



WCRA NEWS MAY 2019

**WCRA PURCHASES
SQUAMISH MP2 SHOP
DAY OUT WITH THOMAS IN MAY
(TICKETS NOW ON SALE FOR BOTH)
DINNER TRAIN ON JUNE 8**



GENERAL MEETING

The WCRA's April General Meeting will be held on Tuesday, April 30, 2019 at 1930 hours at Rainbow Creek Station, Willingdon at Penzance in Burnaby. Please make every effort to attend this meeting.

Entertainment will be a show on Oregon Coast steam by **John Day**.

ON THE COVER

A Herzog Rail Services train works on a tie replacement project on CN's Squamish subdivision in West Vancouver on April 10, 2019. This major tie replacement project has been underway along the length of the Squamish Subdivision. (Don Evans photo)

MAY CALENDAR

- **West Coast Railway Heritage Park open daily 1000 to 1700**
- Sunday, May 5—High Tea at the Heritage Park, seatings at 1200, 1400 and 1600, reserve your spot for just \$25. (see page 9)
- Friday, May 10—Newsletter deadline for the May issue of WCRA News
- May 18, 19, 20 and May 25, 26—Day Out With Thomas, The Steam Team Tour, at the Heritage Park—many departures each day—tickets at **wcra.org** (see page 9)
- Sunday, May 19—CPR Locomotive 374's 132nd Anniversary event since first arrival in 1887, Locomotive 374 Pavilion in Vancouver, noon to 1500 hours
- Tuesday, May 28—WCRA General Meeting, Rainbow Creek Station, 1930 hours
- Friday, May 31 and Saturday, June 1—Squamish Home & Garden Show at the CN Roundhouse & Conference Centre, open all day

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

MARCH 29, 2019—A DAY TO REMEMBER FOR WCRA

March 29, 2019 will go down in WCRA history as one of the most important days in the life of our Association. The acquisition of the Squamish MP 2 locomotive shops, purchased from BC Rail Properties, adds this most valuable facility and all of the tracks and out buildings on the 5.04 acre site, located immediately across the street from the West Coast Railway Heritage Park. To some, this may seem a bit anti climactic—as we have leased and operated the facility for some years, but this step assures our long term tenure and puts the facilities now under our own control. Now we will invest to improve the building for the long term.

Accomplishing this took quite a while and lots of effort over time. As early as 2006, WCRA had stated our intent to own these facilities one day, and that core strategy then led us to make the decision to build our roundhouse as a major exhibition and events centre—as opposed to a working roundhouse for collection maintenance as originally planned. In the end, a grand effort on the part of all parties led to the successful conclusion of a good deal for all. Thanks to BC Rail Properties who worked steadily with us, to the Federal Department of Canadian Heritage who provided Canada Cultural Spaces Funding for 50% of the project, to our private donors who helped with funding to enable the purchase, and to all our members and supporters who stood steady with us. Further funding is still needed as we now start to do the major upgrades to the building—but that's another story.

For now, we have added another major piece to the long term preservation of Canada's second largest heritage railway collection—and for that we can celebrate another date of significance to our group's growth and long term plan.

Don

ASSOCIATION NEWS

FROM THE ANNUAL GENERAL MEETING

Chair **Don Evans** called the meeting to order with 25 present:

- A quorum was declared allowing the meeting to conduct official business
- The agenda for the meeting was approved
- The minutes of the AGM of March 27, 2018 were approved
- **Don Evans** presented a report from the board chair, noting that five board meetings were held during 2018 in the oversight and governance of the society. Outgoing board members **Craig McDowall** and **Don Patrick** were thanked, both having served the maximum of three three-year terms as Directors. The Association enters 2019 in good shape, with progress on the key strategies of financial improvement and MP 2 acquisition.

- The recommended 2019 Board of Directors was presented, and the board slate as presented was approved and declared installed for the 2019 year. See page 5 for list.
- Controller **Hardeep Khangura** presented the interim financial statements for the 2018 year, showing good results in all regards. Adoption of the financial statements was approved.
- **Hardeep** presented the 2019 budget - a conservative view, but one that meets the requirements of our bank as a successful year. The budget was approved by the membership.
- **Don Evans** reported on behalf of WCRA's President & CEO **Bob Philip**, who was unable to be at the meeting
- There was no Heritage Park report available as **Gordon Bell** was not able to be at the meeting, however comments from several present filled in some information
- **Don Evans** provided a fundraising report, with the principal efforts in 2018 focused on funding for the MP 2 acquisition
- **Jeremy Davy** provided an Association Operations report, covering areas including general meetings, newsletter, membership, mini rail, events participation, volunteer updates and archives work
- **Bill Johnston** provided a report on a very successful and record setting year at the Locomotive 374 Pavilion
- **Robert MacBeth** gave a railway operations report, noting work underway to improve our operating fleet and plans for major track improvements at the Heritage Park north end
- **Mike McGaw** gave a Collections Committee report
- Questions from members were entertained
- The AGM adjourned at 2045

Note—as we go to press the official minutes are not yet available. Copies of reports are available to any member by requesting same from board secretary Jeremy Davy.

FROM THE MARCH GENERAL MEETING

With apologies, minutes from the March General meeting are not yet available.

PLEASE RENEW YOUR MEMBERSHIP

If your label reads 4/30/19 it is time to renew your membership.....if it reads 1/31/19 this is your last issue of WCRA News. We need all of you as members, please renew today.

NEW MEMBERS

We welcome to membership.....

- Tyler Ambrose and Family of Squamish
- Elizabeth C. Bryce and Family of Garibaldi Highlands
- Jen Blacker and Family of Britannia Beach
- Kurt & Dayle deBruijn and Family of Garibaldi Highlands
- John Houde and Family of Vancouver
- Kavita Lefebvre and Family of Port Coquitlam
- Graham Maguire of Penticton

Welcome back to membership:

- Sonja Cameron and Family of Brackendale
- Jill Dickson and Family of Squamish
- Tim MacDougall & Julia Black and Family of Brackendale
- Virginia Mason and Family of Squamish
- George Massey of North Vancouver
- Jonathan Montgomery and Family of Surrey
- Christine Staats and Family of Brackendale
- Alex Williams and Family of Squamish

(J.D.)

MEMBER NEWS

Long time member and very active volunteer **Barbara Stover** fell and broke her hip on April 4th. She was volunteering with local theatre group, Between Shifts, to put a new set in place for a coming performance. The incident happened just before her planned surprise 80th birthday celebration which was set to be April 6 at the CN Roundhouse & Conference Centre, attended by friends and family. Not to be deterred, and with Barb in good spirits, the party went ahead with Barbara linked to the party by video from her hospital bed. She is now home and doing well—our best wishes for a full and speedy recovery!

Our condolences go out to **Donna Simon** and **Jeremy Davy** on the loss of Donna's son, Jamie, who passed away March 30, 2019

Congratulations to long time member **Robert (Bob) Hunter** who was presented with the 2019 Norris Adams Memorial Award by the Canadian Railway Historical Association, Pacific Coast Division on April 19, 2019. The award is presented annually to honour a person who has made a significant contribution to the preservation of BC's railway history. Bob continues to be an active volunteer with WCRA's archives and archival collections.

Trevor Mills, also a long time active member, recently wrote a major article on the Pacific Great Eastern Railway that was published in both the Squamish Chief and Whistler Pique newspapers. The article—entitled **A Railway Runs Through It**—chronicles the PGE's history in the Squamish and Whistler areas.

WCRA TRIVIA #363 - By Ryan Cruickshank

What building in Burnaby, BC, built in 2009, has BCER interurban 1223 in relief as a corner stone?
(Answer on page 23)

2019 BOARD OF DIRECTORS

Meet your 2019 Board of Directors:

WCRA Elected Directors

Jeremy Davy Director, **Board Secretary/Treasurer**; Association Operations, Operating Committee;

Don Evans Director, **Board Chair**; Governance/HR Committee, Finance Committee, A/Chair Fundraising Committee;

George Game	Director; Locomotive 374 Pavilion
Christian Vazzaz	Director; Vice-Chair Railway Relations Committee, Social Media Contact;
VACANT	Director;

Appointed Directors

Singh Biln	Director; Railway Relations Committee;
Steve Crombie	Director, Board Vice Chair ; Governance/HR Committee;
John Day	Director; Finance Committee;
Max Hufton	Director; Governance/HR Committee;
Hugh Little	Director; Railway Relations Committee; Finance Committee;
Paul McCrea	Director; Finance Committee, Fundraising Committee;
Debora Sweeney	Director; Fundraising Committee;
VACANT	Director;
VACANT	Director;
VACANT	Director;

Your board is working to fill the vacancies with qualified candidates who will be appointed to the next AGM in March, 2020.

THANK YOU VOLUNTEERS

Thank you to those volunteers who took the time to record and submit their 2018 Volunteer Hours. As of the March 26th cut-off a total of 19,000 hours were reported by you for the 2018 year. Of those over 13,000 were for activities at the Heritage Park. Once again thank you for your support through your Volunteer Activities. **Volunteers are the heart and soul of the WCRA.** (D.S.)

Editor note.....the tally this year is again down, but our activities up—leading to suspicion that many volunteer hours are not being reported. Please make sure you count your hours in!

NEW BOOK ON CPR CHINA

A new book, Dining With Canadian Railways Volume 1, CPR is just being released. This is the definitive resource for the more than 250 china patterns used by the railway over the years. Visit your local hobby shop or order from Credit Valley Railway, www.cvrco.ca or 2900 Argenta Rd #24, Mississauga, ON, L5N 7X9—800-464-1730

COLLECTION

BUSINESS CARS UPDATE

Our business cars care team of **Gail Lancaster** and **Karen Moodie** continue to provide tender love and care to the 1890 built car 16 *British Columbia* and the 1929 built Car 8 *Alberta*. Both cars have again been well cleaned and work is started towards the reupholstering of the bench seats in the lounge of the *British Columbia*.

Also being tackled is the repair of the pull down blinds in the *British Columbia*, which have seen some rough handling over recent years. The torn carpet in the hallway is being repaired following advice from a professional carpet layer. Thanks to Donna Fourchalk for providing the sticky materials! Their next scheduled work party will be on May 29th in Squamish. (G.L.)

MAJOR WHEEL WORK ON OPERATING COACHES

A major project to upgrade the wheels on our operating coaches has been underway over past weeks. This project has clearly shown again the value of the Squamish MP 2 shop, as we are able to lift one end of a coach at a time the remove trucks / replace trucks etc. as work goes on with this project.



As one important starting piece of the project, a decision was made to remove coach 3223 from service and turn it into a parts source for the other five in our fleet. The 3223 (nee CN 5635) was in the poorest shape with considerable body rot—but its running gear and interior were top notch. So, while it was deemed unreasonable to restore the coach body and body structure, it will live on providing key parts to keep our other five in operation for the long term. First to be reused were the trucks, which have been placed under coach WCXX 5652 *Capilano*. (photo, David Walmsley) The 3223 has had a

set of shop trucks finished for it so it can still be moved around.

The project team, led by **David Walmsley** with help from **Dave Heine** and **Dave Thethi**, has been hard at work removing several wheel sets, some of which will go to VIA Rail Canada's Maintenance Centre in Vancouver for turning before being put back into service.

One interesting extra task was to remove the Spicer drive from one of the 5652's axles. David explains....."passenger rail cars had one axle on one truck fitted with a gear type drive unit taking the rotation of the axle and changing the direction of rotation to turn a driveshaft so as to power a DC generator. This DC power goes to a bank of batteries for the lights and A/C on board the car. Coach *Capilano* had one of these Spicer drives still attached. This equipment must be removed before the wheels can be turned.

The task is quite demanding both in terms of time but also skill level. The cutter has to make very sure not to damage the axle while touching off the gears and other hardware attached to the axle. I make up special stainless steel heat guards for this task. Not too many carmen left

in Canada that have experience in this field. (photo)



TOP TEN STREAMLINED STEAM LOCOMOTIVES IN THE WORLD

Check out this on You Tube—a video listing of the top ten streamlined steam locomotives in the world.....

<https://www.youtube.com/watch?v=bo-GfSh54wk>

You will be interested in what comes up.....several North American locomotives make the list, including the N & W J Class at #7, the New York Central Hudson class at #4, Milwaukee Road streamlined loco #2 at #3.....

The CPR Royal Hudson comes in at #2 with accompanying photos of 2860 taken at Squamish while in tourist service and also in our CN Roundhouse as she appears today. Who ranked number one—well it's a Western engine, but you will just have to watch the video to find out!

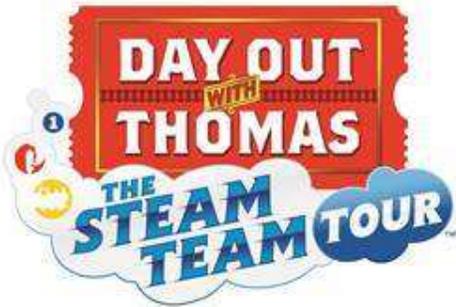
ROYAL HUDSON ASSESSMENT NEXT STEP

Thanks to a generous benefactor, funding has now been put in place that will allow us to start work on a thorough assessment of our Royal Hudson #2860 and develop a plan to bring the locomotive back to full serviceable condition. This is a very exciting step for the future of this classic locomotive.

Plans for a meeting in Sacramento the week of April 22 are arranged for WCRA's attendees at the HRA Spring Conference to meet with steam experts Scott Lindsay (Steam Services Corp.—think N & W 611 project) and G Mark Ray (Tennessee Valley Railway Museum) to talk about the steps forward that should be looked at. The fully rebuilt boiler has just 25 days

of steam operation since the rebuild in 2005—2006.

DAY OUT WITH THOMAS 2019



Thomas the Tank Engine returns to the West Coast Railway Heritage Park for five days in May, 2019. **Day Out With Thomas** will operate May 18, 19, 20 and May 25 & 26 this year, offering five days of great family fun and adventure. We are pleased to be able to announce that the Thomas trains this year will again enjoy an improved train ride that will include some sections on the CN tracks—this was very well received last year. All riders receive their Junior Engineer's Certificate!

Many build their visit around the Thomas train ride and the train departure time—but we suggest you come early and stay late to take in all the fabulous adventures available as we turn into a full Thomas the Tank Engine theme park for these five days. Among the many things to do—visit with Sir Topham Hatt, visit the Thomas and Friends Imagination Station with face painting, temporary tatoos, hands on arts and crafts, Thomas videos and storytelling. There are also available rides on the West Coast Mini Rail, bouncy castle, mini golf, live entertainment and a great Thomas retail store...and don't forget to take your own photo with Thomas—it's a shot you will never forget! Please note we operate rain or shine, many activities are indoors. And wear appropriate footwear for the site—no flip flops or high heels please.

Ticket prices are just \$25 to \$29 depending on train time, and are now selling at www.wcra.org. Departures are at 0930, 1030, 1130, 1300, 1400, 1500 and 1600 each date. Time to make your plans to attend with the whole family, tickets go fast so get them now and get the very best selection of departure times while they are available. All Aboard!

Volunteers are needed for any and all roles—come and have fun....crafts, crowd control, parking, setup, garden railway, mini rail, food services, train hosts...volunteer@wcra.org

WEST COAST RAILWAY HERITAGE PARK

Home of the Royal Hudson



HIGH TEAS ARE BACK FOR 2019—MAY 5 AND JUNE 23

High Teas are back for 2019, the first being held on Sunday, May 5. The tea room in the Mac Norris Station is all decorated up and the wonderful service and delicious pastries will be fresh for each serving. You can reserve a table for seatings at 1200 noon, 1400 hours or 1600 hours and enjoy a selection of wonderful specially blended teas served in fine china, and a selection of fresh pastries, sandwiches and sweets served on three tier trays while you relax in the wonderful ambiance. Call 604-898-9336 for your spot or e mail tea@wcra.org (J.G.)

KIDS TEA A GREAT SUCCESS

Thank you thank you thank you!

Wow that was an amazing Tea yesterday (March 16, 2019). We had our first Kid Themed Tea. It was a sell out and the reviews were very good. We had some really happy princes and princesses attend.

Judi and Gieselle tackled the job of most all of the prep and plating. **Hayley**, as usual, brewed all the tea to perfection. We had a fantastic group of girls dressed in costume and serving in the Tea Room. **Barb Stover** was the organizer of the Tea Room and had it spit and polished ready for each seating. Thanks also to **Trudy and Judi** for having the room vacuumed and ready to go.

Tammie was instrumental in getting the advertising done and all the bookings organized. It worked perfectly for all the bookings handled by the Guest Services and they kept me up to date with numbers so I was ready with the food. **Kim** thank you for getting the server girls and the decor ready. Please pass along to all the girls a special thank you.

After each Tea event we tweak our procedures and it is running quite smoothly now with most everyone involved knowing their specialties and jumping in wherever possible.

This coming Friday, March 22nd we will be busy again in the Tea Room with organizing the back room and brainstorming some more details so we are ready for the upcoming season. All volunteers welcome as we start at 9:30. If you can make it please respond so I can get us lunch organized. If you are working on another project in the park that day please also let me know and we will have lunch on for you as well at 12:30.

Thank you all, **Jeanene Gruber.**

DINNER TRAIN JUNE 8

After a smash hit pilot train last year, we are delighted to announce that the fabulous West Coast Railway Dinner Train will operate three times this summer, the first departure being Saturday, June 8. Space is limited to just 75 and this event sold out with a wait list last year, so make your booking soon. The special evening starts with bubbly and appetizers at the Mac Norris Station, then we board the train for a four course served dinner on board as we roll through the Squamish area countryside. Invite your friends and make a group—price per person is just \$125 and that includes the reception with bubbly, all food and the train travel. Cash bar available. Guests should arrive 5:00 to 5:30PM, train departs at 6:00PM, return expected to be 8:30 to 9:00PM. Reserve now at 604-898-9336. (G.B.)

MINI RAIL BACK FOR 2019 SEASON

West Coast Mini Rail is once again operating—thanks for your patience while we recovered from a long and hard winter. We look forward to seeing you at the Park, and hope you enjoy the mini rail with families and friends. (T.C.)

HERITAGE PARK MINIRAIL OPEN ... ENGINEER VOLUNTEERS NEEDED

MiniRail is an extremely popular attraction at the Heritage Park. By the time you read this, the Heritage Park MiniRail will be back in service and needs volunteers to help with its operation. We will continue to do more running and less standing by having the MiniRail providing the means of transportation letting riders off at each of our stations and promoting the attractions surrounding each. The stops on the system are **Twin Cedars / Roundhouse** - the station closest to the CN Roundhouse & Conference Centre, **Wilkie** - Home to the Garden Railway, **Mason Station** - Where the station exhibition can be enjoyed and provides access to the North end of the Park, and **Silver Fox** - Serving Mac Norris Station, Howard Lyttle Park, Brightbill Heritage House, railcar exhibits and the new Printing Shop). Pick-up from the enroute stations will be dependent on space on the train.

The MiniRail is its own best marketing tool, but only if it's zipping past as guests arrive through the Gate. This requires that we have a regular schedule. To achieve this we must have at least one MiniRail volunteer committed to being on duty **every** day.

If you would like to help by being part of this fun attraction and want to be on the schedule - email Jeremy - jeremy.davy@wcra.org or call **604-315-5349** and book your volunteer day(s) - the season goes till the end of the summer. It's a rewarding way to participate in Heritage Park activities and help our guests enjoy everything it offers.

All West Coast Mini Rail engineers must be certified to operate on the Park track. Need training? We can do that too—again contact Jeremy and the necessary training sessions can be arranged. (J.D.)

DRIVE IN MOVIE START UP DELAYED

The planned start of our drive in movies for the 2019 season has been delayed due the need to repair the large screen that mounts on the side of the CN Roundhouse. So, the planned May date may not happen—to be sure you can contact the Heritage Park at 604-898-9336, watch our website at wcra.org and for an update in our next issue.

HERITAGERAIL ALLIANCE CONFERENCE

As most of you have likely heard, the annual fall conference for HeritageRail Alliance will be hosted by West Coast Railway Association in Squamish, September 18 thru 21, 2019. This annual gathering of railway museum and tourist railway professionals from all over North America (and beyond) will have a full and active four days together. And you can join in too! West Coast Railway Association is an HRA member organization, and as such all WCRA members are also HRA members—which means you get full member benefits and member rates for the conference.

Conference chair and HRA Director **Don Evans** and the conference planning team are putting together a great program, with some terrific highlights including a conference pre tour to the

Fraser Valley Heritage Railway in Cloverdale, an afternoon in Whistler and an excursion train ride from Squamish to North Vancouver and back on the Saturday.

Registration is now open and the price for WCRA members is just \$295 CDN. Watch for more details next month when we will post the registration page in the newsletter—for further or to get your registration just call the Heritage Park at 604-898-9336.

HERITAGE PARK 25 YEAR CELEBRATION JULY 13

Can you believe it? That it has been 25 years since our West Coast Railway Heritage Park first opened its gates and welcomed guests? Well it has, and so we are planning a special celebration.

Some of us will remember that special day, July 10, 1994, when we officially opened the Park in its very rustic first phase. The exhibits were all on the east side of the property, the small railway shanty Wilkie was the entry and gift shop, and the PGE carshop was the major structure on the site, but covered only in bare and weathered plywood.

On Saturday, July 13 we will celebrate just how far we have come in 25 years—and you can be part of the celebrations both all day at the Park and also in a special evening event in the CN Roundhouse & Conference Centre. Mark the date—and help celebrate all we have accomplished together!

VOLUNTEER RECOGNITION APPRECIATED

A major Volunteer Recognition event was held at the West Coast Railway Heritage Park on Sunday, April 7 to say thanks to our many volunteers who help out at our various events, functions and society operations. The event was organized by **Robert Macbeth** and **Tammie Casseratti** at the Park.

Attendee Singh Biln notes.....”it was an afternoon of surprises as I did not know what to expect. I was pleased to see such a great turnout and surprised when staff would not take money for the beer!....I enjoyed the appetizers but was thrilled with the main courses. All done from our very own food trailer!”

Thanks to all our precious volunteers, and thanks to all those who organized this great recognition event.

LOCOMOTIVE 374 PAVILION

Our visitor count for March was 3,233. We had 393 more people than this month last year.

March was another quiet month at the 374 Pavilion but the visitor numbers have started to increase. The month started out cold but warmed up nicely at the end of the month. It's starting to feel like Spring!

April sees the start of our Summer Hours, 10 to 4 on April 14. This is the day the first Cruise Ship arrives in Vancouver and the start of the main tourist season. It will be getting busier at the Pavilion now.

As this is the May Newsletter, a reminder that the 374 will be outside on May 19th for her 132nd Anniversary Party. The engine will be taken outside at 10 AM and steamed up, with the main party starting at Noon until 3 PM. The Little Mountain Brass Band will play 2 sets, short speeches between, and with luck, Starbucks and Jugo Juice will supply the liquid refreshments again this year. I will supply the cakes and the Roundhouse will have something for the children to do. I invite you all to attend and enjoy the great music, hear the 374's Whistle and Bell, and have a piece of cake.



Photo thanks to Phil Breden—photo detail unknown

If anyone would like to volunteer at the Pavilion please give me a call at 778-875-3573 or email ggame@mac.com. We can always use a few more Volunteers. One day, two days a month or as many as you want.

We are located at the corner of Davie St. & Pacific Blvd. Just across from the Canada Line Yaletown/Roundhouse Station.

The Pavilion will be on Summer Hours starting April 14 - 10 AM to 4 PM. (G.G.)

FEATURE ARTICLES

FAMOUS RAILWAY BUILDERS—Little Known Facts About our Railway Pioneers - by Bill Johnston

Thomas George Shaughnessy

T.G. Shaughnessy was born on 6 October 1853 in Milwaukee, Wisconsin, the son of Thomas Shaughnessy, an officer in the Milwaukee police force, and a native of Ashford, county Limerick, Ireland. His mother was also of Irish birth. He was educated in the public and Catholic schools of Milwaukee, where he showed a special aptitude for mathematics, and spent several months in 1869 at the Spencerian Business College in the same town. In 1869 he joined the purchasing department of the Milwaukee and St Paul Railway.

For some time he participated in local city politics, and studied law privately hoping to escape his mundane work; but as his energy, and enterprise gained him promotion, he became reconciled to his calling. He attracted the very favourable notice of William Cornelius van Horne, the general superintendent of the railway, and in 1879 was appointed its general storekeeper. In 1882, however, Van Horne, now general manager of the newly formed Canadian Pacific Railway persuaded Shaughnessy to become the CPR's general purchasing agent. Shaughnessy moved to Montreal, where he would end up residing for the rest of his life.

During Shaughnessy's first years in Canada the financial situation of the Canadian Pacific Railway was often extremely precarious, and he proved masterful in placating and warding off alarmed and anxious creditors. He also exhibited great skill in squeezing the highest value possible from each dollar spent by the railway, and pushing the CPR, and Van Horne, to begin reducing the railway's enormous debt load. In 1891 he became vice-president, and in 1899 president, succeeding Van Horne, who had relied so heavily on his business acumen and organizing ability.

Although Shaughnessy remained permanently grateful for Van Horne's friendship and assistance, he was a tireless critic of his predecessor's lack of systematic organization and management. Upon taking the presidency, he centralized financial operations in Montreal head office, including control over budget, earnings, and allocations, while decentralizing managerial control in the field, ensuring that divisional heads had both the clear responsibility and the ability to run their affairs on behalf of the CPR as efficiently as possible.

The period of Shaughnessy's presidency saw the Canadian Pacific at the height of its prosperity and renown, a product of the great Laurier boom and his own abilities as a railway manager. During this golden era, the CPR's network of mileage in western Canada was almost doubled. At the same time, Shaughnessy diversified the railway company's operations by building grand hotels throughout the country, establishing a mining and smelting operation in British Columbia (COMINCO), and by entering the freight and passenger shipping business on both coasts. Perhaps his most notable achievement was the creation, partly by purchase, partly by new construction, of the company's Atlantic Fleet,

(Empress Line), which for the first time attracted large numbers of both immigrant and well-to-do passengers to the St Lawrence route to North America.

On the collapse of the Laurier boom in 1913—a misfortune soon aggravated by the outbreak of the First World War—Shaughnessy showed that his old resourcefulness had not left him, and his shrewd and daring financial measures enabled the company to weather the crisis and, alone among the important railways of Canada, to continue as a private undertaking. His reputation still intact, he resigned the presidency in 1918, becoming chairman of Canadian Pacific's board of directors.

Shaughnessy was knighted on 21 September 1901. This and many other public honours were a recognition of his contribution to the economic development of Canada as manager of the country's largest business enterprise. (Soon after he joined the staff of the Canadian Pacific Railway he was naturalized as a British subject.) During the First World War, Shaughnessy turned his experience and energy to the promotion of his country's cause: he was freely consulted by both the Canadian and the British governments; in particular, he acted as a very useful financial intermediary between Lloyd George's government, and the American investment banks, raising money for the war effort.

He died aged 70 at Montreal on 10 December 1923 after a heart attack a day earlier. Much of Shaughnessy's success may have been due to his faculty of detaching his mind from his work, when business hours were over. For many years he habitually drank a pint of champagne with his dinner. He rarely exercised and in later years took up an interest in golf. Of course his name lives on in a prestigious Vancouver neighbourhood as well as Montreal's Shaughnessy Village. One of his daughters, gave her name to the well-known CPR Ferry *SS Princess Marguerite* used in our coastal waters for many years.

(Based on material from the Oxford University Press and other sources)

FROM WCRA NEWS MARCH 1983—PART 2

- thanks to Craig McDowall

BC Rail

The new LIC (Location, Identification & Control) system will be put into operation in April on the Squamish subdivision. This radio-controlled computer assisted traffic control system is the first of its type in the world and utilizes the BCR's microwave communications network.

The experiment with the Royal Hudson and Harbour Ferries that ran for 4 days last summer was successful enough to warrant a look at a more frequent schedule this summer. Tourism Minister Claude Richmond stated the government is always looking at ways to sustain or increase ridership on the Hudson schedule to Squamish and will also build a new storage facility for the Hudson in North Vancouver.

CN

CN ceased orders of Japanese continuous rail and has switched to Sydney Steel Corp. of Sydney NS in August this year. This despite the fact that the Japanese rail product is 'head-

hardened' carbon steel and is superior to the chrome-alloy rail produce by Sydney Steel

Recent sightings in the Interior include the Okanagan night train departing Kamloops for Kelowna on Feb. 16th with two F-7's #9179 & 9177 and two GP-38's with sixty two cars.

An unusual arrival at Kamloops was a EB freight on Feb. 11th with a lone SD-40 #5225 pulling 114 empties!

A CN work train replacing ties and ribbon steel at Rayleigh on the Clearwater Sub on March 6th, had a former NAR caboos still in NAR colours but with CN lettering and CN #78973

The Chilliwack switcher has been operating with a variety of power, everything from SW1200's to GP 9's to SD40-2's.

The CN line between Victoria and Deerholme is finally being torn up except for the 6 km section bought by the Sooke River Railway Society. The original contractor, Excel Rail of Richmond, defaulted due to financial problems and the line is now being taken out by a contractor from Chemainus and is expected to be finished by the end of March.

One of the newly rebuilt ICC service cabooses came west on a sulphur train . They have yellow cupolas with bullet proof glass.

VIA

Via RDC-1 #6125 has replaced #6134 on the E&N system between Victoria and Courtenay. #6134 was involved in a 'meet' with a front end loader late last fall. The two RDC's now in operation are #6125 & #6133.

The last coach on the WB Ocean Limited derailed on Feb. 7th 280 kms northeast of Quebec City injuring 13 passengers, 2 seriously. The car, a sleeper, jumped the tracks and skidded into an ore hopper on an adjacent siding.

RDC #6146 traveling from Edmonton to Calgary at approximately 100 kph hit an open switch and diverted onto a siding at Wessex AB and collided with three empty sulphur cars on March 23rd. Five people, including the engineer, were killed and 10 others injured. The same RDC started the trip on an ominous note as it had hit a pick up truck at a crossing an hour earlier injuring the pick up driver.

Miscellaneous

The Edmonton Radial Railway Society has restored one of the original fleet of 77 streetcars to operating condition and has also built a replica of the former Strathcona Car Barn. The Society owns 7 others of the original fleet but is searching for parts and other historical items as the barn will be turned into a museum.

A plan to run a restored tram down Lonsdale in North Vancouver to coincide with Expo '86 was put before the North Van council and approved for a feasibility study despite Mayor

Jack Loucks calling the plan "unfeasible, impractical and undesirable"!

Gateway Travel of Portland ran an excursion train from Seattle's King Street Station to Yakima and return on Saturday Jan. 8th with approximately 650 people on board. The route took them through Northern Pacific's old Stampede Tunnel. The trip utilized two 2 Amtrak units and 11 Superliner coaches.

Apparently Amtrak ran a Superliner consist from Denver to Salt Lake City on Feb. 7th. Would this be a foreshadowing of the DRB & W Zephyr being replaced?

For Sale:

- By the Canadian Government: its 19 car 'Discovery Train' set (must be purchased complete!)
- By VIA: Turbo trains sets - can be purchased individually

WCRA PURCHASES SQUAMISH MP2 SHOP

A project long in the making, and a top strategic priority for WCRA for many years, the purchase of the former BC Rail MP2 Locomotive shop was finalized in a deal that closed officially on March 29, 2019.

The opportunity to acquire a fully equipped locomotive rebuild shop with all its significant and specialized equipment, and one right across the street from our West Coast Railway Heritage Park—already connected by rail, was an opportunity most railway heritage organizations could only dream of. The availability of the facility started way back in 2004 when CN acquired the operating assets of the former BC Rail. Already having all their own needed infrastructure for maintenance in place at Port Mann, they did not need the former BC Rail facilities in Squamish. So, the shops and access trackage, as well as more than 100 acres of the North Yards, ended up with BC Rail Properties.

WCRA wasted no time and recognized the opportunity there—instead of our having to build a shop facility new (a daunting task and cost), why not try to access these facilities. After all, they were custom built for railway and locomotive maintenance. Shortly after, WCRA leased the former MP 1 shop, and then later the MP 2 shop in 2006. The MP 1 shop ended up being essentially torn down during environmental remediation of the site, however the much newer MP 2 shop was remediated and declared clean. WCRA assumed operation of the shop in 2006 and has used the facility under lease ever since.

It was a game changer for us! Suddenly we were able to start to operate our heritage trains, and develop them into the major events that we see today—Day Out With Thomas, Dinner Trains, Polar Express and more. We were able to start up the railway training business—first working with BCIT on their Railway Conductor program, then moving to training Port Workers on behalf of BC Maritime Employers as we do today. Our dream of adding an operating railway component was realized, and our restoration capability greatly increased.

However, for all that great success, we still were leasing the facilities on a month to month basis, which stood in the way of our ability to invest in badly needed upgrades to the main building and also our ability to generate new sources of revenue from them—we needed to have long term tenure as well as the ability to do more with them—to turn them from a annual cost into a contributing asset. As far back as 2006 we had officially expressed interest in purchase of the facility, however environmental remediation at the site along with several other factors precluded an ability to accomplish this goal. We also had our own struggles recovering from the massive costs of building our CN Roundhouse & Conference Centre, which had gone over budget for several reasons beyond our control.

It was a long and winding road, but slowly things worked forward and started to come together for all parties involved, and in the end we were able to put together a deal that worked for everyone—BC Rail Properties, West Coast Railway Association, with funding help from the Federal Government Department of Canadian Heritage and several private donors. Were the stars finally aligning?

The deal would have us purchase the MP 2 Shop and all assets on 5.04 acres of land...the trackage, Service Building (with its pit and raised platforms), and other structures on the site. The Province of BC would continue to own the bare land, which we would lease on a long term, basis (similar to our Heritage Park land which is owned by the Crown).

CANADA CULTURAL SPACES PROVIDES \$985,000 FOR MP 2

An exciting huge step forward occurred on February 26, 2019 when a letter from the Minister of Canadian Heritage and Multiculturalism, the Honourable Pablo Rodriguez, arrived announcing that the Department of Canadian Heritage had awarded WCRA Canada Cultural Spaces funding in the amount of \$985,000—to be 50% or less of the total project (which was set at \$2.1 million).

This was most exciting news, as when this was put with our private funding ready and in place would allow us to immediately complete the purchase transaction—all would be ready to go. But we still had to wait before making the formal announcement, which ended up being set for Thursday, March 27 at the West Coast Railway Heritage Park. Our dream was now assured of becoming reality.

MARCH 27—THE OFFICIAL ANNOUNCEMENT

A nice crowd of about 100 gathered at the CN Roundhouse and Conference Centre for the official announcement ceremonies scheduled for 10:30AM. Right on time, MC **Don Evans** called the group to order and introduced the MP 2 Shop project. Speakers then followed:

- Member of Parliament **Pamela Goldsmith-Jones** was up first, and made the official announcement on behalf of the Minister re the funding from Canada Cultural Spaces. She had worked hard for us behind the scenes throughout the process and we are most thankful for her steady support
- WCRA President & CEO **Bob Philip** was up next, he thanked the Federal Government



for their funding and talked about the shops themselves and what they had enabled WCRA to do in our ongoing preservation activities (photo left)

- **Nicola Bentley** brought remarks from our MLA **Jordan Sturdy**, who was at work in Victoria that day
- **Karen Elliott**, Mayor of Squamish, thanked all involved for this great step forward

Then it was time to go and see the shops—the group walked across to the Mac Norris Station and boarded a special train; consist was FP7A #4069 / Gen car *McDonald Creek* / and coaches *Bill & Dorothy Lahr* / *Harry & Margaret Bluck*.



The train headed across Government Road and right to the shop door, where a brief tour and over view of the facilities was given by Don Evans (photo) . Work in progress in the shop was seen first hand—including the Clinton stabilization, the restoration of BCER 960, the coaches wheel work in progress and FP9A #6520.

The train then returned to the Heritage Park where refreshments were enjoyed. It was a great day, and received press coverage in electronic media and Progressive Railroading as well as the Squamish Chief and Whistler Pique newspapers.

HELP FINISH MP 2—YOUR DOLLAR NOW EQUALS TWO!

So now we move ahead, but the work is not all complete. The combination of Federal funding and private funding in place has allowed the closing of the purchase and lease agreement, and we now own the shop and facilities on the site. But, we must also

now complete the upgrading of the facility to the terms of the Canada Cultural Spaces agreement, and this means we must complete our private fundraising. Over the course of 2019 we need to generate another roughly \$500,000 to finish the job. The great news now is that, with the Federal funding in place, every dollar donated to the project in 2019 is actually worth Two dollars—as each dollar brings the equal match. So, now you can really make a difference—an amazing project and a two for one on funding—and a charitable receipt to boot! Watch for a Direct Mail piece coming to your mailbox real soon.

The acquisition of the MP 2 Squamish Railway Shops is a major step forward in the long term plan of seeing our great collection preserved and maintained. Hop on board now and make sure you are a part of it. We need you and your support.

RAILWAY NEWS



BIG CHANGE AT CN INTERMODAL

CN Railway continues to invest in broadening our range of intermodal services in North America. As such, the CN intermodal team is proud to announce that we have recently joined Union Pacific and Norfolk Southern's EMP program, the largest network of North American containers, in order to help provide nation-wide supply chain flexibility for our IMC customers.

EMP is a domestic interline service providing nation-wide coverage within North America and offering a fleet of more than 40,000 53' containers. Through EMP, intermodal IMC's have access to most major cities within the United States and several major markets in Mexico. With the recent addition of CN Railway to the group of EMP partners, EMP now has access to the largest amount of Canadian destinations available north of the border allowing customers to reach even farther.

This new product offering provides access to North American markets with transborder CN ramp-to-ramp EMP routing. Leveraging CN's safe and extensive network, complete Canadian coverage, and access to key markets in the US including Chicago, Memphis, Detroit and New Orleans, EMP represents a significant opportunity for IMC customers to utilize strategically located CN ramps in order to tap into additional capacity with a ready supply of free-running containers moving throughout a nationwide intermodal network. (J.M.—CN Release)

MOTIVE POWER NOTES

EMD Demonstrator EMDX 1606 was seen around the area, coming all the way across the continent from Halifax right to downtown Vancouver! The unit was on train 121 Halifax to BIT, then on train 111 from BIT to Vancouver Intermodal Terminal.....also spotted at Thornton shops on March 23 was GMTX 415—enroute from Dow Chemical in Prentiss,

Alberta to Rail Power Inc in Centralis, WA.

CN's Test car visited Port Mann on March 19, overnighing and then departing for Kamloops on March 21. (J.M.)

Major track work is ongoing in the Fraser Valley, with almost continuous work blocks happening on the line east of Hampton.



ROCKY MOUNTAINEER KICKS OF 30TH SEASON

Rocky Mountaineer continues to build, and this year celebrates its 30th season! The first train for 2019 departed Vancouver for Banff on Monday, April 15—getting things officially underway. Watch for the new European built Gold Leaf domes in the consists this year, you can tell them apart by their different trucks—definitely European in design.

Congratulations to all at RMR on their success and best wishes for a great 30th season—a terrific accomplishment.

Rocky Mountaineer GP40-2 #8017 was spotted operating solo form Vancouver to SRY in New Westminster on April 7, 2019.

OTHER NEWS—PORT ALBERNI WILL NOT OPERATE IN 2019

Sad news from Vancouver Island is that the Alberni Pacific Railway will not operate at all in 2019. The City of Port Alberni brought this in as they voted to separate the McLean Historic Mill and the tourist railway, and not fund the railway this year. The railway has been operating with a diesel since their #7 steam locomotive went down for repairs. At this point the mill will be open in 2019, but budget there also has the Council concerned. (BL)



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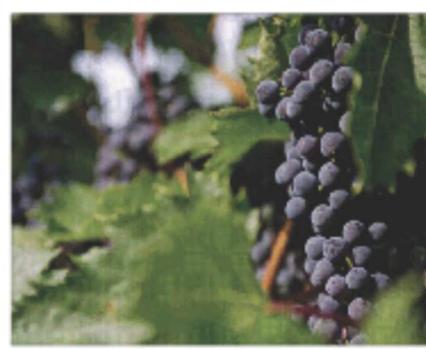
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KAMLOOPS HERITAGE RAILWAY

SIP & STEAM WINE TRAIN

SATURDAY AUGUST 24, 5 - 8 PM



3 HOUR EVENT / 1 HOUR RAIL EXCURSION | 8 KM IN LENGTH |

ALL TICKETS go on sale June 3 - \$52 per person.

This event, kicks off at 5 pm, at Kamloops Station Plaza with wine tasting, appetizers, music by local Jazz duo Sabrina & Mike. Then it is ALL ABOARD for a one hour trip headed by Kamloops restored steam locomotive 2141.

Closed-toed shoes encouraged. No Minors, NO Smoking No alcohol onboard.

This is a fund raiser for the Kamloops Heritage Railway, Tickets are 100 % Non Refundable

August 24 Itinerary:

Drive Vancouver to Kamloops; suggestions for route & attractions to visit are welcome

Overnight at Riverland Inn, Check in at Riverland Inn by 3pm,
1530 River St, Kamloops

1 Queen Bed \$109 + Tax

2 Queen Bed \$119 + Tax

20 rooms on hold, Canadian Route 66 Members have first opportunity to book rooms.

Bonnie will start list of names & credit cards & will book train tickets when available in June - contact Bonnie bonnie.game@gmail.com or 604-802-0490

Quote pending for Limo ride to & from hotel to Rail Event.

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BACK COVER

From dream to reality. Several years back, artist and WCRA member **Ron Anstey** did this watercolour showing the West Coast Railway Shops in Squamish—as a vision of our future. Now, with the successful acquisition of the MP 2 shops complete, yet another vision of the future becomes a reality in our continued development. An exciting step forward!

TRIVIA ANSWER

Burnaby Public Library Tommy Douglas Building at 7311 Kingsway replaced the old 1962-2009 branch building at 7252 Kingsway. The new building has several relief stones by *Steve Cassidy Francis-Arduh* on the exterior including 1223 near the main door on the west wall.

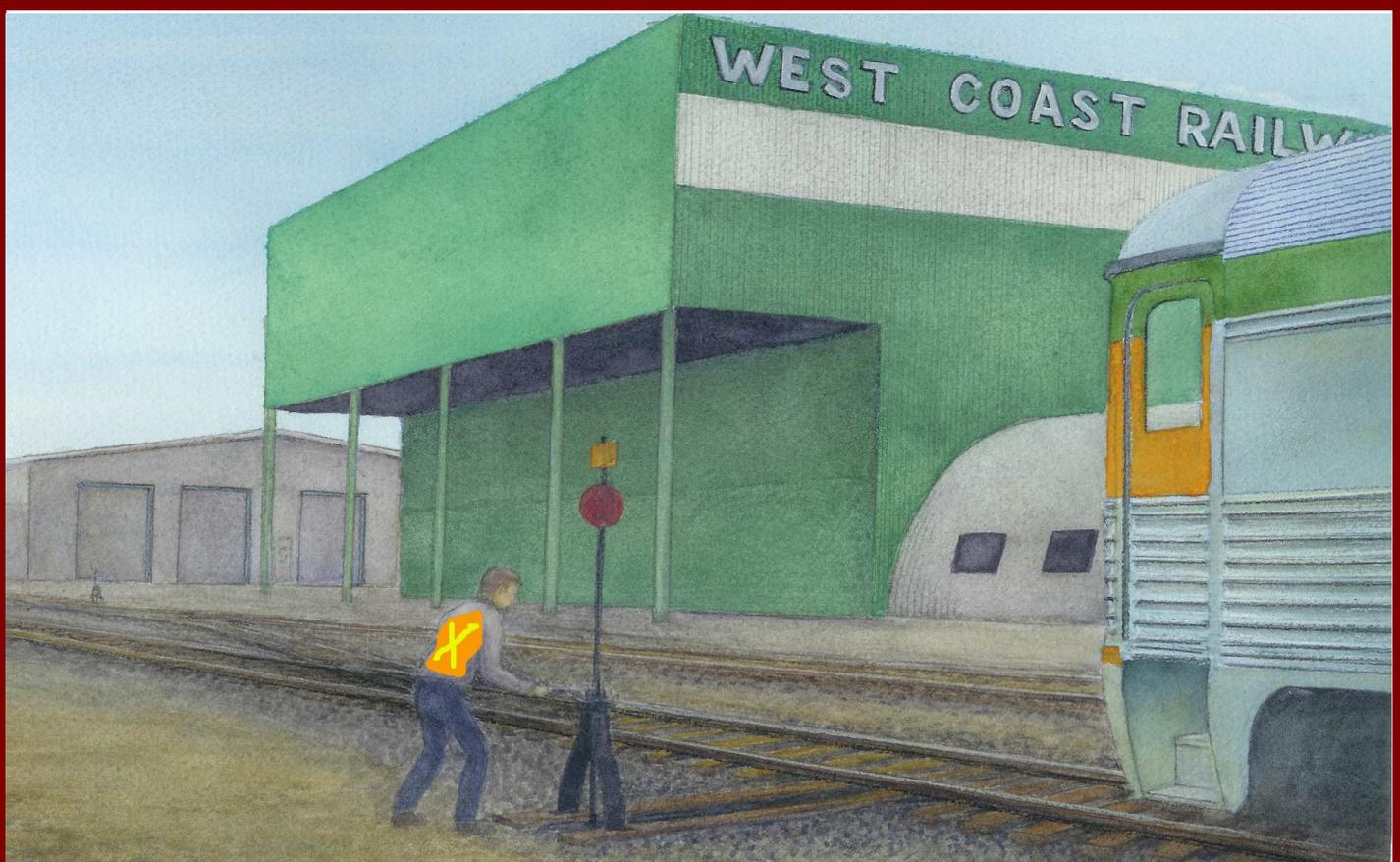
BCER 1223 (2-truck Interurban built by St. Louis Car in 1912) sat across the street from this new building (Edmonds & Kingsway bus loop) from 1956 (dedicated 30nov1958) until 1971 when it was moved to Burnaby's Heritage Village (1971-2001) and then to a warehouse near Royal Oak & McPherson for restoration and return where it resides in a new engine shed near the Carousel in the NW corner.

Do you or anyone else have color photos of 1223 at Edmonds & Kingsway?



**CANADIAN COUNCIL
FOR
RAILWAY HERITAGE**

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