



WCRA NEWS

SEPTEMBER 2018

POLAR EXPRESS 2018

NOW ON SALE

JOHN DAY TAKES US TO

VISIT SWEDISH RAILS



GENERAL MEETING

The General Meeting of the WCRA will be on Tuesday, August 28, 2018 at Rainbow Creek Station in Burnaby, Willingdon and Penzance, at 1930 hours.

Entertainment will be a video by Rail Innovations about the extensive restoration, and testing of H1b 2816 by BCR.s steam shop.

ON THE COVER

Rocky Mountaineer test train shown here on CP rails at Cisco on July 22, 2018—the train is the first test run of new European built dome #9541. (Ken Storey photo)

SEPTEMBER CALENDAR

- **West Coast Railway Heritage Park open daily 1000 to 1700**
 - Bill Miner Escape Room open by reservation every day
- Friday, September 7—Newsletter deadline for the October issue of WCRA News
- Friday, September 7—Drive in Movie Night *Bedtime Stories*—Show at dusk, \$20 per carload or \$5 walk in. Concession open and mini rail rides available prior to the show
- Sunday, September 16—High Tea at the Mac Norris Station—604-898-9336 for reservations, seatings at 1200, 1400 and 1600
- Tuesday, September 25—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

BUILDING HERITAGE BACK INTO FOCUS

Finding the right mix between the focus on our core mission of railway heritage and the business activities that support that heritage is not always an easy task, and certainly requires some delicate balance as well as compromises from time to time. For us at WCRA it is something that requires both action and understanding as we work to get it right.

The building back of a stronger heritage component at our Heritage Park is an activity that I plan to work on with our staff and volunteers over the coming year, especially as we have the Heritage Rail Alliance Conference coming in September 2019. Getting new core interpretive signage and a better identification of the heritage of our rolling stock are just two areas that we will work on over the coming fall and winter. And, you can expect to see volunteer work parties to help along the way, such as the one set for August 18 to polish up FP7A #4069 and the open observation car *Henry Pickering*.

This is not a solo effort. If you are passionate about our railway heritage aspects let us know and we will find a way to have you lend a hand. Come out and help at a work party. Assist with some writing and research. Share your knowledge. All of these activities will help as we work with the Heritage Park leadership and staff to make our facility the very best it can be.

But one thing I want to be clear about—and that is that this is a team effort of all of us, no matter what our role or interests. For our heritage collection to survive we must have a sustainable business model and that is the prime mandate of our CEO and staff. And that mandate is for the ultimate purpose of sustaining our collection for future generations, and here we can all play a role by working together regardless our passion or focus.

So get on board and lend a hand. Our collection—and its future—will be better for our collective efforts.

Don

ASSOCIATION NEWS

FROM THE JULY GENERAL MEETING

Chair **Craig McDowall** called the meeting to order at 1945 with 14 Voting Members plus one

guest present.

Bob Philip covered the Staff Reports:

- **President/CEO** – Plans are well underway for the Dinner Train scheduled for Aug 25. The Train will operate on CN tracks from the Heritage Park to the Squamish Terminals gate and return.
- **Heritage Park** – Craig provided members with flyers for the 4069 shine event on August. This is to get the engine “spiffed up” as lead for the Dinner Train

374 Pavilion – **George G** reported that the visitor count ytd were nearly 10% over last year. The Community Centre & Pavilion hosted a Bastille Day celebration with the plaza decorated in French Style, resulting in over 1,000 guests visiting the pavilion. Surplus books are selling well. Research is being done on some “high-end” surplus donated. George showed copies of 2 of the books by Omar Lavallee, a CPR Data manual and a supplement

Events – **Jeremy** advised that the application for MiniRail and Association tables at the Vancouver Train Exposition had been approved. The Show is Nov 10 & 11 and volunteers will be needed. More details later.

Events Calendar was reviewed

Show & Tell – **Ryan** preceded the segment with a brief report. He noted that Joe had donated more material from the CP MOW department to the WCRA Archives. This material included an album of pictures and Satellite photos of the entire CP Mainline in BC. He then followed with some Lionel tinplate and showed two pre-war Lionel #313 Bascule Bridges - one in operating condition. These are valued at around \$300-\$400

Trackside Reports – **Bill** reported many items of interest. He also enquired if funding for MP2 would include refurbishing the equipment like the overhead cranes. **Bob** replied there were \$\$ for infrastructure in the plan.

50/50 draw was held. Winnings were donated back to WCRA Garden Track Project ... Thanks Jim Saunders

Entertainment – a Steam cab ride video by Greg Scholl.

NEW MEMBERS

We welcome to membership:

- Ken Chu and Family of Burnaby
- Robert & Alana Dunn and Family of Squamish
- Edmund Ho and Family of Vancouver
- Jennifer Madore and Family of Abbotsford
- Wong Kai Man and Family of Hong Kong HK

- Helina Patience and Family of Vancouver
- Lisa Solway and Family of Garibaldi Highlands
- Norm Tandberg of Victoria

We welcome back to membership

- Shane & Sonja Addis and Family of Squamish
- Julian Harries-Jones & Jeana Duncan and Family of Squamish (J.D.)

MEMBER NEWS

It is with deep sadness that we report on the tragic death recently of member **John Holliday**. He died while on a family vacation trip in Tuktoyaktuk, NWT where he went missing the evening of August 1. A search found his body and recovered it on August 2 from the water.

John was a life long railroader with PGE / BC Rail and more recently CN, and a regular on the Squamish subdivision. He had just recently retired June 1 from CN—see WCRA News July 2018 issue, page 5- for a photo of him on his last run. He was also very active in the railway unions including the United Transportation Union and Teamsters Canada Railway Conference over the years and was widely regarded and appreciated by all for his active involvement and positive demeanor.

John joined the WCRA back in 1997 and became a Life member in 2015. A PGE boxcar with many records and artifacts collected by John is at the Heritage Park to this day. John was a frequent visitor and often a volunteer on many of our activities.

John was also active as a volunteer crew member on many of WCRA's events such as Day Out With Thomas and Polar Express, and he supported his fellow union members in volunteering as operating crews—helping make these community and children's events the wonderful attractions they have become. He was helping as crew on the Thomas train just this past May 27 in Squamish—just a few days before his retirement.

John will be truly missed by us all. Our sympathies to his wife and family.

PLEASE RENEW YOUR MEMBERSHIP

If your label reads 08/31/18 it is time to renew your membership.....if it reads 05/31/18 this is your last issue of WCRA News. We need all of you as members, please renew today.

WCRA TRIVIA #355 - By Ryan Cruickshank

What is the only railroad novel to top the charts on the annual list of best sellers?

(Answer on page 31)

COLLECTION

BC 21 LOOKING GREAT



As you read last issue, our Budd RDC's have been progressively cleaned and refurbished. Following up on last month's notes, thanks to **Dave Heine** for completing the cleaning on the interior of BC 21, including the cab, vestibules, window sills and installation of a carpet runner in the aisle. The car looked great for the recent BC Rail Pioneers annual picnic at the Heritage park. (J,S,B,)

SOMETIMES GOOD THINGS JUST HAPPEN.....

Often, restoration projects get a quiet boost and things just happen.....as in the following dialogue around work on the restoration of an A6 Motorcar currently underway.....

".....We were hoping that you maybe able to assist us in acquiring a 25 foot length of #14-3

wire cab tire or extension cable for the A6 speeder that the crew is working on..... The original was a length of #14-4 wire that goes from the switch panel in the engine compartment along under the operators seat to the back cab wall, then up to the ceiling and along under the roof to the front of the cab for wipers, lights and other accessories for a total of 25 feet.... I did find 14-4 in bulk at Home Depot for \$5.45 a meter but we are thinking that 14-3 would be O.K. for us and its much cheaper.. probably a 25 foot extension and cutting the plugs off is the best way to go..... Home Hardware has a 14-3 X 25 feet for \$27 Home brand and another for \$32 Artic Blue brand..... Rona has a 'Pro Power' for \$35..... Canadian Tire has a 'Mastercraft' for \$38 and a 'Noma' brand for \$40, on sale this week for \$24.... Hold It.... Little Roy just called and says he has what we want in his spare parts box so I will check it out tomorrow and get back to you if we are still in trouble.. Don't delete this yet..... Thanks.....

“Roy just dropped by the house and gave me a 25 foot coil of brand new #14-3 wire, 600 volt hi temp: water resistant cab tire cable.... This is 'made in USA carol' quality cable available at Home Depot for \$6.82 per meter with a total value of \$56.80 + tax..... This, unlike the imported plastic stuff, is a top quality commercial item and better than I could have wished for..... so the WCRA comes up smelling like roses and lucks out once again... but who will ever notice..... Cheers Mike..”

And thanks to you Roy from all of us!

WEST COAST RAILWAY HERITAGE PARK

Home of the Royal Hudson



AUGUST 25—SUNSET DINNER TRAIN—SOLD OUT!

The first ever WCRA Sunset Dinner Train, which will operate on Saturday, August 25, is now sold out. This very special evening will combine a unique and scenic rail trip around Squamish with wonderful food and beverage. And, it will generate funds to help support WCRA and the Heritage Park with our projects through the summer and fall.

Following cocktails and appetizers on the Canron Upper Deck at the CN Roundhouse & Conference Centre, the train departs Mac Norris Station while guests enjoy an eight course “Culinary Trip Across Canada” tapas food service as the train makes its way across the Mamquam River and then onwards to the Squamish estuary.

This will be a “white glove service” evening with live entertainment throughout the event. There will be a full Cash Bar available on board the train as well, with lots of fun and great views to enjoy.

Planned consist as we go to press is FP7A #4069, power car *McDonald Creek*, dining coach *Bill & Dorothy Lahr*, service coach, dining coach *Harry & Margaret Bluck*, open car (dining) *Henry Pickering*, and private car *Alberta*.

Still want to go? - there is a wait list available. Watch for full coverage in our next issue.

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 dates and shows lined up for the 2018 season are as follows:

- Friday, September 7 – *Bedtime Stories*
- Friday, October 5 – *Avengers Infinity War*

All showings start 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.)

POLAR EXPRESS TICKETS NOW ON SALE

With Day Out With Thomas now behind us, our largest annual event—**Polar Express** 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 the summer 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 during August 2018. 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?

Coach Class \$35.00 + GST

- Polar Express 2018 Golden ticket
- Hot chocolate and cookie
- 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

THANKS

- To West Coast Model Railroaders (**Barb Stover/Aaron Gruber**) for donation of a fridge from the Bent Spike for use in Silver Fox and Twin Cedars. Much appreciated so the crew can have a supply of cold water during the current hot spell.
- To **Don Evans** for funding a replacement pump at "Wishing Falls" ... the previous one succumbed to hard work over the years. (J.D.)

SILVER FOX STATION GETS NEW PAINT

Silver Fox mini rail station recently got a new paint job thanks to **Donna Fourchalk** and **Tom Bruvall**—and it now shines on the west side of the Heritage Park for all to enjoy (Don Evans photo page 10). New signs are on the way.



LOCOMOTIVE 374 PAVILION

Our visitor count for July was 7,913. We had 1,374 more people than last July. Year to date, we have had 29,772 visitors. This is 2,210 more than this time last year. Its been a very busy Summer.

The hot weather is here. Maybe too hot! For the first time, I walked into the Pavilion in the morning and it was hotter inside than outside. I blocked open the doors but on this particular day, there was no wind to help cool the Pavilion. We do have one small fan.

On July 14th the Roundhouse had a Bastille Day Celebration. We had over 1,000 visitors. Everyone seemed to speak French and the women were all dressed impeccably. The turntable area was turned into a large street fair and the building was surrounded by beautiful Citroen and Peugeot Cars. All in perfect condition. It looked like a car lot outside the front door.



We still need a few more people to help fill in the September schedule. Tuesdays, Wednesdays and Thursdays are short staffed. One or two days a month would help us out greatly. 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.

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

SPONSORSHIPS HELP SUPPORT WCRA

WCRA has received some helpful support for this year and for future years through a couple of recently announced sponsorships.

Our sincere thanks to **Marty and Penny Zlotnik** for their three year sponsorship of WCRA and our annual Polar Express event. The Zlotnik's like the way this event is focused on children and families and the joy it brings as we approach the Christmas season.

Thanks also to **Southern Railway of BC (SRY Rail Link)** for their three year sponsorship of WCRA and the West Coast Mini Rail operations. Of course, the mini rail features an SRY train set and a priority this will help with is the repainting of the mini SRY GP9 #124 and the updating of the logos on the riding cars to the current style.

CAPITAL CAMPAIGN FOR MP2 SHOP PURCHASE

A short Capital Campaign is underway 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. At this time we have an agreement and term sheet that is acceptable to both parties and we are working to complete the final paperwork. 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 have made some 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

FROM WCRA NEWS JULY 1983

Thanks to Craig McDowall

Association News

Now that #374 is out of the elements, some discussion has occurred whether it is possible to get her operational again. The cost of having a boiler made is prohibitive. As well, new cylinders and steam lines would be required. A rough estimate would be \$500,000. And thus, the WCRA executive has decided it will only be a cosmetic restoration.

A security system for the Morrison Building on Granville Island where the work on #374 is being done, is being set up and Bob Hunter has offered to record the progress on restoration on paper and film. We are going to need heavy tools so if anyone can lend us or has a lead on some, let the executive know.

The association has acquired CPR Business Car #32. On June 29th, it was learned that this car and the three CPR 'R' class sleepers recently stored at Lake City and New Westminster

would be sold for scrap. Plans to use them in a new rail theme restaurant had fallen through and storage was no longer available after July 15th. Car #32 was built by National Steel Car Corp and CPR Angus Shops in 1928 as the buffet/compartment sleeper 'Lake Winnipeg'. The car was last shopped at Ogden in 1971 and sold to private owners shortly after. Stored at Drake Street for many years, she was moved to the Lake City Industrial Park and then to New Westminster. The car is on six wheel roller bearing trucks, is air conditioned and has a propane system and one vestibule at the 'A' end. The layout is one washroom, one stateroom, four compartments, a 20 seat lounge and the kitchen. Although the car has sat outside unheated for several years, it is in reasonably good shape with little apparent water damage internally. Storage has been arranged with the 'Transportation Collection' at Front Street in New West with electricity and a tool shed available. Funds to purchase the car were donated by members who were canvassed by telephone. We only had five days to close the deal and save the car from scrap. Thanks to those members who on very short notice helped us achieve this!

In response to a suggestion at the May meeting and a decision made at the executive level, a bid of \$1 was submitted for one of the two wood (plywood sheathed) cabooses tendered for sale by BC Rail. Our \$1 bid plus GST was accepted by BC Rail and we are now the proud owners of caboose #1817. The caboose is presently at the Squamish shops and arrangements are being made to ship it to the 'Transportation Collection' in New West where it will be placed next to the British Columbia. CNR has kindly offered to move it free of charge from North Vancouver to New Westminster.

The first work party for work on #374 convened on July 9th. In attendance were Grant Ferguson, Sid Greenwood, Ken Hynek, Harold Holtby, Dave Freeze and Malcolm Johnson. The brazed journal box covers on the tender were cold chiselled and the debris and old packing were removed. The tender truck chain hooks had been welded to the tender and these were chiselled and hacksawed free. Upon Bill Silver's return from vacation at the end of July, regular work parties will be set up. The WCRA and the CRHA have both seen new members join in the past few weeks as a result of us restoring #374.

BCR

On June 20th, ICG shipped 6 steel cabooses from Sioux City Iowa via BN, CNR and BCR to Squamish. All built in 1970, they appear to have been converted from box cars.

Two changes have been made to the Royal Hudson summer excursions to North Vancouver to Squamish. It no longer operates on Mondays (except on holiday Mondays) and now departs NV at 10:30 hours instead of 10:00. The reason for this is the previous 10:00 departure frequently interfered with the arrival of the south bound 'VP' - BCR's 'crack' freight from the north. Many times the 'VP' had to wait at Brunswick Beach for the Hudson to pass.

A potential disaster was averted when 4 cars of liquefied petroleum, 3 cars of gasoline and 3 cars of diesel fuel derailed near Salmon Valley, north of Prince George. Three cars were leaking but no explosion occurred. The line reopened 24 hours later on slow orders but it took days to clear the wreckage.

CN

CN #4404, used for years on the Chilliwack switcher, was stored unserviceable at Transcona on Feb. 5th. Interesting that it had just been overhauled in November 1982.

A new 'Aquatrain' barge, which is the largest rail car barge in the world, was launched at Whittier AK to join the present one in CNR's Aquatrain service between Prince Rupert and Whittier. This service has been operating since 1962. The new barge is 425 feet long and can carry 56 standard railway cars!

(MOSTLY) STEAM IN THE (MOSTLY) BACKWOODS OF SWEDEN

- Story and photos by **John Day**

If you are like me, you mostly think of Sweden in connection with its famous exports: Volvos and IKEA. It isn't a place which immediately springs to mind when discussing heritage railways, but amazingly, this country of 10 million people boasts 85 sites of heritage rail interest: some being small collections of artifacts, running through well-presented museums and including a few preserved lines each several dozen kilometres in length.

While many operations provide steam-hauled trains on special occasions, these trips are relatively scarce, and as most museum lines operate weekends only, it would take a long time to visit each one and be able to enjoy the best that each has to offer. Fortunately, a solution was presented to me in the form of a series of photographer-oriented charters, one day apart on several of the best operations in the country. Travel between each location was by private car or pooled vans, with hotel and meal arrangements left to each traveller although with some help being offered by organizers in making reservations.

And so in the middle of May, 2018, I found myself arriving at Arlanda airport just outside Stockholm, and heading off to the university city of Uppsala (after determining which of the three railway stations at the airport was the correct one for my journey). The following day, my adventure began in earnest with a photographic charter on the Uppsala-Lenna Järnväg, nicknamed the Lenna Cat.

Uppsala-Lenna Järnväg (www.lennakatten.se) is a 33 km remnant of the once extensive 891 mm gauge railway that ran as far south as Stockholm, and north to the small port of Hargshamm. In addition to the Stockholm suburban traffic which continues to run

(electrification was started in 1895), there was a reasonable amount of freight traffic (iron ore, forestry products), so much so that part of the far end of the line was converted to standard gauge in the 1970's. The preserved route started to operate in 1974 on Sundays, when the freight trains weren't running, so the line transitioned from commercial to museum service almost seamlessly. It helps immensely to have access to a major town (Upsala) and the narrow gauge station continues to function, adjacent to the modern mainline and suburban station, to this day.

Our journey started at Faringe, a one-time junction station that also housed a workshop, turntable and repair facilities. Waiting in the warm afternoon sun was a well-presented 2-8-0 No. 5, Thor, built in 1909 and moved to the ULJ in 1977. This is the larger of the two locomotives that can currently be steamed; there is a larger 2-6-2 undergoing repair. Despite its petite size, Thor managed the passenger train (Saturday) and simulated freight train (Sunday) with gusto, on the relatively flat line that alternated between farmland and typically Scandanavian mixed forests as we explored the outer 22 km of the route. Another train, pulled by 1897-built 0-6-0T #4 Långshyttan, was on the line, hauling a trainload of drunken locals who were out for a Saturday afternoon good time. We did have the opportunity to briefly double-head both locos for a photo.



On Sunday evening we travelled by road to the sizeable city of Norrköping, and were

delighted to find our hotel was adjacent to the two-route tram system that has run in this city for more than a hundred years. The next day, after a quick look at the tram system, we continued to drive several hours, passing through Huskvarna and other interesting places, to the tiny community of Ohs, for a visit to the Ohs Bruks Järnväg. Approaching the small hamlet of Ohs, the increasingly narrow and twisting gravel roads gave a hint as to why this line had survived: the roads in the region are of poor quality.

The **Ohsabanan** railway (www.ohsabanan.com) was built to 600 mm gauge (just under 2 feet) between 1907 and 1910 to carry industrial products, principally forest products and sulphates, from the factories at Ohs to the standard gauge railhead at Bor, some 14 km distant. Tough terrain favoured the narrow gauge, which had a ruling gradient of 3.3% in both directions. The railway operated until 1967 but was resurrected by a preservation society in 1970.

Our loco for the day was not original to the line, but similar to those operated in the past. No. 2 was a World War I era 0-8-0T built by Hartmann of Chemnitz, and purchased as surplus in 1919. It was used on the Emfors railway until its closure in 1974 when it moved to Ohs. Looking at it, I couldn't help but remark on how similar it was to the military locomotives built by the British and Americans during the same conflict: it has a look similar to Alco-built "Mountaineer" on the Ffestiniog Railway of the same gauge.



Our trip was over the scenic part of the line from Ohs to Gimarp, where water was available for the engine. We made the trip twice in order to get a variety of shots. The little engine put in a pretty creditable performance and we enjoyed the stack talk and shrill whistle as the train chugged through the forest. Sweden had enjoyed an unusually warm, dry spring so the forest fire hazard was already at “extreme”, so the engineer worked hard to keep the sparks at a minimum; regardless, we were followed by a four-wheeled fire suppression car armed with watering cans and small hoses, just in case. The weather was to figure in some changes to our program later in the week.

Darkness comes late in the northern latitudes in May, so our program continued until early evening, followed by a fairly long drive to Åhus, a seaside resort on the Baltic which was to position us well for our next day’s journey to the Skånska Järnvägar.

The **Skånska Järnvägar (Scania Railway)** (www.skanskajarnvagar.se) is a standard gauge remnant of a line built in 1901 as a part of the Ystad-Brösarp Railway, which was nationalized in 1941 and closed in 1971. The preservation society began operation in 1971 and has a nicely equipped workshop and turntable at Brösarp, where complete steam locomotive rebuilds are undertaken. The section of line preserved runs south from Brösarp to Sankt Olof, 13.4 km. The line north of Brösarp reached Kristianstad, but is now abandoned, with much being converted to a rail-trail, except for a short section which is a paved busway. Track is still in place between Sankt Olof and Gärsnäs, where it makes a physical connection with the electrified branch leading from Ystad to Simrishamn, home of Nisse Nilsson Auto Museum.

A little known fact is that although SJ, the Swedish national rail network, ceased using steam in 1972, a large number of locomotives were placed in a strategic reserve which was only disbanded in the 1990’s. These locos were kept in working order and preserved under plastic tarps, so they could be reactivated in the event of an energy shortage or weather-related crisis that would cause the electric trains to stop running (as happened in the winter of 1965-6). Consequently, there are a large number of preserved steam locos in Sweden, and our loco on the Brösarp line was to be one of 26 members of the E2 Class of 2-8-0, our example being an early one built in 1909. These locos look strange to our eyes in that the cylinders are inside the frames, so all the valve gear and cylinders are out of sight; only the coupling rods are visible. Our loco was No. 979; identical engine 909 ran in Canada on the Hull-Chelsea-Wakefield Railway in Quebec up until about ten years ago.

On arriving at Brösarp, we were told that the loco wouldn’t be fully steamed until noon, despite being requested for nine a.m. The lackadaisical approach to scheduling was a bit of surprise, but apparently fairly typical of Sweden’s hinterland, where nothing seems to be rushed. And prior to our outing on the train, we had a pre-ordered lunch to eat, which at last provided us with a sample of “real” Swedish food (layered potato and cream cheese

casserole with salmon), another surprise being the difficulty in obtaining any food other than burgers, pizza and fish and chips.

Eventually all was ready and after posing the loco in the station with a rather nice 1950's diesel railcar, we departed for Sankt Olof. The railway runs through farming country on the high ground near the coast, and several beautiful vistas out over yellow and green fields, backgrounded by the blue Baltic Sea, were seen. Our rather late start meant that we actually arrived at our next destination, Skara, after a 4-1/2 hour drive, in darkness, which was remarkable as darkness didn't fall until 11 p.m. at the 59 degrees latitude of our destination. (This is approximately the same latitude as Fort Nelson.)



The **Skara-Lundsbrunns Järnvägar** (www.sklj.se) is an 11 km remnant of a once-vast 891 mm gauge system that ran in rural regions of southwest Sweden, commencing at Göteborg and running roughly northeast for over 100 km. Skara was once a 4-way junction, much like Durango, with narrow gauge trains running in each compass direction. Closures started in the 1960's and the last commercial freight train ran in 1984; Skara's large railway station building, now the focal point of the bus network, attests to what was once a grand system. Preservation started in 1966 with the support of Skara municipality.

The SkLJ has a number of fine steam locos in its collection, along with the usual small diesels and standard diesel railcars, all housed and serviced at a commodious roundhouse on the edge of town. The roundhouse also serves as a museum and interpretative centre, with photos of recognizable scenes taken 50 years ago, when the narrow gauge system was still

fully operational.

The locomotive chosen for our train was No. 4, a tidy little 2-6-0T built in Sweden in 1898, and rescued from a plinth in the town of Hjo, where it had been on display between 1962 and 1994. We made the journey out to Lundsbrunn non-stop, as the engine was running bunker-first; it then ran round its train and allowed better photos to be taken as it ran back to Skara smokebox first. We were able to do this twice, with a midday rest when the sun was high, allowing a bit of leisure and a meal in the town of Skara. The loco was also posed at the roundhouse and on the turntable between shifts. The countryside around Skara is pleasant, a mixture of pasture and pine forest, so a number of different views were obtained. After our evening train, it was time to head for the next location, the historic small town of Nora.



Nora was given its town charter in the 17th century but had been an important iron mining centre since the middle ages. The town's buildings are largely built of wood, and the streets are laid out on a grid pattern, both rarities in this part of the world. Situated on a beautiful lake, Nora is now a tourist centre. The mines attracted railways to this area early, in fact, the first steam-powered standard gauge railway in Sweden was built here in 1856. Although now closed to commercial traffic, the railway lives in the form of the **Nora Bergslags Veteran-Jernväg** (www.nbvj.se). And here, we received the bad news that the extreme forest fire hazard meant that our steam locomotive activity would be confined to the station and yard, and that we could not venture out on either of the two lines operated by the NBVJ. Moreover, the second steam locomotive promised for our visit was not yet finished, so were faced with the prospect of not one, but two, rather slow days.

Fortunately there is an interesting collection of locomotives and rolling stock here, and the one locomotive that was in steam was a nicely proportioned B Class 4-6-0 of 1915. We were able to get several acceptable shots of this loco in the confines of the yard and roundhouse, and adjacent to the substantial brick station which serves as a tourist information centre as well as the public station when trains are running. (photo, rear cover) As a consolation, we were able to take one of the preserved 1950's era railcars onto both lines, one of which featured a high bridge across a stream, and the other was overgrown and reminded me of the last days of the E&N in "no spray" territory. Our engineer was not fully aware of what was entailed in a runpast, and unfortunately the railcar just putt-putted along at one or two km/h which did make for the most stunning video. Nonetheless, the crews did what they could to help us pass the time and, as Nora is famous for handmade ice cream made daily since 1923, all was not lost. We were certainly ready, after two days, to leave for the final destination of our tour, the tiny hamlet of Jädraås, on the 61st parallel.



Our guest house at Jädraås was newly opened, comfortable, and the owners made us feel very welcome. After a generous breakfast we walked down the road to the station of the **Jädraås-Tallås Järnväg** (www.jtj.org), an 891 mm gauge remnant of a once-large network built to serve iron mining and smelting, and forestry needs. Fortunately for us, the forests here were not so dry as further south, and we were told (on May 26) that on April 30, the management wanted to cancel our trip due to the metre of snow that remained on the ground. But the last snow had melted the day before, the day was warm and sunny, and a magnificent Mallet 0-6-6-0 was to pull our photographic charter. Loco No. 12 was one of three built in 1910 by Atlas of Stockholm; a second member of the trio, No. 8, is also owned

by the preservation society and is under restoration. The 6 km line and its rolling stock was *given* to the society by its former owner, the Koppafors forestry company which had used the railway for hauling logs.

As a true Mallet locomotive, No. 12 used its steam twice, first in the rear high-pressure cylinders and again in the front low-pressure ones, before exhausting steam up the blastpipe. (photo back cover) Consequently the exhausting steam was at quite low pressure, resulting in one of the quietest steam locos I have ever heard, despite its relatively large size. The stubby, six-wheeled tender is tiny, designed to allow the locos to fit onto the turntables, two of which remain in place. In common with others that we saw, these turntables have a plank surface covering the entire pit, presumably to stop snow accumulating in the pit which would prevent the turntable bridge from moving.

Inside the vast workshops – much bigger than WCRA's facilities in Squamish – were several locomotives being rebuilt along with coaches and freight cars undergoing substantial refurbishment.



That evening we transferred back to Upsala, to facilitate most tour members' return home the following morning. For myself, I was treated to one last view of Upsala-Lena's "Thor" as it ran round the train in Upsala station, having brought back about 400 newly graduated university students who had celebrated their degrees by an all-night drinking binge and a trip on the narrow gauge. Rather than go straight to the airport I took a Storstockholms Lokaltrafik commuter train (half hour service on Sundays with most seats filled) to Stockholm, where I spent a couple of days exploring, including most of one day on a commuter passenger ferry which went to many of the larger islands in the Stockholm Archipelago), then finally one last trip on the "Arlanda Express" (Alstom X3 "Precordia" of 1998) which for \$42 made a non-stop, 20-minute run (three times an hour, off-peak) to Stockholm's airport. The train's information system displayed the attained speed of 190 km/h, fast for Sweden and a lot faster than the Canada Line train which awaited at the other end of my journey. It was quite a contrast to the previous week of little steam trains chugging through Sweden's bucolic countryside.

RAILWAY IN THE SKY—DID YOU KNOW?

Thanks to **Dave Killeen**

Some coverage of the collapse of the Second Narrows Bridge on June 17, 1958 brought to light that there was actually a railway used in the construction of the bridge. Today the



crossing is known as the Ironworkers Memorial Bridge in honour of those workers killed in the collapse. Dave captured the screen shot (page 22) of the construction railway and noted:

“I had never seen this photo before. Interesting to note how little development is visible in the background—but then, this was 60 years ago. That little locomotive looks interesting—I wonder who built it, how many projects it may have worked on prior to this one and finally what happened to it?

“The workers all seem to be wearing hard hats, but no one is tied off. I can remember exactly where I was and what I was doing on that lovely hot day when the bridge collapsed.”

That led to some research about what the locomotive was, with the following data discovered. Dave notes....”I became interested in finding more information about that industrial locomotive that was in the screen grab that I attached to my July 25th email.



“To that end I got a copy of the book, *Tragedy At Second Narrows* from the public library. It contained the attached photo of the locomotive, and I found this list of owners:

....25.2 Ton Plymouth 4-wheel standard gauge gasoline locomotive Built 1934 (Another source states 1937.)

- (1) Wiota-Fort Peck RR
(Probably the first owner)
- (2) Carl Weisman, 11/1949
- (3) Alaska Junk
- (4) Mount Vernon Terminal #357
(2), 2/1951
- (5) J.V. Markey (D), Seattle,
4/1957
- [6] Dominion Bridge #V490,
Burnaby, 1959
- [7] Dominion Bridge No#, 1977

Although I didn't find anything on its final disposition, it had a long and colourful life.”(D.K.)

The disaster, of course, resulted in a major loss of life as 19 bridge workers lost their lives when the bridge came down during construction. It remains the worst industrial accident in Vancouver's history. My father, Jack Evans, was on the scene the very next day and took this photo and several others at the site—June 18, 1958.



RAILWAY NEWS



ROCKY MOUNTAINEER®

TESTING ROCKY MOUNTAINEER'S NEW GOLD LEAF DOME

In 2015, Rocky Mountaineer placed an order for ten new Bilevel Domes from the Swiss railcar maker Stadler Rail AG. The first of these was received this past June.

Each of the new cars takes about six months to build—three for fabrication and painting, then three more for assembly in Berlin. An easy spotting difference are the Swiss-made trucks and pneumatic suspension. The ten new domes are to be delivered over 18 months. Each railcar is delivered by specialized ship to Tacoma, Washington, and forwarded by BNSF and CN to the Rocky Mountaineer shops in Kamloops.

Rocky Mountaineer has had 16 Bilevel Domes for its luxurious Gold Leaf service since the last one was delivered in 2007. The original Bilevel Domes were built by Rader

Railcar and (later Colorado Railcar) until they closed down in 2008.

As part of the commissioning, a special test train was assembled and operated July 22 to test the first car to arrive. (cover photo by Ken Storey, photos here by Corwin Doeksen)



The test train consisted of GP40-2 #8014, power car, a Silver Leaf coach, two single level coaches and the new Gold Leaf dome which is numbered 9541. The train was seen operating east from Mission bridge over CP rails back to Kamloops.

For the balance of 2018, new car 9541 will see homologation, setup and testing and will enter revenue service in the 2019 season.



RUEST NAMED CN PRESIDENT & CEO

CN has named Jean Jacques Ruest as the company's President and Chief Executive Officer effective immediately. He has been acting in the role since March 2018, and following a search, was officially appointed to the role by the board of Directors. Ruest has been with CN for 22 years, recently as CN's Executive Vice President and Chief Marketing Officer.

HERZOG TRAIN AND FORMER SOO SD60

CN has had a major tie replacement and rail project going on along the Squamish subdivision over the past weeks. There has been a Herzog train at work recently along the subdivision picking up old ties and doing other tasks. The week on August 13, a work train consisting of Herzog hopper cars and power of a leased SOO SD60 (CN has three of these on lease—CEFX 6002, 6007 and 6020) and two CN units was observed southbound through Squamish and then through New Westminster into Thornton.

On Monday a power set of a CitiRail GE and a CN GE was working at Squamish. Never dull out there these days. (Various sources)

MOTIVE POWER NOTES

Deliveries of new power from GE are underway and by the end of 2018 it is expected that 60 will be delivered—expected are ES44AC 3806—3835 and ET44AC 3133—3162. (BL) (Your editor observed new ES44AC #3809 at North Vancouver Lynn Creek on August 14.)

CN's recent contract with GE was the largest locomotive contract by a Class I with any manufacturer since 2014. CN and GE Transportation recently marked the completion of the first of 200 new locomotives which are being manufactured at GE's plant in Fort Worth, Texas. This unit, **3806**, is the first produced under the multi-year purchase agreement signed late last year between CN and GE. "The delivery of this first locomotive is a testament to our commitment to investing for the long haul," said then CN Interim President and Chief Executive Officer J.J. Ruest. "More locomotives, combined with more conductors,

help us serve our clients better, faster and with fewer emissions than other modes of long haul transportation." The order includes Tier 3- and Tier 4-compliant Evolution™ Series locomotives equipped with GE Transportation's GoLINC™ platform, Trip Optimizer™ system and Distributed Power LOCOTROL® system.

The agreement includes a locomotive training package to ensure safe and proper maintenance practices, along with guarantees for reliability, fuel consumption and out-of-service intervals related to GE-prescribed field modifications.

Beginning with CN **3806**, all 200 of the new locomotives CN ordered from GE Transport will feature the CN Aboriginal Affairs logo on the forward side of the cab, a symbol of their commitment to CN's Aboriginal Vision and our ties with Aboriginal communities. (TJ)

GOVERNMENT OF CANADA SUPPORTS PORT OF VANCOUVER AND CN / CP WITH IMPROVED RAIL INFRASTRUCTURE

The Federal Government is making \$167 million available for three projects that will make improvements to port infrastructure and increase rail capacity, helping expedite shipments of goods to markets. The first two are led by the Vancouver—Fraser Port Authority with investment from both CN and CP and include:

- Ventilation improvements for the tunnel between Willingdon Jct and Seconds narrows so trains can pass through the bore more frequently
- Building 5.5km of new track adjacent to the existing double track rail corridor
- Building 9.4 km of new track and reconfiguring switching operations within the CP rail corridor along the shore of Burrard Inlet in Burnaby and Vancouver

The other project will be led by CN, with investment from the Vancouver—Fraser Port Authority to design and build a 4.2km secondary track within the City of Vancouver to support the flow of goods through the south shore port area. (BL)



MOTIVE POWER NOTES

CP GP38AC **3001** has been converted into MOW train Power Unit CP 403011. The conversion was done by Relco in Albia, Iowa and the unit now looks like a cowl unit. One other interesting feature is a wing plow that, when stored, recesses into the fuel tank area.

The power unit can be controlled from the other end of the train from an 85' flatcar that has been converted to include an operator's cab along with other MOW features. (TJ)

Progress Rail, a wholly owned subsidiary of Caterpillar Inc. recently announced it has been chosen by CP to supply an order of 30 upgraded EMD SD70ACU locomotives, otherwise known as modernized versions of SD90MAC models. Once fully re-manufactured these freight locomotives will primarily serve in heavy haul applications. “Our customers operate all over the world and have varying needs based upon their regional performance requirements.

Fleet modernization provides the railroads with the opportunity to upgrade their locomotives with today’s technology to continue going the distance,” says Progress Rail’s Executive Vice President of Rolling Stock, Marty Haycraft. “We are pleased CP chose to modernize their fleet with our EMD SD70ACU locomotives, which are known for their proven technology, overall cost effectiveness and ability to serve as a sustainable product operating on the main line.”

Progress Rail will modernize the 30 units at its Mayfield, Kentucky, and Muncie, Indiana, locomotive facilities. The fleet will receive all-new traction control systems and new cabs adhering to the latest crash-worthy standards. All major components, including the existing EMD 710 engine, will be re-manufactured for optimal performance and reliability. The upgraded locomotives will be delivered to Canadian Pacific in 2019. (TJ)



FOUR COMPANIES QUALIFY TO BUILD NEW VIA RAIL FLEET

Four companies have qualified for the opportunity to build VIA Rail Canada’s new equipment for the Quebec City-Windsor corridor, the company announced recently.

Bombardier Transportation Canada Inc., Siemens Canada Ltd., Stadler U.S. Inc., and Talgo Inc. will participate in the Request for Proposals to build the new equipment. The four companies have until Oct. 5, 2018, to submit a proposal for the new trainsets, which are scheduled to enter service in 2022. The four companies were selected following a review by committees reviewing the technical qualifications, financial capabilities and potential conflicts of interest for each builder.

At the same time, VIA also announced that Patrick A. Molinari, a professor emeritus from the law school at the University of Montreal, will serve as ethics commissioner for the corridor fleet procurement process. Molinari will review and investigate any allegations of misconduct, suspected wrongdoings, or unethical behaviour during the process of acquiring the new fleet. (TJ)

VIA REVENUE AND RIDERSHIP UP IN EARLY 2018

VIA has seen increased revenue and ridership in the first quarter of 2018. It's a good start to VIA's 40th anniversary year, as ridership is up 12.4% and revenue up 11.4% compared to the same period last year. VIA notes this is the 16th consecutive quarter of revenue growth and the ninth of ridership growth—driven by the popularity of its corridor services in the east of Canada. (BL)

COSTLY RECOVERY

It was a costly move for VIA to recover its two locomotives and five passenger cars that were stranded in Churchill, MB after the railway to that community washed out—and remains out of service. By the time the train was offloaded and returned to VIA the bill was \$600,000. However, VIA says costs to repair the train had it been left over the winter would have been double that.

Omnitrax, owner of the Hudson's Bay Railway, has been ordered to restore the line to service before winter 2018. For now, the only way into Churchill is by boat or plane. (BL)

OTHER NEWS

NEW RAILWAY HALL OF FAME WEBSITE

The Canadian Railway Hall of Fame has a new website—check out **www.railfame.ca** and find out Gordon Lightfoot's connection to the railways and many other great stories.

THANKS TO THE BC RAIL PIONEERS

The BC Rail Pioneers held their annual “picnic” at the CN Roundhouse & Conference Centre. Following the event they shared some proceeds from the raffle to the WCRA and other charities.

In the photo on page 30, BC Rail Pioneers President Marion Payette presents the raffle ticket proceeds from their picnic on July 19th 2018.....Left to right

- Marion Payette – President, B.C. Rail Pioneers
- Gordon Bell – Vice President & General Manager West Coast Railway Heritage Park
- Diane Normandin – Vice President Squamish General Hospital Auxiliary
- Julie Erb - President Squamish General Hospital Auxiliary
- Nicole Carothers – Administrator Squamish Hospice Society

Our sincere thanks to the group for their active support. (T.C.)



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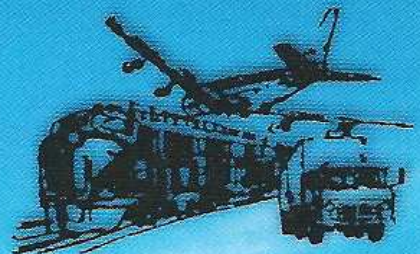
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BACK COVER

Steam in Sweden—see article by John Day starting on page 14 for references.

TRIVIA ANSWER

Zane Grey's "The U.P. Trail" (aka The Roaring U.P. Trail) published in 1918. Born Pearl Zane Grey in Zanesville, OH on 31Jan1872 moved to California in 1916 and died in Altadena, CA on 23Oct1939. He authored more than 90 books that were adapted into 112 films, 2 TV episodes and one TV series. He was in the top-ten best seller list (over 100,000 copies sold) nine times and even after his death Harper & Brothers had a stockpile of new manuscripts which they continued to publish each year until 1963. The National Park Service maintains his former home in Lackawaxen, PA as the Zane Grey Museum, while his later home in Altadena is listed in the National Register of Historic Places. The U.P Trail was filmed in 1920 as a silent black & white that starred Kathlyn Williams and Roy Stewart and was directed by Jack Conway. 1918's second best seller was May Sinclair's "The Tree of Heaven".



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