



# **WCRA NEWS**

## **SEPTEMBER 2017**

### **FUNDING ANNOUNCED - GARDEN TRACK SHELTER**

### **POLAR EXPRESS SELLING WELL**



## GENERAL MEETING

The **General Meeting** of the WCRA will be held on **Tuesday, August 29 at 1930 hours** at Rainbow Creek Station, corner of Willingdon and Penzance in Burnaby.

Entertainment will be a video “Logging Railroads of the Pacific Northwest” from Trains & Travel International.

## ON THE COVER

Restoration work is underway in the PGE Carshop at the West Coast Railway Heritage Park on BN Transfer Caboose 11474. Once completed, the unit will emerge restored as Great Northern X—180 in bright red Great Northern paint. (Don Evans photo)

## SEPTEMBER CALENDAR

- **West Coast Railway Heritage Park open daily 1000 through 1600k.**—mini rail in operation
- Date to be scheduled—High Tea in the Tearoom, Heritage Park—servings at 12, 2 and 4PM each day, reservations at 604-898-9336—watch [www.wcra.org](http://www.wcra.org)
- Friday, September 8—Drive in Movie at the Heritage Park, Harry Potter and the Chamber of Secrets
- Friday, September 8—Newsletter deadline for the September 2017 issue
- Tuesday, September 26—WCRA General Meeting, 1930 hours, Rainbow Creek Station
- Friday, September 29 and Saturday, September 30—Outdoor Adventure Show at the CN Roundhouse & Conference Centre

The West Coast Railway Association is an historical group dedicated to the preservation of British Columbia railway history. Membership is open to all people with an interest in railways past and present. We are a non-profit British Columbia society, registered as a Canadian charity. Membership prices are as follows, **Please note that GST must be added to all fees:**

Senior \$50 (\$52.50), Individual \$55 (57.75), Family \$65 (68.25) **E Members (electronic newsletter only) are \$35 (\$36.75) Senior, \$40 (\$42.00) individual and \$50 (\$52.50) family.** Other categories are:

- Junior Member (age 18 and under) \$ 30 (\$31.50)
- Sustaining Member \$100 (tax receipt) **plus** membership type regular fee
- Life Membership \$700 (\$735) individual life / \$1,200 (\$1,260) family life

All memberships include the monthly newsletter, Heritage Park admission (except Special Events), mini rail rides and discounts on food and merchandise. The Association holds a monthly meeting on the last Tuesday of the month at 1930 hours in Burnaby at Rainbow Creek Station in Confederation Park. Apply through [www.wcra.org](http://www.wcra.org) or mail to WCRA, PO Box 2790 Stn. Term., Vancouver, B.C., V6B 3X2.

# EDITORIAL

## PROTECTING OUR COLLECTION—A NUMBER ONE PRIORITY

Over time as we develop our West Coast Railway Heritage Park and build it towards being a truly sustainable enterprise, we face many challenges and opportunities along the way. Sometimes these even can cause us to lose focus on what is really important to we seek to generate new funds and work ahead as aggressively as we are able.

That's why this month's announcement of a Cultural Spaces Canada funding in the amount of \$47.5k towards our Garden Tracks Shelter should not only be an exciting announcement, but also a true step forward towards our core goal of preserving and protecting our collection. Together with the \$25k received earlier from Heritage BC, and the current campaign with our members to help with the same project, we are now able to move forward with the final design and construction of the first piece of this project.

The Garden Track Shelter will create a Pavilion that will span the three tracks north of the Mac Norris Station, where our core railway exhibits reside. In its final design, the shelter will be expanded to provide cover for up to 15 railcars and locomotives, adding to the longevity of our restoration work and the calibre of our exhibits.

As with the CN Roundhouse & Conference Centre, the primary objective is to get as much of our collection covered as possible, while at the same time maintaining the heritage site appearance and design that has been created for our facility. We hope that everyone supports this goal, as Preserving British Columbia's railway heritage is what we are all about.

Our thanks to Canadian Heritage for sharing in the vision and supporting this project, as well as to BC Heritage and our private donors who are also contributing.

*Don*

# ASSOCIATION NEWS

## FROM THE JULY GENERAL MEETING

**Chair Craig McDowall** called the meeting to order with 20 members and guests, This did not constitute a quorum:

- **Craig McDowall** reported on behalf of **Gordon Bell** (who was away on vacation) noting that finances are essentially on track although donations are running behind budget at this point
- Re the Heritage Park, Craig reported that:
  - Thomas results were good
  - June was proving to be a bit of a slow month
  - Events are busy however

- There have been two railway training sessions for longshore workers
- Polar Express is now selling
- There are a couple of potential movie shoots on the horizon
- The next Collection Committee is likely to be in August
- The work to restore the BN Transfer caboose back to its Great Northern appearance is underway
- **George Game** reported that the Locomotive 374 Pavilion has had a busy month and that Canada Day was a great success. The 374 Pavilion will participate on August 20 at a community event in David Lam Park
- The chair reviewed the events calendar
- **Ryan Cruickshank** presented a Show and Tell, this time featuring some Lionel trains from the MPC era (1977 on))
  - An Erie Lackawanna GP 9 (unpowered) from 1977
  - A Union Pacific RS3 from 1987—88
  - A Great Northern EP5 Electric from 1988
- Ryan then provided his Trackside Report
- **Bill Marchant** provided a Trackside Report
- Entertainment was a video “Big Steam is Back”

## MEMBER NEWS

Our best wishes go out to **George Massey** who took a tumble and broke his hip.

## PLEASE RENEW YOUR MEMBERSHIP

If your label reads 7/31/2017 it is time to renew your membership.....if it reads 4/30/2017 this is your last issue of WCRA News. We need all of you as members, please renew today.

## OCTOBER MEETING – DATE CHANGE

The normal October general meeting date in falls on Halloween this year. As in past, BCSME is operating their evening Halloween Train Rides that evening therefore the Rainbow Creek Station is not available.

The WCRA General Meeting **will be held one week earlier on OCTOBER 24<sup>th</sup>** at the regular time. (JD)

## WCRA TRIVIA #344 - By Ryan Cruickshank

In railway slang, what is a "Spud" ?

(Answer on page 27)

## **NEW MEMBERS**

We welcome to membership:

- Tyler Andreasen and Family of Kelowna;
- Sara Ashcroft & Ann Hendy and Family of Garibaldi Hlds;
- Genoa Avery and Family of Squamish;
- Andrea Cade and Family of Richmond;
- Anna Cao and Family of Vancouver;
- Matt Carey & Carla Bannister and Family of Brackendale;
- Kirsten Daughty and Family of Kirkland WA USA;
- Jackie Dickinson and Family of Whistler;
- Rebecca Drew and Family of Squamish;
- Jewel Goodwin and Family of Squamish;
- Kelly Hamilton and Family of Garibaldi Hlds;
- Iris Ho and Family of Vancouver;
- Kevin & Jessi Hole and Family of Garibaldi Hlds;
- Andrew & Erika Kuepfer and Family of Squamish;
- Loren Parfitt and Family of Garibaldi Hlds;
- Katy Player and Family of North Vancouver;
- Taylor Purvey & Joyce Labbe and Family of Squamish;
- Salome Robichaud and Family of Garibaldi Hlds;
- Tamara St. Luke and Family of Garibaldi Hlds;
- Simon & Nina Tappin and Family of Garibaldi Hlds;
- Jana Young and Family of North Vancouver;
- Doug Zenyk of Vancouver

Welcome back to membership:

- Danette Boucher and Family of Squamish;
- Michael & Michele Carleton and Family of Churchville PA USA;
- Joanne Friesen and Family of Aldergrove;
- Derek & Heidi Goto and Family of Burnaby;
- Stephen Kelloway and Family of Burnaby;
- Elizabeth Marleau and Family of Garibaldi Hlds;
- David & Denise Rittberg and Family of Furry Creek;
- Christine Staats and Family of Brackendale;
- John & Dorothy Wikkerink and Family of Garibaldi Hlds;
- Kevin Wilson and Family of Squamish

(J.D.)

## **VANCOUVER TRAIN EXPO 2017**

**THE SHOW ...Will again be held in the Forum Bldg** as for the past two years ... Located at the PNE 2901 East Hastings...**This year's show dates will be November 11<sup>th</sup> & 12<sup>th</sup>.**  
The 2017 Public Show continues to be open the extended hours started last year. The hours

this year are: Saturday 10am to 6pm and Sunday 10am to 5pm.

### **WCRA at the SHOW**

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

**VOLUNTEERS NEEDED** - We need assistance with set-up of the Booth on Friday Nov 10<sup>th</sup> in the early evening and with staffing it on Nov 11<sup>th</sup> and 12<sup>th</sup> 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](mailto:jeremy.davy@wcra.org) or by phone 604.484.2791 (please leave message if no answer). (J,D.)

### **SENIOR STAFF CHANGES**

Sometimes things just don't work out and that is the case with the changes announced last month. So, we are now operating with the team as we had since Spring—**Craig McDowall** as acting President and CEO, **Gordon Bell** as Chief Operating Officer and General Manager, and **Ken Tanner** as Acting CFO and Fundraising. The board will determine next steps forward at its meeting in September.

## **COLLECTION**

### **BCER 960 UPDATE**

Hi all... Well July was a bit of a wash...with smoke... Wheeze, cough etc. (from the wildfires) In so much as our entire crew was far too often sidelined with family, health, glorious travel and or also attending real paid work opportunities, exciting smaller steps were achieved on 960.

After a few days of tediously going back and disconnecting, cleaning, and then refastening with some new hardware every individual jumper connector was inspected. Gordon then boldly put juice through the left resistor bank, some 100 amps plus via a welder power unit. We of course want to ensure all the connections themselves are providing no resistance, so using a thermo sensor we checked to see what heat readings were at all points throughout the 5 stacks of left side resistors. This should have been done this in the dead of last winter, as all would have enjoyed the heat generated. The connections were good, and after our wiener roast over the #4 stack, the hottest of the resistor units, we did eventually start to get some desired lower readings. Sure can understand why in so many vintage pictures of 960 operating, the front hood drop doors are hanging open... Must have indeed cooked up under there. ( much of the old paint job on the underside of the hood was blistered and fried) We're on to testing the right resistor bank in the coming weeks. So perhaps another barbee up in MP2 ? If all good, the hood goes back on.

We've also started to fully examine and overhaul the air powered switching solenoids, and there's plenty of them. Happily, I can report they look to be very well preserved with only hardened old lube on the internal moving parts to be cleaned off and refreshed.

So to rap up, the four of us were pretty pumped when we realized this past month was the first time since 1970 that BCER 960 has had any amount of juice running through her veins.

Wishing you clearer air.. (M. McG.)



## MASTERFUL WELDING JOB

**Brodie Moffet** is back with us for another summer and continuing his work in the shop, under the tutelage of David Walsmley.

He is doing a number of projects for us while he is here, including the work on the restoration of the Great Northern Transfer Caboose.

Here, Brodie shows off a masterful welding job he did repairing a broken cast iron switch stand. (D.W.)

## **PATRICK FORKLIFT BACK IN ACTION**

At the beginning of spring 2017 our "antique" Patrick forklift decided to break down and call it quits. Many issues caused this vital piece of park equipment to be out of service. Months went by without key replacement parts being able to be sourced, only one week until "Thomas" was to happen and still no forklift to do event set-up at the park. Enter **Dave Thethi**, long term employee, member and supporter of the WCRA. As this well known and respected resident of Squamish hears of the pending disaster.....he takes a drive over to see his friends at **Fraserwood Industries**, and "poof" like magic we have the use of one of their propane forklifts for the extent of Thomas and plus 1 month after.

The Patrick's driveshaft, that had been sent down to a so called "professional" driveshaft repair shop in Vancouver, came back to Squamish not only not repaired, they did not even take the time to dis-assemble it. Great after waiting two months.....nothing. Then "David the Welder" looks at the defective driveshaft and says.....that looks easy. Weld up the damaged yoke and insert new u-joint. Holy crap.....anyone can do that, even David. 24 hours later it is repaired and back on the Patrick, the antique roadshow is back in business. Just another day at the Park. (Ed—Thanks David!)

## **WORK CONTINUES ON GREAT NORTHERN 1090**

**Trevor Mills** is continuing his work on the Great Northern heavyweight observation car #1090 over at the MP 2 site. He has been removing old paint and uncovered lettering that said COMMUNICATION DEPARTMENT LINES WEST. A new tarp has been provided for the car to better protect it while work continues. (T.M.)

## **GN TRANSFER CABOOSE TRANSFORMATION UNDERWAY**

As you can see in our cover photo this month, work is underway on the restoration of our BN Transfer caboose and its transformation back to Great Northern X-180. The unit is one of four that were built on frames from Baldwin VO 1000 (1943) locomotives in 1963. This particular unit spent most of its working life at New Westminster. It was donated to WCRA in 1987.

**Brodie Moffet** and our shop crew are leading the work on this car, and have replaced several sections of metal rot and removed the old oil tank at this time. The project is supported by a grant from the GNRHS (who have also decided to hold their 2018 post conference at the West Coast Railway Heritage Park in September.)

## **COLONIST CAR BERTHS COMING ALONG**

**Blaine Thomson** continues to work away at the creation of four berth / seat sections in Colonist car CPR 2514. The 1905 built wood coach was developed into an interpretive exhibit many years ago, telling the story of how the railways lured settlers to the vast



wilderness of Western Canada by their steamship lines and railways. One end of the car was not finished, intended to be developed into four sections to show what the car would have been like to ride and sleep in while on the long journey across the country.



Work has been moving forward over the years, with **Bill Parks** an annual visitor from Georgia to work on the car and now local volunteer **Blaine Thomson** is pushing ahead and making some great progress (above he shows off the first installed upper berth). But it took much work to get to this point, as the walls had to be rebuilt properly and all the wood details crafted as seen in the photo on page 10. (Don Evans photos)

Once complete, our guests will be able to move from the interpretive area with its posters, maps, videos and artifacts into this recreated section that will illustrate just what basic accommodations our new Canadians experienced once they left Halifax to rattle across the country for seven days only to be dropped off in the middle of nowhere!

Yes, this is how our country grew and developed into the Canada we know today.



### ELECTRICAL RESCUE FOR COACH 3223

It was just two days before Thomas and thousands of visitors were to arrive at the Park; the rush is on to get coach 3223 ready for service again. Two new replacement traps have been installed by **Bart Collins** and **David Walmsley**. The last item is to perform a single car test of the air brake system. All pistons energized and worked fine except one was extended a bit too far. While under the car adjusting the truck end-adjuster David noticed that the 480 volt head-end cables were cut and cable missing. This car is "dead in the water"!

CMO **Robert MacBeth** was notified and a posting was made on Facebook, by absolute magic.....an

electrician from the valley saw the post. He had the required hydraulic crimper to install new cable, David W. had a supply of 480 heavy duty cable. On Friday morning **James Chomoluk**, a BC Hydro employee, drove to Squamish on his day off to save the day for Thomas and the WCRA!

Our sincere thanks to James for his help and to all involved. (D.W.)

## **WEST COAST RAILWAY HERITAGE PARK** *Home of the Royal Hudson*



### **DRIVE IN MOVIE SERIES**

**The Drive in Movie series** is a huge hit at the West Coast Railway Heritage Park. Load up your family and friends and join us at the Drive In for one of our upcoming shows. Gates open at 8pm and movies start at Dusk (9:30pm) Cost is \$20 per carload. Walk ins are \$5 per person. Only one date remains for this season.

September 8 – Harry Potter and the Chamber of Secrets

(G.B.)

### **POLAR EXPRESS NOW SELLING**

It may seem too hot to be talking about the Polar Express but 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](http://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.)

### **POLAR EXPRESS VIP CAR ON SALE UNTIL OCTOBER 1**

**The Polar Express Private VIP Car Alberta is now on special sale**

- Regular price \$1,500, now \$1,200 for up to 15 people
- for WCRA members only (not including GST)
- ONLY UNTIL OCTOBER 1, 2018
- A great idea for a Christmas party!

Enjoy your own private rail-car, aboard the exclusive restored 1929 Alberta passenger

car with:

- VIP seating for 15 passengers maximum
- A personal coach attendant with white glove service
- Exclusive interaction with Polar Express characters
- Comfortable lounge seating with panoramic views
- A Polar Express golden ticket & collectors mug for each guest
- Beverages, appetizers and snacks
- A private washroom
- Includes Free parking

CONTACT JENNIFER AT 604-524-1011 OR [JENN@WCRA.ORG](mailto:JENN@WCRA.ORG)



## **SQUAMISH OPENS FIRST ESCAPE ROOM**

The West Coast Railway Heritage Park is scheduled to open Squamish's first Escape Room on Saturday October 7<sup>th</sup>! The Bill Miner Escape Room will be the most authentic Escape

Room in the Sea to Sky and Metro region. Bill Miner was a prolific robber from the turn of the Century that eventually turned to train robbery in the early 1900's.

**Can you escape????** You are on the train in Silverdale (Princeton), British Columbia when Bill Miner attempts his final train robbery! Grabbed by the thieves and locked in the Canadian Northern Shovel Operator Bunk Car, you are cut from the train and left on a dangerous grade! You have 45 minutes to escape before the train rolls downhill out of control. Do you have the skills to escape?

Come and check it out. The Bill Miner Escape Room is good for groups of 2-8 players and is open 7 days per week, late on Fridays and Saturdays starting October 7<sup>th</sup>, 2017. Admission is \$20+tax pp and includes admission to the Heritage Park during operating hours. Please call Gord at 604-761-8525 to book your Escape Room experience. (G.B.)

### **PICK UP TRUCK NEEDED**

Our old pick up truck that serves as a utility vehicle at the Heritage Park is on its last legs (after serving us for several years). If anyone has a pick up truck that they no longer need or use, consider donating it to the Heritage Park. A tax receipt for the value would be provided. (R.MacB.)\

### **THANK YOU**

Thank you from MiniRail to **Bruce Wilson** for:

- Making two trips to Squamish to make repairs on the Mini SRY124 and to adjust the sound system on the other 3 units; and
- Sourcing and donating replacement waterproof rubber switch boots for the SRY124's control panel.



### **GNRHS POST CONVENTION TOUR**

The Great Northern Railway Heritage Society's 2018 Post Convention tour will visit Squamish in September of 2018, and will be based at the CN Roundhouse & Conference Centre. We look forward to the group's visit and to being able to showcase the restored GN transfer caboose X-180.

The CN Roundhouse & Conference Centre is a unique venue for any upcoming party or event. Celebrate with your family and friends surrounded by Canadian history and heritage trains. We have an excellent chef on-site that can provide your catering or you are welcome to bring in your own food.

Contact [jenn@wcra.org](mailto:jenn@wcra.org) or 604-524-1011 for rates and availability.



## **FUNDRAISING**

### **GARDEN TRACK SHELTER FUNDING AWARDED**

The Federal Department of Canadian Heritage has awarded Cultural Spaces Canada funding in the amount of \$47,500 towards the building of a shelter over the Garden Tracks at the West Coast Railway Heritage Park. These funds will supplement the earlier \$25,000 grant from Heritage BC and the privately donated funds currently coming in from our on-line fundraiser.

Work on design will get underway immediately and we hope to be constructing early in the fall. The Garden Track shelter is part of the Heritage Park's master plan and will ultimately provide a roof over 15 pieces of restored rolling stock located on the display tracks north of the Mac Norris Station. Also included in the plan are the extension of the station platform to facilitate easier boarding of longer trains at the station, and a lift (already donated) that will

allow accessibility to our exhibition cars located on the three Garden Tracks.

The Master Plan's design is to get as many of our rolling stock collection pieces under cover—once the shelter is completed we will now have room for 39 pieces under cover.

Our sincere thanks to both Canadian Heritage and Heritage BC as well as to our private donors who are supporting this project to better protect our collection. Donations can be mailed to the WCRA PO Box or made on line through [www.wcra.org](http://www.wcra.org)—specify the donation is for the Garden Track Shelter. (K.T.)

## **THANKS**

- To **Tom Dunn** for a donation in memory of M.H. Dunn—car foreman in Kamloops, BC
- To an anonymous donor for a contribution of \$10,000 to the Royal Hudson Preservation Fund

## **LOCOMOTIVE 374 PAVILION**

Our visitor count for July was 6,539. We had 221 more visitors than last July. Our count for the year so far is 27,562.

As I write this Summer is in full swing. Fantastic weather in the city and a record number of people visiting us from all corners of the globe. Helping these people with their visit to our city and giving them a little bit of history makes volunteering at the 374 Pavilion a very satisfying experience. Most visitors are very appreciative of the information and service we supply. And, you can't beat the price!

For Members who have not visited the Pavilion in awhile, we have a large Rack Card Display of Local Attractions, Official Vancouver Tourism Books, the Where monthly magazine of what is happening in Vancouver, Vancouver MobiMaps, Rocky Mountaineer, Via Rail, Amtrak information and a lot more. We also have a good selection of donated Train Books for sale.

It is unfortunate that there is no easy way for out of town tourists to get to our Railway Heritage Park in Squamish. Many are very interested in railway history and preservation but have no means to get there. Most are only here for a few days or less and do not have a car. There is talk of expanding Transit to cover the Sea to Sky Corridor. Hopefully this will happen sooner than later.

Old Book Sales: 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. These sell really well and help raise funds for our favourite park. Call me if you need help with delivery. Thanks to everyone who has donated.

We are always in need of volunteers at the Pavilion: Please give me a call (778-875-3573) if you would like more information on volunteering at the 374. One or two days a month would help us out greatly. This is our busiest time of the year for visitors. 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. If you like meeting and helping people this is a great place to do it.

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. Summer Hours are 10 to 4. Please drop in for a visit! (G.G.)

## **FEATURE ARTICLES**

### **FROM WCRA NEWS—AUGUST 1961**

**Thanks to Craig McDowall**

#### **Canadian Pacific**

The CPR has received approval from the Board of Transport Commissioners on its application to abandon 49.6 miles of track between Hope and Brodie, BC, better known as CPR's southern BC route through the Coquihalla Pass. The line has been out of service since November 1959 when heavy rains washed out several sections of the line. Traffic had been re-routed over the CPR mainline. The CPR contended in their application that it would cost \$309,000 to restore the line whereas salvage value would be \$563,000.

The CPR has again started using 8900 series FM Trainmaster units into Port Coquitlam. Usually a pair of them arrive on a freight nightly and departing early the next morning with an eastbound freight.

#### **Canadian National**

Some new CNR 'toothpaste tube' diesel units have been operated into Vancouver recently. 'A' unit FP-7 #6516 and 'B' unite #6603 both have appeared with the new paint scheme with lettering of the unit number on the end of the units. Some freight road units have been seen back east and the paint scheme follows closely to that of the road switchers with a solid black body with the 'red blob' nose. And some passenger cars back east have been observed in varying paint schemes as CNR experiments with paint schemes.

CNR 4-6-2 #5114 has received a clean bill of health after an over haul at the Calder shops in Edmonton. Why? An Edmonton group hopes to run her on a fan trip from Edmonton to



Hinton AB this fall.

The steam situation has taken a very sudden turn for the worse. The scrapping program has started up again on a scale you have never seen before. It is estimated that almost all of the remaining CNR steam engines will be scrapped in the next 5-6 months. Some 40 steamers were scrapped at CNR's Transcona shops in the past six weeks. And the scrapping program has also picked up again in Montreal

### **E & N**

Residents on Vancouver Island served by the E & N have been up in arms lately with news that the CPR wants to discontinue passenger service (currently daily except Sunday) between Victoria and Courtenay.

### **Northern Alberta Railway**

Bad news here too re: steam locomotives. As of July 1st, the entire steam locomotive roster of the NAR was sold to the Premier Steel Mills of Edmonton for scrap. Nine locomotives were hauled to Edmonton within days and on July 22nd, the five remaining steamers were shipped to Premier. The one possible bright light is that #74 might be kept at Premier as a mill switcher as it had recently had an overhaul in the previous few years. She was the only engine that went to Premier without her rods cut.

### **BC Electric Railway**

Here is an unknown fact. Before WW I, the now famous actor, Boris Karloff, helped lay streetcar track for the BCER as an unknown actor at that point having just arrived from England.

Unofficial report from a BCER engineer state that they are installing 'Interurban' whistles on their diesels that operate on the old Central Park line. Residents in the area have complained that the diesel horns are too loud and the Interurban whistles are quieter and folks are used to them at crossings.

All of the BCER cabooses are getting facelifts. Originally painted red, they are now all being repainted yellow with a red arrow on the side, very similar to the paint scheme on their locomotives.

Since the demise of the Interurbans on BCE in Feb. 1958, vast changes have taken place at their Kitsilano shops in Vancouver:

- trackage no longer required has been removed and remaining track has been relaid with 60-100 lb rail with new ballast
- all trolley wires have been taken down with a 100 foot section remaining at the shops for BCER's two remaining steeple cabs
- the shops have all been repainted from the familiar BCE red to a brown colour
- the BCE trolley snow plow hasn't been scrapped yet.

## **Pacific Great Eastern**

The PGE is also trying a new paint scheme on their motive power. Not a drastic change, with just a green top added to the regular paint scheme. #566 is the first diesel to emerge from the Squamish shops with the update.

Gas-electric car #107 was shopped during July in Squamish and sent to North Vancouver for use on a West Coast Railfan Assoc. special on August 5h.

Many new log cars are being rebuilt at the Squamish shops out of regular flat cars. The modification is welding vertical beams along the sides of the cars replacing the old wooden stakes. With the new steel modifications, the cars can operate at full freight train speed. In the past, a speed restriction of 15-20 MPH on curves was imposed as the wooden stakes might snap against the force created by going around the curves.

The old Frisco cabooses that the PGE bought several years ago for rebuilding and then weren't rebuilt are now scheduled to be scrapped.

## **VIEW**

The Nelson Machinery Co. diesel which has been for sale at Vancouver for over a year (ex Aluminum Co of Canada #1002), was leased to the Vancouver Iron & Engineering Works in Vancouver in July

V.I.E.W. has recently extended their trackage and because they can't wait until a BCER diesel comes along, have leased #1002. Their present 'coupler equipped' large motor truck cannot pull any cars up the new 'grade', so #1002 will now do the job.

## **FROM THE STEAM CHEST (of the Hi-Ballers) AUGUST 1959**

-thanks to **Craig McDowall**

### **Hi-Ballers Executive for 1959**

Club Officers:

President: Keith Anderson

Vice President: Gary Oliver

Sec. Treasurer: Roger Burrows

Superintendent/Editor: Doug Cummings

Asst. Superintendent: Max Tschumi

### **Club News**

The club now has embroidered 'Hi-Ballers' crests available at 75 cents.

Due to the fact that a group of our members are going to Winnipeg this month and won't be back till September so the September issue may be a bit late in coming.

We are still working hard to find good storage space for putting any locos or coaches we are

able to acquire. Without adequate protection and storage, it is useless for us to obtain any equipment.

### **Club Members' US Trip**

On July 1st, 4 of our Vancouver members made a trip to Washington state to see two steam locomotives: the Puget Sound and Baker River #2, a 4-6-0 on display at Sedro Woolley, WA. She was built by Baldwin in Jan. 1913 as #39058 and stored until late last year at Sedro Woolley. The Boy Scouts of that city are supposed to restore her cosmetically but our members report that she was in horrible shape. At New Halem WA, the Skagit River Railroad, owned by the Seattle City Light Co., placed Prairie #6 on display when the line was shut down about 5 years ago. She was built by Baldwin in 1928 as #60440 and is in very excellent condition which is very satisfying as the town population only numbers in the hundreds.

For 4 days Max Tschumi toured Washington and Oregon chasing after some logging railroads looking for steam still in use along with updates of steam still around on the major railroads. At Seattle, the Northern Pacific has sent 4-8-4 #2601 for scrap in South Tacoma but #1372, a 4-6-0, still resides in their roundhouse. Port of Olympia's 2-6-2T #2 was outside along with a B.C. Electric interurban car. At Tacoma, the NP had sent 2-8-2's #1639 & 1788 in from Pasco along with #1816 from Spokane for scrap. At Vancouver, WA, the SP&S had 4-6-6-4's #900 to 905 and 910 & 911 plus 2 Northerns, #701 & 702 on site. At the Oregon Centennial Railroad in Portland had a Finnish 2-8-0 in the small roundhouse! In the Northern Pacific Terminals Co. roundhouse in Portland, Mt. Emily Lumber Co. Shay # 1 was stored, evidently the property of a Portland fan club.

Down at Mill City Oregon, the Vancouver Plywood Co. had Heisler #2 stored. The company recently sold this mill and it is being rebuilt and it is expected the Heisler will once again be in operation. The City Council in Mill City was to purchase this locomotive for display once she is retired. Rayonier, the logging railroad that steam fans love, had 2-8-2's #2, 70, 90 & 101 and 2-6-6-2's #14 & 38 (the latter from the Sierra Railroad) at Railroad Camp north of Hoquiam. All these loco's were either in or around the roundhouse as it was the US holiday weekend. However engine #101 was being stripped for parts to keep the other sister locomotives running. Shay #3, which once ran on the East Kootenay Lumber Co.'s line in BC, was on display 30 miles north of Hoquiam. Dieselization of the Rayonier operation will eventually occur but the purchase of #38 only three years ago indicates they plan to run steam for a while yet.

CN

Queen Elizabeth II has the pleasure of riding a 'Royal Train' on her recent trip to Canada. The train ran with three diesels units from Kamloops to Vancouver with 19 cars in the consist. including a CPR dome car and the Governor General's private car.

On Wednesday evening, July 22nd at midnight, a CNR 2-10-2 left Vancouver for places unknown. The fire was killed on her on the 13th and she was moved over to the diesel shops on the 14th where she sat for a week before being 'greased up' for her departure. Two groups in Burnaby BC are after #4702 to put her on display and CNR has agreed not to dispose of her until arrangements are made if possible. The extreme costs of putting such a large locomotive on display are probably beyond the means of both groups. The city of Vancouver isn't interested as they have CPR #374 on display.

## **PGE**

Radio dispatching is quite popular with many BC logging railroads and which the CNR tried out on an experimental basis. But the PGE has gone one better. They have announced the opening of its system wide micro wave network. This system enables dispatchers to talk with train crews at any time and crews to talk to each other.

## **Great Northern**

'The Goat' slows down. GN has been asked by the City of White Rock to slow down its trains passing through the resort town. This request came after a woman was knocked 86' after coming in contact with a GN train. Why people walk into trains is something that will never be figured out. GN runs three passenger trains north and 3 south each day plus two freight trains each way. The GN agreed to lower the speed from 55 MPH to 30 MPH. White Rock is located about 3 miles north of the US Canada border.

## **THE ROYAL LIVINGSTONE DINNER TRAIN**

- story and photos by **Don Evans**

As many of you know, your editor and wife made a trip to Africa in May of this year. We had an incredible time with many once in a lifetime experiences, and while it was by no means a rail related trip, we always seem to find some rails along the way. So this is a story from the last stop on this trip, from Victoria Falls in Zambia, where our magical four weeks came to its conclusion. (we will present a showing on our Africa trip one evening at the Heritage Park—likely in October—watch for the date and come out for a great show in photos and videos).

Wednesday, May 31 was the date for our ride on the Royal Livingstone Dinner Train and we were ready. The Royal Livingstone was the hotel we were staying at in Livingstone, Zambia, a beautiful property on the banks of the Zambezi River with a short view (and walk) to the brink of Victoria Falls. The dinner train operated three days a week at this time and, although operated by the hotel and local tour company Bushtracks, was open to all who wished to pay the price and climb aboard.

We were picked up at the hotel in a van and driven a short distance to the boarding point just across the highway from the railway yard. The red carpet was out as we walked to the train and

boarded for our four hour experience. We were shown into the rear car of the train (a five car consist) which was a beautifully restored lounge car with easy chairs, a lovely bar and an open platform on the rear of the train. A glass of wine was instantly in hand.



Shortly after, the train whistled off and we pulled out of the boarding track and onto a branch that turned out to be part of the Zambesi Sawmills line—now a branchline of the main railway—still in operation for freight and passengers. As we backed out we passed Beyer Garrett #512 undergoing restoration (see photo, back cover)

The former Rhodesia Railways were part of the (Cape to Cairo) that originated in Capetown, South Africa. It runs north through that country and on into Zambia and Zimbabwe today (formerly South Rhodesia and Northern Rhodesia. The line remains very active and sees both freight and passenger services. Track is smooth welded rail laid in metre gauge.

We now reversed across the highway and joined the mainline in the main yard for Livingstone. Our guide noted that we often get delayed at this point waiting for another train to clear, but not today. Once the interlocking for the branch was dealt with we backed onto the mainline and headed north along the smooth track towards our first stop—right on the bridge over Victoria Falls. Along the way a well versed historian provided us the history of this African

country and the railway—a most interesting discussion. Meanwhile, however, this writer was also catching the sounds of the railway—especially the steam whistle wailing in the distance.

The train traveled on the “Cape to Cairo” mainline to the Victoria Falls Bridge. Once on the mainline the train leaves the outskirts of Livingstone and travels into The Victoria Falls World Heritage Site. The train stops on the bridge for approximately 20 minutes and guests have a chance to disembark from the train at this point.



Soon we were on the bridge and we pulled to a stop with a view of the falls. Here we were able to watch an amazing African sunset over the falls—as well as to walk up and visit the locomotive. Well—the sunset could wait—so off we climbed to see what the train was about (we had not been able to see it to this point as we were ushered on and departed immediately).

As we made our way forward, (photo top page 23) we found that we had a five car consist—two club cars on the rear (which we were in at this point of the trip), two dining cars (where we would go for dinner after we left the bridge), a kitchen car and Zambesi Sawmills 4—8—2 #156. We were able to take photos of the locomotive and also to visit the cab. The engineman and fireman were keen to show the engine (their pride and joy) and the well banked coal fire blazing away in the firebox. The locomotive was spotless! Steam Locomotive 10th Class 156 was built by Northern British Locomotive works in the 1930’s. Loco 156 was renovated by the



famous Wildlife Artist David Sheppard and in 1971 donated to Zambia National Heritage it was then restored again by Bushtracks in 2005.



With setting sun we headed to re board (photo above) and we were then escorted forward to the dining car. The Beautiful Wembley Dining Car was built by the Birmingham Railway Carriage Co. and went on display in London at the British Empire Exhibition in 1924. It was then shipped to the Union in Africa and entered service on 19th May 1926. In honour of its exhibition duties it was renamed the Wembley and still has RR (Rhodesia Railways) etched into its glazing.

We settled into our booth and pulled away from the bridge, now to the sounds of #156 working upgrade with lots of fabulous steam exhaust bark and an even closer spot to listen to the steam whistle blow for the grade crossing along the way (they use our standard North American whistle conventions for forward, reverse and grade crossings). Can we just say this was like heaven to a Canadian's railfan (and the others were also enjoying it just as much!).

Dinner was a five course set dinner served at the Palm Grove siding, which was about ten miles from the bridge, before heading back to the Bushtracks Station. The dinner and all accompaniments were exquisite, and we had most enjoyable conversation with other diners on the train, including a brother and sister who were getting together after 40 years apart (they had



grown up in Rhodesia) It was a delight in every way.



All too soon dinner was done—but not before a mainline freight passed by (I couldn't tell what the power was in the dark, but I heard both EMD and other diesels while there). We switched back onto the mainline and reversed to the interlocking, then pulled up the branch and backed into the Bushtracks siding to disembark. All agreed it had been a wonderful evening.

## RAILWAY NEWS



### WILDFIRES AFFECT SERVICE ON FORMER BC RAIL LINE

The horrible season of wildfires in the Cariboo region of British Columbia has had severe service impacts to both CN freight and Rocky Mountaineer Gold Rush service. The Squamish and Lillooet subdivisions were closed for a lengthy period in July between Squamish and Williams Lake for freight traffic, with Squamish being served only from North Vancouver and Quesnel served with local service from Prince George. CN announced that it would resume

limited operations July 31, but the wildfires then pressed into the Clinton area affecting that part of the route again. (J.M.)

Rocky Mountaineer's Rainforest to Gold Rush service was also affected by the line closure for several departures in July and early August (as we go to press the company is noting that its August 19 departure may be affected). The train operated from North Vancouver to Whistler, and then on to Lillooet the second day. It turned back there and came back to Squamish where WCRA was able to assist by housing the train on our spur until it returned to Lillooet a couple of days later to bring the southbound passengers to Whistler and North Vancouver. Motor Coaches were used to get passengers from Lillooet to Kamloops and on to Jasper.



(photo by  
Trevor Mills,  
July 31, 2017)

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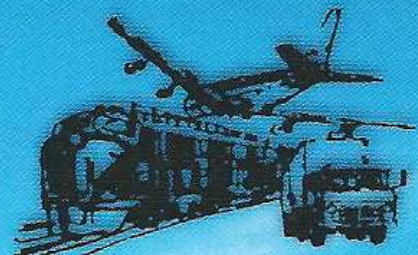
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**TRIVIA ANSWER**

The slang term *Spud* refers to the SBU or Sense and Braking Unit (also known as EOT/ETD - End of Train Device, or FRED - Flashing Rear End Device). This device replaced the venerated caboos. It affixes to the knuckle of the last car and through the airbrake system monitors the air pressure and communicates by two-way radio to the engineer the status of the tailend of the train. They first came into use in 1969 by the *Florida East Coast* and by the mid 80's they were common as the caboos phased out by 1990.

**BACK COVER**

Two photos from the Royal Livingstone Dinner train at Victoria Falls—Beyer-Garret #512 undergoing restoration at the Bushtracks compound, and a very much alive Ten Class #156 (4—8—2) heading the Royal Livingstone Dinner Train at Victoria Falls bridge on May 31, 2017. (photos by Don Evans, story on page 20).



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