HAPPY HOLIDAYS TO ALL!

‘CN’ EXCURSION TRAIN HEADED TO WCRA!
GENERAL MEETING NOTICE

The December General Meeting of the WCRA will be held at Rainbow Creek Station in Confederation Park in Burnaby at 1930 hours on Tuesday, December 19th. Please note early meeting date due the Christmas holiday the following week. **Nominations will be held for two positions on the WCRA Board of Directors.**

Entertainment will be a slide show by Don Evans of his recent travels as well as the latest developments with the WCRA “From Venice to Squamish” will be covered.

ON THE COVER

It’s a very Merry Christmas for the WCRA as we are able to announce that we have been able to purchase two ex CN FP9A units and three coaches to augment our fleet of equipment to work with the Royal Hudson train as well as other unique special event and excursion operations. The purchase is thanks to the generosity of a private donor and ensures that we have enough seats to make operations of the Royal Hudson profitable. For more see page 12.

DECEMBER / JANUARY CALENDAR

- **West Coast Railway Heritage Park** Open daily 1000 through 1600k
- Saturday, December 9—**Jingle Bell Express** train at Squamish, departs 1630 and 1710k
- Friday, December 15 to December 23 and December 26 to December 30—Christmas Lights in the Park—annual Christmas event, West Coast Railway Heritage Park, 1730k
- Thursday, December 14 to - December 23, West Coast Christmas Minirail at the 374 Pavilion, Roundhouse Community Centre, Yaletown in Vancouver, 1000—2000 daily
- Saturday, January 13—deadline for items for the February 2007 WCRA News
- Thursday, January 23—Tours Committee Meeting
- Tuesday, January 30, 2007—WCRA General Meeting, Rainbow Creek Station in Confederation Park, Burnaby, 1930 hours.

The West Coast Railway Association is an historical group dedicated to the preservation of British Columbia railway history. Membership is open to all people with an interest in railways past and present. We are a non-profit British Columbia society, registered as a Canadian charity. Individual membership in the WCRA is $50.00 per year, family membership is $60.00. **New! E Members (electronic newsletter) are $35 individual and $45 family.** Other membership categories are:
- Junior Member (age 16 and under) $25
- Sustaining Member $100 (tax receipt) **plus** membership type regular fee
- Life Member (one time fee) $700 individual life / $1,200 family life

All memberships include the monthly newsletter, Heritage Park admission, 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

HAPPY HOLIDAYS TO ALL

As I write this in late November, the snow is falling and we are coping with weather that we don’t see all that often here at the coast level. For us on this Sunday, that’s not a problem as we do not have to go out anywhere so we can watch outside and slide into the holiday spirit.

All of you will receive this issue just before Christmas and our December meeting. As in past years, this will serve as our annual Christmas card, and the cover photo is WCRA’s Christmas present—what a great addition to our fleet!

From all of us at WCRA News to all of our members and readers, may you have a very Merry Christmas and a Happy New Year. We thank you for your support in what has been a very extraordinary year for which we can all be very proud. The very best to you all.

2006—A YEAR WE DID MORE THAN WE WERE CAPABLE OF DOING!

It is always typical for your editor to reflect on the year just ending, and what a year it has been. A series of very significant accomplishments have occurred—in fact, so many that we have to admit it has been a year that has been hard to keep up with at times.

Thinking back over the year….Getting into the MP 1 shop at Squamish started the year off as we were able to secure and protect ten pieces of our collection and start maintenance operations in a much better environment. The completion of former CPR S3 #6503 was a landmark accomplishment for our collection, as our volunteer crew turned out a beautiful restoration. At the Heritage Park, Spring Break week saw the inauguration of speeder rides—our first “full scale” ride attraction, then we added Budd Car rides and shop tours in the summer. The BC Rail Pioneers picnic was held and this event saw the official opening of the PGE / BCR Troop Sleeper exhibit. We acquired the classic 1934 Chrysler Airflow and created its new home, and opened the new model RR coach to the enjoyment of all.

Then there were a couple of other things—the construction of the turntable pit in readiness for CN Turntable Plaza, and the completion of Royal Hudson 2860 for the Grand Steam Up held September 28th—a landmark event for the WCRA and our highest profile media event ever. We have also been able to open our Kids Kaboose and, in November, were able to lease Motive Power Shop 2 and take on the winter care of Rocky Mountaineer’s Whistler Mountaineer train. And, now our first Heritage Park—Squamish trips will operate December!

A review of our plan for 2006 would find many of these items, but several others have been accomplished over and above what we set out to do at the start of the year. That’s the kind of
year it has been. A year that, in fact, had we had all these in a plan that we would very likely have said—that’s too much for us to ever be able to accomplish. But we did—even though we stretched ourselves in many ways.

So, to all of our staff, volunteers, contractors, donors, supporters and friends—we thank you for what you did for WCRA in what will likely be one of the most extraordinary years in our Association's history. We are deeply appreciative of all you helped us accomplish, and we should all be very proud of what lies ahead as a result. Thank you!

Don

ASSOCIATION NEWS

WCRA TRIVIA # 216  - by Ryan D. Cruickshank

What is the winter significance of the Quebec, Montreal, Ottawa and Occidental Railway that runs between Longueuil and Montreal? (for answer, see Credit Lines)

YOU KNOW YOU’RE A RAILFAN WHEN…….

.........the snow falls, driving or venturing out is discouraged, but you are off for a rare train (in our area) picture in the snow!

ANNUAL DINNER & AWARDS NIGHT HELD NOVEMBER 28

The WCRA’s Annual Dinner and Awards Night was held on Tuesday, November 28th at Cheers Restaurant in North Vancouver. A good crowd of 85 members and guests were present to enjoy the sumptuous buffet dinner and an enjoyable evening, in spite of the unusual snowy and cold weather. After a few announcements, the annual awards presentations were made with Don Evans acting as Master of Ceremonies. The winners received a framed Paul Oahnnesian print of the Royal Hudson steaming on the CN turntable at the Heritage Park, with the new Roundhouse behind (see back cover of this issue).

So, here are the winners of the WCRA Awards for 2006…….

CORPORATE SUPPORT AWARD

Winner – All Pro Services Ltd.

This year’s Corporate Support Award goes to a company that came in and gave us tremendous assistance with the Royal Hudson project. We made great progress with our work team on the boiler, including right up to putting in the tubes. But the challenge of getting the welds just right and the final boiler details just right was immense. All Pro Services came to
the rescue and worked with the project, training our own people at the same time, and was instrumental in our ability to complete and certify the boiler. They also gave a sizable in-kind donation towards the project. The award will be forwarded to Robert Jang of All Pro.

Past winners: Continental Power Services, Duro Construction Ltd., Mountain Retreat Hotel & Suites, Canadian National, Canada Post Corporation, Rocky Mountaineer Railtours, Tim Hortons Squamish, Howe Sound Inn & Brewing Co., BC Tel Education, Dairyworld Foods, BC Rail, Amix Salvage, Canada Place Corporation

MEDIA AWARD

Winner – Vivian Moreau

There’s no question that we received the most press coverage we have ever had this year, as the Royal Hudson project garnered significant interest and coverage throughout the year. All major TV networks and the Vancouver dailies were at the September 28 event and the fact the Royal Hudson is now able to operate again is well understood wherever we go. But one writer stood out above the rest as the year developed, connecting with us regularly at several levels and writing and publishing several stories as the project neared completion. She also attended the September 28 event and got coverage in both the Globe and Mail as well as her home town publication, the Pique (of Whistler). Our winner this year is Vivian Moreau.


BEST CONTRIBUTION TO THE NEWSLETTER

Winner – Craig McDowall

This year, we again recognize a long time WCRA member who came up with a great idea and has been providing it consistently to the delight of our readers every month now. The “25 Years Ago” feature, where coverage of what was going on is taken from a long past issue of WCRA News, has reminded us all of some of our organization’s own past history. And quite a history we have!

Our award winner for 2006 is Craig McDowall.

Past Winners: Grant Ferguson, Dave Emmington, Jim McPherson, Richard & Margaret Harvey, Paul Ohanessian, Allan B. Peden, Bill Yeats, Win Oliver, Art Hamilton, Randy Rand, Bill Yeats, Ryan Cruickshank, Patrick Hind
VOLUNTEER AWARD

Winner – Chris Forget

This year we acknowledge someone who turned up on the scene at the Heritage Park about a year ago, and quickly became a huge contributor to the organization. To date he has recorded well over 2,000 volunteer hours and is at the Park almost daily working on his major project, as well as helping with other things that need to be done. Almost single-handedly he has transformed the coach Skeena River from a hulk into a new model railway exhibit, and continues with that project as well as the developing Garden Railway. Our winner of the 2006 Volunteer Award is Chris Forget.

Past Winners: Irena Erdos, Kevin Smith, Joe Kerr, Ken Mason, Glen Wideman, Percy Fairhurst, Nick Monkhouse, Dusty Rhodes, Devon Generous, Paul & Mary Roy (twice), Bill & Dorothy Lahr, Marcie Phillips

MOST SIGNIFICANT CONTRIBUTION TO RAIL PRESERVATION

Winner: Michael Batten, Richard Courage, Greg Robertshaw

(Colin Dathan photo)

One might expect that this year’s awards will all be centered around the Royal Hudson, but we need to remember that we also had other major accomplishments as well. Such is the case in this award category, as we need to recall that frosty February day when restored CPR S3 locomotive #6503 emerged in its final paint, completed and operational. That project was the work of three volunteers, who slugged away at it for over three years, completing what is another jewel of our collection. We honour Michael Batten, Richard Courage and Greg Robertshaw for their dedication and fine work with 6503.

Past Winners: Peter Cox, Richard Courage, Bob Spencer, Paul Ohanessian, Fred Dannells, Ron Anstey, Kevin Pruden, Dave Simpson & Judy Lunn, Barbara Brown & Bruce Mackay, Devon Generous, Gerry & Jo Black, Ron Anstey, Ken Paget
• **MEMBERS’ CHOICE AWARD**

Winner: **Don McAllister**

This is the members’ award, as votes from you, the members of the WCRA, make the choice directly. This year’s winner won by a very clear margin, and is well known by everyone in our Squamish area. Unfortunately, he is not able to be with us this evening as he passed away on October 11\textsuperscript{th}. At age 85, Don was still a regular at the Heritage Park—a master of many things and a doer of any kinds of chores. But he had a real passion for the Royal Hudson, and spent time every week keeping the locomotive's rods and running gear lubricated and polished. Don told many of us at one time or another that he would live to see the 2860 steam again. He did—and we are glad for that. But we all miss him deeply. The award was accepted by Don’s daughter, Patty Janssen

Past Winners: Bernie Tully, Paul & Mary Roy, Tomo’o Oshikawa, Bill Marchant, Barbara Brown & Bruce Mackay, Donna Fourchalk & Ken Mason, Mary Roy, Norm Shepherd, Steve Barone

Past Winners of President’s Award (preceded Members’ Choice) Mary Collins, Harold Holtby, Hal & Gale Kinsey, Trevor Mills

• **SPECIAL AWARD**

Once again this year we are presenting a special award. In this case it is to recognize a team achievement in returning the Royal Hudson #2860 to steam. This project was of a magnitude well above anything we have tackled before, and of a profile to the community at large as well as the rail community that had the skeptics and supporters both active for some time. Would the Royal Hudson ever steam again? Of course, we all now know the answer.

This project was also such that no one individual could be singled out – there were so many people involved from a variety of perspectives. It was truly a team effort. But, there clearly was a core team of people, those who worked on the project week after week for more than the past year, people who all went above and beyond the call of duty to see the Hudson once again come to life. It is those we recognize this evening.

Volunteers: **Richard Courage, Don Lawrence, Rob Misjak**
Contractors: **Randy Lucas, Trevor Mills, Randy Shimell**
Project Manager: **Singh Biln**

These people were recognized as a team with a plaque on the original painting by **Paul Ohannesian** of the Royal Hudson on the new turntable, which will hang in the station until the Roundhouse is ready, then hang alongside the Royal Hudson in its permanent new home. As a memento, each receives a copy of the print with the plaque inscription inside.
Special Award—Ueli Leichti

Our constructor extraordinaire, Ueli Leichti (Duro Construction), who always goes above and beyond was recognized with a special Royal Hudson Award. Several recent activities were recognized, including the overhead bucket used at the Royal Hudson event and the quick assistance with the water impact during the November “almost flood”. It seems that no matter what the challenge, if Ueli is around help is always available and we thank him for his great work as well as the extra help. (Photo on page 37)

Following the awards, the raffle draws were held for a variety of items. Dave Emmington reports…. “A Big Thank You to the very many donors of raffle items for the Awards Night and Annual Dinner, too numerous to mention all of you but your generosity is greatly appreciated. Special Mentions go to Dorethea Matewish for "recruiting" several donors, including Church's Chicken, Colleeta Consultants (9 bottles of wine), Carousel Portraits (Belle painting), Holly’s Hairdressers, Discount Cheese (Cheese plate), Bill Lahr for a wonderful poster of the restored Seattle King Street Station, Dave Emmington for a large travel bag, a picnic basket that folds out to be a stool, a book (Westbound by Mike Chandler), 2 books from Jeremy Davy (Morant's Canada and America's Trains) , Norm Witzell, Operation Lifesaver (CN Safety Tee shirts), Craig Mc Dowall (two watches, a power drill, a tool set, a high tech wine bottle opener, hand knitted toque & scarf and a railway book). Finally Colin Dathan for 2 special self adjusting wrenches.

Some folks won several items . . . . . . . . . with one winning way too many!! (Does anyone know Bernie Tully!!!?? - Craig said he spotted him as he drove away with his headlights pointed skyward due to the weight of all his prizes in the trunk!). It was especially nice to see Donna Forchalk win the framed picture of the restored Burnaby Village Carousel horse "Belle" as she had her heart set on it. And Don Greenwood was thrilled to win the poster of Seattle's King Street Station. The evening closed with Howie Biehl winning the draw for the Max Jacquiard “Then & Now” draw. The raffles raised well over $1,000.

Thanks to all that attended . . . it was a very successful night.

NEW MEMBERS


We welcome back Bill & Cathy Dixon of North Vancouver, Rick Nicholson & family of North Vancouver, Nimejit & Navneet Thandi of Squamish, and John Zuk & family of North Vancouver. (J.D.)
MEMBERSHIP RENEWALS

Memberships dated 11/30/2006 have now expired, and if your membership expired 9/30/2006 this will be your last issue. Please check the label on your newsletter and renew today. Remember that renewals are being accepted for memberships with the *E–Newsletter Option*. Those fees are - for an E-Individual membership $35.00, and an E-Family $45.00 (J.D.).

MEMBER NEWS

It is with sadness that we report this month on the passing on of another of our members. **George Brealey** passed away peacefully on November 14, 2006 at the Lodge at Broadmead in Victoria. George’s son Ken is also a WCRA member, and we pass on our condolences to him and the rest of the Brealey family on their loss.

MEMBERS ONLY SECTION OF WEBSITE NOW OPERATIONAL

The *Members Only* area of the website is now in place and the current (less than six month old) Newsletter Issues have been moved there for viewing by current members only. Please note that **all members in good standing are eligible for access to the Members Only area, not just those who have E-News Option Memberships**.

NOMINATIONS FOR BOARD POSITIONS AT DECEMBER MEETING

Notice is given that nominations will be held at the December General Meeting for two positions for the WCRA’s Board of Directors. The positions currently held by **Craig McDowall and Keith Anderson** are both up this term.

PASSENGER TRAIN JOURNAL

Passenger Train Journal is back—the magazine that covers passenger rail hit the shelves once again this fall, and the first issue reportedly has a nice article on the *Whistler Mountaineer*—including a good photo of WCRA’s *Henry Pickering* observation car. (D.S.)

PACIFIC RAILS 2007

Pacific Rails 2007, the annual convention of the Canadian Railway Historical Association (CRHA) and the Canadian Association of Railway Modellers (CARM) is coming to Victoria, BC May 17 to May 21, 2007. The program will feature three days of clinics, railway history, railway preservation and modeling. The group will visit the Duncan Forestry Museum, ride the Alberni Pacific, and visit the historic E & N Roundhouse.

Watch for further details next (and future) issues—block the dates now.
COLLECTION

OHIO LOCOMOTIVE CRANE #2055—Part 1
- By Grant Ferguson

In the early to mid 20th Century locomotive cranes were to be found hard at work at industries that shipped large items by rail, logging operations, lumber mills, at military installations and on the railways across North America. The machine was very versatile, requiring only one man to operate. It could move heavy loads and propel itself and a car or two down the track and around the mill yard. Special models of locomotive cranes were developed for the logging industry to load logs, clean up wrecks and to load lumber at the mills onto flat cars or docked deep-sea vessels. Railways used them for shop work, coaling locomotives, right of way maintenance numerous other tasks. They were also used in marine and general construction projects where track could be laid or was already in place.

Steam was the usual method of propulsion but as the diesel engine became more reliable and its availability increased many steam units were converted to diesel and eventually new cranes ordered were all diesel powered. This proved to be a saving in operating costs and reduced the fire hazard inherent with steam boilers. However, where steam was part of an operation, such as in a creosoting plant, the steam powered cranes survived. This was the case with #2055. Locomotive Crane #2055 was ordered from the Ohio Locomotive Crane Co. of Bucyrus, Ohio on Jan.31, 1916 by the Vancouver Creosoting Co. Ltd. of Vancouver, B.C. Thanks to the efforts of Mr. Kevin Kohls of Bucyrus Ohio, who researched the Ohio records, we have a copy of the original order form for the #2055. The crane was ordered as an 8 wheel, 20-ton capacity, Model D. It was shop order #3101. The form goes into great detail to record all of the component parts of the crane as well as the tools and spares to be shipped with the crane to Vancouver. Briefly, the unit was supplied with steam brakes, a 50’ boom, a 600 (US) gallon water tank, a 320 (US) gallon oil tank, a steel cab, MCB arch bar trucks with 33” wheels. Numerous small specialty items are also noted.

The really interesting note on the order form indicates that the crane was to be shipped without a boiler! The base casting, grate bars, boiler hood and dome, steam pipes and all fittings were supplied and merely the boiler shell and tubes were to be left off. Three sets of blueprints of the standard Ohio 54” boiler were supplied to the purchaser. Another interesting notation on the order form reads: “These parties wish to get this crane as soon as possible for the reason that there is strong talk of the war duty in Canada being increased in the near future and they are anxious to save this $500.00 or greater increase". Perhaps this had to do with import/export duties on complete machines or machines shipped as parts. No further light is shed on this requirement and it is not known where the boiler was finally constructed in Vancouver. Several companies could have filled the order at the time.

The crane was lettered; Vancouver Creosoting Co. Ltd. Vancouver, B.C., No. 2055. No paint
colour is indicated. It was shipped on March 7, 1916. Indications are that the Vancouver Creosoting plant was located in North Vancouver.

John A Taubeneck of Seattle WA has supplied us with a roster of Ohio cranes delivered to buyers in the west. This list was prepared from Ohio Company records and the files of Kirken Machine Co., Ohio’s agent in Seattle WA. Looking through the record, it would appear that #2055 is the oldest surviving Ohio steam crane in existence.

By 1939 the Vancouver Creosoting Co. had become the Canadian Creosoting Co. and a new boiler for #2055 was ordered from Vancouver Iron Works Ltd. on Oct. 24, 1939. The boiler diameter was specified at 54”, the working pressure was 160 lbs. and the boiler contained 188 tubes at 5’-6” long and 2” outside diameter. This boiler, which is still in place was certified for demonstration purposes as late as 1989. Future operation, if any, would require a complete re-tubing and internal inspection.

The ongoing story of #2055 shows it owned by Domtar Chemicals in New Westminster at the creosoting plant near Fraser Mills. Here it was out of commission and neglected having sunk into the mud at the end of the yard. Valley Towing Ltd. acquired the crane sometime in the 1970s but did nothing with it. In 1981, the crane was donated by Valley Towing to the Canadian Steam Preservation & Industrial Archeology Assn. (CANSTEAM). The crane was dug out of the mud and painstakingly restored. It was displayed at the BC Transportation Museum on the New Westminster docks in 1986 and also put in an appearance at STEAMEXPO. Later #2055 was moved to the Cloverdale site of the Transportation Museum in 1988. When this facility was closed, the crane came to the West Coast Railway Assn. and was later moved to Squamish.

Ohio #2055 is a unique and valuable part of our collection as it serves to help interpret the industrial side of railways. We are indebted to CANSTEAM for their vision and hard work in saving the crane from certain destruction or dismemberment. In Part 2 we will bring you the story of the heroic restoration of the crane with photos and interviews with key CANSTEAM members.
CN EXCURSION TRAIN EN ROUTE TO WCRA FROM ONTARIO

Exciting news this month as we are able to report that the WCRA has completed an agreement to purchase five pieces of the former Waterloo & St. Jacobs excursion train. These pieces, all painted in CN’s classic green, black and gold paint scheme, will journey west (from Toronto where they are stored) to join our expanding excursion train fleet for use with the Royal Hudson on 2007 and future special event trips.

Newly purchased are:
- FP9Au locomotive 6508, Class GPA-17a, built 11/54 as CN 6508, nee VIA 6508 / 6305
- FP9Au locomotive 6520, Class GPA-17c, built 3 / 57 as CN 6520, nee VIA 6520 / 6306
- Coach 5569, built 1954 as CN 5569 / nee VIA 5569 (76 seats)
- Snack—coach 3218, built 1954 as CN coach 5573 / VIA 5573 then VIA 3218 when snack bar added (72 seats plus snack counter)
- Snack—coach 3223, built 1954 as CN coach 5635 / Via 5635 then VIA 3223 when snack bar added (72 seats plus snack counter) - photo below

The purchase of this equipment has been made possible by a private donor, and its primary reason is to add enough coach seats to our fleet that we can be assured of having enough capacity on future Royal Hudson outings to be able to cover the cost of operations and generate funds to put back into the maintenance and care of the locomotive. But it will also benefit us in assuring we have classic locomotive power to work with the Royal Hudson as well as keep our availability of back up power for the Whistler Mountaineer.

The new equipment will also balance out the makeup of our excursion fleet by having locomotives and coaches in both CN and CPR classic paint schemes. This way we more truly represent the railways of British Columbia in our collection, and in our excursion operations.

As we go to press, we are just completing the arrangements of the purchase. Two wheels are
being changed out to rectify thin flanges identified when the equipment was inspected, and we are working with CN to then move the five pieces to their new home terminal, which will be West Coast Railway at Squamish, BC.

WCRA’S EXCURSION FLEET SHAPES UP

With the addition of the five new units, WCRA’s Excursion train fleet is now be taking its planned shape and numbers 15 pieces. This fleet will be maintained to current operational standards for lease or our own use in our special event excursions. Here’s how the excursion train fleet now looks:

Locomotives (4):

- Royal Hudson #2860, lettered British Columbia, 4-6-4 steam locomotive
- FP7A #4069, Diesel electric locomotive, CPR 1952 paint scheme as delivered to CPR
- FP9A #6508, Diesel electric locomotive, CNR 1954 paint scheme as delivered to CN
- FP9A #6520, Diesel electric locomotive, CNR 1957 paint scheme as delivered to CN

Passenger cars (9):

- HEP Generator car Macdonald Creek, lettered West Coast Railway, tuscan red
- 76 seat coach Paul D Roy, lettered West Coast Railway, tuscan red
- 76 seat coach (Name to be announced), lettered West Coast Railway, tuscan red
- 76 seat coach 5569, lettered West Coast Railway, CNR green, black and gold
- 72 seat snack coach 3218, lettered West Coast Railway, CNR green, black and gold
- 72 seat snack coach 3223, lettered West Coast Railway, CNR green, black and gold
- Open Observation car Henry Pickering, lettered Whistler Mountaineer, tuscan red
- Ex CPR business car Alberta to be completed 2007 and lettered West Coast Railway, name to be announced, painted tuscan red
- 76 seat coach (ex BCR Porteau), to be repaired and ready for 2008

Budd Rail Diesel Cars (2):

- RDC-3 #BC 33, 42 seats with full kitchen and baggage section, to be repainted PGE 1956 colours as Pacific Great Eastern BC 33 as delivered to PGE
- RDC-1 #BC 21, 68 seats with snack counter, to be repainted PGE colours and lettered West Coast Railway

The addition of the three new coaches opens up the opportunity to sponsor and name some coaches once again. Contact Don Evans if you have interest in having a coach carry a name of your choice in the West Coast Railway / Royal Hudson train consist.
BUNK CAR INTO SHOP FOR WORK

Our wooden CNR Shovel Operators Bunk Car #65940 has been moved into the carshop for assessment and stabilization. The car has been leaking quite badly and needs some attention. At this point, assessment of required repairs is being undertaken, and we will keep the car inside the shop now until the repair work is determined and carried out. (R.S.)

WORKING ON 6503

Further to last month's note in the Collections section, Trevor Mills caught this photo of member Bill Parks as he worked in the cab of CPR S3 switcher 6503.

374 PAVILION

374 TO HOST CHRISTMAS MINI RAIL

I am pleased to report that negotiations with the management of the Roundhouse Community Centre for holding a Christmas mini train event have been successful. Jeremy has inspected the site and it is feasible to use the portable track. This represents a good opportunity for the WCRA to partner with the Roundhouse Community Centre to have a community event that brings together the resources of both organizations.

The 374 Christmas mini train event will be open to the public from December 14th to December 23rd. Hours of operation are 10:00 am to 8:00 pm weekdays and 10:00 am to 10:00 pm on weekends. You are welcome to join us at the 374 pavilion located at the corner of
Davie and Pacific Boulevard for our first 374 event in partnership with the Roundhouse Community Center.

November visitor attendance to November 27th is recorded at 1,205. This brings the total visitors to the 374 Roundhouse Pavilion to 18,768 since January 1, 2006.

The work required to clean and repair several items at the Roundhouse has been completed. The pavilion has a fresh look about it and there have been many positive comments. Many thanks go to Margaret Watts and her team for completing this.

Work continues on the data entry of the 25,000 names of people who purchased bricks as a fund raiser many years ago. The new computer program will identify the location within the Roundhouse for the many requests that are received when guests want to locate their brick. Many thanks go to Len Brown who is heading up this project and the 374 volunteers who are assisting.

Negotiations have started for a new agreement between the WCRA, Vancouver Parks & Recreation and the Roundhouse Community Centre. The initial talks have gone well and it is expected that new agreement will be completed early 2007.

On December 12, 2006 at the 374 Roundhouse from 7-9 pm Chuck Davis will be showing a 1937 film “The Great Barrier” where the 374 locomotive is a prime star. Video’s of this movie are available at the 374 Pavilion and will soon be available on DVD. (J.B.)

ROYAL HUDSON PRESERVATION & FUND

ROYAL HUDSON PRESERVATION FUND

This month we continue to have some significant support from donors towards the completion of the Royal Hudson, but while the donations come in the costs are also going up as the final push to get everything done necessitates additional work and materials.

We acknowledge our monthly contributors Dave Walker, Richard Tubbessing, and Ernie & Lynn Ledgerwood, as well as donors Henry Reimer $150, Ken Olson $2,000, Max Jacquiard $500, Dr. L. Kindree & Norma $100, M. Gentles $100, William Parry $20, $500 in memory of Christopher Moodie, $100 in memory of Don McAllister, Allan Milligan $250, Judith Hollick $500, Victor Gauthier $50, Mel Bishop $100, Robert Smith $100, Bruce Wolff $40, Gregory Galbraith $500, John Sled $100, and Janet Park $35. Add in the Western Economic Diversification Canada grant of $110,000 and the Province of BC $100,000 TFA grant, Westran’s $50,000, the John Hardie Mitchell family foundation’s $20,000 and our total now leaps forward to $573,427.
A hearty thank you to all of our donors to date—without you we wouldn’t be where we are. But, we still have lots to fund—our bills to date have now passed $630,000. We expect to need another $70,000 or so before completion is fully covered. Remember, you can make a donation on line through www.wcra.org. If any of you have been contemplating helping out, now is the time to consider it as we get down to the final months in one of WCRA’s biggest and most exciting projects. The Royal Hudson Preservation Fund still needs your support.

FUNDRAISING

ESTATE PLANNING MADE SIMPLE

Last year we ran a series of articles in WCRA News about Planned Giving. This article recently came across your editor’s desk, and is well worth reading for all of us. We encourage all members to consider the future of your estates so that you can make the choice in where your assets will go (and not the government). Almost everyone now has an estate of substance through simply owning our own homes and the value they create today. Naturally, we hope that if you choose to leave some charitable causes in your will, that you think of the WCRA. But the real issue is just that we think through what will happen. Hope this will help.

Vancouver, BC (November 14, 2006): Planning your estate is more than just attending to your Will. Much, much more.

An old Burmese proverb goes like this, “In time of test, family is best”.

Adrian Mastracci, private-client portfolio manager at KCM Wealth Management in Vancouver says, “A well thought out estate plan ensures that your family is cared for should anything happen to you. It’s one very important pillar of wealth management.” Estate planning develops and implements your action plan that achieves two things. It preserves your family wealth and distributes it to your beneficiaries according to your unique wishes.

It’s wise to integrate your estate with retirement aspirations, investments, risk tolerance, income tax and business planning. Ask this question, “What is important to you about planning the estate?”

There are many answers. Preserving the family wealth; providing for the spouse and children. Seeking more quality time with the family; transferring the reins of the family business. Minimizing probate fees and income taxes. Funding education for the children and grandchildren. Leaving a legacy to a charitable cause (like WCRA) and to loved ones.

It can be a difficult topic as it encompasses our own mortality. Talking openly about it with family helps in getting started.
I divide the process into four phases:

1.. **Prepare the way**

If you die without a Will, your assets are distributed according to Provincial legislation. This may result in a loss of control. It may also necessitate additional time and fees to settle your estate. Anyone getting married, separated, divorced, re-married or having children, is wise to go over the current Will. Provincial legislation affects its provisions and validity.

Start with the big picture: a detailed list of your assets and liabilities. Look at your tax positions and desires for the disposition of each asset. Pay special attention to a family business and cottage. Review your family's needs and ability to maintain lifestyle if something happens to you. Check beneficiary designations for your RRSP, RRIF, RESP, DPSP, IPP, pension plan and life insurance.

2.. **Consider the options**

Become aware of how Provincial legislation (say a Representation Agreement Act, or a Wills Variation Act) may affect your desires. Particularly, if you’re governed by two or more Provinces. Examine whether to leave your estate to the beneficiaries either outright or by trusts created by your Will. Also, mull over whether a portion of your wealth should be dealt with while you are living.

Your goals while living may benefit with an alter ego trust or joint spousal trust. The passing of a family business or farm may involve an estate freeze and the $500,000 capital gain exemption. Paying the least tax is always popular. Assess the implications of individual or joint ownership of assets for income tax and probate purposes. Sometimes they are at odds.

A spouse, child or other dependent may have special needs. US citizens living in Canada, and Canadians with US property or business holdings, should review their US estate tax treatment.

3.. **Appoint the doers**

Take great care in appointing capable representatives, powers of attorney, executors and trustees for your estate. They have similar powers as you do in dealing with your accumulated wealth. Choosing the right guardians for minor children is vital. Your guardians and trustees may have duties lasting up to 18 years, or longer, depending on the children’s ages and the life of the trust you create.

Appoint two qualified people for every position. Ideally, one should be younger than you and live in the same Province. Grant them sufficient leeway to perform their duties as you would. Be certain each appointee wants the often thankless job. Being an executor is no picnic. I counsel clients to provide the appointees a detailed letter of instruction ease their tasks.
4. Get it done

The process from thinking about the estate plan to implementing it may involve a team of professionals. I find that gathering your team in one room is quite effective. Say the investment advisor, tax practitioner and lawyer. Perhaps, one of them will take the lead and become your quarterback. Make sure everyone understands your objectives. Then instruct your team to put the personal plan in place that reflects your wishes.

The cornerstone of your estate plan is a well-crafted Will. Review it every couple of years. Legislative changes and life events may change your objectives.

Your estate plan requires commitment. It’s worth knowing that the framework is right for your desires.

EXECUTIVE DIRECTOR’S REPORT – NOVEMBER 2006

November was a very busy and productive month, as a number of key initiatives saw progress, and there were also several exciting new announcements as you have already read.

Funding Asks Made
- Gaming Capital Grant request for Northern Summit in 2007
- Royal Hudson asks to two individual members

Major Funding Received
- New debentures $65,000
- Direct Mail returns (Royal Hudson) $12,145
- Royal Hudson other donations $470
- $650 donations to Heritage Park (Lyttle, Reimer)
- $600 donation to gardens at Mason Station (Moodie)
- Endowment Fund interest (Vanc’r. Foundation) $684
- CN trainset deposit donation $35,000
- MP Shop donation $10,000
- Chuck May donation (painting) $2,000

Month Total $126,649

Year to Date Total $867,094

Year end objective $1,000,000

Other Significant Activities
- Met with BCRP re MP Shops lease and possible future purchase
- Met with Brent Leigh of DOS re District’s support and roundhouse approvals
- Held Strategic Planning day for 2007 plans
- Met with Transport Canada re Royal Hudson 2007 plans
- Successful with CN re December Budd car trips to Squamish
DEBENTURES AVAILABLE TO HELP US OVER THE FUNDING HUMP

The WCRA’s Board of Directors has approved a new issue of debentures available to members and friends who would like to make an investment in the WCRA. These will also help us over our current funding hump of need and assist us with some of the bills we need to pay. 2006 has been a very exciting year in terms of accomplishment, but also a very expensive one as major projects, such as the 2860, have consumed more than available funding. We really need your help now as we cover the Hudson's bills we encourage you to make an investment. Debentures are available in sizes from a minimum of $500 to the thousands of dollars, and pay 5% per annum on a standard three year term. An investment by our members is a preferred source of funding the projects (outright donations are, of course, always sought and welcome). Your help is really needed right now—and we offer our thanks to those who took advantage of this opportunity since we started this note a month or two ago.

Debenture details and application forms are easily available, just call Jim Brown at the Hastings office 604-681-4403 or at home 604-985-7249, or Don Evans at 604-988-3435. Either of us would be pleased to provide details and assist in any way we can.

WEST COAST RAIL TOURS

2006 TOURS NOW COMPLETED - 2007 TOURS PLANNED

With our group tours now completed for 2006, your tours office is still available to book independent trips. For example we now issue tickets for the White Pass and Yukon Route Railroad as full-service agents for that line. The timetable for 2007 is now available and includes a new service Skagway to and from Carcross, YT. Ask us about specialized itineraries using the WP&YR service combined with air, coach, ferry and other rail services such as VIA Rail Canada.

Rocky Mountaineer Vacations’ 2007 brochure is now available. Special tours utilizing the Royal Hudson locomotive are also now in the works for 2007. Keep an eye on this section for details.

Call the tours office for the latest 2007 Trafalgar Tours brochures. They include the following destinations and features: Europe & Britain, Australia & New Zealand, USA & Canada, River Cruises in Europe, Cost Saver Europe, and for the under 40 crowd, “Breakaway”.

As agents we have special deals for WCRA members. We will pop the brochure of your choice in the mail as soon as you make the call. The new Rocky Mountaineer Vacations brochure is also available. Call soon for your copy on 604-524-1011 or toll free 1-800-722-1233. (B.J.)
We continue to book the following self-guided tour:

MALAHAT CIRCLE TOUR - Daily except Saturday - all year

Depart from Pacific Central Station at a time of your choosing aboard Pacific Coach Lines scheduled service to Victoria. We supply vouchers to take you to the Queen Victoria Hotel—a few steps from the bus depot. You are on your own for dinner. Breakfast is served at 7:00 AM in the hotel’s restaurant, then their van shuttles you to the VIA Rail station at 7:30 AM. Board the train for an 8:00 AM departure to Qualicum Beach where it arrives before noon. Enjoy this quaint town with its interesting beaches and restaurants. After lunch (on your own) we ask you to board the southbound train at 2:00 PM and get off at Nanaimo at about 3:00 PM. A waiting, pre-booked taxi takes you to Nanaimo’s bus depot for the 4:30 PM departure of Greyhound’s scheduled service to Vancouver. Dinner on the ferry is available. Arrive at Pacific Central Station at 7:15 PM. Fare: $224; Children 2-11 $186; BC Seniors (Mondays, Tuesdays and Wednesdays only) $186. (Otherwise $224). Ask about special pricing if couples travel together. Single supplement $71. GST extra.

CPR Steam Through the Rockies 2007. 
A steam lover’s delight, our Canadian Rockies Steam Express tours feature the Canadian Pacific Railway’s heritage steam engine, the 2816 “Empress” on itineraries of your choice

FARES: Call 1-800-722-1233 (or locally, 604-524-1011), for pricing.

Vancouver – Calgary. Eastbound via Crowsnest, Departing:
2007 : July 8th – 14th (Calgary Stampede)  
2008 : July 21st – 27th

Day 1. Vancouver 
Guests arriving in by air in Vancouver are met and transferred to a central hotel for a one night stay and welcome dinner. D.

Day 2. Vancouver – Kamloops - The Canyons
Mid morning we depart Vancouver’s Waterfront Station, beneath the original CP Terminal, for Kamloops, some 250 miles away. We follow Burrard Inlet then enter the Lower Fraser River and later Thompson River Canyons before our evening arrival in Kamloops. Transfer to the Executive Inn for dinner and overnight. B.L.D.

After breakfast join the Spirit of Kamloops Heritage train for a short journey. On returning to Kamloops rejoin our CPR train and continue our journey into the Rockies, pausing at Craigellachie, where the last spike was driven to complete the Trans-Continental rail link on the 7th of November, 1885. We have a private visit to the CPR Railway museum in Revelstoke before ending our day at the important junction of Golden, where we have dinner and stay overnight. B,L,D.

Day 4. Golden – Fort Steele. - Columbia River Valley
From Golden the train diverges from the CPR mail line and takes the former Kootenay
Railway line (now CPR's Windermere subdivision), south along the Columbia River Valley towards the US border. In the afternoon pull into Fort Steele where we visit Heritage Town, which has its own steam railway, the stock of which includes 0-4-4T 'Dunrobin' formerly owned by the Duke of Sutherland who used it to haul his private saloon around the Scottish highlands. Overnight in Cranbrook. B,L,D.

**Day 5. Cranbrook –Crowsnest Pass – Lethbridge - The Rockies**
In the morning we have a private visit to the Canadian Museum of Rail Travel (www.trainsdeluxe.com) before tackling the spectacular line through the Crowsnest pass, where we cross the continental divide. If possible, this line is even more spectacular than the main line through Banff to the north. Overnight in Lethbridge. Not included – Optional visit to the excellent Head-Smashed-In Buffalo Jump UNESCO World Heritage Site (Passengers for this excursion leave the train in Cowley and rejoin the group for dinner in Lethbridge). B,L,D.

**Day 6. Lethbridge – Calgary. - The Prairies**
In the morning a photo-shoot will be staged with our train on the spectacular 1 mile long and 314 feet high Lethbridge trestle bridge, the largest in North America before we wind our way north to Calgary, where we arrive at the CPR Pavilion mid afternoon. The Pavilion is attached to the five-star Fairmont Palliser Hotel, where we will transfer for one night. B,L.

**Day 7. Calgary**
After breakfast in the hotel’s Rimrock Room our tour ends. Airport transfers arranged for those leaving from Calgary airport today. Those with free time to explore the cowboy town of Calgary can visit the local attractions, including the fascinating Grain Academy, the Calgary Tower, the Stampede Showgrounds and Calgary’s large Heritage Park (www.heritagepark.ca). B.

**Westbound via Banff, departing:**
2007: July 1st – 7th
2008: June 29th – July 5th, July 14th – 19th *(Calgary Stampede)*

**Day 1. Calgary**
Guests arriving by air are met at Calgary Airport and transferred to the 5* Fairmont Palliser Hotel for a one night stay and welcome dinner. D.

**Day 2. Calgary–Banff- Lake Louise. The Prairies**
We depart the CPR Pavillion (which is attached to the Palliser Hotel) in the morning and head through the suburbs of Calgary on our way to Banff, where we stop around lunchtime. This afternoon we are treated to a tour of the outstanding beauty that surrounds us. We also visit the stunning Chateau Lake Louise, situated at the head of Lake Louise, facing the 11,250ft Mount Victoria. From here the noise of cracking glaciers can often be heard as huge chunks of ice crash into the lake. We spend two nights in a hotel at Lake Louise B.L.

**Day 3. Lake Louise. Icefields Parkway**
Today we take the Icefields Parkway. Considered one of the most scenic highways in the world, the Icefields Parkway offers an ever-changing view of waterfalls, emerald lakes, alpine meadows and snow-capped peaks. At the boundary of the Banff and Jasper national Parks lies the Columbia Icefield. One of the largest accumulations of ice and snow south of the Arctic
Circle, it covers an area of nearly 325 square kilometres. And has eight major glaciers including the Athabasca, Dome, and Stutfield Glaciers, all visible from the Icefields Parkway. We will take Brewster's Ice Age Adventure, a tour onto the icy slopes of the Athabasca Glacier before returning to Lake Louise late afternoon. B,L.

**Day 4. Lake Louise – Revelstoke The Rockies**

On leaving Lake Louise we start the steepest part of our climb through the Rockies. On reaching the Continental Divide, we pass from Alberta into British Columbia and change to Pacific Time. From here we descend past Lake Wapata into two spiral tunnels down to Kicking Horse Pass. We pause at Golden before continuing through Rogers Pass in Glacier National Park. We arrive in Revelstoke, where we visit the CP Railway Museum, and stay overnight. B,L,D.

**Day 5. Revelstoke – Kamloops The Lakes**

An early run down to Kamloops, passing Craigellachie, where the last spike was driven to complete the Trans-Continental rail link on the 7th of November, 1885. We have arranged an excursion with the ‘Spirit of Kamloops’ heritage train and Canadian Northern 2-8-0 number 2141. We return to Kamloops for an overnight stay. B,L,D.

**Day 6. Kamloops – Vancouver. The Canyons**

Early morning we depart for Vancouver, some 250 miles away, and travel along the Thompson River then Fraser River canyons. Exiting the lower Fraser River valley we run along Burrard Inlet into Vancouver’s Waterfront Station, beneath the original CP Terminal. We then transfer to a central hotel for a one-night stay and our farewell dinner. B,L,D.

**Day 7. Vancouver**

After breakfast in the hotel, free time to explore this vibrant, cosmopolitan city. Transfers to Vancouver airport for guests leaving today by air. WCRT supplies one-way plane fare to / from Calgary.

Remember: West Coast Rail Tours travel agency has IATA status so we can handle all your bookings for air travel as well as cruises, motorcoaches, hotel accommodations, ferries and—our specialty - rail. We ask you to choose us as your travel agent. **Commissions earned on all travel bookings go straight into the WCRA bank account for our preservation projects.** Contact Bill toll free at 1-800-722-1233, or locally at 604-524-1011 or by e-mail at tours@wcra.org (B.J.)

**West Coast Rail Tours - The “Rail” Way To Go**

**MOTIVE POWER SHOPS**

We are pleased to be able to report that our short term lease for the MP 2 shop has been able to be extended for the foreseeable future, albeit on a month by month basis at this point. This allows us the ability to continue with the *Whistler Mountaineer* maintenance—photo P 23.
ROUNDHOUSE & TURNTABLE

DURO CONSTRUCTION APPOINTED CONSTRUCTION MANAGER

Duro Construction has been appointed overall Construction Manager for the Roundhouse at the West Coast Railway Heritage Park project. Duro has been working on the turntable project since its inception and the calibre of work has been exemplary. Under this appointment, Duro will also oversee finalization of the Roundhouse specifications, construction budget and schedule, and determining trades and sub trades to work on the project. The appointment was approved by the Board at their December 6th meeting. (C.S.)

WORK CONTINUES

Meanwhile, work continues at the site in preparation for the Roundhouse foundations to start. In November, we moved the display cars Colonist and British Columbia into the Carshop and then, Ueli took down the shelter. We had a look at it and decided the easiest, safest and most efficient method was to take it down intact (Photo, P 24) then disassemble it. The shelter can then be re-assembled on the north end of the Carshop after new footings have been poured. Following removal of the shelter, Randy & Randy were busy removing the tracks from the front of the Carshop. Quite something to see some of our original trackage installed only 12 years ago being torn up to make way for the Roundhouse! (S.B.)
WEST COAST RAILWAY HERITAGE PARK  
Home of the Royal Hudson

CHRISTMAS LIGHTS AT THE PARK

The 8th Annual Christmas Lights at the Park event will be held December 15 - 23 & 26 - 30th. Trains run through the Christmas wonderland at the Heritage Park from 5:30-8:30 PM each night, with the last train departure at 8:00 PM. Event admission is $4.50 per person or $2.25 for members (includes the train ride). Santa and Mrs. Claus will be in attendance from December 15 to December 23—bring your camera for photos.

A very special Breakfast with Santa will be held December 16th. 8-10 AM. Breakfast price is just $5.00 per person. Tickets must be purchased in advance and will be available at the Park as numbers are limited. Photos with Santa will also be available for $3.00 each courtesy of the Squamish Lions Club. (S.E.)

JINGLE BELL EXPRESS SQUAMISH TO OPERATE!

The West Coast Railway Association will operate its restored ex BC Rail Budd RDC’s on three dates in December between the West Coast Railway Heritage Park and downtown
Squamish thanks to the support of CN. The first operation of the “Jingle Bell Express” for Squamish will be Saturday, December 9 when the train will operate from downtown Squamish as part of the town’s Christmas event and parade. The train will depart at 1630 and 1710 hours, ensuring everyone is back before the 1800 hours start of the parade. Boarding will be downtown on Loggers Lane.

Then, on Friday, December 15 and Saturday, December 16, the train will be part of the opening of the Heritage Park’s Christmas Lights in the Park event, departing from the Mac Norris Station for the return trip to downtown at 1700 hours and 1800 hours Fare will be $2.50 per passenger, the train will be decorated and beverages will be served.

The train will be BC-33 and BC-21, giving us a cab at each end. Crews are now working to prepare the train as we write this, and decorate the train in Christmas lights to ensure more than enough Christmas spirit! All aboard!

WILD AT ART COMING IN FEBRUARY

The Squamish Wild At Art event will hold its annual show and event at the West Cost Railway Heritage Park February 16 to 25, 2007. The event will be held in the PGE Carshop at the Heritage Park—a large venue for lots of displays. We hope to operate some trips the “Downtown Train” again during this event. Stay tuned.

TRAINS 2006 VISITS HERITAGE PARK AS PROTOTYPE TOUR

The annual TRAINS 2006 show and meeting always includes a prototype tour for participants. This year they chose to come to the West Coast Railway Heritage Park, and were aided by some of our members as well as by the staff and volunteers at the Park. The visit was very successful, as judged by the two e mails we received from organizers......

For the 2006 prototype tour Trains 2006 visited the West Coast Railway Associations’ Heritage Park in Squamish, BC. Despite some cold, wet weather the tour was exceptional and I am sure all those who participated had an excellent time. The tour was extremely well-organized with the first half of participants being sent on a mini-rail ride within minutes of their arrival. A trip over to the former BC Rail shops was provided on the ex-BC Rail RDC BC33; included was a well-versed tour guide providing the history of the park, the RDC, and the shops. Once in the shops the guides provided relevant information to the participants, and gave everyone insight as to the goals and activities of the WCRA.

Again I can speak for all the participants in saying that this was a very unique and educational opportunity, and for myself as an ex-Host on the BC Rail Royal Hudson it was nice to once again climb aboard the Capilano car. Several of the participants were also bus
fans to it was a nice coincidence that the heritage buses were being worked on at the shop. Being able to walk under the railway equipment in the shop was also a once in a lifetime experience for many of the participants. Getting back on the RDC a participant had been auctioned the privilege to sit in the cab as we headed back to the Heritage Park. This was done twice, once for RDC cab rides and once again for RSC3 cab rides. Both were very popular among those in attendance.

Lunch was served timely and efficiently, and the video that Singh Biln had discussed the previous night at the meet banquet was a nice touch. The displays throughout the Park were up to the usual calibre that the guests have come to expect. For many it was also the first time they’d seen some of the newer exhibits such as the model railway car.

Lastly, and certainly not least was an exceptional presentation of the Royal Hudson restoration by Trevor. He went through several of the parts Singh Biln had discussed the previous night, and the cab was opened up for photo opportunities.

On behalf of myself, the Trains committee and participants of the prototype tour a huge thank-you goes out to all those involved in the WCRA that made this experience possible. 

Dane Nicholson

It was a cold wet miserable day in Squamish, a foretaste of Winter. All that faded into the background when the tour began.

It was great to ride an RDC especially for those lucky two who won the right to run it for a bit. For a few members it was the first time being on an RDC. For others of us it was great to relive old memories of RDC trips even if only for a short while.

The behind the scenes shop tour was excellent. The tour conductor was great, full of information and readily answered all our questions. It was very interesting to go down the pit and see the normally hidden underside of the equipment.

Lunch was good, Tim Hortons always does good sandwiches.

The chance to operate PGE 561 was an unexpected treat, well worth the donation. The Royal Hudson was of course beautiful. Trevor gave a great talk about rebuilding the locomotive. I think most people also toured the display cars and the model railroad display (coming along nicely by the way).

Had the weather been nicer we would have spent more time touring the outdoor displays however that is not something that anybody has control over.
Please give our (Trains 2006) thanks to all the volunteers who helped make this a great tour. Everybody I have heard back from enjoyed the tour. It will be hard to top this next year.

Bill Dixon

HERITAGE PARK NEWS

We have a new addition down at the Eagle View tower—a beautiful metal cast of an actual size Bald Eagle donated to us from Bill Mason and family. The photo shows Bill and the eagle on the day it was installed. A very special thank you to Randy Shimell for getting the stump to erect the Eagle on and to both he and Randy Lucas for securing it.

We had a work party for Christmas decorating at the Mason Stn. loop and would like to thank the volunteers that came out and also took a couple of pictures of the group. They are Tom

Bruvall, John Jellis, Ron McCormack, Bill McEnery, Karen & Sky Moodie, Carmen Peterson, Barb Stover, and Gary Turner—they are very busy little Elves. Thanks to Karen Moodie for the yummy cornmeal muffins.

And a huge thank you to Nikki and Shane from the IGA sore for donating the wonderful heritage pictures of Old Squamish that adorned their store, and to John Jellis for picking them up. We are sad to see IGA leave and thank Nikki and Shane for their great support of the Heritage Park over the years. (D.F.)
Birthday Parties in the Kid’s Party Kaboose

Book your party Today!

$75 for up to 15 people, $5/extra person
2 hour parties in the Party Kaboose
11am to 1pm or 1:30pm to 3:30pm
Includes admission to Heritage Park
One of our helpful staff
You can decorate tables and bring food & balloons 30 minutes prior to party time
Sorry no decorations on the walls
Cancellation policy: 5 days prior to party date.

$1 for the MINI-RAIL
kids ride the 3 km rail!
(weather permitting)

$3.75 BEANERY FOOD PACKAGE
HOT DOG, CHIPS, POP OR JUICE

604-898-9336
www.wcra.org
SKEENA RIVER PROGRESS CONTINUES

The Skeena River model railway car’s City Module is almost finished due to the work of **Barbara Stover** and her great new ideas for our towns appearance. Now its just a matter of wiring in the lights. **Aaron Gruber** and his daughter (photo left) and son have been working on the "N" scale mountain and a train is now running. This now makes three trains running at the same time. (C.F.)

Photo left, SRY 124 mini rail loads another sell out train of passengers for a spooky ride around the Heritage Park as the Hobgoblin Express.
FEATURE ARTICLES

FROM THE DAVID WILKIE COLLECTION

As many of you are aware, David Wilkie was one of the foremost rail photographers in Western Canada for many years until his passing a few years ago. David was known for his efforts to take dramatic steps (and climbs) to get in position for the perfect shot—and for the high quality images that he did achieve.

Ian Smith writes the following comments on our November issue photo….

“The description of the Dave Wilkie photo on page 31 of the November issue, regarding the scene at Squamish on June 4, 1978, with both 2860 and 3716 present, observes that 3716 was on a "special of some sort". What an understatement!

In fact, the two had just finished pulling a double-header from North Van, and 3716 was about to continue north to Pemberton. It was billed as the first double-header in western North America in many years (forgotten exactly, but it could have been 10 or more).

At the time, I was just getting back into the railway hobby and thought I'd set out to follow the train. I had spent most of my schooldays in West Van, living in no fewer than five homes right beside the PGE tracks, and figured I knew the lay of the land pretty well. So I motored over from Kitsilano on the day (a Sunday), thinking I would go to the pedestrian overpass near Dundarave. I'd lived right by there as a kid.

As I drove along the north side of Bellevue Avenue, I noticed something strange. It was absolutely lined with parked cars, many with U.S. plates from distant states. As I was processing this, I looked ahead and saw that the footbridge was jam-packed with people, and the penny dropped. I continued on through West Van looking for a solitary spot, and finding none. What really drove home the significance of the event was coming up the road near Ten-Mile Trestle, with the intent of hiking in. The scene was the same, with all manner of "foreign" cars parked haphazardly beside the road. I stopped long enough to see fans up in the trees with video cameras, and I began to realize I was out of my depth.

So I pressed on up Howe Sound without getting a photo yet, and was soon engulfed by fans catching up and passing me in the chase. To this day, I have never again seen such irresponsible driving in a train chase -- some of those guys were real desperadoes, and I'm sure most of those American fans had never driven that highway, which deserves the utmost respect at the best of times, as you know.

I still have my prints and I see that I got some shots at Porteau during a long stop for a meet
and then again at Squamish. 2860 had led the doubleheader, so Dave's photo shows the scene after 2860 had cut off and coupled to its portion of the train. The event was a big enough deal that the Vancouver TV media were out in force, so it didn't go unnoticed by the public. So, yeah, you could say that 3716 was on a special of some sort!”

And, there is more to this story……the March 1978 issue of WCRA News notes, “The Association has received approval to operate a steam excursion on the BCR, scheduled for Sunday, May 28 and Sunday, June 4, 1978. We will run a doubleheader with locomotives 3716 and 2860 on the regular Royal Hudson train to Squamish where the trains will split. Our party, using 3716, several coaches and the WCRA’s open car, will continue on to Pemberton and return to North Vancouver, preceded by the abbreviated regular Royal Hudson train. We attempted to arrange this trip for the fall of 1977 but could not make the arrangements in the time available.”

There is no further note covering the actual trip in subsequent issues, but this issue we see Dave Wilkie’s photo of the doubleheader along the Howe Sound shore at Britannia Beach on Sunday, June 4, 1978, en route Squamish where the trains would be split.
LOOKING BACK—By Craig McDowall  
- From WCRA News - December 1977

CP Rail

The CPR passenger ship *Princess Patricia*, which ran the Alaska run last year, will be retired at the end of the 1978 season. A combination of operating costs and the necessity to now install sewage holding tanks to conform to new US pollution laws made it uneconomical to continue operation. The Princess Pat is a sister ship to the *Princess Marguerite* now running the Seattle to Victoria route under the BC Steamship Corp (BC Government). It was built in 1949 in Scotland and was powered by a 6000 hp steam turbine engine. She originally ran the Vancouver-Victoria-Seattle run and also Nanaimo to Vancouver during her life on the coast. She was converted from a day/overnight configuration to full cruise ship service in 1963 when she replaced the much older *Princess Louise* (built in 1921) on the Alaska run.

Restoration of the CPR station in Vancouver is progressing and the first phase involving the public areas should be completed by next spring. Office renovations will be the focus of stage two.

The current issue of CP Bygones (a listing of CPR artifacts for sale) can be obtained for $2 c/o Windsor Station in Montreal

The wheel pit at the Drake Street roundhouse is being rebuilt. There are three track stalls involved. It appears that this is being done to service the BC Government steam fleet which are currently stored in the roundhouse. Loco 1077 (2-6-2) had been stored outside for some time so this appears to be the reason for the rebuild.

On the E & N, Work Extra 8669 with five cars moved two long steel girders up to the Tsable River bridge; the first train north of Parksville since 1975.

The railway’s application to abandon part of the Osoyoos subdivision between Okanagan Falls and Osoyoos was opposed at a recent CTC hearing by groups interested in a tourist type rail line.

BN

The Speno rail grinding train (including a caboose in original Chicago Burlington & Qunicy sliver paint and emblem) has been working the New Westminster to Vancouver track the past few days. Power was provided by CN SW1200RS #1361 as the nearest BN power with “creep control” (the Speno train rolls along at a leisurely 2 mph) is located in Spokane. It was easier for BN to rent the unit from CN than worry about cross border charges and paperwork.
**Misc. News**

The Boys on the Bridge (the railway span across the Fraser at New West) went on strike last week. The men walked off leaving the span in the ‘open’ position. As a result, Amtrak reverted to ‘Ambus’ service from Seattle, the *Super Continental* ran the first day through New West and out to Mission on CP and then crossed the bridge there, but service was changed the next day to run out of Port Mann.

The Lake Whatcom Steam Railway is expected to operate on Friday, Dec. 30th to accommodate a large group of steam fans from San Francisco who are travelling via Amtrak to Seattle and then bussing up to Lake Whatcom. The trip was arranged by weekend all-night talk show host Al “Jazzbo” Collins on KGO radio in San Francisco. The idea started with calls regarding the American Freedom Train returning to Portland through the Golden Gate city while at the same time the Royal Hudson was about to embark on it’s trip to California this past summer.

**WCRA**

Cable 10 TV in Vancouver is running a three part series on the railway hobby. Member Art Bain was featured in the first segment where he was interviewed as a “train chaser” and some of his great shots of Colorado narrow gauge and the American Freedom train were used to illustrate the hobby and Art’s love of trains. Art gave the Association a nice plug. Now that Art is a big time TV personality, he will be signing autographed copies of a photo taken at the studio during the interview at our association’s next meeting!!

Thanks to Barry Sanford for sharing some of his experiences in putting together his new book “McCulloch’s Wonder” - the story of the Kettle Valley Railway. He showed many pictures featured in the book and gave us an interesting “inside” look on publishing a book.

Our open observation car the *Mount Garibaldi* has been completely boarded up after completing this year’s Royal Hudson schedule and is currently stored at Drake Street with the rest of the Royal Hudson consist.

**RAILWAY NEWS**

**CASCADES WITH AMFLEET**

The Amtrak Cascades train arriving at Vancouver, BC on November 21 had a very different consist—an F59PHI, Amfleet Café Car, three Amfleet coaches and the ex F40 “Cabbage” cab car. The change was related to the BNSF derailment near Everett. (B.L.)
CN SPOTTINGS

October 25 at Thornton, CN 6907 in WC gray and orange and CSX 394; October 26 Union Pacific 5062; October 27 Wisconsin Central 6006, Raillink 1700 and 1702, Illinois Central 6017; October 30 CEFX 6005 in Soo red / white; October 31 CP 8792 (new ES44AC) at Thornton; November 3 VIA Canadian westbound with two “Park” observation cars; and November 8 CSX 9027 at Lynn Creek in North Vancouver. (R.C.)

CN BUYS NORTHWEST ALBERTA RAIL LINE

EDMONTON, ALBERTA--(CCN Matthews - Dec. 1, 2006) - CN announced today the purchase of Savage Alberta Railway, Inc. (SAR), a 345-mile short-line railway, from Savage Companies of Salt Lake City, Utah, for C$25 million. The acquisition represents an opportunity for CN to solidify its freight franchise in resource-rich north-western Alberta.

The SAR transported about 35,000 carloads of freight last year. CN will upgrade the shortline's track to improve operations and customer service, and to maximize its potential for transporting greater volumes of coal, grain and forest products.

The SAR's primary connection with CN is at Swan Landing, Alta., located approximately 38 miles northeast of Jasper. From there the SAR runs north to Grande Prairie, the current base of operations, where one branch runs west to a connection with CN at Hythe, Alta., and another branch runs northeast to Wanham, Alta.

CN began operating the line today, following the close of the transaction with Savage Companies. CN is offering employment to SAR's approximately 75 employees and will honour the existing collective labour agreement at SAR. (sent by D.E.)

CN ANNOUNCES 2007 CAPITAL PLAN

CN has announced a $1.6 billion capital plan for 2007, with upgrades all over the system to accommodate growth and add capacity. A major component of the plan is work on the BC North line to Prince Rupert, where sidings will be lengthened and clearances improved to accommodate double stack container trains to the new Prince Rupert container port. (TOL)

EX BCR BUDDS MOVE TO AN ISLAND

The former BCR Budd RDC’s BC 15 and BC 30 have moved from New Hampshire to Rhode Island where they will go into service as the Islander Touring Train out of Newport, Rhode Island. It is unclear how they will get to the island as the rail bridge connecting it has been out of service for some time. The Newport Dinner Train operation will operate the Islander between Newport and Weaver Cove. (J.Bax.)
CN TRAIN 111 IS HOT

CN’s Train 111 has become the “hottest” train on the system, with a schedule of 79 hours 35 minutes between Toronto and Thornton. This compares to VIA #1’s schedule on the same route of just under 72 hours. (J.M.)

NEW STATION NAMES AT SQUAMISH

Two new timetable “stations” have been added on the Squamish Subdivision, setting out operation through the area as under 105 rules (yard territory). They are named South Squamish (MP 38) and Thompson (MP 43) and movements must operate at restricted speeds through this territory. (SDHSE)

NEW ES44AC’S BEING DELIVERED

CPR’s new ES44AC locomotives are being progressively delivered by General Electric. The latest units are in the low 88xx series. The units are visibly different in that they have the standard GE high adhesion trucks (not the self steering ones of previous CPR orders).

RMV BLOG INTRODUCED

Rocky Mountaineer Vacations has introduced a Guest Lounge Blog off its website, where guests and interested parties can post comments about their experiences. Check it out from either www.rockymountaineer.com or www.whistlermountaineer.com

CARS AT VANCOUVER STATION

Rocky Mountaineer is keeping four cars at its Vancouver station through the winter. The cars, a Glacier Dome from the Whistler Mountaineer, two Red Leaf cars and a Gold Leaf dome will be able to be shown to travel agents and media, used for staff training, as well as be available for special receptions in conjunction with station rentals for events.

The company added two more Gold Leaf double deck cars during 2006—car numbers 9527 and 9529. This brings the Gold Leaf fleet to a total of 15 cars, all built by Radar Railcar in Colorado.
VIA Rail Canada will launch a new ski train service between Edmonton and Jasper, Alberta. Carrying numbers 7 and 8, the Snow Train Express will commence service on January 16, 2007 and run through April 22, 2007. Trains will depart Edmonton on Fridays at 1600 and return from Jasper Sundays at 1730. Equipment from the Skeena service will be used—particularly the three glass topped cars bought from BC Rail a few years ago. (SDHSE)

OTHER NEWS

WEST COAST EXPRESS

West Coast Express’s additional locomotive is expected around the time you receive this issue of WCRA News. Watch for a sleek new MP36PH-C unit which will carry the number 906. Expect it to enter service in January after crew familiarization and testing. West Coast Express will then have its own spare locomotive to protect the current schedule, instead of relying on leases from VIA (and previously Seattle’s Sounder). (SDHSE)

West Coast Express once again operated Christmas trains on November and December weekend dates. The first ran November 19th for the Santa Claus Parade with Mission departures at 1000 and 1030. A single train will also operate on December 9th departing Mission at 1000. Fare for all trips had an option of a new unwrapped gift in lieu of cash.

SKYTRAIN FLEET TO GROW

Vancouver’s SkyTrain fleet will grow with the addition of another 34 Mark II cars from Bombardier. The cars will be delivered in the first half of 2009 and are needed to relieve congestion on the busy system. The new cars will add to the current fleet of 60 Mark II cars (2001-2002) and 150 Mark I cars. SkyTrain operates 55 trains at peak periods, providing a train every 108 seconds on the main Waterfront to Columbia trunk route. (SDHSE)

BNSF DERAILMENT AT EVERETT

Ten cars of a BNSF freight loaded with wood products derailed on the Everett waterfront main line (just south of the old Everett passenger depot) November 20th, causing disruption to freight, Amtrak and Sounder commuter train services. The incident occurred as the train was negotiating a cross-over between tracks on the line en route Seattle. Buses substituted for Amtrak between Seattle and Bellingham / Vancouver, BC as well as for commuters until the tracks were reopened the next day. (TOL)
Right—West Coast Mini Rail at Washington Marine Group’s Christmas event; Paul Roy, Devin and Kyle Washington with hastily re-logo’d M 640 #646. Snow at Squamish prevented access to our SRY #124, but the trains rolled anyways.

Below—Colin Smith and Don Evans congratulate special award winner Ueli Leichti of Duro Construction for his above and beyond efforts at the Park. (Jeremy Davy photos)
Calendar available at Wal-Mart:

Railways Of Canada by Browntrout Publishing. Cover price $16.95. (Wal-Mart price is much less). Five of the monthly feature pictures are of local interest..
- Royal Hudson at Porteau
- BCR 4645 and 4651 (Dash 9 CW)
- BCR 3613 (B36-7)
- BCR 4650 (Dash 9 44CW), 743 (SD40-2) and 4603 (Dash 8 40CM)
- BCR 718 and 705 (M630’s)

(J.D.)

WALES BY RAIL TOUR

Any West Coast members and friends interested in a rail tour of North and Mid-Wales? STEAM, seascapes and Snowdonia; narrow gauge railways plus castles and scenery. Staying in town and country hotels and B & Bs. State any special interests, needs, preferences.

Dates: June 2nd - 17th, 2007.

Ffestiniog Railway Travel, with FR Life Member your guide.
E mails to hwgow@sympatico.ca -or phone 819-827-8552

INSULATORS WANTED
BY COLLECTOR

Insulators wanted, telegraph, telephone, or power varieties.

FAIR prices paid, willing to trade or simply talk about history surrounding insulators.

Contact Dave (604) 708-9332 or e mail daverosy@telus.net
On our back cover—Royal Hudson 2860 gleams in the October 16th sunshine in this photo by Don Evans on the occasion of the salute to the last run of the Whistler Mountaineer for 2006. WCRA brought out a number of pieces of our collection to the shop tracks for the event.

Below, a look into our near future as we see Paul Ohannesian’s artwork depicting the Royal Hudson on the CN turntable. The turntable highlights the new CN Turntable Plaza, and behind is the new Roundhouse & Conference Center. Exciting times are ahead for us in 2007.

CREDIT LINES

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TRIVIA ANSWER

The QMO&O opened as an ice railway on January 31, 1880 by placing large timbers on the frozen over St. Lawrence River each winter until 1883. A car ferry was used during the summer months.