



WCRA NEWS

APRIL 2016

**NANAIMO EXCURSION
TRAIN APRIL 8**

THOMAS COMING MAY 21



GENERAL MEETING

The **Annual General Meeting** of the WCRA will be held on **Tuesday, March 29 at 1930 hours** at Rainbow Creek Station, corner of Willingdon and Penzance in Burnaby. Please attend if you can as we need to do the mandatory societal duties including appointing the Board of Directors for 2016, approving the 2015 financial statements and the 2016 budget. The March General Meeting will follow the AGM.

Entertainment will follow as time permits.

ON THE COVER

CN Business Car train #617 crosses the Fraser River at Polley (just north of Lillooet) on a beautiful Monday, February 29 shot by **Ken Storey**.

APRIL CALENDAR

- **West Coast Railway Heritage Park open daily 1000 through 1700k.**
- Friday, April 8 —Deadline for items for the May 2016 WCRA News
- Friday, April 8—Special excursion train operates on Vancouver Island from Nanaimo station (see page 15)
- Saturday, April 9—Volunteer Appreciation Luncheon—1130 to 1330 in the CN Roundhouse & Conference Centre—free for all volunteers, RSVP to 604-898-9336 or generalmanager@wcra.org (Page 10)
- April 10 to April 16—Volunteer Appreciation Week in Canada—free Heritage Park admission and mini rail all week for volunteers with their families and friends (Page 10)
- Saturday, April 23—Refresh Market, CN Roundhouse & Conference Centre
- April 27 to April 30—Pioneer Express (school classes) at the Heritage Park
- Tuesday, April 26 —WCRA General Meeting, Rainbow Creek Station, 1930 hours

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

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

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

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

EDITORIAL

A VERY SPECIAL THANK YOU

It was very humbling and a great honour to be presented with the Caring Canadian Award by Canada's Governor General, The Right Honourable David Johnston, in a ceremony at the Chan Centre at UBC on March 4. To say that it was a very special moment in my life would be the ultimate understatement.

However, the real thanks go to all of those with whom I have had the privilege to volunteer and serve. Without all of you, and the great organization that we are all a part of, none of this would be a reality.

So, my heartfelt thanks to those who nominated me for this award, and a very real thanks to all of you who are a part of what we do. I look forward to many more years knowing and working as a volunteer alongside all of you.

Don

ASSOCIATION NEWS

FROM THE FEBRUARY GENERAL MEETING

Chair Bill Johnston called the meeting to order with 30 members and guests present:

- **Gord Bell** reported for **Robert Macbeth**
 - A great amount of time has been spent updating our SMS to comply with the new Transport Canada requirements—thanks Robert for your work on this.
 - The next BC Maritime Employers railway training is scheduled for six days in April, 2016
- **Bill Marchant** gave an update on the work on BC Electric #960, noting the mounting of the rear hood and cab work in progress
- **Gord Bell** reported on Heritage Park operations
 - Prime focus has been on event sales for the CN Roundhouse & Conference Centre, with some good success for 2016 events. One major one is the Canadian Internet Marketing Conference which will be held in April, 2016. A new website for the Conference Centre is being developed
 - The Heritage Park remains open 10 to 4 daily, snow in January caused many challenges but all gone now!
 - Our new mobile kitchen trailer unit is nearly complete!
 - A new local event, The Pioneer Express, will be held in late April
 - Plans are underway for a Railway Days event in the summer
- **Gord Bell** provided a financial report on behalf of **Ken Tanner**

- **Don Evans** presented a fundraising report on behalf of **Brenda van Engelen**. There are many things active on this front now as Brenda comes on board and starts working with Don for the funding we need for this year and beyond.
- **George Game** reported that the Locomotive 374 Pavilion has now been cleaned up after the Christmas activities and that tourist traffic is picking up. He noted that May 22, 2016 would be the Locomotive's 129th Anniversary party.
- **Bill Johnston** reported on tours for 2016, noting that the Haida Gwaii tours are selling fast
- **Jeremy Davy** noted that he is looking for volunteers for Western Rails
- Noted that the March 29, 2016 meeting will be the **Annual General Meeting** of the WCRA at Rainbow Creek Station starting at 1930 hours
- **Ryan Cruickshank** displayed some model railroading history—some vintage American Flyer sets (in original boxes) dating back to the company's origins as Chicago Flyer before the name we all know emerged. In his exhibition was a original 1928 set in original box, and an original Pioneer Zephyr set from 1934
- **Bill Marchant** provided a trackside report
- **Bill Johnston** provided a wonderful show from his years working on CN in track construction, featuring many vintage steam and early diesel shots as well as civil work on railway grades and bridges

NEW MEMBERS

We welcome to membership.....

- Gordon Frank of North Vancouver;
- Rosanna Myles & Lenora Joe and family of Sechelt;
- Kristen Piljay and family of Squamish;

We welcome back to membership:

- Sean Beddows of Coquitlam;
- Doug Calvert and family of Coquitlam (J.D.)

MEMBER NEWS

Our sympathies go out to **Jeremy Davy** and family on the passing on of Jeremy's sister, Kathleen, on February 24th.

Sympathies also are extended to well known local rail operator **Dean Ogle** on the recent loss of his wife of 50 years.

WCRA TRIVIA #327 - By Ryan Cruickshank

10 Feb 1942 Band Leader *Glenn Miller* received what award for his song "**Chattanooga Choo Choo**" (music - Harry Warren / lyrics - Mack Gordon), which was featured in the 1941 musical film "Serenade" ?

(Answer on page 26)

VOLUNTEER THANK YOU

Thank you to those volunteers who took the time to record and submit their Volunteer Hours for 2015. As of the cut-off on February 29th, a total of 30,085 hours were reported by you for the 2015 year. Of those 21,663 were for activities at the Heritage Park.

Volunteers are the heart and soul of the WCRA ... Once again thank you for your support through your Volunteer Activities. (D.S.)

DONATED EXPENSES

The 2015 Books are closed and Tax Receipts issued, which only leaves me one, the most gratifying task - acknowledging the Donors.

To all the WCRA Volunteers who generously donated back to the Association both mileage and in-kind travel expenses—thank you—**Keith Anderson; Singh Biln; Lloyd Black; Rene Brisette; Len Brown; Arlene Climie; Richard Courage; Judy Crowston; Roy Crowston; Jeremy Davy; Dave Emmington; Don Evans; Lisa Flatla; Bonnie Game; George Game; Bob Gordon; Gordon Hall; Bob Hunter; John Jellis; Lynne Kinnell; John Lighthall; Robert MacBeth; Dave Manzer; Bill Marchant; Craig McDowall; Mike McGaw; D'Arcy Nelson; Greg Robertshaw; Mary Roy; Paul Roy; Jim Saunders; Donna Simon; Howie Tichauer; Christian Vazzaz; Dai Yates.** (J.D.)

A GREAT WATCH

Check out this link and view this great film from 1958—showing work on the CPR line in winter in the mountains of British Columbia.....working the jobs as they were done (what a change in just 58 years!), lots of early diesels and more.

<http://www.nfb.ca/film/railroaders>

COLLECTION

LOOKING FOR INJECTORS FOR PGE #2

Here are some illustrations of locomotive boiler feed injectors, sometime called inspirators. There have been many makes and models used throughout the history of the steam locomotive and the reliable ones made it to fading years of steam. Our little PGE #2 had a pair of these in the cab, one each side of the boiler in the usual position as can be seen by the pipe work still in place. The pipe size is 1-1/2" and the engineer's side is bushed down to 1-1/4"..... We have been un-able to locate anything on these items and were wondering if there are any ideas out there that may help us with our problem. The latest is to form a rough shape of wood and pipe fitting and then shape a replica facsimile to represent the original

item for education purposes as our little locomotive will never steam again. However, a real pair would be much better.....Any help or information on this matter would be greatly appreciated. (Donna Fourchalk)



The cab of PGE #2 is looking great as seen in this photo from February 2016. The little 2-6-2 is coming along very nicely as the Monday crew works away in the PGE CarShop.

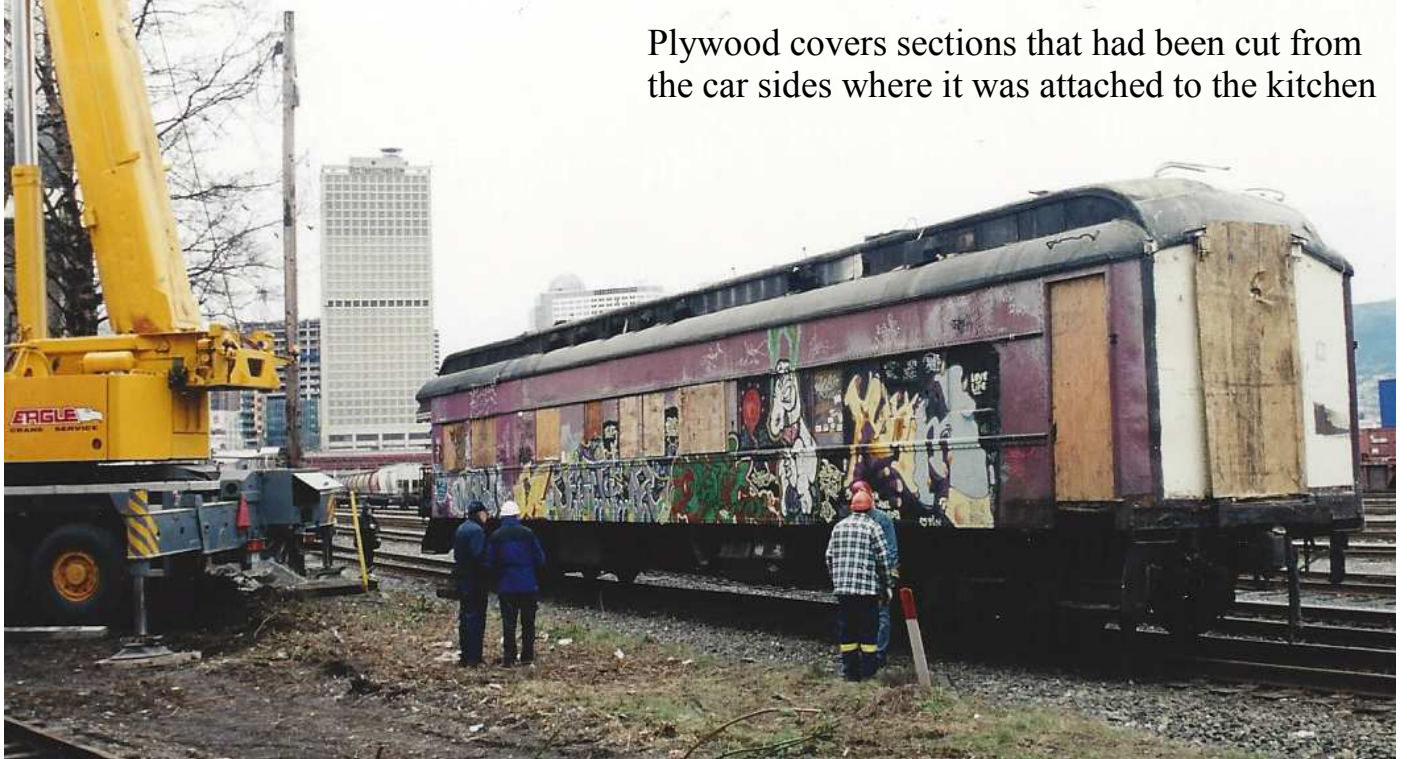


MAGIC—IT'S WHAT WE DO!

.....March 9, 2002—and the former railcar *Alberta* is lifted from where it has sat as a restaurant in Vancouver's Gastown onto the CPR main track. (Dave Emmington photos)



Plywood covers sections that had been cut from the car sides where it was attached to the kitchen





CP GP9 1620 starts the move to Squamish *Alberta* after her loving restoration by Randy and his helpers!



WEST COAST RAILWAY HERITAGE PARK

Home of the Royal Hudson



DAY OUT WITH THOMAS TICKETS ON SALE

Thomas the Tank Engine is coming to the West Coast Railway Heritage Park in May 2016 for five days of family fun. We are currently seeking volunteers to help with this exciting event as we try to outdo our success with Polar Express last year. Anyone who can help is asked to call or email **Gord Bell** <generalmanager@wcra.org> or call **604-898-9336** as soon as possible. Volunteering for such an event is busy, but very fun and rewarding as we get to host thousands of guests, many of whom have never before been to our site in Squamish.

The 2016 **Ready, Set, Go Tour with Thomas the Tank Engine** will be exciting for all, and the event will run at the West Coast Railway Heritage Park for five days—May 21, 22, 23 and May 28, 29, 2016. Tickets are on sale now at www.wcra.org so make sure your friends all know about it and get their tickets early. If sales warrant, we may be able to add additional dates, but for now the five days is what we have to fill.

Ticket prices for 2016 are the same prices as they were last year—\$24 and \$28 for peak period (mid day) rides. The Thomas train schedules are at 9:30AM, 10:30AM, 11:30AM, 1:00PM, 2:00PM, 3:00PM and 4:00PM. Please remember that the train ride is just a short 20 minutes as it is designed to keep two to five year olds happy. But your ticket entitles you to admission to the site all day and also to the other activities which operate continuously.

Of course, Day Out With Thomas is much more than just the ride with Thomas—there are a myriad of Thomas themed activities to participate in, live entertainment, food and merchandise, special shows, characters and more. The popular mini rail will be available again—at a reduced charge of just \$3 to manage loads and contend with weather variances while still keeping our guests happy! There will also be here new active play areas added this year—Thomas mini golf, Bubble Station and a large sand box!

So, make your plans now to help at Thomas and also to send all your friends and families to experience this great event. Let's make the 2016 tour with Thomas our best ever. (G.B.)

VOLUNTEERING AT THE HERITAGE PARK—FUN AND REWARDING

New Volunteer Coordinator being appointed at the WCRHP

After years of great service as the Volunteer Coordinator **Jeanene Nelson** is moving on to a new role at the park and making way for someone new to step into the role of Volunteer Coordinator. The new coordinator is being selected from a pool of talented candidates and the

final decision will be made by March 31.

Volunteer section being added to the WCRA website. This new section will feature a volunteer recognition with highlights of recent projects completed by volunteers, on going projects and jobs that currently require volunteers, an electronic sign up and information section and much more.

A Volunteer Appreciation Luncheon will be taking place on Saturday April 9th, 2016 from 11:30am - 1:30pm in the CN Roundhouse and Conference Centre. Volunteers will enjoy lunch cooked and served by the staff along with some special awards and other fun activities. If you plan to attend this lunch please rsvp to generalmanager@wcra.org Looking forward to seeing everyone on April 9th.

Volunteer Appreciation Week - April 10th - 16th

In celebration of Volunteer Appreciation Week, WCRHP Volunteers can bring family and friends to the park and enjoy complimentary admissions and mini rail. Please take this opportunity to introduce or re-introduce the West Coast Railway Heritage Park to someone close to you. Arrangements can be made through your volunteer coordinator at 604-898-9336



Volunteering for a Heritage Project.

If you would like to get involved in a Heritage restoration project but working on a full size railcar is too much for you then please consider one of our other Heritage projects. We are currently seeking volunteers to help on the restoration

and construction of our Blacksmith's Forge and Printing Press for the Heritage Town. These unique and exciting projects requires many different tasks, some requiring specific skills and some non skilled duties. These smaller projects are highly gratifying and require a much shorter time commitment. If you are interested please contact the Gift Shop and ask for Gord.

PIONEER EXPRESS

A new event will operate in late April for the schools—Pioneer Express will aim at school classes and the story of the railway connecting our nation and creating our Western communities. (G.B.)



CANADIAN INTERNET MARKETING CHOOSES CN ROUNDHOUSE

The Canadian Internet Marketing Conference has chosen the CN Roundhouse & Conference Centre as the location for its 2016 conference. The conference is on April 14 and 15, 2016 from 8:30AM each day, and features a great array of speakers from organizations such as Google, Telus, Warner Music, Starbucks, Blenz, ebay, Westjet, Yahoo and more. The conference will also operate a shuttle service between downtown Vancouver and the conference site. Check out www.digitalbuzz.ca for more information.

CN ROUNDHOUSE A BUSY VENUE

The CN Roundhouse & Conference Centre is off to a busy start to 2016.....

- January 20—Mayor's Luncheon
- January 28—Squamish 2040 workshop and open house
- February 19—photo shoot for movie Saucony
- March 5—Kids Refresh Market
- March 15—Bodwell School Educational tour
- March 20—possible filming production
- April 14—15—Canadian Internet Marketing Conference
- April 23—Spring Refresh Market

All of these events are helping generate revenue during our traditional slow season at the Heritage Park, as well as bring many new people and introducing them to our facility and our railway heritage. (G.B.)

FLOOR POLISHER NEEDED

The CN Roundhouse & Conference Centre is in need of a mechanized floor polisher. As the centre gets busier and busier, the ability to manually mop the floors gets less and less viable. We are seeking a donor who might help here—cost of the mechanized unit is around \$2,000 to \$5,000 depending on type. (G.B.)

ROYAL HUDSON 2860

ROYAL HUDSON FUNDRAISER

Thank you to all who have supported our Royal Hudson fundraiser to date. We have raised \$18,256 so far and it is never too late to make a contribution. These funds will be used to bring steam expert Scott Lindsay to BC in early 2016 and start work on the detailed plan for the next phase of the restoration of locomotive 2860.

We are bound and determined to have the Royal Hudson steam again for future generations. Remember that donations of \$250 or more receive a framed art rendering of the 2860's builders plate. Make your donation to this specific cause today.

FIREBOX DINNERS NOW AVAILABLE

How about doing something completely unique and helping preserve the Royal Hudson at the same time. Then consider one of our new "Firebox Dinners"! No, we won't have you crawl into the firebox of the 2860, but you can enjoy its flickering glow from the comfort of your white table clothed table in the cab of this great locomotive while a sumptuous multi course dinner with wine served. This is a new and unique experience for whomever wants a very special evening at the Heritage Park.

Price for this is just \$1,000 for a party of four (maximum capacity for this venue) and proceeds go to the Royal Hudson Preservation Fund. To make your reservation just contact Ken Tanner at 604-898-9336 or president@wcra.org (K.T.)

FUNDRAISING

IS YOUR NAME CARVED IN STONE YET?

WCRA's Paver Stone fundraiser is an inexpensive way to support the WCRA, and also a way to honour someone special with a gift that will last a lifetime. More than 100 of these personalized pavers have been installed to date, but we are just getting started. Just fill in the form on Page 25 of this issue and you are on your way. Get your name carved in stone!



DONATIONS OF SHARES HELP

A unique and easy way to help WCRA is through a donation of shares. Not only is it easy, it is also a very favourable way to donate as it not only gets a charitable receipt, it also avoids capital gains tax. WCRA maintains an investment and trading account to make this easy, just have your broker transfer the shares to our investment account and the whole process is initiated. Special thanks to **Jack Wallace** and **Evelyn Atkinson** for supporting us this way!

374 PAVILION

Our visitor count for February was 2,083. This was 218 people less than last year. The YTD Total is 4,335 Visitors.

With winter almost over, we are seeing a higher count of out of town visitors. The 374 Locomotive is listed in many tourist publications and out of country guests make an effort to visit. Some stay for hours. There are a lot of train fans in the world.



Planning for the May 22 Celebration is underway. The Brass Band, Electrician (to connect our boiler), Children's Events all need to be in place for this years party.

Don't forget to mark your calendars for the 129th Anniversary of the 374 Locomotive arriving in Vancouver. The locomotive will be pulled out of the Pavilion at 10 AM and the band will play 2 sets between 12 to 3 PM. The Official Ceremony will be at 1:30 PM followed by Cake cutting, more music and a chance to photograph the engine outside. When the band is not playing, adults and children will be allowed to blow the Steam Whistle and ring the Bell. The engine will be returned to the Pavilion between 3:00 and 4:00 PM.

The usual monthly plea for a few more volunteers to help with the Pavilion. One or two days a month would be a great help. When the weather is cold our hours are 11 to 3, seven days a week. Please give me a call if you are interested. Call George @ (778) 875-3573.

We are located at the corner of Davie St & Pacific Blvd. Just across from the Canada Line Yaletown/Roundhouse Station. Come down and visit the engine, visit with the Volunteers and learn a little history.

Hope to see you there! (G.G.)

VANCOUVER ISLAND STREAMLINER PLANNED APRIL 8!

Did you think you would ever see a streamliner train, hauled by a vintage F unit locomotive, operate on Vancouver Island again? Well then, plan to head for Nanaimo on Friday, April 8 and some planned trips that will operate between Nanaimo station and Wellington as a special media and conference event.

As we go to press, arrangements are being made to send a five unit WCRA consist to Nanaimo to operate a passenger rail excursion for the Association of Vancouver Island and Coastal Communities (AVICC) and to hold a major promotion for the return of passenger rail service on Vancouver Island. Planned consist is FP7A #4069, generator car *McDonald Creek*, coach *Paul D Roy*, open observation car *Henry Pickering* and business car *Alberta*—for a matched and classy Tuscan red consist. This will be the first train pulled by an F unit on the Island since the Canada Centennial Train of 1967!

Operating plans are still being finalized, however we know that plans are to have the train posed (F unit northbound) at the station on Friday morning for photos and ceremonies, with first departure north around 12:30 for the conference goers. This first run is the one for photographers as the train will operate on its own to Wellington. There SVI GP9 #110 will be added to the tail end to pull the train back to Nanaimo station. Additional runs are planned as the day progresses, but details are not yet final. These later trips will operate with the F unit on the north end and the SVI GP 9 on the south end of the train push pull style.

The event is sponsored by the Island Corridor Foundation, SVI Rail Link and Nanaimo Port Authority. Stay tuned for more details.

WEST COAST RAIL TOURS

PLAN FOR A RAIL ADVENTURE IN 2016



Start planning your next train vacation now with West Coast Rail Tours.

Here are some of our organized tours. Go to www.westcoastrailtours.com for a complete listing or contact Rail Travel Expert, Jennifer Chisholm at tours@wcra.org or 604-524-1011 for your travel needs.

West Coast Rail Tours has some unique upcoming rail tours. From the northern Alaska Railroad to the shores of Haida Gwaii and the cliffs of the Colorado Rockies. West Coast Rail Tours is sure to be the rail tour of your dreams! Go to www.westcoastrailtours.com for a complete listing.

History and Beauty of Haida Gwaii- A FEW SPOTS STILL AVAILABLE!

Our most popular tour, this tour sells-out every year! This journey begins with a 5 day train tour through the Rockies to Jasper, Prince George and Prince Rupert, followed by a ferry to Skidegate and 3 full days touring Haida Gwaii. Our local guide is the Mayor of Masset, so will show you the Haida culture up close. Visit quaint villages, museums, remote beaches and rainforests – even experience an authentic native dance and feast.



Because this 10-day trip is so popular we are running two departing May 3 and May 31. From \$2,799, includes many meals, all rail and transportation, airfare back to Vancouver, and door-to-door home pick-up and drop-off (within the lower mainland).

White Pass & Yukon Steam Spectacular – SPACE STILL AVAILABLE!

No other railroad is quite like the White Pass & Yukon Route. This extraordinary, well-guided private tour includes rides on the famous Fraser Meadows Steam train from Skagway to Whitehorse and the Bennett Scenic Journey to Carcross. The Fraser Meadows Steam Journey rides against all odds, the iron trail was carved through some of the North's most rugged terrain in 1898. This engineering wonder climbs nearly 3,000 feet in 26 miles of steep grades and cliff-hanging turns. Relive the glory days of steam while traveling with one of our steam locomotives, Engine No. 73 or No. 69, six miles beyond White Pass Summit to Fraser Meadows! On the Bennett Scenic Journey travel 67.5 miles by train between Skagway, AK, and Carcross, YT, along the same route that the Klondike stampede traversed in 1898! Don't miss a visit to the 1903 Bennett Station for a stroll through our historic museum. Don't forget your camera for this scenic journey. This tour also includes tour of the Copperbelt Railway & Mining museum, Miles Canyon and view the Frantic Follies vaudeville show.

June 7, 5 days from \$1,799

Extend your White Pass Tour with an Alaska Railroad Extension

- **Option 1: Northern Denali Journey:** Coach Whitehorse to Dawson City and Fairbanks then one-way train from Fairbanks to Anchorage. 4 days from \$1,599
- **Option 2: Southern Glacier Discovery Tour:** Includes the Denali Tour above: plus day trips from Anchorage to Seward and Anchorage to Whittier. 4 days from \$2,999

British Heritage Steam Trains

Explore the beautiful heritage steam railways of England and Scotland. Ride over 15 historic trains including 15 inch gauge, standard gauge, steam and diesel. This 2 week tour, starts in London and travels across much of England before heading to the highlands of Scotland and back down to London again. Ride magnificently maintained preserved railways and visit many historic sites and museums. The rail-fan tour uses a dedicated, private, air conditioned motor coach as travelling by road makes it possible to visit railways that are hard to connect by rail.



June 25, 14 days, from £2,758, includes 13

night's accommodation in 3 or 4 star hotels, breakfast and either lunch or dinner every day, all activities, admissions and heritage train tickets. Airfare from Vancouver can be arranged for an additional fee.

The Beauty of Japan by Train

Ride 4 trains across this beautiful country including 3 bullet-trains. Immerse yourself in Japanese culture as you visit famous and historic temples, gardens, and markets for a truly authentic experience of this stunning country. Stops include Kanazawa, known for its art museums and handicrafts, Kyoto with its Buddhist temples, gardens and imperial palaces, the Southern city of Okayama and the large port city of Osaka.

June 4, 13 days, from \$7,849 includes home pick-up/drop-off, many meals, all accommodation and return airfare from Vancouver.

Scenic Trains of Switzerland & Italy

This amazingly scenic journey includes some of the world's most picturesque rail lines through the mountains and on to some of Europe's most charming towns. Ride aboard three of the legendary Alpine railways: the GoldenPass Panoramic Train from Gstaad to Montreux; the Glacier Express from Zermatt to St. Moritz; the Bernina Pass Train, to Italy. Cruise across two of the most scenic lakes in the world, Lake Zurich and Lake Como. This is a train trip of a lifetime with so many photo opportunities and unique experiences.

May 16 – 10 days from \$5,369 includes home pick-up/drop-off, many meals, all accommodation and return airfare from Vancouver.

Historic Trains & National Parks of Colorado & the Rockies

In this busy, scenic, well-guided tour, ride 4 historic trains through the mountains: the Georgetown Loop Railroad to Devil's Gate high bridge, the Durango and Silverton narrow gauge railroad, Canon city's Royal Gorge Railroad, and Pike's Peak Cog Railway. Visit up to

7 National Parks: including Rocky Mountain National Park, Colorado National Monument, Mesa Verde National Park, San Juan National Forest and Rio Grande National Forest. Visit the National Monument, Garden of the Gods, wine country, Denver, Vale, Silverton and Colorado Springs. A rail-fan and photographers dream! July 16, 9 days, from \$3,529/person includes home pick-up/drop-off, many meals, all accommodation and return airfare from Vancouver.

United Kingdom by Rail

Venture by train to the three of Britain's most lively cities; From Edinburgh to York, and London. Stunning landscapes surround you as you are whisked through the peaceful countryside, rolling hills, emerald forests, sweeping coastlines. Tour Edinburgh castle, the Old Town Grassmarket and The Scottish Parliament. Travel to St. Andrew's and Pitlochry for Scottish whisky distillery tour. Scenic train through the Scottish Borders to Medieval York and tour York Minster, Castle Howard and Helmsley. Train to London and tour Trafalgar Square, St. Paul's Cathedral, Tower of London, Buckingham Palace, House of Parliament, Westminster Abbey and Big Ben.

October 8, 10 days, from \$5,079/person includes home pick-up/drop-off, many meals, all accommodation and return airfare from Vancouver.

Africa 2016 - Garratt's to Victoria Falls

This rail-fan trip of a lifetime includes Manchester's finest machinery and Matabele muscle combined to give you Africa's greatest steam event of 2016!

Garratts thundering through the African bush, excellent run past locations, on-train accommodation, magnificent scenery (including Victoria Falls) and great wildlife. Ride both the Class 14A and Class 15A locos as well as the Class 16A 2-8-2+2-8-2 Garratt. Sleep in the NRZ premier-class sleeper coaches and relax in a twin dining car/lounge. Visit Harare, followed by two days on the



Mbalabala branch line and a daytime run from Bulawayo to Dete. All of the traditional Thomson Junction to Victoria Falls charters are included. This tour has also been approved by the National Railways of Zimbabwe and includes locomotives and rolling stock that are maintained within the revenue fleet, not in preservation. May 8, 12 days with an optional 4-day extension on the Choebe Wildlife Safari, from £1,780 includes all hotels and lodging, train accommodation, transfers, rail tickets and most meals.

Contact Jennifer Chisholm at West Coast Rail Tours, your train travel expert at tours@wcra.org or 604-524-1011 (toll-free 1-800-722-1233) to answer any of your questions regarding train travel. Or pop on by for a visit at Unit 2, 4529 Hastings St. Burnaby, BC V5C 2K3. West Coast Rail Tours, www.westcoastrailtours.com

FEATURE ARTICLES

FROM THE STEAM CHEST—MARCH 1962

-by Craig McDowall

Comox Logging & Railway - report by Keith Anderson

Since the resumption of operations after the usual Christmas shutdown, CL & R has become a dieselized logging railroad. Their power has been a 1943 Baldwin-built 1000 HP diesel switcher. Their steam power has been in storage and on standby since the diesel was first put into operation and was only used once on May 21st when the Baldwin burnt a wire and was taken out service.

However at the beginning of February, unit #7128 was making a routine run to Nanaimo Lakes when, in the words of her hogger, Bernie Churchill, "I thought we had jumped off the tracks as the loco became very jerky. I shut off the throttle and we stopped within 50 feet. Then I saw a rod come through the side". The unit has thrown a rod on the #1 cylinder. End result: the rod and piston were toast, the block was damaged and the crankshaft was bent and scored. At the location where this happened, the train was on a steep uphill grade so this allowed the train to drift back down the grade to passing siding where they waited for the MacBLo train to pass them bound for Ladysmith. MB & PR and Comox share 17 miles of right-of-way. The MB & PR loco came back after her run and took them back to Ladysmith. Operations resumed the next morning when they steamed up #11 (2-8-2) and she ended up operating for the rest of February while the diesel was repaired. Operation was on a three trip per day basis, two with one crew and the third round trip with a second crew . . . same schedule as the Baldwin.

Due to the running schedule, the Baldwin has had numerous issues with over-heating and other problems. An interesting fact is when she first arrived and operated light over the route, it broke down and it took two weeks to repair her! During the last full year of #11's operation (1960), she never broke down once and her engine house 'partner' #16, a modified Mikado tank engine (mcm note: gee that number sounds familiar!), only broke down once for a day when she needed a frame re-weld. Prairie tanker #7 took over that day for #16.

McMillan, Bloedel & Powell River Co.

Operation is currently two round trips a day between Diamond Yard near Ladysmith and Nanaimo River with 2-8-2T #1055. 2-6-2 #1077 (mcm note: which became one of the locos with the B.C, Museum Train in the 70's on Vancouver Island and is now at Fort Steele), is on standby but 1055 is preferred as she has more weight on her drivers and tends to 'keep her feet better' as told by the crew.

PGE

Five new diesels were recently acquired from the Montreal Locomotive Works. They will be units #595-599 and reports are they will be 1800 HP chop nosed jobs, similar to the last order.

The units will be delivered in two groups: 3 units then 2 units. All units will receive the new green paint scheme.

Baggage car #704 has been sent from Lillooet to Squamish and unit #570 is now repainted in the new green scheme.

In late February, one of the ex Milwaukee Road coaches was in the Squamish paint shop being repainted into the green scheme. This same day a 1954 Austin rail car, complete with a V-8 engine, was discovered in a small shed on the property.

CPR

Canadian Pacific sent RDC-1 #9055 to the E & N Railroad to replace #9054 so that repairs could be made to her front end after a recent collision with a propane truck near Duncan.

Vancouver Wharves

It has been learned that the Shay presently working at the North Vancouver location is not actually owned by VW but by Railway Appliance Research as it is lettered and is leased to VW when needed when a ship is being loaded or unloaded. The locomotive is being slowly overhauled in between assignments so by the fall it will be totally rebuilt. Doing this while on call is a major accomplishment

One of our readers noticed that it carries a builders plate for Lima 2-1930 #3344 and was built for Merrill Ring Wilson and later used by Salmon River Logging Co. Canadian Forest Products purchased this locomotive several years ago and took the welded boiler off and re-boilered their #115 which accounts for the incorrect builder's plate currently on the Shay. The boiler for #3350, on #3344's frame was the half scrapped Shay locie which arrived in Vancouver in May 1959 along with three other C.F.P. engines: #101, 102 and 114 for scrapping. Railway Appliance Research is owned by Bob Swanson, B.C.'s Department of Railways Chief Inspector. Mr. Swanson is very much a steam fan so the Shay is in very good hands.

Diesel-Hydraulic Locomotives on CN and CP - by Peter Cox

The first diesel-hydraulic unit to appear on Canada's major railways was a German made side-rod connected 0-8-0 with 750 HP. This unit was built by MaK and started operating on the CN in 1956 on a test basis in and around Montreal under number 1000. Apparently she was not suitable and was soon sent over to the CP for their own testing in Montreal. Not much success there so was sent back to the manufacturer.

A year later, the Canadian Locomotive Works built two units of this type; the difference being that they had two 250 HP diesel engines; each one powering a four wheel truck through a hydraulic transmission and outside connected side rods with a model #DT-2. Low geared for

comparatively high tractive effort at low speeds and light enough to not require a fireman, these units found favour on the CP with repeat orders for another 12 by 1960. These engines have been seen as far west as Victoria and Calgary (hustling cars around the Ogden Shops) or moving freshly painted freight cars at CP's Weston or Angus Shops. For a brief period in 1959, three of these units were clanking around the Drake Street yards pushing the Dominion and Canadian passenger consists through the washer rack. By 1962, none have been reported seen in the our area.

A VISIT TO COLORADO STEAM

- By **Myron Claridge** as written for the Greater Vancouver Garden Railway Association Burnt Journal's November 2015 edition

As a nephew of two CPR engineers, and a narrow gauge rail fan, I have longed to experience the chance to fire or drive a 1-1 steam engine. A chance comment by a fellow live steamer last year lead me to experience the joys of taking a fireman's course on my favourite narrow gauge railway in North America. I had, over thirty years of travel, visited both the Durango and Silverton Scenic Railroad and the Cumbres and Toltec Scenic Railroad several times in Colorado. Both are separated remnants of the Denver and Rio Grande Western narrow gauge. Both are scenic mountainous lines. The Cumbres and Toltec at 64 miles is a spectacularly scenic line that on the east end at Antonito rises from the desert to a 10,000 foot mountain pass at Cumbres; the other side at Chama climbs a 4 percent grade before attaining the same pass. Guess which one you start firing on....

I had spontaneously booked the trip in the spring and pre-paid, luckily, seeing how our dollar went down since. Six places for both the engineer's course and the fireman's course were open five times over the summer. One must pass the fireman's course before being allowed to do the engineer's course. I received a book on firing a few weeks before the trip, more comprehensive materials were provided on attendance; the engineers already had that material the previous year.

I arrived the night before the class began on September 6th. I had driven five days to get there, and arrived with a head cold starting. It got worse as the days wore on. Our first day was spent meeting the two groups, with lectures on safety and railway terminology, and the dreaded test which if you paid attention to the lectures, you would pass without trouble. Later in the afternoon, we went out to inspect, climb aboard, practice fire and learn about the K-36 Mikados-2-8-2's which dated from the 1920's. I was teamed up with two other individuals-five on both courses had shown up instead of the booked six. So we got to do more firing; yeah, I guess!

The second day, yup, was firing up the 4 percent grade out of Chama. The consist was composed of a caboose, a boxcar with w/c's, an open gondola with seats, and an assorted group of freight cars as a train for the newly re-built K-36, # 487. We had lovely hot weather

that got cooler as we climbed-unless you were firing in the cab which reduced me to a sweat-soaked lump of humanity..The urgency was to keep the steam pressure up-watch the gauge, read the fire, holes in the fire are a no-no, and of course, watch the water gauges- keep the crown sheet covered with water, and oh, yes, don't waste steam, coal and the fire by allowing the safety valve to blow-it hurts one's ears, if nothing else! The previous crew in the cab had allowed the steam pressure to fall so I had the joy of trying to get it back up on the 4% grade. For the only time, I was assisted by the tutor fireman and the tutor engineer shovelling furiously-apparently not unknown on the first day. I was pooped as the altitude needed getting used to. It did not happen again in the afternoon, when we got to do it again....We got up to Cumbres Pass on the first day, twice, with a provided lunch at Chama in between. We operated as a work train and took sidings to allow the two daily passenger trains to pass. In the days that passed, I have never drunk so much water in my life, heat in the cab, altitude and sun demanded it.

The third day meeting was at 7.45 am, we went up to Cumbres, lunch at Osier, and over the entire line to Antonito with the rotations on K-36 # 489. Engine and train left there and we were given van rides back to Chama...With my cold, I was in bed by 9 pm....Some of us were younger/fitter than others so it was unspoken that we would take more firing than the less fit others who then had the responsibility of watching the steam pressure and playing with the water injectors to keep the steam pressure at a certain point. Did I say that I had spent my summer expanding my garden railway and shovelling gravel...

The final day was a 5.30 am morning start, vans to Antonito and a departure behind a real work train, lead by K-36 # 484 as we had added two flat cars with ties to drop off before Cumbres. The normal rotations went on-one of my partners had developed a bad leg which prevented him from riding in the cab so three of us doubled up on the firing. The climb to Cumbres is not as demanding from Antonito but it was a challenge and I was not upset when the safety blew climbing one of the more demanding grades. We had adventures with cattle on the line in an open range area, as well as viewing deer, herds of pronghorn antelope, elk and even a daily chase of a young black bear outside of Chama. On arrival back at Chama, a quick paper towel face wash ensued-we were coal stained each day, and a diploma for all on the fireman's or engineer's course. On the way that final day, each engineer had given a mile or two at the throttle to the fireman -a bit of an incentive to come back for that course... The cost is the equivalent of a medium price live steam model engine...a bit of thought for that, of course. Steel toed boots, eye protection, cap and good work gloves required along with overalls, long sleeved shirts and sunscreen. If interested visit www.cumbrestoltec.com

RAILWAY NEWS

JUST WHEN YOU THINK YOU HAVE HEARD IT ALL.....

VICTORVILLE- A 44-year-old Victorville woman was arrested on Sunday morning after allegedly attempting to steal a train, San Bernardino County Sheriff officials said. Shawna Marone was arrested on suspicion of illegally moving a locomotive after the 2:00 a.m. ordeal. Deputies responded to the report of a train horn sounding from a train for several minutes on the 16800 block of D Street. When deputies arrived they found the train with the horn sounding and the lights on. Upon further investigation, the woman, later identified as Marone was located inside the train cabin. Marone refused to exit the cabin of the train when the deputy demanded her to do so. When interviewing Marone, she told deputies that she wanted to take the train for a ride. The deputy was able to enter through an unlocked door and take her into custody without incident. Authorities said that an engineer from a nearby train responded to the scene and was able to secure the train. Marone was booked into the High Desert Detention Center and was cited and released on Sunday night at around 10:55 p.m. No court dates are scheduled at this time. (Forwarded by M.C.M.)



BUSINESS CAR TRAIN

CN operated a special business car train on February 28 from North Vancouver to Whistler as train 611. The train, consisting of CN SD70M-2 #8947 / ES44DC #2303 and four cars—generator car BCOL 1710, business car IC 800413, dome car CN 99 *American Spirit* and Theatre car IC 800653. All four cars were in CN's green / black / gold scheme. (photo below at Britannia by Christian Vazzaz)



The train continued north on February 29 as CN 617, overnighing at Exeter before heading on to Prince George on March 1st. (cover photo). (J.M., C.V., K.S.)

OKANAGAN SUB LIFTED

The removal of rails from the Okanagan sub between Kelowna and Lumby Junction has been completed as of Feb. 6. Only main line plain rail has been lifted, some switches remain. (SD)

OTHER NEWS

BNSF ran an inspection train on February 25, 2016 on an unusual routing. Your editor saw the train northbound at Mount Vernon as we passed on Amtrak Cascades—BNSF ES44 #5120 with two stainless steel heritage passenger cars and double deck theatre car *Skagit River*. The train operated into New Westminster and then switched to SRY Rail Link for a run over that line to Abbotsford, then back to the US on the Sumas line of BNSF.

The **Alberta Prairie** has acquired a new passenger car—CPR business car *Lacombe*.

CP's **Arbutus Corridor** has come to an end with the agreement for sale concluded with the City of Vancouver. The deal has the railway removing the tracks over the next two years. The City will convert the right of way into a green corridor connecting False Creek to Marpole. Plans are for a greenway accommodating pedestrians, cyclists and with a provision for a future light rail rapid transit line. Thus ends a dramatic past few years of threats and negotiations, including a rehab of the line with plans to store railcars to the ire of residents along the way. Looks like the final train—if it is even a train—will pull up the tracks.

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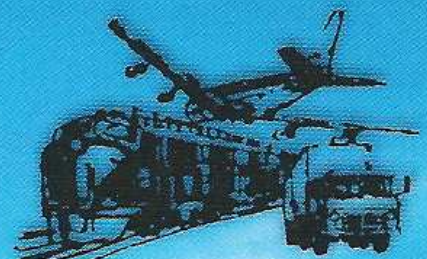
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BACK COVER

A busy day in Squamish! The north end of Squamish yard on Monday, February 28 finds three trains ready to head north—on the main track, a freight headed by ES44AC #2952, on yard track 1 another freight headed by ES44AC #2942 and on yard track 3 is the CN Business car train headed by SD70M-2 #8947. (photo, Christian Vazzaz)

TRIVIA ANSWER

This recording was the first song to receive a "Gold Record". The actual first disc was sprayed in gold lacquer by RCA/Victor for presentation for having sold 1.2 million copies and was given to Alton "Glenn" Miller (1904-1944) at the CBS Playhouse in New York City. Several records sold over a million copies prior to Miller's although the actual presentation had not existed.



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An illustration of Thomas the Tank Engine, a blue steam locomotive with a smiling face, pulling a red passenger train. The scene is set in a green, hilly landscape with colorful balloons and a small building in the background.

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