



WCRA NEWS

JULY 2019

Day Out With Thomas Volunteer Feature

Our Association has lost a
Founding Member



GENERAL MEETING

The WCRA's May General Meeting will be held on Tuesday, June 25th, 2019 at 1930 hours at Rainbow Creek Station, Willingdon at Penzance in Burnaby.

Entertainment will be announced

ON THE COVER

The shocking news that our Chair of the Board and past President passed away while in Peru was devastating news to us. Our sincere condolences to Don's family. A Celebration of Life Service will be held at the Heritage Park on Sunday July 7th at 2 PM. Everyone is welcome.

JULY CALENDAR

- **West Coast Railway Heritage Park open daily 1000 to 1700**

West Coast Railway Heritage Park open daily 1000 through 1600k.

Escape Room is open daily (by reservation only). Reserve at 604-898-9336 or escaperoom@wcra.org

July 5th Drive In Movie night - 'Captain Marvel'

July 7th - 'Celebration of Life' service for Don Evans at the Heritage Park

July 9th - Newsletter deadline for the July 2019 issue

Tuesday, June 25th —WCRA General Meeting, 1930 hours, Rainbow Creek Station

Mini Rail: Help wanted - Jeremy is volunteering 6 days a week . . we need additional engineers. Please contact Jeremy at jeremy.davy@wcra.org

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 2387 Stn. Main, Squamish, BC, V8B 0B6

FROM THE EDITOR

Although many know of the influence and guidance that Don had in building the WCRA to what it is today and the creation and development of the Railway Heritage Park, I want to take time to more fully explain his contributions and the countless hours he donated in assisting to develop the WCRA to where it is today.

Don graduated from the Harvard School of business and worked for BC Tel for 31 years before retiring. He set up a consulting company DJE Holdings 20 years ago and provided management consulting on business strategies and leadership skills. Don was involved with the WCRA since its inception in 1961. As the association grew from a group of rail fans into the need to preserve the history of railways in BC, he became the driving force in opening the Railway Heritage Park in 1994 including acquisition of museum elements. He worked with the Municipality of Squamish and the Provincial Government to preserve the Royal Hudson 2860 on a long term lease which prevented its sale. Don led many fundraising campaigns and the biggest to date was a combination of donations and government grants to complete the 21,000 square CN Conference Centre and Roundhouse in 21010. And in the past three years, despite many challenges, the successful acquisition of the former BC Rail Motive Power Shop 2 complex. Don also had also been a consultant for many rail museums in Canada and the US and more locally gave guidance and advice to the Forestry Centre in Squamish and the Squamish Historical Society.

At the time of his passing, he was Chair of the Board and President Emeritus of the WCRA and was a director of the Heritage Rail Alliance in North America.

Don was instrumental in winning awards on behalf of the WCRA (and personally) including:
Two preservation awards in 1990 for business car BC
Heritage Society of BC Volunteer Achievement Award (1994)
Heritage Society of BC Award for Outstanding Achievement (2001)
Norris Adam Award Memorial Award from CRHA (2006)
Governor General of Canada Sovereign' s Medal for Volunteers (2015)

Don will be greatly missed by the WCRA and the railway preservation community at large. Our sincerest condolences go to Deb Sankey and his family. Celebration of Life service will be held at the Railway Heritage Park on Sunday, July 7th at 2 PM

My apologies re: the length of the newsletter this month. I have not edited the newsletter since the mid 1980' s and had to start from scratch including learning a new software editing program.

Craig McDowall (guest editor)

ASSOCIATION NEWS

FROM THE MAY GENERAL MEETING

A Moment of Silence was held for Board Chair Don Evans who passed away on May 20th while on vacation in Peru. A Celebration of Life will be held on July 7th at the West Coast Railway Heritage Park.

John read out the Press Releases by Bob Philip, on Behalf of the WCRA, and one released by Rotary International. A card was available for the Members to sign. It will be given to Deb when she returns.

Chair John Day then called the meeting to order with 15 Voting Members present but No Spouses, Staff or Guests. **THIS DID NOT CONSTITUTE A QUORUM.** John covered all the Staff Reports:

Finance - The year-end Financials are in the hands the External Review Accountant; Heritage Park – The DOWT infrastructure is being disassembled this week. The Rain Days during the Event had a negative effect on the initial upturn of the 2½ Sunny ones.

Railway Operations – John advised that Coach 3223 had been decommissioned due to extensive work that would be required to make it Main Line certifiable. It will be used as a parts source ...The trucks have already been used on one of the Red coaches. Work is underway to source 1 or 2 more coaches as the Polar consist is be down by one coach, two should the Rocky Coach we have been using recently be unavailable in future.

COLLECTION – Bill M advised work continues on #960 hiliting that the heavy Trolley support timbers are being reinstalled on the cab roof and finishing woodwork is being done in the cab. Next will be reassembly of the front truck. TRAMS has donated a surplus trailer mounted 600vdc Generator (was used by Translink to test trolley busses) that will meet our needs to power the #960. Thanks to Sean Keating of TRAMS for facilitating this.

374 PAVILION - George reported the Pavilion is on summer hours (10am to 4pm). They have been very busy as a result of the Tourism Challenge. The May 20th Party celebrating the 131th anniversary of the Loco's arrival in Vancouver was a great success. The 374 was outside with entertainment including 50 members of the Little Mountain Brass Band. George also noted that the Pavilion could sell more Train Books if they have them. If you have any books for donation, please contact George Game.

EVENTS - John advised that the Heritage Rail Alliance Convention will go forward as planned.

OTHER BUSINESS arising from the Minutes – None

NEW BUSINESS – John reported that West Vancouver, Sea to Sky MLA Jordan Sturdy presented a tribute to Don during Question Period in the BC Legislature this afternoon.

EVENTS CALENDAR was reviewed

SHOW & TELL – Ryan showed samples of rolling stock produced (1949-51) by Unique Art Mfg Co of Newark NJ and a Marx tinplate SantaFe E7 from 1957

TRACKSIDE REPORTS – Before his Show & Tell segment Ryan gave some highlights of his trip to Promontory UT for the 150th Anniversary of the driving of the last Spike on the First Transcontinental Railroad in the United States on May 10, 1869. Bill contributed items of interest from the “other railway” in his usual entertaining fashion. He also advised that the Douglas R Mayer new book ' Canadian Pacific Railway on the Revelstoke Division Vol 2' is now available through the Revelstoke museum or at Central Hobbies.

50/50 draw was held.

ENTERTAINMENT - A video supplied by Bill Marchant ...Manitoba Steam in the 50's, produced by Rail Innovations.

PLEASE RENEW YOUR MEMBERSHIP

If your label reads 6/30/19 it is time to renew your membership.....if it reads 2/28/19 this is your last issue of WCRA News. We need all of you as members, please renew today.

NEW MEMBERS

Paid Members

Jesse Andiel of Lillooet

Caroline & Christine Bradley of Garibaldi Highlands

New Christopher Budd of Issaquah WA

Nick Burwash & Jessica Woo and Family of Anmore

Cyndi & Pete Handler and Family of Lake Errock

Kelly Jensen and Family of Squamish

Sarena Jonah and Family of Squamish

Inyoung Kim & Jungsoon Moon and Family of New Westminster

Richard Markiewicz and Family of Garibaldi Highlands

James Morris and Family of Squamish

Kayla Sidler and Family of Britannia Beach

Elysia Warren and Family of Squamish

Returning Paid Members

Molly Lowdon and Family of Garibaldi Highlands
Nicholas Page of Vancouver
Connor Park of Pitt Meadows

New Lifetime Memberships

Nil

New Complimentary Memberships

Nil

New Corporate Members

Nil

Time to Renew

Memberships dated 6/30/2019

Reading Last Newsletter

Memberships dated 3/31/2019 or earlier

WCRA TRIVIA #338 - By Ryan Cruickshank

Q. What is the Railway Air Services?

(Answer on page 23)

COLLECTION

BCER 960 REPORT

Before we get into a brief progress report on BCER 960 it's incumbent upon me to pass on our sincere condolences to the family, and to the many friends of Don Evans. Don was a quick buy into our restoration project from the get go, not only with his help sourcing our initial \$30,000 grant, but with his always positive encouragement to me plus his never flinching congenial support through these so many years of our teams toil on 960. As you know 960 and crew have been most fortunate to be situated in the former BCRail Motor Power shop (MP2) with all its conveniences, such as the overhead cranes. We are most grateful to the many hands that were involved in our recent securing, at long last, these facilities for the WCRA. For many of us though, Don's undaunted focus and championing of this undertaking to bring MP2 into the WCRA, is for sure, another of his legacies in relation to both the WCRA and to Railway Preservation as a whole.

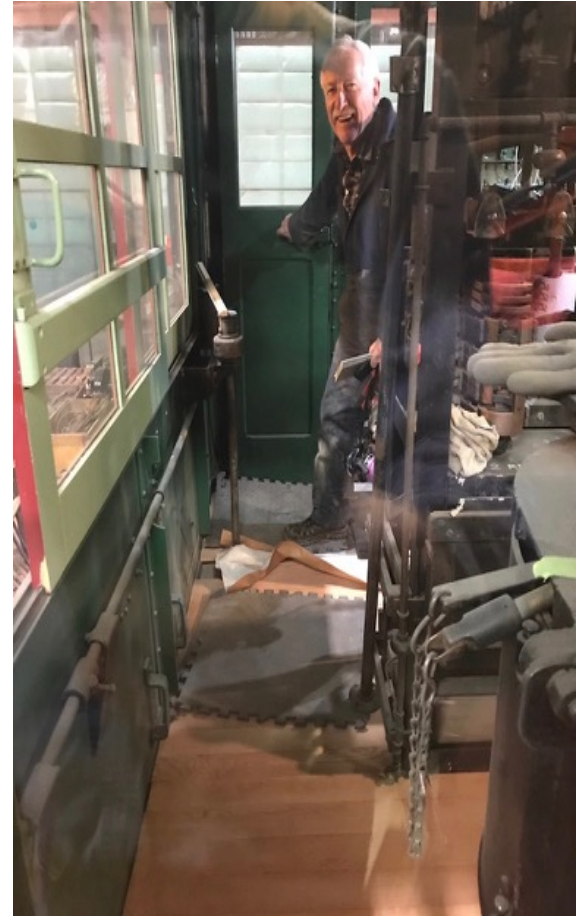
So, 960, the fir tung & groove floor is now set in place, screw holes filled, sanding complete, with staining then a semi gloss finish in the next month. Please Note, Bob indicates that any inspections of this floor work will require one bringing slippers.

Work continues on the cab roof trolley pole rack with the anticipation that it will be hoisted up on top in late July, including trolley poles, related hardware, and possibly including overhauled roof power cables also going up on top. Ah, then she will truly better look like the electric beast that she is.

We have installed new headlight wiring and are slowly re installing some cab plus under rear hood air appliances. Everything, everything, always seems to take more time than anticipated, but even with some set backs, we can still see measurable progress on so many aspects of our project....we remain encouraged.

Again, to Don's wife and family, Bob Gordon, Bill Marchant, Gordon Frank and myself wish to pass along our condolences. Don is and will be missed.

Mike McGaw



From the WCRA News - May 1980

The Battle of Jasper (not an editorial but a statement of facts)

June 1979 - Portland chapter of the NRHS writes VIA and requests to ride their Mt. Hood in a VIA consist to Jasper on George Washington's birthday weekend.

Months later, VIA writes back asking for car clearance etc. Info sent.

Nov. 1979 - letter from VIA says CN needs their own measurements, VIA told car is at CP Drake Street yards. CN replies their personnel cannot go on CP property to take measurements (!). Arrangements then made by chapter for CN to access car to take measurements and pass inspection.

Jan. 1980 - letter arrives from VIA saying that total cost for the trip would be \$3750 (chapter had estimated \$1500). Now only three weeks till the trip. VIA asked for breakdown of the costs and told they won't say. Call made to VIA headquarters in Montreal and finally told that \$2550 of the total was for switching in Vancouver and Jasper (including turning the car - not necessary as it would be mid-train. VIA then reduces Jasper cost by \$300 but told the cost to switch in Vancouver would be \$1100. CP is asked how much to move a car the same switching distance and chapter told \$81! CN replies since they are no longer in the passenger train business that rate doesn't apply. CP then asks CN to move the coach under another tariff for a "passenger car on its own wheels" at a rate of \$1.96 a mile (on a minimum 75 mile rate). CN refuses to move the car under that tariff.

Now a frantic chapter asks VIA to book passenger space on the Super Continental to Jasper.

Wed. Feb. 13th - VIA says price is \$3750 - take it or leave it. VIA is asked to confirm the booking the chapter made on the Super. 18 seats of that reservation have been sold to the parties for the return from Jasper. VIA finally finds the extra seats needed and the chapter makes the trip on the regular schedule train.

WCRA News from April Meeting

In the legal suit over locomotive #16 with T. Ferguson, we are proceeding to the 'discovery stage' on May 21st. At that time, both parties are sworn to testify the truth and present the evidence each has documented. No new evidence can then be introduced from this date until the trial date is conducted. At this point, our case looks very solid.

Skyline Travel has organized a trip on May 31st to the Puget Sound Snoqualmie operation. Travel is by Amtrak to Seattle, then chartered bus to Snoqualmie with a special train to be run by the PSRHA. From there the tour goes to BN's Interbay Roundhouse for a tour and then back to Seattle for a return trip home on Amtrak. Tickets are \$26 and \$16 for children.

BCR

The great detour of CN traffic over the BCR during the CN's Second Narrows bridge outage have been tallied. The BCR handled 178 southbound trains (11,663 loads and 208 empties) and 184 NB trains with 926 loads and 15,778 empties (mcm note: interesting comparison)

The order for 10 new SD40-2 locomotives from GMD has now been supplemented with an extra two more units ordered. The delivery of these 12 units in the fourth quarter of 1980 ends the BCR "all Alco" status.

CP Rail

CP has officially opened its new Mayfair terminal for trailers and containers. The terminal is located in the new Mayfair Industrial Park in Coquitlam. The terminal is expected to handle 15,000 containers and 20,000 trailers (piggyback service) in 1980.

The Vancouver-Coquitlam transfer has had some unusual lash-ups recently. Instead of the normal two SD40-2's and 60 cars, there was a consist of 120 cars. On another day, there were 4 GP9's.

The last two Baldwin switchers assigned to Vancouver have been stored dead with stacks capped at Drake Street since mid April. DS 4-4-1000's #7072 and #7067 with the former last operating as roundhouse switchers

Sperry Rail Service car #119 gave the E&N line a run on Vancouver Island. Major work will be performed on the line, including two bridge projects near Victoria, maintenance to culverts and retaining walls, 30,000 feet of new 100 lb rail (replacing 85 lb rail on curves), 45,000 tons of ballast and 40,000 new ties.

Deep River Mallet Sold

DR Logging Co' s #7, the only 2-4-4-2 mallet in existence (in North America) has been sold by its owners, the Morrow family of Seattle, to interests in California. #7 was built by Baldwin in 1910 as Little River RR #126 for an eastern company. The engine was deemed unsatisfactory and returned to Baldwin. She was then sold to the Columbia River Belt Line and operated near Astoria OR. She carried no number but was named ' The Skookum' . The engine was later sold to the Carlisle Lumber Co. at Onalaska WA and was numbered #7. She was then sold to the Mud Bay Logging Co (subsidiary of Weyerhaeuser and operated near Olympia WA. She was suitable (again) for this operation and was sold finally to Deep River. She worked for many years for Deep River until a fateful August afternoon in 1955. Backing up to camp with a string of empties, the tank derailed and while the crew stood and figured out what to do, the loco toppled over on her side. A short while later, scrappers removed the track and she was left on her side in the woods until 1960. Along came Charlie Morrow and some of the PSRHA group with an old telephone derrick truck. They dismantled the engine and took it in parts to the museum sit at Snoqualmie. There she sat in the bushes and plans to restore her never materialized. A small classified ad was placed in Trains magazine and the loco is now going to California.

MCM note: The Skookum has been restored and operated for a few weeks at the Garibaldi Scenic RR and has now returned to California and was operated at the Niles Canyon RR during the HRA Conference in Sacramento

Royal Hudson

Royal Hudson #2860 and #3716 and consist were transferred from the Drake Street roundhouse to North Vancouver along with the other ex American Freedom Train cars on Thursday May 15th. Both locomotives were under steam but towed by CP rail diesels to Fraser Mills, then on CN to North Vancouver. CP S-2 #7093 towed the consist from Drake Street to the waterfront and then two SD 40-2' s #5710 and #5716 took over to Fraser Mills where three CN SD-40 units took over. The Royal Hudson season started on Friday May 16th with #2860 as regular power. The operating season will be five days a week through May and June and six days a week in July to September.

#3716 will star in several movies to be shot on the BCR this summer. For the first role, she will be lettered ' Canadian Pacific' . The ' British Columbia' letterboard on the pilot has also been removed.

AMTRAK

Although there have been no ads in the area advising people of the new 07:00 departure time, a brochure has been produced stressing the far better connection time with the Coast Starlight out Seattle and touts the new Amfleet equipment.

Currently the Pacific International has been utilizing Superliner equipment which only had beverage and cold snack service. The Amfleet equipment will have new AMCafe service.

In a major organizational move, AMTRAK has created and assigned Passenger Service Manager to 13 key terminals in the system. The new positions are responsible for all on board and station services in their area, a move that should dramatically improve response to passenger needs. Seattle is one of the locations and Vancouver will be served from Seattle.

Toronto Rail 1980 - the end of 6060?

The 1980 National Convention of the NRHS will be held July 23-27 in Toronto. The convention has a packed agenda, including what will likely be the last run of CNR 4-8-2 #6060 in the east. She will run an excursion to Niagara Falls on the second day of the convention. 6060 will be presented to the Alberta Pioneer Railway Association in Edmonton this August. On July 25th, 6060 will be doubleheader with a FPA-4 to Washago ON.

Burlington Northern

The last run of an ALCO diesel on the BN occurred in early April. BN #4256 (ex SP&S # 316 - a C-425) arrived in Portland for storage on April 9th. BN #4180 (ex NP#900 - an RS 11) which was the Sweet Home OR switcher was the last unit there, went into storage at Vancouver WA on April 11. Although many of the units are stored serviceable, the entire ALCO fleet is up for sale.

The pair of NW-5 switchers that have been the standard assignment by BN in New Westminster have disappeared.

Since mid April, a pair of standard EMD 1200 HP switchers have been the replacements. The NW-5's were extremely rare with EMD only building 13 in 1946.

BN and Frisco merge. BN and Frisco Lines have merged and will be known as Burlington Northern Inc. and the Frisco identity will likely disappear under a coat of cascade green

This merger will give the forestry industry in BC a direct route all the way to the Gulf of Mexico

Pacific Coast Terminals

PCT #4012 was supposed to ship to Calgary in April but as of today, is still in the Drake Street roundhouse.

Princess Marguerite

The fate of the BC Steamship Corp. ship seems to be sealed. She was towed to storage in Esquimalt as the service season began but not with her. In her place was the Victoria Princess (ex Queen of Prince Rupert) and the ' Flying Princess' (Boeing jetfoil).

THE POLAR EXPRESS RETURNS - ON SALE IN EARLY JULY!

Mark the calendars now for the Polar Express. The train departs the West Coast Railway Heritage Park station starting Sat. Nov. 23rd on its way to the North Pole for four weekends (Sat. & Sundays) to Dec.15th. Departure times include 5 on Saturdays and 4 on Sundays. Details will be available at wcra.org

Volunteers at our 2019 Day Out with Thomas



Day out with Thomas Volunteers

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Day out with Thomas Volunteers



Our Volunteers at our 2019 Day Out with Thomas



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

Trivia Answer: A. Four airlines in Britain merged in 1935 with the "Big 4" railways to form British Airways, then disappeared in WWII. Concurrently on 5May1940 several remaining airlines were united by the formation of the Associated Airways Joint Committee (AAJC) following an agreement between the secretary of state for air and seven airlines. The seven were: Air Commerce; Great Western & Southern Airlines; Isle of Man Air Services; Olley Air Service; Scottish Airways; West Coast Air Services and the most influential Railway Air Service (RAS). RAS began 7May1934 and with the end of WWII became known as the BEA (British European Airways). Meanwhile BOAC (British Overseas Airways Corporation) began in Feb' 41 with 'ball bearing' runs from Scotland to Sweden. BEA merged with BOAC in 1972 and brought back the name British Airways.

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Don volunteering at
Day Out with Thomas
2017

The Dinner Train at the
Squamish Estuary -
Saturday June 8th



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