



WCRA NEWS

OCTOBER - DECEMBER

2020

**HERITAGE PARK HAD A VERY SUCCESSFUL
'SATURDAYS OPEN ONLY' PROGRAM THIS
SUMMER FROM JULY TO SEPTEMBER**

**ONE OF THE HIGHLIGHTS THIS SUMMER
WAS SINGH BILN'S LIVE STEAM MINI RAIL
LOCOMOTIVE WITH TREVOR MILLS AT THE
THROTTLE**



The WCRA MONTHLY MEETINGS

The Monthly Meetings have been postponed until further notice due to the current pandemic.

ON THE COVER:

Trevor Mills operating Singh Biln's mini rail Mogul locomotive named 'The Parakeet', which received a lot of attention as she ran around the track with a box car and caboose

MEMBER NEWS

The WCRA News is now a quarterly publication and will convert to a magazine format in January 2021

PLEASE RENEW YOUR MEMBERSHIP

- If the expiry date on your membership card or date on your label is 30 Sept. 2020(9/30/20) or earlier, your membership has expired and it is time to renew.

We need all of you as members, please renew today.

ANNUAL FESTIVE DINNER – CANCELLED

We regret having to make the decision to cancel the Dinner scheduled for November in Burnaby but it does not appear that COVID-19 restrictions will be relaxed any time soon.

The space limitations of the venue will not permit us to comply with the BC Provincial Health Officer's rulings regarding Social Distancing and her advice on Bubbles [Keep it close - Keep it small].

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 2387 Stn. Main, Squamish, BC, V8B 0B6

MEMBERSHIP Updates

Welcome as Members ...

- ***Laura Birks-McMaster and Family of Squamish***
- ***Michael Bozzini of San Bruno CA USA***
- ***Jennifer Chen and Family of North Vancouver***
- ***Missey Clarkson of Vancouver***
- ***Rick Coleman & Stephanie Cascanette and Family of Squamish***
- ***Ethan Cooper of Abbotsford***
- ***Malcolm Cormier of Bowen Island***
- ***Sarah Cumming & Stephen Delane and Family of Squamish***
- ***Ann Gawley of Garibaldi Highlands***
- ***Liam Gawley of Garibaldi Highlands***
- ***Blake Gerlach of North Vancouver***
- ***William Gould of Vancouver***
- ***Andrew Gunn of Squamish***
- ***Ming (Michael) He and Family of Surrey***
- ***Jim Hegan of Garibaldi Highlands***
- ***Minsu Kim and Family of Vancouver***
- ***Ryan & Gary Kreschuk and Family of Surrey***
- ***Sheldon Kropf and Family of Squamish***
- ***Edmund Kropf of Vancouver***
- ***Brian Klaus and Family of Coquitlam***
- ***Jake Lowe and Family of Garibaldi Highlands***
- ***Sacha McLean of Vancouver***
- ***Alexander Slavin and Family of Vancouver***
- ***Dylan Smith of North Vancouver***
- ***Andrea Spiegel of Garibaldi Highlands***
- ***John Sprung of Surrey***
- ***Hongjun Su and Family of West Vancouver***
- ***Paul Travassos of Victoria***
- ***Grace Yaginuma of Vancouver***

Welcome back as Members...

- ***Lauren Baldwin & Kevin Henshaw and Family of Squamish***
- ***John Brydle of Coquitlam***
- ***Steven Fofonoff and Family of Brackendale***
- ***Derek & Heidi Goto and Family of Burnaby***
- ***Allison Hayes & Peter Kirk-Owen and Family of Squamish***
- ***Sara Mackenzie and Family of Squamish***
- ***Randy Reinsch of Delta***
- ***Fabiola Riske and Family of Squamish***
- ***Robert Stead of North Vancouver***

- *Bob Truttman of Campbell River*
- *Darcy & Michelle Ulmer and Family of Garibaldi Highlands*

FROM THE EDITOR

As the summer of 2020 approached with all the challenges connected to the pandemic, the discussion ensued on how can we open the park to the public to generate some desperately needed revenue and still follow all the protocols that were in place to protect the public. The other challenge was how do we staff any potential opening since our staff were laid off and are on the CERB program. So we decided to try and staff only with Gord Bell, Robert MacBeth and volunteers. Our request for volunteers to man the front gate for admissions, the gift shop, mini rail crew, operating crew of our Budd Car BC21, Speeder rides, and docents for the Roundhouse and Car Shop exhibits. I was asked to be the Vollie Co-ordinator and the response that I sent out for assistance was met with overwhelming support and we were able to open on July 1st with a good turnout. We opened for 5 hours each Saturday from 11-4. We set up admission as all day pass so folks could ride the mini rail, speeder and BC21 rides more than once if desired. We only had rain one day and showers one other but we were able to accomodate good crowds as we had both buildings open and all the grounds. One of the extra features was using the BC 21 to take folks over to the MP2 shop and back. We also had three mini rail trains running, and thanks to Kyle and Gary, we got the garden railway operational for those riding the mini rail. Comments from attendees was universally positive as a result of this success, our plan is to change our normal daily summer hours to limited openings to maximize turnout.

Thanks to my wife Nora who took photos over many of the event days, we wanted to feature as many of the volunteers in this issue as possible to thank them. . . many of which came every Saturday to assist! Photos in the centrespread of this issue.

We also want to thank Gordon Hall, our RDC 'hoggers': Hal Coleman (ex CN), Jeff Inguldon (CN), Tyler Welsford (CN), Matt Robson (SRY), Dave Layland (SRY).

WCRA Trivia #369 by: Ryan Cruickshank

Q. What is the only locomotive preserved on Prince Edward Island?

A Western Canadian Icon Has Left Us - Harry Home: 1933 - 2020

Harry passed away in Jasper at the age of 86 after battling a progressive lung condition. He is survived by his wife Edna, son Cameron, daughter Lisa, 3 grandsons: Harry Jr., Joel and Wyatt,

He had wanted to be a railroad engineer since he was a young boy and fortunately he attained his dream and thoroughly enjoyed it. His particular passion was ex CN Mountain type locomotive #6060.

CNR 6060 operated as a high-speed passenger and freight in Canada, until 1960 when its class was retired due to dieselization. CNR 6060 was then put on static display in Jasper, Alberta in 1962. Then in 1972, it was restored, replacing Canadian National 6218, and became CN's main excursion engine until the 1980's, when it was retired.

In 1985, Harry led efforts to restore #6060 and then operate it to Expo 86 to be beside Canadian Pacific 2860. After Expo 86, it was moved to the Alberta Railway Museum, where it was stored until 1998, when it was moved to Stettler where she operated regularly in the service of Alberta Prairie Steam Tour. As of 2009, it has been stored at the Rocky Mountain Rail Society.



Association News

Please note that we have closed our old Vancouver post office box. Any mail should be sent to the WCRA, PO Box 2387, Stn. Main, Squamish BC V8B 0B6

The WCRA is Revamping our Website!

If you have been on our website recently, you will already have seen some improvements thanks to our board member Kyle Miller. In the next few months, the website will be 'Mobile first' visitor focused with a digital marketing platform that will integrate with our popular Social Media Channels to provide a much better user experience. The objectives of the new website will be to showcase the Railway Museum and its exhibits with rich imagery, visitor-focused navigation, increased information and better support for our membership, volunteers and donation management to the WCRA. And the new website will feature an online Gift Shop to sell merchandise and process payments online!

Heritage Park News

Thanks to many member of our beloved 'Squamish Gang' and some key donations, 'Ye Olde Print Shoppe ' was completed in time for our Saturday openings in Sept. Workers on this project included Roy Crowston, John Jellis, Tom Bruvall & Max Nelson. And Bill Parks came up once again from Georgia to volunteer! Rod Zander of our park staff did the electrical work, with materials donated by Greg Gardner, electrical supplies from Kevin Crowston and Steve Hutton for rebuilding the press!



Quantum Reclamation donated the building shell with Rick Hunter moving the shell from MP2 to the park. Paul Steele donated the Challenge model printing press. It weighs over 600 pounds and was built in 1870! Thanks to all!



Rail News

CN & VIA

On October 22nd, during a dispute of the Six Nations of the Grand River over a housing development, a skirmish between encampment members and the OPP (police), the band members used a commandeered backhoe to destroy and barricade roads leading to the housing entrance and sever the nearby tracks of CN's Hagersville Subdivision. Damage to the railway included a smashed crossing signal, rails pulled off the ties, and damaged the ballast.

VIA announced the Canadian will resume partial service on Dec. 11th between Winnipeg and Vancouver.

Wheatland Express

This tourist railway in Wakaw, SK recently purchased 2 RDC's from Florida and are totally rebuilding them for their excursion train.



Schnabel Transporter

This car is 231 feet long with a gross weight of 2,280,800 lbs! A train recently carried this decommissioned nuclear reactor vessel from Southern California to the San Onofre Nuclear Generating Station in Utah. When it arrives to be offloaded, it will be loaded onto a 45 axle, 180 tired trailer with four tractors - two in the front and two in the rear to move this reactor weighing 1.5 million pounds. The combination of tractors and the trailer was over 300 feet long!



A Feature on our 'Saturday' Volunteers

If the folks featured here weren't able to assist us this summer during our 'Saturday Only' openings, we would have been closed all summer.

Bonnie & George Game



Donna Fourchalk



Tom Bruvall



Dai Yates



Kyle Miller



Ryan & Gray Kreschuk



Karen Moodie

Ken Ward and
Bill McEnergy



Nora & Craig
McDowall

Deb Sankey, Bob Philip
& Barb Stover



A Look Back in Time

Thirty four years ago, during Expo '86, 'Steam Expo' occurred across Main Street from the Expo grounds for ten days that May. The largest steam locomotive exhibition since the Chicago World's Fair in 1948. And will never be repeated again. A total of 17 operating steam locomotive on site!

The "Grand Parade of Steam" launched Steam Expo with a commemorative steampast along the Vancouver waterfront beside the Canada Pavilion. British Columbia's Royal Hudson #2860 led the locomotives 99 years to the minute since the first scheduled transcontinental passenger train arrived in Vancouver.

CPR #374 was restored for Expo'86 and sat as the courtyard centerpiece at the Roundhouse pavilion.

Your editor had the contract to sell all the souvenirs and came home each night smelling of oil, coal and smoke. I was like a kid in a candy store for the ten days!



The Steam Chest – January to March 1962

Pacific Great Eastern

Five new diesels were recently ordered from the Montreal Locomotive Works. They will be unit numbers #595-599 and are apparently 1800 HP chop-nosed units. They will be delivered in two groups: one of three units and one of two units and all will receive the new PGE green two tone paint job at the factory. Baggage car #704 has been sent from Lillooet to Squamish.

Diesel #570 has been repainted in the new two tone green paint job in Squamish

In late February, one of our members saw an ex Milwaukee Road coach in the paint shop ready to be painted in the green color scheme. And wonders of all wonders, also spotted was 1954 Austin rail car with a V8 engine hidden in a small shed on the property!

Canadian Pacific

CPR sent RDC-1 #9055 to the E&N recently to release #9054 so that repairs may be made to the end damaged in a recent collision with a propane truck near Duncan in February.

Vancouver Wharves

It was recently discovered by one of our members that the Shay currently working at the North Vancouver location is not actually owned by V.W., but rather by Railway Appliance Research, owned by Bob Swanson and is still lettered and numbered as Canadian Forest Products #115. The locomotive is leased when a ship arrives at the dock and it is scheduled to be slowly overhauled in the next few months to almost new condition. This work will be done in between the ship scheduled arrivals. She was built by Lima in Feb. 1930 for Merrill Ring Wilson Ltd in Hoquiam WA as their #4.

MacMillan Bloedel & Powell River Co.

Operation is currently two round trips per day between Nanaimo River and their Diamond Yard near Ladysmith with their 2-8-2T #1055. Mac Blo's #1077 (mcm note: later became the BC Museum train loco and is now in Fort Steele) is on standby but #1055 is preferred over #1077 as she has more weight on the drivers and thus has better traction on their line. (KA)

The Experiment of Diesel Hydraulics with CNR and CPR (by Peter Cox)

The first diesel-hydraulic unit to appear on Canada's major railways was a German made side-rod connected 0-80 of 750 HP. Buby MaK, this engine was tested on CN in 1956 and operated in and around Montreal under #1000.

Apparently she was not suitable as she was then seen being tested by CP also around Montreal with the same poor reaction . She was returned but two other units from CLC arrived in 1957 to work as CP #10 & #11. These units had two 250 HP diesel engines underneath each four wheel truck through a hydraulic transmission and outside connected side-rods and designated # DL-2. Low geared for comparatively high tractive effort at low speed and light enough to not require a fireman. CP, after testing, ordered 14 units in 1960. They have been spotted as far west as Victoria working at Ogden , moving freshly painted freight cars at Weston and Angus or at grain elevators at Portage la Prairie. A couple of units were also spotted in Vancouver Drake Street pushing stainless steel cars through the wash machines.

GM also produced a prototype, albeit a smaller unit than the DL-2, remindful of their Aerotrain locomotive in appearance, the unit was numbered #1001 & didn't perform as expected, returned to GM where it became their plant switcher. GM then produced an 800HP unit, similar in styling to the #1001, but larger in size and painted in CP colours and numbered #800 & 801 and were tested hauling tonnage around Southern Ontario. But again, no units were ordered.

The Steam Chest – May 1962

WCRA Meeting Notes

At the regular April meeting at the Great Northern Depot, a slight interruption occurred when a fire erupted next door at the CNR station in their business car # 32. We first heard the sirens of the approaching fire trucks and two late arriving members reported seeing smoke rising behind the CNR station. The Vancouver Fire Department sent five trucks and had the fire under control within 30 minutes. It appears the car #32 is a total loss. This business car was the private car of Mr. T.A. Mainprize, CNR Superintendent , and was formerly car #25. Mr. Mainprize has had some bad luck with his business cars. Five years ago, he was in his former business car at Port Mann when diesel road switcher #4423 crashed through a caboose, demolishing it and then into his car which was also destroyed. Until a new car is assigned to Mr. Mainprize, he is sharing #24, a 1960 built business car, which was part of the newest order of passenger cars ordered by CNR.

Pacific Great Eastern

PGE coach #621 has been repainted in the old orange colour, not in the current green paint scheme. Apparently green is only reserved for locomotives.

Canadian Pacific

CPR's steam Pacific class locomotive #2709, partially scrapped during January, is still in partial existence in stall #11 at the Drake Street Roundhouse. The only part remaining is the frame, wheels and the tender.

There is no explanation for the sudden halt to the scrapping, but the lull gives people an excellent opportunity to see the remains of the running gear and the unusual trailing truck on these G4 locomotives, a non swiveling variety. The G5's also had this trailing truck where the journal and wheel assembly had side play rather than the whole truck swiveling.

Business car #22 has left Vancouver for places unknown and in late April, sister car #326 was viewed in a partially stripped condition and tags show the car ticketed for Coquitlam.

CP Steamship 'Princess Elaine' was reported up for sale in mid April. The 3 funnel veteran has served the CPSS for 32 years.

Canadian National

CN's trains #1 & 2 between Montreal and Halifax 'The Ocean Limited' is the CN's first completely re-painted train with all locomotives in the new 'Rudolph' scheme and all cars in the new white and black paint scheme.

CN's Symington yard in Winnipeg is now in use and Fort Rouge is reported to be almost a ghost town, with only one switcher assigned there. The Symington yard also has its own diesel shop, similar to the Calder installation in Edmonton.

CN Steamship 'Prince George' has recently been putting in two trips a week: Vancouver to Seattle for the World's Fair traffic and then will go into Alaska cruise service. Word has it that her funnel will have the CN 'worm' logo installed before her Alaska service.

Sad to report that 'souvenir hunters' have been working over CNR #6043 on display in Winnipeg.

Northern Alberta Railway

The NAR was leasing four CNR diesels in the 4200 and 4300 series and a steam generator car for the early part of 1962.

Great Northern

Effective April 10th, the GN ceased operation of passenger trains at their Vancouver depot. Instead all trains are now using the nearby Canadian National depot. GN crews continue to do all the servicing of the train which arrives in the evening when the entire train is wyed and then remains at the depot overnight. One noticeable change has been that all coach switching, which was done formerly at the CN station by CN crews is now carried out at the GN depot where the station tracks are being used as a yard. The made up train consist is then moved over the CN station and any last minute switching is done there.

White Pass & Yukon

Effective May 1st, the rotary snow plow service was discontinued until next winter and on May 22nd, the summer schedule comes into effect with one passenger train a day each way between Skagway and Whitehorse.

WP&Y's five diesels are usually distributed with two MU'd on the southbound passenger train, two on the northbound and the 5th unit either in the shop or pitching in when and where needed. Because of the stiff 20 mile 3.5% grade out of Skagway, almost all trains have a steam helper as far as White Pass.

General Motors GMD-1: by Peter Cox

No treatment of Canadian diesel motive power would be complete without inclusion of the GMD-1, one of the very few models which are truly Canadian, both in design and purpose.

Beginning in 1956, GM modified its 1200 HP yard engine by adding MU connections, road engine controls, big number boards front and rear and subbing coil sprung roller bearing trucks containing 65mph wheels for the SW1200 trucks. This engine, sometimes called the 1200-RS, became the most versatile engine ever to appear on Canadian rails. A true road switcher, equally prepared for mainline service, including passenger runs, or switching duty or work trains or shop assignments. However, as it weighed almost as much as a GP9, it would not replace ten wheeler and small Consolidation steamers on CN's numerous light rail subs, especially on the prairies.

Two diesel models were attempted to capture these runs: CLC's H-12-64 and MLW's RS-13. The former proved unreliable and neither really fitted what CN wanted for regional power assignments. So CN and GMD went to work and created the GMD-1 which came into production in 1958.

Still an outgrowth of the SW 1200, the GMD-1 possesses all the advantages of the 1200 RS plus the ability to run in very light rail areas. To accomplish this, a four motor six wheel truck of special design is used. The only other modification is the addition of a short hood, to enable installation of a steam generator if needed. Of a total of 101 units produced, all but five were sold to CN. Those five were sold to Northern Alberta Railways, where they are a natural for their Waterways line, a 285 mile run built mostly on semi-frozen muskeg. The CN units are used mostly in the West, from logging hauls on Vancouver Island to passenger runs out of Winnipeg. A total of 18 are equipped with steam generators and 89 mph gearing.

CREDIT LINES

Editor
Distribution

Craig McDowall
Jeremy Davy & Donna Simon

ISSN 1204-072X
Vol. 60 Issue 4

Contributors:

J.D.	Jeremy Davy	D.E.	David Emmington.
J.M	Jim McPherson	K.A.	Keith Anderson

Send news contributions direct to the editor at 404 Bury Lane. West Vancouver, B.C. V7S 1K3, on the Internet to <news@wcra.org>, phone news to (604)926-4851 (res)
Check us out on the Internet at <www.wcra.org>

Contact us: 1-800-722-1233 Heritage Park 604-898-9336
CN Roundhouse & Conference Centre 604-898-9336
wcra.org

BACK COVER

Top Photo: Two CP Heritage Units at Bellevue, Iowa

Bottom Photo: CP Heritage Unit at Potter's Mill, Iowa

TRIVIA ANSWER: CN 1762 MLW RSC-18 s/n 83239 built 1960 (nee CN RS- 18 #3859) beside the Kensington ex-CN station (45km NW of Charlottetown). All other railway equipment preserved on the island are nine cabooses. Sister locomotive #1754 to Salem & Hillsborough Railroad in NB and #'s 1757 /1760/ 1765 to Cape Breton & Central Nova Scotia Railway, while four (1750/ 1751/1761 /1786) went to Acinox, Cuba and three .(1768/1775/1782) live in Jamaica. All others were scrapped



**CANADIAN COUNCIL
FOR
RAILWAY HERITAGE**

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



Is this a photo of a HO scale model railroad or? See answer on page 15.

Published by West Coast Railway Association
PO Box 2387, Stn. Main, Squamish BC V8B 0B6
www.wcra.org

ISSN 1204-072X
Vol. 60 Issue 4

Canada Post, Canadian Publications Mail Sales Product Agreement #40007853