



WCRA NEWS

JUNE 2018

**HRA CONFERENCE IN
STRASBURG, PA**

**BUDD CARS COMING
BACK TO LIFE**



GENERAL MEETING

The **General Meeting** of the WCRA will be on Tuesday, May 29 2018 at Rainbow Creek Station in Burnaby, Willingdon and Penzance, at 1930 hours.

Entertainment will be a show by Don Evans of the HeritageRail Alliance conference in Strasburg (lots of steam), the Railroad Museum of Pennsylvania and more. Read the story starting on page 17, then come for the full show of a great railway time in Amish country.

ON THE COVER

Classic Scene! On May 3, 2018 the Royal Hudson was moved out for a special photo shoot with a pair of classic 1939 Lagonda automobiles. More on page 12. (Trevor Mills photo)

JUNE CALENDAR

- **West Coast Railway Heritage Park open daily 1000 to 1700—note, closed June 1, 2 and morning June 3 for private event**
 - Bill Miner Escape Room open by reservation every day
- Friday, June 8—Newsletter deadline for the July issue of WCRA News
- Saturday, June 16—Howe Sound Secondary Dry Grad in the CN Roundhouse & Conference Centre (private event)
- Friday, June 22—Drive in Movie Night—**Pitch Perfect 3**—Show at dusk, \$20 per carload. Concession open and mini rail rides available prior to the show
- Tuesday, June 26—WCRA General Meeting, 1930 k, Rainbow Creek Station

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

Senior \$50 (\$52.50), Individual \$55 (57.75), Family \$65 (68.25) **E Members (electronic newsletter only) are \$35 (\$36.75) Senior, \$40 (\$42.00) individual and \$50 (\$52.50) family.** Other categories are:
- Junior Member (age 18 and under) \$ 30 (\$31.50)
- Sustaining Member \$100 (tax receipt) **plus** membership type regular fee
- Life Membership \$700 (\$735) individual life / \$1,200 (\$1,260) family life

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

FROM THE EDITOR

WHAT AM I DOING HERE?

I really didn't plan for a ride on the Northeast Corridor on an Acela Express train, but here I am on Sunday, April 15 headed south from Philadelphia on Acela 2250 for Baltimore airport. How did I get there—well that's quite a story—so you must read on.

It's all to do with the HeritageRail Alliance spring 2018 conference, which was held in Strasburg, Pennsylvania from April 10 through April 14. A great conference it was, hosted by the Strasburg Railroad, who pulled out all the stops, and the Railroad Museum of Pennsylvania just across the street.

The story of this great conference starts on page 17, so please go there to enjoy the story of a grand event, and then of the very circuitous route getting back home to Vancouver—which is when I ended up on an Acela Express headed to Baltimore!

Don

ASSOCIATION NEWS

FROM THE ANNUAL GENERAL MEETING—MARCH 27, 2018

The meeting was called to order by Chair **Craig McDowall** at 7:30PM, a quorum was present so the meeting was declared officially constituted. Jeremy Davy was Recording Secretary,

- The agenda was moved, seconded and adopted for the meeting
- The minutes of the Annual General Meeting of March 28, 2017 were approved
- Chair **Craig McDowall** welcomed all to the AGM and noted that he had now stepped into the role of Chair, with **Bob Philip** now the President & CEO. A strong focus going forward will be the development of a new business plan and an increased focus on fundraising in the Vancouver market
- The 2018 Board of Directors was presented to the AGM—the membership approved the board appointments
- The Interim Financial Statements for the year 2017 were reviewed and approved by the membership
- The budget for 2018 was put forward, reviewed and approved by the membership
- **Bob Philip** provided his report to the AGM, noting work is underway on a three year business plan to address cash flow and significantly improve our cash situation on a permanent basis. Focus will be to increase revenues through more program capacity and also to focus on new sources of fundraising, including growth to our Endowment fund.

- **Gord Bell** provided a report from the Heritage Park, noting that 2017 was an excellent year, bolstered significantly by filming revenues which were outstanding in the third and fourth quarters (thanks to Pat Doiron and IWL Film for the great help). The focus for the 2018 season is to build our focus on the heritage side of things, and to provide more guest activities at the Heritage Park such as the pump car rides, speeder rides and Budd RDC's
- **Ken Tanner** provided a fundraising report, noting a good year in 2017 with fundraising hitting a total of \$478,934 (about half of that cash) plus grants and proceeds from the endowment fund bringing a total to \$657,982—virtually on budget for 2017.
- **Jeremy Davy** provided an Association Operations report, covering membership, newsletter, 374 Pavilion, archives and meetings. Volunteer hours recorded in 2017 were 21,000, down from previous years
- A motion was put forward by the Governance Committee to amend the quorum for General Meetings from 25 to 20—this to correct an error made when the bylaws were last updated. With this the quorum for General Meetings and the Annual General Meeting will both match at 20. The motion was passed by the membership.
- **Robert MacBeth** reported on railway operations, noting a successful year of operations. All inspections were carried out as scheduled (with zero faults) and the WCRA is in good standing with both Transport Canada and Technical Safety BC. Track upgrades are needed in the near term.
- **Craig McDowall** reported for the Collections Committee, noting plans for a next meeting in April and updating progress on CP 8000, BCER 960, GN X 180, Colonist Car 2514 and PGE 961 in recent months
- There was no other business and a motion to close was approved at 8:25PM. General consensus was that 2017 was a good year for WCRA and that the future looks bright.

Please note—members wishing copies of the documents presented at the AGM can request them from Secretary **Jeremy Davy** <jeremy.davy@wcra.org> or 604-484-2791

FROM THE MARCH GENERAL MEETING

Following the AGM, a short General Meeting was held:

- Members were advised that **Arthur Irving** is currently in Burnaby Hospital
- **George Game** provided a 374 Pavilion update
- **Ryan Cruickshank** provided a neat Show & Tell with McCoy's models (Kent, WA) - Lionel standard gauge reproductions produced during the 1980's—including one of CPR 374. (See photo on page 8 of May 2018 WCRA News)
- **Bill Marchant** provided a Trackage Report
- The events calendar was reviewed
- Guests were welcomed
- The draw as held
- Entertainment was a video of vintage steam

APRIL GENERAL MEETING

Chair Craig McDowall called the meeting to order with 13 Voting Members, 1 Spouse, No Staff and 2 Guests present. (no quorum)

□ **Craig** covered all the Staff Reports:

Finance - The final year-end Financials are with the External Review Accountant; should have them soon

Heritage Park - Work continues to prepare the site for Day Out With Thomas and the upcoming Refresh Market and Rotary Convention in May. The schedule for the 6 Summer Drive-in Movie nights at the Park has been finalized ... starts May 10th.

Railway Operations - Subsequent to his retirement from SRY, **Singh Biln** is back volunteering at the Park concentrating his efforts on getting the Budd Cars operational. So far he has an engine and the APU on one of the units operating.

Fundraising – The Board is having a Meet & Greet next month at the 374 Pavilion with some new & potential benefactors.

Collection – **Bill M** gave a brief update on #960 hi-lighting that the trolley support timbers are being prepared for reinstallation on the cab roof.

374 Pavilion - **George** reported they are gearing up for the May 20th party celebrating the 131th anniversary of the Loco's arrival in Vancouver. The 374 will be outside and the usual party event will be held. The Pavilion is still on winter hours (11am to 3pm) but will start summer hours (10am to 4pm) in May.

Events - **Jeremy** advised that the Vancouver Train Expo will go ahead in 2018 on Nov 10 & 11. WCRA and West Coast MiniRail will be booking space.

□ **Gordon Hall** advised that he now has an O-Gauge RS-3 *PGE #561* from MTH which he will be adding to his layouts for Thomas and Polar. He has acquired 2 additional units, one that he will donate to the WCRA for display and one for sale in the Gift Shop.

□ **GUESTS** were welcomed

□ **EVENTS CALENDAR** was reviewed

□ **Show & Tell** – Ryan showed samples of Lionel Standard gauge models 381 (1928/29) and 380 (1928/36) and subsequent reproductions from 1988/89.

□ **TRACKSIDE REPORTS** – Before his Show & Tell segment **Ryan** gave a report from his trip to Calgary for *Super Train* including a visit to the new CP HO campus. He also reported on visiting Calgary Heritage Park with insights into level / lack of interest by some staff there regarding preservation of railway artifacts in their care like the Selkirk CP 5931.

Bill contributed items of interest (with emphasis on the other Railway) in his usual entertaining fashion.

□ **50/50** draw was held. Winnings were donated back to WCRA ... Thanks Jim S.

□ **Entertainment** - A video supplied by Joe Naismith ... *Reflections of the 70's and 80's Tennessee Steam Excursions*, by Green Frog Productions.

MEMBER NEWS

Nick Monkhouse has let us know of the passing of Pat Monkhouse on April 19. She had been in care since 2016. Her passing was reported as gentle and peaceful. Our thoughts are

with Nick at this time.

Arthur Irving has been in Burnaby Hospital for some time now (since mid March) and has been undergoing many tests. Several members have been to see him—last report mid April so not exactly sure of current status.

NEW MEMBERS

We welcome to membership:

- Rick Bellerive and Family of Surrey
- Miles & Phillipa Clark and Family of Squamish
- Jane & Michael Cook and Family of Garibaldi Highlands
- Becky Cook and Family of Vancouver
- Jon & Emily Dillon and Family of Squamish
- Paul Evans of Vancouver
- Casey Gombik and Family of Squamish
- John Gorosh and Family of Nanaimo
- Isaiah Hansen and Family of New Westminster
- Ashwin Prasad and Family of Surrey
- George Reynard and Family of North Vancouver
- Jennifer Ritchie and Family of Squamish
- Skinner Family of Squamish
- Cameron Stephens and Family of Vancouver
- Jen Stone and Family of Squamish
- Sutherland Family of Squamish
- James Yang and Family of Richmond

We welcome back to membership:

- Alex Anderson and Family of Squamish
- Victoria Johnstone and Family of Surrey
- Meghan Zuvelek and Family of Squamish

PLEASE RENEW YOUR MEMBERSHIP

If your label reads 05/31/18 it is time to renew your membership.....if it reads 02/28/18 this is your last issue of WCRA News. We need all of you as members, please renew today.

WCRA TRIVIA #352 - By Ryan Cruickshank

The late **Bill Paxton** (17May55-25Feb16) known for his film acting rolls in *Titanic*, *True Lies*, *Twister* and *Aliens* actually performs what railway song in the 2007 movie "The Good Life" ?

(Answer on page 30)

FINANCIAL STATEMENTS FROM AGM

The following summarizes the 2017 financial results for WCRA and 2018 budget

Revenues	2018 Budget	2017 Prelim
Donations Cash	\$ 362,000	\$ 211,113
Donations Debenture/Loan Interest	\$ 41,000	\$ 11,450
Donations Debentures/Loans	\$ 165,000	\$ 180,000
Donations In-Kind	\$ 108,000	\$ 21,256
Misc Revenue	\$ 382,000	\$ 614,647
Product/Service Sales	\$ 1,234,700	\$ 1,180,547
Admissions	\$ 71,000	\$ 74,204
Training	\$ 10,000	\$ 10,000
Total Revenue	\$ 2,373,700	\$ 2,303,216
Total Operating Expense	\$ 1,531,800	\$ 1,577,607
Gross margin \$	\$ 841,900	\$ 725,609
Gross margin %	35%	32%
Total G&A Expense	\$ 885,900	\$ 766,620
2016 Net income	-44,000	-41,011
Cash flow Ratio	1.25	1.25

2018 BOARD OF DIRECTORS

Here is your 2018 WCRA Board of Directors as approved at the Annual General Meeting;

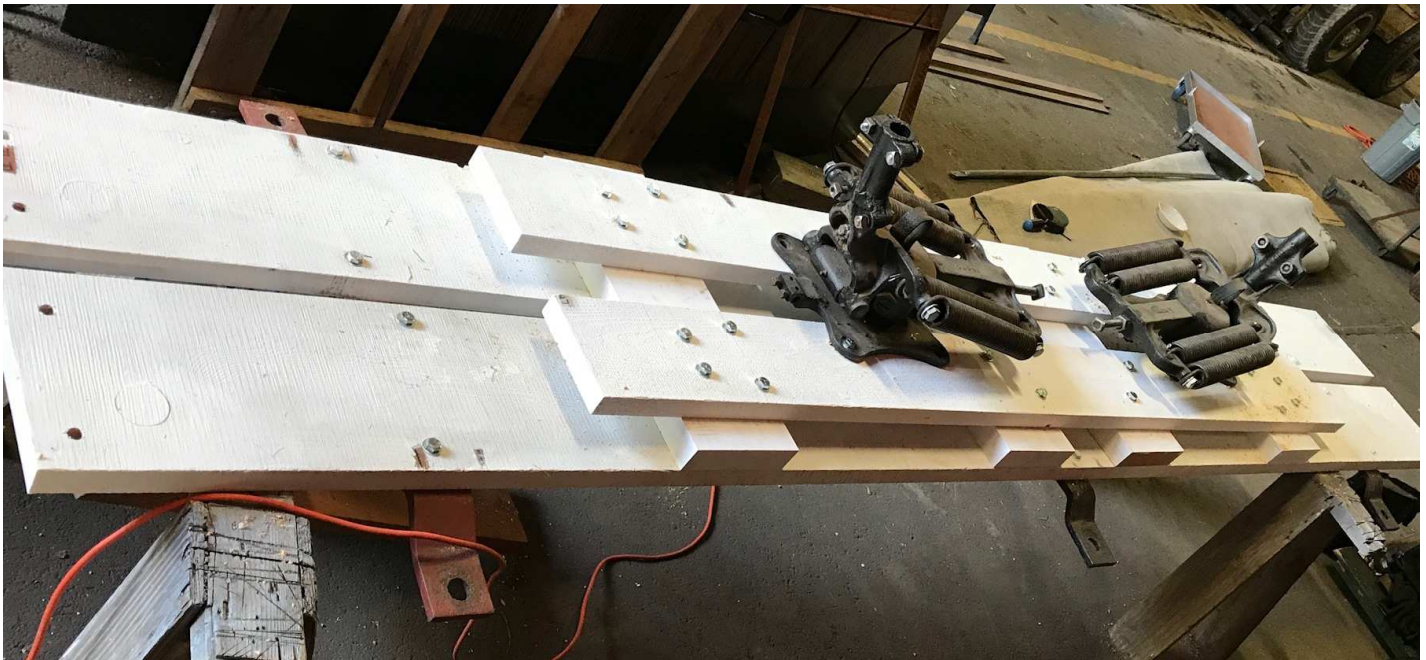
- Craig McDowall Chair
- Don Patrick Vice Chair
- Jeremy Davy Secretary—Treasurer
- Don Evans Director, Chair Governance Committee & Fundraising Comm
- John Day Director, Chair Finance Committee
- Hugh Little Director, Chair Railway Relations Committee
- George Game Director
- Christian Vazzaz Director
- Marian Robson Director
- Max Hufton Director
- Singh Biln Director
- Paul McCrea Director

COLLECTION

960 UPDATE

The so called “out of town boys” are getting back up to Squamish to work on our BCER 960 restoration. As many know, the MP2 shop was shut down for the winter months, though we had some limited access to the carshop in the Park. But with no heat there either, we couldn't paint, and yes, it was brutally cold and miserable for the seniors amongst us... oh, that means every last one of us!

So, the recent picture here shows the final alignment / positioning of the two sprung trolley pole holders and also the pieces making up their wooden roof deck. All holes are drilled and fasteners are in place. Our committee of three spent hours trying to decide the best planking sizing plus their arrangement, based not only on the removed old dilapidated roof deck as a reference, but also a good handful of vintage pictures showing many earlier deck configurations that were closer to the late 40s era, which is our target to take 960 back to.



It's pretty clear the BCER shop lads were inclined never to have one rebuild look like a previous creation. In line with that approach, neither 961 nor 962's roof decks were closely mimicked either. Holding true to the creativeness in 960's trolley pole deck maintenance fabrication history, our configuration is close, but for sure, in some ways, it's different than any of the previous versions.

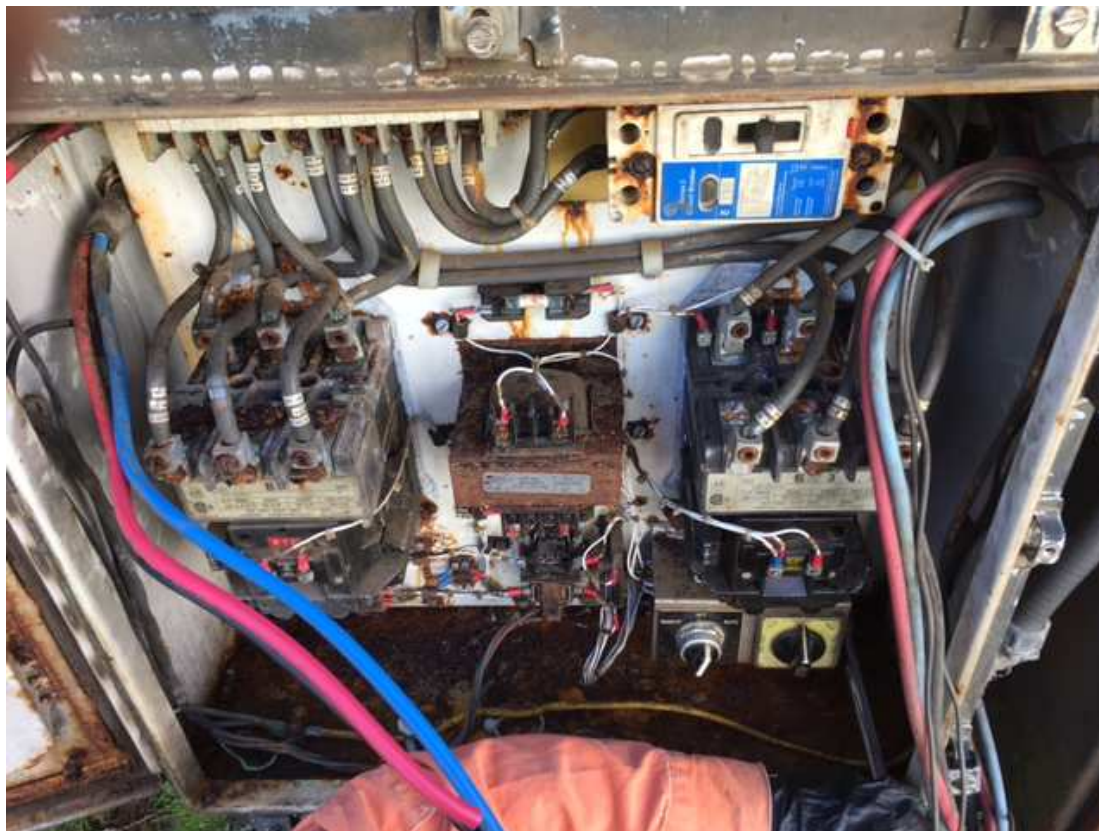
Next, we move this set up over to MP2 where it will receive a final paint job and some more hardware. The three metal roof mounting brackets / crossbars, you can see them hanging under the wood planks, require further finishing and their new insulators are set to be fabricated and installed. We can then hoist the whole works up onto 960's centre cab roof.

You will be kept apprised on our completing the deck aspect of the restoration, but also with the warming weather, a final red spray paint job of the cab and hoods is hopefully not too far off.
Mike, Bill and Bob.

BUDD RDC'S COMING BACK TO LIFE

It was sheer music to this volunteer's ears—the sounding of the classic PGE horns on Budd RDC BC-33. As the melodious chime sounded throughout the Squamish valley on May 2, memories flooded back for many of us. On closer investigation, it got even better. Out behind the PGE Carshop at the West Coast Railway Heritage Park sat our Budd RDC set of BC-33 and BC-21, both cars with engines running (two on BC-21, one on BC 33) and APU's buzzing! Our RDC's are coming back to life! Led by WCRA's **Singh Biln**, a team of volunteers has been hard at work to prepare the RDC's for service this summer—and they are making good progress. The story leading to the May 2 excitement is capsulated in Singh's progress report.... Another productive day by Singh and the three Dave's - Thethi, Heine and Walmsley.....

“Dave T was able to fix a number of leaks and top up fluids on both cars. I spent some time troubleshooting why no AC power on BC-21 and discovered a severely deteriorated 3-phase train line control panel as in photo below. I removed the panel and replaced it with a 100-amp,



600-volt 3-pole circuit breaker donated by Biln Investments Ltd. We now have the 3-phase 480-volts for Rad Fans, Air Compressor, battery charging and HVAC system.

As a result, Dave T was able to start both engines on the car and operate all 3-phase systems. The Rad Fans were seized but Dave H and Dave W were able to climb on top to free them

up. Dave W also helped by supplying tools and crimping connectors for high voltage cables.

Dave T will continue to charge batteries and test system as well as try to clutch up transmissions. So the mechanical defects as of now are:

1. Front transmission faulty on BC-33 (which we don't need so will leave until later).
2. Rear engine on BC-33 shutdown solenoid bypassed and needs further troubleshooting.
3. None of the transmissions clutched up yet but may only need additional fluids and batteries charged up which Dave will progress tomorrow.



At this stage, no show stoppers and I expect costs will continue to be low as need mostly time to troubleshoot and elbow grease. We will also start using more volunteers next Monday to work on interior defects and cleaning. (S.B.)

It's great to have Singh helping at the Park once again, following his retirement from Southern Railway of BC (SRY)

Singh and his team of volunteers know the former BC Rail Budd cars thoroughly and this bodes well for our WCRA pair and their future. It will be great to see them operate again!

WEST COAST RAILWAY HERITAGE PARK

Home of the Royal Hudson



Thomas the Tank Engine is almost here! Your favourite cartoon character returns to the West Coast Railway Heritage Park for five dates again this year, May 19, 20 and 21 (Victoria Day Weekend) and then May 26 and 27. Tickets are on sale for very reasonable prices at \$26 (off peak) and \$29 (peak) and remain available as we go to press with this issue.

The Day Out With Thomas “Big Adventures Tour” will see the full size Thomas perform for crowds all day, providing one ride on a scheduled departure time with each ticket. But tickets are good for all day admission to the site, and the train ride is just one of more than ten feature attractions to take in. These include Thomas videos and storytelling, a store with special event only Thomas merchandise, photos with Thomas, live entertainment, bouncy castles, Thomas train play tables, crafts, letters to Thomas and his many railway friends,

VOLUNTEERS NEEDED

So—can you help—will you help? The Heritage Park is looking for volunteers in many capacities for the summer.....these include heritage interpretation, tea house greeters and servers, gift shop and guest services, forge operators, beanery staff and more. Please talk to the Heritage Park if you can help—604-898-9336.

In addition, the West Coast Mini Rail is open and operating daily (with good crowds) and we need to keep building our team of qualified operators—contact Jeremy if you can help.

DRIVE IN MOVIES RETURN FOR 2018

The popular Drive in Movie nights are back at the West Coast Railway Heritage Park. The remaining dates and shows lined up for the 2018 season are as follows:

- Friday, June 22 – *Pitch Perfect 3*,
- Friday, July 6 – *Hitman's Bodyguard*,
- Friday, August 17 – *A Knight's Tale*,
- Friday, September 7 – *Bedtime Stories*
- Friday, October 5 – *Avengers Infinity War*

All showings start at Dusk, price is just \$20 a car load. Concession will be open and MiniRail available one hour prior to dusk. Mark the dates! (T.C.)

ROTARY INTERNATIONAL CONFERENCE MAY 31 TO JUNE 3

It's a good month for the conference business at the CN Roundhouse & Conference Centre...following Day Out With Thomas in May, Rotarians from around BC will gather for the annual Rotary International District Conference May 31 through June 3, 2018. Note that the Heritage Park will be closed for regular visitor business on June 1 and 2, re-opening around noon on June 3.

CLASSICS IN PHOTO SHOOT

A pair of extremely rare Lagonda automobiles teamed up with an equally classic Royal Hudson 2860 at the Heritage Park on May 3 for a very special photo shoot. The weather cooperated with a beautiful day, and after some photos inside, the Royal Hudson was pulled outside for some very special shots at the Mac Norris Station. Helping out in costume were Ashlie (in period dress) and Trevor (as a conductor).



The cars, belonging to William Holt and Elizabeth Haan, are a 1939 Lagonda Rapide convertible featuring a V12 engine (photo left by Trevor Mills), and a Lagonda Sedanca with a roll back sun roof.

Only 17 Rapide V-12's were ever built. The car was designed by W. O. Bentley and styled by Frank Feeley, and was considered a pre war masterpiece.

The second car is a 1939 Lagonda Sedanca (see front and rear covers). One of only four built with the open front cockpit and curved town car roof shielding rear seat passengers, this car is reputed to have been originally owned by King Edward VIII. He abdicated the throne to marry American divorcee Wallis Simpson in 1940 and became the Duke of Windsor. Official photos will come—watch for some in a future issue of WCRA News.



Ashlie and the 1939 Lagonda Rapide Drophead Coupe pose with the 1940 built Royal Hudson 2860 on May 3 at the Heritage Park (Ken Tanner photo)

The cars have been a passion for Bill and Elizabeth for years and have won many awards at shows around the world, including the famous Pebble Beach show in California.

Special thanks to Bill and Elizabeth for bringing their cars to Squamish and to the many who helped make the day work, including Ken Tanner who organized the event, Dave who built the ramp into the CN Roundhouse, our crews for preparing the Royal Hudson to move, operating the locomotives and pulling the Royal Hudson outside, and our staff who managed all this while the Heritage Park was having a regular operating day with guests. (K.T.)

LOCOMOTIVE 374 PAVILION

Our visitor count for April was 3,344. We had 580 less people than last April.

As I write this, Spring is in the air. The Cherry blossoms are in bloom and it is wet outside. Typical Spring weather in Vancouver. I am so looking forward to some sunshine and warmer temperatures.

Preparations are underway for the 374's 131st Anniversary Celebration on May 20. The Roundhouse Community Centre and I have met and gone over this years program. They have ordered the band and I have confirmed our electrician is available for connecting power to the engine. **Tom Pruden** and apprentice, **Peyton Liscomb** will be responsible for moving the 374 outside and preparing her for power and water.

We will open the doors to the Pavilion at 10 AM and take the engine outside, Event Power will connect 5 large power cables to the tender's internal 3 phase boiler, and a water hose will be attached. 45 minutes later we should have a working steam whistle (75 psi), much to the delight of the children and guests. At 11:30 or 12 the band will arrive and start setting up. The official Celebration starts at 12 noon, there will be a short announcement and then the band will play O Canada followed by the first of 2 musical sets. A few short (hopefully) speeches at 1PM and then cake cutting will commence in the Pavilion. We had 5 slab cakes last year. Come early because they go fast! Hope to see you there!

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 Summer Hours - 10 AM to 4 PM. Please drop in for a visit and short history lesson. (G.G.)

Remember when CPR 374 was located in Kitsilano Park I certainly do as the Evans` family visited it quite often and climbed all over it—the photo here is undated and photographer unknown, but it shows 374 as it was in my childhood. (Ed.)



CELEBRATE VIA'S 40TH ANNIVERSARY WITH RAIL TRAVEL TOURS

Rail Travel Tours is offering some special tours with VIA Rail on the occasion of its 40th Anniversary year. Book with Rail Travel Tours and come along, and you will get both great rail travel and benefit the WCRA at the same time.

SUPERIOR FALL COLOURS & HERITAGE OF ONTARIO

-Sold out last year

Thursday September 27 to Monday October 1, 2018

This 5-day, 4-night tour roundtrip from Toronto features daytime travel and hotel stays each night traveling by Budd Rail Diesel Cars, buses, and boats enjoying the beautiful fall foliage and heritage experiences on this always popular tour. While the highlight will be travel on VIA Rail's *Sudbury- White River* to see pristine parts of the Canadian Shield from this Rail Diesel Car remote service (the last of its kind in Ontario) the package also includes a planned visit to the former CPR steamship the *SS Keewatin* and lunch cruise on the Muskoka Lakes Navigation Company's *Wenonah II*.

Tour also includes a visit to Dynamic Earth to learn about Nickel Mining in the area and the unique Sudbury basin, Northern Ontario Railway Museum, White River Museum, Muskoka Heritage & Boat Centre and experience, A "Bear Named Winnie" presentation in White River where this now famous bear cub, was first adopted. Package includes hotel stays, rail and bus trips, heritage attractions, most meals and additional heritage presentations.

Price \$1,145.00 CDN Per Person Double Occupancy prior to HST.

- Single supplement \$400.00. **FINAL PAYMENT DEADLINE AUGUST 14, 2018**

These comprehensive packages, offered through our partner Rail Travel Tours include hotel stays, rail travel on VIA Rail's services, transfers, heritage attractions, meals on the train, a detailed tour information kit with maps and rail route guide, visit to heritage attractions, cultural presentations and more! For more details and to reserve space with a \$250 per person deposit call toll free **1-866-704-3528**.

FUNDRAISING

GARDEN TRACKS PROJECT UNDERWAY

The project to build the shelter structure over the Garden Tracks is underway. The first stages of work began the week of May 7 and involve the extension of the station platform as

well as work to build the accessible ramp between Garden Tracks 1 and 2. The extended platform will be immediately useful, as it will allow easier boarding of the Day Out With Thomas trains. Work will continue as the project also becomes the focus of a summer fundraiser—watch for our next Direct Mail campaign to help us better protect our collection.

TELEGRAPH PARK WORK ALSO UNDERWAY

Work has also started to create the new Telegraph Memorial Park (WCRA News April 2018) thanks to a founding donation from **Paul & Lynne McCrea**. First work is to clear the area, create the picket fences and iron gates, landscape and install the poles. Following that, a short piece of track will be created and the track car put in place. Further funding will then construct the keepsake box structure where memories of those passed can be placed.

LEGACY GIVING—SOMETHING FOR ALL TO THINK ABOUT

May is **Leave a Legacy Month**, a time when there is a focus on planned giving and leaving a legacy to charities that you trust and support. We hope that WCRA is one of those for you.

Many don't take the time to think ahead to the future, and to what good they might do when the time to move on from this world occurs. They don't realize that just owning a home means that there is a substantial amount to be directed at that time, and if there is no direction in the form of a will, then much of the value that a lifetime has created will be lost. Regardless your wishes, don't let that happen to you and your financial worth.

If you are a supporter of WCRA and feel so inclined to consider us for support at this time, we have several ways that you can make a difference to the future of railway preservation including:

- An outright financial gift to the West Coast Railway Association for use in a project or in just sustaining the organization and what we do
- Participation in Telegraph Memorial Park where you or your loved one can be permanently remembered
- A gift to the West Coast Railway Endowment Fund (Vancouver Foundation) which will generate annual interest in perpetuity helping with WCRA's long term sustainability

Any of these generate a charitable receipt, reducing taxes payable and helping a charity that you believe in and support. For more information, contact Don Evans at 604-988-3435 or <don_evans@telus.net> re WCRA's options and talk to your financial planner.

WCRA has been successful in preserving a collection that was nearing scrap status in the 1980's and seeing it through restoration and exhibition / operation today. But there is much yet to do, and your support makes a very big difference.

FEATURE ARTICLES

HERITAGERAIL ALLIANCE MEETS IN STRASBURG

Story & photos by **Don Evans**

It was quite a show, one of the best I have enjoyed in several years from the railway component, and a grand opportunity for a change of pace from my busy year to just sit back and enjoy the hobby of heritage railways. Although the final day was anything but relaxing as you will learn as you read on. But it all ended happily!

On my way Monday, April 16 as Air Canada whisks me to Toronto on an uneventful flight on an Airbus 320 aircraft. We arrive on time and I relax in the lounge a bit before heading to the gate for my connection to Harrisburg, PA. At the gate, the connecting flight is posted for a slight delay as the inbound aircraft has not arrived. Departure time keeps slipping, however, and after waiting for more than a couple of hours—the flight is cancelled—mechanical at Harrisburg. So, we are put up overnight at Toronto in a hotel to try again the next morning. Turns out this was actually good, as Harrisburg ended up closing due poor weather (wintry mix) so we wouldn't have got in anyways.

Next morning is much better, and the flight is ready (a Beech 1900) and we depart on schedule, arriving in a dry but cold and blustery (and very bumpy) landing into Harrisburg airport on the Susquehanna River. Happy to be on the ground, I pick up my rental vehicle and settle in to make a relaxed drive to Strasburg, as I have lots of time today.

The rail fun begins—I am no more than 2 miles from the airport than I look to my right and



spot what appears to be—yes it is—an Alco Switcher painted Western Maryland backing towards a tank car on a spur off the Amtrak (former Pennsylvania Railroad) electrified Keystone line. Well, this requires some reconnaissance—

so I turn into Middletown and head for the tracks. Just in time I am able to park the car, hop out, and capture the Alco S6 with slug and tank car trundle over the bridge, and then along the street. I follow the short train street running and it ends at the yard of the Middletown and Hummelstown Railroad—a tourist railway that I have ridden before. Obviously they do some common carrier freight as well!

The day continues and I cruise along through the small towns along the river. At Elizabethtown I turn right and follow the signs to the Amtrak station. Again, things work out—as in comes a westbound Keystone service train headed for Harrisburg—the standard consist of Metroliner cab car, three Amfleet coaches and pushed by Siemens ACS-64 electric #656. Well, my railfan luck seems to be with me today (not my usual of just misses).



And so it goes, I enjoy the backroads of rural Pennsylvania and end up arriving in Strasburg just after noon. What do I see now? Has to be coal smoke, so off I go to the east, and then cut up to the Strasburg RR tracks just in time to catch their 12:00 train to Paradise with Norfolk & Western 4-8-0 #475 (Page 19) and eight cars—including the Philadelphia and Reading business car *Reading*—which we would enjoy several times during the week!

Well, time for lunch now, so back to the Caboose Motel Restaurant, and a window table

looking at the railroad crossing. While enjoying a hamburger, what better entertainment than a authentic steam train chugging up hill with eight passenger cars in tow—wait a minute—that’s **Linn Moedinger** himself (Strasburg RR President and HRA Board member) running the engine! So a quick finish to lunch, and up the road we go to the railroad, and hop over to say hi to Linn in his famous bowler hat on the engine footplate! And the conference hasn’t even started yet!



After all the excitement and looking around a but, I check into the hotel and get settled, and then have dinner with fellow HRA Board member (From Seashore Trolley Museum) Jim Schantz. It’s great to catch up.

It’s good to be back in Strasburg. As the group convenes, we start off the week with

the Strategic Planning review on Wednesday. Then, a real treat as we visit Linn Moedinger’s heritage farm homes and renowned model railroad. To set the stage, picture a rural Pennsylvania farm, two homes—one from the mid 1880’s (Linn’s home) the old house from the 1700’s, (which is being restored), beautiful lands and barn.

Oh—we forgot the model railroad, all narrow gauge replicating the Denver & Rio Grande, the Rio Grande Southern, and the East Broad Top all in one place. Like—wow—this is amazing!



Thursday we continue with the HRA Board meeting in the morning and then we board the Strasburg Railroad for lunch in the *Lee E Brenner* dining car on the Strasburg train. During the HRA event the railroad has three steam locomotives in operation and runs its regular on the hour departures to Paradise with Norfolk & Western 2-8-0 #475 , as well as a special train private to conference attendees on the 30's consisting of Canadian National 2-6-0 #89 with open car and business car Reading. 2-10-0 #90 simmers near the station, and vintage gas car Lancaster, Oxford & Southern #10 shuttles between local attractions on the line.



This is a town that gets it! The railroad and the railroad museum across the street are the core attractions here—and along with them are other rail themed restaurants, shops, model railroads such as the Choo Choo Barn, Caboose Motel and Restaurant, Toy Train Museum and more.

And the railroad is busy—the regular hourly departures have good loads considering it is mid week in April—very early in the tourist season. But this week is extra special for the 110 conference attendees. The afternoon is spent enjoying rides in the business car, open car, the gas car—and then at the first grade crossing east of the station complex, where there are six crossing signal activations in an hour as two steam trains go east then return west, and the gas car does likewise. At Paradise on one trip, #89 runs around our train and Amtrak's *Pennsylvanian* zooms by at 110mph. (page 21) This really is a railfan paradise!



Friday morning the conference seminars are underway, these happen across the street at the Railroad Museum of Pennsylvania in their main building. The museum is outstanding, and has a grand hall where much of the restored collection is displayed in a large trainshed like setting. The collection is clean and well restored, the recent Pennsylvania 4-4-2 Atlantic #460 that has just been completed absolutely gleams!



The museum has a great collection, especially of Pennsylvania Railroad equipment including the largest collection of Pennsy steam anywhere, a working replica of one of the oldest steam locos in existence the John Bull, right up to more modern examples like a Conrail GP 30, a Pennsy GP9, a Pennsy E 7, of course a GG1 electric (page 23) and more.

Some are displayed in a nice diorama setting of an old town (Page 23) , which also serves as a movie theatre, and a large model railroad room as well as children's play room.

Outside in the yard are more examples of Pennsylvania steam, a Baldwin S-12 switcher, an Alco Century 415, a Northeast Corridor Metroliner, Maryland & Pennsylvania EMD switcher, work equipment including a large diesel crane like our BCR unit, a Budd RDC and much much more. For sure, this is a place to wander and explore and over the course of the conference there is ample time to do this.



But for this writer, it is the Strasburg Railroad that steals the show. The oldest railroad operating continuously under its original charter (1832) does it up right. I never tire of the ride to Paradise and back, and the sights of the Amish farmers plowing the fields with their horse teams viewed from the windows of a steam train—well this is authentic and the pieces fit! Linn is retiring from the railroad in early 2019—but what a job he, and his family and others before him, have done!

Saturday morning April 14, the final day, starts off with a very special line up, as Strasburg puts their three live steam locomotives side by side, with their crews clean and poised for a day's work on the railroad! We also take in a tour of the well equipped steam shop.



The conference concludes with a banquet at the nearby Riverside Tavern on Saturday evening and we say good bye until the next conference—which will be November in Santa Fe, New Mexico.....Cumbres & Toltec Railroad will be the host.

However the excitement for me is not over yet. A Saturday afternoon text from Air Canada advises me that all flights due out of Harrisburg on Sunday are cancelled—cause, a major ice storm headed into Ontario. And I need to get home to Vancouver on Sunday as I have commitments in Whistler starting Monday. Working with Air Canada prior to the Saturday banquet, we come up with a plan that might work (I must say in the face of 600 flight cancellations they were most helpful).....if I can get to Baltimore, maybe I can get back.

And so, the wildest return to Vancouver ever for this traveller gets underway at 5:00AM Sunday morning as I check out of my hotel and drive to Harrisburg where I must return my rental car at the airport there. I am at the unstaffed counter at 6:00AM, and then seek out a

taxi so I can get to the Harrisburg Amtrak station. Finding a taxi at an airport picking up at 6:00AM is not easy—flights are departing at this time but not arriving. But I do find a phone number, and about 15 minutes later I am in a cab on my way. I am ready for my hastily booked Amtrak Keystone service train at 7:20AM, and we pull out on time with an AEM-7 electric loco, three Amfleet coaches and an Amfleet cab car. Soon we are rolling along at track speed, and we zoom through Paradise, where the Strasburg RR interchanges, at more than 100 mph! Arrival at Philadelphia is just before 9:30AM; I have a few minutes for a quick bite of late breakfast before my connecting train to Baltimore arrives.

At 10:30 I board Amtrak Acela Express train 2250 and find a seat on a very busy train—my destination, Baltimore Airport (so now you know why I am on an Acela Express on Sunday April 15!). The ride is fast and good, we see lots of interesting Amtrak equipment as we roll past Wilmington, Delaware shops, and then arrive Baltimore. One more stop, and we disembark the train at about 11:45 at the BWI Airport station. It is freezing cold and raining, a shuttle bus takes us from the station to the airport terminal. Made it!

I am booked on an Air Canada flight to Toronto at 15:20 so I have time to spare! Even more time it turns out, the ice storm has hit Toronto with a vengeance, but I get checked in and advised to expect a two hour delay. With time on my hands, I find a nice seafood restaurant in the airport and enjoy a tasty lunch. Continuing with time to spare, I head to the gate around 15:00 to see what is going on—the flight is posted with a 17:30 departure. At about 16:45 an aircraft arrives—this is looking promising! It unloads, but we don't board—rather we watch the departure time get further delayed several times. We are advised that the crew has not been called yet due ground closures at Toronto (nothing getting in).

At 19:00 we get good news—the crew has been called—hopes up again. A crew arrives, then a further push back of departure time (now showing 21:00. At 20:45 we board—yeah! - then just before pushback the captain advised that Toronto has just issued another 45 minute ground closure. Air Canada alone has cancelled over 600 flights today—will we be next?

Turns out no, as we push back and depart at around 22:00—and then bump in and land in a very messy Toronto Pearson just after 23:00. Of course, my connecting flight to Vancouver has long gone—so let's just get through customs and see what is next. Customs is very busy, but we get through (even a ten minute line for Nexus!) and on to connections.

Here things go very well—first I have only carry on luggage so no baggage to deal with, and they are organized in spite of the chaos of the day. After the connecting agent does her things, I am rebooked to Vancouver on an extra flight put on for missed connection passengers. And so, at 02:00 Monday, April 16 I am on an A 321 and we head for Vancouver. We land at just after 04:00 Vancouver time—it has been an exhausting 27 hours to get home, but here we are. Just another story to add to many travel adventures!

FROM WCRA NEWS—APRIL 1982

Thanks to Craig McDowall

The History of Railroads & False Creek

Few areas of the city of Vancouver would be more synonymous with railroading than the shores of False Creek. But this is all changing as the city and provincial projects transform the former industrial lands into a showcase of residential and business complexes. And over the next five years, almost all industry will disappear.

The CPR was active on the north shore of False Creek in 1886, even before the CPR had reached Vancouver. In fact, it was CPR's slash burning near the site of the Drake Street Roundhouse that started the fire that burned the city down in June 1886. The next year, the rails arrived and were extended to the north shore of False Creek from English Bay junction. By 1888, a ten stall roundhouse was completed and the original English Bay branch to Kitsilano was in operation. CPR's presence continued on the site until 1981.

The next major period of activity in relation to railways occurred in 1904 & 1905 when the Great Northern arrived in town and selected False Creek as their logical terminus and interchange area. A Great Northern subsidiary: the Vancouver, Westminster and Yukon railway built its depot at Pender and Columbia streets and accessed it with a trestle across the east end of False Creek. To interchange with the CPR, rails were laid along the south shore of False Creek to connect with CPR's English Bay branch. Then CPR opened its new Vancouver and Lulu Island branch line incorporating the Kitsilano trestle and operating out to Steveston.

By 1910, the V & LI was leased to the BC Electric Railway which had electrified the line, including the south shore of False Creek and Granville Island and years later expanded to the Carrall Street yards in downtown Vancouver.

In 1917, the GN moved to its new station on Station Street and the VW&Y trestle was torn down. In 1932, access to CPR's Drake Street area became more accessible as the Dunsmuir Tunnel opened replacing the grade crossings to the waterfront through the downtown area. The tunnel was jointly funded by the City and CPR to eliminate the daily congestion.

Many years went by before any other major changes. The BCER dieselized in 1958 and removed most of its overhead wires that year. The electrified operations continued however at Carrall Street as the BCER became the BC Hydro Railway. This was finally dieselized in 1972.

The redevelopment of the north shore of False Creek and Granville Island in the the early 1970's ended rail service to the island but the interchange to the GN (now BN) remains in place. The largest change occurred in 1981 with the withdrawal of the CPR from the north shore of False Creek, closing the coach yards, roundhouse and Drake Street Yard.

Current Operations

In spite of the changes, there is still rail activity in the area, although mostly at night.

BC Hydro is a morning operation Monday through Friday with the 'Kitsilano Turn' operating out of Marpole and generally arrives at Kits between 06:45 and 7:30. After cutting off its train, the SW900 heads down the south shore of False Creek to the BN interchange. It picks up cars left there, switches Johnston Terminals and returns to Kits. After returning to the Kits yard, it then goes across the Kits trestle to the CP Rail interchange. After dropping off and picking up cars, it returns to Kits and then makes a second trip to the BN interchange to leave cars heading south. It returns light and then switches the Molson Brewery, then assembles its train and heads south to Marpole, switching the Carlings Brewery on West 12th Ave.

CP Rail's operations, since they vacated Drake Street, now operates from the waterfront and only at night to avoid all the construction in the area. CP only has three basic functions left at False Creek: pick up and leave cars near the Kits trestle for BC Hydro, pick up and leave cars for BC Hydro at Carrall Street yard and switch the CP Express warehouse in Yaletown. This is accomplished by one of the local SW1200's operating from the waterfront.

BN's original connection still operates, generally with an evening trip between 20:00 & 22:00 hours. One of BN's area switchers crosses Main Street and delivers cars to the BC Hydro interchange near the Cambie Bridge and 6th Ave and also switches a few industries at the east end of False Creek before returning to the BN yard.

The preceding observations and notes were submitted by John Shaske.

Amtrak

Amtrak's average train speeds are increasing as the US railways continue to make dramatic track improvements. In the past 6 months, 47 hours were cut from the Amtrak timetable by faster schedules.

A LA to Las Vegas feasibility study for high speed commuter service between the two cities has been funded by the US Dept. of Transportation and the city of Las Vegas. Currently Amtrak's Desert Wind provides service between the two cities and has done quite well since its inauguration in Oct. 1979. The original Amfleet equipment was changed to Superliners in June 1980 when sleepers were added and then in 1981, through service to Chicago was initiated via a connection in Ogden Utah with the San Francisco Zephyr.

White Pass & Yukon

WP & Y has restored their 2-8-2 #73, an oil burning Baldwin built in 1947. The work was done partially by Bob Swanson's Railway Appliance Research and the WP & Y. Special inauguration VIP trips are planned between Whitehorse and Carcross YT on May 29th and

return and Skagway and Lake Bennett and return on June 12th. Then eight special trips are planned to run the entire line this summer between Skagway and Whitehorse. It will then operate on a regular basis pulling trains out of Skagway for the first few miles before diesels take over and will return the train the last few miles into town later the same day.

Club News

The WCRA's open observation car the 'Mount Garibaldi' is receiving major restoration work at BCH's Carrall St. yard. The work includes a new roof, replacement of all rotting wood, repairing seats, replacing paneling in the closed section, repairs to her floor and siding and new paint inside and out. Volunteers from the WCRA are needed immediately to assist Railway Appliance Research's crews with the job. If you can help, report to the crews onsite at the Carrall St. yard Monday to Friday or if on the weekend, call Grant Ferguson.

WCRA Executive for 1982:

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RAILWAY NEWS



CHALLENGES

CN has had some challenging times with operations recently.....on May 3 CN A 41651 03 derailed near Keefers, BC on CP tracks delaying traffic for several hours, and on May 4 a rockslide at MP 49.41 of CN's Ashcroft Sub. disrupted a double track section of mainline near station name Coho, BC. (J.M.)

TEST TRAIN

A CN TEST train operated in March, and was spotted at MP 98.1 of the Yale Subdivision on March 21 with CN SD40-2W #5272, a CN TEST Boxcar and CN TEST coach. (David Jordan via Facebook)

NEW FREIGHT CARS HELP WITH BACKLOGS

In addition to leasing and purchasing new locomotives, and hiring 400 new operations employees to help catch up with heavy demand, CN is also acquiring additional freight cars. The railway has announced that it will purchase 250 new lumber cars from a Hamilton railcar manufacturer, and will lease an additional 350 boxcars (50 foot length, Plate F) for pulp, paper and metals customers. The new cars should be on line before the end of 2018.

In addition, the railway has increased its spotting of grain cars for customers and is current with car orders from customers as of early May. (J.M.) The railway is working hard to recover from unanticipated demand and is building capacity throughout its system as it works to get service back on track.

CHANGES AT THE TOP

Amidst all the challenges, CN's CEO Luc Jobin has departed after less than two years in the role. He has been replaced by CN's Jean-Jacques Ruest for now while CN's board conducts a search for the new permanent CEO. CN's business volume grew rapidly by 11%, but that growth and winter conditions bogged down parts of CN's 32,000 km network with congestion and accompanying train delays. (BL)

KELOWNA TO PURCHASE ADDITIONAL CN CORRIDOR?

The City of Kelowna wants to buy another section of the unused CN Railway corridor in that city. The land, from Gordon Drive to Ellis Street, was not part of the original corridor purchase. This section would become part of the Okanagan Rail Trail which would connect downtown Kelowna to Vernon, BC.



DELAYED CANADIAN

Delays to VIA's Canadian continue to plague the service. Due the late arrival of VIA #1 on May 5 (running 20+ hours late at Ashcroft due rockslide backlog) the scheduled departure for the 24 car VIA #2 on May 6 was delayed to midnight or later.

NEW FLEET FOR CORRIDOR

Funding has been approved for the acquisition of 32 push-pull trainsets with 9,100 seats for use on the Quebec / Montreal / Ottawa / Toronto / Windsor corridor. The new trainsets will replace conventional locomotive hauled trains as currently used. (BL)

CP



Mike Mastin caught this colourful motive power on CP train 301 April 29 near Ashcroft, BC

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Editor Don Evans
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Contributors:

G.B.	Gordon Bell	S. B.	Singh Biln
T.C.	Tammie Cassettari	J. D.	Jeremy Davy
G. G.	George Game	J. M.	Jim McPherson
K. T.	Ken Tanner		

BL Branchline

Send contributions to the WCRA PO Box, direct to the editor at #28 - 2133 St. Georges Ave., North Vancouver, B.C. V7L 3K5, on the Internet to <news@wcra.org>, phone news to (604)988-3435(res) or fax to (604) 986-7660. Check us out on the Internet at <www.wcra.org>

Contact us: 604-800-722-1233 Heritage Park 604-898-9336
CN Roundhouse & Conference Centre 604-898-9336
wcra.org

BACK COVER

Top—the 1939 Lagonda Sedanca poses in the CN Roundhouse alongside the 1890 business car British Columbia (Ken Tanner photo)

Bottom—the flag of the Dominion of Canada flies at David Walmsley's *Pullman Spirit* alongside WCRA's FP7A #4069 (David Walmsley photo)

TRIVIA ANSWER

The song is "*On the Atchison, Topeka and Santa Fe*" written by Johnny Mercer (lyrics) and Harry Warren (music) in 1944. The movie was a comedy/drama that also starred Mark Webber, Zooey Deschanel and Harry Dean Stanton. Bill Paxton also appeared in *U571*, *Apollo 13*, *Tombstone*, *Predator 2* and *Navy Seals* to name a few. Despite lyrics in the song, the ATSF never reached Laramie WY or Philadelphia PA. Lastly Judy Garland won an Best Song Academy Award for the debut of this tune in the 1946 film "*The Harvey Girls*"



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FOR
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