



# **WCRA NEWS**

## **MARCH 2019**

**ANNUAL GENERAL MEETING**  
**MARCH 26, 2019**

**WESTERN RAILS MARCH 24**

**DAY OUT WITH THOMAS ON SALE**



## GENERAL MEETING

The WCRA's February General Meeting will be held on Tuesday, February 26, 2019 at 1930 hours at Rainbow Creek Station, Willingdon at Penzance in Burnaby.

Entertainment will be by Don Evans of scenes from the HRA Conference in Santa Fe, New Mexico with coverage of the ride on the Cumbres & Toltec Scenic Railway.

## ON THE COVER

A visitor turned up in Squamish on January 21, 2019 in the form of Wisconsin Central (CN) snowplow # 302. The railway had been fighting some pretty heavy snows through the Whistler—Pemberton areas at that time. (Trevor Mills photo)

## MARCH CALENDAR

- **West Coast Railway Heritage Park open daily 1000 to 1500 to March 15, then daily 1000 to 1600 starting Saturday, March 16**
- Friday, March 8—Newsletter deadline for the April issue of WCRA News
- Sunday, March 24—Western Rails Show, Cameron Rec Centre in Burnaby (page 5)
- Tuesday, March 26—WCRA Annual General Meeting, Rainbow Creek Station, 1930 hours

## ANNUAL GENERAL MEETING

Advance notice that the Annual General Meeting of the West Coast Railway Association will be held on Tuesday, March 26 in Burnaby, BC—usual place and time.

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

Senior \$50 (\$52.50), Individual \$55 (\$57.75), Family \$65 (\$68.25) **E Members (electronic newsletter only) are \$35 (\$36.75) Senior, \$40 (\$42.00) individual and \$50 (\$52.50) family.** Other categories are:

- Junior Member (age 18 and under) \$ 30 (\$31.50)
- Sustaining Member \$100 (tax receipt) **plus** membership type regular fee
- Life Membership \$700 (\$735) individual life / \$1,200 (\$1,260) family life

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

# ASSOCIATION NEWS

## FROM THE JANUARY GENERAL MEETING

Chair **Craig McDowall** called the meeting to order with about 20 present:

- A moment of silence was observed in memory **Patricia Marchant** who passed away recently, wife of long time member Bill Marchant
- **Bob Philip** provided a number of updates
  - WCRA continues to await word from Canadian Heritage regarding their possible support to help with the acquisition of the MP 2 shop
  - 2018 is a much better financial year, thanks to some extra work and things such as film shoots—awaiting final results, but appears we are on track to meet or exceed the business plan goals
  - There was a discussion on film shoots and the many ways they benefit WCRA
- **Robert MacBeth** noted that things are quite quiet at the Heritage Park through January, but will pick up soon. He noted that we would be sending out several wheelsets from our passenger cars for turning, and that the next Port Workers railway training is scheduled in February
- **Bob Philip** provided an update on fundraising efforts, **Don Evans** noted the successful Direct Mail campaign and thanked all who supported WCRA through this
- **Craig McDowall** noted that the Collections Committee had a meeting recently
- **George Game** noted that things are pretty quiet right now at the Locomotive 374 Pavilion, but they will pick up in the Spring
- **Jeremy Davy** talked about the coming Western Rails show, which will be Sunday, March 24 at the Cameron Rec Centre in Burnaby. Volunteers were sought to help with set up and take down, as well as with staffing WCRA's tables during the show
- **Craig McDowall** reminded all that they need to submit their Volunteer hours for 2018 as soon as they can to Donna Simon
- **Don Evans** oversaw nominations for two positions on the WCRA Board of Directors. There was only one nomination, that being **Jeremy Davy** who was acclaimed for his second term.
- The calendar of events was reviewed
- **Ryan Cruickshank** did a Show & Tell with a Buddy L plastic train set, a Japanese tin plate set and a German Dissler set—all vintage 1960's and 1970's
- **Bill Marchant** provided a Trackside report
- Draw was held
- Entertainment was a video of VIA in the Rockies with F units

## PLEASE RENEW YOUR MEMBERSHIP

If your label reads 2/28/19 it is time to renew your membership.....if it reads 11/30/18 this is your last issue of WCRA News. We need all of you as members, please renew today.

## NEW MEMBERS

We welcome to membership.....

- Angela Bliss and Family of Brackendale
- Courtney Bottiglio & Jason Krickler of Squamish
- Lee Coulter of Powell River
- Shawn Gagnon and Family of Garibaldi Hlds

(J.D.)

## VOLUNTEER HOURS—GET YOURS IN

Time has nearly run out for submitting your hours and the WCRA relies heavily on the hours generously donated by our volunteers carrying out the activities of the Association. They are part of the supporting information requested when seeking funding from other organizations.

Thank you to those who have submitted their 2018 volunteer hours. If you still have not submitted them, please do so as soon as possible. With the exception of attending General Meetings, ALL the time you spend volunteering for WCRA counts ... At the Heritage Park or being a Custodian at the 374 Pavilion, Serving on a WCRA Committee, Attending Board of Directors meetings, Working on WCRA related activities at home ... All hours are important and all hours count.

Reminder ...

*Volunteer hours for work performed at the Heritage Park are required to be reported by WCRA to Technical Safety BC (formerly BC Safety Authority) and Transport Canada annually and to be included in the Park's Safety Management System statistics. As a minimum - Please separate your hours into PARK and OTHER when you report them.*

Please advise **Donna Simon** of the time you have donated. You may reach her by email at [hours@wcra.org](mailto:hours@wcra.org), or by calling 604.815.0812 (604-484-2791 toll free from Vancouver calling area) – both phones have voicemail. If you prefer to send your information by Canada Post you can send it to Donna at PO Box 2535 Garibaldi Highlands BC V0N 1T0.

To all those who have submitted their hours ... Thank you again. (D.S.)

## WCRA TRIVIA #361 - By Ryan Cruickshank

What is the highest price ever paid for railroad painting?

(Answer on page 23)

## NOMINATIONS FOR BOARD POSITIONS

Nominations for two open positions for WCRA Elected Directors were held at the January general meeting. The positions are to replace outgoing Director Craig McDowall who has served the maximum three terms, and Jeremy Davy who is completing his first term. The result

was that Jeremy was nominated and acclaimed for a second term. There were no other nominations, so the board can fill the additional vacancy with a qualified appointment. The full slate of directors will be presented for approval at the Annual General Meeting March 26.

## **WESTERN RAILS 2019**

*The 37th edition of Canada's Largest Railroadiana Show* will be at the Cameron Recreation Complex, 9523 Cameron Street in Burnaby (behind Lougheed Town Centre) on **March 24<sup>th</sup> 0900 to 1600**. The Show attracts not only those who are into Collectables, Models, Railroad Hardware & Timetables but also those who just like trains. It doesn't matter if you're buying, selling, or just looking there is something here for everyone.

Operating model layouts (representing TT Scale to G Scale) will be featured again this year.

**Fare: Families \$20.00; Adults \$8.00; Seniors & Youths \$4.00; Children 5 & under free.**

**Mark SUNDAY March 24<sup>th</sup> - on your Calendar!!!**

*Western Rails 2019* is presented by the West Coast Railway Association. Further information is available on request by emailing [westernrails@wcra.org](mailto:westernrails@wcra.org) or phoning 604.484.2791. (J.D.)

### **HELP WANTED at Western Rails**

Have some spare time March 23<sup>rd</sup> or 24<sup>th</sup>??? Your help would be appreciated with the following activities at the show:

#### **WCRA Display Tables**

Saturday Mar 23<sup>rd</sup> &/or Sunday Mar 24<sup>th</sup> help is needed with:

Display Setup on Saturday Afternoon 1500 to 1800;

Staffing the Display Tables on Sunday 0900 to 1600;

#### **Western Rails Show Operations**

Saturday Mar 23<sup>rd</sup> &/or Sunday Mar 24<sup>th</sup> help is needed with:

Hall Setup on Saturday Afternoon 1300 to 1800;

General Show duties on Sunday 0700 to 1600 (Admission Ticket Sales, Raffle Ticket Sales and Site Security);

Take down on Sunday 1600 to 1800.

## **ANNUAL GENERAL MEETING MARCH 26**

Plan now to attend the Annual General Meeting of the West Coast Railway Association, which will be held at 1930 hours at Rainbow Creek Station in Burnaby on Tuesday, March 26. Come out and find out what your Association has been involved with, meet members of your Board of Directors, and be part of setting our path forward as we approve the budget for the coming year and also approve our 2019 board members. Everyone is welcome.

# **COLLECTION**

## **DONATION OF TOOLS AND OTHER ITEMS**

A significant donation of shop tools and other items has been received from Liz Haan and Bill Holt, items which will enable much more and much higher caliber work to be done at WCRA. The best way to describe this donation is an almost complete small machine shop with lathe, milling machine and a bunch of accessories and hand tools. The other part of the donation is an extensive collection of modeling supplies hand tools and a few models of various scales. Enough supplies to start a small hobby shop.

Our sincere thanks to Liz and Bill for this very kind donation. (T.M.)

## **WCRA OPERATING FLEET UPGRADES AND NOTES**

The West Coast Railway operating fleet has done great service for us in all of our operating events, most recently, of course, with Polar Express. There are a number of upgrades and changes ahead as we move into 2019.....some as follows:

- F units 4069 and 6520—we need to replace event recorders and monitor other Transport Canada rule changes that are expected later this year
- PGE RSC-3 #561—expected to see service in February for the next BC Maritime Employers railway training sessions
- Our CPR S 3 #6503 is definitely getting a work out and a replacement site switching unit is being sought
- Coach WCXX 3223 has now been retired from service. This was the poorest condition coach of the three that we acquired from the east and it will serve as a parts source for our other five serviceable coaches. We are seeking a replacement for this coach as we need the additional capacity for our event trains.
- All coaches will have emergency lighting installed in them this year, a Transport Canada and BC Safety requirement
- Coach Porteau has had holding tanks for the toilets re installed
- Coaches Capilano and Paul D Roy need their electrical systems upgraded from the old 110v DC battery system
- Some significant trackwork is planned for the Spring, where the north end of the Heritage Park will have its tracks straightened and realigned in order to reduce the tight curvatures that currently exist.

# 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 will be the same as last year, and should be open for purchase at [www.wcra.org](http://www.wcra.org) by the time you receive this newsletter.

### **MOVIE FILMING IN JANUARY**

A small film shoot was done at the Heritage Park in January, helping with some badly needed revenue at the start of the 2019 year. The shoot involved one day of prep, one day of filming, and one day of wrap. (G.B.)

### **MINI RAIL BACK FOR 2019 SEASON**

Work is underway to have the West Coast Mini Rail back in full service daily by early March, 2019. 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.)

### **BILLY MINER ESCAPE ROOM**

The Billy Miner Escape Room has had some updates made to it, and plans are to have it available again starting Family Day weekend in February. Reservations are needed, call 604-898-9336 and book a time for your group. (T.C.)

### **DRIVE IN MOVIES RETURN IN APRIL**

The very popular Drive in Movies at the Heritage Park start back up on Friday, April 5, 2019 and will then continue on the first Friday of each month through October. Watch our next issue for the movie line up for this summer's fun. (T.C.)

## **SMALL GARDEN SHED NEEDED**

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 Fouchalk** and **Tom Bruvall** are set to be garden volunteers - thanks to them both for their help. If you happen to have such a shed or know where there is one, it would be very much appreciated. (D.F.)

## **TELEGRAPH MEMORIAL PARK CONSTRUCTION UNDERWAY**

Construction of Telegraph Memorial Park is now underway at the Heritage Park. The site for this special memorial garden has changed, and it is now being constructed atop the berm on the west side of the Heritage Park. From this quiet and pastoral vantage point, Memorial Park will have a pleasant elevated view across the Heritage Park and to the mountains, with several places to sit and relax in the surroundings. Completion is dependent upon weather and other factors—given the unexpected deep freeze that has hit our area in February.

## **COMING IN 2019 AT THE HERITAGE PARK**

Plans are coming along for some significant new attractions at the Heritage Park in 2019, including:

- Speeder Rides are in plans for this summer, as the Monday crew nears completion on the A 6 motorcar they have been working on in the PGE Carshop facility
- A new mainline is being added to the model railway in the Patricia Anne railcar, which will allow the model trains to be operated by our guests
- The vintage Printing Press will be set up in a new Print Shop exhibit in time for the summer time
- West Coast Railway is planning to operate two or three dinner trains this season following the successful first one last August. Each departure will have a different culinary theme, and some trips may have different destinations to the Squamish Estuary—stay tuned and watch the newsletter and website for announcements



## **WEDDING SHOW ATTRACTS VENDORS AND PUBLIC**

The first ever Sea to Sky Wedding Show was held Sunday, January 20 at the CN Roundhouse & Conference Centre. The show attracted 51 vendors and more than 420 visitors through the gate, so it was a very successful start to what we expect to become an annual event. The show featured not only the suppliers, but also a great fashion show. (G.B.) Special thanks to our volunteers who were a tremendous help with this event. (T.C.)

## LOCOMOTIVE 374 PAVILION

Our visitor count for January was 2,223. We had 378 more people than at this time last year. The numbers just keep going up.

January is a quiet, cold month at the Pavilion. We only get a handful of tourists daily at this time of year. Many are escaping the heat from the southern hemisphere. People from Brazil, Australia and many other countries drop in to see and learn the history of the CPR 374 locomotive parked in Yaletown. Many arrive via the Granville Island ferries and others by the Hop On, Hop Off buses. We always get the moms, pops and nannies and their children during the day. They will create the next generation of Vancouver residents who can say they grew up playing on the 374. People are always dropping into the Pavilion and saying they played on the engine in Kitsilano Beach Park when they were young. The tradition continues.



*374 and train westbound at Keefers, BC (12 miles east of North Bend) in 1887 with typical consist of the day, the three passenger cars would likely include one first class, one regular coach and one Colonist car.*



*Continuing the tradition, another generation (son and daughter) of your editor's family play on CPR 374 at Kitsilano Beach, - this would be in the early 1980's—just before the loco was removed from this location to be restored by a team from WCRA and CRHA in preparation for exhibit during Expo 86*

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.

Stop by for a visit and say hi to our volunteers. (G.G.)

## **FEATURE ARTICLES**

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

### **Sir Sandford Fleming**

Fleming was born January 7<sup>th</sup>, 1827 in Kirkcaldy, Fife, Scotland to Andrew and Elizabeth

Fleming. At the age of 14 he was apprenticed as a surveyor and in 1845, at the age of 18, he emigrated with his older brother David to colonial Canada. Their route took them through Quebec City, Montreal, and Kingston, before settling in Peterborough with their cousins two years later. He qualified as a surveyor in Canada in 1849.

In 1849 he created the Royal Canadian Institute with several friends, which was formally incorporated on November 4, 1851. Although initially intended as a professional institute for surveyors and engineers it became a more general scientific society. In 1851 he designed the "Threepenny Beaver", the first Canadian postage stamp, for the Province of Canada (today's southern portions of Ontario and Quebec). Throughout this time he was fully employed as a surveyor, mostly for the Grand Trunk Railway. His work for them eventually gained him the position as Chief Engineer of the Northern Railway of Canada in 1855, where he advocated the construction of iron bridges instead of wood for safety reasons.

As soon as he arrived in Peterborough Fleming became friendly with the family of the Halls, and was attracted to Ann Jane (Jennie) Hall. However, it was not until a sleigh accident almost ten years later that the young people's love for each other was revealed. A year after this incident, in January 1855, they married. They were to have nine children of whom two died young. The oldest son, Frank Andrew, accompanied Fleming on his great western expedition of 1872.

His time at the Northern Railway was marked by conflict with the architect Frederick William Cumberland, with whom he started the Canadian Institute and who was general manager of the railway until 1855. Starting as assistant engineer in 1852, Fleming replaced Cumberland in 1855 but was in turn ousted by him in 1862. In 1863 he became the chief government surveyor of Nova Scotia charged with the construction of a line from Truro to Pictou. When he would not accept the tenders from contractors that he considered too high, he was asked to bid for the work himself and completed the line by 1867 with both savings for the government and profit for himself.

In 1862 he placed before the government a plan for a transcontinental railway connecting the Atlantic and Pacific oceans. The first part, between Halifax and Quebec became an important part of the preconditions for New Brunswick and Nova Scotia to join the Canadian confederation. In 1867 he was appointed engineer-in-chief of the Intercolonial Railway which became a federal project and he continued in this post till 1876. His insistence on building the bridges of iron and stone instead of wood was controversial at the time but was soon vindicated by their resistance to fire.

By 1871, the strategy of a railway connection was being used to bring British Columbia into confederation and Fleming was offered the chief engineer post on the Canadian Pacific Railway. Although he hesitated because of the amount of work he had, in 1872 he set off with a small party to survey the route, particularly through the Rocky Mountains, finding a practicable route through the Yellowhead Pass. One of his companions, George Monro

Grant wrote an account of the trip, which became a best-seller. (The writer of this article has a copy of the book, entitled *Ocean to Ocean*, a must read for any history buff). By 1880, with 600 miles completed, a change of government brought a desire for a private company to own the whole project and Fleming was dismissed with a \$30,000 payoff. It was the hardest blow of Fleming's life, though he obtained a promise of monopoly, later revoked, on his next project, a trans-Pacific telegraph cable. Nevertheless, in 1884 he became a director of the Canadian Pacific Railway and was present as the last spike was driven. (In the iconic "last spike" photograph he is the one with the tallest hat behind Van Horne.)

After missing a train while travelling in Ireland in 1876 because a printed schedule listed PM instead of AM, he proposed a single 24-hour clock for the entire world. At a meeting of the Canadian Institute in Toronto on February 8, 1879, he linked it to the ante-meridian of Greenwich, now close to the International Date Line. He suggested that standard time zones could be used locally, but they were subordinate to his single world time, which he called Cosmic Time. He continued to promote his system at major international conferences including the International Meridian Conference of 1884. That conference accepted a different version of Universal Time but refused to accept his zones, stating that they were a local issue outside its purview. Nevertheless, by 1929, all major countries in the world had accepted time zones.

When the railway privatization instituted in 1880 forced him out of a job with government, he retired from the world of surveying, and took the position of Chancellor of Queen's University in Kingston, Ontario. He held this position for his last 35 years. Not content to leave well enough alone, he tirelessly advocated the construction of a submarine telegraph cable connecting all of the British Empire, the All Red Line, which was completed to Australia in 1902.

His accomplishments were well known worldwide, and in 1897 he was knighted by Queen Victoria.

In 1883, while surveying the route of the Canadian Pacific Railway with George Monro Grant, he met Major A. B. Rogers near the summit of BC's Rogers Pass and co-founded the first Alpine Club of Canada. That early alpine club was short-lived, but in 1906 the modern Alpine Club of Canada was founded in Winnipeg, and Sir Sandford Fleming became the club's first patron and honorary president.

In his later years he retired to his house in Halifax, later deeding the house and the 95 acres (38 ha) to the city, now known as Sir Sandford Fleming Park (Dingle Park). He also kept a residence in Ottawa, and was buried there, in the Beechwood Cemetery, July 1915, aged 88.

His legacy remains across the country:

The town of Fleming, Saskatchewan (located on the CPR) was named in his honour in 1882. Mount Sir Sandford, which is the highest mountain in the Sir Sandford Range of the Selkirk Mountains, and the 12th highest peak in British Columbia, is named after him as is Sandford

Island and Fleming Island in Barkley Sound, BC.

Fleming's name is attached to various educational institutions across the country.

Fleming has been honored on two Canadian postage stamps: one from 1977 features his image and a railroad bridge of his design; another in 2002 reflects his promotion of the Pacific Cable. In addition, his design of the Three Penny Beaver, the first postage stamp for the Province of Canada has been used on seven stamp issues—in 1851, 1852, 1859, 1951, and 2001.

**FROM WCRA NEWS JANUARY 1983**

**- thanks to Craig McDowall**

**Santa Barbara Siesta (Editor's (Craig's) Sojourn South)**

A few notes on my week in Santa Barbara with the family after Christmas. We stayed at the Mira Mar on the beach in Montecito (suburb of Santa Barbara) on the beach (Nora and the kids loved it) and just 40 feet across the tracks from Southern Pacific's Coast Line with crossing gates and warning bells (Craig and the kids loved it!). Amtrak now operates four trains a day over this line - the Coast Starlight and the new Spirit of California (LA to Sacramento). The overnight Spirit passes through Santa Barbara at 22:45 north bound and 05:30 southbound. This train's normal consist is an F40, baggage car, 2 heritage sleepers and 2 Amfleet coaches. Over the holidays however, up to January 3rd, it was running up to 13 coaches, including 5 sleepers, and two F40's.

The Starlight was running longer than normal due to the holidays and also for the Rose Bowl on New Year's Day. Approaching the couple of days prior to the Rose Bowl, the Starlight had many private cars on the tail end southbound. Most of which returned on the morning Starlight a couple of days later. It was running with one extra unit on the head end northbound after New Years with 15 -16 cars. This was necessary to climb the Cuesta Grade out of San Luis Obispo.

Due to the recession, SP is running far fewer freights up and down this line compared to previous years we have stayed here at the same time each year. In the spring of 1981 when we came down to stay on our way to Disneyland, there were 6-8 freights daily compared to 3-5 per day this year. Only three general freights were spotted the entire week we were here, the rest being hotshots operating mostly at night through Santa Barbara with 3-6 units and 70-80 piggybacks per train.

**WCRA's December Meeting Notes**

Due to our inability to access our usual meeting room at the CN/VIA station, the meeting moved downtown to the I.B.I. Group's offices. Notes of interest as recorded by Bill Marchant:

Presentations are being made to Expo '86 officials in January re: the proposed steam opening.

The joint WCRA/CRHA letter re: CPR #374 has been received by the City of Vancouver. Civic endorsement is required before the project can be eligible for grant funding. Estimates are that \$50k would be required to restore this historic locomotive to movable (but not operational) condition.

(Update: the City Council passed a resolution to support our grant application and it is being forwarded to the Heritage Trust Fund this month)

The Drake Street Roundhouse continues to be maintained in a secured condition with smoke detectors recently installed

The Gibson/Harvey feasibility study will be completed in January.

The car British Columbia, on which we have the first right to purchase, has apparently been offered to the Port Moody group by Terry Ferguson

The proposed Seattle and North Coast trip is still being investigated.

### **BC Hydro**

It seems that complaints by residents along the Marpole to Kerrisdale portion of their line have complained to city council about the continual noise at night has resulted in BCH returning to a daylight schedule. The schedule now has the Kitsilano turn operating out of Marpole to Kits in the morning and then heads along the south shore of False Creek and operates directly into the Carrall Street Yard over BN trackage and the new connection, On Dec. 20th, MP15 #153 was in charge and after switching in that yard, returned to Kitsilano and south to Marpole in the afternoon. At the same time, SW900 #931 was busy shuffling cars at noon in the Carrall Street yard That unit is the only BCH SW900 lacking MU and riding on standard switcher trucks.

With this return to daylight operations, new signalling has been installed at five crossings, mostly down by the Kits yard.

### **BCR**

It's been many months since we have seen an ad in the local paper advertising BCR's Budd Car service. On Dec. 20th, an ad ran in the North Shore News with photos entitled 'A Great New Scenic Route to Jasper and Edmonton'. The ad featured a photo of their Budds along Seton Lake and extolled the virtues of BCR's connection with VIA's 'Skeena' at Prince George.

In the same issue was an article with a very favourable story on refurbished RDC-33. The

reporter, Chris Lloyd, was really taken with the accommodations and the service on his trip. Shortly after, an ad appeared in all the local papers titled 'Rail Sale' pushing the Prince George connection and offering 20% off between North Vancouver and 100 Mile House, Williams Lake, Quesnel and Prince George.

## **CN**

On Dec. 5th, a very unusual load was spotted rolling through Fort Langley. A Coast Guard cutter was on a flat car of a westbound freight!

The CN Valley freight had two SW1200's as power on Dec. 11 & 12

CN train departed Winnipeg with 5700 tons with eight units totally 24,000 HP - all GP40-2 units. In many areas of BC where CN is now double tracking, the familiar wires and telephone poles are disappearing and being placed underground.

CN spend \$10.5 million on upgrading the line between the Pas and Churchill, MB

## **CP**

CP intends to retire all remaining ex CLC unit robot cars in 1983.

Montreal Urban Transit has purchased CP FP7-A's #4040 and #4070-4075. The units will be renumbered #1300-1306 and will be overhauled and painted into the new Transit scheme. RS-10 #8577 has been leased to them also

CP Rail's Vancouver Division is being readied for commuter service. CP will operate the trains for BC Transit. This will include:

- building of platforms and some alterations at CP's existing Coquitlam station
- platforms for intermediate stations at Coquitlam Centre and Port Moody
- new track and platforms for CP's Vancouver station to be six feet lower than existing tracks there. Vancouver station will also get stairwells and escalators to the station concourse level. Initial operations will see two trains inbound in the morning rush hour with both returning in the evening rush hour. Each train will be able to accommodate 900 passengers. Connecting buses at Coquitlam will serve Pitt Meadows, Maple Ridge and Mission. BC Transit has purchased four GP9's from QNS&L and will lease 22 coaches from GO transit.

The Burrard Street CP Rail overpass at the north foot of Burrard street has been completed. An 'access' road was paved across the tracks of the rail yard about 40 feet west of the original overpass so a mobile crane could get into position to lower dismantled sections onto trucks. Each section between the supports were removed piecemeal so as not to disrupt rail traffic more than necessary. Both the overpass and the remaining section of the Pier BC elevated road and ramp down to trackside were removed.

### **BC Transit**

As the elevated ALRT line continues east on Terminal Ave., the line will angle off over the BN works yard toward the Sealand terminal, rising to 60 feet above the tracks and will cross Clark Drive 24 feet above the street and will continue eastward on the grass verge next to Grandview. Crews are now test drilling for soil density.

### **Amtrak**

The new VIA/Amtrak joint venture operating between Toronto and Chicago features a real variety of equipment. Everything from Amfleet to F40's and LRC units, Tempo and conventional VIA equipment (with steam generated heat turns up). Interesting to note that VIA's Tempo equipment has been 'revolted' to mate with Amfleet electricals.

### **VIA**

VIA is running local ads promoting Ski Tours to Banff starting at \$397. The package includes coach fare and six nights in a choice hotel and five day ski lift passes.

### **E&N**

A 'good guy' who is well known to many members of the WCRA, E&N engineer Don MacLachlan retired on Sat. Jan. 8th. So many people turned up for his 'last run', the E&N had to add a second RDC. Victoria's mayor and many of his friends and co-workers rode on this last trip. Several presentations were made to him along the line at various stations by civic dignitaries. Don was "absolutely overwhelmed" by the response. Don's family has been involved with the E&N since 1910.

### **Misc.**

After a period of rumours as the possibility of running a 'Kettle Valley Express' excursion to Penticton, the 'Pros from Portland', the NRHS, have firmed up all the details for May 21-23. A Northern Pacific F7 and five coaches will make a special move to Vancouver from Portland on Friday night, May 20th. The excursion will depart Vancouver at 07:00 and will arrive in Penticton at 20:00 routing through Spences Bridge and Merritt. The trip will feature three meals a day on board. On Sunday, an extra trip for the locals will run from Penticton to Princeton and return. Return fare is \$250 US and most tickets have already been sold in the US.

## **WCRA RESTORING STREETCAR 153 FOR NORTH VANCOUVER MUSEUM - by Don Evans**

West Coast Railway Association has taken on a contract job for the City of North Vancouver, that being the restoration of BC Electric Railway streetcar #153. The streetcar, which served pretty much all of its life on the North Vancouver streetcar system, will become a permanent static exhibit in the new North Vancouver Museum, currently under construction at Esplanade just above the Lonsdale Quay.

Streetcar 153 has a fascinating history. Built by the John Stephenson Company in New Jersey in 1908, the car was of a Brill semi convertible design. It is a double truck design with a clerestory roof, 39 feet long. It served on the North Vancouver system pretty much its entire career, being retired in 1946 after serving North Vancouver for almost 40 years.



After ending its career as a transit vehicle, the car was stripped of its trucks, motors and other equipment and sold for scrap. The body was sold and moved to Buntzen Lake in the Fraser Valley where it served first as a bunkhouse, then a restaurant in Chilliwack, and finally a chicken coop in Langley.

The car was found in 1982, re-acquired by BC Transit and moved to a Burnaby warehouse, and in 1986 was reclaimed by North Vancouver. It was moved to Mahon Park and housed under the grandstand there, where it was painstakingly restored by volunteers Bob Booth and Carl Anderson and remains to this day.

Over recent years, there have been several feasibility studies looking at what to ultimately do with this precious artifact. At the end of the day, the City of North Vancouver and the North Vancouver Museum and Archives have chosen to preserve the car as a static interpretive display, to be located immediately inside the entrance to their new museum facility. Finally Streetcar 153 will have a new and permanent home.

WCRA submitted a bid to be the contractor to complete the restoration of the car as an exhibit in the new museum. Fortunately, the museum has a good inventory of the necessary parts to use in completing the car, including a set of trucks from a Belgian streetcar which are very similar. The museum also has the controller stands, roll sign, trolley poles and other elements, and the car has all 12 of its original walkover wicker seats. So, we have lots to work with. David Walmsley and Blaine Thompson will be our prime workforce.

The trucks were moved to Squamish in 2018, and work got underway there early in January.



The goal was to make the car a bit lighter, to aid with floor loadings at the new location, so the motors were removed as was the brake rigging.

That work has now been completed, with all that needs to be done is to sandblast the remaining frames, axles and wheels, and then to paint them—work that will be done once the weather is warmer.

Next up was to fabricate and then test install new carbody centre plates,

which will connect the trucks and the car body. These are now complete and have been mounted to the car body over at the stadium in North Vancouver.

The work ahead includes several significant tasks including:

- Modify one end of the car for full accessibility—this involves raising the operator floor at that end of the car by nine inches to match the level of the main interior floor, as well as removing one set of bi fold entry doors and widening the access by removing one panel
- Restoring and outfitting the operators bay at the other end with controls, bell and appliances for accurate interpretation
- Installing electrical wiring and interior lighting as well as providing outlets and headlight illumination
- Working with the museum to determine the seating configuration and then restoring the seats that will be used
- Installing trolley poles
- Installing a section of track at the new location on which the car will sit.

Plans are to move the car from the stadium to the new location under construction in April—it has to be moved into the building before the building windows are installed. Work will then continue in the new location to complete the car and ready it for exhibition.

This is a fascinating project and we will keep you posted as it progresses.

## **RAILWAY NEWS**



### **LEASES STARTING TO BE RETURNED**

CN's large fleet of leased motive power, which helped the railway handle a quick and large traffic uptick, are starting to be returned now that the new GE locomotives are coming on line. However, there are many still around, as noted in these observations.....

- GECX 9147 by on 105 at 1532K Feb. 02, due out on 412 early on the 3rd
- GECX 7918 by on X-417 at 22K tentatively to leave on 302 on the 3rd
- GECX 7370 due around 0530K/03 on 863
- CREX 1521 by Hampton at midnight on 117, gone downtown.
- GECX 7351 out on 112 at 2050K/02
- GECX 7329 out at 21K on 744/02
- CREX 1215 up on BNSF early on the 2<sup>nd</sup>, at the Thornton shops all day, back south early on the 3<sup>rd</sup>.

(J.M.)

## **NEW UNITS**

The first 67 of the 260 Tier 4 ET44AC units and Tier 3 ES44AC (Tier 4 certified) units to be built by GE Transportation in Fort Worth, Texas, into 2020 were delivered in 2018 as follows:

- ES44AC 3806-3835 (serial 64744-64773)
- ET44AC 3133-3162 (serial 64774-64803)
- ET44AC 3163-3169 (serial 65858-65864).

The next 93 will include:

- ET44AC 3170-3222 (serial 65865-65917), followed by
- ES44AC 3836-3875 (serial 65818-65857).

(TJ)

## **CN LOOKS TOWARDS NEW EASTERN GROWTH**

Canadian National, flush with growth in western Canada, is turning to acquisitions and partnerships to help fill up the rest of its railroad. But it's not looking at traditional railroad targets, like the short-line buying spree it went on over the past two decades.

"We're looking at other ways to actually bring more business on the railroad," CEO Jean-Jacques Ruest told investors and analysts on the railway's fourth-quarter earnings call this week.

The first was TransX, a Canadian trucking and intermodal company CN announced it would purchase in October. The deal is awaiting regulatory approval. "We believe they can help us to bring more business to the CN railroad using our network," Ruest says of potential new domestic intermodal traffic in Canada.

CN aims to bring more international intermodal traffic to the Eastern portion of its system through the Port of Halifax, Nova Scotia. CN is the sole railroad to serve the port, which is Canada's fourth busiest. In December, CN said it and a partner were bidding to acquire the Halterm container terminal at the Port of Halifax. The partnership would expand the terminal, so it could handle two large container ships simultaneously. "We are going to market it as the Prince Rupert of the east," says Keith Reardon, senior vice president of consumer product supply chain growth. The Port of Prince Rupert, B.C., is the fastest-growing container port in North America, with most of its traffic bound for the U.S. Midwest on CN stack trains. The balance of the traffic moves to Canadian markets via CN, the lone railroad to serve the port.

A Halifax terminal deal could be finalized in the next few months, Ruest says. Halifax has advantages over Montreal, the busiest container port in Eastern Canada. Halifax is an ice-free, deepwater port that can handle today's big containerships and is on direct global trade routes, Reardon says. "We're planning on that to be big ship, big train ready," he says.

More manufacturing plants are being built in Malaysia, Indonesia, and Vietnam as costs rise in China, a trend that may boost the fortunes of the Port of Halifax. “As that trade moves further south, that gets right into the wheelhouse of the Halifax-Suez Canal connection and we feel very, very comfortable that we would be able to play in that market,” Reardon says. “That’s one of the reasons why we are looking at Halifax so extensively.” The Halifax traffic would not cannibalize CN’s current international business at Montreal, which is more of a niche market. “They are two separate markets,” Reardon says. “We look at them in two different ways. And I believe our customers do as well.”

Intermodal analyst Larry Gross says CN’s plan could work by shifting some container volumes that currently land at the Port of New York and New Jersey and are bound for the Midwest. Halifax is about 20 hours of sailing time closer to the Mediterranean than New York, he points out. “Plus, you will get through Halifax and onto the train much faster and cheaper than congested New York,” Gross says. “So, it would be a contender for volume moving into the upper Midwest and Ontario, particularly Toronto, Detroit, and Chicago.” CN is at a significant mileage disadvantage, however, when measured against either CSX Transportation or Norfolk Southern between New Jersey and Chicago. It’s around 1,700 miles from Halifax to Chicago, versus 900 or so from New Jersey to Chicago. “Of course, nothing prevents the CN from pricing the service more aggressively, which is certainly what they have done with Prince Rupert,” Gross says, adding that while CN’s plans aren’t a “slam dunk,” he wouldn’t bet against the railway. CN is the fastest-growing of the big six Class I systems, but its growth is concentrated in Western Canada, where the railroad is making major investments in new sections of double-track and new and extended passing sidings.

It’s a different story in the East, where CN has underused capacity between Halifax, Montreal, Toronto, and Chicago. “Our objective, our appetite is to find ways to make more use of the existing network,” Ruest says. (TJ)



## **LOCOMOTIVE REBUILD PROGRAMS**

Thirty long-stored SD9OMAC units (9100-9160 series) have been moved from Winnipeg to Progress Rail in Mayfield, Kentucky, to receive a new cab, rewiring and upgrades to become model SD70ACu. The units will be completed at Muncie, Indiana, in 2019 and be renumbered CP 7000-7029. CP AC4400CW 8550 has been rebuilt and upgraded by General Electric at their Erie, Pa, facility and been designated model AC4400CWM and renumbered CP 8200. The unit received a refurbished FDL diesel engine, new cab, new inverters, control system updates, positive train control equipment and new paint, and was delivered to CP on November 28. Thirty additional AC4400CW units are slated for upgrade to model AC4400CWM in 2019. (BL)

## Steam Locomotive set for Alberta departure

It's a local punch-line that was getting a little tired - 'things are moving as slowly as Prince Albert's locomotive 5080! Mind you, the old steam engine that stands neglected on the Prince Albert Exhibition grounds is probably looking beyond tired. But the hunk of steel from a bygone era finally looks set to chug over the sunset to a much brighter future. After a year of backward and forward legal wrangling it appears the decade-long saga of getting the city's famous old steam train mobile again is about to reach its conclusion. Prince Albert city council has signed off on an ownership transfer agreement that will see the 1914-built steam engine removed from its current and sad-looking location and put in the hands of an Alberta train theme park.

"Locomotive 5080 is going to be transported to Aspen Crossing Railway Corporation ... where it will be resurrected within two years and get her back on track," Arne Lindberg with the local restoration committee said after the council decision Monday night. The company will spend a million dollars on the restoration and pay the cost of getting it to Alberta, he said. Lindberg had tried to get several efforts off the ground to refurbish the 104 year old engine in Prince Albert, including the initial idea back in 2008 of a retrofit and having it fully enclosed. But things never gathered the necessary steam to get going, while the classic piece of early 20th Century mechanics kept deteriorating. Now, thanks to the city's agreement with Aspen Crossing, the locomotive should be loaded up for transport to Alberta within the next two weeks. In return for essentially gifting the relic to the theme park the city of P.A. will be permanently acknowledged by the new owners.

"It'll be called Spirit of Prince Albert and there'll be a plaque on the side commemorating where it came from." (S.B.)



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ISSN 1204-07

Vol. 59 Issue 3

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**BACK COVER**

Western Rails is coming for another year—mark the dates and plan to be there—even better, pitch in and help with set up, staffing and take down if you can. See page 5.

**TRIVIA ANSWER**

Claude Monet's 1873 "*Le Pont du chemin de fer a Argenteuil*" (Railway Bridge Across Argenteuil) sold through Christie's Auction House in New York in 2008 for \$41.48 million US, beating the previous record at the time for the artist's work of \$36.56 million. It was described at the time as "one of the greatest impressionist pictures left in private hands."



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*Western Rails 2019* is presented by the  
**West Coast Railway Association**



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 3

Canada Post, Canadian Publications Mail Sales Product Agreement #40007853