



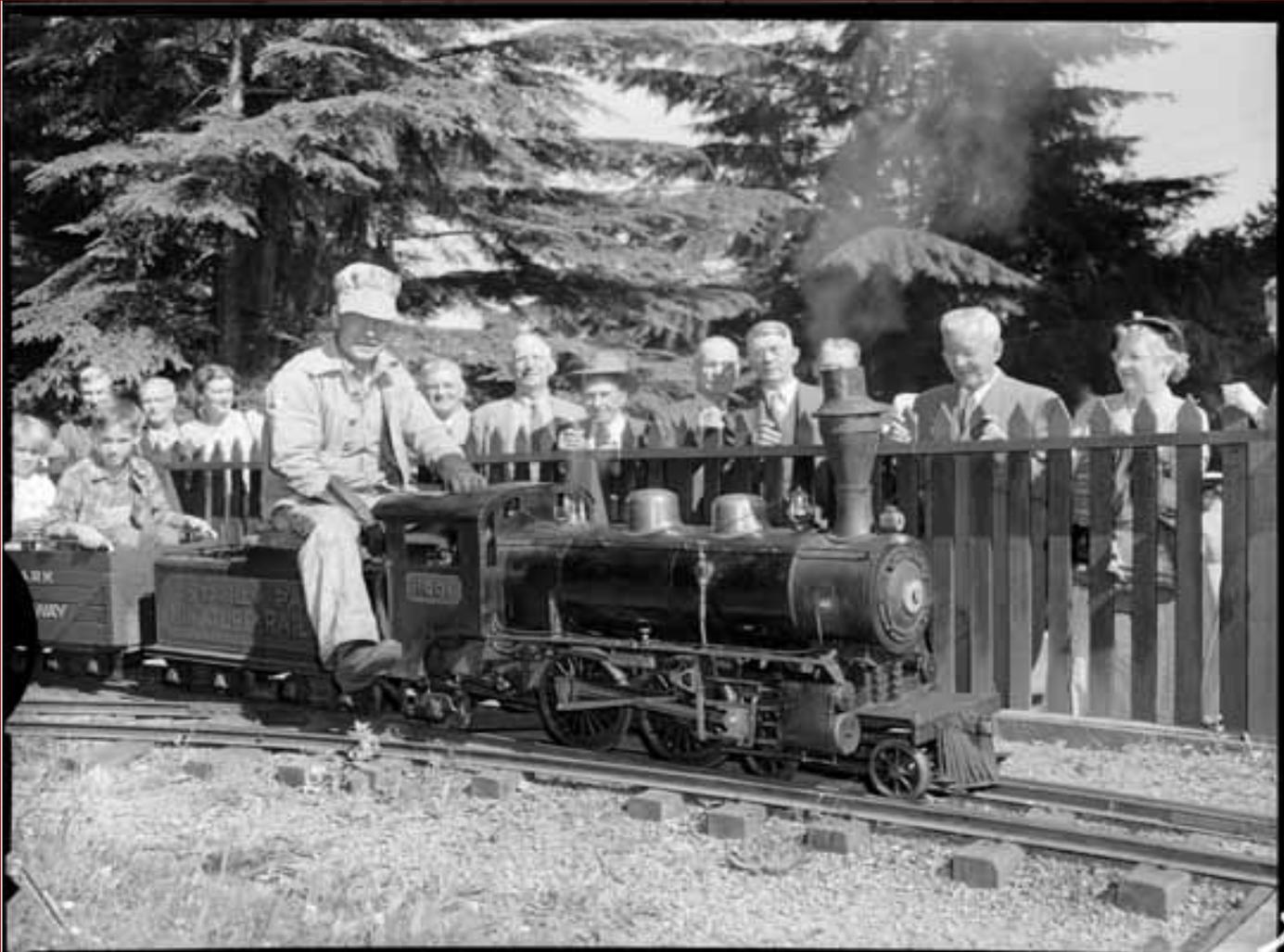
WCRA NEWS

JULY 2016

GALA SET FOR OCT. 5

ORIGINAL STANLEY PARK

TRAIN TO BE PRESERVED



GENERAL MEETING

The **General Meeting** of the WCRA will be held on **Tuesday, June 28 at 1930 hours** at Rainbow Creek Station, corner of Willingdon and Penzance in Burnaby. A **Bunkhouse Dinner** will precede the meeting at 7PM—cost is just \$20.

Entertainment will be videos presented by Joe Naismith—A Steam Odyssey from Chicago to New York by Gerald Best and another of steam working heavy freights by the sea.

ON THE COVER

CPR pensioners watch the Stanley Park Miniature Railway steam by on July 23, 1953 (Vancouver Public Library VPL 82276E). This original Stanley Park miniature train has been discovered in 2016 and will be now preserved by WCRA, thanks to a donation by the Humphrey family. See page 7 for details

JULY CALENDAR

- **West Coast Railway Heritage Park open daily 1000 through 1700k.**
- Saturday, June 25—Princess Tea at the Mac Norris Station—includes tea, and mini rail and full size train rides—just \$10
- Friday, July 8—deadline for items to be included in the August 2016 WCRA News
- **NOTE This event has been postponed to August**—Railway Days festival at the West Coast Railway Heritage Park—and will be in a different format—watch for exciting info in our August issue and mark **August 19 to 21** on your calendars
- Tuesday, July 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

MORE SPECIAL MEMORIES PRESERVED

One of my earliest railway experiences, and one that we really looked forward to as kids growing up in Vancouver, was a ride on the Stanley Park Miniature Railway. I know and I still remember (aided by my father's photographs —photo below, taken July 12, 1955, with me and my brother and sister). The real joy—only the kids could ride—parents had to watch! In the 1960's this original Stanley Park train was replaced with a larger scale replica of locomotive 374 and the larger railway that exists as a major attraction to this day.



What ever happened to that original steam train? It had seemed to disappear and been forgotten, nowhere to be found. Then suddenly—word that it still existed, and a chance to go and see it in an East Vancouver garage where it has been carefully kept and saved. Following that visit, word from the family that they would like to see it preserved, leading to its donation to the WCRA and now our plans to preserve and exhibit this great piece of Vancouver history for all to see and enjoy. (see full story on page 7)

Do you have memories of riding the Stanley Park Miniature Railway as I do? If so, we would love to hear from you. Your recollections can help us create the interpretive exhibit to go with the train and continue the story for generations to come.

Preservation is what we do—and this is another great acquisition for all to enjoy.

Don

ASSOCIATION NEWS

FROM THE MAY GENERAL MEETING

Chair Craig McDowall called the meeting to order with 22 members, Staff and guests present:

- **Mike McGaw** opened with a report on Collections. He advised that the collection was being rationalized and that the Collections Committee would be meeting on June 12th to review previous work and to prepare recommendations for the membership regarding what pieces should be retained and what removed (and the reasons why). Recommendations to the June 28 Meeting for a vote by the Membership.
- **Mike** continued with a brief update on the 960 project – noting that **Bob Gordon** is ill and unable to travel to the Park. **Bill Marchant** and **Mike** are continuing and aim to have the rear hood finished by the end of the summer.
- **Ken Tanner** delivered the Staff and Executive reports, starting by advising the membership of changes in Association responsibilities. **Brenda van Engelen** has left the Association. **Ken Tanner** has taken over as Fundraising Lead working with Don Evans. Ken will work on new funding sources while Don will concentrate his efforts on our existing donor base. This decision was made because donations are seriously down from plan and any delay in action being taken while recruiting a new person would have resulted in donations reaching a disastrous low.
- The Board has appointed **Craig McDowall** acting President and CEO on a volunteer basis until the end of the year while a search for a replacement is undertaken by the Board's Governance Committee.
- **Ken Tanner** delivered the Staff and Executive reports.

Events & Activities

- **Day Out With Thomas** was a great success with 10,801 tickets and 346 Grounds Admission passes being sold over the 5 days. 91% of the available seats were sold. Total revenue was \$462k resulting in an initial gross margin of \$162k (Revenue minus Expenses). Exit interviews confirmed an outstanding level of guest satisfaction. Much thanks to all who contributed to making this event outstanding.
- **Twilight to Starlight Fundraising Dinner** June 11 at Heritage Park is an evening to celebrate/showcase recently restored PGE#2. Dinner starts at 7:00pm followed by twilight "Dessert" train ride towards town. Tickets from Burnaby Office or Park \$100 /Tables of 8 = \$700.
- **Polar Express** – Currently planned for 3 weekends (Nov 26 to Dec 11) if train capacity can be increased. Tickets sales start during June;
- **Howe Sound Secondary** Commencement and Grad events Jun 17 & 18 will see 300 Grads and their families coming to the *CN Roundhouse & Conference Centre* each day.
- **George Game** reported that the 129th Anniversary Celebration for 374 was very successful with 500+ guests attending. Daily visits are up averaging 160-180/weekends.
- The events calendar was reviewed.

- **Bob Hunter** reported on his two visits to the home of the late John Keith-King at Hillbank on Vancouver Island and some of the model ships he had in his collection.
- **Bill Marchant** followed with his Trackside Report.
- Entertainment was a 1989 *VIA Dayliner Cab Ride* from Victoria to Courtenay & return – a segment from a Hugh Fraser video titled *E&N Railway Memories*.

MEMBER NEWS

Our sympathies are offered to Director **Singh Biln** and family on the passing on of his father. This has added to the family burden as his mother passed just a couple of months ago. Our best wishes are extended in this difficult time.

TREVOR MILLS RECEIVES CRHA'S NORRIS ADAMS MEMORIAL AWARD



Congratulations to **Trevor Mills** on his being named the recipient of the CRHA Pacific Coast Division Norris Adams Memorial Award for his work in the preservation of railway history. The award was presented Trevor by CRHA PCD President **Chris Wasney** on May 19th at the CRHA's regular meeting.

Trevor went on to provide the show to the meeting that evening, presenting vintage slides from the early days with his dad to more recent events and subjects.

Trevor has been WCRA's longest serving employee, historically as our archivist and more recently in our railway operations area.

NEW MEMBERS

We welcome to membership.....

- Sonja Cameron and family of Brackendale;
- Stuart Chisholm of Vancouver;
- Jonathan Montgomery and family of Surrey;
- Katie Moore and family of Squamish;
- Cheryl Voigt and family of Squamish;

We welcome back to membership.....

- Alan & Kristen Artim and family of Playa del Ray CA;
- Mark & Dawn Marie Haldenby and family of Squamish;
- Mike Nakamura and family of Coquitlam (J.D.)

PLEASE RENEW YOUR MEMBERSHIP

If your label reads 5/31/2016 then your membership has expired, if your label reads 02/29/2016 then this is your last issue. 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.)

VOLUNTEER ACTIVITIES – Mileage Rate Increased

The reimbursement rate for use of your vehicle while doing volunteer activities has been increased for 2016. The rate starting 1 Jan 2016 is \$0.55/km. This rate is in line with Canada Revenue Agency guideline for allowable reimbursements. (J.D.)

WCRA TRIVIA #331 - By Ryan Cruickshank

What is the loneliest railway station in England?

(Answer on page 30)

BUNKHOUSE DINNER JUNE 28

A Bunkhouse Dinner will be held prior to the Tuesday, June 28 regular meeting of the WCRA, served at 1900 hours at the Rainbow Creek Station. On the menu will be the famous Trainwrecker Beans along with all the trimmings. You can join the dinner for just \$20. This was a fun event last year—so we will do it again. Thanks to **Dave Emmington** for the idea as well as his help, **Ken Tanner** will be working this as well. Tickets at the May meeting or call Jenn at 604-524-1011 and reserve yours.

ESQUIMALT & NANAIMO RAILWAY MEMORIES—NEW DVD

A second note that **Hugh Fraser** has released a new DVD covering the Esquimalt & Nanaimo Railway and its operations—several have since purchased it and benefitted WCRA at the same

time. The DVD features five segments from the past:

- A cab ride on the VIA Rail Dayliner (1989) which covers the length of the line from Victoria to Courtenay
- A cab ride on the CP Rail Dayliner and segments from the 1970's
- Switching on Store Street in Victoria 1992 (including picking up a vintage boxcar from CN in Victoria destined for the WCRA)
- Activity at the Victoria roundhouse from 1991
- "The Steam Machine" - weed control from 1988

The DVD runs 1 hour 50 minutes in total. The cab rides are supplemented with lineside shots at many locations. This DVD very effectively brings back many memories of the service of years past on Vancouver Island.

Copies of this DVD can be ordered directly from Hugh at #508—2800 Blanshard St., Victoria, BC, V8T 5B5. Price is \$30 plus \$3 postage for shipping. Hugh will donate \$10 from every purchase to WCRA, so please identify that you are ordering from this note in WCRA News when you place your orders.

COLLECTION

ORIGINAL STANLEY PARK MINIATURE TRAIN TO BE PRESERVED

Our cover story this month is a very exciting one for the preservation of local railway history. The original Stanley Park Miniature Train has been found and is well preserved—and now will be donated to the WCRA for permanent display at our West Coast Railway Heritage Park in Squamish. The discovery for this writer started with a call from member **Henry Ewert** and then an e mail from **Brian Croft**, and an invitation to go and view the historic train May 3,

2016 in a garage in East Vancouver. There we were joined by **Red Robinson** and met **Ted Humphrey** and his son **Chris Humphrey**, and viewed the beautifully cared for Atlantic locomotive (live steam, 9 1/2" gauge), one of the wood riding cars and the parts for the other five cars and support materials. (Ewert photo)



The history of the train is encapsulated in this summary by Brian:

“In the late 1940s, Provincial Chief Engineer, John Armstrong built a miniature steam engine and train in his basement in Victoria. Cutting a hole in the wall of his house to get it out and onto 7 1/2 inch gauge tracks laid in the neighbourhood, the railway soon became too big an attraction for his community. As subsequent events unfolded, it was announced by the Vancouver Parks Board in April of 1947 that a location in Stanley Park was to become the new home for Armstrong’s railway.

“The Board then discovered that it was required to comply with all Federal regulations pertaining to the operation of a railway. A “company management team” was required by law, thus it happened that Commissioners and staff were appointed to such a board as was required, all in the spirit of getting the railway started, leaving no legality aside. The track was laid on the site of today’s miniature railway parking lot. The system was laid as a 9 1/2 inch gauge system to improve stability of the train and thus the engine and rolling stock required modification. Photographs and colour film of the time record the park’s first railway as a 1920s era steam locomotive called an “Atlantic” with a 4-4-2 wheel arrangement . Typically it would pull five or six small red wooden boxcars each accommodating 2 or 3 children. Adults watched but did not routinely ride as the cars were too small. That same year, 1947, the Parks Board took possession of the historic CPR engine #374, installing it in Kitsilano Park. (now at our Loco 374 Pavilion) (photo below, VPL 82276C July 23, 1953)



“It is said that the miniature railway was a favourite project of George Wainborn, the city's longest-serving parks board commissioner (who passed away in 2003) and that, in 1958, he

raised money to be directed towards a larger gauge miniature railway. Wainborn's passion for this project was boosted by an unanticipated disaster; on October 12, 1962, the still-powerful remnants of Typhoon Freda hit Stanley Park causing considerable damage and the loss of approximately 3,000 trees which created a 6-acre clearing behind the children's zoo.

“The Parks Board, found opportunity in this development and under the oversight of Parks Board Deputy Superintendent Bill Livingstone, the broken and uprooted trees were cleared and the terrain transformed into a substantial horseshoe-shaped railway circuit. The new railway system commenced operations in 1963 or 1964 with a brand new engine #374. Built by Neilson Machine Works in Richmond, 374 was a marvellous replica of Canadian Pacific, Engine #374; this 1880s era “American” type, with a 4-4-0 wheel arrangement, was the engine that pulled the first transcontinental passenger train into Vancouver in 1887.

“The miniature railway carried 26,055 passengers in the first 7 days of operation. Rates 25 cents for adults and 10 cents for children. In December of 1964, Commissioner Grace McCarthy arranged, with BC Hydro, for festive lighting of the train route for a 16 day period and this was the beginning of the Stanley Park Christmas Train tradition.

“With the new system in place, the original narrow gauge engine built by Armstrong and all the associated cars, track and other railway equipment went up for sale. The buyer was Edward (Ted) Humphrey, owner of Acme Pallet Company in North Vancouver. Ted was an imaginative entrepreneur who had a dream. He wanted to create an Amusement Park and the Armstrong train became part of a collection of merry-go-rounds, go-carts, trampolines and other amusement rides that Ted purposefully acquired. While the amusement park idea did not materialize, Ted took great care of his little railway and in 1990 it was "refurbished" by Don Nelson.”

Following the meeting, the Humphrey family asked if the WCRA would be interested in providing a new and permanent home for this historic Vancouver artifact, and to tell the story of how the first miniature railway in Stanley Park came to be and preserving it for future generations. The family has agreed to donate the train and all parts to the WCRA for this purpose and it should arrive at the Heritage Park shortly where a display will be created and the story told in a diorama and a recognition plaque to Ted Humphrey who purchased and preserved this little gem. Our sincere thanks to **Ted and son Chris Humphrey** for first—saving the train and second—for ensuring its long term preservation.

DO YOU REMEMBER RIDING THE ORIGINAL STANLEY PARK TRAIN?

If you do, we would like your stories as we can use some personal anecdotes as we assemble and create the new exhibit telling the story of the train and how it charmed Vancouverites in years past (see editorial page 3 for your editors notes!)

WOULD YOU CONTRIBUTE SOME FUNDS TO HELP CREATE THE DISPLAY?

Here is a chance to help with the preservation and interpretation of something very personal from the past. We know that many of our members who grew up in Vancouver will have fond and special childhood memories of riding this little train and your help will make our exhibition the best and most professional it can be.

Just drop me a note or a phone call at 604-988-3435, or contact our Fundraiser **Ken Tanner** in Squamish and make your pledge. We'll add your name as a proud supporter of the Original Stanley Park train with recognition at the display. Thanks for your support in this exciting new exhibition of a piece of history that most believed was long ago lost.

COLLECTIONS COMMITTEE LOOKS AT SOME RATIONALIZATION

WCRA's Collections Committee met at the West Coast Railway Heritage Park on June 12, 2016 and did a physical review of collection pieces being considered for rationalization from the WCRA collection. Periodic reviews of an organization's collection are good practices and important undertakings, as the proper balance of preservation and things such as duplication are considered. Also considered are the needs of other collections—would a particular piece be better preserved elsewhere? What is the relevance of the piece to the story we are presenting? Is the piece even restorable at all? Many pieces we have today were never, in fact, ever accessioned into our collection at all—some just showed up on our siding over the years.

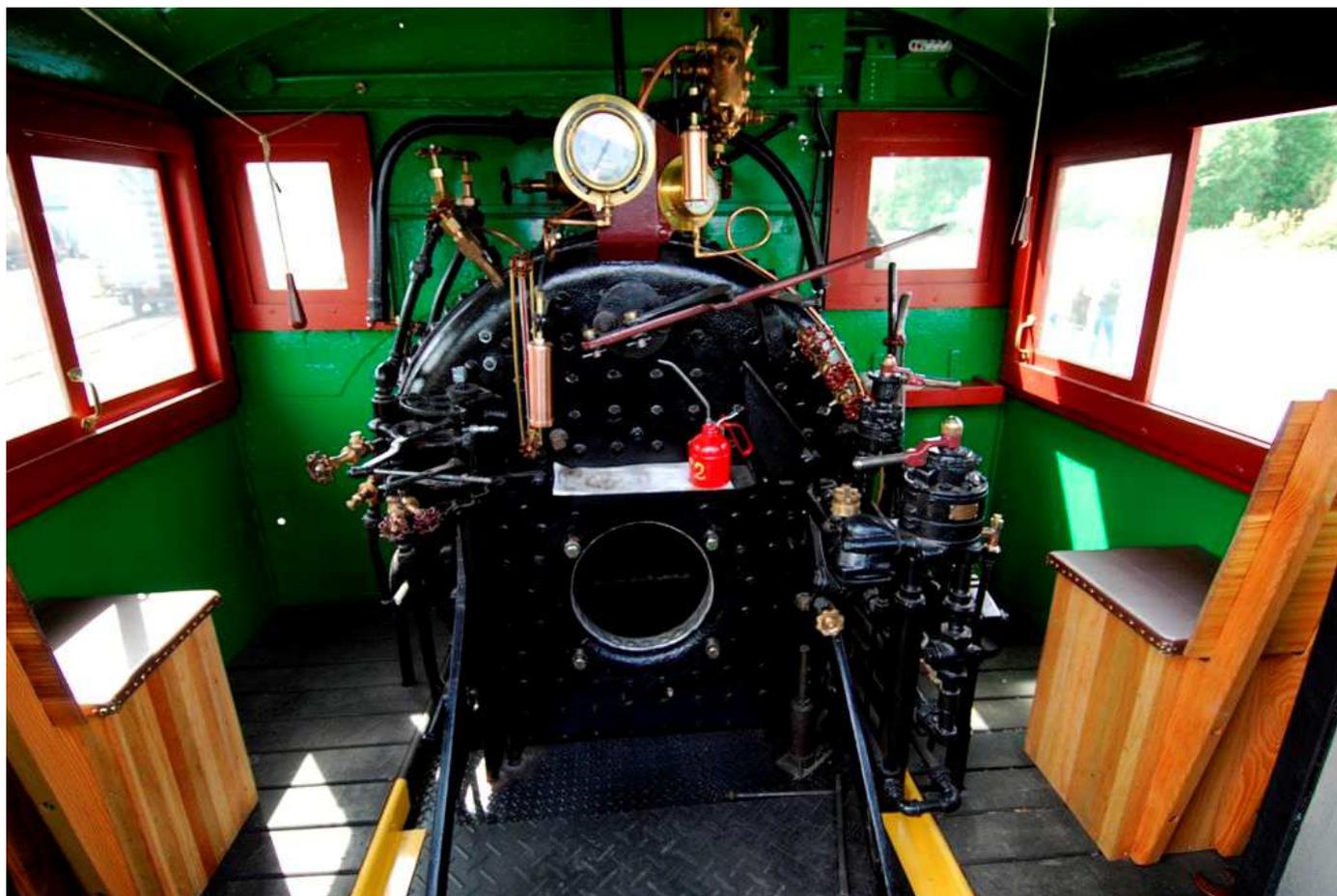
So a good and full review is underway and the committee will then make recommendations to the membership on June 28 under due process. A more complete report will come next month after the review meetings and discussions have led to recommendations.

KEITH-KING BOOK COLLECTION DONATED

Thanks to **Sherry Keith-King** once again for the donation of her late husband's book collection, and thanks to **Bob Hunter** who has now picked up the collection on Vancouver Island, and delivered it to Squamish. A total of 331 books were received and are now being inventoried. Thanks to Bob for his help and to the Keith-King family for the donation.

PGE #2 CAB A SPECIAL PLACE

The restored Pacific Great Eastern locomotive #2 is a real gem, and now located for visiting on Track 6 in the CN Roundhouse & Conference Centre at the Heritage Park. The historic locomotive has created quite a stir and is a star attraction now that it is in place. A favourite spot for guests is the cab—and who can wonder why. These before and after photos of the cab, taken by **Mike Lloyd**, show the transformation! (D.F.)



PGE #2's cab in before and after shots, now a favourite spot! (Mike Lloyd photos)

WOODFIBRE FIRETRUCK DONATED

Woodfibre LNG has donated a vintage fire truck from the old Woodfibre Mill to the WCRA. The 1976 fire truck had been stored since the mill closure many years ago. The fire truck will join our 1946 Ford PGE truck and will become resident in a future vintage firehall in the Heritage Park's new heritage town. Thanks to **John French** and **Woodfibre LNG** for this donation. (G.B.)

BCER 960 UPDATE

Well it's been a glorious Spring and now with Summer months upon us, many railroad enthusiasts are focusing on train chasing and/or riding, and maybe, just maybe, other summer events actually unrelated to railroad passions. But alas, 960 still moves forward even if recording any significant progress can be challenging this time of year. **Bob Gordon** is still out of action but mending up nicely, so, won't be too long before he's back on sight. A newish WCRA member, **Gordon Frank** from North Van, has joined the crew providing input and much appreciated extra hands. He and Bill were working on the rear hood project, while I spent the same day, plus the next, prepping undersides of front hood (photo below) This hood



has some serious corrosion issues where it meets the front deck that we are working through to remedy. But once these are resolved and after painting, this hood plus it's already prepared side panels will be going back together on the front deck.

On another aspect, we're pretty confident we have a solution to replace the unique but heavily damaged 'roof deck to roof insulators' with high tech plastic turnings.

Still targeting end of Summer early Fall to have a final paint job on the rear hood, have the front hood finished up, plus, some lettering on 960. Glad to see volunteer / Collection Committee member **Jim Saunders** taking a break from running the Park mini rail to come over to do an inspection of 960 ...gave me a much needed rest from the needle gun. Jim not only offers encouragement, he has been one of the donors helping us offset some expenses. Thank you again Jim.

If you're volunteering or just visiting the Park, check the volunteer sign in book to see if any of us are on sight, we'll be over at MP2. Come over, we will give ya the tour. (M.McG)

WEST COAST RAILWAY HERITAGE PARK

Home of the Royal Hudson



DAY OUT WITH THOMAS

Thomas the Tank Engine performed in Squamish for five days of family fun, as the Ready, Set, Go tour for 2016 operated on May 21, 22, 23 and May 28, 29, 2016. We enjoyed four days of ideal weather for this event—but one day, Saturday, May 28—was a wet one. As usual, the guest response was great and we grew the event to 11,206 guests.

Our volunteers, under the coordination leadership of Volunteer Coordinator **Zoe Cilliers**, were outstanding as always and our guests commented often on our terrific people. All the usual activities and more were operating, and this year we had our own food kitchen working hard along with a pizza vendor to keep the crowds well fed. Food profit increased substantially as a result of this approach.

The train ride was busy and the trains operated flawlessly throughout the event. The West Coasts Mini Rail was busy on all but the very wet day, and little trains frequented the crossing to the delight of those both riding and watching. Both the Roundhouse and the Imagination Station were also active throughout, with several new attractions added this year to the event—such as the large sandbox in the Howard Lyttle Park and the bouncy castle in the roundhouse. Thanks to **Nora McDowall** for the photos on next pages.....







POLAR EXPRESS TICKETS ON SALE SOON

It's not too early to think about getting your Polar Express tickets. Plans are to have tickets for the 2016 Polar Express on sale in late June are well along. Last year this popular event sold out, we expect the same for the 2016 version. Watch www.wcra.org for tickets to open for sales very soon. (G.B.)

TWILIGHT TO STARLIGHT DINNER EVENING

The evening of June 11 was a fun and lovely time for about 50 members and guests, who attended the Twilight to Starlight evening at the CN Roundhouse & Conference Centre. The group started off with drinks and appetizers on the Canron Upper Deck of the roundhouse while the enjoyable sounds of **Carolyn and Friends** wafted through the building. We then moved downstairs to the main floor for dinner, with PGE #2 and 2860 as our backdrop.

MC **Ken Tanner** welcomed everyone, and introduced **Mike Lloyd** to the podium, who shared some of the stories about the restoration of PGE #2 as the Monday crew worked their magic over the past couple of years to bring this little locomotive from 1910 to the great exhibit that it now is. Guests were invited to visit the cab of the locomotive throughout the evening. After a great main course of pork and trimmings from our own new kitchen, Ken then covered a bit of the stories of two cars from the collection—the *Alberta* and the *Henry Pickering*, both of which were part of the train we would ride next. The entourage then moved to the Mac Norris Station and boarded the train.

Once all were aboard, flutes of champagne were served along with dessert, while the familiar sounds of our FP9A #4069 were heard and we trundled off for a ride out our own tracks—over to the CN Squamish yard and down track seven and then back to the station. Engineer **John Jellis**, Conductor **Rob MacBeth** and **Kyle** had the train well in hand, consist was 4069 / Power Car McDonald Creek WCXX 9622, coach Harry & Margaret Bluck WCXX 5569, open car Henry Pickering WCXX 598 and business car Alberta WCXX 008.

As we disembarked it ended a very enjoyable evening—good friends, good food, and a nice train ride in wonderful surroundings. Thanks to **Ken Tanner, Gord Bell and all staff and volunteers** who put the evening on, and to all those who came and enjoyed.

TRANSPORTATION MINISTER VISITS

A special guest visited the Heritage Park on Thursday, June 9. BC's Transportation Minister **The Honourable Todd Stone** was the guest speaker at the Squamish Chamber of Commerce lunch, which was held in the CN Roundhouse & Conference Centre. The Minister was accompanied by our **MLA Jordan Sturdy** as well as Deputy Minister **Grant Main** and some members of the Ministry of Transportation staff.

West Coast Railway Association was represented by President & CEO **Craig McDowall** as well as President Emeritus **Don Evans**, and we had some time before the lunch to show the Minister around the roundhouse, experience the great view from the Canron Upper Deck, walk through the *British Columbia* and have him in the cab of the Royal Hudson. We learned he was from a family of railroaders (CPR) and was very interested in the Heritage Park and what we had accomplished there. He spoke to the assembled crowd about transportation issues in BC and on touring the Sea to Sky region and some of the initiatives in the local area. As the group departed, they also visited the *Alberta* business car before departing south on the Sea to Sky Highway.

Thanks to the Minister for his time, and thanks to both the **Squamish Chamber of Commerce** and to our **MLA Jordan Sturdy** for organizing the visit and area tours.

MINIRAIL ENGINEERS - VOLUNTEERS NEEDED

West Coast MiniRail is an extremely popular attraction at the Heritage Park. With the prime operating season upon us, the Heritage Park is looking for volunteers to help with its operation. This year as the season ramps up, it is again our aim to do more running and less standing by utilizing our four stations and promoting the attractions at each with the MiniRail providing means of transportation. The stops are ***Twin Cedars / Roundhouse*** - the station closest to the CN Roundhouse & Conference Centre (This is the main boarding point featuring the BCER shelter replica), ***Wilkie*** (home to the Garden Railway and the Wilkie Historical Exhibit), ***Mason Station*** (where the station exhibition and the farm gardens can be enjoyed), and ***Silver Fox*** (serving Mac Norris Station, Howard Lyttle Park, Brightbill Heritage House and railcar exhibits).

The best marketing tool we have for the MiniRail is a train zipping past as they arrive at the Gate. To achieve this we need to have a regular published schedule. This requires a commitment from at least one MiniRail volunteer to be on duty every day. To get on the schedule - let Jeremy know at jeremy.davy@wcra.org or call **604-315-5349** and book your volunteer day(s) – the schedule goes from now till the end of the summer. It's a rewarding and fun way to participate. Thanks to several who have signed up, but we still have many holes to fill in the schedule.

All West Coast Mini Rail engineers must be certified to operate on the Park track. Need training? We can do that too—again just contact Jeremy and the necessary training sessions can be arranged. (J.D.)

RAILWAY DAYS FESTIVAL—Rescheduled to August 19, 20 and 21.

Mark the date of August 19, 20 and 21 for a special railway themed festival to be held at the

West Coast Railway Heritage Park for three days—August 19, 20 and 21. There will be tons of activities for the whole family with special events on site, great food and new entertainment and food and beverage like we have not done before. Expect Billy Miner to play a key role in the theming of the event.

The three day festival features will also all types of entertainment from live music to mini rail to rides on the Henry Pickering. Friday night features special food and live music, Saturday night features the Member/Guest summer gala and each day is a fun filled adventure for kids with speeder rides, bouncy castle, mini putt, crafts, model railway and other fun interactive stations. Please note that details are being finalized, so the exact itinerary will be in next month's issue.

Guests will be able to purchase a weekend pass or daily passes. Exact details, schedules, prices and timing will be posted on our website. (G.B.)

MEETING PLANNERS VISIT

A bus load of meeting planners from Vancouver (Meeting Planners International) visited the CN Roundhouse & Conference Centre as part of a marketing initiative to increase utilization of our great facility. The tour took place on Wednesday, May 20 (in the midst of the Thomas set up chaos) and was a great success. Tour host was **Jennifer Chisholm** who accompanied the group from Vancouver on the bus, and presenter and tour guide at the site was **Gordon Bell**.

ROYAL HUDSON 2860

ROYAL HUDSON—A YOUNG PERSON'S SCHOOL PROJECT—VOTE!

A young person (who has now become one of our newest WCRA members) has created a compelling video about preserving the Royal Hudson. **Elwin Zhu** is his name, and he has done a stunning job that can only be appreciated by watching the results of his work. I encourage all WCRA members to take three minutes of your time to view the video—and cast your vote....

Elwin writes:

Dear Ken Tanner:

Thank you for your help in completing this project! I have prepared a documentary film about The Royal Hudson 2860 for the "Young Citizens Program", an annual event where students present their research on Canadian heroes, legends and important events in Canadian history. From about 200 other young Canadians, "The Royal Hudson 2860" film needs to be voted on by the public and select judges. The winners will receive a trip to Ottawa to premiere

their film at the Canada's History Forum. During participation in this program, I believe that this train needs to be remembered by our nation, and not just left in a museum to gather dust.

Could you please take a few minutes to watch this video?

<http://www.canadashistory.ca/Kids/YoungCitizens/Profiles/2016/Elwin-Z>

If you like this film very much, please vote, comment, share and invite voters to help present this film to Ottawa. Voting takes place from June 13 to July 6.

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. But we need more help if we are to move forward with the detailed plan for the next phase of the restoration of the 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.

FUNDRAISING

FUNDRAISING CHANGES

As noted last issue, changes have occurred in our fundraising area and our lead is now **Ken Tanner**, working with the support of **Don Evans** and the WCRA Board of Directors. Ken has dug right in immediately and a number of things are on the go.....

Ken notes: "We are launching a new set of fundraising initiatives - restarting fundraising dinners, embarking on applications for government supported heritage funding (eg: BC Heritage) and launching some new fundraising opportunities designed to reach out to corporations and individuals with new sponsorship opportunities at the Heritage Park. These initiatives will all be additional to our traditional fundraising events like the fall Gala dinner and end-of-year annual campaigns. "

Watch for more specific information as we get along, the recent Twilight to Starlight evening is an example of the kinds of participative things you can expect to see more of.

WCRA GALA OCTOBER 5, 2016—NOW ON SALE

The date for the WCRA Fundraising Gala has been set—it will be held on Wednesday,

October 5, 2016 at the Locomotive 374 Pavilion / Roundhouse in Yaletown. Our organizing committee is **Ken Tanner, Craig McDowall, Gord Bell, Lisa Tuningley and Don Evans.**

Tickets are now open for sale for this event and work is getting underway on sponsorships as well as major auction prizes. Tickets are \$250 per guest or \$1,800 for a table of eight, each ticket includes a charitable receipt (est. \$150 in value). (K.T.)

RING OF SUPPORT PAVERS AVAILABLE

A reminder that our Ring of Support paver stones are still available. We are about to send off another order for engraving as we have several to process. Don't be left out—Get Your Name Carved in Stone (or of someone you wish to honour or remember). Call Ken Tanner at 604-898-9336 in Squamish or Jennifer at 604-681-4403 in Vancouver and we can help you. (K.T.)

LOCOMOTIVE 374 PAVILION



Our visitor count for May was 4,255 This was 1,438 people less than last year. The YTD total is 14,076 Visitors.

On Sunday May 22 we celebrated the 129th Anniversary of the 374 Locomotive arriving in Vancouver. The engine was pulled out of the Pavilion at 10:00 by **Tom Pruden**. A water hose was attached to the tender and an electrician connected power for our boiler. The Steam Whistle, operated by **Len Brown** and **Peyton Liscomb** sounded great! **Ed Harkness** manned the stairs to guide the parents and children into the cab to ring the bell and blow the whistle. At 12:30 **Bill Johnston** announced the program and the **Little Mountain Brass Band** started the party by playing O Canada. The band then played the first of two sets of music to the delight of the spectators. At 01:30 Speeches were given by our own **Bill Johnston, George Game, Andre Dilts**, Roundhouse Board Vice President and **John Coupar**, Park Board Commissioner. **Bonnie Game and Sylvia Johnston** were busy serving up 4 Slab Cakes to the hundreds of people attending. The Roundhouse Staff entertained the children with Face Painting and Colouring. The weather was mild with just a few showers.

I would like to thank all the volunteers for their time and energy, **Bill & Sylvia Johnston, Ed Harkness, Cathy Grant, Len Brown, Orrin Webber, Peyton Liscomb, Robert Misjak, Bonnie Game, Frank Barnhouse and George Massey.**

On another note we received this email:

Dear Sir or Madam:

In 2017, the city of Gatineau will host a major exhibition of garden and horticulture art celebrating the 150th anniversary of Confederation. This event is christened MOSAICANADA 150/2017 and is under the responsibility of Mosaïcultures Internationales de Montréal, a non-profit entity that is renowned for organizing such events in many countries.

This exhibition will take place at Jacques-Cartier Park in Gatineau, which is situated on the eastern shore of the Ottawa River, facing the National Gallery at Nepean Point, the entrance to the Rideau Canal and the Parliament of Canada in Ottawa, on the western shore.

One of the desired exhibits to be built is Locomotive 374, which you have, as a full-sized reproduction made of plants and flowers! This will commemorate transport and linking Canada from "Coast to Coast" and is planned to be one of the major "mosïcultures" on view at the park.

René Chartrand, Historian

What a great project. We hope to have pictures when the project is completed to share with everyone here.

The spring and summer rush has begun. Cruise ship and Rocky Mountaineer visitors are flocking to the city. We can always use a few more volunteers to help with the Pavilion. One or two days a month would be a great help. Call George @ (778) 875-3573 if you would like to help out.

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

WEST COAST RAIL TOURS

LAST CALL FOR A RAIL ADVENTURE

West Coast Rail Tours has now completed all its organized tours for 2016—two Haida Gwaii tours have operated and the White Pass & Yukon tour has just completed. As most of you know, major changes have occurred over the past few years in the travel industry, and WCRA has taken the difficult decision to end our work in the tours area. We hope to return to the market in 2017 with rail excursion using our own train—time will tell. More next month on these changes and plans for the future.

Jennifer is still available at the same e mail and phone number, but will spend her time now in marketing and fundraising for the WCRA. Meanwhile, two commercially available rail tours are still on the books for 2016.

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.

FEATURE ARTICLES

FROM THE STEAM CHEST—APRIL 1958

Thanks to **Craig McDowall**

WCRA

Club activity has been very good for the past month. We have sent out a request to the BCER to acquire two old time freight cars abandoned on a little used siding and restore them. Also a request has been sent to the PGE for one of their former interurban cars which were converted to coach service.

CNR

CNR's last steamer in Vancouver, 2-10-2 #4320 left Vancouver on Saturday, March 22nd, 1958 with a freight extra after delivery of long-awaited heater cars. Steam had originally been scheduled to meet its demise here in July of last year but was given a reprieve due to the delay in heater cars for the diesel head end power on CNR's passenger trains. Steam isn't entirely dead in BC however, as a few are in storage, still serviceable but the future isn't bright at all.

CPR

Currently on CPR's scrap line in Ogden (Calgary), Weston (Winnipeg) Angus (Montreal) are over 200 steam locomotives in classes ranging from #421(4-6-0) to #5929 (2-10-4). As of January of this year, CPR still had 639 steam engines in service, 147 considered 'good to go', 155 'can be repaired on demand', 8 'under repair', and 23 stored serviceable. Total of 972 locomotives.

BCER

The B.C. Electric Railway has 4 diesels on order to add to its roster of 9. When these arrive, the remaining electric 'steeple cabs' will be scrapped. The 9 electrics are currently used on the Fraser Valley Line, the stock train into Vancouver from the Valley on Sundays, switching in the Queensborough area of New Westminster and the occasional freight and switching runs over the electrified lines. One electric locomotive, #981, which switches the little used Carrall Street yard, will probably remain after 'D' day for some time.

Great Northern

The GN roundhouse in Vancouver built many years ago and was used both by GN and CNR until August 1, 1956 was burnt to the ground on April 1st of this month. The CNR had

withdrawn all steam from there in 1956 due to the high rent being charged by GN and used their new diesel shop to service their remaining steam locos. That left GN with only three diesels and the odd road engine in the 10 stall roundhouse and had decided to tear it down by letting it burn to the ground after removing anything of value and future use. GN is now building a diesel shop near the GN passenger station

Norfolk and Western

The famous 'Jawn Henry' has been officially retired. An experimental steam turbine engine numbered 2300 was coal fired and succeeded in lowering fuel costs by 30%. But it was highly complex in design and many breakdowns occurred in her electrical, feedwater and turbine sections. Developing some 4500 HP and built in 1954, it was hoped she would revive steam power, but too many issues arose for reliable operation.

AND FROM JUNE 1959

CPR

The City of Goderich, Ontario recently purchased CPR 0-6-0 #6275 for its Huron County Museum. Built in 1910, the 90 ton locomotive has been stored by Canadian Pacific in Goderich for over a year. Shares in the locomotive are being sold for \$5. Not enough steamers are being preserved and its nice to see the city of Goderich 'come to the rescue'.

CNR

May 10th was the date of the last stem powered train over the CN's Belleville-Bancroft Ontario line. This last run was pulled by 2-6-0 #90 and 2-8-0 #2649 on a 6 car fan trip with some 180 aboard. Belleville currently has a handful of steamers left—four 0-6-0's, two 2-8-2's and six 4-8-4's with only two of the 4-8-4's still in operating condition. The 87 mile trip with photo run-bys was one of the best done according to those on the trip. National Film Board crews were on board to commemorate for future use. A rail fan who came all the way from Philadelphia commented that even though the trip was on a CN branch line that the roadbed was in better shape than the B & O mainline near where he lives. The trip was organized by the Canadian R.R. Historical Society and the Upper Canada R.R. Society.

Trenton ON has seen its last CN steamer 0-6-0 #7449 replaced by diesel #8473. But CPR still runs steam in and out of Trenton.

Last issue we reported that there were still 500 steam locomotives still in service on the CNR's Western Region this summer. Latest reports show over 250 coal burners have been converted to oil at their Stratford ON shops since last August. Last word showed steam to still be very strong from Winnipeg to Saskatoon. Many diesels are now showing up in the Alberta region. So some of our members (3 or 4) are seriously organizing a trip to the prairies to catch steam before it disappears forever.

BC Logging Railways

During late April 1959, Comox Logging and Railway had 2-8-2's #11 and #16 (sound familiar?) along with 2-8-2T #18 remain in service

McMillan Bloedel has replaced 2-8-2T #1066 at their Chemainus mill with 2-6-2T #1044 as 1066 will undergo repairs until needed again.

Western Forest Industries' shay #5 has been set aside for a while as diesel #7 attempts to do the work #5 did. Some of you will remember that #5 was in service when we visited on March 30th at the Honeymoon Bay operation.

Canadian Forest Products has sent 4 geared locomotives to scrap. Shays #1, #114 and Climaxes #101 and 102 appeared in Vancouver early in May. #102 was the locomotive in the best condition and had been working within the last year. She was scrapped within two days! Climax #101 had a temporary reprieve when someone offered to buy her. But the deal fell through and she is off to the scrapper too. All of these engines were three truck models and were oil burning and had two way radios for dispatching. Our club has the builders plates off #1 and #114 and the whistle to #101 and other parts from this locie have been promised to us by the scrapper.

Pacific Northwest Steam News

On a one day trip to to the US, five of our members report seeing Great Northern 2-8-0 #1246 (Baldwin 1907) in Woodland Park in Seattle WA and report she appears in good condition although a bit of paint is starting to peel around the fire box. The Northern Pacific had 4-8-4's #2801 and 2604 with 4-6-0 #1372 at their Seattle roundhouse and the Port of Olympia 2-6-2T (owned by a Seattle rail fan) was also in the roundhouse. NP 2-8-2's #1706 and 1826 are stored at Auburn WA and 4-6-2 ##2152 is now in the City Park. The NP Tacoma roundhouse has 2-8-2's #1507 & #1708 inside and South Tacoma has 2-8-2's #1776, 1728, 1802 & 1804 and 2-8-0's #1253 & 1262 all in the scrap line. A mallet (4-6-6-4) had been scrapped three weeks earlier.

RAILWAY NEWS



BUDD CAR PASSES THROUGH

CN RDC #1501 was in the area recently and was spotted in several locations, including Squamish—meaning that Budd cars returned to Squamish and the former BC Rail line—even if only briefly. The 1501 is a CN Test Track Evaluation System car and is used all across CN's network.

The unit started life as CN RDC-1 D-108 built 1958, then renumbered to CN 6108. It went to VIA carrying that same number, and returned to CN in 2010 becoming work service unit 15016. It is now numbered just 1501. Photo at Squamish on June 6, 2016 by Trevor Mills.



MORE NEW LOCOMOTIVES

CN is acquiring more new locomotives. The company has ordered 87 new ET44AC units from General Electric. These will be numbered 3039 through 3120 and will bring CN's fleet of US Tier 4 emission compliant units to a total of 121. These units are the first one's coming from GE's new factory in Fort Worth, TX. CN has also ordered another 17 ES44AC 4TC units (non Tier 4 compliant) which will be numbered 2976—2983. (SDHSE)



ARBUTUS CORRIDOR TRACK COMING UP

The City of Vancouver is now removing the rails from the former CPR Arbutus line. As of June 13, rails were removed to Burrard Street with the equipment moving southwards from Kitsilano. No train is involved, just heavy machines.

SD40'S BECOMING VERY RARE

CPR SD40-2 units, once the mainstay of the railway's diesel power, are down to just a very few left operating. By April 18, only seven units were left operating on CP. Many have been rebuilt into SD30C-ECO units, while lots of others have gone on to second lives on other railways—including a large contingent (close to 50) now active in Brazil. (TJ)



NEW GOLD LEAF CARS ORDERED

Rocky Mountaineer has ordered ten new Gold Leaf double deck cars from the Swiss company Stadler Rail Group. The new cars will augment the current fleet of 16 such cars, which were built by Radar Railcar in Colorado (now out of business). The current 16 cars are going through a refurbishment and upgrade program. Stadler says the cars will be built in Switzerland and Germany. (SDHSE)



CENTRAL PARK LINE RAILS LIFTED

Southern Rail Link has been at work lifting the rails from the former BC Electric Railway Central Park line. This work has been underway since last year, and now the most westerly rail remaining is at 4th St. in New Westminster—effectively the current New Westminster yard. This erases the last remnants of the former BCER Central Park interurban line.

SW900 #908 GONE

SW900 #908 has been removed from the SRY roster and sold to J & L Consultants of Langley, BC. This is the only one of the fleet of 12 SW900's to leave the roster. #908 was the last locomotive bought by the BC Electric Railway. The other 11 units continue in active service for the railways or on lease. (SDHSE)



VIA PRESIDENT PRESENTS VIA RAIL'S VISION

VIA Rail Canada's President **Yves Desjardins-Siciliano** visited Vancouver recently, and spoke to an audience at the Greater Vancouver Board of Trade about his vision for VIA Rail

in the future. In his presentation he focused on the Western services, the Canadian and the Jasper-Prince Rupert services, while also touching on the rest of the Canadian network as well. A key focus is for VIA to acquire ownership of some trackage on the corridor between Toronto—Montreal –Ottawa which he sees as key to providing modern high speed services in this portion of Canada.

OTHER NEWS

PETITION UNDERWAY TO BRING BACK PASSENGER SERVICE

A petition is underway to try and bring back passenger service on the former BC Rail line through central British Columbia. The petition originated in Lillooet and several other regions have also endorsed it. You can access the petition on line at:

<http://www.change.org/p/premier-gov-bc-ca-bring-back-the-north-vancouver-to-prince-george-passenger-train>

HELP PAINT THE REVELSTOKE RAILWAY MUSEUM BUILDING

The Revelstoke Railway Museum is badly in need of funds to paint its main building and has created an innovative fundraiser to aid with the needed funding (about \$30,000 in total they say). Anyone can “buy” a can of paint for a \$50 donation (tax receiptable) that will go towards funding the work. Contact the museum at railway@telus.net or call them at 250-837-6060 if you would like to participate.

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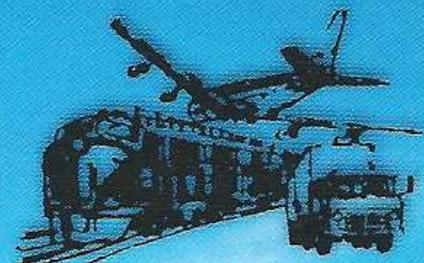
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TRIVIA ANSWER

Number one on the tumbleweeds chart of Britain's least busiest railway stations is *Shippea Hill, Cambridgeshire* which saw a mere 22 passengers for 2015. In close second place is *Coombe Junction Halt* near Cornwall which actually sees two trains a day, but was only used by 26 riders last year, in part because it lies on a short spur at the bottom of a hill leading into *Liskeard*.

BACK COVER

Top—AC4400CW #9830 enters the Yale tunnel in the Fraser River canyon pushing a manifest freight eastbound on May 9, 2016 (Don Evans photo)

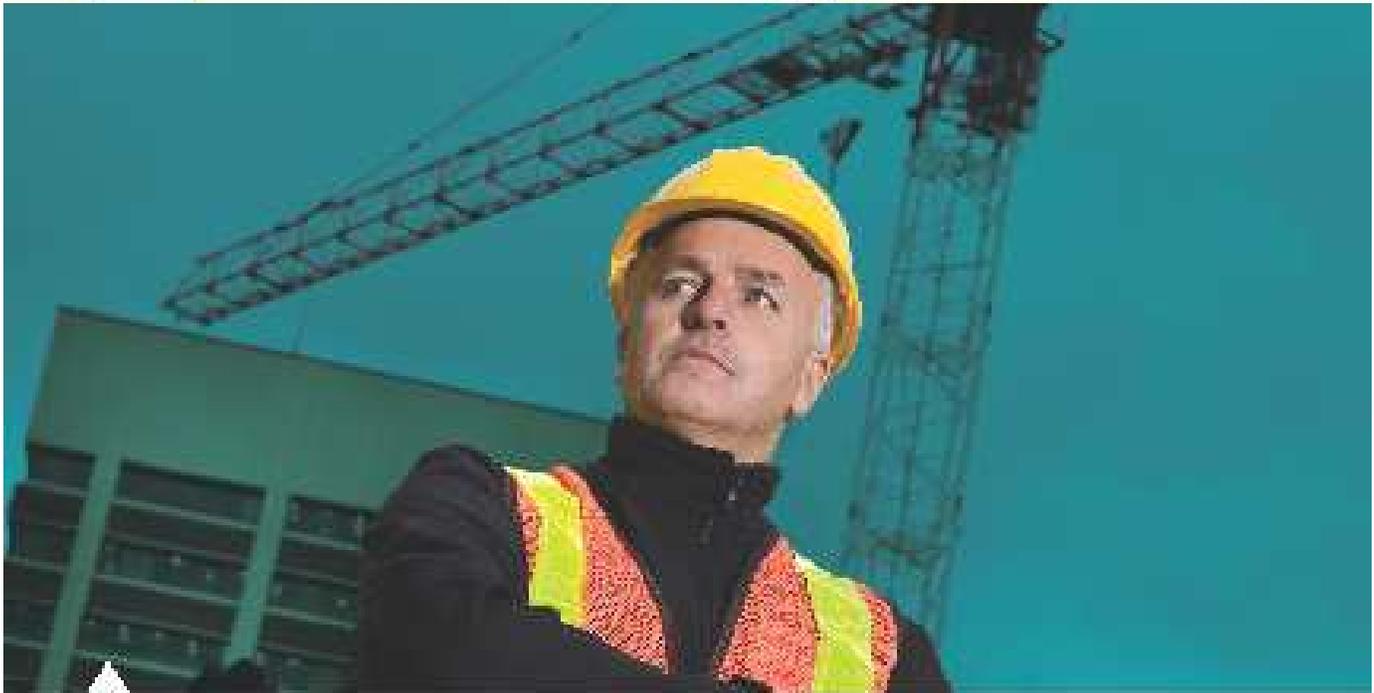
Bottom—it's twilight as the special dessert train trundles past the MP 2 shop in Squamish yard while guests enjoy champagne and dessert aboard as part of the Twilight to Starlight dinner event held June 11, 2016 at the West Coast Railway Heritage Park. (Christian Vazzaz photo)



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