



# **WCRA NEWS**

## **DECEMBER 2018**

### **POLAR EXPRESS 2018**

### **GETTING UNDER WAY**

**FALL to WINTER to SUMMER and  
BACK AGAIN IN 2 WEEKS!**



## GENERAL MEETING

The **General Meeting** of the WCRA will be held on Tuesday, November 27, 2018 at Rainbow Creek Station in Burnaby, Willingdon and Penzance, at 1930 hours.

Entertainment will be announced at the meeting.

## ON THE COVER

SRV Raillink GP9 #124 leads a train in New Westminster, BC bound for Surrey, on November 12, 2018. Motive power is GP9 #124, slug #001, GP 9 #129, and SW900 #910. The 124 is the full scale version of WCRA's Mini Rail unit which is sponsored by the railway. (Robert Etchell photo)

## DECEMBER CALENDAR

- **West Coast Railway Heritage Park open daily 1000 to 1600**
  - Bill Miner Escape Room open by reservation every day
- Friday, November 30—Newsletter deadline for the January issue of WCRA News
- November 24, 25....December 1,2.....December 8, 9.....December 15, 16—Polar Express at the Heritage Park (see page 8)
- Wednesday, December 5—Santa's Village—Community Christmas Event at the North Pole, West Coast Railway Heritage Park, 15:30—18:30, free admission (see page 9)
- **Tuesday, December 18**—WCRA Dinner and Awards Night at the Accent Inn in Burnaby (see page 5 for details, reservations required)
- Tuesday, December 25—Merry Christmas to all
- Friday, December 21 through Tuesday, January 1—Heritage Park closed for the holidays

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.

# ASSOCIATION NEWS

## FROM THE OCTOBER GENERAL MEETING

Chair **Bill Johnston** called the meeting to order at 1930k, with 13 present:

- **Bob P** made the Staff Reports noting
  - That work continues for the funding for the acquisition of the former BC Rail MP 2 shops, but there has been no final decision yet. The Bank has approved a bridging loan if the Heritage Canada funds are spread over 2 fiscal years.
  - That the extremely successful movie shoot at the Heritage Park wrapped up with discharge of 66k rounds of blank ammunition. Another production is currently underway at the MP2 Shop but is not interfering with operations at the Heritage Park
  - Polar Express sales are about on par with last year so far. Coach RMRX 5704 has arrived on loan from Rocky. BC33 will also be added to the Consist.
  - The WCRA Annual Dinner and Awards night will be held on Tuesday, December 18 at the Accent Inn in Burnaby, price will be \$40
  - Other collection items – Painting of FP9 #6520 is partly funded but funds are required to buy the paint; Locomotives 561 & 6503 are both operational thanks to Richard and Greg.
- **Bob P** also advised that the WCRA bid on refurbishing the former BC Electric Streetcar #153 for the North Vancouver Museum has been accepted. Most of the work will be done on site in North Vancouver
- **Bill M** reported that work is proceeding on BCER960, movies permitting.
  - Next up painting the insides of the doors to the motor areas. Hopefully installation of the roof timbers supporting the trolley poles and planks on the cab floor will be completed before the winter shutdown
- **Bill J** noted that the Locomotive 374 Pavilion continues busy, with visitors from all over the world. Winter Hours (11am to 3pm) start Nov 1<sup>st</sup>. Donations continue well.
- **Jeremy** provided an update on the Vancouver Train Expo show coming November 10 and 11 to the PNE Forum and reminded all that that volunteers are needed to help
- Member **Mike Lloyd** raised two issues to the Meeting:
  - Disappointment that restored pieces like PGE#2 are not being properly cared for. 4 years of self-funded work went into this one
  - Terms of payment of the Debenture interest are not current (ed. note—debenture interest is being sent in November)
- **Bill M** gave a solo trackside report.
- Entertainment was a video – *CHALLENGE*, from CPR Public Affairs about the design & construction of the 2<sup>nd</sup> track and tunnels under Rogers Pass.

## SPELLING APOLOGIES

Apologies on the incorrect spellings of the name Macdonald.....it was mis-spelled on both page 2 and page 15 of our last issue. Correct spelling is Sir **John A Macdonald**.

## **NEW MEMBERS**

We welcome to membership.....

- Cedric & Diana Carter and Family of West Vancouver
- Andrea Dirks and Family of Garibaldi Highlands
- Newman Drego and Family of North Vancouver
- Don Gaynor of Victoria
- Jennifer Henry and Family of Squamish
- Eric Lam and Family of Port Coquitlam
- Stacy Massey and Family of Squamish
- Alina McKay and Family of Squamish
- Kati Norkum and Family of Squamish
- Amy Rozier and Family of Whistler

We welcome back to membership:

- Richard Garcia & Assinta Fung and Family of West Vancouver
- Tana Kennett and Family of Squamish
- Robert Mearns of North Vancouver

(J.D.)

## **PLEASE RENEW YOUR MEMBERSHIP**

If your label reads 11/30/18 it is time to renew your membership.....if it reads 08/31/18 this is your last issue of WCRA News. We need all of you as members, please renew today.

## **MEMBER NEWS**

We are sad to report on the passing of member **Rex Pendrill Brown**, who passed away April 11, 2018 in Victoria. Rex had been a WCRA member since January 1980 and had supported WCRA in many ways over the years.

## **WCRA TRIVIA #358 - By Ryan Cruickshank**

(not received at press time—will have to double head next month)

(Answer on page 23)

## **MEETING DATES and LOCATIONS - November & December**

Please note the following:

- The **November General Meeting** will be held Tuesday Nov 27<sup>th</sup> at the Rainbow Creek Stn @ 1930;
- **Annual Festive Dinner and Awards Night** will be held **Tuesday December 18**, at the Accent Inn 3777 Henning Drive in Burnaby. Details follow

## ANNUAL FESTIVE DINNER AND AWARDS NIGHT—Tuesday December 18, 2018

The Annual Dinner and Awards night for 2018 has been set for Tuesday, December 18, 5:30PM at the Accent Inn in Burnaby. This great seasonal event will again feature a sumptuous hand carved Roast Turkey buffet dinner and great time to chat with friends. No host Bar.

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 hotel has free parking or easy access via #28 bus which connects to SkyTrain at Collingwood/Joyce (Expo) or Gilmour (Millennium) Stations. The price is in line with last year ... \$40.00 (incl Tax and Gratuities) to permit as many Members as possible to enjoy this wonderful evening and will feature Turkey carved at the Buffet table.

**The deadline for advising the Hotel of the number of attendees, for which they will bill us, is Friday Dec 14<sup>th</sup>. Because of this you must have RESERVED by Friday Dec 14<sup>th</sup> in order to attend ... YOU MAY PAY AT THE DOOR if you wish.**

To reserve please contact Jeremy, by email [jeremy.davy@wcra.org](mailto:jeremy.davy@wcra.org), or phone (*toll free from Vancouver*) 604.484.2791 (has v/m please leave a message if no answer) or the Heritage Park 604.898.9336. You will also be able to make your reservations at the November General Meeting. (J.D.)

### WEBSITE APOLOGIES

We apologize that several areas and features of our website, [wcra.org](http://wcra.org) , are not working correctly (as at mid November) - including member access to the newsletter on line version. Work is underway to correct these issues. Thank you for your patience.

## COLLECTION

### BCER 960 UPDATE

Hi all, a brief update on our 960 project ...

Our steeple cab's awkwardly unique piping alignment and set up for supplying air to both the front whistle plus horn has been partially rebuilt, reinstalled, and painted. We are currently working on the horn and it's pieces. (photo, top page 6)



The re-furbished fire / heat resistant door sets, utilized between both hoods and the cab, are fully painted and looking awesome with only hardware to be finished up. That leads us to the first cab floor boards recently being set in, (photo left) since this is a prerequisite to installing some of the above noted doors into the cab.

We decided, for our own safety, that the front and rear damaged walkway railings required our attention sooner than later.. A number of classic stanchion base casting were broken and respective post plus fittings were challenged. Happily, I can report with the help of Roy and his crew at Roman Metal, some excellent welding work, on one base in particular, has allowed us to put some



original pieces back into service. The rear railing set is now finished and we are much of the way through rebuilding the front railings as well.

The heavy, primarily electrical, corrosion in the foot pads of the three metal saddle bars utilized under the trolley pole rack have been repaired, again by the Roman crew. Also the machining of the insulator assemblies to go with the said saddles is currently underway. We're wishfully hoping to have the trolley pole assembly mounted in place

before the winter MP2 closure come December.

The needed railings work pulled us away from rear truck assembly work, so may be Spring before this piece is fully assembled and the front truck work starts. I realize everything we've been doing is not covered here, but you can get the gist that despite most of us commuting from afar, we have been a busy team up in MP2. (Mike, Bill and Bob.) (M.McG.)

## COLONIST CAR WORK PROGRESSES



Work in the restoration of Colonist Car CPR 2514 continues and is in the final finishing stages.

**Blaine Thompson** has been leading the work in the restoration of the end section of the car, finishing and installing four sets of bunks that will show just what life was like aboard a Colonist sleeping car as you worked your way to an unknown place in the west to start a new life in Canada.

A recent part of the work was to refinish the bathroom in the car and install a railway style toilet as seen in the photo here. (David Walmsley photo)

The opening of this section of the car is nearing and will add great interpretive value to the exhibition of the settling of Canada's west.

# WEST COAST RAILWAY HERITAGE PARK

## *Home of the Royal Hudson*



### **POLAR EXPRESS—ALMOST SOLD OUT**

**Polar Express 2018** is on sale through [www.wcra.org](http://www.wcra.org) or by calling WhistleTix at 604-229-1103. Polar Express sells out every year, and as we go to press, First Class is sold out, coach seats remain for some trips, but we are adding our BC-21 Budd car to create more seats. So get in there now and grab seats while you can, don't be disappointed. This is the best family Christmas event around!

If you have a good sized group, consider booking the ultimate Polar Express experience aboard our private VIP car *Alberta*—at a great price of \$1,800 per trip. The VIP *Alberta Class* this year also has a couple of new perks, including some special moments with the actors on board the train and a back stage pass to ride into the North Pole with Santa and Mrs. Claus on the North Pole mini rail. There is still availability on a few departures.

We are also pleased to announce that our Polar Express event this year has a sponsorship to help get us underway—thanks to **Marty and Penny Zlotnik** for this much appreciated support which will help make the event better than ever.

### **What does a 2018 Polar Express ticket include?**

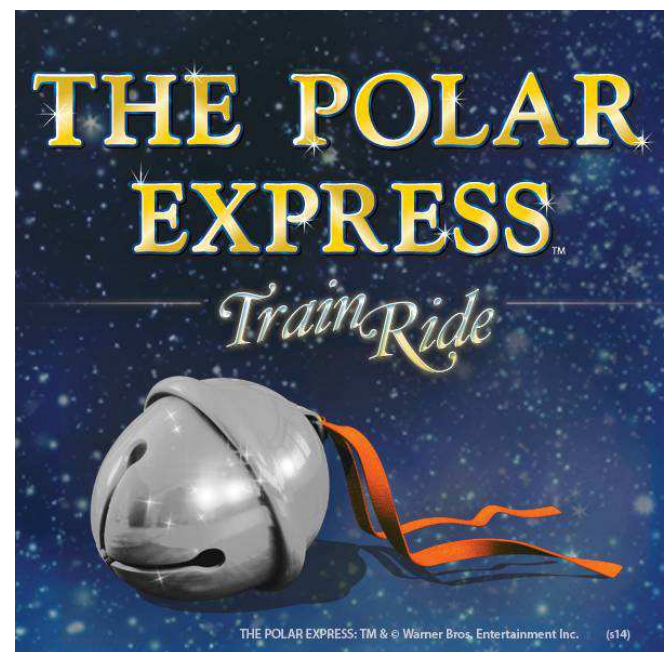
#### **Candy Cane Class \$35.00 + GST**

- Polar Express 2018 Golden ticket
- Hot chocolate and cookie on board
- Christmas music and carols
  - A candy cane at your seat
- Access to the North Pole
- Chat and pictures with Mr. & Mrs. Claus
- A mini rail ride, (Extra rides by donation)
- Round trip ride on the Polar Express from our Train Station to the Squamish Estuary and North Pole

#### **First Class \$52.50 + GST**

Includes all Candy Cane Class plus:

- Assigned seating
- Facing seats with a table
- First to board and first to disembark the Polar Express
- A beautiful collector's mug to take home





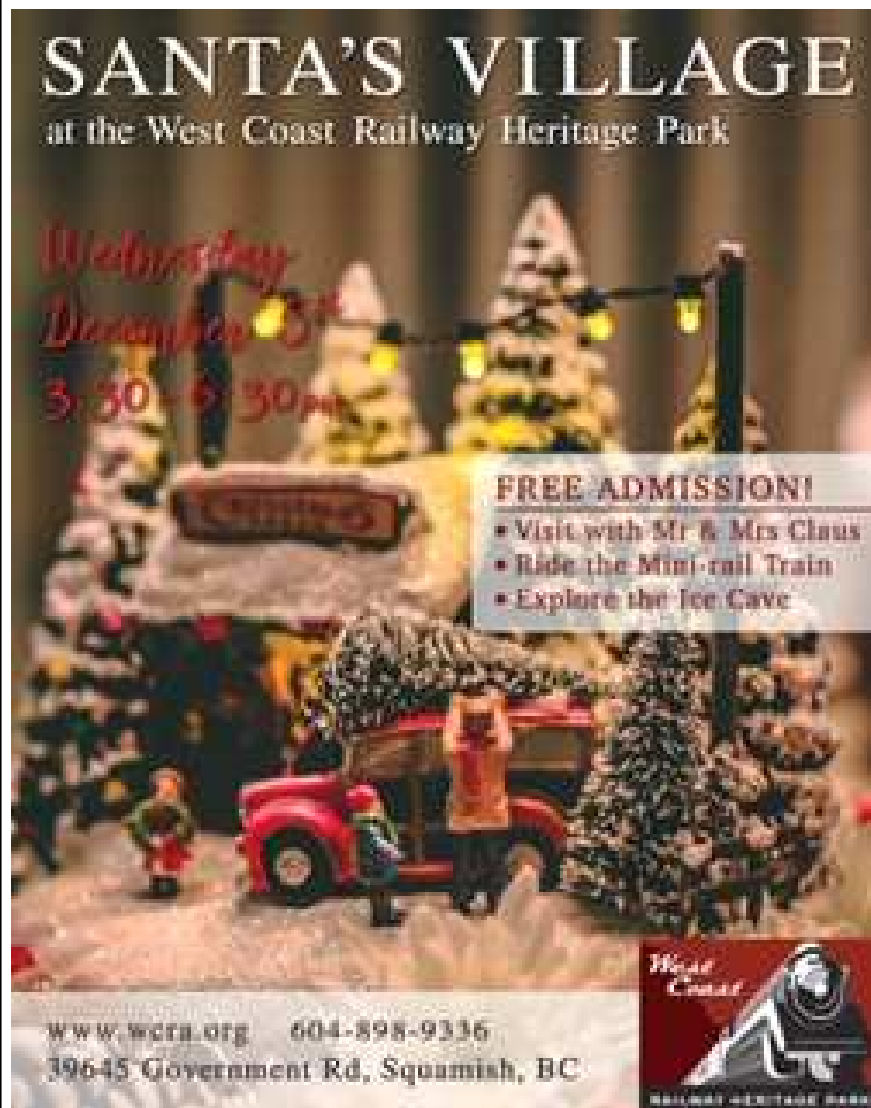
**Premium train Ride \$59.00 + GST. Saturdays at 6 pm only**

- Includes: all the above and the entire train is first class with evening lights.

**2018 Schedule of departures:**

- Saturday, November 24: 10 AM, 12 PM, 2 PM, 4 PM, 6 PM
- Sunday, November 25: 10 AM, 12 PM, 2 PM, 4 PM
- Saturday, December 01: 10 AM, 12 PM, 2 PM, 4 PM, 6 PM
- Sunday, December 02: 10 AM, 12 PM, 2 PM, 4 PM
- Saturday, December 08: 10 AM, 12 PM, 2 PM, 4 PM, 6 PM
- Sunday, December 09: 10 AM, 12 PM, 2 PM, 4 PM
- Saturday, December 15: 10 AM, 12 PM, 2 PM, 4 PM, 6 PM
- Sunday, December 16: 10 AM, 12 PM, 2 PM, 4 PM

It's time now to book your Polar Express experience—go to [www.wcra.org](http://www.wcra.org) or call the WhistleTix at 604-229-1103—make sure you don't miss this magical Christmas experience, fun for the whole family! (T.C.)



**SANTA'S VILLAGE**  
at the West Coast Railway Heritage Park

*Wednesday*  
*December 5th*  
*5:30 - 9:30pm*

**FREE ADMISSION!**

- Visit with Mr & Mrs Claus
- Ride the Mini-rail Train
- Explore the Ice Cave

[www.wcra.org](http://www.wcra.org) 604-898-9336  
19645 Government Rd, Squamish, BC

West Coast RAILWAY HERITAGE PARK

**SANTA'S VILLAGE  
DECEMBER 5, 2018**

Don't miss this special one time only chance to visit Santa's Village at the West Coast Railway Heritage Park.

This community oriented event is for the whole family, and admission is free.

Visit with Santa and Mrs. Claus, ride the mini rail train, explore the ice cave and more.

This is one of several Community Days events we do each year at the Heritage Park, with funding assistances from the Province of British Columbia. (T.C.)



PGE steam locomotive #2 makes a rare appearance outside at the Mac Norris Station in this October 20, 2018 photo by **Don Evans**. The pumpkins on the locomotive's pilot get attention from a young visitor! Note how tiny the 1910 built Baldwin locomotive looks compared to event the PGE wood caboose 1817.

## LOCOMOTIVE 374 PAVILION

Our visitor count for October was 4,577. We had 1,636 more people than last October. Year to date, we have had 46,541 visitors. This is 5,687 more than this time last year.

Halloween at the Roundhouse is always a special event. The Yaletown Business Improvement Association Members give out candy and treats to the children in the area. We stayed open late and handed out over 400 treats to the participants. Davie Street, Pacific Blvd, Mainland and Homer businesses were all welcoming the children of the area. Many of the children had fantastic costumes and it made for a very interesting afternoon. It was very hard to close up the Pavilion that evening as people kept streaming in.

The next major Yaletown Event will be Candytown on November 24, 12 to 7 PM. Free horse

drawn carriage rides and many other things will be happening in the area. We will be open until 7 PM that evening. Come down and have a nice dinner and a visit to the 374 Pavilion decorated for Xmas.

***YBIA Press Release:***

*The Yaletown Business Improvement Association is proud to announce the 7th annual free outdoor Christmas festival – **Candytown**. An estimated 15,000 people came out to Candytown to kick off the holidays.*

*Downtown Vancouver's only free winter festival will transform Mainland Street into a winter wonderland. Lights and candy canes will adorn lamp poles and costumed characters will parade down the street. Holiday shoppers are invited to start their seasonal gift buying in Yaletown with local merchants as well as a **specialty market** carrying unique gifts and holiday treats. You'll also find Mainland Street filled with local artisans, street performers and live music.*

*This outdoor Christmas festival is free, open to the public and sure to get people into the Christmas spirit.*

If anyone would like to volunteer at the Pavilion please give me a call at 778-875-3573 or email [ggame@mac.com](mailto:ggame@mac.com). Coffee and free parking are available for Volunteers.

We are located at the corner of Davie St. & Pacific Blvd. Just across from the Canada Line Yaletown/Roundhouse Station. The Pavilion is now on Winter Hours - 11 AM to 3 PM. Please come down for a visit. (G.G.)

## **FUNDRAISING**

### **DIRECT MAIL CAMPAIGN COMING**

The West Coast Railway Association's annual fundriiansg campaign is in the mail and you should all receive it soon. Watch for it—mail disruptions notwithstanding.

As a registered Canadian charitable organization, WCRA relies on donor support to supplement the funds we raise through our activities—especially when it comes to restoring and maintaining our heritage railway collection. Your support makes a difference.

If you support the preservation of British Columbia's railway heritage consider a donation before the year end and get that tax credit of 44% back. Thanks to everyone for their ongoing support. Without you we would not be able to accomplish all we do at our Heritage Park, the Locomotive 374 Pavilion and our other related activities.

## **BEQUEST RECEIVED FROM IRVING ESTATE**

The WCRA recently was advised that a bequest is coming from the estate of the late **Arthur Irving**. It's great that Arthur considered us for a legacy gift. His memory will live on forever with us for the long term membership and generous support he provided.

## **FEATURE ARTICLES**

### **FROM WCRA NEWS NOVEMBER 1982**

**- Thanks to Craig McDowall**

#### **WCRA Meeting Notes**

Meeting was chaired by Grant Ferguson

Progress continues on the proposal to purchase Locomotive #16 by Bill Harvey and David Gibson. Interest payments are being made and a draft sales agreement should be ready for review at our next meeting.

Bob Gevaert will head our committee working toward improvement of CPR #374's condition and status. Grant and Bill Marchant will assist.

A suggestion was made by Bob Hunter that the WCRA express concern to CP Rail over the 'harsh treatment' accorded railfans at Coquitlam these days. The executive will follow up to see if some simple release form is possible. Members were reminded that when railfanning on RR property, they are technically trespassing, and as such, should behave appropriately when challenged.

Entertainment was slides from Bernie Tully on his RR adventure from Peking to Paris

The three WCRA Fall Excursions on the BCR to Lillooet in October were successful. Due to shortages of RDC equipment on the railway, we were limited to a maximum of 40 passengers per day. Three RDC's left North Van on each day but only one returned that night as the other two continued on to Prince George. Thus the 40 maximum restriction.

The WCRA together with the CRHA and PNR are putting on a display at the Burnaby Art Gallery. Rail collectibles and model RR's will be featured for a month from Dec. 2nd to Jan 2nd.

#### **BC Hydro RR**

Apparently the tracks between Granville Island and the Kits yard has been removed. This leaves the tracks, which were all relaid for possible streetcar service on the island when converted from industrial to commercial property designation, are now isolated. In the interim, cyclists are having problems trying to traverse the flangeways on the line still in place.

The official Last Train across the Kitsilano Trestle was a special train on Thursday, October 21st with newly painted SW900 #910 on the point with a BCR boxcar (generator car) and an ex AFST observation car 'Britannia'. The completion of the new connection from the east end of the Carrall Street yard to the BN line on the south shore of False Creek made the trestle expendable. At the end of the month, all CP Rail service on the north side of False Creek ended. CP SW#1237, which operated out of BCH's Carrall Street yard following the closure of the Dunsmuir Tunnel, made its final run on Oct. 29th.

### **BC Rail**

The seven electric locomotives that will provide the motive power for the BCR unit coal trains on BCR's Anzac branch to Tumbler Ridge will be designated model GF6C by GMD. They will be 6000 HP C-C locomotives with a full width car body operating on 50KV 'juice'. The units will cost \$2.5M each with controls from Sweden. The 50KV decision was based on the need for only one substation required on the line. Electrifying the line avoids \$15M in tunnel ventilation costs. Once operational, the line will be the only non-commuter electric railway in Canada.

A slide cut the BCR mainline on Oct. 25th 10 km north of Squamish the day after the last WCRA excursion! And Ron Pajala had mentioned on that trip that water level was exceptionally high. The three metre deep slide was cleared within 24 hours.

RDC BC-33, newly refurbished, finally arrived back on the BCR property. The car was transferred to CN at Sapperton by CP Rail on Oct. 26th. The work cost \$1.5M and took two years(!) to complete. The BCR Budds have now been re-engined with Cummins diesels at Squamish and will receive interior upgrading locally.

### **CN**

The Federal Railway Transport Committee has ordered CN to continue operating its 50km line on Vancouver Island between Cowichan and Youbou. The CN had argued that it is losing \$400k per year on the operation, which serves a BC Forest Products' mill, and ships lumber out on the line to the CN car ferry to the mainland at Tilbury Island. The decision had a lot to do with the mill employing 400 workers and without rail service, their jobs would be jeopardized. Service is done with GMD #1000 based at Deerholme.

A tampered switch caused an Oct.8th derailment of three boxcars, a flat car and two tank cars at CN's Lynn Creek yard in North Vancouver. There was no spillage nor injuries, but CN now plans increased surveillance by installing fencing and increased lighting.

### **CP**

CPR C-Liner #4104, now at the Alberta Pioneer Railway Museum near Edmonton, has been completely sandblasted and repainted maroon and grey with script lettering. The A unit is

now restored to an 'as new' appearance in the paint scheme she wore while operating on CP's western lines in the 1960's.

A new device for grabbing train orders on the fly by engineers in non CTC territory is being tested in Alberta. Instead of the standard wooden hoop, the new system involves a set of aluminum wings. The upper set of wings holds orders for the engineer and the lower set holds them for the conductor. The orders can be picked up at train speed.

CP, CN and Conrail have reached an agreement that would see CP & CN acquire the Canada Southern rail line plus an international bridge and tunnel to the USA. CP & CN would jointly operate the Detroit River Tunnel, the main line between Niagara Falls ON and Windsor, the Niagara River Bridge and 441 km of track.

### **BC Transit**

Apparently BC Transit has now confirmed that the Arbutus Corridor Line will be the route eventually chosen for an ARLT line to Richmond. This route has won out over the other route being considered along Cambie Street (MCM note: they changed their minds later!).

A few days later, however, it was revealed that they now have a plan to run Budd cars on the Arbutus line as an interim step to ARLT. The thinking is a four car set could carry 400 passengers. No stations, just 'bus like' stops. Rush hour trains would use existing sidings for passing trains. The route would be from the CN station on Main Street along False Creek and up the Arbutus line to Marpole and Richmond. This study is expected to be completed by early in the New Year.

### **FAMOUS RAILWAY BUILDERS—Little Know Facts About our Railway Pioneers**

**- by Bill Johnston**

**Andrew Onderdonk** August 30, 1848 – June 21, 1905

The young American engineer's first major project was the San Francisco seawall. This project took three years and involved constructing ferry slips and seawalls for the San Francisco harbour. He then bid on and was awarded a series of contracts to build the western section of what would later become the Canadian Pacific Railway. Working directly for the Canadian government, he built the 127 mile section from Port Moody at the coast eastward to Savona (near Kamloops). When those sections were complete, he continued building eastward under contract with the new company, Canadian Pacific Railway, until he ran out of rail in Eagle Pass in 1885. That place was called Craigellachie.

Onderdonk and his wife moved to Yale, British Columbia in 1879 so that he could supervise construction. Yale was the head of navigation for steamships on the Fraser River and very

near the starting point at Emory's Bar for his first contract. It was not until 1882 that the contract was let for the section between Yale and Port Moody.

One of the more controversial aspects of Onderdonk's work in British Columbia was his use of Chinese workers as labourers. From Emory's Bar to Savona, the railway had to be built through the Fraser Canyon, whose immense cliffs required extensive and expensive tunneling. He got permission from the Canadian government to import Chinese workers from both California and China. This solution was opposed both by the Anglo-European white population in British Columbia and the new province's government, which wanted to attract British railway workers as settler-colonists. The Canadian government wanted to save money by hiring workers at lower costs than would be possible with British workers. The white population feared wage decreases and job loss because of competition with the Chinese, as employers took advantage of their immigrant status and lack of language skills by paying them lower wages. Onderdonk told the Canadian government that if he could not use Chinese workers, the railway could not be built. The people and government of British Columbia were forced to accept the Canadian government's method of keeping costs down in order to get the railway built.

Historians estimate Onderdonk arranged to bring in several thousand Chinese from China and many more thousand from California. The Chinese workers were assigned to crews separate from the white workers and often given the most dangerous jobs, including the tunnel blasting, using the highly unstable nitroglycerin explosive.

Many Chinese were killed in accidents or died of scurvy during the winter. Scurvy fatalities, due to a vitamin deficiency in the diet, were high because of the workers' dietary reliance on rice. Unlike the white workers, injured Chinese workers were not provided access to the company hospital. They were left to the aid of their fellow workers. At the end of construction, the Chinese labour contracting companies abandoned their charges; thousands of workers were left stranded and living in caves without food and water in the desert heat of the mountains surrounding Spences Bridge. They were not able to leave the area until white charities in Vancouver sponsored tickets for their transport back to China or California. Many stayed to set up businesses and start life in their new country.

After his work for the Canadian Pacific Railway, Onderdonk was successful in gaining more contracts for railway and canal construction, mostly in eastern Canada and the United States. In 1895, Onderdonk obtained a contract from the Canadian government to build sections of the Trent-Severn Waterway in Ontario. In 1899, he tendered a bid for constructing the initial portion of the New York City Subway, but was rejected in favor of John Bart McDonald. He won the bid to remove the rock and dirt from the tunnel beneath the Hudson River and used the debris to expand Governor's Island.





Wednesday, October 3 dawned clear and crisp, with significant snow on the ground, making for a spectacular winter wonderland scene as we transferred to the Banff station. We were told that the eastbound train had made it through, although late, and would be coming from Calgary—but a late departure was to be expected.

The Rocky Mountaineer staff leapt into action, and soon we had a breakfast buffet of Tim Horton's and fruit with lots of coffee to go around. A parade of CP freights eastbound pounded by the station, the railway was moving. A westbound grain train that had been in the siding at Banff then headed west looking like mid winter—but its only October 3!



Good news soon—the word that the Rocky Mountaineer train had picked up its crew in Canmore and was headed for Banff. Our large crowd of passengers headed out onto the cold platform to witness the arrival of the Rocky Mountaineer—and what a sight it was on this cold but beautiful wintry morning (photo back cover).

It was a long train, and our passenger count boarding was 615 guests! We had three GP40-2's for power—8012 / 8017 / 8014, and 21 cars—including seven Gold Leaf domes and 5 Silver Leaf cars, plus assorted staff support and generator cars. The seven Gold Leaf cars were split by a single level lounge car, where the interviews would be recorded!

We departed at 1030 (2 1/2 hours late) in a spectacular winter wonderland of snow capped mountains. Everyone was a-buzz at the sights as we headed west through the mountains. In our Gold Leaf car, breakfast became brunch due the late start and lunch became early dinner—the food and service were, as always, amazing. The snow eased a bit as we dropped down to Golden, but then reappeared as we traversed Rogers Pass—Stoney Creek bridge was quite a snowscape!

Then it was all behind us—back to a normal fall day by the time we cruised through Three Valley Gap and on into Kamloops, with an arrival in the dark about 2230. Had time to connect with former WCRA CMO **Russ Grycan** there for a bit—Russ now works with Rocky Mountaineer and the railway dispatchers to keep things rolling, and also volunteers with the Kamloops Heritage Railway on the CN 2141 steam loco.

October 4—A gorgeous fall day for a train ride, and the flawless system of buses from the hotels to the railcar in which you are riding works its magic in the morning, We board and depart Kamloops station on time at 0800. We are on CN rails all the way to Vancouver on this segment, and the views of the train following the Thompson and Fraser Rivers are great. (photo, back cover lower)

On board the service is exquisite once again and we enjoy a wonderful breakfast in the dining room of Gold Leaf car 9507 (the Elizabeth (Kitty) Conrad Armstrong)—named for RMR founder Peter's mother. After breakfast, the radio interviews are going strong and we join the crew in the lounge car to record two segments about the history of the railway in Western Canada. **Peter Greenberg** is all business here, but a very congenial and probing host with his questions. It is an enjoyable time and very educational watching a professional, in every respect of the term, at work.



Lunch, a wonderful salmon dish, was enjoyed as we cruised along the Fraser River, after crossing the Thompson River at Lytton and seeing the confluence of the two rivers there. Must have done ok earlier, though, as after lunch we were invited back to do one more recording segment—this time about the West Coast Railway Association, our Heritage Park and collection. Peter Greenberg is definitely a train fan!

We have been rolling along quite continuously this fine fall day, but that ends as we approach Boston Bar and get caught up for a while in freight traffic congestion. The attentive crew knows exactly what to do in this situation—some snacks and beverages roll out through the dome. After about an hour we are on our way again, and we are soon leaving the wonderful wilderness behind as we enter the Metropolitan Vancouver area. After snaking through Thornton yard, we roll to a stop for the Fraser River bridge where we have to await both a train and a tugboat to clear. Then we are on the final leg, and roll into the Vancouver station at 1900k. It has been a marvelous ride with the outstanding service that Rocky Mountaineer is known for. The 615 guests are all gushing and happy about their experience—snowy start notwithstanding. The Radio crew heads off quickly—they will head to the Middle East in the morning. As for this rider, the journey continues as well—we have a plane to catch to Newark in the morning.

Watch for Part 2 in our next issue—as our journey continues to New York City, where we ride the Hudson Line to Poughkeepsie) then north on Amtrak Acela to Boston (where it starts a balmy summer like 85 degrees F), but then changes to fall again very quickly. The story continues.....

## **RAILWAY NEWS**



### **CN ACQUIRES TRANS X**

CN has expanded its North American intermodal supply chain with the acquisition of Winnipeg based TransX Group of companies, one of Canada's largest and oldest transportation companies. Trans X (trucking) will continue to be based in Winnipeg and will operate independently. (J.M.)

### **MOTIVE POWER NOTES**

EMD demonstrator SD70ACe-T4 EMDX 1605 paid a visit to the area. The unit, painted in Union Pacific colours but not lettered for UP, came west from Kamloops on intermodal train Q11791 04, arriving Thornton around 0300 November 5 and continued into Vancouver in

the morning. It was expected to depart east from Slocan Street around 1500k on train Q 118 of November 5. (J.M.)

## **CN RESUMES OPERATIONS OF SHORTLINE IN ONTARIO**

CN has resumed operation of the Hagersville subdivision from Brantford to Garnet as of September 19. The line had been leased to Genesee & Wyoming's Southern Ontario Railroad. Train 580 based out of Brantford, Ontario services online customers during the day, using the same motive power to run a transfer between Paris and Garnet, Ontario and return in the evening hours. Three CN GP40-2W's are currently assigned.

G&W has retained the section from Garnet to Nanticoke to service the large Imperial Oil refinery, Stelco Steel Mill, ESM Metallurgical Products, and the former Ontario Hydro generating station site. Imperial Oil has also renewed the inter-plant switching contract for their Nanticoke refinery with SOR, which includes adding a round the clock switching assignments at the north end of the Plant. (TJ)



## **CP DONATES SD40-2 TO EXPORAIL**

CP has donated one of its last SD40-2 units to Exporail for preservation. CP #5903 (GMD Dec. 1978) was delivered to the museum in late September. CP had the largest fleet of this model in Canada, numbering some 515 units at its peak. (R.R.)

## **HOLIDAY TRAIN 2018 ANNOUNCED**

The schedule for 20th edition of the CP Holiday Train has been announced. The CP Holiday Train program launched in 1999 and has since raised more than C\$14.5 million and gathered 4.3 million pounds of food for communities along CP's routes in Canada and the United States. The U.S.-bound train will depart from Montreal on November 25 and head south with stops in Quebec, New York and Ontario before heading for Chicago to complete the trip through Illinois, Iowa, Missouri, Wisconsin, Minnesota and North Dakota before arriving at its final destination in Weyburn, Saskatchewan on December 16.

The Canadian Train will depart Montreal on November 27 with stops through Ontario, Manitoba and Saskatchewan, Alberta and British Columbia to the final show of the 2018 tour in Port Coquitlam on December 18. Each event is free, with CP encouraging attendees to open their cupboards and wallets to help address hunger needs in their communities. Local food banks will be accepting donations at each stop to ensure those less fortunate have

enough healthy food this holiday season. People visiting the Holiday Train are also encouraged to take photos and enter CP's Capture the Spirit photo contest. (TJ)



## CANADIAN SCHEDULE REVAMPED FOR 2019

VIA Rail Canada's *Canadian* will see a major schedule revamp for 2019, with Vancouver—Toronto service two days weekly year round (Trains 1 and 2), and a third train Vancouver Edmonton only in the summer season months (Trains 3 and 4).

Train #1 year round—departs Toronto Wednesdays and Sundays at 0930, arrives Vancouver Sundays and Thursdays at 0800

Train #3 May 3 to October 11—departs Edmonton Fridays at 0001, arrives Vancouver Saturdays at 0800

Train #2 year round—departs Vancouver Mondays and Fridays at 1500, arrives Toronto Fridays and Tuesdays at 1500

Train #4 April 30—October 8—departs Vancouver Tuesdays at 1500, arrives Edmonton Wednesdays at 1850

(B.J.)

## OTHER NEWS

### CHURCHILL RAIL SERVICE RETURNS

Citizens of Churchill, Manitoba were most pleased as rail service was returned to that community with the arrival of the first train over the rebuilt rail line on the evening of October 31. The line had been out of service due flooding damage to the rail bed for over a year (May 2017), forcing all goods into the community to come by air or water, and raising the cost of many goods into the community. Omnitrac—operator of the Hudson Bay Railway pulled out, and a new consortium called Arctic Gateway took over. The repairs were funded by the Federal Government. No word yet on when the passenger service will be restored, but it was also pledged by the government as part of the deal. (CBC)

### CONGRATS TO BCSME

On the 1 millionth rider at their Burnaby Central Railway (7 1/2" gauge). The event occurred around 2PM on Saturday, September 1. (Whistle)

Don't miss this new book published in October

## **IRON ROAD WEST** AN ILLUSTRATED HISTORY OF BRITISH COLUMBIA'S RAILWAYS

A popular and highly illustrated account of all of the railways of the province, from the coal mines of Nanaimo in the 1860s to Amtrak's recent Chargers, and everything in between.

If you love trains, you'll love this book!

Includes Canada's only armoured train, Canada's tiniest train, North America's last logging railway, the Roberts Bank line and container and coal export terminals, lake steamers and railway barges, BCR electric, the first car to cross the Rockies—on rails, of course, the struggle for other railways to gain access to Vancouver after the CPR, interurbans in the Fraser Valley and railcars in West Vancouver, the Coast-to-Kootenay railway saga, the building of all three transcontinental lines—and much, much more. With a special section on BC's preserved railways, railway museums, and evidence of old railways still visible in the landscape—and how to trace the path of an old railway. Includes the West Coast Heritage Park and, of course, the Royal Hudson. Packed with historical photos and with an appendix listing all of BC's railway charters, built and unbuilt.

By award-winning author  
Derek Hayes.

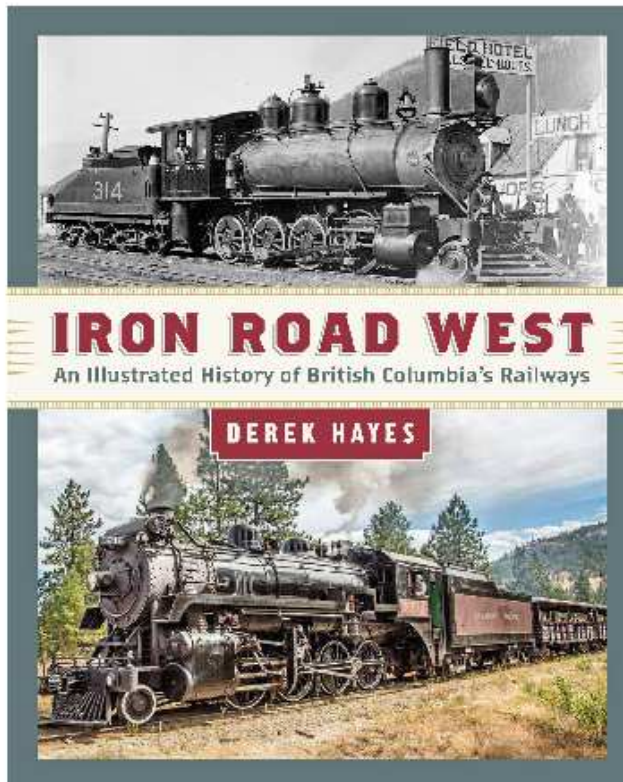
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See also Derek Hayes's  
recent (2017) book

*Historical Atlas of  
Early Railways*

A highly illustrated account  
of the origins of railways.



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**BACK COVER**

Photos to accompany the From Fall to Winter to Summer and back story.....Rocky Mountaineer in the snow at Banff October 3, and in the fall sunshine October 4 in the BC Interior. (Don Evans photos)

**TRIVIA ANSWER**

Watch for next issue



**CANADIAN COUNCIL  
FOR  
RAILWAY HERITAGE**

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