



WCRA NEWS

JULY 2017

**LET'S CELEBRATE
CANADA'S 150th!**

**ENGINE 374 CELEBRATES
130th ANNIVERSARY**



GENERAL MEETING

The **General Meeting** of the WCRA will be held on **Tuesday, July 25th at 19:30** at Rainbow Creek Station, corner of Willingdon and Penzance in Burnaby.

Entertainment will be a vintage slide show assembled from the WCRA archives' collections of photographers such as **Grant Ferguson, Bob Gaever** and others.

ON THE COVER

The "Engine 374 Gang" posing just before the roll-back into the pavilion following the annual celebrations, May 21st. Article on page 7. (Matt Robson photo)

JULY CALENDAR

- **West Coast Railway Heritage Park open daily 10:00 through 17:00.**
- Engine 374 Pavilion, Yaletown. Open daily 10:00 to 16:00, except closed July 3.
- Friday, June 24th - Installation of Don Evans as Rotary District Governor (see p.5)
- Friday, June 30th and Saturday July 1st. Strawberry Tea at the Heritage Park in the Tea Room and the Henry Pickering open car!

• **West Coast Railway Heritage Park Celebrates Canada 150**

Come out to the West Coast Railway Heritage Park for the Canada Day Long weekend and learn about how the railway built Canada. Take part in several hands-on exhibits, go for a speeder ride or a mini rail ride, or enjoy all the games and crafts. We will be running our own steam powered Minirail engine for the first time in a decade as part of the celebration. During the evening come and enjoy some live music and a classic Canadian Barbeque. Check www.wcra.org for more details.

- Friday, July 7th — Newsletter deadline for the August 2017 issue
- Friday, July 21st is Drive In Movie Night at the West Coast Railway Heritage Park. Gates open at 8pm and the movie starts at 10 pm. Full concession on site. The feature film playing is the Disney hit "Cars"
- Tuesday, July 25th — WCRA General Meeting, 19:30, Rainbow Creek Station
- Friday July 28th — CP 150 Train, Port Moody, 15:00 to 18:00 on Ioco spur behind the Rec Centre (see page 15)

The West Coast Railway Association is an historical group dedicated to the preservation of British Columbia's 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 19:30 in Burnaby at Rainbow Creek Station in Confederation Park. Apply through www.wcra.org or mail to WCRA, PO Box 2790 Stn. Terminal, Vancouver, B.C., V6B 3X2.

GUEST EDITORIAL

With our regular editor off in the wilds of Africa or some other exotic place it is probably my task to bring some timely thoughts to the table. Of course, trains are all about travel and for most of us travel still provides a source of great satisfaction and interest. Combining it with rail travel is especially enjoyable of course. Witness John Day's contribution in these pages from truly unusual places. For me it is tour guiding to and from the Rockies with two well-known railway companies, which I have done for the past few years.

Over the years some well-used clichés about travel have come into my files and a couple are shared here.

One we should all heed is the "Credo of the Peaceful Traveller". It begins: Be grateful for the opportunity to travel and experience the world, and because peace begins with the individual, I affirm my personal responsibility and commitment to: Journey with an open mind and a gentle heart.

Accept with grace and gratitude the diversity I encounter.

Revere and protect the natural environment which sustains all life.

Appreciate all cultures I discover.

Respect and thank my hosts for their welcome.

Offer my hand in friendship to everyone I meet.

Support travel services that share these views and act upon them and,

By my spirit words and actions, encourage others to travel the world in peace.

Another suitable summary to these thoughts is that of none other than Edna St. Vincent Millay whose poem "Travel" here, is apt.

The railroad track is miles away, And the day is loud with voices speaking, Yet there isn't a train goes by all day, But I hear its whistle shrieking. All night there isn't a train goes by, Though the night is still for sleep and dreaming, But I see its cinders red on the sky, And hear its engine steaming. My heart is warm with the friends I make, And better friends I'll not be knowing, Yet there isn't a train I wouldn't take, No matter where it's going.

Remember that travel is the only thing you buy that makes you richer.

Happy travels and have a good trip!

Bill

ASSOCIATION NEWS

FROM THE MAY GENERAL MEETING

Chair **Bill Johnston** called the meeting to order with 20 voting members, 1 Spouse, No Staff and 2 Guests present. THIS DID NOT CONSTITUTE A QUORUM:

- * There was no **Railway Operations** report as CMO **Robert MacBeth** is ill.
- * **Bill Marchant** gave an update on #960 noting that once the Resistor banks were finally installed the front hood will be re-fitted.
- * **Craig** advised the meeting that there had not been a Collection Committee Meeting in the past month however one was scheduled for next Tuesday.
- * **Keith Anderson** gave a brief report on his time as guide on the Rail Portion of the Haida Gwaii Tour.

* **EVENTS – Jeremy** had 2 items ... that Association had been invited to participate at **CN Family Open House** on Sept 10 and requested members to consider assisting with re-establishing Association presence in addition to the normal MiniRail attendance.

Also Vancouver Train Expo 2017 will operate this year at the PNE Forum on November 11th (10:00 –18:00) & 12th (10:00 –17:00). He will be booking Association and MiniRail space like last year.

* There was no **NEW BUSINESS** or **OTHER BUSINESS arising from the Minutes.**

* **GUESTS** were welcomed

* **EVENTS CALENDAR** was reviewed

* **TRACKSIDE REPORTS –Bill Marchant** reported on items of interest from the other Railway and **Ryan** did a Show and Tell.

* **50/50** draw was held with winnings returned to the Association.

* **Entertainment** - A video supplied by Bill Marchant ...

MINNESOTA STEAM SPECTACULAR by C-vision Productions, with the big Milwaukee 261 on her old home rails, now the CPR's River sub, and the CPR EMPRESS 2816 with a MRHA excursion. Also a segment with both double-heading on an excursion along the Mississippi

Reports:

Craig McDowall:

My main focus as President for the past four weeks was basically directed at marketing Day Out With Thomas. Attendance this year came in about 5% below last year. Advance sales were dramatically lower until four weeks out . . mainly due in my opinion to the weather. At one point. I didn't think we would do more than 8000 people but we finished with over 10,000 paid. The advertising budget was increased to ramp up sales for the month heading into Thomas and it paid off. The weather was an issue the Sunday and Monday of the long weekend and especially the last weekend when the temperature hit 32 degrees with no AC in the coaches. I rented a 42" and 3 x 30" industrial fans to get air flow through the coaches and bought over 1200 bottles of water iced down to distribute to the passengers on the afternoon departures to keep them cool and they were very appreciative.

We had 2-3 negative complaints the first weekend on FB re: the heat but none the second weekend when I last checked. Retail sales were down compared to previous years basically due to no new or unique items for sale as shipped in by the show producers.

We will be putting Polar Express on sale in the next week . . already getting calls and enquiries.

MP 2 update:

Everything is in a temporary holding pattern until the new Minister is appointed . . but that said with the NDP in power, it was a former NDP premier Dave Barrett who was the push behind the Royal Hudson so we expect that the motivation to conclude the deal is better than with the predecessors.

Gordon Bell:

Heritage Park Report

The West Coast Railway Heritage Park experienced an extremely busy May. The Tourism Passport visits have increased dramatically over past years and the Heritage Park has captured several thousand dollars in Tourism Passport mini rail rides thanks to Rob Macbeth's suggestion of adding a paid mini rail ride to the program.

The schoolhouse project took a leap forward in May with the donation of a small building from John Deschutter that will comprise half of the one room schoolhouse. Construction is scheduled to start this summer.

We look forward to a busy June and summer season with increased visitor traffic expected due to Canada 150.

Ken Tanner:

Fundraising Report – 30 May 2017

To End April:

Cash Donations YTD: \$45K compared to \$37K last year

Funding awarded:

Gaming Commission: \$37K to assist with community days and public education

Heritage BC: \$25K towards the Garden Track Pavilion

Funding Applied for:

Heritage Canada: \$50K towards the Garden Track Pavilion

Planned Giving:

An individual has indicated that he is bequeathing the liquidated value of his home to WCRA.

Another family has indicated that they are bequeathing \$100K to WCRA and will place the residual of their will into our endowment fund at the Vancouver Foundation.

Financial assistance:

One member generously lent WCRA funds in May to purchase our Thomas merchandise this year, such loan to be repaid in June from proceeds of Thomas retail sales.

MEMBER NEWS

YOU ARE INVITED ...

Don Evans is being installed as a District Governor of Rotary International on June 24, 2017. His many friends in W.C.R.A. would be most welcome to attend his installation. Rotary is an international service organization of more than 1.1 million members world-wide in 163 countries. Being a District Governor is a great honour — and a lot of hard work (which is no stranger to Don!).

The event will take place at the Law Courts Inn, 4th Floor, 800 Smythe Street between 1:30 and 4:00 pm. Appetizers, dessert and coffee will be served. No host bar. \$40.00.

RSVP to: Rotary Club of Vancouver
admin@rotaryvancouver.org
Tel. 604-685-0481

MINIRAIL ENGINEERS - VOLUNTEERS NEEDED

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

The best marketing tool we have for the MiniRail is a train zipping past as they arrive at the Gate. To achieve this we need to have a regular published schedule. This requires at least one MiniRail volunteer to commit to being on duty **every day**. To get on the schedule - contact Jeremy at jeremy.davy@wcra.org or call **604-315-5349** and book your volunteer day(s) – the schedule goes from now till the end of the summer. It's a rewarding and fun way to participate.

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

WCRA Trivia #342

by: Ryan D Cruickshank

Q. Why is London & North Eastern Railway Class W-1 #10000 unique in Britain?
(Answer on page 22)

PLEASE RENEW YOUR MEMBERSHIP

If your label reads 05/31/2017 it is time to renew your membership. If your label reads 2/28/2017 then this is your last issue. If you are an electronic news subscriber, please watch for an email noting pending membership expiry. Please renew—we need you all as members if we are to continue to be able to preserve British Columbia's railway heritage. (J.D.)

WE WELCOME NEW MEMBERS

Sally Clark and family of Squamish
Chris & Ashley Hilliard and family of Brackendale
Emily Jenkin and family of Brackendale
Patrick Mitchell and family of Squamish

WE WELCOME BACK TO THE MEMBERSHIP

Paul Pan & Susan Back and family of Vancouver;
Paul Schmidt and family of West Vancouver

(J.D.)

LOCOMOTIVE 374 PAVILION

ENGINE 374 RECEIVES ENTHUSIASTIC CROWDS ON 130TH ANNIVERSARY

The annual Victoria holiday weekend event commemorating the Vancouver arrival of the historic locomotive was an unqualified success May 21st. Thanks to great weather and our dedicated volunteers well over 500 people enjoyed the festive event. The Little Mountain Brass band provided two sets of lively music and the obligatory speeches from representatives of the Park Board and Roundhouse Community Centre gave the air of respectability hardly needed. **George Game**, dressed in railway conductor garb, kept the event on track. After some initial power problems, enough steam pressure was raised to blow the whistle and replicate a live steam engine. Despite the demand for volunteers from our Thomas event in Squamish a keen group managed very well. (Cover photo).

Five “anniversary” cakes barely supplied the long lines wanting a taste of icing, chocolate and soft cream. Roll out and return worked like clockwork. CBC’s late TV news featured the event in a short segment.

From the local community we were grateful for participation from Yaletown Business Improvement Association, Jugo Juice, Marble Slab Ice Cream, and of course the Roundhouse Community Centre. Thanks to volunteers **George and Bonnie Game, Bill and Sylvia Johnston, Ed Harkness and Cathy Grant, Tom Pruden, Peyton Liscomb, George Massey, Rob Misjak, Phil Breden, Orrin Webber, and Joe Naismith** for their efforts in making this a great community success.

For the last few weeks volunteers have been welcoming Tourism Vancouver Challenge Passports. Photo here shows Bonnie Game, Orrin Webber and your guest editor ready to stamp a few hundred more on May 21st.



GRACE MCCARTHY DIES AT AGE 89

Grace McCarthy, the grand dame of B.C.'s Social Credit Party, has died at 89. McCarthy, dubbed "Amazing Grace" by the members of her own party, was a cabinet minister in the governments of all three Social Credit premiers and is credited with revitalizing the party after its first electoral defeat to the NDP in the 1972 provincial election. But it was her tireless promotion of British Columbia and her high integrity and profile in an era where influential females were uncommon in provincial politics that made her well regarded by both friend and foe. "Her political career is almost unparalleled in B.C." said historian David Mitchell, who has written extensively on the Social Credit Party. "As a province, we've certainly lost somebody who cared for this province a great deal. She has a big legacy. She had a lot to do with how this province was shaped over the last 30 years," he said. It was after she and her government went down to defeat in the 1972 election to Dave Barrett and the NDP that she became best known. "People thought Bennett was defeated, and the Social Credit party would go the way of the dinosaur because it was so strongly associated with W.A.C. Bennett," said Mitchell. "But she took over as president of the party, and went on a campaigning, zealous missionary travel tour throughout B.C., with some others who wanted to try and revive the party." As both tourism minister and the senior cabinet minister from Vancouver, McCarthy did much of the lobbying that resulted in the city receiving the World Exposition in 1986, a landmark event that ushered in Vancouver's modern era. "Vancouver became the [Expo 86's] home in significant part to Grace McCarthy's campaigning, locally, nationally and internationally," said Mitchell. As minister for B.C. Transit, she oversaw construction — and decided upon the name — for the SkyTrain line that was built for Expo. And after negotiating with the Guinness Family, sparkling white lights were installed on the Lions Gate Bridge as a gift for the exposition and have stayed there ever since. Most believe it was Robert Swanson who was the driving force behind the restoration of the Royal Hudson, supported by the New Democratic Party and Dave Barrett. However, Grace McCarthy attempted to take credit for the idea. Whichever version is correct (probably a bit of both) Grace's enthusiasm for the locomotive's marketing power was indisputable. With the McCarthy family in attendance WCRA recently celebrated the 40th anniversary of the locomotive's tour through the United States.

Photo shows Grace in the cab of Royal Hudson 2860 with Provincial Secretary.

Excerpts from the CBC and other sources



CZECHIA INTERLUDE—

Story and photos by **John Day**
Narrow gauge steam in the backwoods of Czechia and Slovakia

John Day describes his April, 2017 trip in search of steam.

Normally I wouldn't fly to Europe for a four-day event, but as I was going anyway, I extended my stay by a few days to partake in a photo charter of two interesting narrow gauge lines which survive in Czechia (formerly the Czech Republic) and Slovakia.

Meeting as arranged in the main station in Prague, I was soon on my way by fast train with several other tour participants to the small town of Česká Třebová, home for the next couple of nights while we explored the Mladějov Industrial Railway.

This 600 mm railway was built after the First World War to exploit the local shale used in the production of fireclay, as well as a small amount of brown coal. The commercial operation continued until 1991, after which the railway was taken over for preservation and the operation of a tourist service using diesel and steam.

Nonetheless, our group's aim was to recreate authentic freight trains from the pre-abandonment era, using the rare Engerth 0-6+2T locomotives that were among the engines used on the line. (An Engerth type is a semi-articulated steam loco where the tender is partially supported by the driving wheels, allowing greater adhesion as well as flexibility on curves. A few survive in preservation in Europe.) Our train was composed of small four wheel side-tipping hoppers, crewed by several brakemen whose job it is to apply the handbrakes on the train when signaled from the engine, as there are no continuous brakes on this rudimentary equipment.



Another feature of this line is the virtually

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untouched locomotive facilities, representing things just as they were in the period 1920 to 1991. The tail track leading into the shed was so short, there were only a few centimetres spare to allow the points to be thrown to allow the largest engine to enter the shed.

With spring just starting to show, we enjoyed nearly two days of playing trains in the Moravian countryside, posing the train as we chose and staging long runbys for the video cameras as well. The weather could have been better but with all the time in the world to cover only 11 km of route, we came away with some great photos of this little line.

Soon it was time to change countries and we moved on, by train, to Čierny Balog, in neighbouring Slovakia. In fact, were told by our guide to leave the train two stations before Čierny Balog, where in the dark we saw the welcoming lights of a narrow gauge diesel railcar waiting to take us the last length of our journey to the hotel. (photo page 9)

Built to 760mm gauge, the so-called Čierny Hron Railway at one time reached 132 km in length with many branches up into the mountains to harvest the timber, which is a major product of Slovakia even now. In preservation, the railway offers three different routes: one each way along the valley, and a third running perpendicular up into the mountains. So tourists can spend almost an entire day on the little railway, or as little as an hour if they are in a hurry – something well thought out by the preservation group.

Again, though, our goal was to recreate an authentic logging train using what we would call disconnected log bunks, as well as shorter lengths stacked crossways, like pulpwood. Our organizer had arranged for the “rental” of some fresh cut logs which we later delivered to the sawmill by train, as well as the repair of some relatively large bulkhead flatcars which were used at one point to ride on – no safety railings here. The long reach of European Union safety regulations hasn’t quite managed to get to the Slovak back woods just yet.

Motive power turned out to be two locomotives both numbered “2”, which were referred to by their names in order to avoid confusion. One in particular was “Joy” after her unusual valve gear; the other was a husky Budapest-built 0-8-0T similar to those found throughout the former Austro-Hungarian Empire. With authentic freight cars and suitably decrepit coaches, we were able to portray a mixed train of the style seen on this line up to its closure for industrial purposes in 1982. With two engines were able to simulate meets as well as double headers. Much trackwork and other improvements were being done on the branch up to the Forestry Museum at Vydrovo, and there is talk of reopening one of the very long branches into the forest, adding to the already extensive trackage. Compared to the Mladějov system, there is much more to see and do at Čierny Balog.

You can visit both railways as a tourist, although you won’t be able to experience the recreated freight trains that we had, and perhaps may have to have diesel traction instead of steam. Mladějov is difficult to access without a private car, the website is <http://www.mladejov.cz/verejne-jizdy> (Get Google to translate it for you). Čierny Balog is accessible by train from Banská Bystrica, a fairly big centre, as well as Brezno, and a regular bus service runs along the valley parallel to the railway. Website is http://www.chz.sk/en_index.htm. You can get by in English in both Czechia and Slovakia although in the more remote parts you may have to resort to sign language and pointing. It always seems to work.

RAILWAY NEWS

VIA RAIL “CANADA 150” CONSIST

VIA Rail Canada

May 16th's VIA #2 *The Canadian* departed Vancouver's Pacific Central Station at 20:35K. **Both** head-end units were wrapped with the **Canada 150** logo. Unlike the photo on the back cover of the June edition of WCRA NEWS, this is the first of VIA's F40PH3's with two **Canada 150** units by themselves on the same consist - which was as follows:

6416 Canada 150, 6436 Canada 150, 8609 Baggage, 8106 Coach, 8143 Coach, 8503 Skyline 1721 Panorama (off at Edmonton), 8517 Skyline, 8413 Dining Car, 8322 Drummond Manor 8341 Thompson Manor, 8313 Cabot Manor, 8301 Abbot Manor, 8339 Sherwood Manor 8316 Christie Manor, 8324 Dunsmuir Manor, 8327 Fraser Manor, 8226 Chateau Roberval 88207 Chateau Dollard (Prestige Class), 88227 Chateau Varennes (Prestige Class) 88708 Kootenay Park (Prestige Class)

The wrapped locomotives were first reported in the edition of April WCRA NEWS
A good video of the wrapping process can be seen here:

<https://blog.viarail.ca/2017/02/03/canada-150/> (T.M.)

Further to the consist above here is the consist for the VIA #2 departure of Tuesday May 23rd from Vancouver's Pacific Central Station at 20:38K.

6410Locomotive, 6426 Locomotive, 8615 Baggage, 8137 Coach, 8119 Coach, 8502 Skyline, 8331 Jarvis Manor, 8333 Lorne Manor, 1720 Panorama – off at Edmonton 8504 Skyline, 8409 Fairholme – Dining Car “A”, 8302 Allan Manor, 8309 Brant Manor 8318 Craig Manor, 8306 Bell Manor, 8325 Elgin Manor, 8319 Dawson Manor 8335 Mackenzie Manor, 8215 Chateau Lemoyne, 8510 Skyline, 8411 Imperial – Dining Car “B”, 88204 Chateau Cadillac (Prestige), 88206 Chateau Dennonville (Prestige) 88710 Prince Albert Park (Prestige) .



Loco GE P42DC with Canada 150 wrap

MORE VIA RAIL NEWS

Recurrent on time performance problems continue to plague service on *The Canadian*. Unfortunately foreign tourists continuing on to cruise ships after arrival in Vancouver are the latest to suffer following some late Saturday arrivals. Europeans familiar with passenger rail expect trains to run more or less on time. A couple of stories here are noteworthy for the frustration level and poor image presented by the service provided.

Westbound train #2 on Saturday April 29th was already well behind its scheduled arrival time of 9:42 when it was halted near Gilmore Ave. grade crossing in Burnaby at 13:15. Taxis had already been summoned to meet the cruise ship passengers aboard, at Pacific Central Station and get them to the Cruise Ship Terminal before their ship sailed. But that was all for nought, as the train was held until 15:50 while a CN intermodal train was assembled at Main Yard, blocking the Canadian's progress. During the wait, a passenger phoned VIA Rail to complain but failed to get a satisfactory answer, and so called the RCMP. The police arrived and boarded the train, staying until it left. The train finally arrived at 16:30, far too late for the cruise connections. Some passengers were apparently flown to their ship's next port of call.

Two Saturdays later the delayed westbound Canadian stopped at Abbotsford in early afternoon so that cruise ship passengers could be taxied to their ships.

And a week later, on May 20th the train had been running as much as 17 hours late, but had made up some time to pass Fort Langley at 19:00. But it was held at New Westminster owing to a CN transfer freight derailing at Lake City in Burnaby (caused by vandalism) and didn't reach Pacific Central until shortly after 22:00, some 12.5 hours late.

(SDHS)

Our sympathies are extended to the good people at VIA Rail who are trying their best to cope with these extenuating circumstances not of their making.

Your editor notes a good website for checking on train status in North America.
It is: www.asm.transitdocs.com

As an example in real time at 15:00, June 2nd it shows Train #1 approaching Jasper 4 hours and 31 minutes late. Train #2 near Mud Lake in Northern Ontario as 8 hours late. The good news is that train #1 approaching Nakina ON is on time. The site has the additional benefit for Amtrak trains showing ETA's for approaching stations. It is interesting to note the amount of slack in some schedules to permit recovery from being behind schedule.



ROCKY MOUNTAINEER®

ROCKY MOUNTAINEER ALL ABOARD B.C.'s BOOM IN TOURISM

Canada is enjoying its moment in the tourism spotlight with booming visitor numbers and a distinct political contrast with the United States, but Rocky Mountaineer president Steve Sammut is among attraction operators not taking new-found riches for granted.

Between a favourable currency exchange rate, a favourable image on the world stage and considerable attention from international media over Canada's 150th birthday, tourism is also still being followed by "a lot of good tailwinds."

And at the start of its 28th operating season, on the heels of a record 2016, Sammut said Rocky Mountaineer is working to surpass that with some of its train voyages already sold out and project its passenger count could top 90,000 by the end of its season in October.

"We're a private company, so we don't really release numbers, but we've seen double-digit growth," Sammut said. "And in the last couple of years, since I stepped into the president's role, it's accelerated, so lots of growth. It's been fun."

One widely reported U.S. study, by the consulting firm Tourism Economics, estimates that the U.S. could lose 6.3 million visitors, which would cost USD \$10.8 billion, based on extrapolations of airline and booking websites.

"There's so much that's happening that makes us look even better and appealing to international visitors," Sammut said. "I think it is driving some interest in Canada versus the U.S."

That said, Sammut said Rocky Mountaineer is getting inquiries from a wider array of countries, though they are still small fragments of its overall market, which skews a bit older (its typical passenger is 61, English speaking and better than 90 per cent come from the U.S., U.K. and Australia).

The company is also positioning itself for further growth with new rail equipment on order and a brand new two-storey office space in downtown Vancouver designed for a burgeoning staff of 700.

And of the 10 new double-decker rail cars being built for the company in Switzerland, with the first to be delivered in 2018, Sammut said he could make use of some of them now.

"A lot of dates are actually sold out, demand is fantastic and we're in a good spot," Sammut said.

Sammut recalled an occasion during his first week at work for Rocky Mountaineer when he went down to the company's station near Terminal Ave. in Vancouver to greet an arriving train and met an elderly woman passenger who noticed his company name tag as she passed by.

"She said, 'you're with this company? This is such a wonderful experience,' and gave me a big hug," Sammut recounted. "You don't get that working in corporate banking or commercial real estate." (Sammut's former employment).



A **Canada 150 train** will run eastbound across the CP system this summer, starting from Port Moody on July 28th.

The train will be led by recently overhauled FP9 unit CP1401, with a consist of 10 heritage cars in the classic Tuscan red livery and a stage car for entertainment. One car will be named the Spirit of Tomorrow. Children are invited to write their hopes for Canada of tomorrow on commemorative cards, which will be affixed to the car. After the trip, it will be included in CP's 2017 Holiday Train program.

On its 24 day trip the train will make its only other stop in BC on July 29th in Revelstoke, then continue eastward with stops in Calgary, Edmonton, Saskatoon, Regina, Winnipeg, Thunder Bay, Sudbury, Hamilton, Toronto, Montreal and Ottawa, reaching the capital on August 20th. At these stops, entertainment will be provided by country music singer Dean Brody and aboriginal hoop dancer Dallas Arcand. Some stops will also feature an operating miniature railway, with a quarter scale AC4400CW locomotive powering the train.

The two BC events take place from 15:00 to 18:00. The Port Moody stop will be beside the Recreation Centre soccer field on the Ioco spur.

(CP)

The golden beaver logo has returned after an absence of 10 years, but with some modifications. Based on a long company tradition, the modernized beaver-and-shield herald was introduced in September 1997 but lasted only a decade.

When used on printed materials, the logo sat beside the words "Canadian Pacific Railway", stacked in 3 lines. On rolling stock, just the first 2 words in the name appeared beside the logo. In each case, lettering was in a customized version of Bank Gothic typeface. Changes were made in 2006, February 2007 and again in 2014. Throughout these changes, new or repainted locomotives still were lettered "Canadian Pacific" on the sides.

New chief executive Keith Creel announced the changes to employees in mid-February, linking the observance of Canada's 150th anniversary. (CP)





Amtrak received recognition for workplace excellence by earning a spot in Forbes magazine's "America's Best Employers 2017" list. More than 20,000 Amtrak employees nationwide give customers a safe and reliable travel experience that delivers on a shared vision of moving America where it wants to go. America's Railroad® is on the list for the third year in a row and is among 500 employers across 25 industries where the workers feel right at home at the office and like their jobs enough to tell others. Listed under the transportation & logistics category, Amtrak was chosen based on Forbes' independent survey of 30,000 workers throughout the U.S. to see which companies were the best. "Amtrak is a great company because of the people who continuously keep our customers safe and make the railroad the smarter way to travel," Amtrak President and CEO Wick Moorman said. (Amtrak)

Local Amtrak news: Use of Superliners on trains 510-517 between Vancouver BC and Seattle ended following runs on May 13th after a four month period in which they were substituted for the usual Mt. Adams Talgo trainset. Superliners has been used starting January 17th while the Mt. Adams sets were redeployed for use in commissioning tests with the Siemens Charger SC-44 locomotive. For much of that time trains 510-517 had operated with a three-car Superliner consist, although four cars were used on occasion. Talgo operation resumed May 14th using the Mt. Adams set. (SDHS)



West Coast Express will be running a special train on July 1st to celebrate Canada Day. At press time a schedule had not been made available.

It was reported recently that ridership slumped by nearly 200,000 in 2016, dropping to a decade low of 2,459,000. This is the lowest level since 2006, as ridership grew steadily to a peak of 2,872,000 in 2012. Since then ridership has generally declined. Translink chief executive Kevin Desmond said last year's drop could not be attributed to opening of the Evergreen Extension, which came late in the year.

On time performance dropped to its worst level in 2016, with 95.3% of arrivals occurring within 5 minutes of the scheduled time. This was down from 95.6% in 2015, the previous low point, and well off the 98.0% recorded in 2013. This marked the best performance in the five years from 2012 through 2016.

WCE received 315.9 customer complaints per one million boardings last year and 335.2 in 2015, well above the typical annual rate of about 200. (TransLink)



CN and TCRC-CTY reach tentative agreement on new labour contract

It was announced May 30th that CN had reached a tentative agreement with the Teamsters Canada Rail Conference – Conductors, Trainpersons and Yardpersons (TCRC-CTY) to renew the labour contract for approximately 3,000 CN conductors and yard operations employees in Canada.

Details of the agreement are being withheld pending ratification by TCRC members, a process expected to take approximately 60 days.

Mike Cory, CN Executive Vice-president and Chief Operating Officer, said: "CN is very pleased to have reached this settlement with TCRC-CTY without a service disruption. This new agreement reinforces CN's commitment to working together with our employees and their representatives to address workplace issues in a mutually beneficial manner." (CN)

WCRA has been asked to participate in CN's Family Days this year at Thornton Yard. The date is Sunday September 10th. Our mini-rail will be there along with a table or 2 with WCRA information. More details forthcoming.



Fraser Valley Heritage Railway Society

Restoration of B.C. Electric car 1304 is nearing completion and the Society aims to have it running at a public event on September 9th. BCER historian Henry Ewert gave an extensive interview on the car's history that was published in Fraser Valley newspapers in March. The Society has put 16,000 volunteer hours into the car's restoration since it was acquired in 2009. Built in 1911 its claim to fame is that it underwent a temporary conversion into a saloon car for the use of the Duke of Connaught, then the governor General of Canada during a one-day visit in 1912. His name was actually Arthur William Patrick Albert, the seventh child and third son of Queen Victoria and Prince Albert. He was Canada's tenth Governor-General and died in 1942.

The FVHRS is again running weekend excursions this year to October 1st. The almost one-hour trip departs from its station in Cloverdale to Sullivan with 5 departures each Saturday and Sunday. (SDHS)

Check out details at: www.fvhrs.org

FROM THE STEAM CHEST

MAY 1958

Thanks to Craig McDowall

Hi-Baller News

The Hi-Ballers have an opportunity to acquire a 0-4-0T oil burner from a nearby company for a nominal sum, yet to be announced. We expect to have further information in next month's newsletter but any donations to this cause should be sent to the Secretary Treasurer as a drive is being started this month for funds. If the engine is acquired, it will be operated sporadically for the benefit of our members for photos and also provide a chance to ride and operate a steam locomotive.

Local News

It has been brought to our attention that many railfans are visiting logging camps in the province, especially on the island, and are not being very courteous to the host companies. This only brings hardship to those who follow. PLEASE SHOW RESPECT and make it seem like an honour for you, the railfan, to be able to visit them. Especially don't go hunting for souvenirs without authorization. Think about it, you will actually speed up dieselization if you swipe badly needed steam parts. Don't give our hobby a bad name.

BCER

The BCER has burned interurbans #1208 on April 3rd and #1222 on April 15th. Some of our members have photos of the sad fiery inferno.

CPR

Canadian Pacific still has steam locomotives working east of Calgary but plans to be all diesel by 1962.

CNR

The CNR has received permission to abandon passenger train service on its Kitimat to Terrace BC line as of last month. The line will continue to serve Kitimat and its aluminum smelter plant and the passenger service would connect at Terrace for trains west to Prince Rupert and east to Prince George. Buses will take over the service.

CN still operating steam east of Edmonton and west of Montreal with some smaller regions in Nova Scotia and New Brunswick but has stated that no steam repairs on locos will be done after 1959. Edmonton to Winnipeg is expected to be all diesel by the end of this year and Halifax to Montreal will be the same by September this year. In BC, 2-8-0's #2141 and 2149 are still operating on Vancouver Island although two road switchers are expected to take over soon.

Northern Pacific

NP steam power in Seattle as of last month has all steam engines dead and stored except #2451, a 2-6-2, which is working inside as a heater for the shops. Three 4-8-4's (#2601, 2604 & 2626), one 4-6-2 (#2261), two 2-8-2's (#1697 & 1911), and four 0-6-6's (#1053, 1074, 1080 & 1132). Of this total, seven were outside.

Norfolk & Western

Steam is being replaced rapidly on this major US railroad. They still have 300 steamers on the roster but two years ago they didn't have one diesel on the roster and now have over 100 in use.

Union Pacific

UP has finally received the new 8500 HP gas turbine diesels from General Electric. They will be numbered in the unit series from 1 up

Louisiana Eastern

Louisiana Eastern bought a 2-6-0 and two 2-8-2's from Illinois Central and what makes this newsworthy is that this short line is only two miles long but now owns 22 steam engines!

Sioux City Terminals

Sioux City Terminals in Iowa has some surprising news. They scrapped their two diesels and has put their 2-8-0 and two of their 2-6-0's back in service and is looking for more steam power!

CB & Q

The 'Burlington Route' has sold five of their steam engines, all 2-8-2's, to the Colorado & Southern and they have renumbered them #804 to 809. The CB & Q still has approximately 30 steamers stored at their Lincoln Nebraska terminal.

Steam Locomotives on Display

Great Northern 2-8-0 #1246 is on display in Woodland Park in Seattle

Great Northern 2-8-0 #1147 is on display in Wenatchee next to Highway 97

Canadian Pacific 4-4-0 #1, used on the construction of the Pembina Branch line during 1877-1882 is now on display outside at Winnipeg's CPR station.

CPR#1 Countess of Dufferin
Winnipeg Station



CN ROUNDHOUSE AND CONFERENCE CENTRE

The CN Roundhouse & Conference Centre is unlike any other venue. It is nestled at the base of the Squamish area mountains and is in the heart of the West Coast Railway Heritage Park. For conferences, fairs, weddings, off-site meetings, parties or any special occasion please recommend this to your friends and colleagues. This is the only venue on the Sea-to-Sky corridor with 21,000 square feet of clear span event space and up to 8 heritage railway cars that can be moved for larger or smaller event spaces.

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for more information: www.wcra.org



SPOTTINGS

WCRA News, Page 21

UP 5341:

....seen on the tail of CP potash train 603 through Thornton Yard (to N. Vancouver) both May 24 and on May 31

BCOL 4649 – still in its all blue livery arrived on train 111 May 31 afternoon, and left town on train 412 late the same evening.

BNSF 1086-5203-4865 with 86 grain hoppers.
Eastbound past North Bend the morning of May 29

Coastal observations

Container trains on CN May 31 eastbound from the Pacific:

Ex Prince Rupert:

180 with 163 cars / 351 containers - about 10,000 ft.
198 with 159 cars / 367 containers - about 9,900 ft.

Ex Deltaport at Roberts Bank:

102 with 120 cars / 289 containers - about 7,600 ft.
116 with 186 cars / 399 containers - about 11,700 ft.

Ex Downtown Vancouver waterfront

108 with 125 cars / 275 containers - about 7,500 ft.
118 with 151 cars / 321 containers - about 9,100 ft. (inc. 49 cars from VIT)

Ex Vancouver Intermodal Terminal

112 with 166 cars / 349 containers - about 10,100 ft.

Totals for one day:

1,070 cars with 2,351 containers stretching 12.5 miles (J.M.)

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TRIVIA ANSWER

A. *This engine is the only 4-6-4 tender locomotive to run in Britain.* The experimental Gresley designed locomotive built in 1929 at *Darlington Works* was known as "Hush-Hush" due to its secrecy and "Galloping Sausage" before rebuilding in 1936 due to its shape. During BR life it carried the number 60700, was withdrawn from service on 1st June 1959 and later that year scrapped at *Doncaster Works*. Interestingly nameplates were cast for the engine bearing the name "British Enterprise", but were never applied as was the name "Pegasus" that surfaced in 1951 and was also never used.

BACK COVER

Top: Author and artist Paul O'Hannesian depicts the arrival of Locomotive 374 from another vantage point.

Bottom: From John Day: Vienna's most modern seven-section ultra low-floor tram runs under one of the city's five metro lines.



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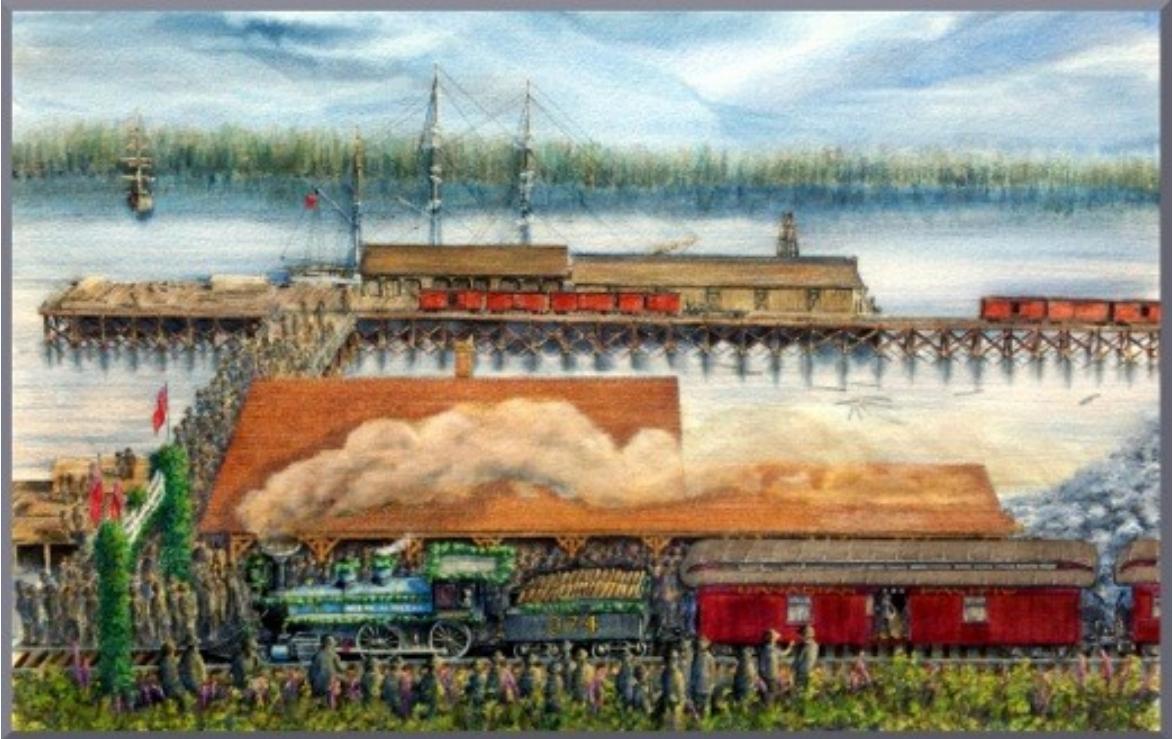
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