



WCRA NEWS

OCTOBER 2018

POLAR EXPRESS 2018

NOW ON SALE

FAMOUS RAILWAY BUILDERS



GENERAL MEETING

The **General Meeting** of the WCRA will be on Tuesday, September 25, 2018 at Rainbow Creek Station in Burnaby, Willingdon and Penzance, at 1930 hours.

Entertainment will be a video supplied by Ryan Cruickshank

ON THE COVER

Many hands make light(er) work! Polishing up two pieces of the collection was the goal of a volunteer work party held August 18 at the Heritage Park. The team of 11 volunteers worked for five hours and polished up open observation car WCXX 598 *Henry Pickering* and CPR FP7A locomotive 4069. The work paid off—they looked great for the August 25 dinner train, which sold out and was a great success! More coverage on page 7. (Don Evans photo)

OCTOBER CALENDAR

- **West Coast Railway Heritage Park open daily 1000 to 1600**
 - Bill Miner Escape Room open by reservation every day
- Friday, October 5—Drive in Movie Night *Avengers Infinity War*—Show at dusk, \$20 per carload or \$5 walk in. Concession open and mini rail rides available prior to the show
- Saturday, October 6—Craftoberfest at the CN Roundhouse & Conference Centre—a new event brewing for Squamish, 1600—2200 - call the Heritage Park for details
- Saturday, October 13—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
- **Tuesday, October 23**—WCRA General Meeting, 1930 k, Rainbow Creek Station—
NOTE DATE OF MEETING AS IT IS A WEEK EARLIER THAN USUAL

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 AUGUST GENERAL MEETING

Chair **Bob Philip** called the meeting to order at 1935k, approximately 20 members and guests

- A moment of silence was held in memory of our member, the late **John Holliday**
- **Bob** provided a President's report
 - The August 25 dinner train proved to be an outstanding success, we hope to do another one in the future
 - The preparation for the dinner train took lots of work at the Park, good job by all under a tight deadline
- **Don** provided a fundraising report, noting recent sponsorships from **SRV** and **Marty & Penny Zlotnik**, as well as active work for the MP 2 private funding component.
 - Don also thanked all who helped with the shine work party which made a great difference to the appearance of both the *Henry Pickering* open car and FP7A #4069
- **Don** reported that an agreement has been reached with BCR Properties for the purchase of the MP 2 shop and other outbuildings, while leasing the land. This will go to the board for approval and work to complete the funding is underway.
- **Bob** talked about work to build our board further with new members who have new connections. Recent additions **Steve Crombie** and **Debora Sweeney** were noted
- **Bill Marchant** reported on continuing work on BCER 960, with lettering to be applied in the coming week



- **George Game** reported on a busy month at the Locomotive 374 pavilion
- **Jeremy Davy** noted the coming Vancouver Train Expo November 10 and 11, and requested volunteers to help with the event
- **Eric Anderson** has continued to collect Canadian Tire money for WCRA and presented a box filled with more than \$206.55 in coupons! (photo left—Keith Anderson)
- **Ryan Cruickshank** did a Show & Tell, opening a, O Scale "Little Joe" Milwaukee electric loco. These GE locos were originally built to go to Russia for the war effort, but when the war ended they were redeployed in North America, with 12 to Milwaukee Road and three to Chicago South Shore. The Milwaukee 12 were designated 2 for passenger and ten for freight, and operated through the electrified mountain section. The E 70 has been preserved at Deer Lodge, Montana which was in its home territory.

- **Bill Marchant** provided a Trackside Report
- Entertainment was a video on the restoration of CPR Hudson 2816 at the BC Rail steam shop

MEMBER NEWS

There was a grand turnout at the Celebration of Life for our late member **John Holliday**, truly reflecting his positive impact on others in many walks of his life. It was great to see several WCRA members present at the event in honour of John and his many contributions.

An exciting day occurred on September 1st as member **Paul Roy**, with his family, was able to get out to the BCSME track in Burnaby for a special visit and train ride.

NEW MEMBERS

We welcome to membership—a long list this month!...

- Leila Baker and Family of Pemberton
- Daniel Barton and Family of Squamish
- Adriane Bolger and Family of Garibaldi Highlands
- Justin Carter and Family of Coquitlam
- Tabatha Champagne and Family of Burnaby
- Conway Chiang and Family of Bothell WA
- Phil Clarke and Family of Squamish
- Kim Flynn & Matt Clayden and Family of Squamish
- John H Frank and Family of Vancouver
- Maria Godber and Family of North Vancouver
- Melinda Hogenboom and Family of Garibaldi Highlands
- Emily Johnson & Adrian Pick and Family of Garibaldi Highlands
- Dave & Leilani Karr and Family of North Vancouver
- Yi Lai and Family of Delta
- Bob Langford of Surrey
- Ed Langford and Family of Lions Bay
- Sara Mackenzie and Family of Squamish
- John McEwan and Family of Garibaldi Highlands
- Scott McLeod and Family of Terrace
- Edward & Carina Mountain and Family of Garibaldi Highlands
- Brian Mui and Family of Burnaby
- Breanne Poland-Roy & Max Roy and Family of Garibaldi Highlands
- Steven Prestage and Family of North Vancouver
- The Riske Family of Squamish
- Lindsay Schacter and Family of Langley
- Nikhil Shankaran and Family of New Westminster
- Lesley Steane and Family of North Vancouver

- Phil Stonier and Family of Chilliwack
- Scott & Jennifer Tyrrell and Family of Langley
- Richard Usher and Family of Squamish
- Talles Wang and Family of Coquitlam
- Andrew Watt and Family of Vancouver
- Emma Wood and Family of Garibaldi Highlands
- Cherry Yu and Family of Burnaby
- Zaoxing Zhang & Jiayi Liu and Family of Port Moody

We welcome back to membership:

- Randy Neyndorf and Family of Surrey

And, thank you to two members who have upgraded to Life memberships this month:

- Alan Smith of Concord CA
- Jack & Bev Wallace of Victoria (J.D.)

PLEASE RENEW YOUR MEMBERSHIP

If your label reads 09/30/18 it is time to renew your membership.....if it reads 06/30/18 this is your last issue of WCRA News. We need all of you as members, please renew today.

WCRA TRIVIA #356 - By Ryan Cruickshank

The most single expensive scene ever to be shot in the silent movie era belonged to what railroad movie?

(Answer on page 31)

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.**

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 and 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, pls leave message if no answer). There will also be a sign-up sheet at the September and October General Meetings. (J.D.)

Thank you for recent donations of Canadian Tire Money
Eric Anderson, now living in Victoria, - \$206.45; and
Bonnie Game for an undisclosed amount from a recent trip to Kamloops. (J.D.)

COLLECTION

BCER 960 UPDATE

Well a picture says it all, 960 is finally dressed as per her look in 1946. With 95% of paint work complete we had the privilege of working with Werner, the sign meister, who prepared and helped install with **Bob Gordon** our vinyl like lettering plus 960 numbering. Luckily we had the measurements from the outlines / shadows of the original lettering before we proceeded to needle gun the cab, removing the layers upon layers of Oregon Electric, BCER and BC Hydro paint work. Of course, there were some great photos to go by as well.



We are pretty excited at just how fantastic 960's original BCER original lineage really looks. There are still some hardware to affix to the hoods plus cab, and, we are actively rebuilding the damaged hand rails with their stanchions.

The multi sets of fire doors (between hoods and cab) have been refurbished and strengthened, with an epoxy / Bondo build up where the wood was severely damaged. Now primed, they await their green spray painting. The said doors operating hardware will be in black, so should look sharp. However, before the noted doors can go back into position, the cab flooring has to be installed, hence this will be our focus in a couple weeks or more.

While the floor goes in, both Bill and myself are keen to see how well the rear truck goes back together. Lots of pictures and drawings, but it has been a long while since we disassembled and repaired some components, tested traction motors etc. So, having left the front truck as yet untouched, it will surely provide some additional guidance for the rear truck re assembly. I also suspect the process will have it's as yet unknown glitches, but that comes with any restoration.

Our plans also include hopefully having the trolley pole rack mounted back up on the cab roof, before MP2 gets to be too cold.

I should note, how fortunate we are that recently **Bill Marchant** had the opportunity to direct some curious crane maintenance technicians to our long not functioning north 10 ton crane. The south crane too also had its problems, so these two fellas, who were in MP2 ostensibly to look over the 50 ton crane as it related to a similar unit In Edmonton, graciously put MP2's two smaller cranes back into full operation for gratis. We are obviously most grateful indeed, since these units are critical tools for the 960 labourers.

Till next time then, Mike, Bob, Bill and crew of 960.

(M.McG.)

Bill Marchant adds.....

- A huge load of thanks to **Dr. Ernie Ledgerwood** who crafted four large 4 pan window sashes, 2 large saddles for the air tanks, 2 small saddles and some other miscellaneous pieces to help 960 get back together again!
- Thanks also to **Werner Nolte** of Cityscene in North Vancouver who made and installed the lettering on the locomotive (B.M.)

“SHINE UP” WORK PARTY

A volunteer work party was held at the Heritage Park on Saturday, August 18 with the goal of putting a shine back on both CPR FP7A #4069 and open observation car WCXX 598 *Henry Pickering*. A great turnout of 11 volunteers got to work at 10:00AM and by 3:00PM the job was accomplished. Both units look great now that the streaking and chalking that occurs on the Tuscan red paint has been removed and the clean surfaces well polished.

WCRA News,

Thanks to all who helped—**Don Evans, Gail Lancaster, Bill Marchant, Vicki Martin & Shane Duckworth, Mike Metcalf, Trevor Mills, Kevin Nold, Moe & Polly Prozny, and Deb Sankey.** Thanks also to our staff who organized ladders, power cords, water and other logistics for us, to Don & Deb for the lunch and **Donna Furchalk** for sending over goodies. Together we accomplished what we set out to do—the photos on the covers and here tell the story. And it was well worth the effort as the dinner train was a sellout—see story following.



HAPPY BIRTHDAY 4069

As noted above, our FP7A #4069 continues to be active and looked great once spruced up! We should note that this unit celebrated its 60th birthday on August 29, 2018! (B.M.)

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

AUGUST 25—SUNSET DINNER TRAIN—A GREAT SUCCESS



The first ever WCRA Sunset Dinner train sold out completely (with a wait list) and was a complete success. Congratulations are due all who worked on this, creating a memorable evening with incredibly good food enjoyed by all aboard.

The consist assembled for the event was FP7A #4069 for motive power, generator car *McDonald Creek* providing the HEP, coach *Harry & Margaret Bluck* (dining), coach *Porteau* (service car), coach *Bill & Dorothy Lahr* (dining), open car *Henry Pickering* (dining), coach *Paul D Roy* (service car) and business car *Alberta* (private group dining). Much work went

into the preparation of the consist including table installations in the *Harry & Margaret Bluck* coach, conversion of the *Henry Pickering* to dining service by removing seats from the centre section (photo below), and activation of air conditioning in the two dining coaches and the *Alberta*. As it turned out, the months of hot smoky weather cleared and was replaced by cool and rainy weather—so at the last minute we needed blankets in the open car! But everyone just took it in stride, and there was no rain during the actual event.



Guests started arriving well before the 5:30PM official reception time, but were able to visit and enjoy the exhibits in the CN Roundhouse & Conference Centre—which included Royal Hudson 2860, BCOL caboose 1859, Pacific Great Eastern 2-6-2 #2 and caboose 1817, business car *British Columbia* and the Shovel Operators bunk car. For many of the guests, it was their first ever visit to the West Coast Railway Heritage Park.

At 1730 guests were invited up to the Canron Upper Deck for the reception, which featured a glass of bubbly and a selection of hor's d'oeuvres as well as bar service. It was a lovely evening and guests enjoyed the ambiance of the outdoors on the deck, with our train sitting at the Mac Norris Station as it was being stocked and prepared for the evening. Violinist **Kierah** provided live background music—most enjoyable.

At 1830, we moved to the station and were treated to a complimentary beverage as we were given our car and table assignments (name cards on the tables was a nice personal touch.) The tables were elegantly clothed and set. Table bar service orders were taken, and with two blasts of the horns we smoothly started to roll from the station—so smooth many guests did not even realize we were in motion until wheels on rail joints were heard!

The train rolled north on our connecting track and on to the CN line, and continued north across the Mamquam River bridge where we were treated to lovely views of the river below and fly fishermen who saluted our crossing! (photo back cover). In the open car, **Kierah** made an appearance with a nice rendition of Orange Blossom Special! We then started the reverse move towards the docks, gliding past the CN Squamish station (photo below, Trevor Mills) and through the yard. Our ride continued, at a slowed pace once we left the yard, through the enjoyable scenery of the forest and then into the estuary with its lovely views. In spite of the weather of the day, we did get a glimpse of sunset—but in the open car, the wind off Howe Sound was cold—the blankets were a great thought and well used!



As we made our way towards the estuary, the dinner service got underway. And what a sumptuous meal it was, served in a series of small plates. Dubbed an **8 Course Culinary Journey Across Canada**, the dishes were all fresh and of highest quality—guests were constantly commending the chef. How could one not like the variety served?

- Lobster Cocktail
- Quebec Tortiere—finished with tomato jam and maple drizzle
- Niagara Peach Salad—with Ice Wine Syrup
- Bison Carpaccio—truffle oil dijonaise
- West Coast Salmon - Saffron sauce and tomato avocado salsa
- Roasted Lamb Rack—Red wine sauce, Pemberton potatoes and grilled vegetables
- Tiramisu Classic
- Canadian Cheese—with fresh strawberries and chocolate

It was dark for our trip back, but all of this kept us well busy and entertained, and many did not even notice our arrival back at the Mac Norris Station (where we enjoyed dessert courses before disembarking) at around 2115.

It was a grand evening, and our thanks are to all of our staff and volunteers who helped make it happen, to our chef **Ryan Leitch** and team from The Venue in Whistler, and to the CN volunteer train crew as well as to CN for enabling this event to happen.

HIGH TEA AT THE HERITAGE PARK—September 16 IS NEXT DATE

Join us for High Tea this summer, as the popular event returns to the *Mac Norris Station* at the West Coast Railway Heritage Park. This year's schedule has one remaining Sunday—September 16 with sittings at 1200, 1400 and 1600. Price is just \$25 per person, enjoy a selection of specially blended teas with pastries and finger sandwiches. Reservations please at 604-898-9336 or e mail tea@wcra.org (T.C.)

DRIVE IN MOVIES 2018

The popular Drive in Movie nights are continuing at the West Coast Railway Heritage Park. The remaining date and show lined up for the 2018 season is as follows:

- Friday, October 5 – *Avengers Infinity War*

The show starts at Dusk, price is just \$20 a car load or \$5 walk in. Concession will be open and MiniRail available one hour prior to dusk. Mark the dates! (T.C.)

MYSTERY OF THE MAGIC PUMPKIN—OCT 26, 27, 29 AND 30

Our exciting Halloween event is back for 2018. Mystery of the Magic Pumpkin is a great

adventure.....

As we go to press details are not yet available, but the dates this year will be October 26, 27, 29 and 30, 2018. Mark your date and watch www.wcra.org for details when they are announced.

POLAR EXPRESS NOW ON SALE

Polar Express 2018 is now 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.

During September we also have a very special deal for groups who want to book the ultimate Polar Express experience aboard our private VIP car *Alberta*—the regular price of \$1,800 per trip (group of up to 15) is offered for just \$1,400 if booked by September 30, 2018. 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.

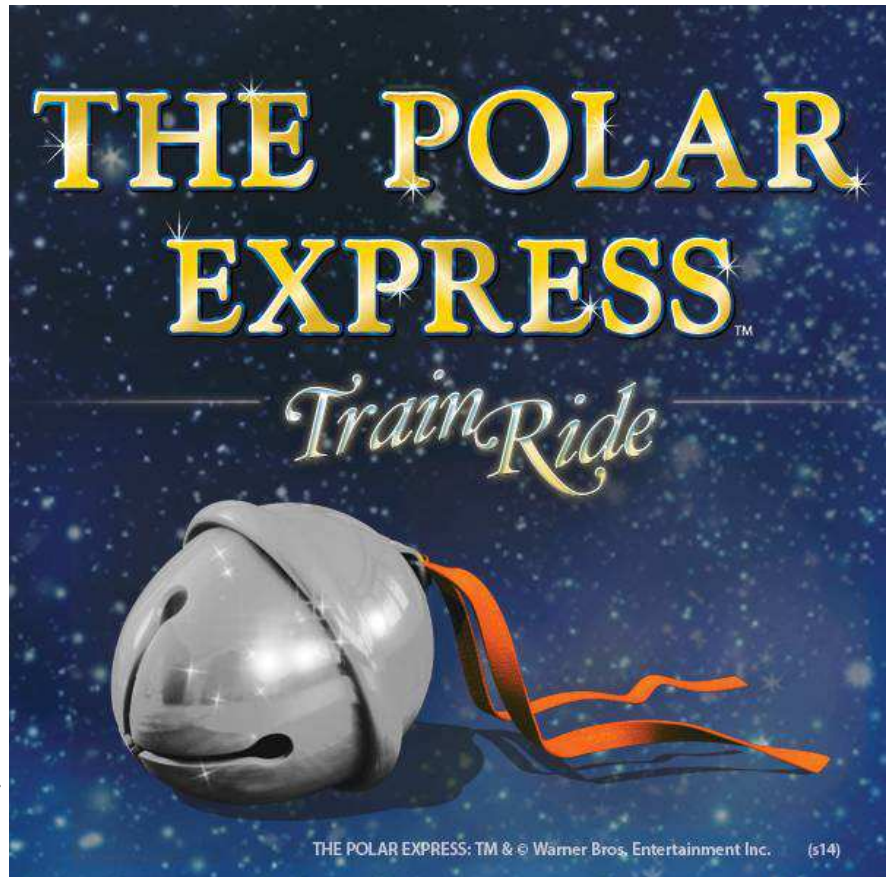
We are also pleased to announce that our Polar Express event this year has a sponsorship to help get us underway—thanks to **Marty and Penny Zlotnik** for this much appreciated support which will help make the event better than ever.

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?

Coach Class \$35.00 + GST

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



First Class \$52.50 + GST

Includes all Coach Class plus:

- Assigned seating
- Facing seats with a table
- First to board and first to disembark the Polar Express
- A 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

NEW STAFF POSITIONS AT THE HERITAGE PARK AVAILABLE

The West Coast Railway Heritage Park is seeking to fill four new staff positions:

- Conference Services Manager—to take the lead on managing events at the CN Roundhouse & Conference Centre including preparation, execution and take down; salaried compensation
- Facilities Maintenance Lead—to take the lead in maintenance of our varied buildings and site infrastructure; salaried compensation
- Volunteer Coordinator—a three day a week position; hourly compensation
- Site Labourer—General duties at the Heritage Park as assigned; hourly compensation

Interest should be directed to Vice President & General Manager **Gordon Bell** at generalmanager@wcra.org

VOLUNTEER HELP SOUGHT

Volunteers make help make our organization operate and really add to the experiences our guests receive when they visit our facilities. There are roles of almost every shape and size, and participating is lots of fun. Can you help with things such as:

- Cleaning our heritage exhibits
- Fall gardening—keeping the Heritage Park grounds attractive
- Helping in the gift shop

- Helping with the Escape Room
- Helping with Mystery of the Magic Pumpkin October 26, 27, 28 or 29
- Polar Express set up November 18 to 23
- Polar Express Nov. 24, 25 and Dec. 1,2,8,9,15 and 16
- Polar Express Tear Down Dec. 17 to 20
- On call snow removal help
- School Tours
- Mini Rail operations

If you would like to pitch in and have some fun too, call the Heritage Park at 604-898-9336. We'd love to see you. (T.C.)

TOGETHER AGAIN

In August, the Garden Railway at the Heritage Park was returned to operation, adding an additional attraction to the West Coast Mini Rail trips around the Heritage Park. Guests were delighted as this adds a real extra highlight to the ride (I can attest to that from my volunteering on the mini rail!) The mini rail operator starts and stops the Garden Railway train on each visit at Windmill Flats. (Don Evans photo)



LOCOMOTIVE 374 PAVILION

Our visitor count for August was 7,063. We had 950 more people than last August. Year to date, we have had 36,833 visitors. This is 3,160 more than this time last year. The busy Summer continues.

One of the busier days at the Pavilion this Summer was when the Roundhouse Community Centre had Swing Dance Lessons on the Turntable. They had a live band that sounded great! We had over 400 Guests that day and many went out to join the party after visiting the 374. This was a bi-weekly event during August.

Whenever the Roundhouse has a major or special event the 374 Pavilion always gets increased visitor traffic. This allows us too promote the West Coast Railway Heritage Park and it's events with the locals and visitors to the city.

My monthly request for more Volunteers. Please drop in for a few hours and see what we do. You will meet people from around the world. Many are train fans. Please give me a call at 778-875-3573 or email ggame@mac.com if you would like to help. Coffee and free parking are available. If you live near the Canada Line or Skytrain it is very easy to get here.

We are still 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. (G.G.)

FUNDRAISING

CAPITAL CAMPAIGN FOR MP2 SHOP PURCHASE

A Capital Campaign continues as we work to generate the private funding we need to facilitate the purchase of the MP 2 Railway Shop from the province of BC. Our board is excepted to approve the deal at its scheduled September 12 meeting. A funding application has been made to the Canada Cultural Spaces Fund for 50% of the funding and work is underway to secure the private funds for the other 50%. We are making good progress, but are still seeking some major donors in order to complete this transaction and have ownership of the buildings and rail assets permanently for WCRA.

Acquiring this complex permanently is of high importance to WCRA and our future. Now that we finally have this opportunity we must make this happen. Major donors are being sought to help, please contact Don Evans at 604-988-3435 or Ken Tanner at 778-668-5666 for more information.

FEATURE ARTICLES

FAMOUS RAILWAY BUILDERS—Little Know Facts About our Railway Pioneers

- by Bill Johnston

Donald Alexander Smith, August 6, 1820 – 21 January 21, 1914.

To railroaders Donald Smith was the man who drove the last spike at Craigellachie, BC linking the CPR from east to west. He was born in Scotland and became one of the British Empire's foremost builders and philanthropists. At one point he was commissioner, governor and principal shareholder of the Hudson's Bay Company. He was president of the Bank of Montreal and along with his first cousin George Stephen co-founded the CPR. He was elected to the Manitoba Legislature and later represented Montreal in the House of Commons. He was well known in British and Canadian political circles throughout his life, serving for a while as Canada's High Commissioner in London.

King Edward VII called him "Uncle Donald" likely because of his later philanthropy. This included hospitals, universities and scholarships, including those for higher education for women.

He emigrated to Canada to work for the HBC in 1838 despite training as a lawyer. He proved to be a competent administrator working his way up to Chief Factor of the Labrador District in 1862. In 1868 he became the Commissioner for Montreal and with his cousin George Stephen got into the textile industry.

The Riel rebellion of 1869 brought into focus the plight of the Metis and indigenous peoples. Smith, in his HBC role negotiated with Riel and calmed the situation, at least for a few years. In 1873, the HBC separated its fur trade and land sales operations, putting Smith in charge of the latter. Smith had developed an interest in railway expansion through his work with the HBC, and in 1875 was among the incorporators of the Manitoba Western Railway. He was also a partner in the Red River Transportation Company, which gained control over the St. Paul and Pacific Railroad in March 1878. His business ventures increasingly dominated his labours, and he formally resigned as land commissioner in early 1879, though he remained a leading figure in the HBC's operations for another 30 years.

The CPR's early days were in the form of a syndicate with men who later became directors upon the founding of the company in 1881. Smith and his cousin George Stephen were early members of the syndicate along with other great railway names. Smith became a director in 1883. On occasion he and his cousin personally loaned funds from their great wealth to keep the railway afloat. His most famous act was the driving of the last spike November 7th, 1885 at Craigellachie, BC. Some say that honour should have gone to William Cornelius Van

Horne for his extraordinary work as General Manager completing the project 5 years ahead of schedule. Van Horne got his due however bypassing Smith as president in 1888. Smith went on to serve on many boards in business and academia. He was given a peerage with the title 1st Baron Strathcona and Mount Royal in 1897. In 1889, he was the principal shareholder of the Hudson's Bay Company and was elected as its 26th governor, holding this position until his death in 1914.

In his memory the CPR named the "first crossing" of the Columbia River "Donald" just west of Golden. In the Selkirks, Rogers Pass, a predominant peak is named Mt. Sir Donald. He died at the age of 93, a great Canadian and a great railroader.

FROM WCRA NEWS AUGUST 1981

- Thanks to Craig McDowall

WCRA Meeting Notes (from recording secretary Bob Hunter)

Collection of damages resulting from the court case over our locomotive #16 continues. There has been less than full co-operation on the part of Terry Fergusson and a further court session will be held August 12th to assist in the collection process.

The proposed trip to Lillooet on the BCR has been rescheduled to Oct. 17/18th in order to take advantage of winter group rates

Member John Shaske outlined his project to fight proposed VIA Rail cuts. Petitions to be gathered on a Super Continental cross Canada trip.

Transpo '86

The WCRA has been asked by Mike Hillman of Transpo '86 for any input or ideas the Association might have for rail activities/events/displays that could be part of the this Exposition. This is a great chance to see that rails get representation - both historical and current.

CP

Drake Street Roundhouse Report

The three BC Place reports on the Drake Street Roundhouse - structural, economic and restoral cost - have now been released and are being reviewed. The Friends of the Roundhouse continue to fight for preservation of this historical structure and have now incorporated into an official society. Donations are welcome. On August 31st, The Friends will make a presentation to BC Place on the use of the roundhouse as a transportation and railway museum. The prospect of the roundhouse remaining as an active maintenance base for BC's steam engines must also be kept in the forefront.

To celebrate its 100th Anniversary, CP Rail is holding a series of 'Family Days' across the system for its employees. Each event will feature trains, displays, food, games etc. Included in the display area was Baldwin DS4-4-1000 #7072, a S-2, a RS-10, a GP9 and a SD40-2. Since the festivities in the Vancouver area were held at CP's Coquitlam yard, the displays were at one end of the yard and the family activities were at the other end of the yard, necessitating the use a train to move the employee's families around. This was done by our WCRA member Dave Hannah as hogger at the throttle of S3 #6518 with four commuter coaches and a caboose. Also open for inspection were Business cars #4 and the Shaughnessy. A large portable stage was built on a 50' flat car for staging the entertainment and speeches.

CP has applied to the CTC for permission to proceed with a \$500 million grade improvement program through Rogers Pass. The work would reduce the gradient facing trains from 2.6% to 1% and will take four years to complete. But CP states they will only commence work if the Feds will compensate CP for multi million dollar losses in shipping grain for export. Both CP & CN are seeking an increase between 500-600% for grain rates.

BCR

The IWA strike in BC, which has shut down the Province's entire forest industry, is hurting the BCR. Much of its revenue comes from the transportation of forest products. Main line traffic is down to one freight train a day and over 20 units were seen stored at the North Van yard.

More filming to be done on the BCR. An episode of 'Hart to Hart' will be partially shot in the Cheakamus Canyon and two Amtrak coaches from Seattle were at North Vancouver on Aug. 8th - sleeper (Indian Mesa) and an ex ATSF coach.

Royal Hudson is expected to be back in service by mid August after replacement of a cracked tire. The 1/4" crack in the right front driver tire was discovered in North Van during an inspection on July 20th. While out of service #3716 substituted for her on the daily trips to Squamish. This repair touched off a very unusual process: where to obtain a 726 Kg replacement tire and where and how to do the work? it was determined it was cheaper to manufacture a new tire than try to get one from a non operational Hudson. A steel mill in the Philadelphia area did the work and BCR ordered two tires, with the first one being air freighted to Vancouver to save time. To avoid the possibility of further damage, #2860 was barged from North Vancouver and gingerly towed to the Drake Street Roundhouse as it was the only facility where the engine wheel work could be done. There the wheel was removed and sent to Burrard Yarrow's where the new tire would be fitted. When the new tire arrived it was determined it was too big!!

#3716 pulled a special excursion on July 28th to the official opening of the new Porteau

Provincial Park. The train was 15 coaches long and the train departed around 11:00 hours and returned around 18:30 hours after festivities and a late lunch was served at Porteau.

CN

We are suspecting that mother/slug sets (426/455 & 425/456) are being field tested as motive power! After working their way west and then back east again (last May 1981), they are back again. Presumably they are working the yards out here again.

Capital spending on CN's mainline in the Mountain Region will hit \$140 Million this year, well ahead of 1981's \$74 million. \$67 million will be spent on seven sections of double tracking between Edmonton and Kamloops as well as the 9.5 mile Tete Jaune extension.

WHISTLER'S TRAIN WRECK TRAIL

- by **Don Evans**

Something I have known about for years, but never actually taken the time to visit, is the Whistler Train Wreck—seven vintage (1950's) box cars and covered hoppers that were part of a wreck back in 1956. Several cars ended up wedged in a rock cut and had to be extracted by heavy logging machinery—these were pulled up north of the derailment site and pushed into the woods—the reason that there are not damaged trees or large clearings around the



cars.. People have visited it for ages (although technically access was off limits in the past), but now—thanks to the development of the Sea to Sky Trail and a new suspension bridge—the site is easily accessible for all.

So, during our annual Whistler vacation time in August, we found ourselves parking across from Function Junction and heading along the trail. It is well marked and easy to find, heading southwest from the Cheakamus Crossing area and following the trail for perhaps 2km. There, you will find a well marked spur to “TrainWreck” and in another 1km you find a new suspension bridge across the Cheakamus River and into the area. The bridge even has steam loco like wheels as cable supports at the end!



Once there, one finds several bent up boxcars and covered hopper cars, some upright and some on their sides, well graffiti'd of course. Mountain bike trails also come through the area, so there are some wooden jump structures right over some of the freight cars.

This is a pleasant and easy walk now that the new bridge is in, and recommended for a visit. You can access the trail from the park behind (west) of the Cheakamus Crossing town centre area by following the Sea to Sky Trail, or from a parking area on the Forest Service Road in the same vicinity.



2141 SIP & STEAM EVENT

- by **Bonnie Game**

Despite the smoke from the forest fires covering the city, the Kamloops Heritage Railway put on a marvelous Sip & Steam event, Friday August 24.

My 2 younger sisters, brother and myself grew up playing on loco 2141 as kids when it was located in Kamloops Riverside Park. In 1968 then Kamloops Mayor Jack Fitzwater, persuaded City Council and the CNR to sell the locomotive to Kamloops. The refurbished engine then became a static display in Riverside Park for the next 33 years.

On February 11, 1994, the 2141 Steam Locomotive Restoration Society was formed (now the Kamloops Heritage Railway) to restore and operate the engine on behalf of the City of Kamloops. The Society completed the restoration over a period of 8 years and 80,000 hours of labour. On January 15, 2002, for the first time since 1958 under steam and her own power, the 2141 was moved to her new home at 600 Lorne Street. On June 26, 2002, the Kamloops Heritage Railway carried the first passengers on the "Spirit of Kamloops" Railtour.

It was a pleasure to introduce a few Canadian Route 66 members to the Spirit of Kamloops. My sister Wendy & niece Teresa from Kamloops joined us as well. The group of us who left Vancouver we were not certain if the event would go ahead as planned this evening due to all the smoke in the interior from forest fires. After meeting the group in Hope, I contacted Kamloops Heritage Railway to find out the status. They returned my call shortly after and announced the train would be operating, everyone was looking forward to the event.



We arrived at the Kamloops Heritage Railway shops hoping to be able to say hi to **Russ Grycan**. A volunteer allowed us to come in and look for Russ who was the Fireman this evening. George was able to climb in to the cab for a quick look before we proceeded to our event, crossing over the tracks to the Station Plaza.

Wendy & I told Teresa how we used to play on the locomotive in Riverside Park. Wendy recalled taking Sonja, the girl she looked after who later became Teresa's babysitter, to play on the train as well. Teresa recalled seeing the locomotive on display in Pioneer Park after it was restored before being moved into the shops.

The event began at 5pm with Wine & Appetizers in the Station Plaza. Monte Creek Winery supplied the wine and Jill's Home-style Cafe proved delicious appies. We were entertained by a lively duo, Sabrina Weeks and Mike Hilliard who had the crowd up dancing.

Each person received 2 glasses of wine (served in water size glasses) with each ticket. Due to the overwhelming response to this event, the Winery was not fully prepared for the crowd, only having one or 2 servers on hand. The line up for wine was so long, we thought the train would arrive before we could finish our wine! They even ran out of wine, due to the reception being longer than planned but they quickly found more!

Our train was scheduled to depart at 7pm, but was delayed as the Rocky Mountaineer was running late. After the Rocky Mountaineer arrived and all passengers were on buses to their hotels for the night, our train was able to come into the station.

Everyone anxiously boarded the train & we departed at approximately 8:30 pm. Unfortunately it was too dark to see the scenery, but everyone had a great time regardless. The open air car was very popular despite the smoky air.

Seconds before we were to depart the station one of the washrooms in our car sprung a leak from a broken hose. It was a comedy of errors with the crew as to who was going to make the call to stop the train from departing so they could get the mess cleaned up. In the end we departed while the crew cleaned up the spill.

The Dancing Saloon Girls, who put on a show on the platform before our departure, walked through the train and took pictures with passengers.

As we were arriving back into the station once again we had to give priority to Rocky Mountaineer so we bypassed the station onto another track. While we were stopped waiting for the Rocky Mountaineer, our train was held up by Bill Miner & his Bad Land Banditos on horseback. They kidnapped the Conductor and the 'Saloon Girls' walked through the train with (toy) guns, they were no Saloon Girls, they were part of the gang!

CN BUDD CAR 1501 VISITS AREA

- photos by **Ken Storey**

CN's Track Evaluation Budd car #1501 recently was in our area. The rebuilt Budd RDC is now a self propelled Track Evaluation car and travels CN rails all over recording track conditions. It was reported and recorded southbound on the Squamish sub and then in North Vancouver, through New Westminster and on to Thornton. It then made an interesting side



trip and ran all CN track on Lulu Island. The site of a Budd car in Richmond is very rare (was there ever one before?) and these great photos from **Ken Storey** show the car in some unusual locations on Lulu Island.



RAILWAY NEWS



DOUBLE TRACKING PLANS

Complete double tracking of the CN line between Edmonton and Winnipeg is in CN's long range plan. Five double track projects were carried out this summer on the Wainwright and Rivers subdivisions, and another four or five projects are planned for 2019. The pace of work will be matched to traffic growth and demands, but this 800 mile corridor is one of CN's busiest as it sits between the merging of the north and south lines to the coast, and the branching off at Winnipeg of lines to the US and Eastern Canada. This segment is a frequent cause of delays on CN due traffic volume congestion.

MORE NEW LOCOMOTIVES

CN has announced that it will follow up on the current order for 200 locomotives from GE Transportation with a new order for another 60 Tier 4 units. The current order locomotives continue to arrive (ES 44AC's in the 38xx series and ET44AC's in the 31xx series) and feature the special CN Aboriginal Affairs logo on both sides of the cab nose. (SDHSE)

FORMER BC RAIL LOCOS CONTINUE TO POP UP

There are lots of sightings these days of former BC Rail locomotives still in the BC Rail colours—but how about a solid three unit consist on a stack train.....! Such was the motive power on train Q108 of August 27, with Dash 9 #4649 (solid blue) on the point working with a Dash8-40CM (red / white / blue) and another solid blue 46xx series Dash 9.

PRINCE RUPERT UPGRADES

Our Prince Rupert reporter notes that track upgrades in the Prince Rupert area are moving ahead, with surveys completed for new alignments and double track in many places. The Prince Rupert downtown yard, which sat almost unused for many years, has also become very active again and was recently groomed - a Herzog train arrived with loads of new ties. Looks like a major upgrade project there is in the works. (D.W.)

BUSINESS TRAIN SEPTEMBER 11

As we go to press, a CN Business Car train is being assembled for a run from North Vancouver to Whistler set for Tuesday, September 11. Cars assembled for the train are power car 1710, and bus. cars 99 (American Spirit—dome lounge), 101314 (Illinois Central

parlour car Champlain), 1059 (reception car Tawaw), and 800653 (Observation Theater car Sanford Fleming). All are painted in the classic CN green / yellow / black scheme.



GP38AC CONVERSIONS TO MOW UNITS

We reported last month that CP was converting three GP38AC units into Maintenance of Way power units, with a radically different cowl type car body. Justin Burns caught unit CP 403011 (nee CP GP38AC 3001) at Sparwood, BC on September 7, 2018



It powers train MW9507-10 which consists of nine cars (three sets of new articulated well cars with rails mounted to accommodate a John Deere excavator that travels as part of the train, and a control cab on the other end so the train is fully bi-directional. The entire train is painted bright yellow. Two additional GP38AC's, numbers 3005 and 3007 are also being converted. (SDHSE)

MORE AC4400 UPGRADES

CP is sending another 30 AC4400CW units from its first series of this type to GE in Fort Worth for rebuilding. When they return they will be numbered 8035—8064. (SDHSE)

F UNIT PUT ON DISPLAY

CP has mounted another classic locomotive on display at its Ogden Headquarters in Calgary. Joining 4-4-0 steam locomotive CPR #29 is FP7A #1400, which started life as CPR #4099 in 1953. CP 1400 was retired by the railway in 2012. (SDHSE)

CP OPERATES SPECIAL TRAIN TO VANCOUVER

CP operated a special Royal Canadian Pacific consist (empty) to Vancouver, arriving here on September 4. It departed eastbound on September 5—presumably with guests on board. Mike Mastin caught the train around mile 44 after it triggered some hotbox detector alarms.



Consist was FP9A's 1401, 4106, 4107 with cars 95 (Generator / baggage), 110 (Sleeper H B Bowen), 79 (Stateroom N R Crump), 82 (Business car Strathcona), 77 (Business car Van Horne), 70 (Stateroom Assiniboine), 103 (Lounge Major Rogers), 78 (Business car Royal Wentworth), 84 (Stateroom Banffshire), and 74 (Business car Mount Stephen). (J.M.)

COUOURFUL MOTIVE POWER

Motive power really does get around these days, one can almost expect to see foreign units on any of our mainlines at any time. A case in point would be CP train 201 on September 3, which was observed westbound on CN at Matsqui with Union Pacific 5506 and Kansas City Southern 4862 as power. (K.S.)

CP BUYS BACK PORTION OF ARBUTUS CORRIDOR

The City of Vancouver has voted to sell back to CP a four block stretch of the Arbutus corridor for the sum of \$1.00. The segment is north of the 4th Ave. crossing and was considered unsuitable for use as a bike or pedestrian pathway due to its close proximity to Fir Street. The sale back and the price was part of the original purchase negotiation between CP and the City of Vancouver.

Your editor recently took a first ever bike ride along the Arbutus Greenway (as it is now called) and it was most enjoyable. The railway grade engineering makes the ride very comfortable on the upgrade sections, and in spite of the many road crossings—particularly at the north end—it is a very manageable cycle ride. We reached the summit (at 37th Ave.) more quickly than we expected, and were in Marpole in short order (We joined the greenway at Fir Street and it ends at the old Fraser Arms hotel on Granville). From there, it was on roadways to Oak Street, then along Kent by the existing tracks, and across the Canada Line SkyTrain bridge (which has a pedestrian and cycle way on the side) into Richmond.

OTHER NEWS

CHURCHILL RAILWAY SOLD, TO BE QUICKLY REBUILT

The railway to Churchill, Manitoba on Hudson Bay has been sold, and will be rebuilt and reopened by its new owners. Flooding cut the rail route over a year ago and it has been out of service ever since, stranding a VIA Rail train that was later shipped out, and isolating the community with no land connection—air service and water became the only ways in.

The Hudson Bay Railway (Omnitrax), the Churchill Marine Tank Farm and the Hudson Bay Port Co. at Churchill have been purchased by the Arctic Gateway Group Limited Partnership—a private public partnership that includes Missinippi Rail Ltd. Partnership, Fairfax Financial Holdings and AGT Limited Partnership. The deal now means that communities along the line are equal owners of the railways, this includes the participation of 30 First Nations, 11 other communities in northern Manitoba, and seven Kivalliq communities in western Nunavut.

Arctic Gateway says crews have been mobilized immediately to start restoration work on the railway with hopes to have it operational before freeze up. The railway closure had driven up costs for fuel and food to the community of 1,000 residents, and caused port export operations to virtually cease. The only ways in were by air or ship—and shipping gets difficult in the winter once the ice builds up.

No word as yet on VIA future service, but getting the tracks back in service is the mandatory first step. (K.A., CBC News)

ALBERNI PACIFIC WORKS ON TUBES FOR #7

The Alberni Pacific operation between Port Alberni and McLean Mill has operated this season with its MLW RS-3 diesel #8427, after its 1929 Baldwin 2-8-2 logging locomotive #7 suffered a tube failure. The railway to McLean Mill has been back in operation this year, after issues with a couple of bridges caused service to be suspended for much of last year.

Hopefully steam will return in 2019.

MAKERSPACE AND MODEL RAILS TEAM UP IN PARKSVILLE

A unique facility called MakerSpace—with the latest technology such as 3D printers operate—has teamed up with model railway work in Parksville on Vancouver Island. Its new model railroad room was unveiled in January with a workshop and demo for model enthusiasts on what can be done with this new technology to support and participate in their hobby.

An early venture was the creation of a sand dome for a vintage steam loco modeled by Allan Clark, when the part was “printed” from drawings instead of being turned and machined on a lathe. The new location is a great space for modelers to enjoy their hobby and also experiment with new innovations.

The space is ideal for those who do not have room in their homes for a layout or workshop, but would like to get into model railroading. Plans are to create an operating layout where modelers can also operate and enjoy the hobby. The HO scale layout will also have a removable module that can be taken to shows such as the Vancouver Train Expo and linked into modular displays.

Parksville MakerSpace is a facility that includes computers, printers, and other peripherals including a woodworking shop, a craft room, a break and relaxation room with pool tables and ping pong, and now—a model railroad room.

Model Railroading was seen as a good fit as you get to make something then you get to operate it and put it to work in an enjoyable hobby.

And what can be better than that! (P.T.)

REMEMBER WHEN.....?

Who remembers that great day in 1990—captured by **Trevor Mills** (he was just a young kid then!) This was the very start of what has become the West Coast Railway Heritage Park. Who can you recognize in the photo?



**Visit Our
New Location
Just 83' West of
our Old Location**

2825 Grandview Hwy in Vancouver

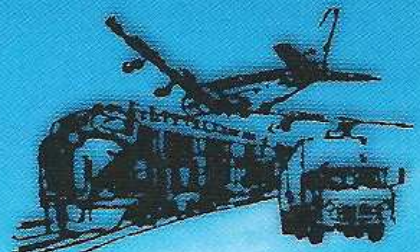
CENTRAL HOBBIES

Your One Stop Scale Model Train Shop on the West Coast

2825 Grandview Hwy., Vancouver, British Columbia V5M 2E1

(604) 431-0771 Fax (604) 431-9855 ORDERS (888) 7trains (787-2467)

Web Site: www.central-hobbies.com



*We also stock a
large selection of
books and magazines!
Open Daily at 11 a.m.
Monday thru Saturday*

CREDIT LINES

ISSN 1204-07

Editor Don Evans
Distribution Jeremy Davy & Donna Simon

Vol. 58 Issue 10

Contributors:

K.A.	Keith Anderson	T.C.	Tammie Cassettari
J. D.	Jeremy Davy	G. G.	George Game
B.M.	Bill Marchant	J.M.	Jim McPherson
M.McG.	Mike McGaw	P.T.	Patricia Treadwell
K. S.	Ken Storey	D. W.	David Walker

SDHSE Sandhouse

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: 1-800-722-1233 Heritage Park 604-898-9336
CN Roundhouse & Conference Centre 604-898-9336
wcra.org**

BACK COVER

WCRA's Sunset Dinner train—crossing the Mamquam River (lower) and in the Squamish estuary at sunset—could there be a nicer location in which to enjoy a sumptuous eight course dinner anywhere? (photos by Trevor Mills)

TRIVIA ANSWER

The General by United Artist starring Buster Keaton and Marion Mack, filmed during 1926 in the town of Cottage Grove, OR (doubling for Marietta, GA). The scene (shot 23July1926) was the bridge wreck that cost \$42000 of the entire film's \$750K budget. Two locomotives were bought from the *Oregon, Pacific & Eastern*, with a third coming as a spare stunt double. In the train crash a dummy was used as an engineer, it looked so realistic that the people who had come to watch, screamed in horror. The locomotive remained in the river until World War II when it was salvaged for scrap metal. Keaton attempted to rent the real-life *General* for the film at the time on display at the Chattanooga, TN railroad station, but the engine's owners denied Keaton's request when they realized that the film was going to be a comedy. The film was inspired by the American Civil War's 87 mile great locomotive chase of 12April1862, where Confederate William Fuller chases Andrews Raiders north through Georgia. Also filmed in 1956 by Disney as *The Great Locomotive Chase*. *The General* (a 4-4-0 built by Roger, Ketchum & Grosvenor in December 1855 s/n631) now is at the Southern Museum of Civil War and Locomotive History in Kennesaw, GA while the other engine *The Texas* is preserved at the Cyclorama in Grant Park in Atlanta, GA.



**CANADIAN COUNCIL
FOR
RAILWAY HERITAGE**

WCRA News acknowledges the financial assistance of the Province of British Columbia



**Published monthly by West Coast Railway Association
PO Box 2790 Stn. Term., Vancouver, B.C., V6B 3X2
www.wcra.org**

**ISSN 1204-072X
Vol. 58 Issue 10**

Canada Post, Canadian Publications Mail Sales Product Agreement #40007853