



WCRA NEWS

NOVEMBER 2018

**POLAR EXPRESS 2018
ONLY A MONTH AWAY!**

**GREAT RAILWAY BUILDER
WILLIAM CORNELIUS
VAN HORNE**



GENERAL MEETING

The General Meeting of the WCRA will be on Tuesday, October 23, 2018 at Rainbow Creek Station in Burnaby, Willingdon and Penzance, at 1930 hours.

Entertainment will be a video tape from CP Rail Corporate and Public Affairs called 'CHALLENGE' about the design and 4.5-year construction of the second track and tunnels under the Rogers Pass, to finally end the major winter snow problems. (our WCRA return trip from Calgary on No. 1 was the first passenger train allowed on the MacDonald line)

ON THE COVER

An unusual consist turned up on Amtrak Cascades 516 / 517 October 6, 2018.....Amtrak 516 North came into view at Spruce in New Westminster. The short train was sandwiched by two GE P42's, AMTK 166 leading, and AMTK 2 pushing. In between was an interesting filling of coaches. A new Viewliner Baggage car 61042 was first up, followed by three Horizon coaches 54565, 58108, 54546. (The middle one being a Club Dinette). That was trailed by an "Amfleet I" coach 82988. (photo by Andy Cassidy)

NOVEMBER CALENDAR

- **West Coast Railway Heritage Park open daily 1000 to 1600**
 - Bill Miner Escape Room open by reservation every day
- Saturday, November 10—Newsletter deadline for the November issue of WCRA News
- October 26, 27, 29 and 30—**Mystery of the Magic Pumpkin Train** at the West Coast Railway Heritage Park
- Saturday, November 10 / Sunday, November 11—Vancouver Train Expo at the PNE Forum Building, opens 10AM each day (see page 4)
- November 24—25—Polar Express first weekend at the Heritage Park (see page 9)
- **Tuesday, November 27**—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.

ASSOCIATION NEWS

FROM THE SEPTEMBER GENERAL MEETING

Chair **Craig McDowall** called the meeting to order at 1935k, approximately 15 present:

- **Bob Philip** reported that work continues for the funding for the acquisition of the former BC Rail MP 2 shops, things are moving forward
- Bob also reported on a successful movie shoot at the Heritage Park which necessitated a two week closure of the Park to the public
- **Craig McDowall** reported that Polar Express sales are doing well, about on par with last year so far
- **Don Evans** gave a fundraising report and noted that WCRA has bid on a project to refurbish former BC Electric Streetcar #153 for the North Vancouver Museum
- **George Game** noted that the Locomotive 374 Pavilion continues busy, with about 200 visitors each day
- **Jeremy Davy** provided an update and reminder that the Vancouver Train Expo show is coming November 10 and 11 and that volunteers are needed to help
- The WCRA Annual Dinner and Awards night will be held on Tuesday, December 18 at the Accent Inn in Burnaby, price will be \$40
- The calendar was reviewed
- **Ryan Cruickshank** provided another unique show and tell, unveiling a set of tin model trains that were sold through Sears Roebuck and others—in 1947 they were producing about 20,000 toys / day but tin shortages and motor (wind up) warranty costs caused the company to collapse. They made mostly trucks, with the trains being made for only two years under the Cortland brand.
- Entertainment was a steam video provided by **Ryan Cruickshank**

NEW MEMBERS

We welcome to membership.....

- Eddie & Brittany Carter and Family of Garibaldi Highlands
- David Chu and Family of Surrey
- Angela Gielen & Chris Singer and Family of Squamish
- Gerald Goretsky and Family of Vancouver
- Doug Hanson and Family of Squamish
- Caroline Hyatt and Family of Squamish
- Bruce Peter of Vancouver
- Christopher Peter of Vancouver
- Manfred Springer & Sherri Christensen and Family of Maple Ridge
- Dana Swanson and Family of Garibaldi Highlands
- Araceli Vargas & Andre Charbonneau and Family of Brackendale
- Norm Tandberg of Victoria

We welcome back to membership....

- John K Riley of Surrey
- Tegan Butterworth and Family of Garibaldi Highlands (J.D.)

PLEASE RENEW YOUR MEMBERSHIP

If your label reads 10/31/18 it is time to renew your membership.....if it reads 07/31/18 this is your last issue of WCRA News. We need all of you as members, please renew today.

WCRA TRIVIA #357 - By Ryan Cruickshank

In railroading terminology what are... a *Cinder Cruncher*, *Cinder Dick*, *Cinder Skipper* and *Cinder Snapper*?

(Answer on page 19)

TRIVIA #356 ANSWER UPDATE

A correction to last month's trivia answer—The steam locomotive Texas is no longer at Cyclorama in Grant Park, it has been moved to the Atlanta History Center after being cosmetically restored at the North Carolina Railroad Museum. It will go on public display this month in Atlanta. (thanks to John Pollock, Southeastern Railway Museum).

VANCOUVER TRAIN EXPO 2018

THE SHOW ...

Will again be held at the PNE in the Forum Bldg ... Located 2901 East Hastings at Renfrew. This year's show dates are November 10th & 11th. The 2018 Public Show opens at **10am both days** and **closes at 6pm** Saturday and **5pm** Sunday. Admission is \$12 adult, \$10 senior and \$6.00 youth (under 6 years are free)

WCRA at the SHOW

As in past WCRA will have a booth where we will be promoting the Association, the Park, 374 Pavilion, Polar Express, and other Special Events, as well as selling surplus books and artifacts as a fundraiser for the Archives. The MiniRail will also be operating.

VOLUNTEERS NEEDED - We need assistance with set-up of the booth on Friday Nov 9th in the early evening and with staffing it on Nov 10th and 11th during the show hours. If you have time you can donate on any or all of the days please let Jeremy Davy know your availability by emailing jeremy.davy@wcra.org or by phone to 604.484.2791 (Has v/m, please leave message if no answer). There will also be a sign-up sheet at the October General Meeting. (J.D.)

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. There will also be a 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. The extra dollar is to have the Turkey carved at the Buffet table. The Association will fund any shortfall.

You will be able to make your reservations at the October or November General Meetings. The deadline for advising the Hotel of the number of attendees, for which they will bill us, is Friday Dec 14th. Because of this you must have reserved by that date in order to attend but YOU MAY PAY AT THE DOOR when you arrive.

After November 1st you may reserve by contacting Jeremy, by email 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. (J.D.)

COLLECTION

CPR S3 #6503 REPAIRED

Our little workhorse for switching at the Heritage Park, CPR S3 #6503, was not loading recently. To the rescue came **Greg Robertshaw** and **Richard Courage** who did some troubleshooting and isolated the problem to relay CR 1 which turned out to have dirty and corroded (high resistance) contacts. These were cleaned and presto, she fired up and loaded right away. To make things easier for the future, the wiring and components were labelled for easier finding should the problem occur again. Thanks Greg and Richard! (C.V.)

BUDD RDC WORK PROGRESSES

Work continues on a major overhaul of our two Budd RDC's—**Singh Biln** files this report and update.....plans are currently to complete BC-21 and use it as an additional coach on our Polar Express trains (with its own APU for heat and lights, but not self propelled but as a part of the overall locomotive hauled train). It's great to see these historic units come back to life...

RDC -1 BC-21

Work Completed

- Batteries serviced, charged and reconnected (but will need replacing)
- Seized Radiator cooling fans freed
- Seized APU starter freed and APU started
- Fluids topped up, started both engines, clutched up both transmissions
- Throttle solenoid circuit repaired on front engine
- Clutch solenoid circuit repaired on rear transmission
- Faulty 480-volt train-line panel removed and replaced with circuit breaker
- Failed air compressor removed and motor-compressor skid replaced
- All mechanical, electrical and air systems tested
- Engineer's seat replaced and cab cleaned
- Mould from seats removed, seats vacuumed, deodorized and head rest covers washed (photo right!)
- All tables removed because loose and difficult to secure
- Corrosion removed from floor and floor washed
- Loose vinyl covering on walls glued
- Carpet runner installed in aisle temporarily for display
- Car displayed for BC Rail Pioneer's picnic on July 19 and well received



Work Outstanding

- Air brake valves rebuild and recertification (currently under way)
- Air brake components such as cylinders, hoses, fittings, disc pads serviced or replaced
- Annual regulatory inspection of all safety, mechanical, air and electrical systems
- Replacement of all batteries
- Permanent installation of carpet runner in aisle

The above proceeded because of invaluable assistance from staffer **Dave Thethi** and volunteers **David Heine, David Walmsley, Don Lawrence, Robert Misjak and Trevor Mills**. BC-21 is expected to be ready for service for Polar Express.

RDC-3 BC-33

Work Completed

- Batteries serviced, charged and reconnected (but will need replacing)
- Seized Radiator cooling fans freed
- Seized APU starter freed and APU started
- Tested air compressor and HVAC system
- Fluids topped up, started rear engine, clutched up transmission
- Failed front transmission requires costly rebuild so this propulsion unit will not be repaired for time being as not required for slow speed service in Squamish Yard
- Mould removed from seats and other interior surfaces
- Interior cleaned out

Work Outstanding

- Throttle solenoid circuit repair on rear engine
- Clutch solenoid circuit repair on rear transmission
- Test all safety, mechanical, electrical and air systems
- Rebuild and recertify air brake valves
- Service or replace air brake components such as cylinders, hoses, fittings, disc pads
- Replace all batteries
- Repair rotten floor section beside galley and washroom
- Vacuum and deodorize seats
- Heavy cleaning of interior including cab and vestibules
- Wash exterior
- Perform annual regulatory inspection of all safety, mechanical, air and electrical systems

I want to thank **Bob Philip** and **Gord Bell** for giving me the opportunity to work on this equipment and also **Robert Macbeth** for his ongoing support. (S.B.)

SYLVESTER M—16 MOTOR CAR MANUAL DONATED

Thanks to member **David Walker** of Prince Rupert for the donation of a vintage manual for Sylvester M-16 Motor Cars.

Titled “Directions and Useful Information for operating Sylvester M-16 Motor car equipped with 4HP Type J Engine”, the information packet catalogs every part in the car and motor, has a price list and detailed instructions on how to safely and properly operate the car. Unfortunately, I cannot see a date but this goes way back.

Product of the Sylvester manufacturing Co., Lindsay, Ontario.

COACH 3223 THEN AND NOW

Of the three coaches that were purchased from the defunct Waterloo & St. Jacobs operation in Ontario (through railway broker David Walmsley), coach 3223 is in the poorest shape overall. While the other two have now been upgraded, restored and painted, the 3223 is likely to become a parts source long term. While mechanically sound, its body is in poor shape.

The 3223 was originally coach CN 5635, and soon after it had its snack bar added but before it was renumbered, it looked like this inside as a CN car (Contrast to the photo taken this month after VIA mods were made. (photo credits ghCBNS below, and Jeremy Davy right).



WCRA AWARDED CONTRACT FOR RESTORATION OF STREETCAR 153

West Coast Railway Association has been awarded a contract to complete the restoration of former BC Electric streetcar #153. The historic streetcar will become an entrance exhibit at the new North Vancouver Museum which will open in Lower Lonsdale area in 2020.

The car was originally built to a Brill design and served in North Vancouver for most of its active operating life. It was spared scrapping, ending up in a farmer's field. The car was repatriated many years ago, and a team of volunteers restored the carbody (including WCRA member Bob Booth who has since passed away). The car has sat underneath the stadium in Mahon Park for many years and now will become the entrance feature at the new museum.

Restoration will be as an exhibit—not as an operating car—and several modifications will be made to enable full accessibility.

A more complete story will appear in a future issue of WCRA News.

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



POLAR EXPRESS—BOOK NOW

Polar Express 2018 is on sale through www.wcra.org or by calling the Heritage Park at 604-898-9336. Polar Express sells out every year, and this year will be no exception. So get in there as soon as you can and decide the date and time for your 2018 Polar Express experience.

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.

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

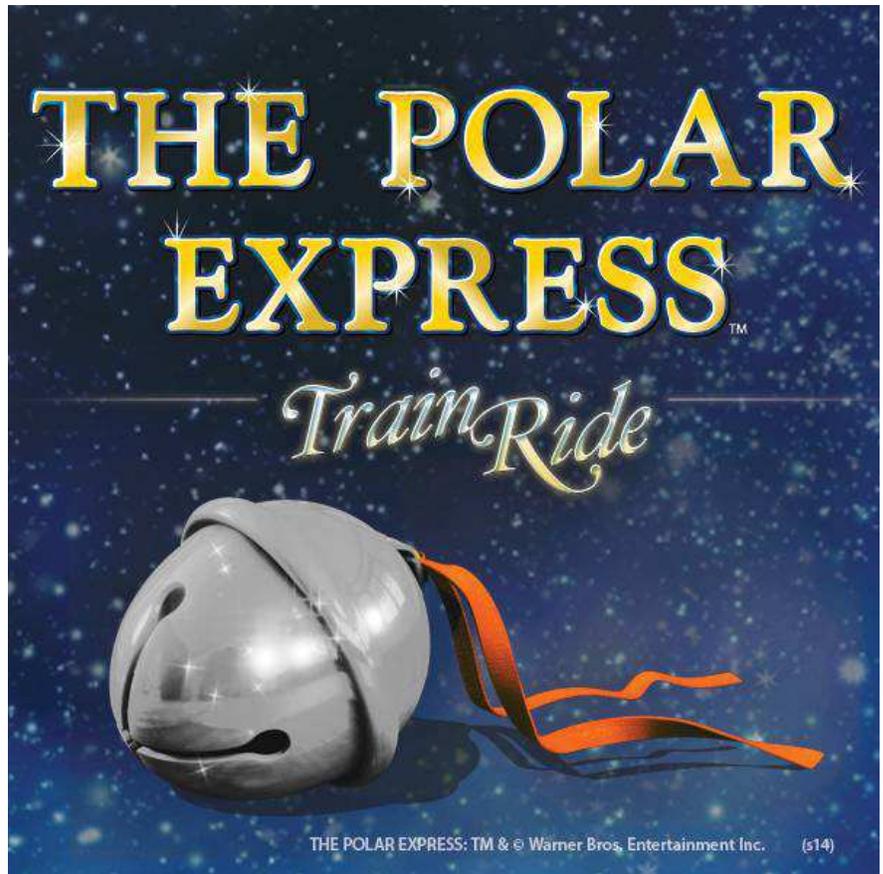
- Polar Express 2018 Golden ticket
- Hot chocolate and cookie on board
- Christmas music and carols

- 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 or call the Heritage Park at 604-898-9336—make sure you don't miss this magical Christmas experience, fun for the whole family!

WELCOME TO THE WCRHP TEAM

We are pleased to welcome several new team members to the staff at the West Coast Railway Heritage Park:

Lara Hinkson, Conference Services Manager - Lara comes to us with an extensive background in Museum and Events operations.

Fiona Laviolette, Volunteer Coordinator – Fiona’s passion for the community and volunteerism will be an asset for us and our family of volunteers.

volunteer@wcra.org

Mandy Pentland, Sales Manager – Mandy has broad knowledge in sales and marketing and will be playing a vital role in helping us grow.

sales@wcra.org

Henry Van Zyl, Facilities Maintenance Leader – Henry’s knowledge and experience will keep us in tip top shape.

henry@wcra.org

We are also pleased to have **Aero Ozey** and **Justin Boulet** as members of our team.

Please welcome them to our staff next time you visit the West Coast Railway Heritage Park.

Thanks—Tammie Cassettari, Guest Services Manager (T.C.)

ROCKY MOUNTAINEER LOANS COACH 5704 FOR POLAR EXPRESS

Our sincere thanks to our friends at Rocky Mountaineer for the loan once again of coach RGR 5704 for use on our Polar Express train. This coach, which has been used as crew support car on their Rainforest to Gold Rush train (North Vancouver—Quesnel—Jasper route), was left at their season end in North Vancouver and brought to Squamish by CN. It arrived at the Heritage Park October 16th. (R. MacB.)

VOLUNTEER THANKS

To all our volunteers—thank you so much for your time and support at the West Coast Railway Heritage Park events this year—including Day Out With Thomas, the August Dinner train and other general volunteering at the Park throughout the year.

The Dinner Train on August 25 was sold out with a wait list, and received extremely positive feedback from those on board. And, while Day Out With Thomas attendance was slightly down this year compared to 2017, none the less the event was very successful with amazing feedback from our customers. In both cases, thanks are due our volunteers for helping these events go so smoothly.

The team at the West Coast Railway Heritage Park are extremely appreciative of the generous donation of time that you give in all your volunteering at both events and regular park operations.

Thanks again for your support—we hope to see you at Polar Express and other future events and activities.

Robert Philip—President & CEO

SCISSOR LIFT DONATED TO HERITAGE PARK

A very valuable and handy item has been purchased and donated to the West Coast Railway Heritage Park by member **Dorothea Matewish**. The JLG Brand scissor lift will be most useful in the setting up of events in the CN Roundhouse and Conference Centre. It is a used unit, but has always been kept indoors and was fully inspected and serviced prior to the purchase. Now we will be able to reach the ceiling in the conference centre without needing to rent such as unit (as we have often had to in the past)

Our sincere appreciation to Dorothea for this wonderful and most useful gift to WCRA.
(M.C.M.)

LOCOMOTIVE 374 PAVILION

Our visitor count for September was 5,129. We had 801 more people than last September. Year to date, we have had 41,964 visitors. This is 3,961 more than this time last year.

With Summer over and the Cruise Ship Season ending our visitor numbers will be getting lower. We still get tourists from around the world throughout the year, just not quite as many. How busy we are depends a lot on what events the Roundhouse Community Centre has scheduled. This is a very busy centre with planned events happening daily, weekly, monthly and yearly. There is always something happening here. The centre's program book covers a vast array of interests.

If anyone would like to help out at the Pavilion please give me a call at 778-875-3573 or email 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 currently on Summer Hours - 10 AM to 4 PM but will be switching to Winter Hours, 11 to 3, when the weather cools down.

Please come down for a visit. (G.G.)

Locomotive 374 looks great outside on May 18, 2014.....



Lastly—a correction—in the September 2018 WCRA News the name of the late Omer Lavallee was mis-spelled. The correct spelling is Omer.

FEATURE ARTICLES

FROM WCRA NEWS OCTOBER 1981

- Thanks to Craig McDowall

Notes from our September meeting recorded by Gary Oliver in the absence of both Bob Hunter

(Recording Secretary) and Bernie Tully (Corresponding Secretary):

The Joint WCRA/CRHA meeting held Sept. 16th with Transpo '86 turned out to be very basic. For assorted reasons, the discussion on rail events to be held during the event never reached any conclusions.

A search for a new meeting room is on. The regular quarters in the CN station are becoming too crowded as meeting attendance continues to grow. Let us know of any suggestions.

In our ongoing court case, the missing parts for locomotive #16 still have not been returned. A sheriff's sale of assets seized in Canada resulted in some income, but still short of the

court case settlement.

Member Ed Bowman has volunteered to be WCRA's informal 'Junket Co-ordinator'. Often little excursions put together on short notice turn out to be the most enjoyable. Thanks Ed!

The WCRA has written CP Rail re: the possibility of preserving one of the two remaining Baldwin DS4-4-1000 diesel switchers.

Barrie Sanford attended the meeting and autographed copies of his new book 'The Pictorial History of Railroading in BC'. He also gave us a inside look at the trials and tribulations of publishing a book.

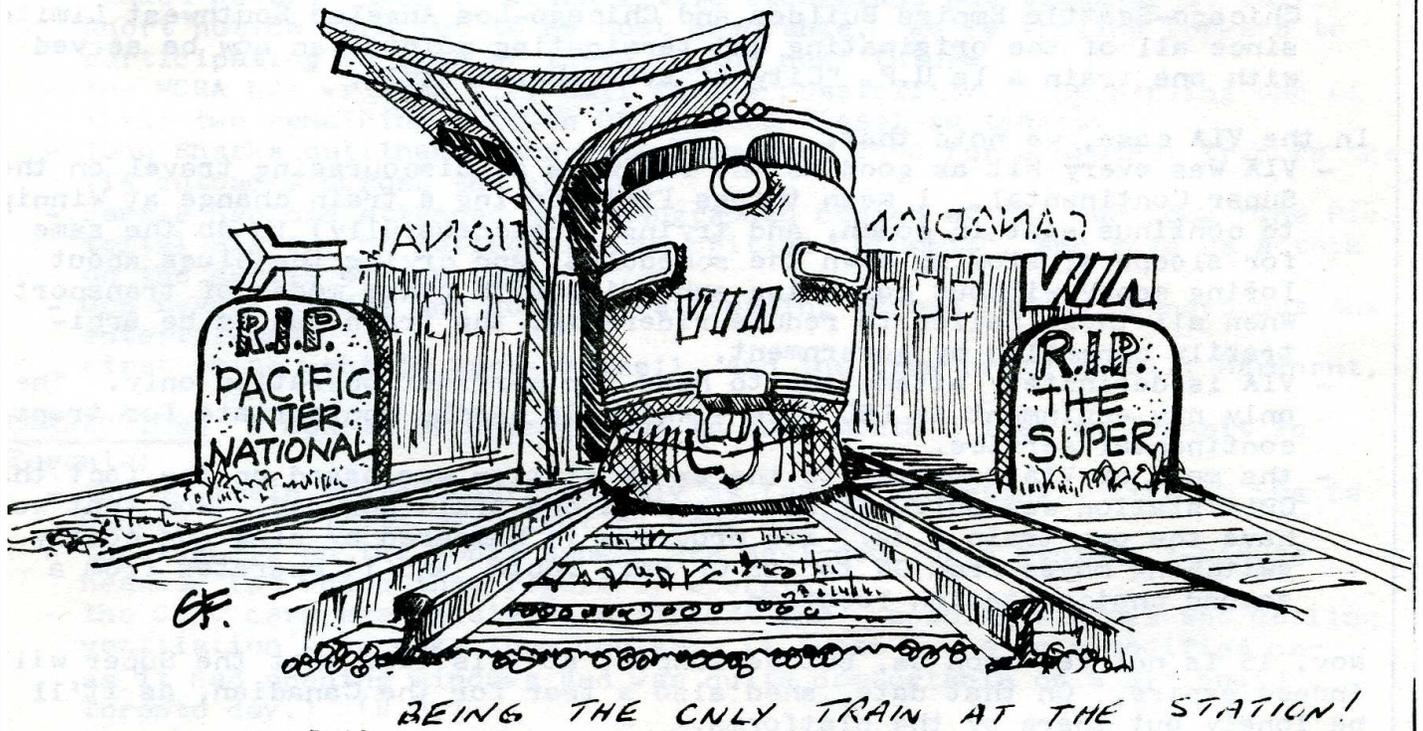
Don Evans showed slides and held a quiz on railroading across Canada and the prize winner was Larry 'Railroader' Russell.

Passenger Service in Vancouver

Vancouver is going to become a 'one train town'! As of Nov. 15th, our sole passenger rail connection (other than BC Rail out of North Van) will be The Canadian on CP rails. Rail service to the US ceased on Sept. 30th with the discontinuance of Amtrak's 'Pacific

ON BECOMING A ONE TRAIN TOWN

LONELINESS IS



International' and service to Eastern Canada on the CN route is scheduled to end Sept. 15th with the 'Super Continental' being discontinued. New Westminster is no longer served by a passenger train for the first time in 93 years. It's back to 1887 when the first passenger train arrived in Vancouver from Montreal. And now CP will only operate The Canadian as far as Toronto! Hard to stomach.

BC Hydro Railway

Sometime in the summer, BC Hydro changed its operations on its Kitsilano line switching False Creek and Drake Street interchanges. The result is no loco or caboose is now based in Kitsilano. The entire area is now served out of Marpole. A train comes down to Kits early each morning at 07:00 hours each weekday morning and heads down to the south shore of False Creek and switches the BN interchange and False Creek industries. Then back to Kits and over the trestle to the Drake Street CP interchange. Then back across the trestle to switch the breweries, puts its train together and back to Marpole by noon. Standard power is one SW900.

BC Rail

CN's track geometry car #15050 made a trip down the BCR mainline. Spotted in North Vancouver on the Sept. 20th, it is now painted in the VIA blue/yellow paint scheme and was spotted a week later at the CN/VIA station.

New headquarters for BC Rail are being constructed at the corner of Esplanade and Chesterfield in North Vancouver. The six story building will feature solar bronze double glazed windows and be part of the BC Development Corp's new Lonsdale Quay.

CP

CP Rail's car #59, a former Rules Instruction Car, which was retired in early 1980 has been sold to the Keg 'n Cleaver restaurant chain to be placed next to the ex CP station which is now their New West dining location.

CP has assigned some GP-35's to the local areas. CP owns 24 of the 2500 HP units, numbered 5002-5025. #5000/5001 are CP's only GP 30's.

CP says it has no plans currently to scrap the Princess Patricia. The 33 year old vessel was retired from service on Oct. 12th. CP says it will wait until an appropriate market develops.

CP has now officially made application to the Canadian Transport Commission for authority to undertake a \$500 million railway grade improvement to the Rogers Pass area of BC's Selkirk mountains. The proposed project will reduce the ruling grade from 2.5% to 1% and includes a nine mile tunnel under Mt. McDonald. This will eliminate the last major bottleneck on the Calgary to Vancouver mainline.

CN

F unit visits Vancouver. The motive power on a CN grain train, spotted at New Westminster consisted of a pair of SD40-2's and F7A #9176!

In a recent notice to CN management, President Robert Bandeen noted that the VIA rail cutbacks would affect CN adversely in some ways but would be an advantage in the fact that cutting two passenger trains a day from the Edmonton-Vancouver line will allow CN to run at least three more freight trains a day.

Since setting up its Accident Prevention Program in 1974, there has been a 39% decrease in accidents and a 47% decrease in the ratio of accidents per billion gross-ton miles. Fatalities are down 40% too.

CN has constructed five 3-car articulated piggy back sets at its Point St. Charles shops to test a new concept in piggy back service. Called 'Tri-Pack', the new car sets are expected to be more energy efficient and give a smoother and safer ride. The Tri-Pack is 6 feet shorter and are being tested in the Toronto-Montreal route.

The dramatic anticipated increase in coal shipments on the Prince George to Prince Rupert line has CN officials concerned about how to double track portions of the line. The route along the Skeena River has miles of narrow gorge rising from the river with no place to put double tracking. The line can accommodate shipments today but the estimates are that by 1995, it will become a real bottleneck unless double tracking and long sidings are installed. Tunnelling or second track installation on the other side of the river are being examined. Meanwhile, CN will spend \$500 million on line upgrades in the next nine years.

An 8 car derailment at CN's Lynn Creek yard in North Vancouver left Sultran cars loaded with sulphur straddling the Low Level Road in addition to the rail line. No injuries were reported.

Amtrak

The unofficial last run of the Pacific International departed on Sat. Sept 26th sponsored jointly by the CRHA and Skyline Travel with many WCRA members aboard. By the time it was ready to board, the line up stretched from the east doors out through the main doors into the street. The train consist was F40PH #215, four Superliner coaches and a coach baggage car. More passengers boarded at New Westminster and 165 more at Bellingham, and by the time it arrived in Seattle, there were 494 on board with 125 standing!! The return trip featured an even more expanded consist: F40PH #227, a coach baggage car, five Superliner cars and coach dorm (ex ATSF high level transition) car #39907.

Burlington Northern

More than 4000 people were evacuated at Marysville WA on Oct. 6th after 24 cars of a BN

train derailed including tankers of liquid chlorine and butane gas. There were no injuries nor any leaks thankfully. The train had been bound for Ferndale WA. No passenger train service was affected as Amtrak had discontinued the daily service six days earlier (see above).

FAMOUS RAILWAY BUILDERS—Little Know Facts About our Railway Pioneers

- by Bill Johnston

William Cornelius Van Horne February 3, 1843 – September 11, 1915

Born in 1843 in rural Illinois, Van Horne moved with his family to Joliet, Illinois, when he was eight years old. His lawyer father was active in local politics becoming Joliet's first mayor. By all accounts young William was a remarkable person. He had a wicked sense of humour, played practical jokes on friends, and later colleagues. He had keen interests in many things.

He was an amateur geologist collecting fossils wherever he could find them. Some discoveries bear his name, and he named one in honour of Cyrus Field later of the CPR. He was an accomplished violinist. It was reported that the sounds of classical music could be heard in the evenings from his business car parked on a lonely siding when he was the General Manager of the CPR's construction. He was interested in agriculture, botany and farming. On an indoctrination visit to the end of the line west of Winnipeg he could see the potential for the railway in the fertile soil of the prairies. He was an artist (sculpture and painting) with some of his work residing today in the Montreal Museum of Fine Art.

At the age of fourteen, Van Horne began working on railroads, serving in various capacities on the Illinois Central Railroad until 1864. He went on to work for the Chicago and Alton Railway, serving as general superintendent from 1878-1879. In 1882, he was appointed general manager of the Canadian Pacific Railway, becoming its vice-president in 1884 and president in 1888. He was responsible for getting the railway built in record time after weak attempts to start construction during the "Syndicate" years (before the company was incorporated in 1881). In the iconic photograph taken at the last spike ceremonies at Craigellachie BC in November of 1885 Van Horne is the stout man standing next to Donald A Smith who drove the famous iron spike. Some say Van Horne should have driven the spike but being the true gentleman, he deferred to the senior board member. He was a man of vision. Van Horne considered the railway an integrated communications and transportation system and convinced the directors and shareholders to create a telegraph and an express freight delivery service as a complement to the railway. Van Horne was knowledgeable in nearly every element of the railway industry, including operating a locomotive. He remained an accomplished telegrapher, his first job.

He was responsible for launching the sea transport division of the Canadian Pacific Railway, inaugurating a regular service between Vancouver and Hong Kong in 1891 on the *Empress* luxury liners. He also presided over the expansion of the CPR into the luxury hotel business and participated in the design of two of the most famous buildings in the chain, the Château Frontenac in Quebec City and Chateau Lake Louise in Alberta.

Following Van Horne's death at the Royal Victoria Hospital, in Montreal in 1915 at the age of 72, his remains were interred at Oakwood Cemetery in Joliet, Illinois following transport there in a funeral train courtesy of the CPR. When his death was announced to the employees of the CPR at a predetermined time every wheel turning on the system came to a complete stop in honour of his great accomplishments.

Van Horne was made an honorary Knight Commander of the Order of St Michael and St George in Queen Victoria's 1894 Birthday Honours list though, as an American citizen, was technically not entitled to the prefix "Sir." Nonetheless, he was thereafter addressed as "Sir William".

Across Canada there are streets and educational institutions named after him including a long sprawling mountain range northeast of Golden, British Columbia on the edge of Yoho National Park.

FINAL NOTE—Apologies from your editor for this somewhat abbreviated issue, has been an exceptionally busy time this past couple of weeks.

**Visit Our
New Location
Just 83' West of
our Old Location
2825 Grandview Hwy in Vancouver**

CENTRAL HOBBIES

Your One Stop Scale Model Train Shop on the West Coast

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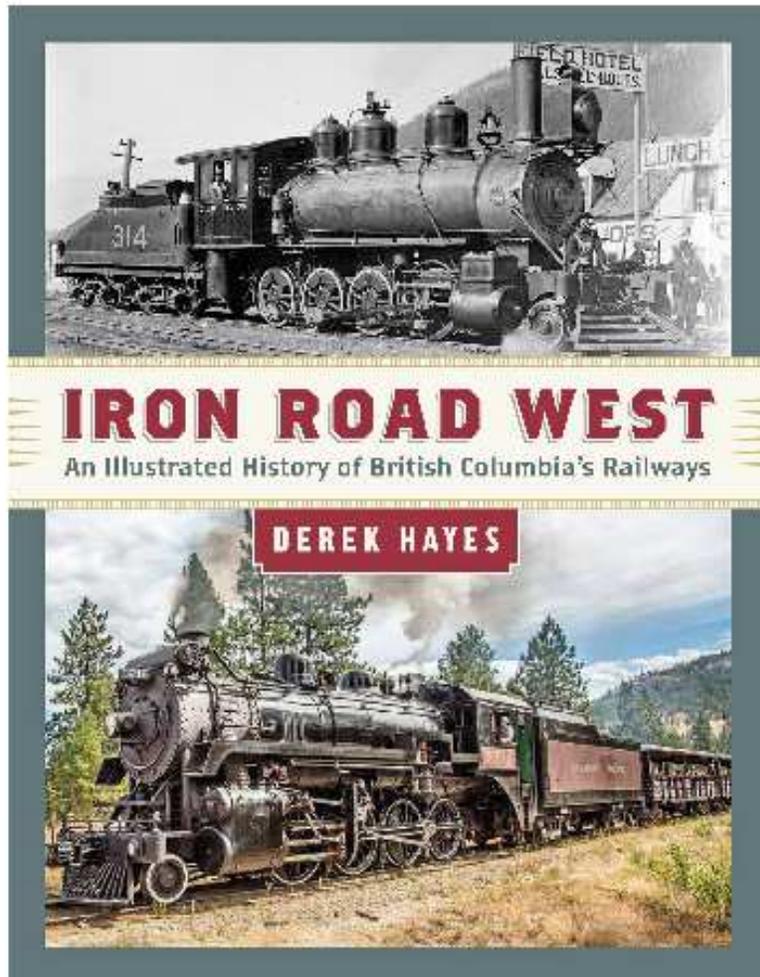
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