



# **WCRA NEWS**

## **DECEMBER 2016**

**CANADA CULTURAL SPACES  
PROVIDES \$1 MILLION TOWARDS  
SQUAMISH RAILWAY SHOP !**

**ANNUAL AWARDS DINNER NOV.30**

**POLAR EXPRESS IS HERE!**



## GENERAL MEETING

The **Awards Dinner and General Meeting** of the WCRA will be held on **Wednesday, November 30 at 1730 hours** at the Accent Inn, corner of Boundary Road and Henning Drive in Burnaby. **Note Change of date for this month.**

**Come and enjoy a great turkey dinner and enjoy the fun and recognition awards as they are presented. Everyone welcome, call and make a reservation—Just \$39 all in. 604-524-1011 or 604-898-9336.**

## ON THE COVER

CN ET44AC #3063 leads train 571 at Pemberton on October 30, 2016 in this beautiful fall shot by Christian Vazzaz.

## DECEMBER CALENDAR

- **West Coast Railway Heritage Park open daily 1000 through 1600k.**
- Saturday, December 3—Deadline for items to be included in the December 2016 WCRA News
- Saturday, December 3 and Sunday, December 4—Polar Express operates at the West Coast Railway Heritage Park
- Saturday, December 10 and Sunday, December 11—Polar Express operates at the West Coast Railway Heritage Park
- Saturday, December 17 and Sunday, December 18—Polar Express operates at the West Coast Railway Heritage Park
- Tuesday, December 20—WCRA General Meeting, 1930 hours, Rainbow Creek Station in Burnaby—**note date of December meeting**

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 MAJOR PIECE OF HELP

We are delighted this month to let you all know that the West Coast Railway Association has been awarded \$1 million in Canada Cultural Spaces Funding (Department of Canadian Heritage) for the purpose of assisting WCRA in the permanent acquisition of the Squamish (MP2) Railway Shop as well as upgrading the building for better operating efficiency.

The MP 2 shop has been leased for over 11 years from BCR Properties Ltd. and we have had the goal of ultimately owning it now for many years. This funding will go a long way towards that goal, and we will be able to add to it some significant private finding as well as we work now towards achieving a purchase agreement acceptable to all parties. As we go to press, work is well underway towards achieving this, but we are not there yet.

The MP 2 shop has become integral to our operations in Squamish, and much of what we now do there—particularly with our operating fleet and events—would not be possible without this facility. So, acquiring it for the long term is our highest priority in order that we be able to continue to grow and contribute in that community.

Our sincere appreciation to the Department of Canadian Heritage and the Government of Canada for this huge step forward for WCRA.

*Don*

# ASSOCIATION NEWS

## FROM THE OCTOBER GENERAL MEETING

Chair **Jeremy Davy** called the meeting to order at 19:41K. **Attendance did not constitute a quorum** so any motions or business requiring such was deferred.

## COMMITTEE REPORTS

**PRESIDENT – Craig** continues a busy schedule with 1 or 2 visits per week to the Park and more often for special events. Rentals and higher rates for the conference centre are having a positive effect. Polar Express tickets are selling well ahead of last year's rate. Film business is doing well. Heat pump problems at CNRH&CC have been assessed and work has begun.

- **RAILWAY OPERATIONS** – **Craig** reported a top priority is the working train set, ready for Polar Express.
- **FINANCE** – **David Cater** reported in absentia the results to September 30, 2016 compared to same period in 2015. Total revenue at \$1,061,000 compared to \$1,168,000 in 2015. Expenses were well controlled and, as adjusted, in total were \$95,000 lower than in 2015. The result was a year to date deficit in 2016 of \$206,000 compared to a deficit of \$170,000 in the same period in 2015. We should note that in 2016 several debenture holders have generously agreed to donate to WCRA the amount of their outstanding debentures and/or unpaid interest. The total amounts to around \$100,000 and is not yet reflected in these results to September 30. Including the value of these debenture donations would reduce the deficit at Sep 30 2016 to \$106,000.
- **OPERATIONS & HERITAGE PARK** – **Gordon Bell** reported in absentia that work has begun on repairing the geo-thermal system at the CN Roundhouse and Conference Centre with a projection that the system will be running above 90% efficiency by the end of November. General fall cleanup and winter preparation are taking place all around the Park with special attention to tree maintenance. The Park has recently been home to the filming of “1922” – the first Stephen King film made directly for Netflix. The #2 locomotive was once again utilized along with the RPO, Paul Roy coach and Henry Pickering. The park was home to a wedding, a school tour, WCRA’s Mystery of the Magic Pumpkin, and the Crave community fundraising event during the month of October. Polar Express preparations are proceeding and volunteers are urgently needed. If you can join the team, please contact Gordon or Zoe at the Heritage Park as soon as possible. Ticket sales are extremely strong and we anticipate being sold out by mid-November.
- **FUNDRAISING** – **Ken Tanner** reported in absentia that grant applications for Canada Post upgrade for RPO and to NARF for semaphore installation have been declined. The McLean Foundation advised that an application for experiential learning for \$5k will be approved. The BC Heritage Foundation approved a grant for \$10K for Northern Summit restoration. Grants awarded this year so far: \$52K. Submissions that are pending are for \$20K for experiential learning to CN Employees and Pensioner’s Community fund; for experiential learning \$10K to the Highbury Foundation and \$5K to the GNRHS to assist in cosmetic restoration of the GN Transfer Caboose X-180. The gala fundraiser held on October 5<sup>th</sup> netted about \$10K.
- **LOCOMOTIVE 374** – **George Game** reported attendance was winding down due to weather and fewer tourists but gift kiosk sales and donation figures remain good for the traffic level. New volunteers are always welcome to help despite having basic coverage on all days. It appears Len Brown may not be returning due to illness. Effective Nov 1<sup>st</sup> the Pavilion will start their Winter hours namely 11am to 3pm

**OTHER BUSINESS** arising from the Minutes – Business Items on the Agenda were not presented due to a lack of Quorum however the most important item is the suggested de-accessioning of various pieces of rolling stock. Presentations for information purposes were made by [Craig, Dave E. and Jim McP.](#) Craig presented the minutes of the Sep 21<sup>st</sup> CC

meeting and the fact that all pieces in discussion are in a status quo situation with none being considered for scrapping at this time.

**David E** questioned the process undertaken referring to the bylaws and suggested that process surrounding the de-accessioning of 8 items from the *WCRA Collection* have not been followed. He further indicated that some members felt the procedure was unfair.

Since there was not a quorum present to make any decisions, the discussion then turned to the fact that there has not been a quorum present in three months and that an option (after much discussion) was suggested by **Craig** to have a vote on reducing the needed numbers in attendance for a quorum. There would need to be a dedicated effort and a by laws revision in order to effect this and a review will be undertaken.

## **NEW BUSINESS**

Annual Awards Dinner – Scheduled for November 30 at Accent Inn Burnaby. Tickets \$39.00 including GST and gratuities. (Price reduced) Reservations Required; December Meeting will be held Tuesday Dec 20<sup>th</sup> at Rainbow Creek Station.

## **TRACKSIDE REPORTS**

In the absence of Bill Marchant, **Ryan Cruickshank** gave a brief trackside report. **Bob Hunter** had an interesting show and tell with some HO models. Namely: a GN Transfer caboose, a CN Combine, a GN RS-1, and a Gas Car Doodlebug.

**ENTERTAINMENT** – A video supplied by **Joe Naismith** ... Historic Steam Shortlines – Just as Wide featuring a number of short-lines. Thanks to Ryan for picking it up.

## **PLEASE RENEW YOUR MEMBERSHIP**

If your label reads 10/31/2016 then your membership has expired, if your label reads 07/31/2016 then this is your last issue. If you are an electronic news subscriber, please watch for an email noting pending membership expiry. Please renew—we need you all as members if we are to continue to be able to preserve British Columbia's railway heritage. (J.D.)

## **ANNUAL DINNER AND AWARDS NIGHT NOV. 30 —REDUCED PRICE!**

The Annual Dinner and Awards night for 2016 has been set for **Wednesday**, November 30, at the Accent Inn in Burnaby. Doors open at 5:30PM and Dinner starts at 6:30PM. To end the year on a positive note and to permit as many Members as possible to enjoy this wonderful Evening *the price has been reduced to \$39.00 (incl Tax and Gratuities).*

This great seasonal event will feature a sumptuous Roast Turkey buffet dinner and great time to chat with friends. Come out and enjoy a wonderful Christmas dinner together and help



recognize our volunteers and supporters as the annual awards are presented. Everyone is welcome, so please bring friends, partners and whomever along. A cash bar will be available. The Accent Inn is at 3777 Henning Drive just off Boundary Road on the North East corner. The location has free parking or easy access via #28 Bus to the door which connects to Sky Train at Joyce or Gilmour.

**YOU MAY PAY AT THE DOOR but you must have a reservation in order to attend.** Jenn is waiting to take your reservations at [jenn@wcra.org](mailto:jenn@wcra.org) or at the Office at 604-524-1011. You may also call the Heritage Park 604-898-9336 ... **We are required to give the Hotel the final count confirmation on Nov 28 (J.D.)**

## **MEMBER NEWS**

We welcome to membership.....

- Marie-Eve Beland & Mathew Bergeron and family of Squamish;
- Shawn Dymond and family of North Vancouver;
- Alan L Johnson and family of Squamish;
- Bob & Sandra Langdon and family of Garibaldi Highlands;
- Nic & Christa Langdon and family of Garibaldi Highlands;
- Adrianah Wyatt and family of Squamish;
- Yamping Yu and family of Vancouver

Welcome back to membership:

- Andrew Huchinson of Surrey;
- Lisa Vermeulen and family of Vancouver (J.D.)

Best wishes to member **Henry Reimer** as he recovers from a heart problem and hip surgery.

## **WCRA TRIVIA #335 - By Ryan Cruickshank**

Who wrote the following:

Old toy trains, Little toy tracks, Little boy toys, coming from a sack  
Carried by a man dressed in white & red, Little boy don't you think its time you were in bed?

Close your eyes, Listen to the skies, All is calm, All is well  
Soon you'll hear Kris Kringle and the Jingle Bells

-Repeat verse one

(Answer on page 26)

## **Vancouver Train Expo 2016**

The WCRA Event Crew mobilized for the 2016 Vancouver Train Expo held again this year in

Forum building at Vancouver's PNE. The Show was open longer hours this year, 15 vs 12 in previous years, and both the Association and MiniRail were ably represented by Volunteers. The Association Booth, under the watchful eye of **Barbara Stover**, promoted Polar Express and sold surplus archive books and magazines to help fund Archives activities. The sales proceeds exceeded \$1,000 which according to veteran volunteers was a first. MiniRail, under the guidance of **Donna Simon**, ran from the opening bell to closing both days often with long lineups gave rides to more than 1,900 happy children of all ages.

A huge thank you to those Volunteers who assisted during the Show... **Jeremy Davy, Terry Dougan, Bonnie Game, George Game, Bob Hunter, Bill Johnston, John Lighthall, Payton Liscomb, Bill Marchant, D'Arcy Nelson, Donna Simon, Barbara Stover and Dai Yates**. Also for their assistance before and after the Show ... **Frank Barnhouse, Dave Emmington, Adam LeLacheur and Dai Yates. (J.D.)**

## COLLECTION

### CN 6520 CONTINUES TO PROGRESS AFTER A HARD SUMMER'S WORK

During the spring of 2015, Dave Thethi, our Heritage Park locomotive specialist, spent a considerable amount of time and talent in getting Engine 6520 running again. Various problems had invaded the locomotive over many years of storage—frozen injectors, electrical issues and other mechanical challenges. In the early summer Engine 6520 came to life once again and hummed with the sound of a well tuned F-unit, ready to head down the mainline at 90 mph.

However, the air brake system was very out-of-date and the locomotive was not legal to operate beyond the Park limits. **David Walmsley and Trevor Mills** were able to assist, and removed all the air-brake valves on the 26-system, and sent them to the U.S. for rebuilding. Upon the valves return, all were re-applied and system-tests of the equipment were completed. She sat until the summer of 2016, and needed to be restored cosmetically. With almost more rust than paint, and huge boils of rust on her nose and sides - she greatly needed exterior sandblasting, and the proper application of body fill and primer.

There were many steps to the restoration of Engine 6520 including:

- Getting funding to help
- Removing rust and old paint from the nose and sides
- Welding the defected areas
- Body fill and profile sanding
- Sand and finish the body work,
- Professional spray painting

The summer meant warmer weather which is an important time for restoration as it can be messy and noisy, so it must be done outside. It also presents the possibility of getting help of a summer student, so **Rob MacBeth** recommended his friend, **Brodie Moffet** to do the restoration. Last year 16 year old Brodie had assisted in some repairs and corrective action on the business car Alberta. He has an amazing talent when it comes to woodworking and general construction skills and this project would expose him to a whole new set of learning opportunities in metal and welding. David Walmsley has over 25 years of experience in railway equipment restoration and volunteered to teach Brodie the various aspects of repair and restoration. David pitched the idea to Don Evans and he made a most welcome donation for the materials and labour. The project was set to start.

At the rear of the car shop was a seldom used tent enclosure as most locomotives could not fit under it as their horns and bells were too high and hit the upper structure. So David and Trevor jacked up the tent supports and placed a supply of 8 inch square beams underneath, providing enough clearance for restoration space for all of the museums rolling stock.



Engine 6520 was badly weathered with many years of old paint and significant amounts of thick rust that had to be removed. It took over a week to remove the rust on the nose and sides needled with an air operated needle gun. Under that old paint and rust many holes were discovered, some large enough to put your hand through.

It then took over two weeks of repair, as each hole was cut out with a grinder with a cut of wheel, a new steel patch was created and welded into the void. David showed Brodie the process of MIG welding the patches in place and he took over from there entirely on his own.







Once all the defect areas were welded, David and Brodie moved on to sandblasting of the nose and sides. The museum did have a sandblasting pot in the shop, and through some major efforts, it was made to operate again and a compressor was rented from the local rental shop. Each day about 5-6 hours of sandblasting was accomplished, followed by the application of body fill and primer to prevent the rusting of the newly blasted metal.

Brodie removed the door, and cut out the massive defects, cut new steel patches, and expertly welded in replacement segments. The door then received body fill and profile sanding to accomplish a perfectly smooth nose door.

Every aspect of the restoration experience was about learning, cooperation and safety. David and Brodie would determine the best project or task for the day, go through the planning process, establish any risks and select what safety equipment was required for that task. Part way through the project, our very valued member and volunteer **Jim Saunders** made a cash donation to the project and to keep everything running smoothly.

Brodie is now back in school with quite a story to tell about how he restored Engine 6520.

Next step on Engine 6520 is a month's work to sand and finish the body work, then move on to professional spray painting. A special quality paint is required with a need of \$10K+ to accomplish completion. We are anxious to get Engine 6520 in full working order. Late news has it that #6520 will operate on the 2016 Polar Express trains—albeit in primer paint.

Donations can be made at [ken.tanner@wcra.org](mailto:ken.tanner@wcra.org) This email address is being protected from spambots. You need JavaScript enabled to view it. or by calling 604-524-1011 in the lower mainland or 604-898-9336 in Squamish.

“This is an example of a beautiful outcome for the WCRA and for a very talented and devoted 16 year young adult. It is through the collective effort **Don Evans, Robert McBeth, Brodie Moffet** and myself, that we were able to create that positive outcome in 6520, “states **David Walmsley**. (D.W.)

## **PGE 561 GETS ATTENTION**

Our Pacific Great Eastern RSC-3 #561 received some TLC in mid October, as **Trevor Mills** had it in the shop. The work replaced the fuel pressure gauge, serviced the fuel pressure valve, and started the process of installing a permanent radio in the cab. This kind of important maintenance work helps keep this historic unit chugging along for us in 2016. (T.M.)

## **BN TRANSFER CABOOSE TO RETURN TO ITS GN SCHEME**

BN Transfer caboose #11474, long a part of the WCRA collection, is going to get a remake back into its Great Northern Railway colours of bright red with silver accents, and will also be restored to its Great Northern number as X-180. The transfer caboose was (one of four) built in 1964 on the frame of former Baldwin VO 1000 loco #137, and served in local service based at New Westminster for many years until it was retired in 1988 and donated to WCRA.

Thanks to the **Great Northern Railway Heritage Society** for a grant in the amount of \$2,500 to support this restoration project that will see this caboose transformed back to its 1965 appearance. (K.T.)

## **TRACKMOBILE WORK COMING ALONG**

The Monday crew is working very hard on the refurbishment of the WCRA's "new" Trackmobile that was donated by long-time friend and supporter of the association **David Walmsley**. Upon completion, this vital piece of equipment will simplify switching in and out of the CN Roundhouse and Conference Centre, especially as bookings continue to grow at a rapid pace. Our goal is to ease the moves and minimize the time any piece of the collection spends outside. (G.B.)

## **COLONIST CAR BERTH RE-CREATION CONTINUES**

**Blaine Thomson** continues to do outstanding wood working restoration and other work in the back end of the Colonist Car, taking off from where **Bill Parks** left off. The job is to re-create four berth sections of the car to show it as it would have been for settlers heading west in the early 1900's, as so many did as new Canadians.

This work is extremely detailed and takes a talented woodworker. We are fortunate to have had Blaine recently join our amazing team of volunteers. (G.B.)

## **THANKS**

- To **Donna Simon** for the donation of a Fun Muff as well as a fur coat to go with the Muff, and a lovely pair of gloves

# WEST COAST RAILWAY HERITAGE PARK

## *Home of the Royal Hudson*



### POLAR EXPRESS 2016

Dates this year are four weekends - November 26 / 27, December 3 / 4, December 10 / 11 and December 17 / 18. Go to [www.wcra.org](http://www.wcra.org) and click on the blue "Purchase Polar Express tickets" tab at the top to buy your tickets. As with previous years, guests are invited to really experience the Polar Express and come dressed in their housecoats or pajamas. There will be fun for everyone with some additional new elements also added this year.

## THE POLAR EXPRESS

### PRIVATE VIP PASSENGER CAR CLASS NOW AVAILABLE!

Book your own private rail-car with a total of 15 guests on the restored 1929 Alberta passenger car with premium white-glove service. This select class includes:

- A personal coach attendant
- Exclusive interaction with the Polar Express characters
- Private lounge seating
- Large windows with panoramic views
- A private washroom

**ONLY \$1,500 FOR 15 GUESTS**

**Contact Jennifer at 604-524-1011 in the lower mainland or [jenn@wcra.org](mailto:jenn@wcra.org) to book**

*(no individual tickets sold, must purchase entire passenger car, pricing does not include \$75 GST)*

At the West Coast Railway Heritage Park in Squamish





## **POLAR EXPRESS TICKETS SELL OUT, BUT MORE CAPACITY ON THE WAY**

Polar Express 2016 sold out all 2016 trips by November 15th, but help is on the way with some additional capacity and ticket sales will soon resume once again. Our sincere thanks to **Rocky Mountaineer** who have arranged to lend us a coach to add to our train consist, thus adding one more coach for all departures of this popular event. Thanks to Rocky Mountaineer we will be able to accommodate many more who want to experience this great seasonal event during the coming Christmas season and avoid many disappointments. As we go to press, this coach is on its way to Squamish.

Also still available are a few departures on our business class car, Alberta. Contact us soon as capacity is very limited. (see page 11)

## **EDUCATIONAL PROGRAMS GROWING**

The West Coast Railway Heritage Park team continues to work very hard to expand educational programming to school groups of all ages. The WCRA recently executed the first ever educational Heritage Park tour completely in French for the French Language School **Ecole Les Aiglons**. Principal Michelle reported back to that it was a huge success and that they will definitely be coming back again. Other recent school tours have included Quest University and Bodwell School from North Vancouver. (G.B.)



## **CN ROUNDHOUSE HAVING A BUSY FALL**

November was another busy month for the West Coast Railway Heritage Park with the expansion of Refresh Market to a two day event including a Friday Night Market and the all-day Market on Saturday. The Refresh Market continues to be one of the largest markets of it's kind in Western Canada.

Miller Capilano enjoyed a retirement party with over 110 guests on November the 3<sup>rd</sup>. The West Coast Railway Catering team served up a six course family style meal along with walked appies that was enjoyed by all in attendance.

The Fireman's Ball returned again this year on November 5<sup>th</sup> with over 300 guests in attendance. The theme was black and white and the room looked stunning. (photo page 13)





## **RAVE ABOUT CRAVE IN THE ROUNDHOUSE**

Maureen from the **Helping Hands Society** was on the radio promoting the Crave event for Squamish, and when the announcer found out that the event was being held at the CN Roundhouse & Conference Centre he went on about what a great venue it was and how much he had enjoyed the Billy Miner pig roast event in the summer! A great piece of advertising for the Heritage Park and our venue. (G.B.)

## **FUNDRAISING**

### **RING OF SUPPORT PAVERS—GREAT FOR CHRISTMAS**

Do you have someone special that is really hard to find the perfect Christmas gift for? Someone special that you wish to remember? Then look no further.....

A reminder that our Ring of Support paver stones are still available. Get Your Name Carved in Stone (or of someone you wish to honour or remember) and the completed stone will be placed in our supporters garden at the Mac Norris Station.

Call Ken Tanner at 604-898-9336 in Squamish or Jennifer at 604-681-4403 in Vancouver and we can help you. There is also an application form at [www.wcra.org](http://www.wcra.org) Thanks for your

support to the WCRA (K.T.)

## DIRECT MAIL CAMPAIGN

It's that time of year when the WCRA conducts its annual Direct Mail campaign. As a registered, charitable organization, we rely on the generosity of our donors who support the many railway restoration projects that we do. Please consider a donation this year, you will receive your donation packages very soon.

## LOCOMOTIVE 374 PAVILION

Our visitor count for October was 2,658 This was 1,263 people less than last October. The YTD Total is 36,435 Visitors. Where have all the visitors gone?.... I think the loss of the Yaletown Farmers Market on Mainland Street has contributed to our lower numbers this year.

As of November 1 the Pavilion will be on Winter Hours, 11 AM to 3 PM. The rainy days of October made for a damper, cooler Pavilion. Shorts weather is over for this year.

With lower visitor counts its a little lonely in the Pavilion sometimes. We still get all the local kids with their mom's or nanny's. The number of tourists is definitely down.

Halloween was a blast at the Pavilion. The Yaletown Merchants give out treats to all the local



children from 3:30 to 5:30. This is followed by a Gala in the Roundhouse from 4:30 to 7:00. Over 1,000 people signed up for the event. **Silvana, George & Bonnie** handed out over 500 treats to the young costumed Trick or Treaters. There were some great costumes. This is the 17th year of this event and the first time we participated. We will be doing this in future years for sure.

October 31 was Silvana's last day at the Pavilion (and her Birthday). She leaves for Brazil on November 14 and may be returning in March. Hopefully she will return to the 374. Thanks again for all your time this Summer and Fall.

We now have two people off on medical leave. Silvana has gone and many of our staff also work on the Polar Express. This is making the November/December Volunteer Schedule very challenging. If you can spare a day or more to help out, please give me a call at (778) 875-3573. Mondays are the day we need help with the most. Our Winter Hours are 11 - 3 and Mondays are usually quiet.

There will be some very disappointed people in Yaletown this Christmas as we will not be running the Mini-Rail this year. Jeremy has been assigned the Santa & Mrs. Clause Mini-Rail job this year during the Polar Express. At the Pavilion, **Gordon Hall** has volunteered to set up a small Christmas Model Railway for the kids. He has done this for the last few years. Thanks Gordon! With the Mini-Rail missing we could use a few more decorations at the Pavilion. Does anyone have any Christmas Trees they don't need. Please give me a call. Number above.

We are located at the corner of Davie St & Pacific Blvd. Just across from the Canada Line Yaletown/Roundhouse Station.

Please drop in for a visit if you are interested in helping out or just want to see the Historic CPR 374 Locomotive. (G.G.)

## FEATURE ARTICLES

### FROM THE STEAM CHEST - OCTOBER 1961 - Part 2

Thanks to **Craig McDowall**

#### **BCER**

Wreck car F-5 was seen on September 3rd at New Westminster fresh from the paint shop with a new yellow paint job. It is assumed the rest of the work cars and perhaps the handful of freight cars on their roster will also be repainted.

A new piece of equipment was noticed recently at the Marpole freight yard office. It is a 'road-rail' truck R-1, a Thames truck with normal highway wheels but also fitted with retractable railway wheels.

#### **CPR**

The original CPR station depot at Port Moody was dismantled despite the attempts to save it. Built six months before the first train arrived in Port Moody in 1886, the old wooden building was owned in recent years by an oil company and used for their offices. It was recently vacated and offered to the city but after inspection, it was deemed to be in very poor

shape and not preservable.

## **CNR**

In last month's newsletter, it was noted that CNR #2141 was donated to the city of Kamloops. Keith Anderson has sent us some background information on this locomotive. She originally was a Canadian Northern locomotive and then acquired by CNR during the takeover of the former railroad. In her latter years of service, she worked on the Kamloops - Kelowna line pulling many freights and mixed consists between the two cities. She was then transferred to the Cowichan Sub on Vancouver Island where she worked until around 1958. Since then, she was stored outside the Point Ellice roundhouse in Victoria awaiting her fate. In mid August, the orders came from CNR head office to prepare her for donation to City of Kamloops.

News came that CNR 2-8-2 #4072 was seen under repair at Belleville Ontario on Sept. 2nd but no information as to why while on the same day steamers #5559, 3253, 5562, 5583, 5295 and 5251 were all seen going through town en route to London Ontario to be scrapped.

## **Great Northern Railway**

GN 4-8-2 #2507 was discovered in the Spokane Portland and Seattle roundhouse recently in Vancouver Washington but no one seems to know why it was sent from Willman, Minn. unless it was supposed to go on display at the Oak Parks railway museum in Portland.

The Great Northern's summer time passenger train experiment, the Vancouver to Seattle 'Weekender' was discontinued in August due to poor patronage. The train left Vancouver and Seattle only on Friday and Sunday evenings.

GN was fairly busy with specials this past month or so. Illinois Railroad Club car 'Chief Illini' came up to Vancouver on August 31st on the afternoon 'International' and departed east on CN on Sept. 3rd. The yearly special from California, the 'Cariboo Special', left at 11:59 PM on September 2nd heading south to Seattle after coming off the PGE the day before. Two more specials, each with 16 cars, arrived from Seattle on Sept. 15th and 16th with one departing east on CPR and one on CNR. Both were tourist excursions covering the Northwest by rail.

## **Logging Locomotive Scrapped in Vancouver**

The remains of a two-truck Climax with serial number #1547 arrived in pieces in a gondola in August and was promptly routed to Vancouver Steel Co. for melting. All the pieces were very rusty indicating the locie had been exposed to the elements for years. Lettering on the tender was AERO TIMBER CO. In 1946, this company was bought by Kelley Lake Logging (Powell River Co.) indicating this engine had been out of service for at least twenty years. It is assumed that when the Powell River Co. acquired the assets of Aero that this locomotive was not in operating condition.



### **Milwaukee Road Electric**

Bi-polar electric E-1 was located at the Lauria Bros. scrap yard in Seattle WA recently. This unit had been in storage at Dear Lodge, Montana after being 'bumped off' passenger train service.

One of the 'L'il Joe' electrics came to the Tacoma Roundhouse during the week of Sept. 4th for a wheel turning job which is occurring with much more frequency with these engines.

### **Georgia Pacific**

The Georgia Pacific Corp. subsidiary, Hammond Lumber, which ran 18 miles from Samoa to Crannell California has discontinued operations effective last February. As of August, everything was being hauled by truck but the rail line is being kept intact in case they decide to re-open the line. Diesel #102 is being kept in their engine house but will eventually go to the Oregon, Pacific and Eastern in Cottage Grove, Oregon (another Georgia Pacific line). Their #101 was sent there two years ago.

GP donated their ex Coos Bay Lumber Co. 2-8-2T #10 to the Oregon Museum of Science and Industry in Portland Oregon recently. This Alco locomotive was sent via the Southern Pacific from Coquille to Portland dead in a freight consist.

### **The Steam Chest - November 1961 - Part 1**

-again, thanks to **Craig McDowall**

### **BC Electric Railway**

A most unusual work train was seen last month operating over the BCER. It consisted of a diesel, a flat car with a 'giraffe' type truck mounted on a flat car and a caboose. The 'giraffe' was needed to permit men to work on the overhead power lines which could only be accessible in this manner.

Several recent consists in freight movements on the line have been gondolas full of scrapped remains of BCE trolley busses after a short, but not too successful, career.

After sitting in a field for the past five years and slowly being stripped by souvenir hunters, the last of the 36 BCER P.C.C. cars was sent to Trolley Heaven via the 'Cutting Torch Express'.

For the first four years, the cars sat in a field in Burnaby virtually untouched by the scrappers. Only one car had been scrapped during that period. The cars were visible to the passengers on both daily Great Northern and Canadian National trains as they slowly rusted away.

### **PGE**

Diesel #575 was seen in a new paint scheme in early October. The new scheme was solid green with orange lettering, hand rails and pilot stripes. Might take some getting used to.

A novel method was used to recover diesel #590 after her wreck on Sept. 9th when she had almost landed in Howe Sound. Rather than try to drag her up back onto the rail line, they used a barge and crane to lift her down to the waters edge and onto a second barge and then the trucks were also loaded onto the barge and then taken to Squamish where a crane first offloaded the trucks onto rails at Squamish and then the unit was placed carefully onto the trucks and then towed to the motive power shops.

## **CNR**

Former 2-80 CNR #2141 was scheduled on October 19th to be moved to her new home on the northeast corner of Riverside Park in Kamloops.

Duluth, Winnipeg and Pacific RDC-3 #301, no longer needed by the DW&P since they discontinued passenger service, was rebuilt at the CNR Transcona shops in Winnipeg into RDC-2 and renumbered D-355 and is now based in Kamloops.

Budd RDC cars D-355 and D-401 are to be used on trains #693-694 between Kamloops and Kelowna BC. D-401 was used on the express train between Edmonton and Calgary #629-630 which was discontinued on September 30th.

Steamer 4-8-2 #6043 was used in September to film a General Motors TV commercial between Oshawa and Toronto. The engine was hauled from Winnipeg to Toronto for the filming showing some new 1962 automobiles on flat cars. Why they used #6043 rather than #6167, which was based in Toronto, isn't known unless the latter was being overhauled at the time. #6043 is an oil burner which is probably the only time a 4-8-4 oil burner operated in Ontario.

4-6-2 #5114 was moved to the Calder diesel shops in Edmonton to stall #8 for an overhaul prior to handling an October 28th fan trip from Edmonton to Camrose and return.

There is a rumour of a new switcher unit in the new CN 'worm' paint scheme. This one is said to be #7902 at Edmonton. The CNR shop crew have been calling the new stripe paint scheme on the passenger cars the 'convict' units due to the stripes.

## **Georgia Pacific**

In a surprise move, GP #10, a 2-8-2T engine, which was donated to the Oregon Museum of Science and Industry in Portland a month ago has now been auctioned off to the highest bidder with proceeds going to the Portland Zoo railway. At the auction Zidell Ltd. was the successful bidder and since this company is a scrapper of ships, it is expected, barring a last minute reprieve, #10 will be scrapped which is a shame since it was looking almost new when on display at the SP & S roundhouse prior to the auction.

GP has transferred their diesel #102 from their Hammond Lumber line in Samoa, California to their Feather River Railroad in Feather Falls, CA. It will be used as a sawmill switcher with Shays #2 and 3 remaining in service on the main line with it's 6% grades. These grades are why the diesel is limited to sawmill switching.

### **Rayonier**

Rayonier is fed up with some railfans. Since this line has become popular with rail fan photographers due to its still active steam roster, a few have recently annoyed the company officials. Now you need a permit to visit their operations and there is also now a limit re: days and hours you are allowed on the property. It is reported that the management can't wait for the ordered diesels to arrive on site so the expected drop in rail fan appeal will occur.

### **West Side Lumber**

The reason Westside's three foot gauge railroad did not operate this year is because the company had to bid on the annual cutting of government timber but the government put a proviso in the new contract Westside had to build a logging road to replace the railroad. The expense of building a road when the rails are in place would be prohibitive so they are trucking timber from alternative areas over existing logging roads. It is not known if this stalemate will resolve itself before the next contract is negotiated.

## **ATRRM HOLDS FALL CONFERENCE IN SAVANNAH**

- by **Don Evans**

The Association of Tourist Railways and Railway Museums (ATRRM) held its annual fall conference in Savannah, Georgia from November 9 through 12, 2016. The event was well attended, with over 210 present to enjoy the Southern hospitality—and a fine respite from the wet weather we have been having here this fall. In addition to myself and Deb in attendance, also along were **Lynne Kinnell** (a regular volunteer with WCRA), our Chief Mechanical officer **Robert MacBeth** and board member **Christian Vazzaz**.

The host was the Georgia State Railroad Museum, quite a contrast from last year's host in Illinois. Georgia State RR Museum's site is a National Historic Site, the Central of Georgia Railroad's massive roundhouse and maintenance site in Savannah, GA. The roundhouse is basically in its as acquired state, and is being preserved in its original as found condition. So, the focus of this conference was less about the trains and more about good museum practices and conservation.

The museum is operated by the Coastal Heritage Society, a non profit society that operates several historic sites around Savannah including the Georgia State Railroad Museum, the Savannah Children's Museum, Savannah History Museum, Battlefield Memorial Park, Old Fort Jackson, and the Pin Point Heritage Museum. All these sites do live interpretation and that was one of the highlights of the conference - experiencing best practices in interpretation

and experiential learning.

Central to the Railroad Museum is the huge roundhouse and (operating) turntable. The roundhouse itself has come under the care of the society since 1989, and features other associated historic buildings and a collection of regionally significant rolling stock. The roundhouse dates back to 1855, and was originally fully circular but only 250 feet in diameter. In 1926, the structure was altered significantly when half of it was demolished, and the other part expanded to accommodate larger steam locomotives. It ended up then with 34 bays each 138 feet in length. Today there are twelve stalls remaining in the main roundhouse, and another four in separate backshop area.



The concrete structure is open with no doors on the front or windows in the rear, but provides an authentic structure appearance and protection of most of the collection. Unique to this visitor is the wood block flooring, which was easier for workers to stand on than a concrete floor, and able to absorb grease and oil that dropped to the floor. The turntable is electrically operated and is 75 feet in length, dating from 1907.

The museum steamed up their little Georgia Power 0-4-0 #30 and did demonstration runs on their short trackage on the site. The smell of coal smoke and the authentic sounds of a working steam locomotive were terrific and provided a good perspective of the museum site and its



many historic structures.







**2-8-0 #223, Baldwin 1907, originally Central of Georgia and later transferred to one of its shortlines**

Other highlights of the week were a visit to the Pin Point Heritage Museum—outstanding interpretation of this black community and its staple of crab and oyster fishing over the years; also there was a wonderful moon lit reception at Old Fort Jackson. The conference also featured many useful seminars and other meetings, including the first meeting of the re-born Canadian Council for Railway Heritage, now a part of ATRRM.

The closing banquet ended with a great announcement of a new name for ATRRM—which will now be known as the **HeritageRail Alliance**.

## **WEST COAST RAILWAY HERITAGE PARK TO HOST 2019 CONFERENCE**

While at the conference in Savannah, West Coast Railway had an opportunity to present a bid to host the Fall 2019 **HeritageRail Alliance** conference at our West Coast Railway Heritage Park in Squamish. Tentative dates will be September 18 to 21, 2018 and the focus theme will be The Business of Railway Preservation. Much more to come, but mark your calendars as we will plan to have a grand celebration of railway preservation for this anticipated event that typically see at least 200 in attendance.

## **RAILWAY NEWS**



### **BCR UNITS CONTINUE TO SHOW UP**

Former BC Rail locomotives continue to show up locally (and all over the CN system) ....recently in Squamish on October 18, 2016 was BCOL #4607—one of the original GE Dash 8 units that BCR acquired. (T.M.)

### **ET44AC ORDER COMPLETE**

GE has completed CN's order for 120 ET44AC (Tier 4 Emission Compliant) locomotives in August 2016, with the final unit numbered 3120. CN 3087 was the 1000th locomotive built at GE's new Fort Worth, TX facility. These units numbered in the 3000 and 3100 series are now seen frequently in our area (as in our cover photo this issue). (BL)



### **CONNAUGHT TUNNEL ANNIVERSARY**

CP's historic Connaught Tunnel, located in the Selkirk Mountains of British Columbia near Revelstoke, will celebrate 100 years of operation on December 16th. The tunnel opened for service on that date in 1916, greatly easing the rail route through these mountains as it carried the rails under Mount Macdonald.

The tunnel was the longest railway tunnel in North America at the time, measuring in at 5.022 miles (8.082 km). It took a crew of 300 men over 2 1/2 years to complete, with work commencing on April 14, 1914. Cost was \$5.5 million and, once completed, the railway was able to abandon 14.4 miles of treacherous trackage and snow sheds.

In the late 1980's, the railway went a step further, completing the new 9.1 mile (14.7 km) Mount Macdonald Tunnel to supplement the Connaught Tunnel and ease the grade even further for westbound trains. Today, eastbounds typically use the original tunnel and westbounds the new tunnel.

### **HISTORIC CPR LOCOMOTIVES MOVE TO NELSON, BC**

Two historic CPR locomotives, recently repainted in the classic CPR paint scheme, moved to Nelson, BC for display in that city as part of a re vitalization project near the CPR station in downtown, Nelson. The two locomotives, both of Fairbanks Morse design, are like those in

that served the area in years past as part of the CPR fleet. Both are privately owned and look great in their new paint. They will be on static display by the restored station.

“C Liner” number 4104 is a model CPA 16-4 and was built by Canadian Locomotive Company (Kingston, Ontario) under license from FM in April, 1954. The other unit is a Fairbanks Morse H16-66, built for the Aluminum Company of America in 1958 and carries CPR #7009 (the last number held in the CPR demonstration locomotives), although this unit never did operate on the railway.



## **VIA CANADIAN BACK TO TWICE WEEKLY FOR WINTER**

VIA #2 Departure Vancouver Pacific Central Station Friday October 28 2016 as the Canadian cuts back now to twice weekly for the winter. The consist had much equipment deadheading east to Toronto. Terry reports that the train departed on time at 830pm from track 5. Line numbers (in service cars) in brackets.

- 6426 F40PH-3 locomotive
- 6424 F40PH-3
- 6453 F40PH-3
- 88710 Prince Albert Park Prestige D/H to Tor
- 8208 Chateau Dollier D/H to Tor
- 8203 Chateau Brule D/H to Tor
- 8202 Chateau Bienville D/H to Tor
- 8106 coach D/H to Tor
- 8509 Skyline D/H to Tor
- 8609 Baggage
- 8125 coach D/H to Tor
- 8135 coach in service (202)
- 8504 Skyline
- 8302 Allan Manor (210)
- 8311 Burton Manor (211)
- 8320 Douglas Manor (212)
- 8318 Craig Manor (213) D/H Vanc-Jasp in service Jasp-Tor
- 8321 Draper Manor (214) D/H Vanc-Jasp in service Jasp-Tor
- 8335 Monck Manor (215) D/H Vanc-Jasp in service Jasp-Tor
- 8516 Skyline
- 8410 Frontenac Dining Car
- 88208 Chateau Denonville Prestige (230)
- 88709 Laurentide Park Prestige (239)



## RDC NEWS

VIA Train 63 of November 4 had an unusual consist, as three RDC's were on the tail end of the train. The cars had passengers aboard with engines running for lights and service, but driveshafts were disconnected. Train consist was F40PH-3 locomotives 6446 / 6431, and then baggage car 8618, HEP II Club Galley cars 4000, 4003, HEP II coaches 4111, 4115, 4116, and RDC's 6208, 6105, and 6251. (J.M.)

In other RDC news, the New Brunswick rail plant that was home to the ill fated RDC refurbishment contracts has a new owner. Industrial Rail Services is now ARA Canada Rolling Stock and will manufacture grain cars, boxcars and new DOT 117 standard tank cars. As part of this change, two more Budd RDC's were saved and sold—both IRSI demo car 6202 and Farmrail 6130 were sold to a private buyer in Vermont. Of course, Rapido Trains purchased and saved 6133. All the remaining RDC's have now been scrapped. (TJ)

## OTHER NEWS

### MAJOR MUSEUM CAMPUS BUILDS AT SNOQUALMIE

The Northwest Railway Museum at Snoqualmie, WA has been going through a tremendous growth as it continues to build its museum campus in that community. From its former railway operation between Snoqualmie and North Bend with its historic depot (all of which continues to operate today), the museum has added two major new buildings and is about to open its third. The first two were the indoor workshop (Conservation and Restoration Centre) and the indoor display building (Train Shed). Opening soon will be the Railway Education Centre which will feature chapel car Messenger of Peace, classrooms and state of the art collections storage. The museum will celebrate 60 years in March 2017. (SDR)

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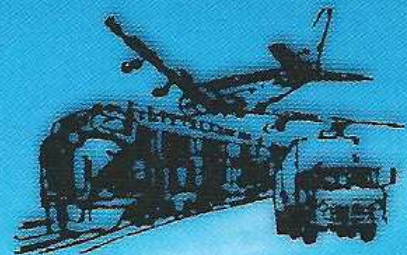
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**TRIVIA ANSWER**

The lullaby was "*Old Toy Trains*" by Roger Miller (2Jan36-25Oct92). It was produced as a single in 1967. Another song of his " Engine, Engine #9" appeared on his earlier 1965 album "The Third Time Around"

**BACK COVER**

Top—Mike Lloyd poses with PGE 2-6-2 #2 as it shines in the sunshine on October 10, 2016 after a busy week of movie making.

Bottom—A unique locomotive line up at Squamish, BC on October 27, 2016 saw CN ES44AC # 28xx, and WCRA's Canadian Pacific S 3 #6503 and Pacific Great Eastern RSC—3 #561 all ready for service. (Trevor Mills photo)



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