GENERAL MEETING NOTICE

The October General Meeting of the WCRA will be held on Tuesday, October 25, 2011 at 1930 hours at Rainbow Creek Station in Burnaby.

Entertainment will be another Mo Morrison video (former CPR agent at Penticton).

ON THE COVER

A beautiful day on September 10, 2011 captures an assortment of the WCRA collection centre court at the West Coast Railway Heritage Park. Seen in the photo, Pacific Great Eastern troop sleepers #722 and #710 Bud Butterworth, PGE RSC-3 locomotive #561 on turntable, BCER GE 70 ton #941, CPR FP7A #4069 (at Mac Norris station) and PGE RDC-3 BC 33. (Russ Grycan photo)

NOVEMBER CALENDAR

- West Coast Railway Heritage Park open daily 1000 through 1700k
- October 27 through October 30—Annual Halloween FrightFest event at the West Coast Railway Heritage Park, 5:30PM to 8:30PM nightly. (see back cover)
- Tuesday, October 25 —Deadline for items for the December 2011 WCRA News
- Sunday, November 13—TRAIN 2011 show, Cameron Rec. Centre. TRAIN will also visit the West Coast Railway Heritage Park on November 14
- Tuesday, November 15—Tours Committee meets. Details thru office at 604-524-1011
- Sunday, November 20—Squamish Winter Farmer’s Market, 1000—1500k, CN Roundhouse & Conference Centre
- Tuesday, November 22—WCRA Awards Night and Dinner, Cheers Restaurant, North Vancouver

The West Coast Railway Association is an historical group dedicated to the preservation of British Columbia railway history. Membership is open to all people with an interest in railways past and present. We are a non-profit British Columbia society, registered as a Canadian charity. Membership prices are as follows, Please note that HST must be added to all fees:
Senior $50 ($56), Individual $55 (61.60), Family $65 (72.80) E Members (electronic newsletter only) are $35 ($39.20) Senior, $40 ($44.80) individual and $50 ($33.60) family. Other categories are:
- Junior Member (age 18 and under) $ 30 ($33.60)
- Sustaining Member $100 (tax receipt) plus membership type regular fee
- Life Membership $700 ($784) individual life / $1,200 ($1,344) family life
All memberships include the monthly newsletter, Heritage Park admission (except Special Events), mini rail rides and discounts on food and merchandise. The Association holds a monthly meeting on the last Tuesday of the month at 1930 hours in Burnaby at Rainbow Creek Station in Confederation Park. Apply through www.wcra.org or mail to WCRA, PO Box 2790 Stn. Term., Vancouver, B.C., V6B 3X2.
EDITORIAL

GREETINGS FROM CHINA

Try as I did, circumstances in early October precluded completion of this newsletter issue before travelling over the Pacific. And so, the start of a Shanghai vacation sees the completion of this issue being done in China!

The power of today’s technology enables things we would never have dreamed of 20 years ago. Back then, the thought of electronically producing an issue and then uploading it from the other side of the world would have not been imagined. But here we are, and we have an issue to complete. So, let’s get at it and for all of our readers, you can expect another travel story in a future issue. Greetings to all of you from Shanghai.

Don

ASSOCIATION NEWS

FROM THE SEPTEMBER GENERAL MEETING

Chair Bill Johnston called the meeting to order with a great crowd of 45 members and guests present, recording secretary was Jeremy Davy:

- Don Evans provided the fundraising and financial reports, noting that September had been a very week month in fundraising. Results from the financial statements showed most areas remaining on track to budget. He also noted the appointment of Gerry Burgess to the WCRA Board of Directors.
- Russ Grycan reported on behalf of the Heritage Park, noting the many events coming up in October. He also talked about mechanical and collection items that have occurred or are underway, covering work on the Colonist car, BCOL caboose 1859, switcher 6503, CN Shovel Operators bunk car and the Lions Club car.
- Donna Fourchalk promoted HarvestFest and the Lost in the 50’s sock hop event, and sought volunteers to help on October 1.
- Mike McGaw reported on the start up and progress on the restoration of BC Electric Railway steeple cab locomotive #960. Project team includes Mike, Ron Anstey, Bill Marchant and Martin Jergens.
- Jeremy Davy reported on a good day at CN Family Days at Thornton yard, the West Coast Mini Rail was a great hit as always and gave more than 400 rides
- The Mount Cheam Lions Train Show was noted and volunteers sought to help with WCRA’s tables
- Bill Johnston reported that the locomotive 374 Pavilion was open every day during September, and that record crowds continue to visit
- Jeremy Davy reported that our membership has grown by net 13% in the twelve months from September 2010
• **Bonnie Game** reported on tours, noting the Alaska Cruise that has been set up for 2012. The tours office is also promoting group trips to the West Coast Railway Heritage Park.
• **Dorothea Matewish** provided another $50 for the Royal Hudson fund. A round of Happy Birthday was sung in honour of her upcoming 90th birthday!
• **Eric Anderson** donated Canadian Tire money for use at the Park
• **Ryan Cruickshank** and **Bill Marchant** provided their Trackside Reports
• The draw was held
• Entertainment was video from the UK (hilarious) and of Railfair 1991

**WCRA TRIVIA #273** - by **Ryan Cruickshank**

What is the only operational preserved standard gauge rope hauled railway in the world?  
(for answer see page 27)

**MEMBERSHIP RENEWALS**

Memberships dated 09/30/2011 have now expired, and if your membership expired 07/31/2011, 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. 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 West Coast Railway Association welcomes aboard the following new members:
• Doug Calvert and family of Coquitlam,
• Jessika Digiacome and family of Squamish,
• Dean Duggan of Burnaby,
• Melissa Jackson & Darren Dyck and family of Vancouver,
• Adora McTaggart and family of Garibaldi Highlands,
• Juan Olson and family of Squamish,
• Lisa Ortwein and family of Bowser,
• Sharon Ann Smith and family Brackendale,
• Nicholas Teekman of Halkirk AB,
MEMBER NEWS

Congratulations to long time member Alan Cruickshank on the occasion of his 80th birthday.

Alan was able to provide further info on the picture run in the October News of the BC Electric excursion…….LMRR stands for Lower Mainland Railway Club, and Alan was a member. He recalls it being organized by a group of BC Electric railwaymen, and it being run by well known railway photographer Ernie Plant. The group usually met in Ernie’s basement, and it organized railfan outings and tours. One Alan recalls was a walk along the old abandoned Pacific Great Eastern right of way in West Vancouver—this before the tracks were put back in the 1950’s and the line from North Vancouver to Squamish opened! (in 1956). (A.C.)

WCRA ANNUAL DINNER AND AWARDS NIGHT—NOVEMBER 22, 2011

Please take notice that our Annual Dinner and Awards Night will be held on Tuesday, November 22, 2011 at Cheers Restaurant, 125 East 2nd St., North Vancouver. Doors open at 6:00PM with the great buffet diner at 7:00PM. Please note the date, as this is one week earlier than it would usually be. This event also serves as WCRA’s November 2011 general meeting.

This annual evening is all about our members, where we not only enjoy each others camaraderie, but also recognize several members for their contributions to WCRA’s projects and success. The cost is just $38 per person—please note that this price covers only the cost of the meal, HST and gratuity—WCRA takes no profit whatsoever from this event.

Tickets will be available at the October General Meeting, or can be ordered from the Hastings office at 604-681-4403 or the Heritage Park at 604-898-9336. (C.D.)

WCRA BOARD OF DIRECTORS TAB ADDED TO WEBSITE

Those of you visiting the WCRA website will note a new tab called DIRECTORS. This lists our governing board of directors and also provides a new e mail access—board@wcra.org

ROUNDHOUSE COMMUNITY CENTRE FILMS PROJECT

The Roundhouse Community Centre in Vancouver, located in the former CPR Drake Street roundhouse, is producing a series of short film vignettes about the roundhouse, its history and uses. If you want to see one of these, go to website www.youtube.com/user/NovusTV

There you can click on the City Lights section and will find a segment about the Roundhouse Story Project. The roundhouse is also seeking donations to help with the production of the additional films they wish to create, charitable donations to this project can be made through Vancouver Parks and Recreation website. You can also find information on the project at www.roundhouse.ca/
WEST COAST RAILWAY ASSOCIATION

Annual Festive Dinner & Awards Night

Tuesday, 22 November 2011
Cheers Restaurant
125 East 2nd Street
North Vancouver
6.00 p.m. for Dinner at 7.00 p.m.

Tickets $38 per person, (Including HST). Please make your reservations by contacting: Colin Dathan 604-298-3734 or Email cdathan@telus.net or The Heritage Park 604-898-9336 or WCRA Development/Tours Office 604-681-4403
CN FAMILY DAY

This year, again under the capable direction of Cst. Norm Witzell of CN Police, the CN Family Day event was held on September 25th at Thornton Yard. Despite the forecast and presence of rain an estimated 725 employees and their family members turned out to enjoy the exhibits, activities and food.

West Coast Mini Rail, featuring Donna Simon’s BC Rail 646 Trainset, was once again among the participants (thanks for providing a dry inside location Norm). Also included were CN’s mascot “Train” Obie, exhibits by the CN Rail and various Surrey Community and Emergency services.

Mini Rail gave close to 450 rides to those in attendance including members of the First Nations dance group “Eagle Song Dancers”, from the Squamish Nation in North Vancouver, who entertained the guests with traditional songs of welcome and dances at midday. They also took a ride! (Jeremy Davy photo)

WCRA members who participated: Jeremy Davy, Russ Grycan, Gordon Hall, John Lighthall, Connor Park, and Jim Saunders. In addition 3 employees of John Hunter Co. Ltd assisted with the set-up: John Wright (WCRA Member), Leroy, and one additional person. Thanks to all of you. (J.D., R.G.)
WARREN WING PASSES

Well known pacific northwest rail photographer Warren Wing passed away August 31, 2011 at age 93. He lived in the Seattle area for many years before moving to a care facility in Oregon. (T.M.)

COLLECTION

BCER 960 WORK UNDERWAY

Bill Marchant and Mike McGaw continue to hammer, wrench, grind, and in some cases with help, torch our way into 960 to see what needs to be done to bring her back to life or at least near life condition. The work is being carried out at the MP 2 shop location where 960 was moved to last month. (photo below)

Side panels are all but fully removed from deck and hoods with upper hinged panels fully salvageable but bottom and end panels will need some work, with some full fabrication in
order. Most of floor in cab is up to investigate for rot and lots was found. We've sent the wood worms and ants packing. We did also find some floor supports in great shape though. Windows out and they will be a from-scratch rebuild project. Doors also look like possible rebuild but the right talent may be able to do salvage work.

We are in process of having throttle controls and notch plate re-nickel plated. The unit has been electrically meg tested and we're pleased that feedback is positive which bodes well to our target goal of full operational resuscitation.

We are close to removing top hoods, so we can get in at the various appliances on both ends of the deck... tons of muck being cleaned out but again positive as the deck looks to be in pretty good shape. Our most immediate rebuild aspect will be the side panel metal work plus having windows and doors rebuilt. We're also hoping members will know folks out there who can help us recover and or replace bell, headlight(s), plus 2 small traction whistles. We are also looking for brake control handles. (2 sets).

We are lucky to be in a great shop (engine service building) with pit and side ramps making access so easy for us. Heat in here also will allow us to keep at this throughout the winter.

Member Mike McGaw has taken on the role of project chairperson (and enthusiastic hands on guy), with Ron Anstey as planner/chief restoration advisor, Martin Jergens as metal work fabrication guru, and Bill Marchant electrical plus hands on restoration champion.

(M.McG.)

MECHANICAL REPORT

September was a very busy month with much activity, in spite of being a bit short of manpower due vacations and shoulder repairs. Many collection projects continue to progress:

- Work is 97% complete on the BCOL Steel Caboose #1859. Thanks to the volunteer crew (and Donna for supporting the crew) and obtaining the paint. The car will look splendid in a fresh coat of British Columbia Railway two tone green!
- The CPR Colonist Car #2514 is now in the PGE Carshop along with the sleeper Bell Island. Both remain available for viewing. The next objective is to finish the section of passenger seating end of the Colonist car over the next few months.
- Thanks to Richard Courage and Greg Robertshaw for their work on CPR S3 #6503, including cab painting as well some mechanical work. They also spend time cleaning and polishing the 2860 when they get the chance.
- The Lions Club of Squamish is working on roof repairs and re-paint of their car – now in the MP shop. The former Reading RR car became a part of the BC Rail business car fleet before being purchased by the club and moved to our site in Squamish. When completed, the car will be placed outside on track 0 which is between the PGE Carshop and the Roundhouse.
- We are beginning to focus on winter preparations for our collection and operating set. We
need to be aware of heating the cars and or covering the artifacts.
- The WCXX 598 *Henry Pickering* has had a really successful run with The Rocky Mountaineer – North Van to Whistler. The car logged over 14,000 miles (22,000 kms) this season. It returned to the Heritage Park for the winter, arriving October 2st.
- We provided security for the Whistler – Jasper train set for the last 7 weeks. A good partnership which paired local labour with our partner Sko-mish Security. (R.G.)

**WCXX 3218—BILL and DOROTHY LAHR**

Bill and Dorothy Lahr were active members of the WCRA for many years. They travelled to Vancouver from their Seattle home many times, and were very active on our tours committee for years. Sadly, both passed away in years past, but they left a legacy to WCRA from their estate that was a very significant contribution to our projects. We are pleased that their legacy is now recognized in the naming of our WCXX 3218 coach the *Bill and Dorothy Lahr*. Inside is a plaque honouring them and their contribution. (Russ Grycan photo)

**THANKS**

- A big thanks to *Miller Capilano* in Squamish for sending their brush cutter and crew over to cut the brush on the museum tracks – outstanding help!
- Thanks to member *Warren Rohn* for a wonderful donation of railway items, historical documents, employee and passenger timetables from 1958 on, calendars and more. Included are a CPR Trainman’s hat, engineer’s coveralls and hat, 1950 Locomotive Cyclopedia in mint condition, maps and brochures, NMRA info from many events, Canadian Railway Atlas etc. Warren and his wife have been on several WCRA tours, we thank them for this donation.
WEST COAST RAILWAY HERITAGE PARK

*Home of the Royal Hudson*

SANDMAN INN SUPPORTS WCRA, OFFERS GREAT RATE

The new Sandman Inn in Squamish, the closest hotel to the West Coast Railway Heritage Park (less than 2 KM), has offered WCRA members and event guests a great rate if they want an overnight stay. The rate is just $79 and includes continental breakfast and can be booked by calling the hotel at 604-848-6000, or by using the Sandman Reservations line 800-726-3626. The hotel also donated three auction packages for the October 22 gala event. (D.T.)

BEANERY ADDS PIZZA TO MENU

The Beanery restaurant at the West Coast Railway Heritage Park has added mini pizzas to the menu, thanks to the donation of a convection oven by Chris Forget. Selections include deluxe or pepperoni and cost $3 each. (D.T.)

VISITOR NUMBERS CONTINUE STRONG

September results are in and the West Coast Railway Heritage Park continues to draw well compared to previous years. This is primarily due events and many of these are able to be held thanks to the CN Roundhouse & Conference Centre.

Total visits in September were 3,114 (2,167 in 2010) bringing year to date total to 37,544 (compared to 24,406 to this date last year). We are on track to see at least 45,000 by the end of this year which will set an all time one year record for the Heritage Park.

OLGA JUNKIN DEPARTS

Our best wishes to Olga Junkin, who has left employment at the Heritage Park after many years of service. Olga was our regular in the Beanery for many years, and her favourite event was FrightFest—we will truly miss her talents. We wish her well and hope she will drop by from time to time. (D.T.)

DOWN IN THE SUMP POOL

A heavy downpour all day on Monday, September 26 resulted in some minor flooding in the basement of the *Mac Norris Station*. Thankfully, all sump pumps and drains operated, but we needed the skills and attention of Tomo’o Oshikawa, who had his waders on in the sump pump well as he tended the draining and prevention of any damage. Thanks Tomo’o! (D.T.)
HARVESTFEST

October 1, 2011 saw the first running of what is planned to become an annual HarvestFest event. Although the day was somewhat cloudy with periods of rain, those who came had a terrific time. Staff and volunteers dressed in Western garb, and there were a host of special things to do. (below, Danielle, Donna and John enjoy the day, Russ Grycan photo)

All of the regular Heritage Park exhibits were open, and there were also:
- Train rides on the hour, with PGE RSC-3 #561 and coach Bill & Dorothy Lahr. Operating crew were John Jellis and Russ Grycan, with George Game as conductor on board. (photo left, Conductor George Game welcomes guests aboard)
• Mini rail trains with several guests operating, three trains in service (including some from BCSME—thanks!). The pause at the Garden Railway was a highlight as always.
• G-Van Catering had a terrific hamburger barbecue going with hamburgers, hot dogs, chili and fries.
• Hay Rides, with **Bill McEnery** operating the vintage Case tractor and a wagon behind was busy all day (photo below, Don Evans)

**LOST IN THE 50’S TONIGHT**

In the evening, the CN Roundhouse & Conference Centre was transformed into a sock hop venue right out of the 50’s. The guests who attended all had a great time, there were burgers and fries, a great bar, and terrific music to jive to. Several dressed the part—poodle skirts (**Bonnie, Danielle** and several others), and special mention to **Henry Reimer** as Humphrey Bogart—looked great (and danced great too!)

**Donna Fourchalk** and her gang were the tireless workers behind this event, she writes... Many, many thanks to all who helped organize and volunteer for the **Lost in the Fifties Tonight**. To **Craig McDowall**, your support and enthusiasm is second to none. The DJay's had the music we all wanted to hear, and for those who attended all had a great time. **Lloyd**
and Lorraine Black, Lynn Lucas, Danielle Fourchalk, Glenda Grycan, thank you for your hard work decorating the Round House the day before. John Babuin, Richard and Mark from Continental Power for donating and bring the cherry picker then helping with all the high decorations. Staff for organizing tables and chairs so we could set them up. Great job everyone.

The night of the Dance thank you’s to Lloyd and Lorraine Black, Bonnie and George Game, Judy and Roy Crowston, John Jellis, Louise and Herb Klassen, Karen Moodie, Penelope Kalopisi-Kennedy, Danielle Fourchalk, Craig McDowall, Celine Quesnel, and our great bartender Dave Thomson. Thanks also to Kal Tire for donating the Popcorn Machine and the popcorn, it was such a treat. The day and evening event were great fun for those who attended. We hope that in the future our attendance will improve as the events grow. (D.F.)

PARK TOURS AND VOLUNTEERS

The park has had many special tours this year and to all the volunteers that make this such a success thank you so much. The tour we had Sept 23 (Antique Car Club, Van. Div.) saw 25 antique cars and 55 guests. We had 12 volunteers show off our park and displays. We have 3 tours for Nov. already scheduled and our faithful volunteers come dressed in costume to tell our story. Thank you to all involved (D.F.)

RUN A LOCOMOTIVE

We are pleased to report that we have now completed several of these exciting new guest experiences, available at the West Coast Railway Heritage Park. Run A Locomotive is an opportunity for members and guests to get in the engineer’s chair of one of our operating diesel locomotives and operate it on the WCRA’s trackage in Squamish. Advance reservations are required as an operating crew needs to be called for this service and, naturally, all moving operations are under the full supervision of one of our qualified engineer / conductor crews. The two hour session costs $250 for operation of RSC-3 #561 or S-3 #6503, we also offer FP7A #4069 but with a $50 premium as a third operating crew member will be along to assist with rearward visibility. Fees are to be paid in advance, book with Russ Grycan at the Park.

Recently Glenn Thornton from Vancouver Island participated and was presented his certificate upon completion (the opportunity was occasioned when hi family gave him the experience as a birthday gift). He chose CPR FP7A #4069 for his experience, and the engine was crewed by John Jellis and Russ Grycan. Glenn’s wife occupied the fireman’s seat in the locomotive and enjoyed the time as well. Completing the switching moves at the MP Shop area, he rolled the loco up to the platform at the Mac Norris Station—smiles all around.
THANKS

- To Paul Martin at DTM Systems for the donation of some computers that will upgrade the Heritage Parks resources and operations.
- To Keith Anderson for the donation of a new desk for the Heritage Park office, as well as $500 that will go towards additional chairs for the CN Roundhouse & Conference Centre as well as to cover costs for a concrete base for the storage shed being constructed for the tables and chairs.

DONATIONS FOR CHAIRS CONTINUE

Thanks to the most recent donors (Bill McEnery and Keith Anderson) who have supported the purchase of the badly needed chairs for the CN Roundhouse & Conference Centre. This donation will add the ability to purchase another 30 chairs, bringing our total just above 170, but we want to continue until we get to 200 total. Each donation of $200 buys another ten new chairs. Donations can be made at the Heritage Park or through Don Evans.

BELL MOUNTED IN BOARDROOM

The steam locomotive bell off a Vancouver Island logging engine, that was donated earlier this year by Tom Rust, has a new permanent home at the Heritage Park. It has been polished up, mounted on a new pedestal and located in the board room of the CN Roundhouse & Conference Centre. (R.G.)

Once again we thank Tom for this donation which now has a permanent home where it will be enjoyed by many over the coming years. A plaque will be added soon.
WINTER FARMER’S MARKETS RETURN

We are delighted to announce that the Squamish Winter Farmer's Markets will return to the CN Roundhouse & Conference Centre this winter. The first is on Sunday, November 20 this year (1000—1500k), and it will be followed with a special Holiday version on Sunday, December 11 which will open 1200—1700k. Watch our monthly calendar of events and take in one of these monthly markets, which will happen monthly through April 2012. (D.T.)

WEST COAST RAIL TOURS

Our 2011 group tours are now complete and work begins on plans for 2012. Meantime, don’t forget WCR Tours can book your independent travel at any time—we meet the best prices and your bookings result in commissions to the WCRA.

The Tours Committee continues to meet one week prior to the monthly general meetings. To keep informed of upcoming tours and special excursions submit your e-mail address at www.westcoastrailtours.com. That way you will get up-to-the-minute news on special deals and new trips. Check out the special Alaska cruise offer in this issue. Let us help put you on board the travel of your choice in 2011. (B.G.)

PORTLAND ON AMTRAK CASCADES—any time year round

Are you in the mood for some US shopping (or just a delightful visit to the great city of Portland)? Why not take advantage of the strong Canadian Dollar? Travel to one of the most environmentally friendly cities in the world by rail, the most comfortable method of transportation. Departures from Vancouver every day at 6:40 am, arriving in Portland at 2:55 pm. Return train departs Portland at 2:50 pm, returning to Vancouver at 10:50 pm. Round trip rail tickets start at $110 (Seniors $93.50). We also book your hotel in the downtown area starting at $100/night. You decide how many nights you want to stay.

PRINCESS CRUISE TO ALASKA—DEPARTS MAY 19, 2012

NEW for 2012. Princess Cruises has offered West Coast Rail Tours a one-time only Alaska Cruise on the Diamond Princess. Round trip from Vancouver, Alaska’s most popular cruise itinerary Great-tasting food is one of this ship’s highlights, Sabatini’s, a popular Italian restaurant makes freshly prepared pasta creations daily. In the elegant dining rooms, you’ll find sommeliers to help you enhance your meal with paired wines. Poolside, the hand-tossed pizza is always served fresh out of the oven. Movies Under the Stars® and Sanctuary, an adult only retreat, have recently been added to Diamond Princess! Combine your cruise with a rail excursion on the "Scenic Railway of the World". A 41-mile round-trip rail excursion in Skagway offers an unforgettable journey to the White Pass summit, a 2,865-ft elevation.
7 night Alaska Inside Passage Round-trip from Vancouver

Daily Itinerary:

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*Optional, White Pass & Yukon Route Rail Excursion

Prices:

- **Inside Cabin** from $849 CAD per person
- **Oceanview Cabin** from $1,049 CAD per person
- **Balcony Cabin** from $1,449 CAD per person

Notes: Government Fees additional $85.00 per person, Canadian Dollar is at Par with US Dollar for all Princess 2012 itineraries*

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

LOCOMOTIVE 374 PAVILION

Visitor counts continue at record levels with almost 3,100 people dropping by in September. The year-to-date total is just over 28,000. Summer Jobs Canada has reimbursed us for a major portion of the salary of the tourism student who assisted us this year. Donations continue strong. A further improvement in the selection of gift shop items (most notably Thomas stuff for children) has increased kiosk sales. Updated postcards are now on sale. The work on the turntable plaza continues at a slow pace precluding any celebration tentatively planned for October 15th. Volunteer custodians are still needed to fill in some weekdays and occasional weekends. Please contact Bill Johnston at 604-522-9068 or e-mail: wmjohnston@shaw.ca if you are interested. Full indoctrination, free parking and coffee are supplied. The Yaletown – Roundhouse Canada Line station is but a few steps away if you like “taking the train”. (B.J.)

FEATURE ARTICLES

**POLAR EXPRESS—ORDER YOUR TICKETS NOW!**

Polar Express tickets for 2011 are now on sale! And, the good news is that we have doubled our capacity this year by adding a second weekend to the event. The popular event will
operate this year on November 26/27 and again on December 3/4. Once again both first class and coach class will be offered. This is a great fabulous family event, themed to the movie of the same name. Scenes from the movie are acted out on the train, following the ride your visit to the North Pole rounds out a great experience. Tickets are available through WCRA only, call 604-898-9336 in Squamish or e mail polarexpress2011@wcra.org

Here are details of the event:

**Dates:** November 26-27 and December 3-4

**Gates open daily:** 9am

**Gates close daily:** ~6pm (or when the North Pole is empty)

**Parking:** Free parking on street or nearby

**Departure times for Polar Express trains each day:** 10am, 12pm, 2pm, 4pm. Please arrive at least 30 minutes before your scheduled departure.

**Prices:** (no additional service charges)
- First Class - $34.00 + HST
- Coach Adult - $23.00 + HST
- Coach Child - $19.00 + HST

**What is included with ticket purchase?:**

**Coach Class:**
- 45min ride on the Polar Express train – out and back to Squamish Estuary (simply beautiful in winter)
- Hot chocolate, cookies, stories, and carol singing on train
- Access to the North Pole (in the CN Roundhouse & Conference Centre)
  - Limited edition Polar Express Merchandise in store
  - Visit with Mr. and Mrs Claus
  - Letters to Santa (a reply is guaranteed)
  - Snacks from the remote Beanery
  - Crafts at Santa’s Workshop
  - Access to the indoor mini rail train ride
  - Decorated North Pole (transformed Roundhouse)
  - Music, lights and fun

**First Class:**
Everything listed above for Coach Class, plus:
- Priority Boarding
- Limited edition Polar Express Mug (retail value $14+HST)
- Seating in First Class on Polar Express train
How do I purchase tickets?
Currently there are two ways to purchase Polar Express Tickets. All tickets will be coordinated through the Guest Relations team in Squamish who will assign the train time, and reserve seating for you so you will be guaranteed seating together without any rush.

- Phone 604-898-9336, seven days a week, 10am-4pm
- Email name, address, choice of departure time, number of people, and contact information to polarexpress2011@wcra.org and a Guest Services representative will contact you for confirmation and payment information

We look forward to seeing you at Polar Express 2011.

50 YEAR FEATURE—KEITH ANDERSON, Hi Baller and Founding Member - by Craig McDowall

Keith Anderson and Martin Jergens were both in the same grade 1 class together and one day Martin talked him into going down to the grain terminal next to Exhibition Park to watch the CPR 2-8-0’s and 4-6-2’s switching cars. This is where it all started for Keith.

Keith then met some members of the future Hi Ballers (Roger Burrows and Doug Cummings) while taking photos in the CN yards on Terminal Ave. and again in the CP Rail Yards down on the waterfront, just west of the Second Narrows Bridge.

Martin Jergens, Rusty Savage and Bob Gevaert were originally more interested in the BC Electric street cars and especially the interurbans and took many photos down in the BCE yard under the Burrard Street Bridge. Rusty somehow got an air tank off an interurban and a whistle and put this together with an old air compressor on his wooden wagon and would take it down to main intersections where the rail line crossed the road and blow the whistle and all the cars would come to a screeching stop!

This morphed into them getting together on Saturday nights to look at each others photos and talk about where to take the bus or ride their bikes to take new photos. They then started to think about getting a group rate to take day trips and in their mid teens, took the PGE Budd cars to Lillooet so they could ride the Gas Car from Lillooet down to Seton Portage and back on a Saturday afternoon. They then caught the Southbound Budd cars from Prince George, arriving back in North Van that night.

The Hi Ballers first official excursion was when the PGE Gas Car had been shipped down to North Vancouver and there was fear that it would be sold or scrapped. (Story in WCRA News, August and October 2011 issues). So they organized a day trip to Squamish using the Gas Car and open car #14. An interesting side note here; the PGE had a coach car that they stationed in Squamish in case it rained when the open car was on trips to Squamish. So the group set up a
ticket price of $5 and started phoning every rail fan they knew and even knocked on doors to get extra sales. As written in an earlier Hi Baller profile, the gas car broke down on its return trip to North Vancouver and had to be towed back to Squamish and then replaced with different power to return to North Vancouver.

On future trips to Lillooet, the boys would sit in the rear cab of the trailing Budd Car. The Budds in those days had controls on both end of the cars and as it came south along the highway at Porteau, the boys would turn on its headlight if cars had their high beams on.

The next official Hi Ballers Excursion was with West Coast Terminals steam engine #4012 which ran from New Westminster up the Kennedy Hill and out to Abbotsford. The engine developed a problem with a new bearing and the consist had to be doubled up the Kennedy Hill. The excursion was supposed to return by 6 PM. The local Rock ‘n Roll radio station (think it was CKLG) gave updates on the trip but they were working off the initial schedule! The return trip didn’t arrive back until 11 PM, almost five hours late. There were a lot of very mad parents (MCM note: including my dad!!) who sat around for hours with no updated info as to what was happening.

Keith was a ‘newsie’ on the Kettle Valley line in the late 50’s from Vancouver to Lethbridge. The passenger train had a dining car on it from Vancouver to Creston, where the car would be dropped and picked up by the westbound passenger train on its return run from Lethbridge to Vancouver as no food service was deemed necessary between Creston and Lethbridge. Keith later became an assistant to the regular CPR ‘newsie’ during 1966-1967 on the transcontinental train from Vancouver to Revelstoke and return.

He then became a Sleeping Car Conductor during the summers on the CPR’s Dominion between Calgary and Vancouver. On one trip, he rode the open cars attached to the train when he wasn’t busy, which were added to the consist between Calgary and Revelstoke. This is where the idea of buying the three open cars (597—599) by the club became a topic of discussion knowing that they were going to be taken off the Dominion permanently. WCRA subsequently purchased all three and sold two to keep one, which is our WCXX 598 Henry Pickering today.

Keith was coming home from Mexico in December, 1961 through Toronto (where he flew to see some friends on his way home and so he could ride the train across Canada to Vancouver). When the train stopped in Medicine Hat, there was a Budd car and Business Car #16 on a station siding. Keith took photos and showed them at the next club meeting and this is when the idea was hatched to try and get that business car.

The ‘watchers of trains’ became ‘the wheeler and dealers of trains’ as Keith so aptly put it. They contacted CPR regarding the possible sale of #16 and in 1962 CPR established a sale
price of $300. The club talked CPR into making that price FOB Vancouver, rather than FOB Medicine Hat and the car finally arrived in Vancouver in May 1963. CPR car #16 remains the gem of our collection today, proudly carrying the name *British Columbia* it is preserved and exhibited in the CN Roundhouse & Conference Centre for the enjoyment of everyone.

Our hats are off to Keith—and our other founding members—as it was their foresight that started the whole effort off and led to the many accomplishments WCRA has had in the ensuing 50 years.

**RAILWAY NEWS**

**MOTIVE POWER NOTES**

A number of motive power improvements are under way that will upgrade the CN locomotive fleet:

- Trip Optimizer technology is in place on 125 General Electric locomotives, a “cruise control” type of system that follows a pre-determined trajectory over a GPS map to optimize fuel consumption. The mainline between Montreal, Toronto and Vancouver is fully mapped and CN expects to have 400 locos equipped by 2013.
- Wi Fi Telemetry is being added to all of CN’s high horsepower units. Known as Wi-Tronix, the system provides information about locomotive and train performance through remote reporting of measurement data on things such as fuel consumption. This allows horsepower to be matched to trailing tonnage and added on line when needed and shut down when not, reducing fuel consumption and emissions.
- Smart Start—Stop technology has been added to 600 locomotives, with another 800 to be equipped by 2013. This system shuts down an idling engine and maintains it in ready mode to restart when needed. (SDHSE)

BCOL B39-8Es 3911, 3901, 3909, 3904, 3902 and 3910 were all moved from Homewood, IL to Centralia in mid July. They are rumoured to be destined for Mexico. (TJ)

**INTERNAL MERGING**

Three railroads under the Canadian National corporate umbrella are merging into a single U.S. subsidiary. The Duluth, Missabe and Iron Range Railway (DMIR) and the Duluth, Winnipeg and Pacific Railway (DWP) will officially be absorbed by the Wisconsin Central Railway (WC). The merger was approved by the U.S Surface Transportation Board in May. It is anticipated that the merger will be complete by the end of 2011. (TJ)
The move will streamline corporate issues but also allow more free movement of trains between the three railroads. Under U.S. railroad laws, the three railroads currently are considered separate entities, and CN must change crews as cargo moves through the region.

NEW LUMBER RELOAD FOR THORNTON

A new lumber transload facility will be added to CN’s Thornton yard this fall, focused on export to China. The facility will handle railcars shipping from the BC interior and load into containers for overseas shipping. The facility can grow as large as 20 acres. (SDHSE)

TUMBLER RIDGE TO REBOUND?

The community of Tumbler Ridge, BC is on the verge of a rebirth as coal interests start a new in the area. The Quintette coal mine is looking to reopen in 2013 would supply coal for steelmaking in China for up to 20 years. In addition, two new underground coal mines have also been proposed and there are two wind turbine projects possible. The rail line, built by BC Rail in the early 1980’s, would appear to have a bright future as well after almost closing with the mine closures a few years ago. (BL)

MOTIVE POWER NOTES

Motive power consist departing CN Thornton yard on CP train 209 was CP 9579 (AC4400CW) / 1020 slug (nee SW9 1205) / 8749 (ES44AC) / 1024 slug (nee SW1200RS 1275) / 8605 (AC4400CW) (J.M.)

FRICITION REDUCTION ON WESTERN LINE

CPR has saved fuel on its Calgary—Vancouver mainline by installing 249 devices to apply an “engineered friction modifier” near curves on the route. The result is a 4% decrease in fuel consumption and a 30% reduction in track wear in curved sections. (BL)

2011 SEASON OVER—Rocky Mountaineer's 2011 season has ended and trains are back in Kamloops for winter storage. Expect more equipment to be painted into the new scheme for
2012. Also for next year, in addition to the start of some runs to/from Seattle, note that fewer trains will actually operate all the way to Calgary, with many turning at Banff. Only one train a week in 2012 will operate through to Calgary.

GP9 SWAP

Southern Railway of BC acquired former CPR GP9 #1583, which had been long based at Port Coquitlam and had been purchased by J & L Consulting of Langley. It has been numbered SRY 128. In return, SRY gave J & L two former Montana Rail Link GP9’s that had not been made serviceable, nos. 108 and 128. With those gone, SRY then numbered the newly acquired ex CP unit SRY 128. (SDHSE)

BRIDGE BACK IN SERVICE

SRY’s rail bridge from Queensborough to New Westminster has been restored to service. It was knocked out by a barge on June 28 and took a month to repair. While the bridge was out, some rail traffic got to Annacis Island via BNSF to Tilbury and then barge to the Annacis slip. The Carrier Princess handled these moves with three sailings across the Fraser daily, and SRY crews handling loading and unloading on both sides. However, this didn’t work for the large volume of auto traffic as autorack railcars are too long to use the marine ferry system.

To handle these, a temporary loading area was established at SRY’s Trapp Yard and the vehicles were then driven from the Annacis holding yard to Trapp for railcar loading. (SDHSE)

PRIVATE TRAIN

A VIA Rail private charter train arrived in Vancouver as VIA #3 on September 9, 2011. The consist was VIA F40PH-2D 6436, VIA sleeper Chateau Rigaud, WSOR dome 800588, Sleeper Evelyn Henry RVIX 800149 and Dome Observation Warren B Henry RVIX 800148. (J.M.)

VIA 6300 TO NRHS BC

The last remaining FP9A on VIA, #6300, headed to New Westminster Braid Street in a special move on September 7, 2011. The consist for the move was VIA F40PH-2 6417 / VIA FP9Au 6300 / VIA 8324 / VIA 8202. After dropping the 6300, the other three units returned to
REFURBISHED CANADIAN HITS THE RAILS FOR 2012

VIA Rail Canada’s flagship long distance train, The Canadian, hits the rails in 2012 with refurbished cars and a whole new class of service added. During 2011, VIA’s Montreal Maintenance Centre has updated and refurbished a total of 55 cars for the service—40 Manor sleeping cars (Touring sleeper class), eight dining cars, four Skyline cars and three Park observation cars. The updated cars feature new fabrics and décor, with refreshing new colour schemes as well.

Being introduced in 2012 will be the brand new Deluxe Sleeper Class, which see entirely reconfigured Chateau Sleeper and Dome observation cars. This new class will be priced higher, and features all new high end cabins for two or three people with full concierge service. The cars for this service, eight sleepers and four dome observations, are still in the US getting major rebuilds. The class is to replicate a true boutique hotel ambiance. (VL)

CANADIAN TO BE FEATURED ON $10 BILLS

VIA’s transcontinental train The Canadian will be featured on Canadian $10 bills starting in 2013. The announcement by the Bank of Canada noted that the scene (in the Rockies) was chosen because it represents Canada’s greatest technical achievement, linking the eastern and western frontiers of the country in what was the longest railway ever built at the time. (VL)

LRC REFURBISHMENT PROJECT

The refurbishment project for the LRC fleet of cars continues to progress. Industrial Rail Services of New Brunswick will redo 26 business class cars and 26 coach/business “combi” cars, all to be in service by 2014. (BL)

VANCOUVER ISLAND SERVICE REMAINS CLOSED, VICTORIA STATION

VIA’s Vancouver Island service remains shut down as we go to press, and things don’t look hopeful in spite of the Province’s pledge of funds to help repair the line. The last operation was on March 19 and no passengers have moved by rail since. The temporary bus service provided at the start of the service outage has been terminated. The Budd RDC’s remain stored at Welcox yard in Nanaimo.

The replacement of the Johnson Street bridge in Victoria will not have a rail line, rendering the 1985 built station in Victoria useless for the future. VIA’s use of the city owned structure was terminated in August when the lease expired. The City will use the site for a construction office for the new bridge project. (SDHSE)
OTHER NEWS

NORTHWEST RAILWAY MUSEUM OPENS NEW TRAIN SHED

The Northwest Railway Museum in Snoqualmie, WA opened its new Train Shed building on Saturday, September 17. The new 25,000 square foot building will provide a permanent indoor home for the museum’s most precious artifacts. A special train operated to the ceremony and guests were entertained by a band and the official opening ceremonies.

In other museum news, the high profile restoration project—chapel car #5 Messenger of Peace—is progressing well. Major replacements of side sills and car structure have been moving forward with a three person crew handling the work. (SDR)

CRANBROOK NEWS

The Canadian Museum of Rail Travel in Cranbrook continues to develop and grow, as the new facilities to which it moved offer many new possibilities. The facilities are now able to offer some “Cranbrook Museum” exhibits in addition to its famous Canadian Pacific Railway passenger train core theme. The Cranbrook History gallery opened in June 2011 and contains three permanent displays that profile early Cranbrook and its diverse character.

In other Cranbrook news, the annual festive dinner is set for the Royal Alexandra Hall at the museum on Saturday, November 26. Visit www.trainsdeluxe.com for more information on this and any events at the museum. (HC)

CANADA LINE RAMPS UP SERVICE

Faced with ridership well beyond expectations, the new Canada Line has added extra trains to peak periods. A total of 16 trains will be in service now (previously 14 trains) during peak service periods, which cover all day service from 6:30AM weekdays, 9:00AM Saturdays and 10:00AM Sundays. The Canada line has been averaging 107,000 riders daily—116,000 a day on weekdays. (SDHSE)

EXPORAIL CELEBRATIONS

The Canadian Railroad Historical Association held a couple of key celebrations this summer at its ExpoRail site near Montreal. On July 21—24, 2011 the museum celebrated the 175th anniversary of the opening of Canada’s first railway, the Champlain & St. Lawrence Railway which first opened in 1836. The Museum also took time to celebrate the 50th anniversary of the start of its construction in Saint Constant on September 17th with a barbecue for members, staff and volunteers. (SDHSE)
REMEMBER WHEN……

CPR Royal Hudson 2860 works freight at Vancouver yard in the 1950’s, the old CPR Pier B / C in the background is the site of today’s Canada Place.

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