



# **WCRA NEWS**

## **FEBRUARY 2019**

### **HRA HOLDS ANNUAL CONFERENCE IN SANTA FE**

### **2018 AWARD WINNERS**



## GENERAL MEETING

The WCRA's General Meeting will be held on Tuesday, January 29, 2019 at 1930 hours at Rainbow Creek Station, Willingdon at Penzance in Burnaby.

Nominations will be held for two positions on the WCRA Board of Directors.

Entertainment will be a video of VIA Rail at the Continental Divide in winter at the end of the F unit era, and also of SD40-2's at work in the Canadian Rockies.

## ON THE COVER

**Ken Storey** captured this shot of WCRA's Polar Express train led by FP7A #4069 as it passed CN's train 571 power consist (including former BC Rail 4625) north of the Heritage Park in Squamish on December 9, 2018. This was one of only two trips where 4069 was in the lead position during the event, while 6520 was having a minor troubleshooting done.

## FEBRUARY CALENDAR

- **West Coast Railway Heritage Park open daily 1000 to 1500 starting January 4, 2019**
  - Bill Miner Escape Room open by reservation every day
- Friday, February 8—Newsletter deadline for the March issue of WCRA News
- Tuesday, February 26—WCRA General Meeting, Rainbow Creek Station, 1930 hours

## ANNUAL GENERAL MEETING

Advance notice that the Annual general meeting of the West Coast Railway Association will be held on Tuesday, March 26 in Burnaby, BC—usual place and time.

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

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

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

## **EDITORIAL**

### **VOLUNTEERING—THE ULTIMATE REWARD**

As I work on this edition of WCRA News, the end of the 2018 version of our Polar Express is nearing an end. As usual, it has been a huge effort on the part of many, as we all—staff, volunteers, board members and many others, work together on one common goal—that being to give our 15,000 or so guests a great Seasonal experience.

Polar Express is our largest annual event, and it serves to provide a good funding return to help our Heritage Park move forward, develop and grow. It also helps generate funds to continue our core purpose—that being to preserve British Columbia's railway heritage.

A full weekend of volunteering is a lot of work! There are two very long days, as we field five train departures, each one at two hour intervals. By the end of weekend, as the last train load of guests leave around 9PM, we are quite tired to say the least.

But it is an effort well worth doing. As we see thousands of people enjoy what we have preserved and created, and watch the smiles and fun they are having, it all comes into focus. Guests come and say things like, "I have been in Canada for over 30 years and that was my very first train ride here"....."We wouldn't miss this for anything – this is our sixth year coming and it gets better every year"....."I never knew this place was here, I will be back to see the museum for sure".

Volunteering is fun, but it is the experience and comments of our guests that provide the ultimate reward for what we do. Look ahead to 2019—make plans to be a WCRA volunteer at any of our facilities or activities throughout the year. We need you all, and you will find volunteering a most rewarding experience.

*Don*

## **ASSOCIATION NEWS**

### **FROM THE DECEMBER GENERAL MEETING**

The December meeting of the WCRA was the Annual Christmas Dinner and Awards night, held Tuesday, December 18 at the Accent Inn in Burnaby. A great crowd of around 60 members, staff and guests gathered to enjoy a wonderful festive dinner and to recognize several of WCRA's volunteers and supporters from the 2018 year. **Jeremy Davy** acted as the meeting master of ceremonies.

Following dinner, The meeting was called to order and special guests were welcomed. MC Jeremy noted that this was the 26th annual awards dinner—how time flies.

Don Evans was the first presenter up to present the Best Contribution to the Newsletter. He shared some trivia about what was going on with WCRA 26 years ago—in 1992. Some of the items noted re 1992 were:

- WCRA had been in existence as a society for 31 years
- Keith Anderson (who was present) had already been a member for 31 years!
- The Squamish site was signed West Coast Railway Museum
- The only structure at the site was the PGE Carshop building, which was on blocks
- There were no tracks on the site and no guest had yet visited (we opened in July 1994)



WCRA has published a newsletter continuously since 1961—you read excerpts from past issues thanks to Craig McDowall who provides a “From WCRA News.....” and each year we recognize a special contributor to the newsletter. The news letter relies on member contributions, and this year the award went to **Bill Johnston** for his series on Famous Railway Builders. You can find this month’s installment on page 16.

Next up was Tammie Cassettari to present the Corporate Support Award, presented each year to a business that has supported WCRA in a special way. This year the winner was **Colshaw Media** (Colby Moffett & Shawn Zander) and the award was accepted by **Colby**.....they have been amazing support with the Drive Ins, High Tea, DOWT & The Billy Miner Escape Room—not possible without their support .



Craig McDowall was next to present the Most Significant Contribution to Rail Preservation award, which this year went to the **CPR 8000 Team** for their steady work on restoring CPR Baldwin DRS 4-4-1000 #8000 (built in 1948). The work on this unit steadily progresses over at the MP 2 railway shop, with all the little details being attended to along the way. We look forward to a new gem in our collection when they are finished.



**Greg Robertshaw** was on hand to receive the award, teammate **Richard Courage** will receive his at a future time.

Fiona Laviolette was next to present the New Generations Award, which went to **Jordan and Katelyn Muller**. Both have been active volunteers at the Heritage Park, and played special roles during Polar Express.....



Jordan as the hobo did a great job, and Katelyn helped out wherever needed with her personable smile and friendly assistance.



Lastly, Gordon Bell made a very special presentation—the first of what will be come a new annual award to be presented to a railroader who has supported or helped WCRA in a very significant way. This year’s first award went to the late **John Holliday**, who has been active with WCRA for many years. John has helped with getting the Heritage Park’s rail operations active, and was instrumental in securing the assistance of the rail union crews in volunteering for operations such as Polar Express, where CN qualified operating crews are needed.

In addition, the PGE 5172 boxcar is kept at the Heritage Park, and contains lots of union and railway memorabilia from past years. John retired from CN in 2018, and then was tragically lost in an accident not long after his retirement. The award was received by **Wendy Warwick**, John’s wife and partner of many years.

The **John Holliday Memorial Award** will go on to annually recognize a special railroader for their community service, much as John has exemplified for so many years.

Two other awards were announced—the recipients were not able to attend:

- The Volunteer Award went to member **Tom Bruvall**
- The Media Award to **The Chief** newspaper in Squamish

Following the awards, there was a short business meeting before the close of the evening:

- **Jeremy** noted that the next meeting is Tuesday, January 29 at Rainbow Creek Station and that nominations will be accepted there for two WCRA board positions open for election
- **Tammie** noted that the Heritage Park reopens on January 4 and that hours will be daily 1000 to 1500 for the month and into February
- **Craig McDowall** reminded us of other long time active members we lost in 2018—**Dorothea Matewish, Arthur Irving, and John Lighthall**
- **Jim Saunders** won the draw and donated his winnings back to WCRA—thanks Jim!
- **Eric Anderson** presented a donation of \$36.25 in Canadian Tire Money
- The meeting was closed, all were wished safe travels home and a Merry Christmas

## PLEASE RENEW YOUR MEMBERSHIP

If your label reads 1/31/19 it is time to renew your membership.....if it reads 10/31/18 this is your last issue of WCRA News. We need all of you as members, please renew today.

## MEMBER NEWS

- We are sad to report on the passing of **George Henry** in Pemberton. George was the founder of the Pemberton Museum, and a past member of WCRA. His wife, Shirley, was Mayor of Pemberton for many years. (T.M.)
- More sad news to report, just as going to press we have word the long time member **Bill Marchant's** wife **Patricia** has passed—thoughts are with you, Bill

## NEW MEMBERS

We welcome to membership.....

- Alison Hayes & Peter Kirk-Owen of Squamish
- Anita Holtham and Family of Garibaldi Hlds

Welcome back to David Shore of Richmond, BC

(J.D.)

## WCRA TRIVIA #360 - By Ryan Cruickshank

What famous actor teamed up with what famous rock band for the song "*Train Kept A-Rollin*" ?  
(Answer on page 31)

## NOMINATIONS OPEN FOR BOARD OF DIRECTORS POSITIONS

Nominations will be accepted at the January General Meeting for two WCRA Nominated positions on the WCRA Board of Directors:

Director **Jeremy Davy** is ending his first three year term on the board. Jeremy is eligible to be nominated for a second term; and

Director **Craig McDowall** is ending his third three year term on the board. Craig has reached the maximum (3) term limit is not eligible to be re-nominated this year. (J.D.)

## VOLUNTEER HOURS - Reporting

As part of the supporting information provided when seeking funding from other organizations the WCRA relies heavily on the hours that our volunteers generously donate while carrying out the activities of the Association. All volunteering that you do for WCRA counts (except attending General meetings) ... at the Heritage Park, assisting as a Tour Guide, or working on a project, at the 374 Pavilion as Custodian, serving on a committee, attending board meetings or at home working on Association related projects ... all hours are important and all hours count.

*WCRA is required to report to Technical Safety BC Volunteer hours given annually at the*

**Heritage Park and to include them in the Park's Safety Management System statistics.** As a minimum when you report them - Please separate your hours into **Time spent at the PARK and OTHER**. Please submit volunteer hours for 2018 as soon as you can when you have finished volunteering for the year as they need to be included in the Annual Report.

Please let **Donna Simon** know the time you have donated. You may do so by email to [hours@wcra.org](mailto:hours@wcra.org) or by calling 604.815.0812 (604-484-2791 toll free from Vancouver calling area) – both phones have voicemail. If you prefer to send your information by snail mail you can address it to Donna at PO Box 2535, Garibaldi Highlands, BC V0N 1T0. (D.S.)

### **VOLUNTEER ACTIVITIES - Mileage**

Don't forget that all mileage incurred while performing the Volunteer time that you report are eligible for a Tax Receipt.

WCRA will reimburse for mileage driven in 2018 for Association activities at \$0.55/km. This year again, with the assistance of our bank, the process requires only that volunteers endorse the WCRA Mileage reimbursement cheque back to WCRA rather than having to send in a cheque of their own.

The Association books will be closing at the end of January. Donations finalized after that date will not be lost but we will be required to issue 2019 Tax Receipts.

For assistance contact Jeremy at [membership@wcra.org](mailto:membership@wcra.org), or by phone at either of the numbers above. (D.S.)

## **COLLECTION**

### **BRITISH COLUMBIA GETS POLISHED UP**

Our thanks to the team of **Gail Lancaster, Donna Fouchalk and Karen Moodie** for taking on the job of polishing up the wonderful wood in the 1890 business car *British Columbia*. They worked on the car for two days and the results are stunning. The *British Columbia* is a star piece of your collection and our oldest artifact, and was a key piece in the very formation of our organization. It is wonderful to see this volunteer team taking such care in it. Thanks to all! (T.C.)

### **BCER 960 UPDATE**

A number of layers of paint removal revealed the original horn to be beautiful brass... good buffing job, plus a protective coating added. After horn mech + piping installed we put the jewelry in place. And yes, we once again removed for safe keeping (photo page 9).



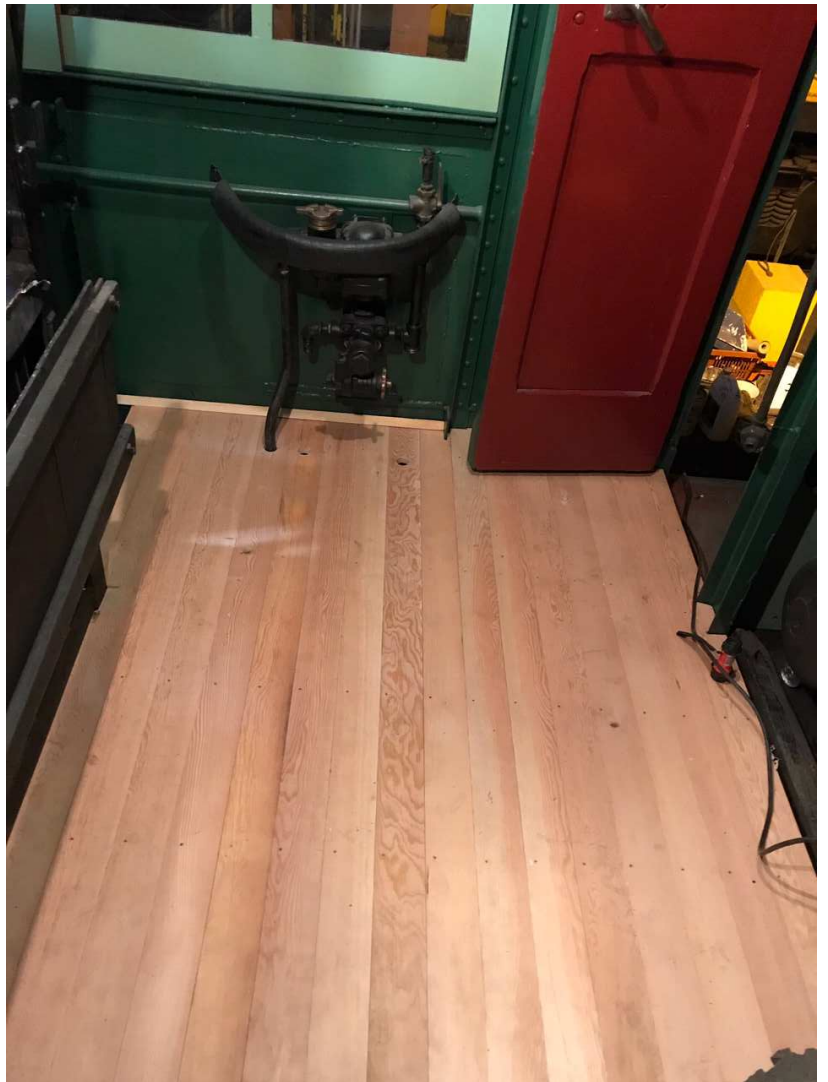


Also excited about Bob's t&g floor install as we're now fit our way up to the switch rack... Seems obvious when BCER put in the Westinghouse switching rack upgrade, they mounted on an existing floor, hence, a lot of fitting fussing involved for us working our new floor into place. It's a coming along nicely and may have nearly finished by Christmas (photo right) (M.McG.)

### IRVING ESTATE ITEMS

The estate of the late **Arthur Irving** has provided a number of items, including artifacts, to the WCRA. Thanks to the assistance of both **Bob Hunter and Trevor Mills**, we are in receipt of:

- 6 boxes of misc books delivered to Craig's.
- 2 boxes of archival materials for the archives at the Park.



The following materials have been put in the artifact box car.

- 1 1890s coach safety chain.
- 1 short length of rail.
- 3 baggage or warehouse hand trucks.
- A steel plate from the Great Northern steam locomotive involved in head on in 1941.
- Vancouver terminal aluminum sign.
- BC Electric Victoria station sign.
- Metal Whistle crossing sign.
- Wood Whistle crossing sign
- Great Northern no trespassing sign.

Also coming our way is the historic V W & Y “To Trains” sign that was painted on the brick sidewall of the original station (later the Marco Polo Restaurant in Vancouver's Chinatown). This item was delivered to the Heritage Park in early January by Salmon's Transfer. (photo by Bob Hunter)



The Vancouver, Westminister & Yukon Railway entered Vancouver in 1904—as the first connection on what became the Great Northern access into the city. The first station was on Pender Street, on the building that became the Marco Polo club. The sign, painted directly on the bricks, remained and was rescued by Arthur when the building was demolished in the mid 1970's. Thanks to the late Arthur for his preservation action! (R.H.)

## COLONIST CAR WORK CONTINUES

Blaine is continuing his work in the CPR Colonist Car 2514, as the end section gets re-created into what it was in the early 1900's. Current work is in the washroom area of the coach—you can see this any time you visit the Heritage Park. Thanks Blaine! (D.W.)

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



## VOLUNTEER THANKS

I wanted to send out a huge Thank You to everyone for all your help with The Polar Express! Again, without your time, effort and dedication to helping with this massive event we would not have been able to run it as smoothly as we did. I appreciate, as the Volunteer Coordinator, your flexibility to move to stations at a moments notice, working in an area that may not have been within your comfort zone and your overall attitude of getting the “job” done! The amount of wonderful compliments that we received about all of the volunteers was overwhelming and I wanted you all to know that everyone from myself, the staff and the guests, appreciate everything that you did to make The Polar Express 2018 a fantastic event! I look forward to seeing you in 2019.

I wish you and your family a wonderful Christmas and Happy Holidays. (F.L.)

## WCRA VOLUNTEERS

Happy New Year and welcome 2019! I wanted to mention a couple of our big events that we held in 2018 that we could not have run without all our volunteers.

**The Mystery of the Magic Pumpkin**-October 26<sup>th</sup>, 27<sup>th</sup>, 29<sup>th</sup> and 30<sup>th</sup> was a fantastic event enjoyed by young children and parents. From going through the spooky train to pumpkin patch and having their pumpkins craved. Run by our fabulous team of volunteers.

**The Polar Express**- Every weekend from November 24<sup>th</sup> to December 16<sup>th</sup>. The feed back from guests regarding the event was wonderful and that comes down to the people who spent their weekends volunteering, sometimes long hours to make this event exceptional! We could not have been able to pull off such a massive event without all the volunteers that helped and for that we at the WCRA and especially from myself- Thank You!

**Everyday Volunteering**- Thanks again to all the people who come in during the week to work on various projects that help maintain the park. From restoration, gardening to keeping up the general tidiness inside and out, without these wonderful folks the park would not look as good

As the new volunteer coordinator, I wanted to express my thanks to everyone for welcoming me into the WCRA Volunteer family. (F.L.)

### **POLAR EXPRESS PHOTO COLLAGE**

On the continuing theme of volunteering in this issue, here are some photos of a few of the many volunteers that helped out during Polar Express 2018—our thanks to all. (Photos thanks to Nora McDowall)







**To all our Polar Express volunteers—thank you! You helped delight more than 15,000 guests in this epic event.**

### **NEW TARP COVER NEEDED**

A major wind storm in December has destroyed the tarp cover over our single stall restoration cover area behind the PGE Carshop. A new tarp is needed to make this structure workable again. The metal skeleton structure was not damaged.

### **MINI RAIL NEW LOGOS INSTALLED**

Our Mini Rail SRY 124 and train has now been equipped with the current SRY Rail Link logo. These were put in place prior to the indoor mini rail operation during Polar Express, and were part of the ongoing sponsorship of the mini rail by SRY. Our thanks to SRY for this support of the mini rail.

# LOCOMOTIVE 374 PAVILION

## 2018 VISITATION SETS ALL TIME RECORD

Our visitor count for December was 2,001. We had 276 more people than last December. Year to date, we have had 53,078 visitors. This is 8,341 more than last year—a new record!

December is a short, quiet month in the Pavilion. No major events at the Roundhouse or in Yaletown that would affect our visitor count were planned. We closed on December 24, and reopened on January 2, giving our crew a short holiday until the New Year. When we return in 2019, we will need to take down our Christmas Decorations. It will not look as festive inside the Pavilion again until next December.



A short “Brick” story from Bill Johnston:

*Volunteering at the historic engine has many interesting facets. One is finding the heritage brick of a donor who paid \$20 to have their name embossed on it back in 1986. Recently, finding a brick became more than just the ordinary experience. A couple named Bob and Sue entered the Pavilion wanting to find their brick. In 1986 they were in their early 20’s and dating. At Expo ’86 they decided to “buy” a brick. The instructions were to emboss it “Bob and Sue July 23<sup>rd</sup>, 1986”. Now, 32 years later they are happily married and wanted to find their brick. By searching the database in Bill’s laptop, the brick was located much to their delight. Photos, taken by accompanying friends and relatives were taken of the couple lying on the floor on either side of their brick. Needless*

*to say, they were delighted to relive the first days of their romance in an unusual fashion, thanks to the WCRA commitment to keep the memories and the history of Engine 374 alive.*

Finding a person's brick is a weekly affair at the 374. With about 20,000 brick's on the floor, many locals often drop in and ask where their brick is.

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

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

## **FUNDRAISING**

### **DIRECT MAIL CAMPAIGN**

As a registered Canadian charitable organization, WCRA relies on donor support to supplement the funds we raise through our activities—especially when it comes to restoring and maintaining our heritage railway collection. Your support makes a difference, and we thank all of you who who responded to our annual Direct Mail campaign.

### **EMPLOYERS SUPORT US AS A CHARITY**

Don't forget that many employers support employees and retirees and organizations for which they volunteer. As a **Telus** retiree, that support continues year after year—I was personally delighted to see my 2018 volunteer hours with WCRA turn into an almost \$1,200 cheque from Telus to WCRA. And many other organizations do the same, or often match employee / retiree donations. So, please don't forget this painless way to add support to our organization—it's often just a simple matter of completing a simple application.

### **BOOKING TRAVEL—BONNIE HELPS WCRA**

Are you wanting to book some travel—don't forget our own travel pro **Bonnie Game**, who donates her commissions earned from booking for WCRA members back to us. Thanks to Bonnie, for her donation of almost \$3,000 in travel commissions to WCRA in 2018.

## **FEATURE ARTICLES**

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

- by **Bill Johnston**

Previous articles in this series covered stories about Andrew Onderdonk, Donald Smith, Albert B Rogers and William Cornelius van Horne. The latter 3 are all mentioned in this biography as the story of the CPR comes together in the early 1880's. Most biographies of



J.J. Hill rarely mention his involvement in the founding of the CPR because his American accomplishments far outweighed his Canadian interests. We are redressing some of the imbalance here. It is also interesting to note the significance of the city of St Paul, MN in the lives of the aforementioned individuals – as well as in the beginnings of the CPR.

**James Jerome Hill** was born September 16<sup>th</sup>, 1838 in Eramosa Township, Upper Canada, (now Ontario), son of James Hill and Ann Dunbar. He was blinded in one eye in an accident at age 9. Perhaps to assert his identity, at 13 he appropriated the middle name Jerome, after the youngest brother of Napoleon, whose biography he had just read. His father's death in 1852 cut short his formal education.

With his family pressed for money, Hill became a clerk in a local grocery then left for New York in February 1856, and that summer accepted a clerkship with a commission and shipping firm in the booming city of St Paul. In 1865 he embarked on his own freight and forwarding business. The following year he built a warehouse, which was served by a siding of the St Paul and Pacific Railroad. An agreement in January 1867 gave him control of the line's riverside facilities and in September he took Egbert S. Litchfield, who had connections to the railway, into the business, freeing himself to pursue new interests, including the trade in coal. By early 1876 he dominated the coal market and the next year he and other dealers merged into the Northwestern Fuel Company, with Hill as president.

Hill rightly understood that the settlement of the Canadian west would increase commerce at St Paul, a key trade centre on the American route from eastern Canada to the Red River area in future Manitoba. Around 1867 Hill took over a business provisioning fur-traders for the Hudson's Bay Company on the Red River route. In 1869 Hill met HBC officer Donald Alexander Smith who was passing through St Paul to meet with Métis leader Louis Riel on behalf of the Canadian government. The two businessmen shared concerns about the effect of the Red River uprising. When Smith visited again, in 1873, he proposed to Hill and others that they acquire the St Paul and Pacific Railroad, then in receivership and incomplete in its extension to Manitoba. Without enough resources for this high-risk take-over, the St Paul partners relied on Smith, to whom they assigned their holdings in Red River Transportation, and George Stephen, of CPR syndicate fame, and more importantly, of the Bank of Montreal, to line up financing.

By November 1878 the associates had finished the line to the border. On May 23<sup>rd</sup>, 1879 a new entity, the St Paul, Minneapolis and Manitoba Railroad Company, began to operate the railway to Winnipeg, with Stephen as president, and Hill as general manager. Hill would become president in 1882 and by November 1885 his interest would exceed \$5 million in value. The line also provided the experience, connections, and capital necessary for the associates to undertake a far more ambitious scheme - completion of the transcontinental Canadian railway. Hill agreed to participate in the syndicate organized later in 1880

including Stephen, though he questioned the feasibility of the difficult section to be built north of Lake Superior. For Hill, the logical and more profitable route passed through St Paul via Chicago and Detroit or via Sault Ste Marie. He took out American citizenship on October 18<sup>th</sup>, 1880, three days before the syndicate signed a contract with the government of Sir John A. Macdonald. Hill's sense of rail strategy told him that the Canadian Pacific Railway needed a western route close to the border to prevent potential competition. In 1881 he hired Albert Bowman Rogers to find a southern way through BC's mountains and, too busy to supervise construction himself, he, along with Donald Smith, recruited William Cornelius van Horne of the Chicago, Milwaukee and St Paul Railroad as CPR's general manager. This hiring was one of the most important pieces of CPR's history because it was Van Horne who was largely responsible for the remarkable achievement of completing the CPR some five years ahead of the planned completion date.

After a couple of years, Hill left the CPR when it became clear it would not be a westward extension of the Manitoba Road as he had hoped. Of course, the CPR pushed its line through the all-Canadian route along the north shore of Lake Superior and across the Canadian Shield, thanks to Van Horne's obligations to Canada.

Hill continued with his own big projects. Many included attempts at railway links into southern British Columbia's mining areas – later to the annoyance of his former colleague, Van Horne. He built the Great Northern railroad across the northern states to the Pacific. He subsequently bought the Northern Pacific Railroad and then the Burlington Railroad from Chicago to Denver. Known together as the "Hill Roads", they became the most successful railways in America. He was given the title "Empire Builder" for his work in not only railroading but in assisting in the development of industries, commerce and communities along their routes. Today's Seattle – Chicago Amtrak train still uses the name "Empire Builder" as a hold-over from the Great Northern days.

Away from work, Hill read avidly (Burns and Milton were among his favourites) and he looked forward each year to salmon fishing in Quebec. He collected art with the same attention to detail that characterized his business dealings. He installed his 285 paintings, acquired from 1881 onward at a cost of \$1.7 million, in what the *New York Journal* called in 1892 "a model art gallery of an American private palace."

As palatial as his St Paul residence was, Hill felt most at home on his 3,000-acre farm, North Oaks, a short distance northwest of St Paul. However busy he may have been, he was devoted to his wife and nine children. Though not a member of any church, he accommodated himself to his wife's Roman Catholicism and supported her in making theirs a strict Catholic household. Absorbed with so many concerns, he tended to ignore his health. In 1916 a neglected haemorrhoid became gangrenous. Doctors could not contain the infection, and Hill lapsed into a coma and died on May 29<sup>th</sup> aged 77. All motion ceased on

the Great Northern System for 5 minutes to commemorate his work. His son Louis, who was being groomed for the position, took over the business.

Hill and Van Horne were similar in very many respects. Their ambition, attention to detail, vision, ethics, decency, great wealth, love of the arts, eclectic interests, philanthropy, and above all belief in the future of railways speaks for itself. Van Horne, the American, died in Montreal. Hill, the Canadian, died in St Paul, MN. Each respected the other, even later as adversaries. Both were outstanding pioneers in North America's railway history.

Source: Wikipedia and original material from other sources

## **HERITAGERAIL ALLIANCE MEETS IN NEW MEXICO**

-story & photos by **Don Evans**

The annual conference of HeritageRail Alliance is always something that this writer looks forward to, and this year's was of particular interest as it was being hosted by the Cumbres & Toltec Scenic Railroad—a railroad I had never before been able to visit. Were we ever in for a treat!

We took a bit of a circuitous route to get there, flying to Phoenix, AZ and then driving from Phoenix to Santa Fe. Of course, this gave an opportunity to keep track of the busy BNSF



Transcon mainline (former Santa Fe). Traffic was very busy, and we were able to select a particularly scenic spot for a photo of a double stack cruising west in front of a very colourful landscape (page 19)



Arriving at Santa Fe, New Mexico on Monday, November 5 we made our way to the classic La Fonda (On the Plaza) hotel where the conference sessions were to be held. This is a place worth seeing all on its own—right in the centre of the city, the present building dating back to 1922. In 1925, the building changed hands when it was acquired by the Atchison, Topeka & Santa Fe Railway. The company leased the property to

Fred Harvey, a gentleman renowned for his keen sense of hospitality. Harvey introduced his own personal touches and made the inn a Harvey House, a hotel chain noted for its high standards, fine dining and the signature "Harvey Girls," a staff of exceptionally well-trained waitresses. Today, La Fonda is one of the Historic Hotels of America and an absolute delight, well preserved from a heritage feel perspective yet fully current in terms of its facilities and amenities.

We settled in and then spent Tuesday exploring the unique city, with its adobe architecture and proliferation of

exceptional art galleries. Of course, we visited the Railyards area of town and the Santa Fe depot—today the terminus for New Mexico's Rail Runner commuter trains that operate south to Albuquerque and beyond (with a considerable stretch in the centre median of Interstate 25).



The conference opened officially on Wednesday evening, November 7 with a reception in the Lumpkins Ballroom at the hotel, which was also the vendor location. It was a great opening, and there was a wonderful turnout of vendors to meet and chat with about their products and services to the heritage railway community. This is always a highlight of an HRA conference, as we have a chance to network and rekindle friendships, as well as learn a lot about what is new in the industry. We were welcomed by Cumbres & Toltec President **John Bush** and enjoyed some nice local entertainment got the event off to a great start.

Thursday morning, there was an opening general session and the HRA AGM to get the day started. Then for the balance of Thursday and for Friday. There were many breakout sessions covering topics such as ticketing, FRA issues, digital advertising, retail and gift shop, volunteers, safety and more - interspersed by meals, networking time and generous vendor visit time. Friday evening saw the annual Rail Events sponsored dinner and awards.

Saturday, November 10 was the day I had been waiting for—finally a chance to ride the Cumbres & Toltec. Our group started off early on four motorcoaches for the drive out to Chama, New Mexico (elevation 7,863 feet) with a boxed continental breakfast to enjoy on the way. Arriving at Chama was like stepping into a time warp (as I had been told it would be). There was narrow gauge steam era equipment everywhere, and a lengthy train steamed up and awaiting us with sequentially numbered K 36 2-8-2 locos 487 and 488 (Baldwin



1925) on the point. The scene was complete with the classic D & RGW station, water tower and massive sandhouse and coaling tipple as well as other vintage structures and equipment.

Before boarding, HRA President G. Mark Ray called us together and long time board member and President of the Strasburg RR **Linn Moedinger** was honoured with a lifetime achievement award. Linn is retiring from the Strasburg at the end of the year, following a lifetime of working for the railway, and for many years has also served the heritage railway industry in so many ways. It was a chilly crisp morning, but the atmosphere was warm and very special. (photo right)



The it was time to board. There was a lengthy 15 car consist behind the double

headed steam locomotives, with coaches, two open gondola cars, and at the rear a freight gondola, caboose and private car. Standing out in the open gondola afforded for great photos, but was chilly in spite of the sunshine and cold weather dress. Still, there was no

where else to be to take in this steam spectacle as the pair of locos tackled grades up to 4 %!

And the show began! We would spend the next four hours climbing to 10,015 feet behind two classic narrow gauge steam engines, working full out to bring us to Cumbres Pass. As we departed, we passed a trim little C 18 class 2-8-0 steam engine #315, built way back in 1895. Leaving Chama, we were



right into the gorgeous scenery as we crossed the river and headed north out of town—the sounds and sights were unforgettable!



We settled in for the great ride, the weather was grand (thankfully the sun helped offset the cold) and we were treated to everything an historic railroad could possibly offer—coal

fired locomotives working full out up grade with sounds, whistles, steam and smoke, crisp blue skies and snow capped peaks, and a winding narrow gauge railroad. Along the way, our motorcoaches could be seen occasionally and the drivers were railfanning our climb!

A pause at the large steel Lobato Trestle to uncouple #487—it crossed first, then #488 with our train followed, a necessary move to stay within the bridge's weight restrictions! (photo, bottom page 23)



And on we went, with great views of the hard working locomotives ahead and the lengthy train strung out behind.





Then, the highlight started to come into view—Windy Point—where the track would climb around the side of the mountain just before emerging at the Cumbres Pass Station. We wound up the valley, around horseshoe curves with several opportunities to look back down as where we had been, before curving left across the highway, and then to the right and across the face of the point—with snow all around and jagged rock above.



Soon after, Cumbres came into view (photo, back cover) and we rolled to a halt at the station. Cumbres is where C & TS passengers are usually served a meal in the station / dining room, however our trip would end here and we would motorcoach on to Antonito (this was due a time constraint of having to be back in Santa Fe for the banquet this evening). But the show was not over yet as we climbed off the train to stand in a photo line for a run past. It was icy and cold—only 14 degrees F. as we shivered and waited—but the wait was worth it as our train blasted up the grade to the station for our cameras! (see cover photo, January 2018 issue). Now we grabbed a box lunch each and climbed aboard the nice warm motorcoaches for the trip onwards to Antonito, Colorado.

Antonito is the northern end of the line, and the location for a station as well as carshops and restoration shops. A major attraction here was the work in progress restoration of the General Palmer D & RG T 12 class 4-6-0 #168—which was built way back in 1883 by

Baldwin and Burnham, Williams & Parry Co, in Philadelphia, PA. The loco is part of the restoration of a full train of that era, the first railroad to conquer the high country on narrow gauge rails. We had ample opportunity to wander into the restoration shops where there were wooden cars being worked on for the train, as well as the yard and work areas.



Then we were back on the buses for the trip back to Santa Fe. The conference wound up in the evening with a great closing banquet, including award presentations and updates on rail preservation projects around the continent. WCRA had a chance to present a video and PowerPoint presentation for the 2019 Fall Conference which we will host September 18—21, 2019 at our West Coast Railway Heritage Park. We look forward to welcoming railway preservationists and tourist railway operators from North America and around the world! (watch the promo video put together by conference chair Craig McDowall on You Tube at

<https://www.youtube.com/watch?v=fBkglqoMmGE>

Sunday morning, we started our trek back to Vancouver, happy that we took in the annual conference. Our sincere thanks to John and Veronica Bush for being our hosts this year. The Cumbres & Toltec did HRA proud.

# RAILWAY NEWS



## **DERAILMENT AT VANCOUVER—HORIZON CARS ON 516—519**

Amtrak Cascades train 516 had a minor switching derailment on December 17 during a reverse move on the wye backing towards Pacific Central station. The train had no cab control car, so had to follow the VIA procedure of backing into the station on this day. With passengers aboard the train this caused a bit of an issue, but buses were quickly summoned to take passengers from the train to the inbound Customs hall for arrival.

Amtrak Cascades trains 516—519 then reverted to a Horizon fleet consist in December, as the switching derailment in Vancouver yard put the Mount Olympus Talgo trainset out of service. On December 26 and 27, the trains had a consist of Siemens loco 1401, Horizon coaches 54507, 54518, Horizon Club-Dinette 58108, and Horizon coach 54574. This meant the train had no baggage space or business class, and had to reverse in around the wye. On December 28, the same consist had Amtrak Cascades Cab control unit 90230 providing some baggage space, and allowing the train direct in and out of the station. However, that was spotty—there was no cab control car on the consist Dec. 27. (J.M.)



## **MOTIVE POWER NOTES**

With delivery almost complete on the 2018 locomotive orders, CN has started to reduce the number of leased / borrowed units, with about 20 of the oldest road power on lease being returned by early November. With the first 70 units of the next GE order due to be delivered by March 2019, CN hopes to return the majority of the rentals by the spring. (TJ)

## **NETWORK CONGESTION LOCALLY IN DECEMBER**

CN experienced significant network congestion in the Vancouver area in December due extreme high volumes of railcars and had to put on extra resources and some service embargos to get caught up. A permit system was instituted and customers were asked to help by blocking traffic, especially for the BNSF and UP destinations where trains were built around destination and day of the week schedules to many US points. A series of regular bulletins to customers helped get things all back on track while handling this high level of local area traffic.



## MOTIVE POWER NOTES

At the end of October there were only 271 locomotives stored system-wide, the fewest in recent years. Of these 38 were listed as stored serviceable, most of which are older 4-axle units or the remaining long-stored SD90MAC's. Going into November a total of 33 SD40-2 remain in active service.

Along with the thirty 9100's sent to Progress Rail for rebuilding to SD70ACu specifications, SD90MAC **9157** has been re-activated, reportedly for assessing some of the upgrades planned to be included in the SD70ACu program. The unit is to be tested in regular service on trains 410-411 between Winnipeg, MN and Moose Jaw, Sask, making it's first run on November 12.

Deliveries of upgraded AC4400CWM units in the GE modernization program continue with **8056** (ex-**9579**) added to roster in October. In mid-October CP **8200** (ex-**8550**) was spotted in primer on the GE test track in Erie, Pa. in mid-October, the first of 30 additional GE rebuilds, with this next batch to be rebuilt from the "CP3" fleet in series 8500-8580. Some trivia for roster keepers - this will be the first time CP has used the same number three times in the diesel era. **8200:1** was the original number for the first GP30; **8200:2** was a GP9u. (TJ)

## AUTOMOTIVE TERMINAL BEING ADDED AT PITT MEADOWS

CP is adding an Automotive terminal at its Pitt Meadows intermodal site. The 20 acre site is located east of the existing container facility. Capacity will be for about three dozen autorack cars. (SDHSE)

## SIDINGS BEING REBUILT AND EXTENDED

At least two sidings that CP removed a few years back have been replaced, and others are being lengthened in an effort to handle and expedite longer and more frequent trains. Sidings at China Bar and Saddle Rock on the Cascade sub have been relaid. (J.M.)

There have been congestion issues on the Cascade sub, with an inability to yard trains at times thus causing delays holding up trains on this stretch of directional running line.

Capacity is also being added at other places on CP in British Columbia, including at Cambie on the Shuswap sub, and in the Kootenay's near Cranbrook at Tochtly where a siding and small yard has been installed. (SDHSE)

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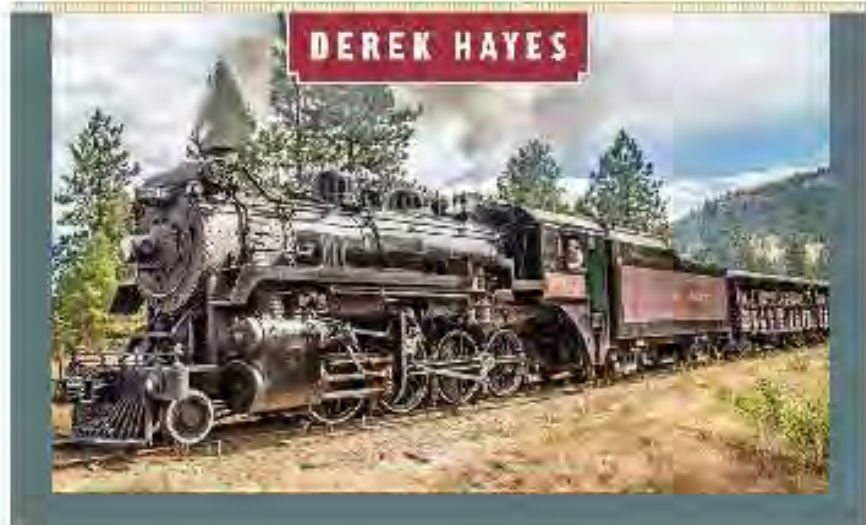
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## DINING CARS TO BE REBUILT

VIA Rail has awarded a contract valued at \$16.4 million to Rail GD to completely rebuild and refurbish four dining cars for service on The Canadian. This will extend their service life by several decades according to VIA (so the classic stainless fleet looks to remain in service on the transcontinental train!)

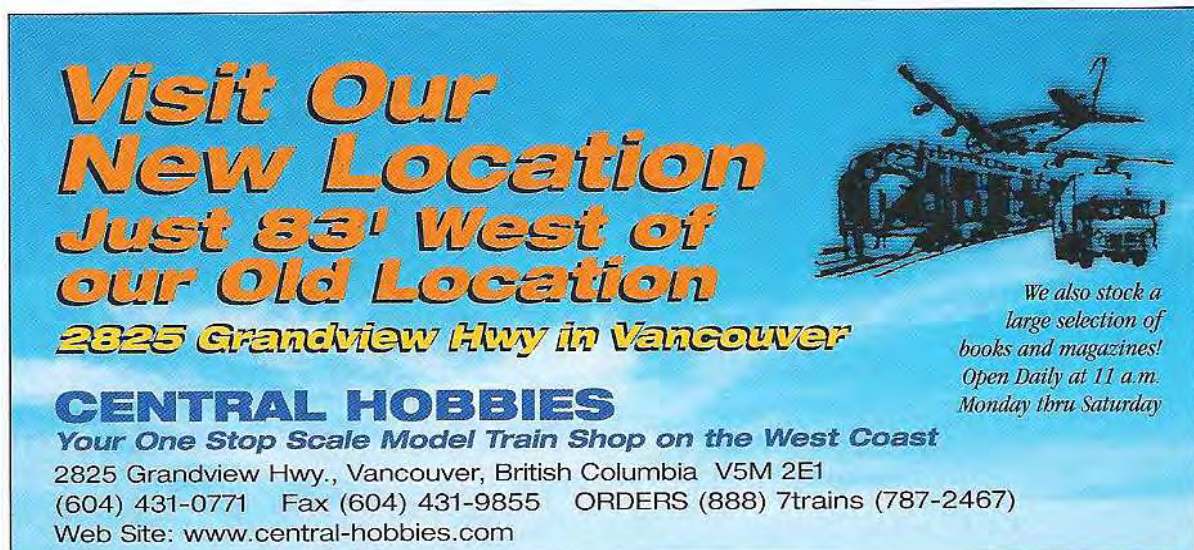
The rebuilt cars will received:

- An all new kitchen
- Devices to make them wi-fi ready
- A full mechanical upgrade
- Replacement of electrical and electronic components

In addition, Bombardier has a contract to upgrade 17 cars that will be made fully accessible and CAD Railway Industries will upgrade 25 cars for VIA.

## EXPORAIL RESTORING VIA FP9A 6309

Exporail in Montreal is performing a full cosmetic restoration on former VIA FP9A #6309 (nee CN 6528). Fundraising is now underway, with plans to preserve the unit as VIA 6309, the only F unit in Canada planned to be displayed in its rebuilt VIA colours and features. When complete, the unit will be displayed in Exporail's Angus Pavilion. Rapido Trains is also supporting the project through the provision of gift vouchers for use towards model purchases—they are about to introduce their HO scale model FP7 and FP9 units in 2019.

An advertisement for Central Hobbies. The background is a light blue sky with a white ground surface. On the right side, there is a black and white illustration of a model train engine pulling a passenger car, with a biplane flying above it. The text is in various colors and fonts, including orange, blue, and black.

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**BACK COVER**

Upper—Cumbres & Toltec doubleheader nears Cumbres Pass as K 16 locos 487 and 488 work full out to top the grade on November 10, 2018 for the HRA Conference

Lower—Cumbres & Toltec at Chama, New Mexico in a scene right out of the history books, yet this is November 10, 2018 photo. Photos by Don Evans, story on page 19.

**TRIVIA ANSWER**

**Johnny Depp** joined **Aerosmith** on 6aug2012 at the Hollywood Bowl and again 16jul2014 at Mansfield, Massachusetts's Xfinity Center. Depp can also be heard singing back-up vocals for "Freedom Fighter" on the album *Music From Another Dimension*.



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