “T”, then hop the Red Line subway and transfer to the Green Line to Lechmere and our hotel. That all works flawlessly and soon we are checked in and settled, with a view across to the main shops of the MBTA Commuter Rail! Several of their new MPI built HSP46 AC traction locos are seen at the shop and in service. (photo below)



Over the next few days we enjoy Boston as well as a class reunion at Harvard Bus. School, renewing friendships and enjoying this great city. We ride the T system extensively, and enjoy great summer weather in October, even walking Revere Beach in the mid 80's temperatures one afternoon. Walking from our hotel to the waterfront area is easy and the

new pedestrian and cycle bridge across the tracks that enter North Station is now complete—allowing for great railfanning and photos, including Amtrak’s Downeaster service that connects Boston to Portland, Maine and beyond several times daily.



But alas, all good things must come to an end. The weather deteriorates and the summer temperatures fall with the start of rains. Although this casts no damper on the ongoing festivities at the campus, the feel of summer becomes just a memory. On Sunday, October 14 we fly back home to Vancouver, and arrive in cool wet weather.

It has been quite a changing scene in so many ways—from cold and snow on October 2 and 3 in Calgary and the Rockies, to fall and drizzle in New York the following days, to summer and sun in Boston October 9 to 12, and then back to fall and wet as we leave Boston and return home to Vancouver. Fall to Winter to Summer and back again in just two weeks—its amazing what travel can do!

RAILWAY NEWS



CHURCHILL VIA SERVICE RESUMES

The first passenger train to reach Churchill, Man., since May 2017 was set to arrive at the remote Hudson Bay community on Tuesday, Dec. 4. VIA Rail Canada’s announcement on Nov. 26 says required repairs and inspections on the Hudson Bay Railway route, out of

service since being closed by flooding, have been completed. Hudson Bay Railway's new owner, Arctic Gateway, LP, "confirmed that the track is safe for passenger operations."

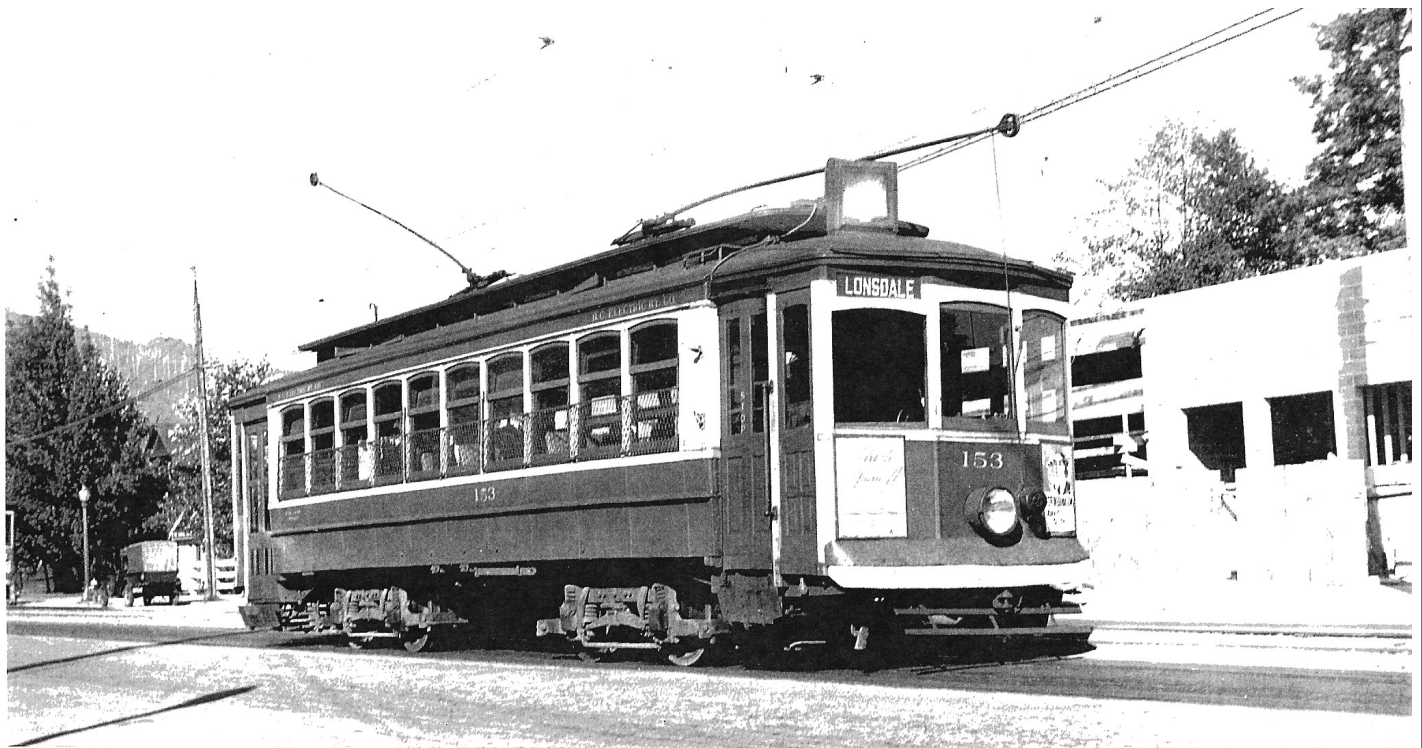
The first freight train to travel over the previously damaged track had rolled into Churchill on October 31, however, snow and temperatures in the minus-30-degree (Fahrenheit) range hampered final reconstruction efforts. The next freight train with supplies didn't arrive into Churchill until Saturday, Nov. 24.

Beginning Dec. 2, schedules will revert to what they were before the closure: two weekly round trips from Winnipeg, departing Sundays and Tuesdays and returning from Churchill on Thursdays and Saturdays. Two sets of equipment allow VIA to run an additional round trip between Churchill and The Pas.

VIA has been operating one set of equipment out of Winnipeg, Man., every week. That train leaves Wednesdays and returns Tuesdays, after serving remote communities between Gillam, Man., and Thompson, Man., with tri-weekly roundtrips, and between Thompson and The Pas with two round trips. (TOL)

NORTH VANCOUVER MUSEUM—BCER 153

BC Electric streetcar #153, Brill design, built 1908 by John Stephenson Co, served BCER from 1908. It began North Vancouver service in 1911 and continued until 1946, serving on the #1 Lonsdale line. WCRA will complete the restoration for North Vancouver Museum.



Don't miss this new book published in October

IRON ROAD WEST AN ILLUSTRATED HISTORY OF BRITISH COLUMBIA'S RAILWAYS

A popular and highly illustrated account of all of the railways of the province, from the coal mines of Nanaimo in the 1860s to Amtrak's recent Chargers, and everything in between.

If you love trains, you'll love this book!

Includes Canada's only armoured train, Canada's tiniest train, North America's last logging railway, the Roberts Bank line and container and coal export terminals, lake steamers and railway barges, BCR electric, the first car to cross the Rockies—on rails, of course, the struggle for other railways to gain access to Vancouver after the CPR, interurbans in the Fraser Valley and railcars in West Vancouver, the Coast-to-Kootenay railway saga, the building of all three transcontinental lines—and much, much more. With a special section on BC's preserved railways, railway museums, and evidence of old railways still visible in the landscape—and how to trace the path of an old railway. Includes the West Coast Heritage Park and, of course, the Royal Hudson. Packed with historical photos and with an appendix listing all of BC's railway charters, built and unbuilt.

By award-winning author
Derek Hayes.

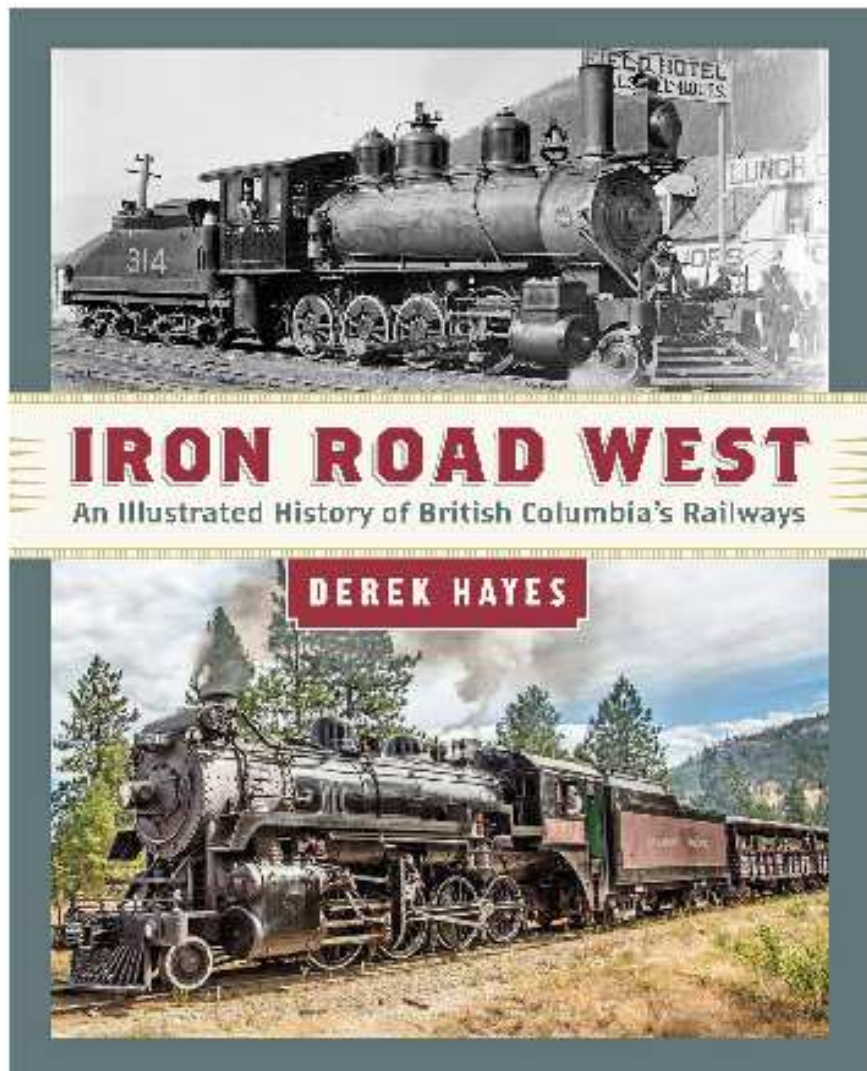
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at local bookstores.

www.harbourpublishing.com

See also Derek Hayes's
recent (2017) book

*Historical Atlas of
Early Railways*

A highly illustrated account
of the origins of railways.



PARTING SHOT

One more shot from the Holiday Inn Express in Cambridge, MA across the MBTA's Commuter rail shop and yard in Cambridge. The "T", as it is known, operates all of the Boston area's rapid transit, buses and commuter rail network. The commuter rail network spans many lines in all directions from both North Station and South Station in Boston, operating as far south as Providence, Rhode Island. When visiting Boston—get a "Charlie Card" (from the song Charlie and the MBTA) and you can really get around.



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BACK COVER

- Top—Amtrak Acela Express at Boston, South Station
- Bottom—WCRA Polar Express prepares to depart—December 1, 2018 (Don Evans photos)

TRIVIA ANSWERS

#359—**Van Halen** album "*A Different Kind of Truth*" was released by Interscope Records on 7Feb2012 and features the return of vocalist David Lee Roth. The album went to #2 on the charts in the US and #3 in Canada.

The **Thousand Islands Railway** nee Gananoque & Rideau railway. Incorporated 15Feb1871, but due to a lack of money didn't start building until 1883. Opened 1Jan1884 (name changed four months later), merged with CNR in 1958 and ran 111 years from 1884 until 1995 when freight service was shut down (passenger service ended 1962). Rails were removed in October 1997. The route ran 8km (5mi) from the town of Gananoque north to the GTR Toronto-Montreal mainline, the right-of-way is now a hiking trail and is clearly visible in satellite photos. Locomotive #500 (Whitcomb 40ton diesel s/n 50006 5/1930 ret. 4/1966 nee Oshawa Rwy electric #42 built 1914) is preserved in Gananoque's *Sculpture Park* beside the Thousand Islands Railway Main Street Station (original location). Gananoque, Ontario is 30km east of Kingston.



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