STEAMIN’ TO BC 150 on JUNE 28 and CANADA DAY CELEBRATIONS AT THE HERITAGE PARK
GENERAL MEETING NOTICE

The General Meeting of the WCRA will be held on Tuesday, June 24, 2008 at 1930 hours at the Rainbow Creek Station in Burnaby, Willindon at Penzance.

Entertainment will be announced at the meeting.

ON THE COVER

The 121st Anniversary of the arrival of Locomotive 374 was celebrated at the Roundhouse Community Centre in Vancouver on Sunday, May 18. May 23, 1887 was an historic day for the west coast community when the promise of a railway to connect the country was fulfilled. WCRA is proud to care for this precious artifact on behalf of the City of Vancouver and the Vancouver Park Board, and ensure its long term preservation. In this Colin Dathan photo, #374 gleams in the attention while the band plays and the crowd enjoys the annual event.

JULY CALENDAR

- West Coast Railway Heritage Park open daily 1000 through 1700k
- Saturday, June 28—”Steamin’ to BC 150” - BC 150 Community Celebration at West Coast Railway Heritage Park, Squamish, 1000 to 1700 hours
- Saturday, July 5—CPR’s #2816 BC150 Spirit Train at Ambleside in West Vancouver, 1000—1400 hours (full schedule page 29)
- Wednesday, July 9—Deadline for items to be included in the August 2008 WCRA News
- Friday, July 11—WCRT White Pass & Yukon tour departs
- Tuesday, July 15 —Tours Committee Meeting, call Bernie at 604-325-0923
- Tuesday, July 29 —WCRA General Meeting, 1930 hours, Rainbow Creek Station in Burnaby, BC

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. E Members (electronic newsletter, $15 savings) are $35 individual and $45 family. (Outside Canada, please remit US $) Other categories are:

- Junior Member (age 18 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

YOUR READERSHIP—THE ULTIMATE COMPLIMENT

One of the things of ultimate importance to any writer / editor is the enjoyment of the published product by its readers. As most of you know, the editing and publishing of WCRA News every month is a volunteer role which I have held for many years, and which I enjoy doing immensely. Getting each issue out on time and with interesting content is important, as the newsletter serves not only to inform and entertain our readers, but also to provide timely notice of our meetings and upcoming events.

But things do not always go according to plan. And so it was last month when a well deserved vacation took our distributor out of the picture for a bit, delaying the mail out of the June 2008 issue by a couple of days. We had known this in advance and had alerted members present at the previous meeting, and we were able to get the website copy up on a normal schedule, but the mailed copies arrived a day or two after the meeting. We heard from many of you, wondering where the June issue was, and I want you to know that we appreciate that.

That you watch for WCRA News to arrive each month, and that you miss it when it is even just a couple of days late, is the ultimate compliment to any writer / editor. I am delighted that WCRA News is awaited with anticipation, thank you for caring.

Don

ASSOCIATION NEWS

FROM THE MAY GENERAL MEETING

The General Meeting of the West Coast Railway Association was held at 1930 hours on May 27, 2008 with Colin Dathan chairing the meeting and 40 in attendance:

- Don Evans provided the President’s Report, noting the recent agreement reached on Motive Power Shop 2 which gives us a long term ability to sublease and retain the facility, as well as a good fundraising month in May.
- Susan Steen provided a report on activities at the Heritage Park, noting the continuing improvement of the site appearance as clean up and gardening take place. She read a letter sent by a guest from the UK, who had a wonderful experience on their visit. She also noted the upcoming Father’s Day and Steamin’ to BC 150 Events.
- Jim Brown provided a financial update, noting that we are working our way out of the financial jam we were in earlier in the year and now getting things back on track.
- Jim also reported on the successful event held Sunday, May 18 at the Roundhouse in Yaletown, where the 121st anniversary of the arrival of locomotive #374 was commemorated.
- Bernie Tully outlined the plans for participation in the upcoming Interchange 2008 show.
at Chilliwack. The group plans a day trip to the Heritage Park as well.

- **Colin Smith** updated members on the progress with the Roundhouse construction, reminding all that they could view the site through the webcam on www.wcra.org
- **Ron Anstey** provided a collection report, updating re progress on the business car *Alberta* which is moving towards installation of windows and then painting. Ron also noted that due lack of funds, we have agreed to defer the move of steam locomotive #16 back to Squamish from Kamloops until the fall.
- **Bill Johnston** updated us on the status of WCRA Tours, noting that the White Pass tour is sold out, while the Discovery Coast still has room available. Bill participated at the *Rendezvous Canada* show to help out the *Railway Association of Canada*, and that he met many great contacts there.
- **Ryan Cruickshank** and **Bill Marchant** gave their Trackside Reports.
- **Ron Pajala** noted that the Downtown Historic Railway (former BCER Interurbans) was operating again on weekends between Granville Island and Leg In Boot Square.
- The draw was held, and calendar reviewed
- Entertainment was two video slide shows of historic photographs by **Dave Emmington**.

**WCRA TRIVIA # 234  - by Ryan D. Cruickshank**

Where is North America’s oldest existing railroad station?

(for answer, see Credit Lines)

**MEMBERSHIP RENEWALS**

Memberships dated 05/31/2008 have now expired, and if your membership expired 03/31/2008, 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—check page 2 for current membership rates.*

**Is your email address current????** It is particularly important that those of you who have registered for access to the *Members Only* area keep your email address current in the Server. Each time a new issue is posted the Server sends a notice to the email address you supplied when you requested access. Because the undeliverable messages from a Server do not bounce back to it I have no way to be proactive.

If you have changed your email address, or think the one we have is out of date because you do not receive notices, please send your current email address to Jeremy at membership@wcra.org and the server will be updated as required. (J.D.)

**NEW MEMBERS**

The WCRA welcomes new members  Bonnie and Michael Sawyer & family of Maple Ridge,
Sherly Heck & family of Vancouver, Christopher Li & family of Richmond, Fred and Deborah Rasmussen & family of Vancouver, Stuart Cato & family of Portland, OR, Natasha Heslop & family of Vancouver, Colin Miller & family of Squamish, Bob Moser & family of North Vancouver, and Ken Quigley & family of North Vancouver.

We welcome back to membership Hugh and Nathalie Collett & family of Squamish, Steve Goodman of Surrey, Joey and Amanda Newman & family of Squamish, and Patricia Yendall & family of Garibaldi Highlands. (J.D.)

CANADIAN RAILWAYS COLOR GUIDE VOL. 2 RELEASED

Just released by Morning Sun Books is “Canadian Railways Color Guide to Freight and Passenger Equipment, Volume 2, Manitoba and West, Regionals and Short Lines”. This all-color book has 99 photos of PGE equipment, 76 from BCR, 17 from BC Electric and BC Hydro, and 31 from the White Pass and Yukon. There are several photos from Grant Ferguson. The book is in the $60 range and is available from Central Hobbies. (B.H.)

ISLE OF WIGHT VISIT

Our Board Chair Colin Smith and wife Bobbi recently were in the UK and visited the Isle of Wight Steam Railway where they met up with our member Brian Deegan, who sent this photo along!

Your editor has also enjoyed the hospitality of this delightful preserved steam railway.
8th ANNUAL TOURISM SHOWCASE

West Coast Railway Association recently participated in the 8th Annual Tourism Showcase, held May 12, 2008 at the Hotel Vancouver. There were 84 exhibitors from a cross section of the local tourism industry. Participating from WCRA were Bill Johnston, Michelle Hall, Don Evans, Dave Emmington, Bernie Tully and Susan Steen. (photo above, Dave Emmington). WCRA displayed and promoted the Locomotive 374 Pavilion, the West Coast Railway Heritage Park and West Coast Rail Tours.

COLLECTION

ROYAL HUDSON PRESERVATION FUND

We acknowledge our monthly contributors Dave Walker, Richard Tubbesing, and Ernie & Lynn Ledgerwood and the customers of Central Hobbies $50. Our total now is now $638,304. Remember, you can make a donation on line through www.wcra.org, and we still need your help as we have spent more than $100,000 in excess of funds donated so far, and continue to improve the locomotive for future operations.

ROYAL HUDSON AXLE LATERAL CORRECTED

Since last year, we have been working to improve the situation of excess lateral play on the centre driving axle of Royal Hudson #2860. By design, the lateral tolerance on the centre axle has been generous, allowing it to better operate on the twisty former BC Rail line as it did for many years. This was all fine under local regulation, but once the line became CN the
locomotive has to meet Transport Canada standards. Their tolerance limit for lateral play is 3/4 inches. Our play was just over that (by 1/16”).

This situation required the operating railway (on which any trip with 2860 would operate) to request a temporary exemption from Transport Canada—a time consuming process. We were granted this last year for the operating season from the April 15, 2007 White Rock trip until November, but this would again be required on future trips—not something the railways were excited about having to do. And so, we have been working on a solution.

Using Ultra High Molecular Polymer (a Teflon like material), special hub liners were fabricated and have now been installed on the center axle. The lateral on the number 2 drive wheels is now less than the ¾” maximum required by RAC Circular letter MC-3. We now are in compliance with Transport Canada code, which is good news for our planning for future outings with 2860. (R.J.)

BUSINESS CAR 8 ALBERTA

Hard work continues on the business car Alberta, with a focus recently on the south end of the car. Final body work continues, along with work on the floors, structure, end sills, steps, stairs and safety appliances. Corroded material is being replaced with new fabricated material. On the east side of the car 20 rivets have been installed that were either missing, from a previous repair or substandard. Over 50 holes in the side have been filled by welding. Prep work for final paint continues with our goal to paint the car in July. (R.J.)

SCALE HOUSE REFURBISHED

The vintage scale house, which came form the CN Vancouver yard, has been refurbished and repainted in a two visit stint to the Heritage Park by Dave Emmington. Dave has painted the structure, upgraded the exhibit, and levelled the grounds around the building turning it into a first class display again. Thanks, Dave. (S.S.)

FUNDRAISING

PRESIDENT’S REPORT – MAY 2008

May 2008 was a very busy, but also a very successful month for operating fundraising as we secured some major pieces to help us climb out of our tough start to the year and get catching up where we are behind. Our sincere thanks for the support we got this month.

Funding Asks Made
- Several roundhouse capital asks made, but no success yet
**Major Funding Received**
- $3,500 for filming a country music video at Squamish
- $37,000 from Gaming for newsletter and Heritage Park community events
- $20,000 grant from John Hardie Mitchell family foundation
- Roundhouse donation $150
- General donations $1,103
- In Kind donations $7,026
- CN grant for our Steamin’ to BC150 event $5,000
- United Way designated donation $233
- MP Shops donation $10,000

Month Total $84,012

Year to Date Total $1,071,297

General purposes $371,297

WCR Endowment Fund $700,000

**Other Significant Activities**
- Secured music video filming for Heritage Park and coordinated filming day
- Hosted RMV’s Randy Powell and Glenn Munro at the Heritage Park
- Secured an important three year arrangement on MP 2 shop with BCRP

**GAMING DIRECT ACCESS GRANT**

Our thanks once again to the **BC Gaming Commission** for a Direct Access Grant in the amount of $37,000 for use in two programs—Public Communication (assistance with the printing and distribution costs of our monthly newsletter) and Community Outreach (funds which support our opening of the Heritage Park without admission charges as a community event site) several days in the year. These funds are most helpful to us in continuing these valuable programs that help tell the story of railways and railway preservation to a broad audience.

**JOHN HARDIE MITCHELL family foundation GRANT**

Our thanks to the **John Hardie Mitchell family foundation** for their recent grant in the amount of $20,000. We were pleased to host **Ev Mitchell** and **Jack Zaleski** of the foundation at the Heritage Park and show them the work we were doing, as well as how their previous support has been used. The foundation has granted a total of $115,000 since year 2000.

**DEBENTURES AVAILABLE, GREAT INTEREST RATE**

The West Coast Railway Association continues to offer a series of debentures to members to help fund the installation of the vintage turntable at the Heritage Park and our operations in this challenging year. The costs of servicing and preparing the site have been higher than expected, and we need to make unexpected repairs to the turntable bridge structure itself. We are wanting to complete the installation of the turntable and open CN Turntable Plaza in fall 2008. We really need your help here.
Debentures are offered in the same terms as previous offerings—a three year term to maturity, annual interest rate of 5%, and multiples of $500. Given the falling interest rates on savings these days, 5% is a very good rate. Here is a way that you can get involved and help, as well as see a good return on your investment. For more information contact Jim Brown at 604-681-4403 or Don Evans at 604-988-3435.

WEST COAST RAIL TOURS

THE 2008 TOUR PROGRAM IS NOW WELL UNDERWAY

Apart from the tours shown in these pages please remember that our tours office is available weekdays to book independent trips. For example we issue tickets for VIA Rail Canada, Amtrak, the White Pass and Yukon Route Railroad and the Alaska Railroad as full-service agents for those lines. Rocky Mountaineer Vacations new 2008 brochure is now available; call for your copy and book with us. We also have the 2008 Trafalgar Tours brochures ready to send. They include the following destinations: Europe & Britain, Australia & New Zealand, USA & Canada, and River Cruises. We will pop the brochure of your choice in the mail as soon as you make the call to 604-524-1011 or toll free 1-800-722-1233. You can also e-mail us on tours@wcra.org

We also combine air, coach, ferry and cruise ships with rail services to customize itineraries throughout the USA and Canada. Flying east or south? Let us book you on WestJet, our preferred air carrier. For trips of 4 days or more we offer free home pickups and drop-offs in the Vancouver area. (B.J.)

MALAHAT CIRCLE TOUR - Daily except Saturday - all year – 2 days

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 7:00AM 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.

FARES: $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. Low season and budget hotel bookings save you more.
THE GREAT PLAINS and ROCKIES by TWO NAME TRAINS — 6 days

A unique chance to travel on two great “name” trains to visit the centre of the North American Continent from the comfort of your private sleeping compartments, dining cars, lounges and scenic domes. Enjoy the Canadian Rockies and the vast Prairies to Winnipeg then America’s Northern States and Mountain Parks.

Departures: Tuesdays, Fridays & Sundays - from Vancouver

Day 1: Check in at Vancouver’s Pacific Central Station to board The Canadian eastbound through Vancouver’s eastern suburbs and the lower Fraser Valley. Take dinner in the diner and retire for the night in your choice of sleeping accommodation.

Day 2: Before breakfast you are in the heart of the Rockies. Stop in Jasper for a break off the train. Re-board the train and you are on your way out of the mountains and into Alberta’s verdant foothills. After a stop in Edmonton you are on your way east across the prairies crossing Saskatchewan overnight in your comfortable bed.

Day 3: By breakfast time you are in Manitoba and late in the morning arrive in Winnipeg. After a transfer to a beautiful old railway hotel you have the afternoon free to visit local sights.

Day 4: Breakfast is available in the dining room of your hotel before you check out and take a taxi for the short ride to the Greyhound depot. Here you board a modern motorcoach for Minneapolis, Minnesota U.S.A. (passport required.) Once there you transfer to the Amtrak station across the mighty Mississippi River to neighbouring St. Paul and board The Empire Builder. Once aboard you settle into your sleeping room for the start of your westbound journey.

Day 5: Breakfast is available in the dining car as your train heads west across sparsely populated North Dakota. You are in Montana by noon and by dinnertime are skirting the Rockies’ famous Glacier National Park.

Day 6: You can expect arrival in Seattle mid-morning. Our Amtrak connecting Thruway motorcoach leaves at 1:15 PM for Surrey, Richmond and Vancouver arriving back at Pacific Central Station, the starting point, at 5 PM.

FARE: The 6-Day Tour, based on shared accommodation. From Cdn $1295 per person. Single fares start at Cdn $1495. Price depends on age of guests, number traveling together, type of sleeping accommodation on the trains, date of booking, date of travel, and US$ exchange rate. Our price will be cheaper than doing this on your own. Add a night in Seattle and take the morning “Cascades” train service to Vancouver for an extra $99 per person including your hotel.

VANCOUVER ISLAND’S WEST COAST - Tuesday, August 12th via Coastal Supply Vessel, E&N Train, & Port Alberni Steam Mill & Railway - 4 days  NEW CHANGES

Your free pickup gets you to the 8:30 AM sailing by BC Ferries from Horseshoe Bay. Upon arrival at Nanaimo’s Departure Bay your coach will follow the Island’s scenic east coast to
Courtenay for lunch. Here you will board the E&N Malahat Dayliner for its southbound trip to Parksville. Your coach meets you for a transfer to Coombs Junction Market. Then it’s off to Port Alberni for a visit to the top-rated Alberni Valley Museum. You will have time to relax before a buffet dinner at a seaside restaurant. Next morning you leave the hotel for the short trip to the dock to board the “Frances Barkley“, a coastal supply vessel that services Alberni Inlet. It stops briefly at Sechart in the Broken Group Islands before continuing on to Ucluelet. After lunch on your own on the boat we are met by our coach at about 12:30 PM and spend the afternoon sightseeing along Pacific Rim National Park. We will visit Tofino for a mid afternoon break and return to Ucluelet for the evening. A gourmet dinner is included here. Thursday morning wake up and relax over a late brunch in a nearby restaurant. At 1:30 PM we take a local tour and leave the Long Beach unit of Pacific Rim National Park for Port Alberni. Stops will be made at scenic overlooks for a snack and the water bomber base. You check in to the Port Alberni Hotel and relax before a farewell dinner in the hotel restaurant. After breakfast next morning you depart for the railway station where you will board the Alberni Pacific Railway train for its 10:00 AM departure for the McLean Mill National Historic site, (the only steam operated sawmill in Canada). Upon arrival take a tour of the mill, and have a light lunch. You leave about 1:30 PM for the eastern side of the Island to catch the 4:30 PM sailing for Vancouver. (A stop at a rail station for those returning to Victoria on the Dayliner is possible).

**FARES: The 4-Day Tour, Tuesday to Friday is $850 each based shared accommodation.** (BC Seniors $830). Single Supplement - $282. **Extra day via Victoria: 5-Days including the train to Victoria, hotel and return transportation to Vancouver on Saturday, (unescorted): $930, (BC Seniors $898). Single Supplement - $342.**

**TWO STEAM TRAINS, FISH and WINE PLUS CASINO FUN - Friday, September 5th  A great opportunity to ride behind two steam locomotives in the Okanagan region, taste some great wines and see fish spawning - 4 days**

Leave Vancouver’s Pacific Central Station by chartered motorcoach for highway no. 7 on the scenic north side of the Fraser River from Mission to downtown Agassiz and the museum housed in the oldest wooden railroad station in B.C. Follow the Fraser Canyon and stop for lunch at the Hell’s Gate Air Tram. Then it’s on to Skihist Park overlooking Rainbow Canyon of the Thompson River and the railways operating through this most difficult part of the river valley. You overnight in Kamloops after a welcome dinner. Next morning your coach will transfer you to the Kamloops Heritage Railway’s train with steam locomotive #2141. The train climbs from Campbell Creek up into ranching country en route to Armstrong.

Continuing by motorcoach you visit O'Keefe Ranch for lunch and proceed on to Penticton with a stop to view spawning fish at Peachland’s Hardy Creek Park. You stay at the Penticton Lakeside Resort and Casino on Okanagan Lake’s south shore for 2 nights. If you like casinos
this is an excellent one. Next morning leave for the Kettle Valley Steam Railway. The train takes you along the hills overlooking Summerland and on to the Trout Creek Bridge, the highest on the former Kettle Valley Railway line. You will then have lunch on board the SS Sicamous, the beautifully restored lake steamer on the beach in Penticton. This is followed by a tour to a local winery after which you will return to your hotel for the evening. The next morning your group will depart for Osoyoos where you will see one of the best model railroads anywhere (Osoyoos Desert Railroad). Then it’s off to the Grist Mill at Keremeos for a tour and lunch. You then take the Crowsnest Route, back to the coast with stops at a fruit stand and Manning Park Lodge. This ends a great circle tour through BC’s most interesting highlights.

FARES: $787 each based shared accommodation;  Single Supplement: $ 183

TRAINS OF SOUTHWESTERN BC  Departure Thursday, September 18th, 2008
Circle the region of South-Western BC by train and see the Royal Hudson in steam at the WCRA Heritage Park. - six days          (Tour TSB)          NEW TOUR!

Meals included in packages are shown thus:  B = breakfast,  CB = continental breakfast,  L = lunch,  S = morning or afternoon snack or tea,  D = dinner  (All other meals are on your own)

Day 1 - Thursday, September 18th
Upon independent arrival in Vancouver, British Columbia, you check-in to your downtown hotel. We have a welcome to Canada dinner at 6:00pm.  D

Day 2 - Friday, September 19th
Today we travel north onboard the new "Whistler Mountaineer" train over the former British Columbia Railroad from North Vancouver to Whistler. You have two options:

Option 1: Depart by motorcoach for Squamish to visit the West Coast Railway Heritage Park. We take a ride on one of the former BCR Budd RDC railcars to the workshops. Late afternoon we return to Whistler for hotel check-in.

Option 2: Spend the rest of the day exploring the Whistler Ski Resort Village; this resort operates both summer and winter. There are many interesting shops and pleasant walks to occupy your time.  CB

Day 3 - Saturday, September 20th
Morning charter motorcoach from Whistler to Squamish with another stop at the West Coast Railway Heritage Park to see the Royal Hudson, steam locomotive No. 2860 in operation. The classic 4-6-2 will be operating all day in and around Squamish. If time permits, we will stop at the Britannia Mining Museum for an underground tour into the mine. We then continue on to Vancouver and board the late afternoon ferry for Nanaimo on Vancouver Island. There is a restaurant onboard and you can have dinner as we sail to the island. Upon arrival in Nanaimo,
we continue north to Parksville and check-in at the Quality Resort Bayside Hotel.

**Day 4 - Sunday, September 21st**
In the morning we travel from Parksville to Port Alberni which is nestled in the Alberni Valley and provides a wide variety of unique attractions. Browse through the many galleries and shops at the Alberni Harbor Quay Park and Market Place on harbor front. In the afternoon we will visit the Alberni Valley Museum, a treasure trove of local history, Folk art, and First Nations culture. We will also visit the Alberni Pacific Railway station and engine shop. One highlight will be a walking tour of the old McLean Saw Mill which is steam powered and we have arranged with the Alberni Pacific Railway to run our own private charter pulled by an ex-1929 Baldwin logging steam locomotive with photo run-bys. We then return to the east side of Vancouver Island to Courtney to catch the southbound "Malahat" passenger train on the Esquimalt and Nanaimo Railroad. This E&N Railliner uses the classic Budd RDC railcars for equipment and in fact very few of these RDC rail cars are left in operation in North America. Enjoy views of charming communities and scenic sights that you can only see from the train. Upon arrival in Victoria we transfer to the nearby Queen Victoria Hotel & Suites for check-in.

**Day 5 - Monday, September 22nd**
We depart from our downtown hotel in Victoria and visit the famous Butchart Gardens which offers one spectacular sight after another. In 1904, the gardens began with an effort to beautify an old quarry site. From the exquisite Sunken Garden to the charming English Rose Garden, this 50 acre showplace today maintains the gracious traditions of the past, in one of the loveliest corners of the world. We then take an afternoon Victoria city tour and there is some free time to explore this colorful city. We spend the night at the Queen Victoria Hotel & Suites.

**Day 6 - Tuesday, September 23rd**
We depart in the morning on the return ferry to the mainland and Vancouver. We will then take you on a Vancouver city tour to include Stanley Park, Gastown District, China Town, CPR Roundhouse, Lonsdale Quay Market, SeaBus across the harbor, The waterfront district, and Vancouver's SkyTrain. You could depart for home tonight or stay an extra day.

**Fare:** $849.00 plus GST (per person sharing); and $398.00 (single supplement)

**THE CANADIAN ROCKIES AND ALBERTA’S STEAM TRAINS - Tuesday, September 23rd – 5 days**

Depart on VIA Rail’s Canadian at 5:30 PM in your comfortable sleeper. Meals included. **Day 2:** Wake up this morning in the heart of the Canadian Rockies following raging rivers and with any luck a view of Mount Robson, the highest peak in the Canadian Rockies. At 11 AM you arrive in Jasper where you will have an hour to walk around, photograph a Mountain type steam engine and explore the visitor’s center and historic railway station. We arrive in Edmonton at 5:30 PM where we transfer to our hotel next to the West Edmonton Mall.
**Day 3:** You will tour Edmonton today riding the impressive Light Rail system and later visit the West Edmonton Mall, the world's largest entertainment and shopping centre and Alberta's number one tourist attraction. At 2:30 PM you are bused to the Alberta Railway Museum which houses a collection of various railway equipment and buildings. Their emphasis is on cars and locomotives from the Canadian National Railways (CNR) and Northern Alberta Railways (NAR). At 4:30 PM you depart for an overnight stop in Red Deer, Alberta.

**Day 4:** You depart the hotel at 8:30 AM for the Alberta Prairie Railway at Stettler, Alberta. Dramatic excitement behind a steam loco awaits you. All excursions include a full course buffet meal which is included in the fare, on board entertainment and maybe even a train robbery. During your journey on board the train to Big Valley you will travel through the beautiful rolling and treed countryside of Alberta's Parkland. Overnight in Drumheller.

**Day 5:** An outstanding day today as you visit The Royal Tyrrell Museum celebrating the long history and spectacular diversity of life - from the tiniest grains of pollen to the mightiest dinosaurs. Set in the Alberta badlands, the Museum opened in September, 1985. About half a million people per year come to experience the power and excitement of some of the most remarkable fossil displays anywhere in the world, in Canada’s only institution devoted entirely to paleontology.

At 11:15 AM you head for Calgary’s Heritage Park arriving shortly after lunch. This renowned park features street car and steam train rides, roundhouse and railway exhibits as well as a complete town site with buildings from the early days of Calgary. At 4 PM depart by bus to Light Rail (C-Train) to downtown Calgary then bus to hotel or local Hobby shop. (Options: Continue tour with Steam train to Vancouver below, fly out this evening from Calgary or take the Rocky Mountaineer to Vancouver.

**FARE:** call for details.

**CPR STEAM THROUGH THE ROCKIES**

*Westbound from Calgary September 28th or Eastbound from Vancouver on October 5th on 6-day itineraries.*

These tours are once-in-a-lifetime escapes behind CPR Steam Locomotive Empress no. 2816 crossing British Columbia’s many mountain ranges in classic transcontinental coaches. Westbound overnight stops are made in Lake Louise, Revelstoke, and Kamloops. Eastbound is a “rare mileage” adventure with stops in Kamloops, Golden, Cranbrook and Lethbridge traversing the Crowsnest Pass.

**FARE:** from $3995. Includes hotels, meals, transfers, one-way airfare to/from Calgary, admissions, and entertainment. Call for a detailed itinerary.
BEST OF BC—3 Days / 2 Nights Wine, Rail & Spa Indulgence Tour For Two

Experience a truly unique and exceptional tour through one of British Columbia’s most scenic and diverse regions, the Okanagan. Travel by luxury limousine, at your leisure, to boutique wineries, taste delicious local fare, ride the famous Kettle Valley Steam Railway, and relax in first class accommodation. As a bonus, enjoy a decadent 2 ½ hour spa treatment. No early morning departures or strict schedules. Just sit back and enjoy this magical province.

Day 1—We leave from your accommodation and drive east through the Fraser Valley. We will stop at Hope for a refreshment break at the renowned Home Family Restaurant. The Coquihalla Highway takes us north, then we head toward Okanagan Lake and the pretty village of Peachland. There will be plenty of opportunity for photographs while we relax on the lakeside patio of Gasthaus on the Lake Restaurant, and enjoy lunch and a cool drink. Late this afternoon we skirt this impressive and colorful shoreline through Penticton, and on to your accommodation at the luxurious Naramata Heritage Inn & Spa. This evening sample some of the region’s finest foods at their Cobblestone Wine Bar & Restaurant, before retiring to your King Room for a restful night’s sleep.

Day 2—After breakfast, our day begins with a visit to the gallery of respected Okanagan potter, James Hibbert. We then travel south along the shores of Skaha Lake to Blasted Church winery. Discover the origins of this unusually named vineyard, and taste their delightful vintages. Red Rooster winery follows, with tastings and a light lunch on their delightful outdoor patio overlooking the Okanagan Valley. There’s also an impressive display of souvenirs and wine-related products for you to peruse. After lunch, you’re spoilt further when we return to the Inn and you are treated to an indulgent 2 ½ hour massage and pedicure at the Heirloom Spa. This afternoon, the Naramata Market at Wharf Bay is home to local artisans who sell their wares from 4-7 p.m. Dinner tonight is at the award winning Hillside Estate winery’s Barrel Room Bistro. At your leisure, we return to your accommodation.

Day 3—Enjoy your breakfast before we head to Summerland and the world famous Kettle Valley Steam Railway … miles of beautiful vistas on the only preserved section of this historic railway that was built between 1910 and 1915. After our train journey, we travel westward into the fruit-growing region of Keremeos and stop at a well-stocked fruit and vegetable barn on the outskirts of town. A short drive brings us to Princeton before we head into Manning Provincial Park along scenic Highway #3. The resort, blessed with picturesque surroundings, will provide a delicious lunch. We continue westward, through pristine forests, for Vancouver, and an early evening arrival back home.
Tour Includes: Private limousine, Full-time driver/guide, Two nights luxury accommodation, All meals – 2 breakfasts, 3 lunches, 3 dinners 3 boutique wineries , 2 ½ hour massage and pedicure, Potter’s Gallery, Kettle Valley Steam Railway experience, All taxes.  2008 TOUR DATES: Depart Vancouver, Tuesdays: July 15 & July 29, Aug 12 & Aug 26. $1,650 per person

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, as all of our tours serve as fundraisers for WCRA projects. Contact the tours office toll free at 1-800-722-1233, or locally at 604-524-1011. Better yet e-mail us at tours@wcra.org (B.J.)

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

374 PAVILION

121ST ANNIVERSARY CELEBRATION

The 121st Anniversary celebration of the arrival of locomotive 374 with the first passenger train into the fledgling City of Vancouver was held at the Roundhouse Community Centre on Sunday, May 18th. Wonderful weather resulted in a great crowd, over 400 attendees were present. As always, the annual event features the rolling of the locomotive out of the Pavilion and onto the plaza. The steam generator enables her whistle to come alive and steam to waft from her stack and hiss from the cylinder cocks. (photo, Don Evans)
Jack Volrich while the entertainment was provided by the Little Mountain Brass Band (35 piece ensemble, see cover photo) and King of the Ukulele, Ralph Shaw. Mini 374 was on show as well (thanks to Tom Pruden) and was a big hit with the younger folks. The celebrations concluded by everyone enjoying a piece of birthday cake. Many thanks go to the many volunteers who made it work and to Margaret Watts and her team from the Roundhouse Community Center for their support.

374 Pavilion Report

The number of visitors recorded for May was 1,685 as compared to 1,581 for the same period last year. Year to date visitors at 5,800 remains well ahead of the 4,753 recorded visitors for the previous year. The increase in visitors this year sets a good trend for 2008.

Turntable Plaza Project

The Vancouver Parks Board has approved an innovative plan called Turntable Plaza. This plan will transform the area and create a more dynamic, people place. The plaza has the potential to be a gathering place, a space for performances and a neighborhood hub. It will change the historic Turntable so it becomes a vital Plaza in the heart of the neighborhood.

Volunteer’s Required for the 374 Pavilion

Please consider becoming a volunteer at the 374 pavilion. There are openings available on Tuesday, Friday and Sunday. Volunteers are the backbone of the 374 Pavilion. We would not be able to open and present the 374 pavilion without you. As volunteers you will have the opportunity to greet guests who come from all over the world to see the CPR 374 engine. Duties include: opening, closing the building and most important of all presenting the historical background of the 374 to visitors. Last year over 21,000 visitors came to the “374” and only through the efforts and dedication of our volunteer group were we able to accommodate them. We offer free parking and a very flexible schedule, either one day a week or two days a month whichever works best for you. If you are interested in assisting us and greeting a wide range of visitors please contact Jim Brown at 604-681-4403 or 604-985-7249 or e-mail at info@wcra.org (J.B.)

WEST COAST RAILWAY HERITAGE PARK

Home of the Royal Hudson

TRACKWORK CHANGES EASE CURVES

Work has progressed on the track re-alignment north of the station. Thanks to Ueli Liechti from Duro, Brock from Whittaker Equipment and Bob Denshaw a 23 degree curve is
now a 16 degree curve. It is quite a process massaging the track with back hoes. Now that the curves have been reduced work, will proceed on ballasting and taking out some of the dips. Mid June is still the expected completion date. The changes will ease the ability to move the Royal Hudson out of the shop and give it easier ability to access the main line to the station much more easily. (R.J.)

LIEUTENANT GOVERNOR VISITS THE HERITAGE PARK

Sometimes it just the special moments that make all the hard work worthwhile…like watching the Lt. Governor having a really great time in the cab of the Hudson and meet our staff and volunteers during his recent informal visit to the Heritage Park.

May 14 was one of those special days for all of us as we had a delightful visit with His Honour Stephen Point OBC, Lieutenant Governor of British Columbia and WCRA’s Honorary Patron. Appointed in September, 2007, His Honour stopped in en route Whistler and spent a full hour touring the highpoints of the Park and seemed to really enjoy every moment.

The party arrived around 1500 hours, and was met by WCRA’s president Don Evans and vice president Susan Steen. After a brief orientation in the Mac Norris Station, it was off to the Brightbill Heritage House where Donna Fourchalk gave a nice tour. (photo left, Jane Bateman) Next stop was the Patricia Anne, where Chris Forget had the model trains running—including an ore train with three locomotives and 89 cars!

We then headed over to the CarShop where His Honour climbed up into the cab of the Royal Hudson and had a first hand tour of the cab and the loco’s workings by Andy Faris.
Following that, we visited the 1890 business car *British Columbia* and the colonist car #3514, before heading back to the station where all the staff and guests joined in for tea and pastries in the meeting room. His planned 20 minute stop was now at 40 minutes. Before he left, we presented His Honour with a Royal Hudson hat (which was a real hit). Heading out the door, he had to ride the mini rail so, in deference to the time, we climbed aboard and in the charge of mini GP9 SRY 124, headed on the train to the driveway crossing where His Honour transferred into his car and was on his way.

Meeting our Honorary Patron was a highlight for all of our staff and volunteers who were there on May 14, as well as several of our visitors who were delighted at our special guest that made their visit one they will never forget.

(photos, Jane Bateman)

**GARDEN RAILWAY ACCIDENT DAMAGES TRAIN**

Not as happy to report was the fire on our Garden Track which totally destroyed 9 cars. **Les Duke**, our Garden Track volunteer, is busy sorting this area out and **Chris Forget** has provided us with a system to help ensure that the cars will run only when there is an audience and will be able to be shut off when no one is around.
The derailment site was left intact and now provides a display of a miniature derailment for passengers on the Mini Rail (it is amazingly realistic!). Estimated costs of the derailment is approximately $1000.00. The exact cause has not been determined, however actions have been taken to prevent a recurrence based on probable causes.

We will move on from this disaster and continue to provide our guests with the Garden Track experience…we need a couple more volunteers to help Les out, so if you have some experience and/or love this scale, please let us know.

A new Incident Investigation Form has been made up that goes further to determine root cause for an incident and action plans for investigation completion following the incident on May 15th 2008 concerning the Garden Railway. (R.J., S.S.)

**SAD TO REPORT…..**

Also, missing and presumed stolen is a trolley car from the model railway car, the *Patricia Anne*. While we put the very collectible pieces under lock and key in our multi-purpose room, it’s still a sad thing to know that some folks will take what’s not nailed down, a disappointing comment on society today. Things like this cause us to continually re-assess what we display and how we display and protect our valuable artifacts as well as the exhibits you all enjoy when you visit our great facility. (S.S.)

**SHAW EXPRESS FILMS ROUNDOUSE SEGMENT**

Shaw Cable was on site filming the Roundhouse construction and the Royal Hudson for a segment of *Shaw Express*. The Royal Hudson was positioned at the north end of the MP1 Shop. Watch for the clips on your Shaw Community Station.

**VOLUNTEERS BUSY AT THE PARK**

May was a busy month for our volunteers – we now have a wonderful vegetable garden beside the Brightbill House thanks to the work of Donna Fourchalk and Chris Forget.

A great facelift has been done on the Scale House area, it has been fully painted and the grounds groomed nicely thanks to Dave Emmington. If anyone has or has seen some scale tickets, we really need them to add to the exhibit.

We’re happy to have Irena Erdos back as our head volunteer gardener. Irena has a wonderful vision for the park area and we are just delighted to have her skills back. Irena will be working with our other volunteers to ensure we have a Park we can all be proud of. (S.S.)
CANADA DAY AT THE PARK—PUMP CAR RIDES AND CANADA CONE!

Canada Day will be celebrated again at the Park, but with a couple of exciting new twists. **Pump Car Rides** will be introduced—climb aboard this heritage piece of track equipment and pump yourself along the tracks (with a qualified attendant aboard, of course).

And, we introduce an exciting new confection! The “**Canada Cone**” – a scoop of strawberry ice-cream, a scoop of vanilla ice-cream…sprinkles, and topped off with a Canadian flag….will be available from The Beanery for this special occasion. Come an try one out and wave the Canada Flag in a whole new way!

Admission to the Heritage Park is by donation again on Canada Day, providing access to the Park and its regular exhibits. There will be a charge for the pump car rides, and the mini rail will operate at its normal charge all day as well. (S.S.)

OTHER COMING EVENTS AT THE HERITAGE PARK

In July, we will welcome **Kidzworld** to he Park…their date is July 22 so we’re looking forward to hosting this unique event and very active day.

Also in July this year, the **Teddy Bear’s Picnic** will again bring over 200 folks to the park. This is for child care workers and the families of those they care for.

By the time you read this, some of you might have noticed that we have rearranged our Gift Shop. We had the carpet stretched and used the opportunity to re-do the area and add some new items.

ECONOMIC IMPACT TOPS $1.75 MILLION IN 2007

The West Coast Railway Heritage Park continues to positively benefit the community of Squamish, with a new record economic impact of $1,765,000 calculated for the year 2007. The Heritage Park has hosted 356,000 visitors since first opening in 1994, with benefits to all in the community. Since 1994, the Heritage Park has pumped just over $13 million into the local economy, and shown continuing growth each year.

The year 2007 was a busy one as the Heritage Park once again brought Thomas to town, and worked on major construction of the new Turntable and Roundhouse in a big way. Among the 2007 statistics are a total of 40,000 visitors, 8 person years of employment for operations, and over $500,000 in construction materials purchased locally, all of which contribute to this new record for one year.
In addition, a total of 23,950 volunteer hours were logged making the Heritage Park an active community site all year. A total of 28 community event days were also held in 2007, as the Heritage Park continues to expand its role as a great community facility.

**MP 2 SHOP LEASE EXTENDED**

We are pleased to let our members know that we have been able to come to an arrangement with BC Rail Properties for a three year term on Motive Power Shop 2. This is great news as we now have some longer term stability for the use of this property. Our long term goal remains to acquire these shops permanently for the WCRA.

With the 3 year lease for the MP 2 shop now in place, we can also now report that we have new tenants also signed for 3 years and hopefully we can now put the “Wacky Winter of 2008” behind us and move on in a financially strengthened way. Our goal is to develop a stable arrangement with new tenants for most of this facility, and we are off to a good start with this. We will report more in our next issue.

**STEAMIN’ TO BC 150 EVENT, SATURDAY JUNE 28**

2008 marks a very special anniversary in British Columbia: 150 years of cultural diversity, community strength and widespread achievement since the founding of the Crown Colony of British Columbia in 1858.

On November 19, 1858, the new colony’s governor, Sir James Douglas, read the official proclamation that cemented one of the most significant events in B.C.’s history. Arguably, if it hadn’t been for that moment, Canada may not have extended from coast to coast and B.C. might not be the strong, vibrant, united province that it is today.

Our BC150 celebration at the Heritage Park on Saturday, June 28 will be a fun day for the whole family. We will have Mountain FM broadcasting live at the Park, Cam Solay and his sister “Bittercreek” will be performing on the platform, the Royal Hudson will be steamed up (not running but steaming away) - visit the cab, blow the whistle or ring the bell!

Par - T- Perfect will have its crawlly caterpillar and the Lunar Landing inflatables for the kids, along with a cast of characters, Muff Hackett will be face painting, the Lions Club will be offering Hot Dogs and Hamburgers; our own Beanery will serve the rest. We will also have the CN Police Safety Zone and the BC Museum of Mining with Gold Panning.

Inside the Mac Norris Station’s multi-purpose room, many other of our community groups will have information tables set up.
There will be many special guests for the official ceremony, which will be held at 11:00AM on the steps of the Mac Norris Station, including planned attendance by our MP, our MLA and the District of Squamish. Celebration cake will be served!

Heritage Park Admission will be by donation all day. Mini-rail rides (check out the new Garden Railway) will be the usual $2.50 and the special Kidz Zone area will be $5.00 for as long as they want to play.

Thanks to CN for their major sponsorship of this event for Squamish.

FEATURE ARTICLES

ARM SPRING CONFERENCE, TAMPA

- story & photos by Don Evans

Your editor always looks forward to participating in an ARM Conference, and this year’s Spring Conference in Tampa, Florida was no exception—in spite of the lengthy journey to get their from Vancouver. Hosted by our good friends at the Tampa & Ybor City Street Railway Society, we had a great opportunity to explore railway history and experience the working integration of a full time street railway and a street railway heritage society.

Air Canada was on time and the connection through Toronto worked well; I landed at Tampa International around dinner time. A taxi took me to Ybor City (I learned it to be the old city of Tampa, with a strong Cuban flavour (“Cigar City”). The Hampton Inn arrival was interesting—a side entrance with security buzzer for access, but the hotel itself was new and nice. Right across the street (photo above) —the streetcar barn and headquarters of the Hillsboro Area Regional Transit Authority (HART) - who would host us for the next two days. As part of their
mandate, they operate the TECO Streetcar Line (Named for the predecessor Tampa Electric Company) that connects Ybor City with several area attractions and downtown.

The Tampa Electric Company operated the city’s streetcar system from the early 1900’s until a complete system shutdown in 1946. The system was known for its “nickel fare” and was the most extensive streetcar system in Florida. In 1984, the Tampa & Ybor City Street Railway Society was formed with the goals of preserving this streetcar heritage and eventually returning streetcars to the streets of Tampa. The Society has acquired four vintage streetcars, the first of which—single truck Birney car #163—has been restored to operational service.

The Society’s goals have been realized, as in 2001 the TECO line commenced operation as a part of HART, and historic car #163 (photo, page 25 car 163 at Conference Center station) now operates on the line for special occasions. The Society and HART work cooperatively in the operation.

ARM’s event started off on Friday, April 11 with a Board meeting and strategy workshop. We were hosted in HART’s boardroom for this session, a very nice and new facility on the top floor of the streetcar and office facility. Finishing off late afternoon, we joined the rest of the delegates aboard one of the fleet of ten new streetcars. These (like the new cars in New Orleans) are built in Iowa, look authentic as two truck streetcars, are air conditioned and
fully accessible. The fleet also has a “Breezer” car (open air) that is a lot of fun, and the restored Birney #163. Our opening reception was a charter ride on the line aboard the car, which was outfitted with small bars at each end of the car (photo, page 24). We enjoyed our rides along the line, and were able to disembark later at various locations for dinner. The line is mostly single track with passing sidings, and cars operate seven days a week, mostly on 15 minute frequency. An interesting feature is the live interlocking crossing of the CSX line into Tampa—one can see a streetcar waiting for Amtrak or freight to clear several times each day. The line starts in historic Ybor City downtown, and then links the Aquarium, the Channelside Cruise Ship terminals, the St. Pete Times Forum, several major hotels, and terminates at the Convention Centre. The line is around 2 miles in length and lots of fun.

Saturday, April 12 we started with some seminars, and the went riding on the historic Birney #163 around the line, (photo above, #163 at Convention Center) with guest operations of the car permitted and lots of fun aboard this wonderfully restored piece of history. We were treated like kings by the HART staff and had a most enjoyable morning.

After lunch (back at the car barn) we were given a nice historic tour of Tampa aboard one of HART’s rubber tired Trolleys (built by Gillig). We had a chance to see the original Tampa Electric Streetcar Barn (still standing) and trace some of the original routes—including out to
Ballast Park, with a great view across the bay to the city. We also visited the amazing historic Plant Hotel, built by the Florida East Coast Railway.

Sunday, April 13 I took some time on my own for a walking tour of the city, a visit to Tampa Union Station (below) and other area highlights.

The day ended with a crash—as car #430 collided with a new VW Passat right in front of me as I came from lunch—fortunately no damage to the streetcar or any injuries, but a very embarrassed car driver who simply ignored the tracks, the whistle and everything else in her driving!

Monday, April 14—time to head home, this time on United via Denver (which also worked just fine), with nice
memories of a new area visited, wonderful hospitality and some great photos to enjoy forever. Thanks to our hosts for a memorable ARM Spring Conference.

**RAILWAY NEWS**

**MOTIVE POWER NOTES**

Train 35451 of May 30 left with an interesting motive power consist of CN 2582 / WC 2008 / and CN 5542 in the “stripes” paint scheme (J.M.)……..

Brand new CN ES44DC #2294 was at Squamish May 16, 2008 and captured by the camera of Trevor Mills. It was lead unit on a consist that had CN 2720 and BCOL 4601 trailing. (T.M.)

Observed at Thornton: 29 April Kansas City Southern 4604, 30 April brand new CN ES44DC 2299 / 2300 and SRY GMD-1 1203, 2 May and 6 May Norfolk Southern 9371, 8 May Norfolk Southern 9899, 9 May SRS GREX 6001 and VIA Operation Lifesaver unit 6411, 10 May Burlington Northern green & cream 9433, 11 May Grand Trunk 5936 in blue and red, 22 May wreck damaged CN 7532, 26 May Illinois Central 1022, 27 May EMD “Oakway” 9040 and May 29 EMD “Oakway” 9034, 30 May Wisconsin Central 2003. (R.C.)
EX BC RAIL MOTIVE POWER THINNING OUT

CN continues to retire former BC Rail motive power, especially the non standard types with their roster. With the retirement of slugs S-404 and S-406 all 10 former slug units (Made from RS 3’s) are now gone. Only one of the fleet of CAT repowered RS-18’s remains, that being #629. All the 3600 series B36-7’s are gone. So, of the fleet of 109 locomotives and ten yard slugs that CN inherited from BCR, just 79 remain—the one CRS-20 #629, all 26 GE Dash8-40CM’s, 14 GE C-44-9’s, 12 B39-8E’s and 14 SD40-2’s. (SDHSE)

AGAWA CANYON TOUR TRAIN TO BE RE-EQUIPPED

Word has it that the Agawa Canyon Tour Train in Ontario, which is operated by CN on the former Algoma Central route, is to get new equipment for the 2009 season. A contract is apparently well along that will see funds for the “new” train shared by Ontario's Northern Ontario Heritage Fund and CN.

The goal is to upgrade the train as well as increase capacity to around 1,000 per trip (current capacity is between 700 and 800). The 183 km trip started in 1972 and was operated by Algoma Central until CN bought the line in 2001 and continued operations under it’s own banner. (D.E.)

WHALE OF A STORY

Did you see the news about the 21 yr. old whale carcass/skeleton exhumed from a PEI beachfront and shipped to Victoria for preservation and eventual display? You may or may not have seen that it was shipped in CNRU 530060, one of our few remaining reefers (we sold/gave/leased the lot to Trans-X who re-stencilled them TXCU 530zxx, where z = 1 greater than the CN digit. The few that we kept were downgraded to heater only service for the past few years, and 530060 was donated for this effort, and then retired. A CN tractor based in Moncton drove the unit across Canada, parked it here at 0630K Sat., and left for Victoria at 17K Sun. In the meantime, apparently 2 eagles and a number of crows kept close watch on the unit, which was parked as far from the office as possible! You can see a photo story on all this at orato.com, and type in whale in the search field. The container was lifted off the chassis by crane in Victoria where it will remain. (J.M.)

NEW INTERMODAL SERVICE

CN has announced a new intermodal service between the Eastern Quebec region, Toronto and Western Canada. The new service will appeal to forest products producers and manufacturers seeking cost-effective transportation to key markets in Ontario and Western Canada. Stan Jablonski, CN Senior VP – Sales, said: "We believe there is strong interest in this intermodal option in the Quebec City area and beyond, including Jonquiere, Chicoutimi, Montmagny, La Pocatiere and Riviere-du-Loup. We have the capacity to accommodate new traffic
volumes between these centres, Toronto and the West." The new CN product will appeal to shippers of heavy products who can load 60,000 pounds in a 40-foot container, which has the equivalent capacity of a 53-foot truck trailer. Jablonski said: "The service will reduce wear and tear on long-distance truck fleets and extend the environmental benefits of rail to a new group of shippers. Moving freight by rail for the long haul and truck for the short haul is the most environmentally responsible, efficient and economical transportation choice for shippers." CN will offer Quebec City shippers daily service to Toronto, Winnipeg, Edmonton, Calgary and Vancouver. (TJ)

GRAIN HOPPERS

CN has apparently purchased most or all of the cylindrical grain hoppers in the CNWX 100-series. The road numbers remain the same, only the ‘WX’ has been painted out on the many reports since April 23. (TJ)

CPR’S BC150 SPIRIT TRAIN TO COME TO WEST VANCOUVER

A new location has been added to the Canadian Pacific BC 150 Spirit train, as it will now venture onto CN tracks to make a stop in West Vancouver. Details for Metro Vancouver stops for the train, powered by CPR’s #2816 Hudson steam locomotive, are as follows:

- June 26—Mission—West Coast Express station, 1245 to 1545
- June 26—Abbotsford—Gladys Ave. and George Ferguson Way, 1730 to 2130
- June 27—Maple Ridge—Across from Billy Miner Pub on North Main track, 0945 to 1145
- June 27—Pitt Meadows—West Coast Express Station, 1230 to 1430
- June 29—Port Moody—West Coast Express Station, 1200 to 1600
- June 30—Langley—Production Way at 200th, 1400 to 1600
- July 1—Surrey—Cloverdale Village Square, 1000 to 1600
- July 4—New Westminster—Front Street, east of the Quay, 1000 to 1400
- July 5—West Vancouver—Ambleside Park, 1000 to 1400
- July 6—Vancouver—Rocky Mountaineer Station, 1000—1400.

This is a great opportunity to get out and see the lovely classic Hudson #2816 (as opposed to the streamlined Royal Hudson that WCRA has) while it is in our area. Mark a date on your calendar and take in the BC 150 exhibit and show. And, if you haven’t yet visited the Royal BC Museum’s major BC 150 exhibit in Victoria, it is also well worth taking in.
CP TO TEST GEN-SET LOCOMOTIVES

CPR is set to test a pair of environmentally friendly “Gen Set” locomotives. The pair have been ordered from National Railway Equipment Co. (NRE). The pair of 2,100 horsepower units will test in Southern Ontario. The Gen Set locomotives use three small diesel engines on an “as required” basis instead of running one large engine all the time, thus saving on fuel and reducing emissions. (TOL)

BRIDGE OVER COQUITLAM YARD

A long talked about road bridge over Canadian Pacific’s Port Coquitlam yard is now under construction. The $132 million cable stayed bridge will carry Coast Meridian Road. (SDHSE)

ROAD SWITCHING TRAIN NUMBERS CHANGED

The numbers of Canadian Pacific's road switching trains between Vancouver and Calgary have changed—they are now Train 400 Coquitlam to Alyth (was 470), Train 401 Alyth to Coquitlam (was 471), Train 402 Kamloops to Alyth (was 472), Train 403 Alyth to Kamloops (was 473), Train 404 CN Thornton to Kamloops and Train 405 Kamloops to CN Thornton. (SDHSE)

“TOUR OF A LIFETIME”

Canadian Pacific's luxury rail service, the Royal Canadian Rockies Experience has been named a "Tour of a Lifetime," by National Geographic Traveler. "The Royal Canadian Pacific is the most spectacular way to see the Canadian Rockies," said CP Vice-President, Strategy and External Affairs, Jane O'Hagan. "It's wonderful to be acknowledged for our consistent effort to deliver the most spectacular experiences. "The Royal Canadian Rockies Experience is a five night/six day luxury rail excursion operated by Royal Canadian Pacific. Nominated in the "Classic Tours" category, the Royal Canadian Rockies Experience was chosen for it's ability to restore and reinvent the romance of North America's significant railroad history. Royal Canadian Pacific, was previously named the world's best luxury train service by over 167,000 registered travel agents and travel professionals.

Guests of the Royal Canadian Pacific are engaged in cultural, historical, and epicurean adventures as they voyage through some of Canada's most stunning landscapes. This specific excursion appeals to the passive adventure travel client giving the opportunity for sightseeing, heritage and cultural experience tours and horseback riding. National Geographic Traveler judged tours on their sustainability, authenticity and their ability to provide a life-changing experience. The ranking includes environmental considerations, such as mode of transportation, and the ability of guests to engage with the local community, including First Nations, and natural environment during their experience. Rankings were first published in 2006. (TJ)
PETER ARMSTRONG INDUCTED INTO TOURISM HALL OF FAME

Peter Armstrong, founder of Rocky Mountaineer Railtours, has been inducted into the national Tourism Hall of Fame in a ceremony held in Ottawa on June 2. Peter was honoured for helping revitalize train travel in Canada. Rocky Mountaineer Vacations, today part of the Armstrong Group, operates four routes today with the Rocky Mountaineer and the Whistler Mountaineer brands. On June 5, they recognized their one millionth guest since start of operations in 1990.

ROCKY MOUNTAINEER CELEBRATES ONE MILLIONTH GUEST

Rocky Mountaineer Vacations held a grand celebration at it’s Vancouver Station on Thursday, June 5th—as it honoured its one millionth guest to ride on its trains. The company first started in 1990 and carried just over 7,000 guests in its first season, and now, just 18 years later, it has hit one million. And that isn’t the end of the growth, as plans are for that number to double—to 2 million—in just five more years!

The Rocky Mountaineer Vancouver station was packed with the day’s train guests, RMV staff and invited participants and media, as things got started just after 0700. There were speeches by RMV President Randy Powell, B.C. Transport Minister Kevin Falcon, and RMV Founder and Executive Chair Peter Armstrong. RMV’s COO James Terry was MC.

The suspense started as four Rocky Mountaineer Ambassadors were announced (Pre-chosen from the bookings boarding the train this morning) - one representing each of the four countries that provide the most guests other than the grand winner—they turned out to be couples from Australia, Canada, Great Britain, and New Zealand. Each received a nice all-inclusive prize package and were excited winners. The Grand Prize winner—the millionth guest—was then announced, and it was a couple from Wisconsin, USA, who received a grand prize package. The media were all over them for the next few minutes!

The train was then boarded and the assembled group went out into the rainy morning to wave the train off (a Rocky Mountaineer tradition). However, this morning—instead of just the station and support staff, there were 175 assembled—mostly under umbrellas!

The train departed—a little later than usual, with a consist of GP40-2W #8015, generator car, six Red Leaf coaches for Banff / Calgary, six Gold Leaf domes, five Red Leaf coaches for Jasper, and gen car—one locomotive and 19 cars. On board were 468 guests off for their own “Trips of a Lifetime”. A grand morning, done with the usual RMV flair.
OTHER NEWS

CANADA LINE NOTES

Trains are becoming visible on parts of the new Canada Line, as work continues towards a 2009 opening of the new route between downtown and Richmond / Airport. On a recent arrival from overseas, your editor noted a train parked at the new Airport Station, and it was attracting considerable attention.

Parts of the new Canada Line trains will finish their Richmond runs on just a single track. On the way to the airport, from the 2nd last stop to YVR Station, the guideway is only a single track….It's the same thing from the 2nd last station, in front of the Lansdowne Mall, to the last stop across from the Richmond Centre Mall...(The track then splits into to two tracks at the last stations, thus creating an inbound and outbound platform).

A Canada Line train will leave Waterfront Station, on Granville at Cordova, every 3 minutes; every 2nd train goes to YVR, the others to the Richmond Centre Mall. So there is an every 3-minutes service from Waterfront Station to the stop in front of the River Rock Casino (at Bridgeport Station), and every 6-minutes service from there to YVR and / or to Richmond Centre. Bridgeport Station is where the track splits into two with an arm heading to the Airport, and the other to Richmond Centre.

The new cable stayed bridge that crosses over the north arm of the Fraser River from Richmond to Vancouver has a pathway, on the west side, for pedestrians and bikes. (J.V.)

SKYTRAIN CARS HEAD EAST FOR NEW PROPULSION SYSTEM

SkyTrain Mark II vehicle pair 225/226, minus its propulsion equipment, was loaded onto a pair of CN flat cars May 31 / June 1 for a journey to the Kingston test track (photo, rear cover), where it will be fitted out with prototype propulsion equipment that is to be installed on the 48 new cars now under construction in Mexico. The existing 60 Mark II cars have propulsion equipment made by Toshiba, but Bombardier is planning to use equipment from a Swedish subsidiary of theirs. Since it would be somewhat new for this application, there was a strong desire to get a trial set into an existing car body, and get some experience under load. All going well, it should return to Vancouver in September, with the new equipment, to get some revenue service exposure. Better to get the debugging process started sooner than later!

The new MkIIIs will have the same propulsion system as the MkIIIs in Kuala Lumpur -- Bombardier Mitrac. Bombardier insisted on using its in-house system -- although it uses other manufacturer's propulsion on other rolling stock when customers demand it. This well established Swedish/German propulsion came in house to Bombardier with the Adtranz acquisition, further back from ASEA-BBC. It is a family of modular propulsion components,
based, as most current designs, on IGBT technology -- as is the Toshiba propulsion on the existing MkIIs.

Mitrac has an excellent track record for ac propulsion but this is the first linear motor application. As the test track at Sahagun Mexico is only 500m long and slow speed, testing in Kingston and Vancouver was mutually agreed by Bombardier and BCRTC. Kuala Lumpur will perform its own testing on its own test track.

The VVVF (variable voltage variable frequency) propulsion theory is identical for rotary and linear ac motors. However close slip control is more important for linear motors to optimize performance and efficiency. UTDC are regarded as doing an outstanding job on these algorithms for the MkIs. However Toshiba declined to use them for the MkIIs developing its own -- regarded as good if not better. The Mitrac propulsion will require new or modified algorithms -- hence the concern and the testing. Mitrac controls also have their own diagnostic capability that can be expanded to other sub-systems to avoid the need for a separate Health Monitor Unit. The current HMUs are made in BC -- as are and will be the linear motors.

Mitrac equipment can be manufactured in Sweden, Germany and Pittsburgh (ex Westinghouse), and by a licensee in China. I do not know the source for the Vancouver and KL propulsion equipment but axles and wheels will be of Chinese manufacture, and at one time the gangways and air conditioning for KL were to be Chinese sourced but I think this may have changed. Rail transit cars are an international product with components usually bought from the lowest cost supplier that can meet the specifications and schedule with full western quality control. (J.M.)

The first couple of new SkyTrain vehicle pairs are supposed to arrive in Vancouver by the end of this year. They would go through 2-3 months of intensive testing here, as well as allow for the necessary maintenance training, before going into revenue service, but it is everyone’s desire to get them carrying passengers as soon as possible.

The 48 new cars (the original 34, plus Option #1 for 14 more, exercised recently by TransLink) will provide an additional and badly needed 30% increase in passenger capacity. The number of trains in service (55, with 108 second sustained headway WF-CO) will likely be retained, with the new cars being used to make up more 4-car trains. Currently six 4-car Mark II’s are positioned to try to catch the peak of the peak during rush hours. During the AM peak they come through Broadway (inbound) as every third train (every second Expo Line trip) roughly 08:15-08:50. A bit trickier in the afternoon, but an effort to bolster the 16:30, 17:00 and 17:30 peak departure surges from downtown. With all 48 additional cars, there will also likely be a move to at least some six-car Mark I’s. The challenge is to maximize capacity with manageable headways during peak hours (given the realities of passengers), but keep frequency up off-peak without accumulating a lot of unnecessary vehicle-km’s. At this point it
isn’t practical to uncouple and re-couple trains twice a day.

The car contract with Bombardier still has a second option for a final 24 cars. Given all the “go green” talk by governments, and the significant residential and commercial development taking place around the system (including the Millennium Line), it is hoped that this can be committed later this year. It will be a lot easier (and cheaper) to keep the production line going, than to break it off and start again later.

It will be interesting to see the impact of the Canada Line on SkyTrain, since it will likely generate some additional traffic both ways. Travel time from Richmond to South Burnaby by rail, even with a transfer downtown at Granville, will be competitive with the direct service provided by the #430 bus, and the new line should boost transit ridership in general.

No early retirement for the Mark I’ SkyTrain cars. The original 114 cars have averaged 3.5 million kms, and are still in pretty good shape. Some refurbishment options are being looked at to determine the optimum life expectancy (another 10, 15 or 20 years?). (J.M.)

UNION PACIFIC TO ROBERTS BANK

As noted in last month’s issue, Union Pacific is running some coal trains to the Roberts Bank terminal. Observed there on May 31 were two UP locomotives, #6815 / 6488, and nearby was a coal train with AEX reporting marks, being moved through the dumper by Canadian Pacific power. (presumably the UP units do not have the special continuous low speed arrangement that the CP units have. (D.Sh.)

OLYMPIC STREETCAR DEMO PLANNED

The City of Vancouver is planning a demonstration modern streetcar service on a portion of the current Downtown Historic Railway during the 2010 Winter Olympics. Using two modern streetcars, the demo will run between the new Canada Line Olympic Village Station (at 2nd Ave. and Cambie) to Granville Island. This section of the DHR line will be upgraded to modern standards, receiving new rails, ties, ballast and a passing track, an $8.5 million project. The hope is that the long term will see this line become a modern streetcar line connecting several attractions from Gastown the Granville Island (as the Tampa line in this month’s feature article does!) (SDHSE)
ON THE BACK COVER

Top—CP 1425, FP7A, leading the westbound Canadian at Silverdale BC, 11 Nov 1979 (Photo by: Roger G. Burrows Grant Ferguson Collection.) CP FP7A 4069 was delivered in late 1952 and renumbered to CP 1425 in late 1954 or early 1955. CP 1425 was again renumbered to CP 4069 in January 1966. CP 4069 was sold to VIA Rail Canada in September 1978. While still in the CP Rail paint scheme, VIA renumbered CP 4069 to CP 1425. CP 1425 was rebuilt by VIA in December 1980 and renumbered to VIA 6569. WCRA purchased #6569 from VIA in 1995 and returned her to her original appearance and number, today she is CP 4069 again. Below, Skytrain 225 on CN train headed east (see page xx, Jim McPherson)

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TRIVIA ANSWER

Ellicott Mills, Maryland. The stone depot was designed in the Federal style by architect Jacob Small Jr. for the B & O Railroad. It was built by local gray granite contractor John McCartney and opened in 1832. The station just 13 miles from Baltimore, is now a museum.