



WCRA NEWS

NOVEMBER 2017

**POLAR EXPRESS 2017
STARTS NOVEMBER 25**

**NEXT MONTH—HRA
MINNEAPOLIS COVERAGE**



GENERAL MEETING

The **General Meeting** of the WCRA will be held on **Tuesday, October 24 at 1930 hours** at Rainbow Creek Station, corner of Willingdon and Penzance in Burnaby.

Entertainment will be announced at the meeting

ON THE COVER

Colourful! The Minneapolis, Minnesota Northstar Commuter was one of several train rides taken as part of the recent HeritageRail Alliance Conference in Minneapolis. (Don Evans) Full coverage of the conference will be in our next issue.

NOVEMBER CALENDAR

- **West Coast Railway Heritage Park open daily 1000 through 1600k.**—mini rail in operation
- Saturday, November 4 and Sunday, November 5—High Tea, Mac Norris Station
- Friday, November 10—Newsletter deadline for the December 2017 issue
- Saturday, November 11 and Sunday, November 12—Vancouver Train Expo at the Forum Building, PNE Grounds, Vancouver (see page 6)
- Friday, November 17 evening and all day Saturday, November 18—Refresh Christmas Market, CN Roundhouse & Conference Centre
- Saturday, November 25 and Sunday, November 26—Polar Express in operation at the Heritage Park (see page 9)
- Saturday, November 25—Railroaders Get Together in Lillooet, 1730 hours, Legion in Lillooet (see page 6)
- Tuesday, November 28—WCRA General Meeting, 1930 hours, Rainbow Creek Station
- December 2, 3, 9, 10, 16, 17—Polar Express at the Heritage Park
- Tuesday, December 19—WCRA Annual Dinner and Awards Night, Accent Inn, Burnaby

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

ON THE MOVE—STILL BEHIND

Apologies once again for the delay with this issue—your editor has been traveling extensively in the past weeks we are now off for a week in Connecticut—but then we will be back and things should become more normal. Meanwhile, please enjoy this issue of WCRA News—albeit a somewhat abbreviated issue.

Don

ASSOCIATION NEWS

FROM THE SEPTEMBER GENERAL MEETING

Chair **Craig McDowall** called the meeting to order with 17 voting members, 1 Spouse, No Staff and 1 Guest present.

- **Craig** gave a combined **President and CFO report** indicating that the recent movie shoots had permitted payment of most of our payables and also 4 months of Debenture interest. He also added that the movie production company was impressed how well the Heritage Park staff worked together and with their crew. *Transition* ... selection of a new Comptroller for the Association was finalized today with the hiring of an individual from Squamish which will make the ongoing financial tasks easier than previously when the predecessors were resident in Metro Vancouver. On another note, the *Collection Committee* reconvened after a summer hiatus and set up a short list of priorities for which funds will be raised to start or keep each going. Baldwin 8000 is top priority as to date it has been funded solely by the 2 Members involved.
- **Craig** finished by noting that *Polar Express* sales are coming along nicely- We are 9 weeks out and 1/3 of our capacity has been sold. In addition **Gord** is always looking for new ways to bring revenue into the Park to replace that lost by reducing interest in railway history. Following on the recent resurgence of Escape Rooms, one is being set up to run over the Christmas holidays when the teens in the Sea to Sky corridor are looking something to do and want to spend \$\$\$ received for Christmas. This venture will have very low set up and staffing costs.
- **Craig** gave a brief **Fundraising** report with an update on Debenture interest payments.
- **Craig** moved on to the **Railway Operations** report from CMO **Robert MacBeth** updating several Restoration items. **6520** was used in the movie shoot and in preparation re-primed in flat black (2 part epoxy) paint by the production company giving an extra, unplanned, layer of protection. The locomotive worked great but still needs a new radio if we plan to keep up the pace. The sun faded exteriors of **4069** and **Henry Pickering** were polished by Dave L and Max and look great on display at the Station. The funds donated by the **GNRHS** for Brodie to do the body work on the GN transfer caboose have been spent. They were to consider additional funding at a meeting in September. Brodie has moved to the **Bell Island** restoration assisting Brad. (Note ... a question was raised about

why work was being done on this car rather than another project. Gord advised that it is more maintenance than restoration as the Car is a main part of the Park tour route and it had become unsafe for guests to walk through).

- **Craig** read the **Heritage Park Operations** report on behalf COO **Gord Bell**. **Gord** noted that the Park had been busy with the 2 Movie productions, *Christmas Train* and a segment of *Colony* Season 3. Net revenues from these were well received. Work has begun on acquiring potential business for 2018. The Drive-in Movie season has ended but as a result of 2 trial dates this year the Park will be gearing up for a full 6 night summer series in 2018. The *Pumpkin* event is fast approaching and over 700 tickets have been sold to date. This year for the first time we are offering the event to the General Public on Saturday.
We still need Volunteers for all 8 days of *Polar* ... Please keep us in mind.
- **Mike McGaw** reported on the Collection activities adding to that hilited by Craig in his earlier report. Priorities for Restoration are: Baldwin *CP8000*, GN Transfer Caboose *X-180* (awaiting further funds from **GNRHS**) and the *Clinton* is a possible next candidate. Proposed *Northern Summit* funding has some strings attached and with a pending winter shutdown of MP2 we may not be able to meet the conditions. In closing Mike noted that *BCER 960* was ready to the front hoods installed. The Resistor banks are back on and plans are to have the Cab sealed so it can be heated independently permitting interior work to continue over the winter.
- **George** reported on **Engine 374**, noting that as the days get shorter the visitor count declines. Also the Pavilion is now on winter hours.
- **OTHER BUSINESS arising from the Minutes** - Jeremy reminded Members:
 - The October meeting was moved to Oct 24th as BCSME is using the building for their Halloween Train event on the 31st;
 - The Vancouver Train Expo 2017 is coming to the PNE Forum Nov 11 & 12 and WCRA needs volunteers to staff the booth.
- **GUESTS** were welcomed
- Calendar was reviewed
- **Entertainment** - A video supplied by Bill Johnston featuring the *Kettle Valley Steam Railway* produced by *Elevation Media*.

PLEASE RENEW YOUR MEMBERSHIP

If your label reads 9/30/2017 it is time to renew your membership.....if it reads 8/31/2017 this is your last issue of WCRA News. We need all of you as members, please renew today.

WCRA TRIVIA #345 - By Ryan Cruickshank

What is the oldest existing railway station?

(Answer on page 15)

NEW MEMBERS

We welcome to membership:

- Catherine Berglund and Family of Garibaldi Hlds;
- Laura Cohen and Family of Carmel Valley CA USA;
- Peter Colenutt and Family of North Vancouver;
- Jaymee Cruz and Family of Garibaldi Hlds;
- Heather Gray and Family of Squamish;
- Ben Greenberg & Amber Cowie and Family of Garibaldi Hlds;
- Jera Gunter and Family of Squamish;
- Ashley Halliran and Family of Squamish;
- Hall-Johnson Family of Squamish;
- Jeannie Hayes and Family of Brackendale;
- Paul Hofer of Squamish;
- Melanie Lamoureux and Family of Garibaldi Hlds;
- Craig & Kiara Larson and Family of Surrey;
- Steve Lister and Family of Truckee CA USA;
- Chris MacKay and Family of Surrey;
- Shandelle Murphy and Family of Squamish;
- Aura Reed and Family of Squamish;
- Allan Rowsell of Oshawa ON;
- Michael Schelpe and Family of Squamish;
- Julie Waage and Family of Mission;
- Louise Waiss and Family of North Vancouver

Returning Members—welcome back

- Rhonda Elesko and Family of Squamish;
- Don Fieldhouse of Garibaldi Hlds;
- Gina Fieldhouse of Garibaldi Hlds;
- Danielle Rees and Family of Garibaldi Hlds

(J.D.)

MEETING DATES and LOCATIONS - November & December *Because of block bookings during November and the first 2 weeks of December the Accent Inn in Burnaby was unable to accommodate our request for a November Booking.*

As a result please note the following changes:

- The **November General Meeting** will be held Tuesday Nov 28th at the Rainbow Creek Stn @ 1930;
- **Annual Festive Dinner and Awards Night** will be held Tuesday December 19, at the Accent Inn in Burnaby.

ANNUAL FESTIVE DINNER AND AWARDS NIGHT—Tuesday December 19, 2017

The Annual Dinner and Awards night for 2017 has been set for Tuesday, December 19, 5:30PM at the Accent Inn in Burnaby. This great seasonal event will feature a sumptuous Roast Turkey buffet dinner and great time to chat with friends. Come out and enjoy a wonderful Christmas dinner together and help recognize our supporters as the annual awards are presented. Everyone is welcome, so please bring along friends, partners and whomever you would like. The Accent Inn is at 3777 Henning Drive just off Boundary Road on the Burnaby side. The location has free parking or easy access via #28 bus to the door which connects to SkyTrain at Joyce or Gilmour.

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

You must have a reservation in order to attend but YOU MAY PAY AT THE DOOR. You will be able to make your reservations at the October or November General Meetings, or after November 1st by contacting Jenn jenn@wcra.org (604-524-1011), or calling the Heritage Park 604.898.9336. (J.D.)

VANCOUVER TRAIN EXPO 2017

THE SHOW ...Will again, as for the past two years, be held in the Forum Bldg ... Located at the PNE 2901 East Hastings. **This year's show dates are November 11th & 12th.**

The 2017 Public Show continues to be open the extended hours started last year. Hours are: Saturday **10am to 6pm** and Sunday **10am to 5pm**.

WCRA at the SHOW

Again this year, WCRA is providing the MiniRail at the Show and also has a booth where we will be promoting the Association, the Park, 374 Polar Express, and other Special Events, as well as selling surplus books and artifacts as a fundraiser.

VOLUNTEERS NEEDED - We need assistance to set-up the Booth on Friday Nov 10th in the early evening and with staffing it on Nov 11th and 12th during the show hours. If you have time you can donate on any or all of the days please let Jeremy Davy know your availability by email jeremy.davy@wcra.org or by phone 604.484.2791 (plse leave message if no answer). (JD)

LILLOOET RAILROADER GET TOGETHER NOVEMBER 25

Jennifer Leach writes.....Myself and another railroader spouse are trying to plan a 'railroader

reunion' of sorts. My husband Geoff Wilson, is an avid supporter of the railway museum and currently works for CN; as does my brother Brock Leach. Both my father (Fred Leach, of Lillooet) and Grandfather (Earl Leach, of Squamish) worked for BC Rail and PGE, mainly in the Lillooet-Squamish corridor. I am hoping you could do me a favour and pass on the attached information to any current or retired railroaders in the area who would be interested in attending our end of year party. Details as follows:

2nd Annual Railway Get-Together

November 25, 2017

Lillooet BC @ the Royal Canadian Legion

5:30 Appies and Cocktails 6:30 a Beautiful Catered Dinner

Live entertainment to follow

Tickets \$40 each or 2 for \$75

Free Designated Driver available within town limits

The Legion Bar will be open but liquor drinks are not included in ticket price.

19+ event for Railroaders, past and present including workers from independent contracting companies! Spouses are welcome and encouraged to attend!

Thank you in advance. Any questions please don't hesitate to contact me.

I can also help arrange/recommend accommodation for those wishing to attend.

Jennifer Leach—250-256-7166

COLLECTION



WORK CONTINUES ON BCER 960

As the photos show, the crew continues to progress with electrical reverser being attended to by **Gordon Frank** (left) and the front hood installation as well on page 8(M. McG)



WEST COAST RAILWAY HERITAGE PARK

Home of the Royal Hudson



POLAR EXPRESS—GET YOUR TICKETS NOW

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

Go to www.wcra.org to book your tickets today. Polar Express operates four weekends—November 25—26, December 2—3, December 9—10 and December 16—17. There are five departures on Saturdays at 1000, 1200, 1400, 1600 and 1800 and four on Sundays (no 1800). (G.B.)

VOLUNTEERS NEEDED FOR POLAR EXPRESS

Now is the time—we need you to sign up for some shifts to volunteer at the Polar Express. All shifts are available for the operating days, and we also can use help to set up and take down around this—our largest annual event. Many different positions are available on November 24, 25 and December 2, 3, 9, 10, 16, and 17. Please make plans to join us for some festive fun as we all have a great time delighting our many guests.

Set up days will be November 19 and November 24, and take down will be December 18 to December 20,

Please contact Tammie Cassetari at tammie@wcra.org or call at 604-898-9336. (T.C.)

LOCOMOTIVE 374 PAVILION

Our visitor count for September was 4,328. We had 862 more visitors than last September. Our visitor count for the year so far is 38,003.

Welcome to Fall. After a fantastic Summer, our crew is not looking forward to the cooler temperatures of Fall and Winter. Staying warm in the Pavilion can be a challenge when the weather cools down. Fortunately, we have a very tough Volunteer Crew (and a couple of good heaters).

Visitors to the Pavilion come from all over the world. A lot of them know about the CPR 374 Locomotive before they arrive and come down to Yaletown to see the engine. Many visitors discover us when they return from Granville Island via the Aquabus Ferry System. The boats drop them off at the foot of Davie St. and as they are walking up the street they pass the 374 Pavilion. The Hop On, Hop Off Tour Buses also deliver visitors to our doorstep. Our most frequent guests are from England, Germany and Australia. Many have a keen interest in train transportation because of their systems at home. We talk about the 374's History and give them information on train travel in North America. Most really appreciate the information and thank us for preserving the locomotive.

We still need a few more volunteers at the Pavilion. Ideally, we would like to have two people on every day. Please give me a call (778-875-3573) if you would like to help out or get more information. Come down and spend a day with us and see if volunteering is in your blood. If you like meeting people you will enjoy this job.

We are located at the corner of Davie St. & Pacific Blvd, across the street from the Canada Line, Yaletown/Roundhouse Station. Free parking and a coffee is available for Volunteers at the Roundhouse. They also have many other Volunteer opportunities.

Our Summer Hours are 10 to 4. When the weather cools down we will be going on Winter Hours, 11 to 3. Please drop in for a visit to Vancouver's most famous locomotive. (G.G.)

FEATURE ARTICLES

FROM THE STEAM CHEST—NOVEMBER 1962

Thanks to Craig McDowall

CPR

Two CPR freights collided in dense fog early morning on November 2nd near Pitt Meadows. The news media reported it as a head on collision but only the two units of the WB freight were damaged so might have been a rear end collision. The units were #4036 & 8669 and both were on the ground but only #4036 seemed to have serious damage.

CNR

On the same date as the CPR wreck above, CNR passenger train #44 collided with a freight train at Concord ON. A coach and a sleeper were on the ground but nobody was reported injured.

CNR #5 has been transferred from Victoria to Kelowna with an additional unit #1003 being sent to the Island to supplement road power. #1003 is coming from Edmonton.

Great Northern

GN has reduced fares on the International for passengers travelling on Mondays to Thursdays to Seattle WA. Tickets have a 15 day return limit and patrons may return any day of the week. The regular coach fare is \$7.95 with this reduced fare being \$5.50 (MCM note: that's a return fare!).

Several SP&S wooden cabooses (cabeese, caboosie?) were seen in in the Great Northern yard in Vancouver recently. It must have been quite a switching error to get them here as they would be based in Vancouver Washington(?).

Union Pacific

Union Pacific Fairbanks Morse 650 series passenger diesels which were stored at Portland OR were towed away and scrapped this past spring.

Comox Logging & Railway

Comox Logging 2-6-2TT #7 and 2-6-2TT #16 (MCM note: that number sounds familiar) may never run again as their inspection certificates have expired and both are now due for internals as of mid October. If either is needed for service, there are three alternatives. Give them an internal, try to get an extension from the Dept. of Commercial Transport or lease a diesel from somewhere to cover when their own diesel #7128 is unserviceable.

Canadian Forest Products

CFP diesel #300 (ex Port of Tacoma #5) which was sold to the Jefferson Lake Sulphur Co at Fort St. John BC in 1960 did not live up to expectations and has been replaced by a leased PGE diesel (believed to be #554). The #300 was a WW II vintage GE road switcher built originally built for the US Army.

Hillcrest Lumber Co.

Contrary to what was reported elsewhere, the Osborne Bay Wharf Shay #1 is not due for replacement at Crofton BC by B.C, Forest Products diesel at BCFP's nearby plant.

Vancouver Plywood Corp

Heisler #2 of the former Vancouver Plywood Corp. at Mill City, OR is still there, resting in the weeds near the remains of the old mill. A part of the mill is still in limited use, but no rail service is now used. The rails are still in place, though overgrown by weeds in most places. VPL officially called it quits here some time ago and the present limited operations are being carried on a small local operator.

Klickitat Log & Lumber Co,

The company is still operating with two Shays: #7 in regular use and #5 on standby. They are both 1929 built 3 truckers. They share a two stall engine house but word is they may change to a logging truck operation. Both engines sport snow plow pilots. Operations are on a five day

a week basis. The engine leaves Klickitat at 8:30AM and returns around 3PM and makes one trip each day over the 22 mile long line.

Georgia Pacific

GP Mikado tank engine #10, auctioned off to raise money for the Portland Zoo a year ago, is still at the Zidell yard in Portland. There is talk that she may go elsewhere for preservation.

Great Slave Lake Railway

Crews are laying a mile of track a day on the railway now building from Peace River, AB north 400 miles to Pine Point on the Great Slave Lake. The track has reached MP 56 at Manning AB, the first grain shipping point. This year's schedule calls for steel to be laid to MP 73.7 where it crosses the valley over the Meikle River. This river is a major obstacle on the line.

Canadian National's Branch Operations in Richmond

Article by Mike Mastin

The CNR has an interesting branch line operation on Lulu Island in Richmond. The line leaves New Westminster and runs parallel to the BC Hydro line until a point just west of the new Queensborough Bridge. At MP 4.8, the line crosses the north arm of the Fraser River over a swing span. The line then goes west to MP 10.5 and then curves south at 90 degrees and heads south to MP 14 where there is a small wye. One branch of the line goes 1.5 miles west to the Crown Zellerbach plant while the other line goes east 2.5 miles to the Delta Rice Mill. The wye is never used for turning the power or cars but instead the third leg is usually filled to its twenty car capacity with empty box cars which are for the CZ each time there is a shortage of clean cars in Port Mann. There are also two other small branches: one on the island, immediately at the south end of the swing span, extending 4 miles south to the LaFarge Cement plant. The other short branch diverges at a point half a mile from the north end of the bridge 1.1 miles in length but appears to be abandoned as our members have noticed there is now a large pole in the track bed and overgrown bushes. Day to day operations on Lulu Island are varied but normally there are 3-4 trains a day each way except on weekends, when there is only one train a day each way. The weekend trains make use of the old Harbours Board cabooses (with no cupolas), but all trains use either 1200 or 7200 series locos. Operations normally start around 9 AM when the first train arrives with livestock for the Swift packing plant and loads or picks up empties from CZ. If the livestock arrives at Port Mann late, then a second train is run since it is imperative that CZ be switched during the lunch hour. At 1 PM, the train, usually consisting of 20 cars, heads back to New West and the same loco and caboose with different crew and train starts back to Richmond, this time stopping at every plant that requires service. On one four mile stretch between stops, the train goes so slowly that kids run along side and swing on board and ride down to the local ball park! Although this train is on the island by 4 PM, it is often close to 1AM before it returns to Port Mann. There is an interesting sidelight to the Rice Mill traffic. Formerly the mill received most bulk rice by ship but now it comes north from California by rail and recently

90 carloads showed up at Port Mann and they are being delivered to the mill at the rate of three cars a day. The line itself is laid with 85 pound steel dated 1910. Very recently tie plates have been added to all sections of the track and trestle bridges have been replaced. The future of the line looks bright with increasing traffic and room for more industrial expansion.

CNR

Construction is well underway on a new tri-level unloading ramp to handle the 150 tri-level auto cars now on order by the railway. Location of the ramp is in the old Canadian Collieries Dunsmuir coal yard just east of the CN-GN station on Evans Street. So far the ramp itself has been finished and two tracks have been laid and ballasted. A 3rd and possibly 4th track are planned. The storage area is very large exceeding GN's unloading facilities. GN business is expected to be cut severely by this move. Until recently GN had a monopoly on tri-level business in Vancouver. And CPR is expected to enter this field due to the increasing move the major auto makers to ship autos by rail.

On Saturday, Oct. 27th, CNR passenger units #6535 & 6635 departed Vancouver with nine coaches which signified the last run of The Continental, also known as #4. Now the only CNR trans-con passenger train remains - #2, the Super Continental. Scarcely two months earlier, the Continental was running up to 22 coach, and sometimes 28 coaches(!) with four GMD units on the head end.

CPR

CPR passenger B units #1902 and 1910, wrecked at the St. Eugene ON in January this year, will soon be emerging from GMD at London, ON as GP-30 units! Road switcher #8474, involved in the same wreck, is presently undergoing a rebuild also at the plant.

PGE

On Sunday, October 8th, the PGE ran an extra mixed train from North Vancouver to Lillooet. It left North Van at 18:40 with 66 passengers and arrived in Lillooet early the next day. The PGE discontinued its daily mixed service sometime ago but they still will apparently run an extra mixed on holiday Mondays to accommodate folks from the interior who come down to the Lower Mainland for the long weekend.

RAILWAY NEWS



NEW LOCOS—CN has placed an order for 22 new ES44AC Tier III credit units with General Electric. Road numbers will be 2984 to 2999 and 3800 to 3805. (BL)



MOTIVE POWER NOTES.....A four axle unit was noted as the fourth unit on a grain train in late September—consist shows CP 8558, 8600, 4510 and 8556 (J.M.).....Regular sightings of run through units continues, mostly Union Pacific, although CSX 3224 showed up September 23 and was seen many times working various jobs....another unit , CSX 3043, arrived as the DPU unit on the tail end of train J 303 on Thanksgiving morning. (J.M.).....CP is overhauling ten SD40-2 units and equipping them with remote control and electronic air brakes—they will be CP 5100 to 5109. 5104 has been seen working the yard at Golden, BC. (BL)

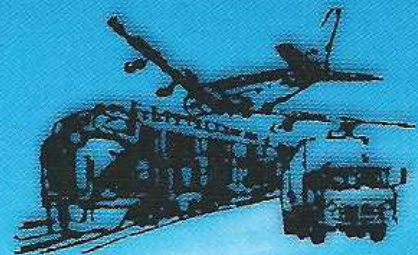


LAST SUNDAY DEPARTURE.....The last Sunday departure of The Canadian (at least until next season) departed Vancouver's Pacific Central Station on October 8th. This was a long train, with 28 passenger cars in the consist including three Skyline domes, one Panorama car (to Edmonton), two Diners, and three Prestige carts on the rear with Laurentide Park carrying the markers, (T.M.)

STRANDED TRAIN TO BE SHIPPED OUT.....VIA's stranded train at Churchill, Manitoba, is to be lifted onto a ship and shipped to Montreal by sea. The train consist of F40PH-3's 6434 / 6402 and five cars—baggage 8601, coaches 8105 / 8118, diner 8418 York and sleeper 8222 Chateau Richelieu—has been there since May 24, 2017 when the track was closed due washouts on the Hudson Bay Railway.

With the rail line closed, the large vessel Nunalik has arrived with fuel and other goods that normally arrive by rail. Once the cargo is off loaded, the train will be lifted onto the ship and it will head for Montreal where the equipment can be cleaned up and returned to service. (TJ)

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www.wcra.org

BACK COVER

WCRA's ex CN FP9A #6520 went into disguise for a movie shoot in late September, and received a black primer paint job for the role. Expect her to show up in this stealth mode for the Magic Pumpkin trains at the end of October. (Robert MacBeth photo)

TRIVIA ANSWER

The oldest railway station in the world is the *Manchester Terminus Station* of the *Liverpool & Manchester Railway*, having opened to service 15 Sept 1830. However the station building closed to passenger service on 4 May 1844 and was thus converted and used as a warehouse. Coincidentally the *Broad Green Station* in Liverpool was also opened 15 Sept 1830 and was still in use until the rail connection was severed in 2015. The Manchester Station building was vacated by Brit Rail in 1975 and the site was used by *Grenada Television* for the long-running soap *Coronation Street* and today is part of Manchester's Museum of Science and Industry.



**CANADIAN COUNCIL
FOR
RAILWAY HERITAGE**

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