



WCRA NEWS

JUNE 2017

White Pass Tour July 25

Great Smoky Mountains!

ATRRM becomes HRA



GENERAL MEETING

The **General Meeting** of the WCRA will be held on **Tuesday, May 30 at 1930 hours** at Rainbow Creek Station, corner of Willingdon and Penzance in Burnaby.

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

ON THE COVER

Great Smoky Mountains Railroad 2-8-0 #1702 steams in Bryson City, North Carolina after returning from a 44 mile excursion trip in April 27,2017. The Spring Heritage Rail Alliance conference was aboard. For story, see page 16. Photo, Don Evans,

JUNE CALENDAR

- May 20, 21, 22 and May 27, 28—Day Out With Thomas at the West Coast Railway Heritage Park for each of five days—**NOTE—regular Heritage Park exhibits and admissions are closed on these dates. (see page 8)**
- **West Coast Railway Heritage Park open daily 1000 through 1600k.**—mini rail in operation (except May 20, 21, 22, 27 & 28 during Day Out With Thomas)
- Friday, June 2—Newsletter deadline for the July 2017 issue
- Friday, June 2 / Saturday, June 3—High Tea in the Tearoom, Heritage Park—servings at 12, 2 and 4PM each day, reservations at 604-898-9336
- Tuesday, June 27—WCRA General Meeting, 1930 hours, Rainbow Creek Station

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

AWAY FOR A WHILE - GUEST EDITOR FOR NEXT ISSUE

As we go to press, a number of things to note:

First, your editor is going to be away for much of the next six weeks—first on a four week African adventure that will take us to Istanbul, Turkey and then on to Rwanda where we plan to hike to the Mountain Gorillas in the wild, then to Kenya for some safaris, and finally to Zambia for a visit to see Victoria Falls. Will there be any trains on this adventure? Well, knowing us there is bound to be some, so watch for coverage in a future issue.....we have booked a steam dinner train at Victoria Falls so there is one for sure!

Given this absence, I want to thank **Bill Johnston** for agreeing to step in as WCRA News editor for our July issue. I am very appreciative to Bill for this help and it means that your WCRA News will continue to arrive without interruption. Thanks Bill!

Lastly, an ask to all of you to consider some volunteer time—we have many changes at the Park and several new staff, your help as we present Thomas and enter summer will really help

Don

ASSOCIATION NEWS

FROM THE APRIL 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.:

- In his **President's Report**, **Craig** noted that President/CEO search is going well with an initial list of 30 applicants had been narrowed to 4 candidates all of whom had been interviewed by the Selection Committee. Expectations are that the successful candidate will start in early to mid-July.
- DOWT tickets are selling a little more slowly than in previous years. This is possibly related to the poor weather, as the Calgary venue which normally sells out well in advance of their May opening this year has many unsold tickets. Our advertising will be on Global, CTV and young adult targeted radio in addition to our Social Media.
- Craig advised that we are still in need of Volunteers for the event as our traditional pool is aging annually. If you can help, contact Gord at the Park.
- **Ken** presented **Financials** and **Fundraising** in absentia reporting the 1st Qtr Revenue was right on the planned Budget. Actual Net Income was \$-123k vs Budgeted \$-125k.

We remain on track to complete 2017 as forecast. He advised that cash donations were exactly as planned at \$33k. We were advised that \$25k funding had been approved to permit start of a Pavilion over the Garden tracks. Ken will apply to the Feds for a matching grant. We were also advised that we had been advised of a \$20k Bequest from the **Bob Spencer** estate and also a generous individual (non-Member) had decided to bequest a 6 figure sum to WCRA in his will.

□ **Gord** reported in absentia that **Heritage Park** during April saw 5 important events at the Conference Centre raising much needed funds for operation. This included 3 major events, The Canadian Internet Marketing Conference – 2 days (700 delegates), The Sea to Sky Home Show – 3 days. And the Spring Refresh Market in for 2 days this year. In addition, 2 Community Events, Wags & Wiskers (SPCA Fundraiser) and BLAST (Stroke Recovery Group). Revenue generating activity at MP2 included a 6 wks rental of Track 5 for the rebuild of a TV truck \$3.8k, and BCMEA Training 2 weeks \$5k. Other projects underway included creating a new Volunteer lounge in the Carshop so the Servery can be refitted as part of the roundhouse food service area. Work has also continues on the Colonist Car, and the Patricia Anne preparation of the MiniRail for opening April 22nd.

□ Reporting on **Railway Operations** for CMO **Robert MacBeth, Craig** advised that the batteries in 561 had failed and were replaced with others we had on the property. The crew discovered that one set would not hold a charge indicating we would have to replace all batteries in the Operating Motive Power in the near future. 2 projects are targeted to be completed before Thomas ... David W, Dave H and Trevor are replacing the bellows on all the Operating Coaches and replacement of the failed bridge hardware. The Mechanical Department has hired a new employee to do the restorations. He is a qualified Carman who apprenticed at BC Rail and worked at RailWest as a Welder, Metal fabricator and woodworker. He also worked in the Budd Car rebuild program. **Bill** gave a brief update on #960 highlighting that the side panel of the front hood is now fitted after a little tweaking. It will have to be removed however in order to install the resistor banks.

□ From 374 **George** reported they are gearing up for the May 21st Party celebrating the 130th anniversary of the Loco's arrival in Vancouver. 374 will be outside and the usual Party will be held. He is hopeful that he has recruited a new Volunteer but can still use more. Effective May 1st the Pavilion will start Summet hours being open 10am to 4pm. CTV's Mike McCardill did a "Last Word" segment on the Pavilion & 374 with ED & Cathy. It is scheduled to air at the end of the 6pm News on Apr 28.

□ **OTHER BUSINESS arising from the Minutes** – None

□ **NEW BUSINESS** – **Gordon Hall** advised that he now has an O-Gauge Royal Hudson Trainset which he will be adding to his layouts for Thomas and Polar.

□ **GUESTS** were welcomed

□ **EVENTS CALENDAR** was reviewed

□ **TRACKSIDE REPORTS** – in **Ryan's** (work) absence, **Bill** contributed items of interest (with emphasis on the other Railway) in his usual entertaining fashion.

□ **50/50** draw was held.

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

CANADIAN STEAM Vol.1, Ontario 1958, by Herron Video.

NEW MEMBERS

We welcome to membership:

- Courtenay Campbell and Family of North Vancouver;
- Gregory & Karina Fischer and Family of Brackendale;
- Jamie & Kayla Mak and Family of Squamish;
- Martin Schile of Medicine Hat AB;
- Sara Voyer and Family of Squamish;
- Sarah Watson and Family of North Vancouver;
- Ted & Anita Winkle and Family of Whistler;

We welcome back to membership:

- Kris & Val Duncan and Family of Squamish;
- Mathias & Anna Marie Rutishauser and Family of Garibaldi Hlds (J.D.)

PLEASE RENEW YOUR MEMBERSHIP

If your label reads 4/30/2017 it is time to renew your membership.....if it reads 1/31/2017 this is your last issue of WCRA News. We need all of you as members, please renew today.

WCRA TRIVIA #342 - By Ryan Cruickshank

On the San Francisco waterfront (preserved and open to the public) is moored a tugboat named "*Hercules*". What significance does it have to railroading?

(Answer on page 26)

ATRRM BECOMES HERITAGERAIL ALLIANCE

HeritageRail Alliance is the new name and brand for ATRRM—which was voted in by the board over this past winter and confirmed at the board meeting in Bryson City, NC on April 27, 2017. WCRA is a longstanding member of HRA and its predecessor organizations. The new logo is on our credits page (page 26).

The Canadian Council for Railway Heritage is now part of HRA as well, as single association now supports the tourist rail and railway museums industry for all of North America,

COLLECTION

BCER 960 REPORT

All drilling and bolt alignments complete on front deck regarding hood to side panels plus deck, and, side panels to cab and deck. All said side panels and hood again lifted off and set aside.

With torch heat and vigorous sledge, the buckled / pinched up deck has been pretty much flattened...big improvement for the positioning of the side panel bottom angles to the deck. Front deck repainting underway since a little more scaled up rust on deck broke free with the sledge hammering.

Resistors were moved into MP2 and being cleaned up in prep for installation up onto front deck. Previous flooding of the pit in the shop had left too much mud on the resistors, so will be tricky cleaning as we can't damage the silica wafer insulators. Very comprehensive wiring schematic nearly complete.

All from us for now...

(M.McG.)

PGE CLINTON SEES DAYLIGHT



Pacific Great Eastern Clinton sees daylight for the first time in many years on March 18th, as it was shuffled tracks in the MP 2 shop to make way for a movie shoot. This rare piece was built in 1924 as an interurban sleeper for Public Service Co of Indiana, and came to the PGE in 1937. It served s a sleeper for may years between Squamish and Quesnel, until the Budd cars replaced conventional trains in 1956. (Bob Hunter photo)

WEST COAST RAILWAY HERITAGE PARK

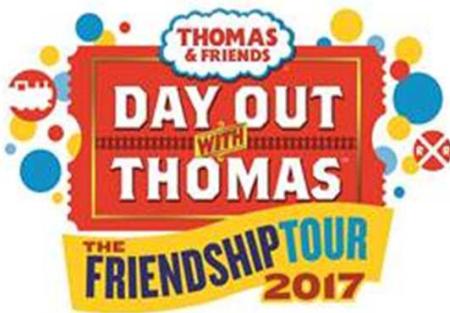
Home of the Royal Hudson



DAY OUT WITH THOMAS IS HERE

Thomas the Tank Engine has arrived at the West Coast Railway Heritage Park. Tickets are still available so make your plans now for the 2017 version of Day Out With Thomas. **Day Out With Thomas—the Friendship Tour 2017** performs May 20 for five days—May 20, 21 and 22 on the first weekend and then May 27 and 28 on the second weekend.

Tickets are on sale at www.wcra.org and prices are the same as they were last year—\$24 or \$28 depending on the trip time you select. Remember that the train ride is just one of many activities you will enjoy as part of this very special event—there are also Thomas videos and story telling, live entertainment and magic shows, visits with Sir Topham Hatt, crafts, mini rail rides and more. Please encourage friends, neighbours, relatives and all to come and take in this event.



As always, we also need many volunteers to help make this event a success for all of our guests—can you help? There are volunteer opportunities both inside and outside of just about every nature. Come and volunteer as a family—help show off our great Heritage Park to thousands who will come. Thanks in advance for your help.

POSITIONS AVAILABLE

We are currently seeking staff and volunteers for ALL positions at the West Coast Railway Heritage Park.....as we enter our 2017 season and emerge from a rough winter, there is lots to be done in all areas—roles in mechanical/restoration, guest services and general park maintenance are available. And, Thomas is just around the corner. Please contact **Gord Bell** for more information at 604-898-9336 or generalmanager@wcra.org

MINI RAIL BACK IN OPERATION

Just a short note to let everyone know that the very popular West Coast Mini Rail is back to full operation at the Heritage Park.....trains are now operating every day unless exceptional weather makes that not possible.

Come to the Heritage Park and catch up on what is new, and take in a ride around the Park as well. (J.D.)

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. (J.D.)

FLOOR SCRUBBER NEEDED—CAN YOU HELP?

The West Coast Railway Association requires your assistance in the urgent need for obtaining a Floor Scrubber for the CN Roundhouse & Conference Centre. Being the largest event space on the Sea to Sky corridor, the CN Roundhouse has 21,000 square feet of floor space. We need to reduce the custodian costs of cleaning this space after special events, as employees are currently cleaning the floors manually which is very labour intensive, timely and costly. The WCRA staff and volunteers would like to reduce the cost of daily operations in order to perform duties that instead generate revenue to the Heritage Park. We are soliciting our WCRA membership for donations or contacts within the industrial cleaning industry that may have access to large mobile Floor Scrubbers. An ideal machine would cost approximately \$20,000 or less for reconditioned units. Our plea now is for funds or contacts and then we will proceed to locating a unit for purchase or donation. Your consideration in this matter is greatly appreciated. Please contact Don Patrick at donpatrick@shaw.ca or 604-815-1942 for more information or feedback. (D.P.)

GARDEN TRACKS COVER TO PROTECT COLLECTION

Work is underway to secure additional funding to construct the first section of a roof structure over the Garden Tracks north of the Mac Norris Station. The structure ultimately will provide

cover for up to 15 pieces of rolling stock and will also allow for an extension of the station platform to help board longer trains. It will also make our exhibit cars accessible through provision of raised platforms between the lines and a lift to the upper platform level. (K.T.)

LOCOMOTIVE 374 PAVILION

Our visitor count for April was 3,924. We had 835 more visitors than last April. With the weather improving and the Tourism Passport Program, our visitor counts are rising. It is cool in the mornings at the Pavilion and we are still using the heaters to keep warm. Looking forward to warmer weather.

Ed Harkness & Cathy Grant were recently interviewed by Mike McCardell from CTV for an article on the 374. This was broadcast on “The Last Word” segment of the 6 o'clock news on Friday April 28. The short video is well worth a view: Here is a link to Ed & Cathy’s “Last Word” Episode from CTV.

<https://www.dropbox.com/s/1k6nht48ktx0stp/The%20Last%20Word%20%20B.C.%20s%20luckiest%20number.mp4?dl=0>

Downsizing & Spring Cleaning:

If you have any train books or train memorabilia that you would like to donate to the WCRA for fundraising please drop them off at the Pavilion. Many of our members have helped raise funds for the association this way. Thanks to all that have helped in the past! Please give me a call if you need help delivering them or bring them to the next WCRA Meeting.

Peyton and I spent a Saturday removing rust from many of the engines parts. Thanks for your help Peyton. I have invited Trevor Mills down from Squamish to teach us how to lubricate and maintain the 374. When the weather warms up we will repaint the interior of the cab and anything else that needs freshening up. A little woodwork on the cab floor is also needed.

The monthly plea for Volunteers. Please give me a call (778-875-3573) if you would like more information or to join our dedicated team of outstanding Volunteers. One or two days a month in the Spring and Summer would help us out greatly. This is our busiest time of the year for visitors at the Pavilion. You will not be working alone and no prior knowledge of the 374 or trains is needed. You will meet people from all over the world including enthusiastic Rail Fans. (G.G.)

RAIL TRAVEL TOURS TO THE NORTH

WCRA members can celebrate Canada’s 150th Anniversary of Confederation and the 300th anniversary of the origins of Churchill, MB by experiencing a 7 day 6 night guided rail tour to

Northern Manitoba. The two options are to travel in August to see the Belugas or in October for the Polar Bear Migration. The packages feature a variety of sleeping car accommodation(s) on the train with access to the Park Car (with its dome and tail end observation areas—photo page 12) and hotel stay in Churchill. See the Cape Merry Historic Site, the Hudson Bay shoreline, Parks Canada Visitor Reception Centre located in Churchill's Heritage Rail station, The Eskimo Museum's renowned collection of Inuit art, most meals and additional heritage experiences and presentations.

BELUGAS AND HERITAGE of CHURCHILL MB *-Book early to confirm you spot!*
Tuesday August 8 to Monday August 14, 2017

Travelling round-trip from Winnipeg to Churchill by rail, this 7-day, 6-night tour includes: train travel in sleeping car accommodation (2 nights each direction) also a 3-day and 2-night visit and hotel stays in Churchill; beluga whale-watching boat tour; heritage tours of the town and area; a visit to Prince of Wales Fort (which is only accessible in the summer); see the Port of Churchill, Eskimo Museum tour, Cape Merry National Historic Site of Canada, and additional experiences. There will also be a tour along the shoreline of Hudson Bay with a local heritage & wildlife guide to look for elusive summer Polar Bears and enjoy the coastal views enroute and learn about the former Churchill Rocket Range.

Per Person Double Occupancy: Train Section - \$2,695.00 - Train Cabin - \$2,995.00

- Single supplement \$400.00. **FINAL PAYMENT DEADLINE JUNE 23, 2017**

HUDSON BAY BUGGIES & BEARS *-Ask about the early booking bonus!*
Tuesday October 10 to Monday October 16, 2017

Also travelling round-trip from Winnipeg to Churchill by rail to take part in the annual Polar Bear Migration this 7-day, 6-night tour includes: train travel in sleeping car accommodation (2 nights each direction to see the last of the fall foliage) and hotel stays in the town of Churchill (2 nights in total). Travelling on the world Famous Tundra Buggy along the shore of Hudson Bay for a full day searching for Polar Bears is always a highlight. Also the tour includes station to hotel transfers and town and area tour featuring a visit to the Cape Merry National Historic Site for stunning views of the Churchill River where it empties into the Hudson Bay, as well as visits to local attractions like the Eskimo Museum, heritage & cultural presentations and time to shop the many souvenir stores in town. As well, local guides that share their passion and their knowledge of the area's history, wildlife, ecology and culture for our guests to enjoy when we drive along the shoreline of Hudson Bay while searching for more wildlife.

Per Person Double Occupancy: Train Section - \$2,995.00 - Train Cabin - \$3,395.00

- Single supplement \$400.00. **FINAL PAYMENT DEADLINE AUGUST 24, 2017**

These comprehensive packages, offered through our partner **Rail Travel Tours** include hotel stays, rail travel on VIA Rail's Northern Manitoba services, transfers, heritage attractions, meals on the train and in Churchill, a detailed tour information kit with maps and rail route guide, visit

to the Winnipeg Railway Museum, cultural presentations and more! They can also book pre and post tour nights for their partner rate at Winnipeg's grand railway hotel the Fort Garry. For more details and to reserve space with a \$250 per person deposit call toll free **1-866-704-3528**. All bookings made noting WCRA will benefit our organization.

WHITE PASS & YUKON TOUR JULY 25-29 / '17

This extraordinary group tour includes rides on the famous Fraser Meadows steam train, tour of Miles Canyon, and Frantic Follies vaudeville show.

Day 1, Tuesday, July 25 Whitehorse

Welcome to Whitehorse, the Capital of the Yukon! Today you will embark on a tour of Whitehorse, including Miles Canyon, the Fish Ladder and the SS Klondike Sternwheeler National Historic Site. Enjoy an included welcome dinner this evening.

Overnight: Best Western Goldrush Inn

Day 2, Wednesday, July 26 Whitehorse - Skagway

This morning, depart Whitehorse aboard the historic White Pass rail, travelling to Skagway from Carcross. Travel west over the White Pass Summit and see some of the most panoramic views of the terrain en route to Skagway following the historic Chilkoot Trail, path of the gold seekers. You will fall in love with the quaint port village of Skagway, nestled into the harbour and full of Klondike history. (Breakfast included and lunch onboard the train). *Overnight:*

Westmark Skagway

Day 3, Thursday, July 27 Skagway

Enjoy the morning at leisure to explore Skagway before rejoining the group for the exciting Fraser Meadows Steam Train Excursion. This 54 mile round trip climbs from tidewater at Skagway past the White Pass Summit to Fraser Meadows. The fully narrated tour passes through two tunnels, over sky-high trestles and cascading waterfalls, all while being pulled by one of our historic steam locomotives. (Breakfast included).

Overnight: Westmark Skagway

Day 4, Friday July 28 Skagway – Whitehorse

This morning board a coach as you retrace the route back to Whitehorse and once again enjoy the stunning scenery of the White Pass Summit. Tonight enjoy a performance in tribute to the Goldrush at the famed, Frantic Follies. (Breakfast included).

Overnight: Best Western Goldrush Inn

Day 5, Saturday July 29 Depart Whitehorse

This morning bid farewell to Whitehorse. (Breakfast included).

\$1,730 per person based on double occupancy
\$2,194 per person based on single occupancy
(pricing includes tax)

Tour includes:

Whitehorse City Tour, transfer from Whitehorse hotel to airport, train excursions and accommodation as listed (based on availability).

Tour does not include:

Gratuities to driver or guide, meals not listed, attractions not listed, airfare or travel insurance. *(Roundtrip air from Vancouver to Whitehorse \$671 per person July 24 including one night hotel_*

Contact: Bonnie Game – email bogame@cruiseshipcenters.com or 1-877-975-7447

Note: This tour is organized by a representative with the WCRA and Anderson Vacations. All commission and proceeds from this excursion go towards the WCRA and our mandate in preserving railway heritage.

FEATURE ARTICLES

FROM WCRA NEWS - MAY 1976

Thanks to **Craig McDowall**

BC MUSEUM TRAIN

The 1976 tour begins in Prince George July 1st, followed by stops in Prince Rupert and Kitimat. The train will be moved from its Vancouver storage location to North Vancouver in late June. Ex CPR 2-8-0 #3716 will be towed as part of the consist when the train goes north, pulled by BC Rail diesels to Prince George, then CN diesel power to Prince Rupert and Kitimat and back to Prince George. However the plan is use 3716 to bring the train into each town from 5 miles out. There is some talk though that the WB Prince George to Prince Rupert leg might be all steam powered. Plans were to have this special train visit Jasper, but CN stated there was not sufficient trackage in the yard there to accommodate the train. The train returns to Vancouver in mid-August and there is a possibility that 2-6-2 #1077 will provide the head end power to take the train to Abbotsford.

Amtrak

Seattle-Vancouver service was re-instated on April 30th after operation was suspended since the trestle at New Westminster was knocked out by a barge last Boxing Day. Consist of the first Pacific International #794 into Vancouver was E8A #346, coach #5691, counter-lounge car #8351, and coach #6402 (a stainless steel car still in Burlington Northern lettering and number).

New power has just been introduced on the PIs with F40PH's replacing the venerable E8's. The F40PH's are designed to be used with the new Amfleet equipment and the first PI into Vancouver with the new power, on an initial test run, was on May 11th. The difference is they need a heater car as the coaches require steam heat and the F40PH's only provide electrical power which is utilized on the new Amfleet equipment. Full introduction of the new Amfleet equipment is scheduled for July 1st.

BC Rail

Those Erie-Lackawanna C425's, received last month, were actually purchased from the Equitable Life Insurance Co after E-L had defaulted on equipment trust payments. The E-L name has not been replaced on all of the units yet. #810 still carries her original paint scheme. One of the purchased units #801, formerly E-L #2451 was the first C425 built by Alco and BC Rail is the only road in Canada to have C425's on its roster.

Railwest Manufacturing, BC Rail's car building subsidiary, has loaned both CN and CP use of one of the chip cars produced from the initial plant start-up order. Painted white with black lettering, with #90830 and the lettering 'A Western Brand of Railcars', they will be tested by the two railways. Railwest hopes to sell cars to the major RR's in Canada as well as possible exports.

Due to a 'work-to-rule' campaign by the UTU (the railway's major union), to protest the provincial government's legislation to ban all strikes on the railway for four years, no freights have moved out of North Vancouver since May 15th. The railway has now laid off 2700 of its 3100 employees. However, passenger train service as well as the Royal Hudson steam train are not affected by the strike.

The Royal Hudson Steam Train was towed from Vancouver to Sapperton by CP Rail on May 19 just before the start of her new season from North Vancouver to Squamish. Power was GP 38 #3001 and SD40-2 #5586. CN took over at Sapperton for the haul over the Second Narrows rail bridge to North Van using SD 40 #5080.

Canadian National

A new word to describe the railway's passenger service is 'VIA' as in overland 'VIA CN'. The railway is changing its look with a new colour scheme (yellow with blue band and VIA lettering) and have indicated their commitment to continue improving their passenger service operations, especially in the heavy Quebec City-Toronto-Windsor corridor. To inaugurate the VIA name, a turbo-train was repainted in the new colour scheme and the press was invited aboard for the train ride. A speed run was held on the main line between Toronto and Montreal and east of Kingston, a North American rail passenger speed record was set at a speed of 140 MPH !!

WB CN hotshot freight #217 was the first train over the newly repaired span at New Westminster on April 24th.

CNR #6060 will operate each Saturday between Toronto and Niagara Falls, effective June 12th. The steam specials are listed in the current CN timetable 29. Side trips out of Niagara Falls are also planned during the train's layover.

SW 8's #7151 & 7152 have been assigned from Calder (Edmonton) to Vancouver Island and G12's #991 & 992 have been shipped to Transcona (Winnipeg) pending retirement.

Canadian Pacific

The E & N passenger operations enlist a variety of people to maintain station openings when the train arrives. At Chemainus, a gas station owner opens the station just prior to the train arrival and on Saturdays in Ladysmith, the regular employee is off, so a Crown Zellerbach employee subs. In Nanaimo, a mechanical superintendent at Wellcox would open the station at 'train time'.

CLC 44H44A's #10 & 11 (500 HP Hydraulics), now retired, are still at Ogden.

FROM THE STEAM CHEST—MAY 1960

Thanks to **Craig McDowall**

BCER

The BCER ripped down the last overhead wire in April using Line Car L-6 and Rail Car E-60. The only remaining overhead wire now is a short piece at the Kitsilano yard and the electrified trackage at the Carrall Street gas plant. And the only remaining electrics still on the property are the L-6, snow low S 103 and two steeple cabs: #960 (MCM note: she sounds familiar) and 961.

Dominion Bridge

Dominion Bridge's two locomotives (V489A and V490) were used on the 2nd Narrows Bridge construction project on Burrard Inlet. V489A (former Alcan #1001) was returned to their Burnaby location recently but V490 is still on the north end of the bridge. Both are diesel locomotives with V489 a 45 ton GE but V490 is a odd ball 4 wheel job. And that engine was the diesel that went into Burrard Inlet when the bridge collapsed in June two years ago.

Canadian Pacific

The CPR wreck at Pointe du Lac, Quebec on Feb 29th involved freight #88. Engine #8737, the second of the three units on the head end, broke an axle causing trailing unit #8771 to

WCRA News,

derail. Of 30 cars involved, 13 were wrecked beyond repair and 2 were trucked to the shops for repairs. Of 82 head of livestock on board, 20 were killed.

CPR 4-8-4 #2857 was used on a fan trip from Toronto to Port McNicholl and return on March 27th

CPR 4-4-0 #136, 4-6-0 #815 and sister #1057 were used on a very rare triple-header fan trip from Toronto on May 1st.

The last steam locomotives stored at St. Johns Roundhouse in Toronto have been sent to Angus Shops.

CPR trains #1 and 2 (the Canadians) have been as short as ten cars long on the western part of their transcontinental runs lately. Also included in some of their consists have been a few 'freight diversions' which was freight that got shipped in the wrong direction(!) and was reloaded into Express cars and added to the Canadians to make up for lost time. A first in railroad history: a transcontinental 'mixed' train!

The CPR is converting some of the older passenger cars into work service at Ogden, Angus and Weston shops. A total of 41 coaches are involved.

The Grand Trunk Western had an unexpectedly large subscription for their steam fan runs in late February. The GTW had to run two trains to accommodate the fans with one consist 13 cars long and the other one had 21 cars. And they still couldn't accommodate all the fans wanting to ride behind the 4-8-4's.

CPR is still running some steam around the Montreal area with a few scattered out west and in parts of Ontario. The CPR does not expect dieselization until the fall of this year at the earliest and expects to hold on to many steamers for reserve and emergency use after dieselization takes place. About 200-250 steamers are expected to be scrapped in the latter part of this year leaving about 300 steam engines still on their roster.

Canadian National

CNR 4-6-2 #5090 was the last steam engine to operate over the Saskatoon- Prince Albert line recently

CNR 4-8-4's #6215 & 6402 are at Mimico Ontario. In Toronto, #6213 is being refurbished for display at the Canadian National Exhibition Grounds.

CNR # 6245 is being rumoured as the engine to pull the Upper Canada Railway Society's fan trip in July in Ontario. But the UCRS will have to foot the bill for possible repairs. Trip

is set for July 10th.

CNR has 'juice jacks' #19 and 21 running on the Niagara, St. Catherines and Toronto line. But #8,14,15 and 20 are up for scrap and #16,17 and 18 have been sent to Oshawa Railway to join the existing electrics currently on their roster.

CNR is reported to have run their last steamers on the prairies in April. The future outlook for CNR steam is very dim. With about 900 steam engines left and a reported 200 only to be held in reserve, about 700 steamers will be scrapped within the next 18 months or so. Their London Ontario shops are scrapping about 7 engines a day and Stratford about the same. With the smaller sized locomotives being the oldest, they are being scrapped first but 1960 should see many 4-8-4's and 2-10-2's being scrapped. The Transcona shops will be doing the scrapping for western steam.

CNR #2141 (which will soon be donated to Kamloops) is still sitting at the Point Ellice Roundhouse in Victoria.

Vancouver Island Logging Railroads

Osborne Wharf Co's Shay #1 is still working at Crofton BC but Hillcrest Lumber, the parent company, may send Climax #9 down in May while #1 gets some much needed repairs.

McMillan Bloedel & Powell River had 2-6-2T #1044 working in Chemainus but is expected to put 2-8-2T #1066 into service momentarily.

At the M&B's Nanaimo Lakes site, the company has 2-6-2 #1077 (MCM note: she will become one of the Prov. Gov't Museum train locomotives later in life) out of service. Interesting that the BC Dept. of Railways has given her a 'clean bill of health' but the company has supposedly condemned her. 2-8-2 #18 is being used in her place. Then #18 then had an accident in early April - the injector pipe burst and the escaping steam scalded the hogger, fireman and brakeman. It is suspected the pipe problem was a result of a wreck she had back in 1954. The engine went through a trestle into the icy river at China Creek when she was M&B's #1007 out of Franklin River. So it is expected that #1077 will be back in operation while #18 is repaired.

HRA SPRING CONFERENCE—GREAT SMOKY MOUNTAINS RAILROAD

- by **Don Evans**

The Spring Conference of HeritageRail Alliance was held in Bryson City, North Carolina and was hosted by the Great Smoky Mountains Railroad April 26 through 29, 2017. For this writer, it was an area of the US not previously visited and a new railroad to be discovered. And, it was a long trip from Vancouver as there really was no easy option other than fly and end with a significant drive.

I was off bright and early on Tuesday, April 25 on Air Canada 108 (an Airbus 321 in the new colour scheme) for Toronto and a connection to Atlanta. Next was an Air Canada Express E 175 which touched down right on time there, but it was almost 20:00 hours by the time I was in my rental car and headed north to Bryson City. It was a long and dark drive, but we arrived there (with absolutely no idea of what the surroundings were) around 23:30.

Awoke to a bright sunny morning and discovered a neat small town where the tourist railway was likely the largest contributor to the local economy, and made our way into town to find the location of our HRA Strategic Planning session. It was a productive day with time to stroll around, sample a new brew pub and enjoy the lovely mid 80's temperatures for dinner.

Thursday, April 27 was the real start of things, and we boarded the train for some pre meetings and exhibit set up for the conference. The HRA board held its meeting with breakfast in the *MacNeill* First Class car on the train. Coupled next to it was the *Harper* car—named after Al Harper, the owner of the railroad. In the Harper car, vendors and exhibitors were allocated tables for their exhibits—I had a table to promote the HRA 2019 fall conference which will be held at the West Coast Railway Heritage Park.

It was a gray rainy day today. At 10:00 passengers boarded the long train, which was headed by Baldwin 2-8-0 #1702—recently restored to service and a real gem of a locomotive. Our conference group had the first class section to ourselves (four cars—the conference had attracted more than 80 people). At 10:30 we were off right on schedule, for a 44 mile round trip Nantahala Gorge Excursion. The route follows three rivers and also Lake Fontana and is a very pleasant ride through the lush green hills.

On board we were well treated, with full service including snacks and beverages as well as a served lunch (even samples of Carolina shine—after all we are in Moonshine country!). It was most pleasant chugging along the curving railway, following the rivers pretty much all the way with a couple of significant bridges, most notably the one across an arm of Lake Fontana. As we neared the western most part of the trip, the white waters of the rushing Nantahala River showed off why this is a top class river rafting and kayaking destination.

As we curved along the river we got to see just what a train this was.....from locomotive 1702 back there was a power car (converted bay window caboose), our four first class cars and eight other assorted coaches, with a concession car and an open car, then a Santa Fe caboose and a pair of diesels—GP 30 #2467 and GP9 #1751 which served both as pushers for the westbound (upgrade) trip and lead units for the return.

On the return a stop was made at the Nantahala Outdoor Center where there was good photo ops of the steam loco and the rushing rapids on the river as well as a waterfall. The rain let up for much of this stop so we were able to enjoy the outdoors for a few minutes.



Then we retraced our tracks back to Bryson City with the diesels in the lead, arriving back about 15:30. There was a demonstration of turning the 1702 on the Armstrong turntable. Then, the steam loco headed to Dillsboro where the railroad's shop is and the diesels, with the assistance of another GP9 #777, switched the train in preparation for our private excursion tomorrow.

Our day was not over yet, however, as we moved to the "railway museum" behind the depot for our official welcoming reception with food and beverages. The "museum" is actually a very significant O Gauge Lionel trains layout and collection—ranked the tenth best Lionel collection in existence. The layout was very good with lots of details and multi train operations, but the collection in the glass cases was even more outstanding for anyone who is a collector or aficionado of Lionel trains over the years.



Friday, April 28.....took a slow start to the day and spent the morning doing work on WCRA News (what better way to write about what is happening here in Bryson City!) Our next excursion was to start around noon with an assembly at the depot and then boarding the train for a private diesel excursion to Dillsboro, following the Tuckasegee River. A visit to the railroad's shops will also be part of the day.

A much smaller consist today, with our motive power shiny green GP9 #777 leading a four car consist of open car, two deluxe coaches and the Harper car with our vendors.



The ride followed the rivers pretty much all the way to Dillsboro on this 32 mile round trip with a couple of interesting things to see along the way. We enjoyed box lunches on board today, and in contrast to yesterday, it was bright and sunny so the open car was the place to be.

As we neared Dillsboro we paused at the location of the train wreck from the movie *The Fugitive*, starring Harrison Ford. The scene remains in place, where a freight train crashed into a bus and then derailed. This was actually filmed live on the railroad, with a switch frog put in place to caused the derailment. The bus crash was done first with some freight cars, then the loco shells (a GE B18 and a GP30) were derailed and the scene created (see back cover).

Next stop was a visit to the Great Smoky Mountains Railroad steam shop, a new facility built at Dillsboro just for locomotive 1702. Consolidation steam locomotive #1702, built by Baldwin Locomotive Works in 1942 for the U.S. Army during World War II, was acquired by GSMR around 1994. #1702 was taken out of service at the end of the 2004 season. It was hoped that the engine would be restored and returned to service, although no definite plans were set. In October 2013 an "historic agreement" was reached between GSMR and Swain County (NC) to begin restoration of #1702. A new shop, especially built for the restoration,

was completed the following year. In addition to that, a new turntable was built at Bryson City for #1702 to turn around for the return trip to Bryson City during the Tuckasegee River excursion. In March 2016 it was announced that #1702 would return to service that summer, which coincided with the construction and usage of a new turn-table for the locomotive near the depot in Bryson City. Special events and a unique "Return of Steam in 2016" lapel pin were incorporated to celebrate the return of #1702.

The new shop is across the tracks from the railroad's diesel shop, and we were treated to a photo story on the restoration of the locomotive as well as tours of the shop and the cab while we were there. Then we re-boarded the train for the short distance into Dillsboro where we had time to browse the shops and spend a pleasant afternoon, capped off by a great family style southern chicken dinner at the classic Jarrett House.



Back on board the train, we retired to the open car and enjoyed the sunset ride back to Bryson City through the Great Smokey mountains scenery—another great day.

Now it was time to head home and that meant another long drive back to Atlanta. UP early and on the road by 0530, so again the drive through the Smokys was in the dark and by the time daylight broke, I was well on my way and back in the state of Georgia. Not much left to tell—turned in the rental car, navigated Atlanta Hartsfield Airport (not one of my favourites) and then a repeat of the journey down—Air Canada E175 to Toronto (with a new connecting arrangement at Toronto Pearson) and back to Vancouver on an A 321. It had been an interesting visit to North Carolina—a place to which I definitely would return.

RAILWAY NEWS



AMTRAK CASCADES CHALLENGE MARCH 10

Amtrak Cascades train 517 of March 10 had a challenge on its hands. The Superliner consist was headed south when it was stopped for a red signal at Brownsville. The problem was that the bridge at Crescent Beach (MP 127.6 was unable to close properly). A coal train was also stuck ahead of the Amtrak train unable to cross the bridge.

While this may seem like it could be a bus rescue type operation, the challenge was that the train was full with pre-cleared US passengers so it is not able to be opened up. The repair time on the bridge was estimated at some six hours, so some negotiation was done and decisions made. Northbound Cascades train 516 was cancelled en route. As for 517, Amtrak wanted it back at Pacific Central so a special clearance was arranged for the train to reverse back across the Fraser River Bridge and return to Pacific Central station in Vancouver. It arrived there at 2340 and passengers were given two options—leave the train and clear Canada Customs back into Canada or stay aboard overnight and then depart in the morning when the train would leave on schedule as train 513.

Train 513 did depart the next morning, with new passengers as well as those from the night before, and 513 for March had a Superliner consist. (T.Mu.)



HERZOG RAIL TRAIN AT SQUAMISH

A Herzog rail train made its way north doing trackwork on the former BC Rail line, it over-
nighted in Squamish yard on March 28, 2017 (T.M.)

DETOURS

There were some interesting detours in early March.....CN train 135 (Brampton Intermodal to DeltaPort) headed south through Chicago to avoid a derailment in Ontario. Once to Winnipeg it faced a severe storm ahead, so detoured again over CN's Prairie North Line via Canora, Humboldt and North Battleford, SK. Quite a trip!

And to cap it all off, BNSF also sent a detour over the Prairie North Line detouring from its planned detour route, so these Saskatchewan folks were also treated to a BNSF orange train led by CN 5774 / BNSF 4756 / 6066 / 5855. (J.M.)

CARRIER PRINCESS RETIRED



The former CPR railferry Carrier Princess was retired by Seaspans after making her last trip from Swartz Bay to Tilbury island on April 22. The vessel is now up for sale. (Photo, Robert Etchell)

LADYSMITH LOCO MOVED INSIDE FOR RESTORATION

An old locomotive (#11) that forms an important part of Ladysmith's history was moved for the first time in about two decades to its new home inside a shed on the Ladysmith heritage park grounds. Tireless volunteers have worked rain or shine on each Saturday two years to repair the railway ties in order to prepare for the day when it could be moved inside and permanently restored. The loco has sat outside for two decades, and was moved into a building pushed by a large CAT machine. (B.M.)

BOXCARS MOVED TO VICTORIA

A photo shows a boxcar being lowered gingerly into place at Bayview Place's Roundhouse development in Vic West on Tuesday, May 2. It's one of two cars brought here from Parksville that could be used for clothing stores and other retail space. The Roundhouse, a national historic site, was built by the Canadian Pacific Railway and used on the E&N Railway.

Two well-worn boxcars will be finding new life at Bayview Place's Roundhouse development in Vic West, where there is a plan rolling to turn them into retail space. It's an appropriate destination for the two cars, made in 1957, since the 20-acre site includes the Roundhouse — a national historic site — built by the Canadian Pacific Railway to service rolling stock from the E&N Railway.

The cars were brought here from Parksville, and one was lifted gingerly into place Tuesday afternoon by a crane. They were bought for \$10,000 apiece from the Canadian Railroad Historical Association, and the money will go toward a railway museum in Coombs. (R.H.)



coupler

PUBLISHED FOR THE EMPLOYEES OF BC RAIL VOL. 36, NO. 3, SEPTEMBER 1994

The Coupler is

35

years old !!!

West Coast Railway Heritage Park opens



Restored CP business car 'British Columbia' is one of many displays at new park.

After years of planning and thousands of hours of volunteer work, West Coast Railway Heritage Park has opened. Under sunny skies, with hundreds of guests on hand, West Coast Railway Association (WCRA) President Don Evans officially opened the park, bringing to life the association's dream of creating a park dedicated to British Columbia's railway heritage. Founded in 1961, with over 400 members, the WCRA is dedicated to the collection, preservation and restoration of railway artifacts.

A railfan's delight, the 12-acre Squamish park adjoins the BC Rail mainline. Over 54 locomotives and cars are on display - some rolling stock dates back to 1890. The collection represents the five operating railways in British Columbia: Canadian Pacific,

Canadian National, Southern Railway of BC's predecessor BC Hydro Railway, Burlington Northern and predecessor Great Northern and of course, BC Rail and predecessor PGE.

Some interesting PGE collection pieces include: PGE's first steam engine #2 - built in 1912; 1937 PGE Ford inspection car 'Grey Ghost'; PGE's first diesel #551 - built in 1948; and a 1946 PGE fire truck. The jewel of the park is the restored Canadian Pacific business car 'British Columbia'. WCRA volunteers restored it for its 100th birthday at a cost of over \$200,000 and 80,000 hours of labour. Over the next ten years, other displays will be added to the park including a roundhouse and a 1930s style station. The park will also boast a miniature steam train.

In 1985 the WCRA decided to build a museum to display its growing collection of railway memorabilia. The Squamish site was selected in 1988, mainly because it's located by BC Rail track and railway access could be provided. Next, the members started looking for a building to house many of the displays. They discovered the former PGE car shop. An inquiry to BC Rail found that the 1,200 square metre building was to be torn down that summer. Members inquired - would BC Rail donate it to them rather than destroy it? The answer came in a letter from BC Rail President Paul McElligott saying that they could have the building if they moved it from the site during the two week summer shutdown. Professional movers were quickly hired and the building was moved - intact - one kilometre to its present site. The move took nine days and is believed to be the largest wooden building ever moved in B.C.

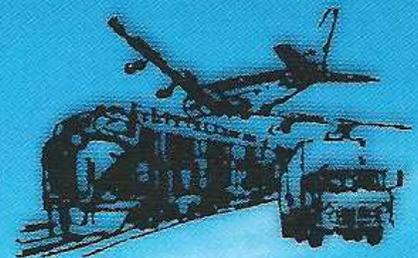
Many companies have provided support to the association. None have been more supportive, according to WCRA President Don Evans, than BC Rail. "As host railway with their mainline running alongside our site, they have been more than helpful on many occasions," he says.

"With its many displays and helpful site volunteers, West Coast Railway Heritage Park is destined to become a major tourist attraction in Squamish. The park is open daily from June through September. Admission is \$3.00 for adults and \$2.00 for children.

Come and Celebrate—Sunday May, 21 marks the 130th anniversary of the arrival of locomotive 374 with the first transcontinental passenger train into Vancouver!



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TRIVIA ANSWER

The 151' long 409-ton Ocean Going Tugboat "*Hercules*" was used by the **Western Pacific Railroad** from 1924 until 1975 when it was acquired by the California State Park Service, restored in 1977 by the National Park Service and put on display alongside Hyde Street Pier. Built in 1907 by John H. Dialogue & Sons in Camden, New Jersey with a 1000hp 3-cyl. triple-expansion steam engine. She's the one of the last steam powered tugs on the west coast of the North America and spent most of her time shuttling railroad barges across San Francisco bay to Oakland and Alameda. She was designated a National Historic landmark in 1986 and today is owned and maintained by the S.F Maritime Historic Park.

BACK COVER

Top—the staged train wreck used in the movie *The Fugitive* remains along the Great Smoky Mountains Railroad to this day for passengers to see as they glide slowly past the scene.

Bottom—VIA F40PH-3 #6456 in Canada 150 wrap, March 25, 2017—**Robert Etchell** photo



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