



# **WCRA NEWS**

## **DECEMBER 2017**

# **POLAR EXPRESS IS HERE**

## **ANNUAL DINNER AND**

### **AWARDS DEC. 19**

**STIKINE RIVER BRIDGE on PGE DEASE LAKE LINE**



## GENERAL MEETING

The **General Meeting** of the WCRA will be held on **Tuesday, November 28 at 1930 hours** at Rainbow Creek Station, corner of Willingdon and Penzance in Burnaby.

Entertainment will be a video—Snow Plow Through Rogers, by Kettle Valley Publishing.

Note that the December meeting will be the Annual Dinner and Awards night on Tuesday, December 19 at the Accent Inn in Burnaby. Reservations are required—call Jenn at 604-524-1011 or e mail [jenn@wcra.org](mailto:jenn@wcra.org)

## ON THE COVER

A bridge too far? Our cover photo shows a bridge built across the Stikine River on the Pacific Great Eastern's Dease Lake extension—a piece of infrastructure that never saw rails. For more on this see page 16 of this issue. (Hugh Fraser)

## DECEMBER CALENDAR

- **West Coast Railway Heritage Park open daily 1000 through 1600k.**—free admission for Heritage Month in November
- Thursday, November 30—Newsletter deadline for the January 2018 issue
- December 2, 3, 9, 10, 16, 17—Polar Express at the Heritage Park
- Wednesday, December 6—Community Evening at the North Pole, 1600 through 1830 hours, Heritage Park
- Tuesday, December 19—WCRA Annual Dinner and Awards night, 1730 hours, Accent Inn on Boundary Road at Henning in Burnaby
- Monday, December 25—Merry Christmas
- Wednesday, December 27 to Sunday, December 31—Escape Room at the Heritage Park

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](http://www.wcra.org) or mail to WCRA, PO Box 2790 Stn. Term., Vancouver, B.C., V6B 3X2.

## EDITORIAL

### ITS THAT CHARITABLE TIME OF THE YEAR

Its hard to believe it, but here we are into Polar Express and that brings thoughts of Christmas coming—and just after that, year end.

For WCRA, it is a very busy time as we operate our largest event in this season—The Polar Express—and host many thousands who come each year to experience the magic of this Christmas event. It means that all of our staff and volunteers are also very busy, in order to show our guests a spectacular time with their families.

It's also a time of year that we work hard to held fund our organization, as the tax year winds down and the first quarter and projects lie ahead. As a charity, it is the time of year when we ask you, our great supporters, to consider your donation plans before year end and hope that you will include WCRA in them.

We have made amazing strides in developing a solid revenue base as we have built our Heritage Park and other operations over the years, but operations never fully funds a museum of any type, and thus donations to our efforts are a part of our ongoing reality.

And so, as this month progresses, you will see our annual direct mail appeal for funds to help us do more—to better protect and restore our collection, and to continue to build forward for a long term sustainable future.

We can be very proud of what we have been able to accomplish so far, but there is much yet to do. Your consideration as year end nears can make a real difference in where we go from here. Thanks to you all for your continuing support.

*Don*

**A Vintage Quote:** (thanks to Ryan Cruickshank)

"What can be more palpably absurd than the prospect held out of locomotives travelling twice as fast as stagecoaches?" - The Quarterly Review, 1825

## ASSOCIATION NEWS

### FROM THE OCTOBER GENERAL MEETING

Chair **Craig McDowall** called the meeting to order with 18 voting members, no Staff and 2 Guests present:

- **Craig** gave a combined **President and Heritage Park Operations** report indicating that the Association has had a good early fall. His main focus the past month has been on marketing Polar, which is selling very well. Ads will start on Global TV this week. The ticket sales projections show we will sell out again before the first weekend so the consist

will include a Rocky Mountaineer coach again this year. At the end of the season RMV generously dropped a coach from the Rainforest to Gold Rush consist in North Van thereby reducing significantly the cost charged by CN for the move to Squamish compared to originating in Kamloops.

- Commenting on other Park activities: **Craig** advised that our annual Halloween event was filling well this week. Marketed previously only to schools, a Public Day was added on Saturday this year and is being well subscribed. #6520 in stealth black livery with a Pumpkin painted on the side is in control of the 5 car consist. MiniRail is also running multiple section trips using 10 cars.
- **Craig** finished by noting that the Board of Directors will be holding an all-day Strategic Planning Session on Nov 5<sup>th</sup> to chart a course for the upcoming years.
- There were no **Finance** or **Fundraising** reports.
- **Craig** read the **Railway Operations** report from CMO **Robert MacBeth** noting that early in the month Engine 6520 had derailed on Shop Track 1 and the cause was still under investigation. Damage was limited to the Track and to #2 traction motor lower gear case. No damage to internals and housing has been replaced. The unit was used today for Pumpkin and ran flawlessly. Pumpkin consist is 5 coaches and Park could use more Vollies this week - Contact Ashlie. Our largest event, *Polar Express*, also has a pressing need for Volunteers. Tasks range from working with the guests to background support activities. Again contact Ashlie ([ashlie@wcra.org](mailto:ashlie@wcra.org)). All locomotives will be stored under cover for the winter. Work continues on the *Bell Island* thanks to Brad and Brodie while Blaine continues with the Colonist Car. There was a question about location of the GN transfer caboose X-180 ... On Garden Track 3 as the space in the Carshop is needed to run the Magic Pumpkin event
- **Bill Marchant** reported that with the assistance of **Gordon Frank** work on *BCER 960* was proceeding well. The Resistor banks and front hood are back on and plans are still to have the Cab sealed so it can be heated independently permitting limited interior work to continue over the winter.
- **George** reported on **Engine 374**, noting that as the days get shorter the visitor count continues to decline. He is looking for additional volunteers for the winter. Ideally each shift would consist of 2 Volunteers to help the time pass more quickly as the temperatures fall. A reminder ... as of Nov 1<sup>st</sup> the Pavilion is on winter hours (11 to 3 daily).
- **OTHER BUSINESS arising from the Minutes** - Jeremy reminded Members:
  - The November 29<sup>th</sup> meeting will be at the Rainbow Creek Station - usual time;
  - The December 19<sup>th</sup> meeting is the *Annual Dinner and Awards Nite* held at the Accent Inn Burnaby starting at Doors 17:30hrs Dinner 18:00hrs.
  - The Vancouver Train Expo 2017 is coming to the PNE Forum Nov 11 & 12 and WCRA needs volunteers to staff the booth. Sign-up sheets available at the front;
- **NEW BUSINESS** – *Annual Dinner and Awards Nite* dinner reservations will be taken at the break tonight and at next meeting. After Nov 1<sup>st</sup> they may also be made by calling the Park or Jenn.
- **GUESTS** were welcomed.
- **EVENTS CALENDAR** was reviewed.

- **SHOW & TELL** – Ryan displayed one of his Lionel models—a New York Central 4-8-2 Mohawk, cab #3005 in black, which was the first time he had it out of the box.
- **TRACKSIDE REPORTS** –**Ryan** delivered a brief report followed by **Bill** with his usual broad based information.
- **Entertainment** – 3 videos supplied by Craig McDowall featuring:
  - Unloading of Saginaw Timber 2-8-2 # 2 at the OCSR in Garibaldi OR.
  - Building of CP Northern #3100 at Angus Shops, Montreal in 1928;
  - The major overhaul of a Mainline Steam locomotive in the UK.

**WCRA TRIVIA #346 - By Ryan Cruickshank**

What is the longest rigid wheel base steam locomotive in North America?

(Answer on page 23)

**PLEASE RENEW YOUR MEMBERSHIP**

If your label reads 10/31/2017 it is time to renew your membership.....if it reads 7/31/2017 this is your last issue of WCRA News. We need all of you as members, please renew today.

**NEW MEMBERS**

We welcome to membership:

- Kelly Banna and Family of Squamish;
- Torrey Clarke and Family of Squamish;
- Keith Condliffe-vanDishoeck and Family of Vancouver;
- Maureen Flemming of Coquitlam;
- Molly Loudon and Family of Garibaldi Hlds;
- Dominique McGuffin and Family of Squamish;
- Tana Richards and Family of Surrey;
- Erik Triance and Family of Port Moody;
- Alison West and Family of Garibaldi Hlds;

**We welcome back to membership:**

Aaron & Krista Breu and Family of Brackendale;  
Louisa Harrison and Family of Squamish;  
Sean Keating of North Vancouver;

(J.D.)

**MEMBER NEWS**

Sad to report on the passing on of member **Keith Irvine**, back in April of 2017.

**MEETING DATES and LOCATIONS - November & December** *Because of block bookings during November and the first 2 weeks of December the Accent Inn in Burnaby was*

unable to accommodate our request for a November Booking.

As a result please note the following changes:

The November General Meeting will be held Tuesday Nov 28<sup>th</sup> at the Rainbow Creek Stn @ 1930 hours

- Annual Festive Dinner and Awards Night will be held Tuesday December 19, at the Accent Inn in Burnaby – see below.

### **ANNUAL FESTIVE DINNER AND AWARDS NIGHT**

The 2017 Annual Dinner and Awards night for is Tuesday, December 19, at the Accent Inn in Burnaby. **Doors open at 5:30PM** (No Host Bar) ... **Dinner at 6:30PM**. This great seasonal event will feature a sumptuous Roast Turkey buffet dinner and great time to chat with friends. Come out and enjoy a wonderful Christmas dinner together and help recognize our supporters as the annual awards are presented. Everyone is welcome, so please bring along friends, partners and whomever you would like. The Accent Inn is at 3777 Henning Drive just off Boundary Road on the Burnaby side. The location has free parking or easy access to the door via #28 bus which connects to SkyTrain at Joyce or Gilmour.

***To end 2017 on a positive note and to permit as many Members as possible to enjoy this wonderful evening the price will be the same as last year \$39.00 (incl all Taxes and Gratuities).***

**Please note:** In order to control our costs we must provide the Hotel with guaranteed meal on Dec 15<sup>th</sup>. **YOU MAY PAY AT THE DOOR but you must make a reservation no later than close of business Dec 14<sup>th</sup> in order to attend.** You will be able to make reservations at the November General Meeting, by contacting Jenn [jenn@wcra.org](mailto:jenn@wcra.org) (604-524-1011), or calling the Heritage Park 604.898.9336. (J.D.)

### **MODEL RAILWAY FOR SALE**

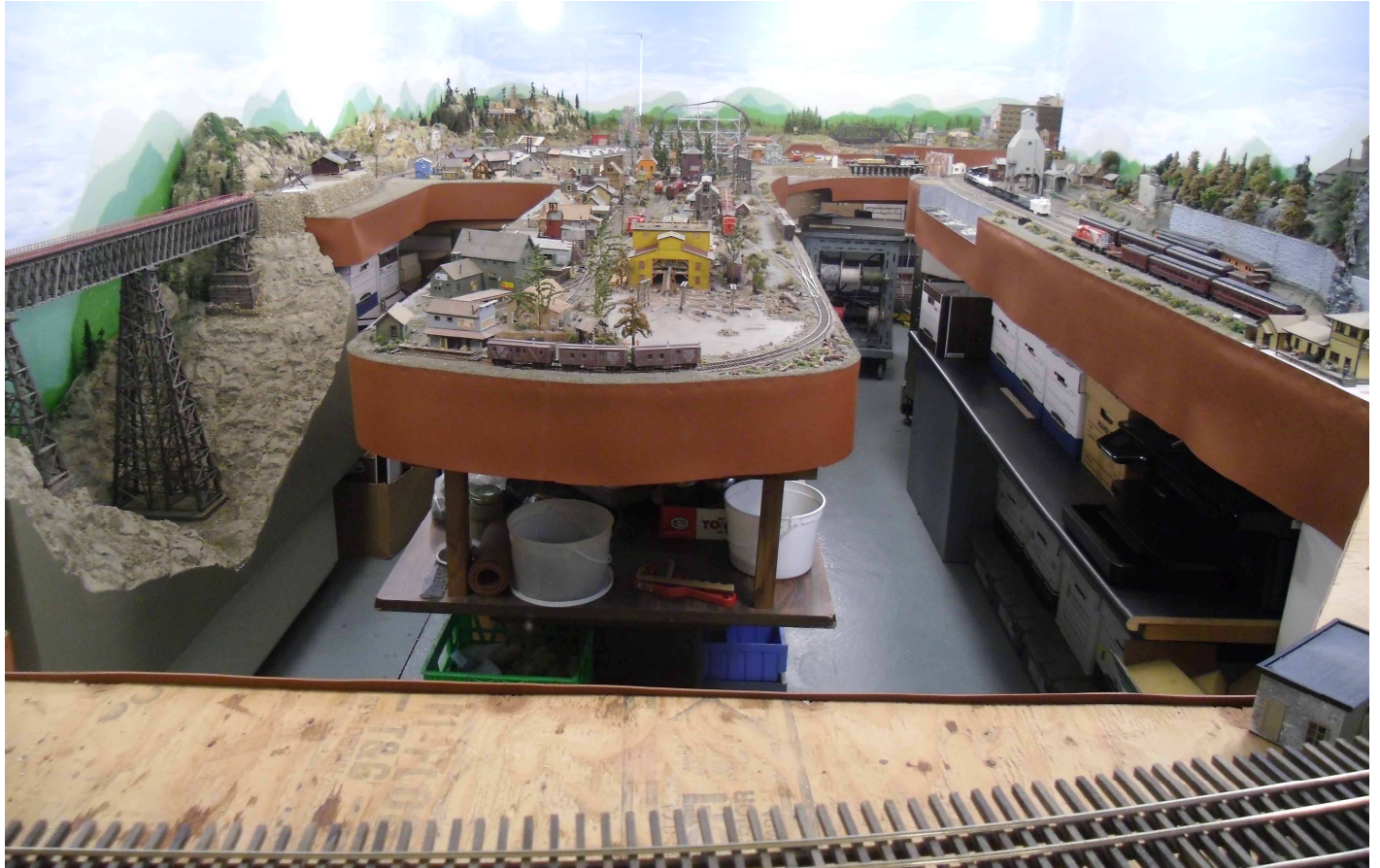
For Sale—asking price \$12,500 - HO/HOn3 Train Layout with extensive collection of finely crafted and award winning buildings and scenes. Items included too numerous to list, no expense has been spared. Over 35+ Scale Structure Kits. This stunning layout is approx. 26' x 16'. Stoney Creek 1800's trestle accurate to the nut, bolt, washer, 6.5 actual feet. 3 Roundhouse's c/w turntable ALL SS 4 & 10stall HO 6 stall HOn3

Due to delicate nature will not ship, pick up only.

Located in Cobble Hill, Vancouver Island.

Please contact Trisha at [n.o.m.deplume@outlook.com](mailto:n.o.m.deplume@outlook.com) for more info.

See photos on page 7



## COLLECTION

BCER 960 UPDATE.....Still lots of tweaking re front a rear hoods re side panels to decks

and hood, but, getting ever closer to a paint job .....(M. McG.)





# WEST COAST RAILWAY HERITAGE PARK

## *Home of the Royal Hudson*



### **POLAR EXPRESS—HERE WE GO!**

Polar Express tickets are selling fast and we have a special surprise for everyone buying tickets on the night time ride. The 6pm ride is only available 4 times through the entire event and it offers a premium Polar Express experience. If you come every year or if it's your first time, this year may be the best year to book into a 6pm ride and experience what it's like to arrive at Santa's house at the North Pole.

By the time you receive this issue of WCRA News we will be starting our 2017 operations as the first Polar Express trains roll on Saturday, November 25. As we go to press, many trips are now fully sold out, but there is still some space available – especially on the first weekend—November 25—26. This year we are once again grateful to Rocky Mountaineer for their support of this event through the loan of coach RMRX 5704—this gives us extra capacity and helps us avoid putting the sold out sign up early and disappointing many who wish to come. Thanks to Rocky Mountaineer!

The train consist this year will be pretty much the same as last year—FP9A 6520 . FP7A 4069 for power, generator car, five WCRA coaches, Rocky Mountaineer 5704 and business scar Alberta. It makes a great site as it heads through the Squamish estuary out to the port and back.

We have many supporters and sponsors in this event, but we do want to note **T Rail Products** who have once again donated an entire coach on one trip to the CHILD Foundation. And, of course, we could not operate Polar Express without the kind cooperation of CN and the Teamsters Canada Rail Conference members who volunteer their time to operate the train.

But you do need to book fast now—Go to [www.wcra.org](http://www.wcra.org) to book your tickets today. Polar Express operates four weekends—November 25, 26 then December 2,3, December 9, 10 and finally December 16, 17. All aboard for the North Pole. Volunteer4rs are also needed for all days of operation—if you can help please let Ashlie know at [ashlie@wcra.org](mailto:ashlie@wcra.org) or call the Park at 604-898-9336. Volunteering at Polar Express is great fun!

### **NOVEMBER CELEBRATED AS RAILWAY HERITAGE MONTH**

The month of November has been designated Railway Heritage Month at the West Coast Railway Heritage Park, with admission free for the month. This is a great opportunity to come out and enjoy the Park and its exhibits, and also to perhaps take in some of the setup for Polar Express. (M.C.M.)

## **WINTER CLOSURES AT MP 2 SHOP AND HERITAGE PARK**

The West Coast Railway Heritage Park will take a seasonal time out and will be closed from January 1, 2018 through March 15, 2018.

The MP 2 shop will also shut down for the winter due there being no heat in the building and its having a wet sprinkler system, The building will be winterized so that if we have a repeat of last year's severe winter there will be no damage to the building or its services.

## **ESCAPE ROOM OPENS DECEMBER 27**

The WCRA's new Escape Room opens at the Heritage Park on December 27....

The Great Train Robbery Escape Room is slated to open December 27<sup>th</sup> at 10am and will be open daily from 10am-8pm through the Christmas Holidays.

- Fun for all ages, the escape room can take up to five people at one time and costs \$19 per person.
- Try to work your way through various puzzles and challenges in order to escape within 45 minutes before the robbers take you with them.
- Reservations open December 1<sup>st</sup>. Call the gift shop at 604-898-9336 to book your times.

Something unique, challenging and great fun through the Christmas holiday week. (G.B.)

## **HERITAGE PARK NOTES**

Special thanks to **Blaine Thompson** for his work on the Colonist car. Blaine has made tremendous progress in 2017, please make sure you visit the Colonist the next time you are at the West Coast Railway Heritage Park.

Special thanks to **Patrick Doiron** and his company IWL for a record breaking year in film bookings for the West Coast Railway Heritage Park in 2017. We really appreciate his hard work and industry professionalism in helping us with this year.

Christmas Decoration and lighting donations. Please note that after Christmas 2017 we will be seeking and accepting Christmas decoration and lighting donations to help bolster our supplies for Polar 2018. Our supplies have dwindled in the last couple of years so we would appreciate any Christmas décor donations you may be able to provide. Please contact **Gord Bell** if you are able to help. (G.B.)

Lastly a special thanks to all of our volunteers for your help around the Heritage Park in 2017. Every volunteer helps make a difference in what we present and how we appear to our guests—the reason we all work to preserve our precious railway heritage.

## **CN** ROUNDHOUSE & Conference Centre

### **Party next to the Royal Hudson!**

The CN Roundhouse & Conference Centre is the most unique event venue for your upcoming celebration. It is also the largest event venue on the Sea to Sky corridor holding up to 1,200 guests at 21,000 square feet. It features 20 ft. high floor-to-ceiling windows and panoramic views with natural light and majestic mountain views. Up to 8 heritage trains can be moved in or out, customizing the size of your event space to allow for more space or it being more intimate. They are also available for special scenes as below—Photo courtesy of Gagan at Peacock Film & Photo

There are five sets of grand wooden train doors that can be opened up letting the outside in - spectacular on a sunny day. It also features an indoor/outdoor mezzanine patio that is a great alternative for a cocktail reception or late-night dessert bar.

Where else can you hold your event right alongside the Royal Hudson steam train? Contact Jenn at 604-524-1011 or [jenn@wcra.org](mailto:jenn@wcra.org) for pricing and availability. (J.C.)



# LOCOMOTIVE 374 PAVILION



Our visitor count for October was 2,941. We had 283 more people than last October. The total visitor count to date is 40,944.

As I write this Newsletter the weather has cooled and the leaves are falling. It is definitely not Summer anymore. The heaters in the 374 Pavilion are now on. A Special thanks to **John Day**, for fixing our N-Gauge Model Railway Engines. These need constant maintenance because of the dampness in the Pavilion.

We had 326 people visit the Pavilion on Halloween Day. The Yaletown Businesses handed out candy and treats between 3:30 and 5:30 and the Roundhouse Community Centre hosted a Halloween Party with

over 300 in attendance. With scary music and sound effects in the 374 Pavilion we handed out candy to the costumed kids from the area. It was a beautiful sunny afternoon and clear evening when we closed the Pavilion at 6:30 PM.

Volunteers are always needed. I have received calls from four people in October who have shown an interest in working in the Pavilion. Three who want to give the engine's history and interact with tourists and the locals, and one who wants to upgrade our model railway.

Hopefully we will have them helping us in November. Please give me a call (778-875-3573) if you would like to volunteer You wont be working alone.

We are located at the corner of Davie St & Pacific Blvd. Just across from the Canada Line Yaletown/Roundhouse Station. As of November 1st we are on Winter Hours at the Pavilion. We are open from 11 to 3 daily. Closed on holidays.

Please drop in and visit the Historic CPR 374 sometime. Lets hope for a milder Winter than last year. (G.G)

## **FUNDRAISING**

### **ANNUAL DIRECT MAIL**

As we send out this issue, note that our Annual Direct Mail campaign is also on the way. This is our once a year appeal just before year end, and in time for you to receive a 2017 charitable tax receipt in the amount of your gift. As a registered charitable organization, we rely on the support of our members and supporters and their charitable gifts to continue to move forward with the protection and restoration of our great heritage collection. Please give us your support this year—all donations received by December 31 will receive a Canadian Charitable tax receipt for this tax year. (K.T.)

### **SUPPORT THE GARDEN TRACKS PAVILION**

Our largest active piece of construction, the building of a covered pavilion over the three Garden Tracks north of the Mac Norris Station, needs you support. WCRA needs to match the Cultural Spaces Canada (\$47.5k) and Heritage BC (\$25k) funding that we have received in order to complete the construction of the first phase of this structure in 2018.

This is a top priority project, as it will cover the exhibition cars and locomotives on these three tracks, protecting them from the elements and significantly extending the length of time that our restoration work will last. Engineering and design work is now underway, and we are looking for another \$50k in private funding to support the completion of the first phase. The first phase will cover the section of track closest to the Mac Norris Station, and the pavilion will then be extended northwards section by section over future years as funding allows. The pavilion will also make our Garden Track exhibits accessible by providing raised platforms and a lift (which we already have had donated) to be installed.

Please give this project your serious consideration—our collection's longevity depends on you and your support.

## **WEST COAST RAILWAY ENDOWMENT FUND—LEGACY GIFTS**

The gift that keeps on giving! That is the result of gifts made to our West Coast Railway Endowment Fund. Held at and managed by The Vancouver Foundation, the endowment fund is part of our long term sustainability financial plan. The capital remains and is never touched, the Vancouver Foundation manages the investments (with great returns), and WCRA receives the interest quarterly which it can use towards any of its core charitable purpose activities (preservation etc.)

One of our key long term goals is to grow the endowment over time, such that the interest increases significantly each quarter and supplements our revenue from operations and other donations. Currently the capital in our Endowment sits at about \$1.4 million, and that generates around \$56,000 in interest income each year. If we were able to grow it to \$5 million over time, we would see more than \$200,000 in annual interest income.

The West Coast Railway Endowment Fund is a special purpose fund (it is specifically to support the West Coast Railway Association and our core work of preserving BC's Railway Heritage) . The fund is held and managed by The Vancouver Foundation—one of Canada's largest community foundations—who do all the investing and administration of the endowment for us. Donations to the West Coast Railway Endowment Fund must be made out to the Vancouver Foundation with the West Coats Railway Endowment Find specified so the donation goes to the correct fund.

Need help or want more information? Just call Don Evans at 604-988-3435 or Ken Tanner at 778-668-5666 and either of us will be happy to assist.

## **FEATURE ARTICLES**

### **FROM WCRA NEWS—JANUARY 1979**

**Thanks to Craig McDowall**

#### **WCRA**

On Tuesday, Jan. 16th, the WCRA's steam locomotive #16 arrived in Vancouver on the CP Rail barge and was off-loaded at 08:30 and was switched to the BN interchange at 11:15. It was then taken by BN to the BC Hydro property at Boundary Road arriving the next morning. The locomotive was handled by both railways with great care.

#### **CP**

The week of Feb 11-17th was one of major disruption on CP's main line between Vancouver and Calgary as a large snow slide knocked out a 107 foot bridge two miles west of the Connaught Tunnel on Tuesday, Feb. 13th Although knocked 100 feet off its abutments and

completely buried in the slide, the bridge didn't suffer any major structural damage. The problem in re-positioning the bridge was compounded as it was partially submerged in the creek and the overnight dropping temperatures resulted in the creek freezing. The Canadian, which left Vancouver on Tuesday afternoon, the day of the slide, was stopped at Coquitlam where it waited for an hour before being wye'd and returned to Vancouver where passengers were flown to Calgary. Crews worked around the clock and the line re-opened on Saturday, Feb 17th. CP initially thought it would take three weeks to repair the bridge and as a result, 17 yard jobs and one transfer were abolished. Since seven days notice were required to fill the yard jobs now up for bids, CP had to call crews off the spare board.

Work continues on double tracking the main line at Notch Hill, BC. The roadbed appears ready for ballast and track. A cut at Carlin is about 30 feet deep. A giant culvert is being assembled at Carlin through which trains will underpass the Carlin-Notch Hill Road

CP S2 unit #7093 idling away in the yard just west of CP's Vancouver Station got slightly bored on the night of Dec. 9th and decided to see some of the sights—and for reasons uncertain, trundled on down the line westbound until it reached the western extremity just before Cadero Street. But the absence of tracks didn't stop #7093 and she crossed Cadero as she wanted to see the bright lights of the Bayshore Hotel and ended up in the Bayshore parking lot! Not having a parking ticket, the on-duty parking attendant called CP and it took CP switchers nine hours to pull her back to her home on the other side of Cadero. There was little damage reported as a result of her 'sleep-walking' episode.

## **CN**

CN had a disastrous five days between Feb. 12th and 17th (same time frame as the CP bridge washout!) with three separate derailments on the BC main line. The problems commenced around midnight on Feb. 12th when 23 cars of a 99 car WB coal train derailed and piled up in a rock cut 11 miles north of Valemont. No one was injured and the cause was unknown. The line was temporarily re-opened two days later. The day after the derailment, CN rerouted one EB freight over CP from Kamloops but had to return to Kamloops due to the CP bridge washout. Then on Feb. 14th, no sooner had CN re-opened the line when another derailment happened involving 17 cars near Boston Bar. The Port Mann auxiliary crane was sent up to Boston Bar as 100 men and equipment had been brought in from Kamloops and Jasper to clean up the wreck at Valemont. Finally a third derailment occurred on Feb. 15th 5 miles west of Valemont and finally the main line was re-opened on Feb. 17th. During this time span, CN re-routed 3 WB freights over the BCR main line to North Vancouver.

## **VIA**

The EB Canadian #2, which left Vancouver on Wednesday Feb. 21st, made it only as far as Coquitlam before the lead unit #1407 packed it in. It was impossible to get her over #5

throttle position without a penalty application. #1407 was taken off the consist and SD-40-2 #5855 was substituted as the lead unit. And the other two units in the consist were also exhibiting electrical issues. So the Coquitlam roundhouse electrician rode #2 as far as Mission in an attempt to determine what the issue was. Meanwhile #1407 was towed to Drake Street for repairs. A ground relay malfunction was apparently the culprit.

The Canadian #1 came into Vancouver on Feb. 12th powered by F unit #1403 and two RS-10's #8570 & 8569. Repainted F units are now starting to appear more frequently out here.

### **BC Hydro**

BC Hydro's SW 900 #901 caught fire in the early morning hours on Feb. 12th at Quebec and Terminal (under the Georgia Viaduct Connector) at the eastern end of the Carrall Street yard. The unit was towed to the Trapp Street yards in New Westminster for repairs. The cause was electrical and it was replaced by the freshly re-painted GE 70 tonner #942.

### **Royal Hudson**

This year 2860 will once again be the BC Government's 'Tourism Emissary' and take the 'Good Times Express' through Washington, Alberta and BC. The theme of the train is 'Good Times - '79 - Come & Vacation in BC'. The train will also travel on Vancouver Island behind #1077.

Much activity is in evidence these days at the Drake Street Roundhouse. Stall #1 is occupied by #3716 (2-8-0) in winter storage. Stall #2, normally occupied by #2860, presently has EX-PCT #4012 undergoing retubing. New tubes have been installed with her staybolts now being inspected and replaced together with general work on her boiler. Stall #3, normally occupied by 2-6-2 #1077 is now taken up with 2860's tender. #1077 is presently being stored outside with the Museum Train coaches. And stall #4 is occupied by #2860, undergoing repairs and inspection prior to the 'Good Times Express' departure later this spring. The Hudson's first driver was dropped on Feb. 14th and sent out to have new connecting rod pins installed. Repairs are also being done to the front end throttle and all rods are being inspected prior to re-assembly.

### **STIKINE RIVER BRIDGE**

**-photos from Hugh Fraser**

Member **Hugh Fraser** sends along three photos of a railway bridge built over the Stikine River in Northern British Columbia (see cover and page 17) These photos were taken by Hugh's son on a canoe trip in this remote area about ten years ago.

This was part of the Dease Lake extension of the PGE, part of a significant expansion of the railway. But it ran into problems.....





P.G.E. Bridge over Stikine River built in late 1960's on the Dease Lake extension which was abandoned before completion



The Dease Lake line was starting to appear increasingly uneconomical. There was a world decline in the demand for asbestos and copper, two main commodities that would be hauled over the line. As well, the Cassiar Highway that already served Dease Lake had recently been upgraded. Combined with the increasing construction costs, the Dease Lake line could no longer be justified. Construction stopped on April 5, 1977. Track had been laid to Jackson Creek, 263 miles (423 km) past Fort St. James, and clearing and grading were in progress on the rest of the extension. It had cost \$168 million to that point, well over twice the initial estimate. The trackbed can be seen on Google Earth all the way to Dease Lake, via the small towns of Leo Creek and Takla Landing.

The line has operated to Fort St. James and continues to this day, and for some time trains also went as far as Takla Landing to haul logs back.

# RAILWAY NEWS



## HIGH WINDS BLOW TWO TRAINS OFF TRACKS IN ALBERTA

RCMP are investigating two train derailments Tuesday, October 17 in central Alberta caused by extreme winds. Three Hills RCMP officers were called at around 5:20 p.m. after 28 freight cars derailed near Huxley, Alta., approximately 75 kilometres by car from Red Deer.

The rail cars, which were carrying 56 shipping containers, were blown off the tracks RCMP say. No one was injured and no hazardous materials were spilled, but several homes in the area were evacuated as a precaution. Residents were allowed to return three hours after the derailment.

At about 6 p.m., Wainwright RCMP were called to a train trestle near Township Road 542 for another reported train derailment. Const. Leon Hoffman said five double-stacked cars were knocked off a trestle bridge near Fabyan by "extremely strong winds."

Wainwright is about 230 kilometres southeast of Edmonton. (M.C.M.)

## NEW ES44AC SPOTTED

New CN ES44AC (Tier III Credit Unit) #2995 was spotted westbound from Kamloops leading a freight train on October 28, 2017.



**SRY Rail Link**

## SD35 TO JOIN SRY FLEET

Montana Rail Link SD35 #703 is reported to be headed west to join the Southern Rail Link fleet based at New Westminster.



VIA Rail Canada

## VIA RDC's TO RETURN?

Revenue service for VIA's Dayliners (CP name) or Railiners (CN) in the Maritimes ended

back on January 15, 1990. Many of the retired RDCs were stored in Halifax and later Moncton, and some were even rebuilt for use on Vancouver Island and Sudbury/White River. But no paying passengers have been able to ride them, although that may be about to change.

On Tuesday November 7, VIA did some tests in and around Bathurst, NB with a 3-car set (6251, 6208 and 6105). VIA (and CN) wanted to know how the cars would work with crossing protection circuits, so they had a large crew on the ground, manually protecting crossings and monitoring electrical circuits. The rumour is that VIA wants to run daily return trips between Campbellton and Moncton (about 200 miles each way). (M.C.M.)

## **OTHER RAIL NEWS**

### **ENGLEWOOD LOGGING RAILWAY SHUT DOWN**

Western Forest Products is shutting down its Englewood line after transporting logs by train for 100 years on northern Vancouver Island. The company says in a release that it is closing the line for financial reasons and will now send logs to company mills and customers by truck. It says 34 jobs will be lost at its operations in Woss, about 75 kilometres southeast of Port McNeill.

Western Forest Products says fewer than 15 people are expected to be without jobs following negotiations to transition employees to other opportunities within the company. Last spring, three workers died and two were injured when a train of runaway log cars hit a maintenance car and work crew on the tracks at Woss.

Western Forest Products says it will work with local communities and governments to honour the train's long history, which dates back to 1917.

### **ANOTHER SHOT AT REBUILDING THE E & N?**

Reports from Vancouver Island indicate that another effort is being made to fund a rebuild of the Esquimalt and Nanaimo Rail operation on Vancouver Island. The revamped Island Corridor Foundation project calls for a total of \$42.7 million in improvements to be made to the railway, to rehabilitate the line between Nanaimo and Victoria. The ICF is hoping that two levels of Government—Provincial and Federal—will support the project, with Nanaimo to Victoria considered Phase One of the total project.

The funds would allow the installation of 120,000 rail ties, provide 70,000 tonnes of ballast, fund needed bridge upgrades, provide safety and sound barriers at several First Nation communities, and add a trail walkway across the Chemainus River bridge.

The upgraded rail line would then support VIA Rail service between Nanaimo and Victoria, a tourist train operation between the Nanaimo cruise terminal and Chemainus, and an expansion of the currently operating freight service. A new commuter service, to be operated by the Capital Regional District would also be supported between Langford and Victoria.

Maybe we will yet see VIA again at the Nanaimo station



## **SAGINAW #2 BACK IN NORTHWEST AFTER 54 YEARS**

It was 54 years ago when my old friend Jim Gertz was asked by his employer Rayonier Inc. to shepherd a Baldwin 70-ton 2-8-2 that the company had just sold back to her new owners in Michigan. Jim left on his adventure with only \$75.00 in his pockets and his woolen underwear to keep him warm on the 2300-mile journey.

In a twist of fate 2 years ago I was asked by #2's owner for the last 40-years, Skip Lichter to help him find a new home for his beloved Mikado and help him part company with the Museum where it had been operated for the past several decades in Wisconsin. As fate would have it, after being courted by 19 different steam railroads around the country, Skip decided that the Oregon Coast Scenic RR in Garibaldi, Oregon was the best fit for #2's new home.

2 weeks ago, we sent our crews from OCSR back to Wisconsin to load #2, her tender and a 3rd trailer loaded with #2's new cistern and a container of her spare parts for shipment back to the Northwest.

October 16 was the big day at Tillamook when #2 finally arrived and we were waiting for her to unload her at her new home. The skies were clear and sunny which we all took as a good omen for the end to this project. We are looking forward to putting #2 back into service here in the Northwest where she belongs. Soon she will be steaming up outside the enginehouse at Garibaldi just one track over from Rayonier 2-8-2 #90.

I cannot help but think my old friend Jim Gertz would be very pleased to see #2 come back to the Pacific Northwest after all these years. Martin.....(M.C.M. via TrainOrders.com)

### **STEAM TRACTOR GETS NOW HOUSING AT BCSME**

The BC Society of Model Engineers (BCSME) has constructed a new home for its steam traction engine. The 1/2 scale model Case traction engine moved into its newly constructed home on October 17, 2017 and is now safe from the elements as well as visible to guests through the glass windows and has interpretive signage.

BCSME has had a great year again, posting more than 72,000 rides on their 7 1/2" gauge railway in Burnaby. (WH)

**Remember when.....**WCRA's locomotive 16 and British Columbia in 1964 at GN station.

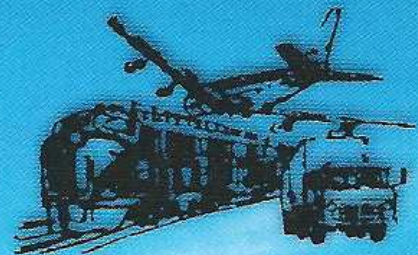


**COMING NEXT ISSUE**

Full coverage of the recent HeritageRail Alliance conference held in the Minneapolis, Minnesota area, including this train ride from Osceola on a Great Northern consist.....



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**ISSN 1204-07  
Vol. 57 Issue 12**

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**Rear Cover**—VIA F40PH-3 #6434 gets lifted onto a ship at Churchill, MB—see page 14 in WCRA News, November 2017.....Alan Spence photo

**TRIVIA ANSWER**

**Union Pacific's 4-12-2** built by Alco-Brooks from 1926-1930. The engines were 102'7" long and sat on 67" driving wheels with 97,650lbs tractive effort and a total weight of 782,000lbs (355tons / 354,700 kgs). There were 88 built in five classes UP-1 (one built) 9000; UP-2 (15 built) 9001-9014; UP-3 (23 built) 9015-9029 and 9055-9062 originally for the Oregon-Washington Railroad & Navigation Company; UP-4 (25 built) 9030-9054 and UP-5 (25 built) 9063-9077 which later went to the Oregon Shortline and 9078-9087.

Bulgaria used two classes of 2-12-4T's while Indonesia had a few 2-12-2T's, Russia in 1934 did build a 4-14-4 which made one demonstration run and destroyed the track in so doing. The only preserved example is UP 9000 (s/n 66544) in Pomona's L.A. County Fairplex and there also exists an extremely accurate detailed model available for viewing in the Schenectady Museum in New York.



**CANADIAN COUNCIL  
FOR  
RAILWAY HERITAGE**

WCRA News acknowledges the financial assistance of the Province of British Columbia



Published monthly by West Coast Railway Association  
PO Box 2790 Stn. Term., Vancouver, B.C., V6B 3X2  
[www.wcra.org](http://www.wcra.org)

ISSN 1204-072X  
Vol. 57 Issue 12

Canada Post, Canadian Publications Mail Sales Product Agreement #40007853