



WCRA NEWS

MARCH 2016

THOMAS & FRIENDS
DAY OUT
WITH THOMAS
THE READY, SET, GO
TOUR 2016

May 21, 22, 23
and 28, 29
Squamish, BC
www.wcra.org
(604) 898-9336

Team up with Thomas
for a day of family fun!



GENERAL MEETING

The **General Meeting** of the WCRA will be held on **Tuesday, February 23 at 1930 hours** at Rainbow Creek Station, corner of Willingdon and Penzance in Burnaby.

Entertainment will be a slide show by **Bill Johnston** of engineering projects on the CNR from the late 1950's in Western Canada. Also some vintage steam and trackside operations will be included.

ON THE COVER

BC Electric Railway interurban #1207 is on the move in this photo taken in January, 21 2016 by **Dale Laird**. The car was built by the BCER in New Westminster in 1906 and operated on the system right to February 1958. The privately owned car, which had operated on the Downtown Historic Railway, has been donated to the Fraser Valley Railway Heritage Society in Cloverdale and is now at their location.

MARCH CALENDAR

- **West Coast Railway Heritage Park open daily 1000 through 1600k**—Roundhouse and grounds open only on weekdays, admission by donation. Regular operation on weekends.
- Thursday, March 3—Kid's Refresh Market at the CN Roundhouse & Conference Centre
- Friday, March 4 —Deadline for items for the April 2016 WCRA News
- Saturday, March 12—Crave—Dining for Dignity event at the CN Roundhouse & Conference Centre, Squamish Helping Hands Society—info on their website
- Sunday, March 20—Western Rails Show, Cameron Rec. Centre in Burnaby, 0900 to 1600 hours, admission \$6 adult, \$3 senior, \$15 family (see page xx)
- Tuesday, March 29 —**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

WHAT WE ARE REALLY ALL ABOUT

“The most significant 30 days in Vancouver’s history began on May 23, 1887 when the first transcontinental train arrived in the city, linking Canada from Sea to Sea. By June 13, the SS Abyssinia had arrived in Vancouver from Yokohama loaded with tea and silk. Cargo was placed on a transcontinental train and arrived in New York one week later and in London one week after that—Vancouver is transformed from backwater into trade gateway.”
(Plaque at Canada Place)

“As the 1890’s dawned in British Columbia, the pace of development quickened. Sewell Moody and Captain Edward Stamp—the two lumber barons whose vigor and imagination began in the 1860’s to set the early direction of Burrard Inlet—were both dead, although their mills carried on. The gold rush had come and gone, trailing economic and political development in its wake. British Columbia had become a Province and joined the Canadian confederation in 1871. A new society was taking shape, one that combined the brash aggressiveness of the frontier with the eccentricity that finds the West Coast congenial soil.

The City of Vancouver had been incorporated in 1886 with a population of 1,000, followed quickly by its destruction by fire – but this setback was temporary. With the arrival of the Canadian Pacific Railway (CPR) the next year and its choice of Vancouver as western terminus, the city’s future as industrial and commercial hub was assured. At the same time, the need for transportation as an extension to the railway became apparent (and quickly the Union Steamships, Canadian Pacific Navigation and the stately CPR Empress ships went into service by 1891).

The first Granville Street bridge opened in 1888, and streetcar service to New Westminster began in 1891. Industries such as the BC Sugar Refinery set up shop. Before the turn of the century, Vancouver had replaced Victoria as the centre of population and activity on Canada’s West Coast, becoming BC’s focal point for entrepreneurial initiative with a population of 13,709 in the 1891 census.”

(Frances Mansbridge, *Launching History*)

What a period of change and of change at a very rapid pace! And all because of the coming of the railway, creating a new economic and cultural hub—creating our very area and its geographic alignment, civic and regional growth, and its continuing roles today as Canada’s West Coast gateway.

When the founders of West Coast Railway Association took on the mission of “Preserving British Columbia’s Railway Heritage”, they took on a role much larger than just the

preservation of pieces of railway rolling stock—locomotives and railcars. They took on the role of making sure that this story, the story of the coming of the railway and its impact on the development of our communities and our economies, would be both told and remembered through creative preservation and interpretation.

It is a much larger story than that of just one location, or one community. It is the collective story of how Southwestern BC became—and continues to be— Western Canada's thriving and vibrant area as both a place to live and a place to work. Had the railway not arrived in 1887, and then continued to grow and perform vital functions in transportation and community connection over the years, we would be in a very different place today.

That is what we are all about at West Coast Railway Association. We have a solid and vital mandate that has driven us to become what we are today, and one that will continue to grow and evolve in our future. Sometimes we think we see rapid change today—think about what it might have been like to have been here in the period 1886 to 1891 - just five short years that changed the entire fabric of our locale.

Don

ASSOCIATION NEWS

FROM THE JANUARY GENERAL MEETING

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

- The recent passing of well known BC rail fan **Ernie Ottewell** was noted
- **Ken Tanner** commented on a number of items:
 - He outlined the start of a new year, and the board's plans for 2016 that focus on both revenue growth and expansion as well as remaining hard on cost containment and reduction
 - 2015 was reported as a good year that met the debt service covenants of the bank and generated \$2.2 million in revenue, however things ended the year tight due the loss of the planned fall 2015 excursions
 - 2016 will see further growth and a plan for the first surplus in many years if all goes well, but there is much to do to make this happen
 - Events—Polar Express was very successful this past year with 13,000 riders—an all time record. Day Out With Thomas is currently being negotiated for May 2016. Gord Bell needs to hear from volunteers re dates they can help with Thomas
 - Collection—there is a possibility that we may see the BCER Interurban car 1231 (recently from the Downtown Historic Railway) come to the Heritage Park for temporary exhibit
 - Winter staff reductions have been implemented for the first three months of the year. Staff will be recalled in April to resume normal operations

- **Robert Macbeth** is busy at the moment with Transport Canada inspections and requirements to keep everything we do operationally to current code
- **Dave Emmington** raised the question re possibly acquiring the CN depressed centre flat car CN 54567 currently on a siding at Blue River. Referred to the Collections Committee.
- **Bill Johnston** provided a Tours Report, noting that bookings for 2016 tours are now open and several for the Haida Gwaii tours are already received. A series of Lunch and Learn sessions are planned for Spring 2016.
- **Don Evans** provided the Fundraising Report with end 2015 results
- **George Game** provided a report on the Locomotive 374 Pavilion
- Nominations were held for one vacant board position from the WCRA membership. **Jeremy Davy** was nominated and accepted, there were no other nominations so he is declared elected for a three year term starting at the 2016 AGM
- **John Cowan** provided some memories of the late Ernie Ottewell, whom he knew very well. Ernie loved steam and ran it whenever he could and was instrumental in the formation and development of the Revelstoke Railway Museum.
- **Bill Marchant** provided a Trackside Report
- Noted that long time member **Bernie Tully** is now at Holy Family Care Home and would love visitors
- **Ken Tanner** announced new “Firebox Dinners” for four in the cab of the Royal Hudson (for more see page 12)
- Raffle was held
- Entertainment was a digital show by **Don Evans** covering the ATRRM conference at the Illinois Railway Museum, Fraser / Thompson Canyon scenes and a bit of Italy

NEW MEMBERS

We welcome to membership.....

- Elizabeth Elston and family of Garibaldi Highlands;
- Adam & Dione Nordby and family of Brackendale;
- Terry Spurgeon of Coquitlam;
- James Wong and family of Squamish (J.D.)

MEMBER NEWS

Long time member **Bernie Tully** would love visitors. He is now at Holy Family Care Home (near Victoria Drive and Argyle) - he is in room 324.

Ernie Ottewell, a stalwart railway man well known throughout BC, passed away on Wednesday, January 20 in Revelstoke in his 90th year. Ernie was instrumental in the creation of the Revelstoke Railway Museum and in bringing its steam locomotive, CPR 5468 to that facility. He could often be found in the cab if you visited (as your editor has). His railway

career dated to 1943, first with CNR, and then for many years with CPR. He was the engineer on the CPR #1201 last spike centennial train and also operated steam for many years at Fort Steele. He will be missed by all of us in the railway preservation field.

We are also sad to report on the passing on of **Alan Shaw**—a past member of WCRA—on January 9, 2016 at age 87. He was passionate about the Royal Hudson and was a past member of the Royal Hudson Society in its day. Your editor had a very personal connection to Alan, having grown up across the street from the Shaw family in the Dunbar area of Vancouver.

PLEASE RENEW YOUR MEMBERSHIP....If your label reads 01/31/2016 then you need to renew, if it reads 10/31/2015 then this is your last issue. Please renew!

WCRA TRIVIA #326 - By Ryan Cruickshank

The legendary Japanese film director **Akira Kurosawa** (Ran/The Seven Samurai) originally planned (1965) and intended to film (1970) a railroad movie that would star Henry Fonda, Lee Marvin and Peter Falk that sat for 15 years before being made. What was the movie?

(Answer on page 26)

WESTERN RAILS 2016

The 34th annual edition of *Canada's Largest Railroadiana Show* returns to the Cameron Recreation Complex, 9523 Cameron Street in Burnaby (behind Lougheed Town Centre) on **March 20th 0900 to 1600.**

The Show appeals not only to those who are into Collectables, Models, Railroad Hardware & Timetables but also those who just like trains. It doesn't matter if you're buying, selling, or just looking there is something here for everyone. Operating model layouts (representing TT Scale to G Scale) will again be a feature this year.

Fare: Families \$15.00; Adults \$6.00; Seniors & Youths \$3.00; Children 5 & under free.

Mark SUNDAY March 20th - on your Calendar!!!

Western Rails 2016 is presented by the West Coast Railway Association. Further information is available on request by emailing westernrails@wcra.org or phoning 604.484.2791. (J.D.)

HELP WANTED at Western Rails

Have some spare time March 19th or 20th ??? Your help would be appreciated with the following activities at the show:

WCRA Display Tables

Saturday Mar 19th &/or Sunday Mar 20th help is needed with:

Display Setup on Saturday Afternoon 1500 to 1800;

Staffing the Display on Sunday 0900 to 1600;

Western Rails Show Operations

Saturday Mar 19th &/or Sunday Mar 20th help is needed with:

Hall Setup on Saturday Afternoon 1300 to 1800;

General Show duties on Sunday 0700 to 1600 (Admission Ticket Sales, Raffle Ticket Sales and Site Security);

Take down on Sunday 1600 to 1800.

If you can help out with any of these activities, contact Jeremy Davy or Donna Simon at 604.815.0812 (toll free from Vancouver Area 604.484.2791) or email westernrails@wcra.org. (J.D.)

2015 VOLUNTEER HOURS – Last call—Reporting ends February 29th.

Time has nearly run out for submitting your hours and the WCRA relies heavily on the hours generously donated by our volunteers carrying out the activities of the Association. They are part of the supporting information requested when seeking funding from other organizations.

Thank you to those who have submitted their 2015 volunteer hours. If you still have not, please submit them as soon as possible. Everything you do for WCRA counts - except attending General Meetings ... Volunteering at the Heritage Park or as Custodian at the 374 Pavilion, Serving on a Committee, or as a tour host, Attending board meetings, Helping in the office, *even if this is done at home* ... **All hours count and all hours are important.** To date an amazing 28,741 hours have been reported by 301 volunteers—are you counted in?

Reminder ...

Volunteer hours for work performed **at the Heritage Park** are required to be reported by WCRA to BC Safety and Transport Canada annually and to be included in the Park's Safety Management System statistics. **As a minimum - Please separate your hours into PARK and OTHER when you report them.**

Please advise **Donna Simon** the time you have donated. You may do so by email at membership@wcra.org or by calling 604.815.0812 (604-484-2791 toll free from Vancouver calling area) – both phones have voicemail. If you prefer to send your information by snail mail you can address it to Donna at PO Box 2535 Garibaldi Highlands BC V0N 1T0.

Once again thank you for your support of the WCRA through your Volunteer Activities. (D.S.)

COLLECTION

BCER 960 UPDATE

Hi all, I'm drafting this update on the last boat home to Vancouver Island, having had one of those better than average days up at BCER 960, where Bob, Bill and myself put in a late afternoon push to finish prepping and then mounting the rear hood back on the little beauty. I can still recall, so many moons past now, when the rear hood was freed and lifted off in an adjacent shop. Much of the grunt work to free the hood involved rusty bolts breaking off and a cutting torch to burn out other fasteners. We definitely opened up a big can of work when the back deck was exposed with layers upon layers of rust, rot, and long time neglect pretty much all hidden away. That and the hard work that went into repairing the deficiencies are



becoming history, so, being able to set the hood back down in place has put some closure on this aspect of work.

I say some closure, only because in reality, we may still have to lift the hood back off, with its side nose panels affixed, in order to do some possible tweaking, and of course, with the newly fabricated hood side panels delivered this same day, our focus remains on the rear half of the locomotive for a few more months.

We are so very fortunate to be doing this work in MP2 which provides all the room we need to work on this WCRA restoration project. Yes it's mighty cold in MP2 these winter months, then there's the wind blown dirt through open doors in the hot summer months, but, having the use of a marvellous overhead travel crane facilitated moving 960s rear hood from the front of the shop to the rear of the shop with relative ease. And, when precise positioning of the awkward heavy rear hood assembly to both the cab and the deck were needed, the MP2 overhead crane was proven invaluable.

We eagerly continue to work on the rear hood aspects, as we're keen to give that area its final paint, in addition, the front hood and its completed steel work is getting closer to being at least trial mounted. (M. McG.)

BCER INTERURBAN 1231 MAY COME TO HERITAGE PARK

Work is underway that may result in BCER Interurban car #1231 (St. Louis 1913) coming to the West Coast Railway Heritage Park on loan as a temporary exhibit. Plans would be to exhibit the car in the CN Roundhouse & Conference Centre.

The potential deal is a result of the closure by the City of Vancouver of the Downtown Historic Railway, which was operated by the Transit Museum Society on trackage between Science World and Granville Island. The society has not operated the vintage cars for some years; the line was used as a demonstration line during the Winter Olympics using a borrowed Bombardier articulated car from Belgium.

The two restored vintage BCER interurban cars are being disbursed. Car #1207, which was privately owned, has been moved and donated to the Fraser Valley Railway Heritage Society at Cloverdale and moved there in late January. Car #1231 is owned by TransLink and is part of their heritage collection, although they do not currently have a home for it.

Given the significant historic value to this piece, WCRA has offered to give it a safe, warm and publicly accessible home for the period of Translink's determining its ultimate home base. The car is in excellent condition and immediately displayable, so we hope it will soon join our other very historic pieces in the CN Roundhouse & Conference Centre where it can be viewed and enjoyed by all who visit the Heritage Park. We will keep you posted.

WEST COAST RAILWAY HERITAGE PARK

Home of the Royal Hudson



DAY OUT WITH THOMAS TICKETS ON SALE

Thomas is coming to the West Coast Railway Heritage Park in May 2016 for at least two full weekends. We are currently seeking volunteers to help with this exciting event as we try to outdo our success with Polar Express last year. Anyone interested is asked to call or email **Gord Bell** at the WCRHP as soon as possible. Volunteering for such an event is busy, but very fun and rewarding as we get to host thousands of guests, many of whom have never before been to our site in Squamish.

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

Ticket prices for 2016 will be the same as they were last year—\$24 and \$28 for peak period (mid day) rides. Train schedules are not yet finalized, but expect them to be much as they have been in previous years—on the hour from 10AM to late afternoon. Of course, Day Out With Thomas is much more than just the ride with Thomas—there are a myriad of Thomas themed activities to participate in, live entertainment, food and merchandise, special shows, characters and more. Of course, the popular mini rail will be available again—at an extra charge to manage loads and contend with weather variances while still keeping our guests happy!

So, make your plans now to help at Thomas and also to send all your friends and families to experience this great event. Let's make the 2016 tour with Thomas our best ever. (K.T.)

TERMINAL CITY CLUB AND HERITAGE OFFICE FURNISHINGS CHAIRS

The West Coast Railway Heritage Park recently received a donation of a dozen beautiful boardroom chairs from the **Terminal City Club**. Thanks also to **Heritage Office Furnishings** and **Paul McCrea** who managed this donation and its transportation to Squamish. (G.B.)

JOHN HARDIE MITCHELL GALLERY NEW EXHIBIT

On March 1st 2016 the John Hardie Mitchell Gallery welcomes a new exhibit, "**Model Railways through the Decades**" The new exhibit features model railways from the turn of the century to modern day, from z scale to g scale. This new exhibit is sure to thrill and inspire model railroaders of all ages. On display from March 1st to June 1st 2016. (G.B.)

MAZE RUNNER

Are you one of the legions of fans of the Maze Runner movies? The West Coast Railway Heritage Park's **Gord Bell** is working with the set decorators of "The Death Cure", the final in the trilogy, to provide some railway related items for some train scenes. This is a 20th Century Fox production that has the potential to be the biggest blockbuster the park has had the opportunity to work on so far. Keep your eyes peeled for any familiar equipment in the train scenes.

Gord Bell and **Robert Macbeth** are working hard to expose the WCRHP to more filming opportunities and capitalize on the thriving movie industry in Vancouver. Look for updates in future newsletters. (G.B.)

CANADIAN INTERNET MARKETING CONFERENCE COMING

The Canadian Internet Marketing Conference is coming to the West Coast Railway Heritage Park this April 14 and 15 for the first time. **Christian Thomson**, the conference's organizer is expecting 600 guests per day over the three day conference. **Gord Bell** is working with Christian with an eye to making the CN Roundhouse and Conference Centre the permanent home of the conference going forward.

VOLUNTEER APPRECIATION DAY—APRIL 9

The volunteers at the West Coast Railway Heritage Park are very special and an integral part to the success of not only our major events but also our heritage restorations and the day to day operations. **Saturday April 9th** has been slated for Volunteer Appreciation Day and will include a train ride, mini rail rides and lunch. Please contact **Gord Bell** at the park if you are planning and able to attend. (G.B.)

ROYAL HUDSON 2860

ROYAL HUDSON FUNDRAISER

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

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

FIREBOX DINNERS NOW AVAILABLE

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

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

FUNDRAISING

PLANNED GIVING—LEAVE A LEGACY GIFT

Have you considered a future gift to the WCRA in your will? This is an easy way to make sure that organizations you love and wish to have ongoing success are looked after in the future. It also generates a major tax savings for your estate and takes just a few minutes to arrange.

Simply put, Planned Giving is about planning for a future gift to WCRA. The ability to make such a gift is based solely on the assets that you have available to be directed to someone or some organization when the time comes. You can only choose to leave your estate (value) to three places—to others (eg. family), to charity (such as WCRA or other causes you support), or to the government. **The choice is yours to make!**

WCRA has a Planned Giving package that we would be happy to send out or discuss at your request, as well as access to independent advisors if you wish to discuss this with someone. Call Brenda at 604-681-4403 or Don at 604-988-3435 for more information.

PROJECTS FUNDRAISING

Current Project Specific Fundraisers and where we are.....your support is always welcome.

- **FP9A #6520**—thanks to your support, we have made 6520 operational, and she received her COT&S in November. Still ahead, the cosmetic part—much body work and a new paint job. It would be great to see her complete in shiny new paint in the classic CN 1950’s passenger paint scheme.
- **Roundhouse Paving**—we raised about 2/3 of funds needed, still need another \$4,500 to complete—on hold for now pending further funding.
- **Name a Locomotive**—do you have a passion for one of our operating locomotives, such

as one of our FP units—either 4069 or 6520? Perhaps you are really an Alco fan, in which case we have PGE #561 or CPR #6503. Well, let us know as the WCRA is considering allowing each locomotive to carry a name, which would be script stenciled in an appropriate place in the cab area. Contact Brenda, Ken or Don if you have interest in one of these.

FUNDRAISING REPORT

The final month of the year is always a big one for donations, and 2015 proved no exception. It is the end of the tax year, and also a time when charitable giving peaks for pretty much all Canadian charities. We thank all our donors and supporters for their contribution to the 2015 year of WCRA—you make a huge contribution to our success every year and we could not carry out our activities without you. 2015 charitable receipts have now been sent—if you are missing one, please call Jennifer at 604-524-1011.

Funding Asks Made

- Direct Mail in process

Major Funding Received

- Debenture Interest Donations \$17,582
- Debenture Donations \$157,000
- Member Loan Donations \$35,000
- Shares donation for 374 \$5,000
- In memoriam donation \$650
- Giving Tuesday \$1,085
- General Donations \$15,865
- Donation of Expenses \$5,000
- Donation for labour support \$12,000
- 374 Pavilion Donations \$187
- In Kind Donations \$4,471
- Mileage Donations \$4,127

Month Total \$257,967

Year to Date Total \$581,371

- General Fund \$554,301
- CN 6520 Fund \$5,664
- Royal Hudson Fund \$18,856
- Northern Summit \$2,550

BRENDA GETTING ON BOARD

Our new Director of Development, **Brenda van Engelen**, is quickly getting on board and learning about all we do. Starting next month, the monthly fundraising reports will be

prepared by her and provided to our board and members. Brenda is based at our Tours and Development Office in Burnaby and her contact is 604-681-4403 or brenda@wcra.org She is supported by Jennifer Chisholm and Don Evans and is already active in submitting applications to the Vancouver Foundation as well as for summer student help at the Locomotive 374 Pavilion.

WEST COAST RAILWAY ENDOWMENT FUND

Our West Coast Railway Endowment Fund, held by the Vancouver Foundation, is doing well. Capital dollars contributed to this fund (via the Foundation) are never spent. However, the interest earned is returned to the WCRA and helps fund our activities and operations. In 2015, the fund's year end market value is \$1,730,289.10 and a total of \$59,518.05 in interest was distributed to WCRA.

374 PAVILION

Our visitor count for January was 2,252. This was 240 less than last year.

Now that Christmas is over, the 374 Pavilion has returned to normal. A special thanks to **Rob Misjak and David Wheeler** for helping take down the Christmas Decorations. After a very late departure, due to snow at the park, the MiniRail has been returned to Squamish. It was a very successful season at the Roundhouse. Thanks to everyone who helped run the train, set it up and take it down. We sold 407 rides between Jan 2 and Jan 19. A little extra cash for the park is always welcome.



Our next major event at the 374 Pavilion will be in May when we celebrate the 129th Anniversary of the locomotive's arrival in Vancouver. Planning will be starting soon. It looks like we will be competing with Day Out With Thomas again this year. This creates a challenge for some of our volunteers as we all want to help out at the park and also take the 374 out

for her yearly celebration. This year the engine will be outside on Sunday, May 22 from 10 AM until 4 PM. There will be a live band, cake and things for the kids to do. Please come down and enjoy the celebration.

We are always on the lookout for a few more volunteers to help with the Pavilion. One or two days a month would help us greatly. Our winter hours are 11 to 3, seven days a week. Please give me a call if you are interested. Call George @ (778) 875-3573. We are located at the corner of Davie St & Pacific Blvd at the Roundhouse Community Centre, just across from the Canada Line Yaletown/Roundhouse Station. Come down and visit the historic locomotive, and visit with the Volunteers and learn a little history.

When in Yaletown, plan for lunch or dinner. There are many fine restaurants in the area. Or, Granville Island is just a short Aqua-bus ride away and the Seawall is always nice for a scenic walk. Hope to see you there! (G.G.)

VANCOUVER CHRISTMAS TRAIN - Update.

As reported in the last issue, the weather did not cooperate for an early move out from 374. The job was completed on January 20th. This delay gave us additional running time for the train courtesy of those 374 Volunteers who are qualified engineers – resulting in an additional \$815.00 in revenue from 408 paid rides. The local families were glad to have the train there for those extra days.

The final numbers for the whole operating period to Jan 17th was 2,772 riders generating a couple of dollars short of \$5,400.00, a 12% increase over last year. Thanks once again to all the volunteers many of whom performed multiple roles over the period. (J.D.)

WEST COAST RAIL TOURS

TOURS COMMITTEE 2016

Interested in train travel? Join the West Coast Rails Tours Committee. We hold quarterly meetings to discuss the tours schedule. New ideas are encouraged. Contact Jennifer at the Hastings office 604-524-1011 and get involved.



PLAN FOR A RAIL ADVENTURE IN 2016

Start planning your next train vacation now with West Coast Rail Tours. Here are some of our organized tours. Go to www.westcoastrailtours.com for a complete listing or contact Rail Travel Expert, Jennifer Chisholm at tours@wcra.org or 604-524-1011 for your travel needs.

White Pass & Yukon Steam Spectacular

There is no other railroad quite like the White Pass & Yukon Route. Against all odds, the iron trail was carved through some of the North's most rugged terrain in 1898. This engineering wonder climbs nearly 3,000 feet in 26 miles of steep grades and cliff-hanging turns. This extraordinary group tour includes rides on the famous Bennett Scenic Journey and Fraser Meadows Steam Train, tour of the Copperbelt Railway & Mining Museum and Frantic



Follies vaudeville show. A dream trip for any rail-fan or historian! *"This is one of the greatest trips I have ever been on in my entire life!"* Peggy Murray, 2014 passenger. June 7, 5 days, from \$1,799 includes many meals, roundtrip airfare, all rail and transportation, and door-to-door home pick-up and drop-off (within the lower mainland).

NEW THIS YEAR For those who have always wanted to explore North on the Alaska Railroad, we are adding two Alaska Railroad extensions on top of the White Pass & Yukon tour! Choose one of the following options for a train trip of a lifetime!

Option 1: NORTHERN DENALI JOURNEY – WHITEHORSE TO ANCHORAGE

This 4 day Alaska extension travels coach Whitehorse to Dawson City and Dawson City to Fairbanks then the Alaska Railroad from Fairbanks to Anchorage, fly home to Vancouver. June 11, 4 days from \$1,599 (not including the White Pass journey)

Option 2: SOUTHERN GLACIER DISCOVERY JOURNEY – ANCHORAGE TO WHITTIER AND SEWARD

This Alaska extension travels the same route as the Northern Denali Journey tour from Whitehorse to Anchorage, and Dawson City to Anchorage (via Fairbanks), but ALSO includes day trains from Anchorage to Whittier and Anchorage to Seward then flying back to Vancouver. June 11, 8 days from \$2,999 (not including the White Pass journey)

History and Beauty of Haida Gwaii

Our most popular tour! This guided group tour begins with a 5 day train journey through the Rockies to Jasper, Prince George and Prince Rupert, followed by a ferry to Skidegate and 3

full days touring Haida Gwaii. Our local guide is the Mayor of Massett, so will show you many of the secrets and hidden gems of the area. Visit quaint villages, great museums, and remote beaches, you will even experience a private authentic native dance and feast.



Because this 10-day trip is so popular we are running two in 2016, departing May 3 and May 31. From \$2,799, includes many meals, all rail and transportation, airfare back to Vancouver, and door-to-door home pick-up and drop-off (within the lower mainland). **EARLY BOOKING IS HIGHLY RECOMMENDED!** Because only small tour buses can access some locations only 15 guests per tour!

Las Vegas & Grand Canyon Railway

Spend 6 days touring exciting Las Vegas including a tour of the Hoover Dam and lunch on the Lake Mead Paddlewheeler, Desert Princess. Tour the Grand Canyon on the Grand Canyon Railway and overnight at the Grand Canyon Railway hotel and experience a Wild West shoot-out. There is even time on your own to explore the shops and casinos at your leisure. A perfect way to explore the excitement of Vegas and the Nevada desert. April 11, 6 days (alternate dates also available), from \$2,499 includes all tours and round-trip airfare.

Alaska Cruise of a Lifetime - on the world-famous Celebrity Solstice

Join our fully-escorted group and cruise to Alaska in the comfortable luxury of the award-winning Celebrity Solstice. See the spectacular Inside Passage and Tracy Arm Fiord, and visit Ketchikan, Juneau, and Skagway. This ship is one of the most beautiful and innovative cruise ships launched in the past decade. On board amenities include a 1,400+ capacity theatre, multiple dining options, the Patio on the Lawn, numerous bars and clubs, the Solstice Deck and the Lawn Club. There is an option to extend your trip and stay on board another night, then disembark in Seattle for 2 nights, then take the train home. This magnificent ship boards May 6, (7 or 10 days), from \$1,540/person including tax, cruise, most meals and accommodation.

Scenic Trains of Switzerland & Italy

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

May 16 – 10 days from \$5,369 includes home pick-up/drop-off, many meals, all train passes, all accommodation at 4* hotels, and return airfare.

The Beauty of Japan by with 4-train rides.

This fully guided tour includes 4 train rides across the country to Kanazawa, Kyoto, Okayama and Osaka including 3 bullet-trains. Immerse yourself in Japanese culture as you visit private tours of famous and historic temples, gardens, and markets for a truly authentic experience of this stunning country.

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

Medieval Sites & Trains of Central Europe & Transylvania

Combining the romance of historic medieval settlements with the architectural splendor of some of Europe's most beautiful cities, this exclusive rail cruise through the diverse and dramatic landscapes of Southern Europe, promises to be truly unforgettable. Includes Istanbul, Bulgaria, Vienna, Austria, Slovakia, Krakow, Poland, Prague, Czech Republic, the Golden Eagle Danube Express train to Budapest, Hungary and a dinner cruise across the Danube. June 17, 14 days from \$10,195 USD

Historic Trains & National Parks of Colorado & the Rockies

In this jam-packed, scenic, well-guided tour, ride 4 of Colorado's most 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. Tour wine country, Denver, Vail, Silverton and Colorado Springs. There is so much to do and see!

July 16, 9 days, from \$3,529/person includes door to door pick-up and drop off, many meals, and return airfare.

Great Western U.S.A. Rail Adventure

This unique journey lets you ride trains and see sights in a relaxing atmosphere and an informed guide. Visit historic museums and ride 20 legendary trains including the Western Railway Museum, Sonoma Traintown Railroad, Napa Valley Wine Train, Sacramento River Train, California State Railroad Museum, Nevada County Narrow Gauge Railroad & Transportation Museum, Western Pacific Railroad Museum, Nevada State Railroad Museum, The Virginia & Truckee Railroad, Bodie & Benton Railway, Yosemite Mountain Sugar Pine Railroad.

June 24, 8 days, from \$1,995/person USD includes 20 train rides, all accommodation, some meals and all attractions.

British Heritage Steam Trains

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

June 25, 14 days, from £2,758, includes 13 night's accommodation in 3 or 4 star hotels, breakfast and either lunch or dinner every day, all activities, admissions and heritage train tickets

Africa 2016 - Garratt's to Victoria Falls

This trip of a lifetime includes Manchester's finest machinery and Matabele muscle to give you Africa's greatest steam event of 2016! Garratts thundering through the African bush, excellent run-past locations, on-train accommodation, magnificent scenery (including Victoria Falls) and great wildlife. Ride both the Class 14A and Class 15A locos as well as the Class 16A 2-8-2+2-8-2 Garratt. Sleep in the NRZ premier-class sleeper coaches and relax in a twin dining car/lounge. Visit Harare, followed by two days on the Mbalabala branch line and a daytime run from Bulawayo to Dete. All of the traditional Thomson Junction to Victoria Falls charters are included. This tour has also been approved by the National Railways of Zimbabwe and includes locomotives and rolling stock that are maintained within the revenue fleet, not in preservation.

May 8, 12 days with an optional 4-day extension at the Choebe Wildlife Safari, from £1,780 includes all hotels and lodging, train accommodation, transfers, rail tickets and most meals.

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

FEATURE ARTICLES

RAILS THAT CHANGED THE SQUAMISH VALLEY

- by Trevor Mills

"Where was that?" My father asked, standing in the Canadian Pacific crew office in Vancouver. "Squamish", said the crew dispatcher, " is at the head of Howe Sound and the beginning of the Pacific Great Eastern Railway." A new job was waiting and a journey into the unknown had started. After a three hour ride on the Union Steamship vessel Lady Cynthia, Squamish was in sight and dad had found a new beginning. The Lady Cynthia arrived at an old wooden dock as the Union Steam ships and other passenger ships had done for many years before. The 3 hour journey from the dock near downtown Vancouver was over and an elegant

looking passenger train was waiting to take passengers and freight to points north along the line with a highly polished steam locomotive leading the way. This was a train that would stop almost anywhere you needed to get on or off with all your gear.

After arriving, the hatch on the deck was opened and the ship's small crane started unloading the freight as the passengers disembarked. The section crew loaded freight from the ship to a box car behind the locomotive. The freight could have been anything that people along the line had ordered from the big city. This was a scene that had been repeated over and over on a daily basis since the beginning of the railway back in 1910.

It would be many years until Squamish's isolation ended when the railway was extended south to North Vancouver in 1956 and the Seaview highway was completed in 1958. In the early days the only way to get here was by cattle trail or steamship. The railway was the only link to points north of Squamish and its construction nearly did not happen.

The Canadian Pacific had surveyed through the valley in the 1870s while trying to find a passage for their transcontinental route to the west coast, but when they came upon the wall of rock and raging rivers that is the Cheakamus canyon they gave up and said it was impossible to build a railway through there. Their study would only allow a certain grade on the hills and a requirement for reasonably straight track. To get through the canyon would have meant many miles of tunnels and tight curves.

With more development in the valley after 1900 a vision for a railway came from several land owners both here and in Pemberton. They wanted a better way to get their farm goods to market than the wagon road. They ignored the CPR study and went ahead anyway. A ribbon of steel that would snake north through the valley linking community after community was what was needed.

Its beginnings were on what we now call Loggers Lane right next to the water. The easiest transportation system to build at the time was a railway and the best place to start building the railway was where there was access to water. This made transporting materials to and from Squamish easier. Once the barge arrived it was a simple job to unload right onto the waiting construction train to go to the construction camp at the end of steel.

A look around the valley from downtown Squamish and you could see the potential here with first growth forest covering the mountains in every direction and a long flat river valley that was mostly utilized for farming. It was estimated at the time that there were 8 billion board feet of harvestable lumber in the Squamish valley and points north along the projected railway. The forest was virtually untouched other than a few shingle mills along the rivers. The railway would provide a way to get up into the hills and access the wealth of timber. Cattle farmers would also benefit as they would not have to march their animals along the rough cattle trails

to Vancouver any more.

It might have seemed foolish to ignore the recommendations of a large established railway's earlier survey but there was so much potential. The Howe Sound Pemberton Valley and Northern was incorporated on March 21, 1907. The pioneers of the railway raised money, bought rail and a used locomotive, the #1, that once pulled coal cars on Vancouver Island. The first track was put down along Loggers Lane between where Marina Estates and the small boat harbour is today. There have been many docks built out into the water over the years and the first wood dock and barge unloading ramp were constructed right where the marina is today on the west side of the blind channel. The first shop building was a single stall building just north of the dock. It was not only used for servicing the railway's locomotive but also its growing freight car fleet.

As the railway grew longer a second locomotive was needed, and one was ordered new from the Baldwin Locomotive Works and was delivered in 1910. This was the #2 and it is the only steam locomotive to survive from the railway. It was a 2-6-2 saddle tank locomotive and is currently going through a cosmetic restoration at the West Coast Railway Heritage Park. Locomotive #2 did all the heavy work during the first phases of the construction. There were only these two locomotives on the line until 1913. Barges of supplies from steel rails to bridge building bolts arrived and were loaded onto flat cars or box cars at the dock for the journey to where the new railway was being constructed. On the return trip cars of logs would be brought back down to Squamish where the logs were put in the water to be sent off to sawmills on the Fraser River and other costal locations.

As the railway grew, saw mills produced cut lumber which was brought down on flat cars or in box cars and sent of on the barge to Vancouver where it would go to destinations around North America. In later years the railway had 3 rail barges and their own tugboat. These barges would take rail cars as far away as Seattle for markets in the United States.

Squamish started to grow with the new railway and opportunities were everywhere. A station was built at the east end of Main Street. Later a freight shed and Ice house were added. Since Squamish was isolated the railway built many company houses for workers to live in. The first company houses were right where the Howe Sound Inn and brew pub is now. As the town expanded west from Cleveland Ave. more houses were constructed by railway employees and by families of people working in the now booming logging industry. The railway also contributed to the community by giving land for churches to be built and by building a community hall.

In 1910 the railway name changed to the Howe Sound and Northern railway to secure a new charter and raise funds from different sources. By this time the railway had been constructed through to Mamquam and Brackendale and the end of steel was at Cheakamus. Surveys were being completed north from there and south from the Whistler area. This was the most difficult part of the work and construction has stopped until more money could be raised.

As more people started coming to Squamish the steamship companies started putting larger ships on this run and the dock along loggers lane became too small, so a new one was built that stretched out to the deeper water by Squamish Terminals. This dock was completely unprotected and was washed out many times by the Squamish River.

There was a great deal of competition out there. The Canadian division of the Great Northern Railway was surveying through North and West Vancouver for a route to Squamish. This survey was later bought by the Pacific Great Eastern. They built track between North Vancouver and Horseshoe Bay and operated self propelled passenger cars on the line between 1914 and 1929.

There was also another railway looking at putting a line through the Squamish Valley. They had offered to buy the Howe Sound and Northern and were turned down many times. This railway had secured funding from the Great Eastern Railway in England and was incorporated as the Pacific Great Eastern on February 27, 1912 with a charter to build north from Squamish. Having their offer turned down by the Howe Sound and Northern, the Pacific Great Eastern started surveying a parallel route up through the valley. After much negotiating the Howe Sound and Northern finally gave in and sold out to the Pacific Great eastern on October 12, 1912 for the sum of \$1,225,000.

The Pacific Great Eastern had the financing to build north of Cheakamus but a difficult task it was. The railway line went from one shelf in the rock face to another, through tunnels where there was too much rock to blast and over many wood trestles where there was no rock to build on at all. The 10 miles from Cheakamus to Garibaldi cost just over \$3 million dollars to build at a time when the same amount of flat track in the valley would have cost just tens of thousands dollars.

As the railway progressed north, Newport Timber laid a logging railway line up what is now Mamquam Road and joined the Pacific Great Eastern. Their shay geared locomotive would pull the log cars down from the area around Quest University to the Pacific Great Eastern and the #2 would pick up the cars and take them to the waterfront along loggers lane so the logs could be dumped into the water. Lamb Logging owned a sawmill where the cemetery is today that had a siding where cars could be left for loading. There were sawmills at Garibaldi and Parkhurst , near Whistler, and many places along the line.

There were also mines starting near Whistler and at Bralorne. The Pacific Great Eastern gained a great deal of business from the mines. It is said that the Pacific Great Eastern would not have made it through the depression after 1929 if it were not for the business generated by the mining. Vast amounts of equipment were delivered by the railway and many thousands of tons of gold ore were sent to Vancouver on the railway and the steamships.

It was not just resources and equipment that the railway moved around. The Pacific Great Eastern bought second hand passenger cars and started passenger service along the line. The passenger trains were almost always mixed trains and would carry the freight cars ahead of the passenger cars. The whole train was backed down onto the dock and passenger would board the coaches and freight was loaded onto the box cars.

The Pacific Great Eastern did not own any dining cars in the early years so you had to provide for yourself. However, at the same time as this early railway construction Mertle and Alex Phillip were building Rainbow Lodge on Alta Lake near Whistler which opened in 1914. Rainbow Lodge became a railway resort and destination for people wanting to get away from the big city. They also provided dining services for the through passenger trains. Passengers could order meals upon arrival at Squamish and the orders and the trains time of departure were telegraphed to Rainbow where Mertle would prepare the food in time for the train's arrival. This happened daily until 1948 when the Phillips sold Rainbow and retired. The Pacific Great Eastern then converted two coaches to dining cars to continue meal services on the train.

The long dock that stretched out into Howe Sound was washed away several times by storms and flooding of the Squamish River. Another new dock was built in the 1940s at the tip of what is now the Nexen Lands. This dock was away from the flood threat of the river and had more tracks to handle the increased traffic the railway had during and after WW2.

The first stop was always the Squamish station on Loggers Lane, a gathering place where families met, your new washer was delivered or just one of your many stops along the way to your destination up the line. My dad stopped here took the job as locomotive fireman and later engineer and never left. The rest is history!

RAILWAY NEWS



ARBUTUS CORRIDOR HEARING SUSPENDED

A Canadian Transportation Agency (CTA) hearing to deal with the Arbutus Corridor that was scheduled for late January has been suspended until further notice. The suspension was jointly requested by the City of Vancouver and the Canadian Pacific Railway. The ongoing dispute over the value of the land and the future of the unused railway continues.

The City had requested two orders related to the land—an order to cancel CP's August 2014 amendment to its three year plan where they removed the corridor from their list of lines they

intended to discontinue, and a second order requiring CPR to make an offer to the City at the net salvage value in 2004. Last June, CP announced that it would store railcars on the trackage and upgraded the line from Marpole to King Edward for this purpose. However, to date no car storage or train operations have occurred.



VIA RDC'S MOVE

Three refurbished VIA Rail Diesel Cars have moved from Montreal to Mimico in Toronto. The three units, VIA RDC-1 6105 and RDC-2's 6208 and 6251 were on the tail end of VIA train 902's three LRC cars on January 28th. (J.M.)

OTHER NEWS

CANADIAN RDC'S BEING SCRAPPED

The large fleet of stored Budd Rail Diesel Cars at Industrial Rail Services is being scrapped. More than two dozen of the stainless steel cars are being cut up at the Moncton, New Brunswick site. Included in those being scrapped is fully rebuilt demonstrator VIA 6302. This is a sad end to what started many years ago as a project to rebuild the cars for VIA and for sale to others.. Six rebuilds were completed and delivered, but then a long time of dispute followed between VIA and IRS, and no further work was done. Former BC Rail RDC-1 BC 12 is among the group being scrapped. It had been acquired by IRS in the BCR disposal—it had been a “parts car” for the remainder of the BCR fleet in its latter years.

RAPIDO TRAINS SAVES RDC-1 6133

In better news, at least one of the RDC;s has been saved. Rapido Trains Inc., a model railroad builder here in Canada, has purchased RDC-1 #6133. The car is currently being evaluated by CN as to whether or not, or how it can be moved. There was even work done on this car in the Squamish MP2 shop by BC Rail—our own Director **Singh Biln** reports that he was the project manager on some contract work on the car in the 1990's

#6133 is well known by us in the west, as it served for many years on the E & N for VIA. It began as Dominion Atlantic 9058 and carried on with the same number for CPR for some time. It was sold to VIA in 1978, was rebuilt and renumbered 6133 in 1980. Rapido is now trying to raise funds to move the car back to the Toronto area. More info can be found at www.rapidotrains.com/6133

CALGARY—BANFF RAIL SERVICE?

The possibility of reinstating passenger rail between Calgary and Lake Louise hasn't gone off the rails, it is being looked at again. The Town of Banff has reached out to Canmore, Lake Louise, Cochrane, and Calgary to see if there's an interest in working together to obtain funding for a study to examine reinstating regular passenger rail on the existing tracks between Calgary and Lake Louise. A meeting was scheduled for 3 Feb 2016 with various municipalities.

The Town of Banff believes reinstating passenger rail on the existing tracks would provide sustainable transportation options for the region, improve safety on the Trans-Canada Highway, and provide opportunities for economic growth through tourism. If tourist service resumes in the long-term, train stops could include Calgary, Cochrane, Canmore, Banff, and Lake Louise.

Passenger train service to Banff ended in the early 1990s, although Rocky Mountaineer trains operate on the tracks today—but not to carry local travellers.

CN STEAM LOCOMOTIVE 2747 CHANGES OWNERSHIP

CNR 2-8-0 steam locomotive #2747, located in Winnipeg, has been transferred from the Midwestern Rail Association to the Transcona Museum. The move is expected to result in improved circumstances for the locomotive, which has sat outdoors in Kiwanis Park. The first steam locomotive built in Western Canada, number 2747 was built at Transcona shops by the CNR in April 1926. She served the line until 1959 when she was retired and donated to the Transcona Kiwanis and placed in the Park—where she has remained to this day. (MP)

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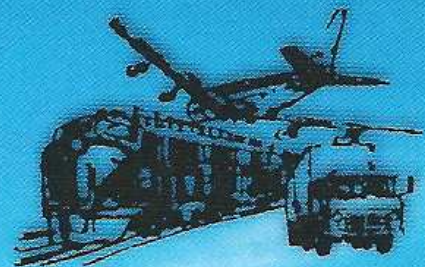
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MP Milepost

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BACK COVER

Canadian Pacific Railway locomotive 374 shines on the turntable at the Roundhouse at Drake St. in Vancouver during Expo '86. The locomotive had been lovingly restored for Expo by the West Coast Railway Association and the local chapter of the CRHA and proudly showed off the story of where it all began for Vancouver. It would be a while before the locomotive would have its permanent home built at the same site, and also before an area known today as Yalatown would emerge as an "in place" to be in Vancouver. But, here we are in 2016, now with the locomotive still gleaming, and publicly accessible every day year round. May we never stop telling the great story of how the coming of the railway set our course here forever.

TRIVIA ANSWER

1985's **Runaway Train** starring Jon Voight, Eric Roberts and Rebecca Demornay. in 1975 it was filmed in Japan as "*Shinkansen Daibakuha*" by Jun'ya Sato. Jeff Bridges declined the roll that went to Eric Roberts when Tom Berenger dropped out to shoot "Platoon". The movie was filmed on the Alaska Railroad and all signage was changed to A&E Northern. The 1975 film is considered the inspiration for Hollywood's 1994 movie "*Speed*".



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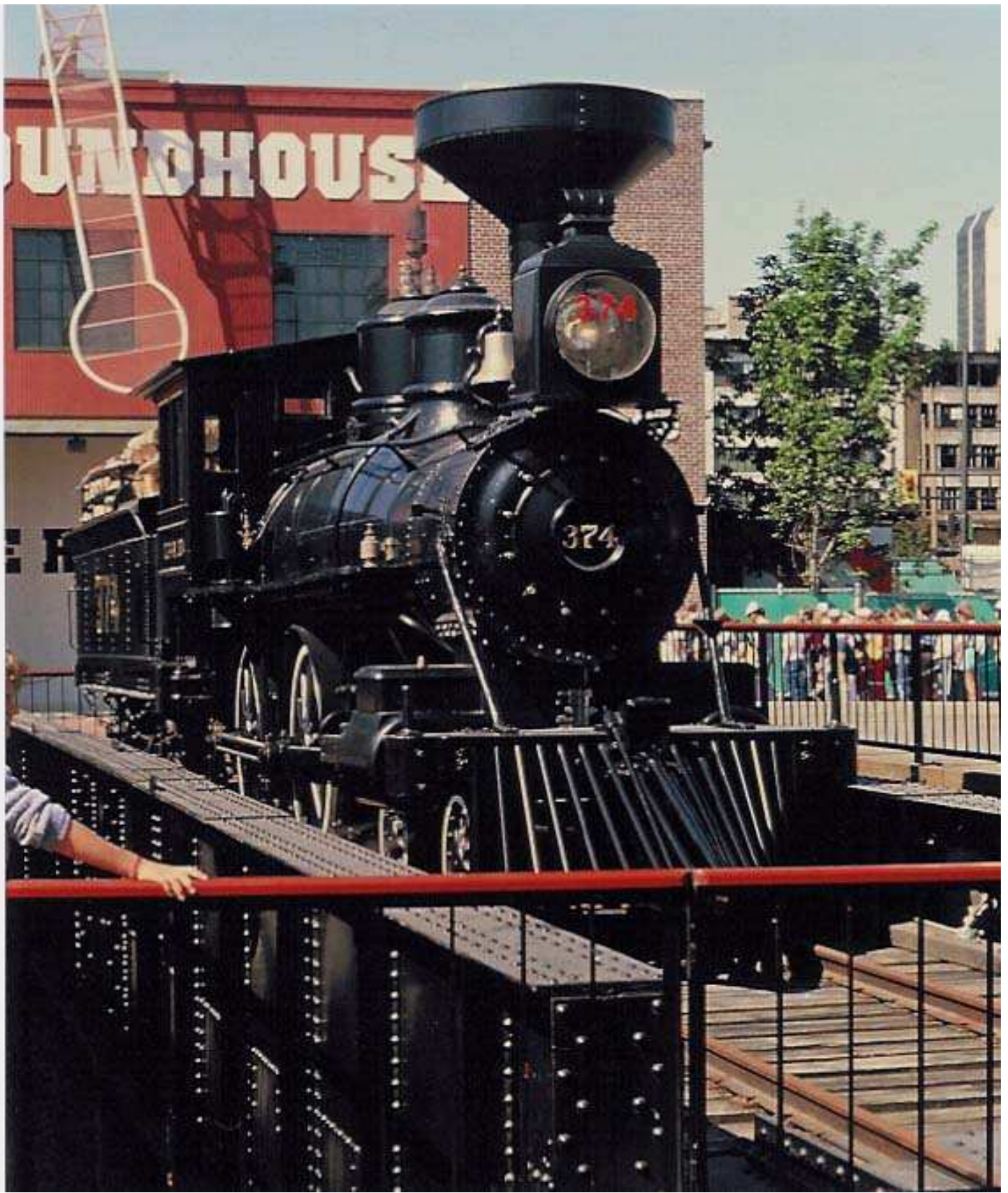
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