



WCRA NEWS

NOVEMBER & DECEMBER/2019

**POLAR EXPRESS IS COMING!
MAKE YOUR RESERVATIONS NOW!**

**ANNUAL CHRISTMAS DINNER IS
AT THE ACCENT INN ON NOV.26th!**



GENERAL MEETING: There will be no December meeting. The Christmas Dinner on Nov. 26th will also serve as the November meeting at the Accent Inn at 3777 Henning in Burnaby on Tuesday November 26, 2019 at 5:30PM.

This great seasonal event will again feature a sumptuous hand carved Roast Turkey buffet dinner and a great time to chat with friends. No host Bar. Come out and enjoy a wonderful Christmas dinner. Everyone is welcome, so please bring along friends, partners and whomever, Reservations required by emailing Jeremy at jeremy.davy@wcra.org or call 604-484-2791 and note: reservation deadline is Nov. 22nd. \$42.00 (incl Tax and Gratuities)

ON THE COVER:

CP is releasing 10 units in the CPR Heritage Paint Scheme. Five with script lettering and five in standard lettering. Cover photo taken by Russ Grycan at Monroe on the Thompson Sub of CP 7010.

November/December/January CALENDAR

- West Coast Railway Heritage Park is closed except for special events for the winter until expected re-opening on April 1st.
- Polar Express for four weekends starting on Nov. 23rd through to Dec. 15th Tickets and information at wcra.org or local call 604-898-9336 or 1-800-722-1233. Five departures on Saturdays and four departures on Sundays. Not just a train ride but also a great visit to the North Pole to see Santa and Mrs. Claus, ride the mini rail, decorate a 'take home' gingerbread cookie and other activities.

The 2020 Wedding Show will be held at the Conference Centre on January 19th from 10AM - 4PM with two fashion shows at 12 PM and 2 PM. Free Swag Bags to the first 50 guests. Call the park for further details. 604-898-9336

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

PLEASE RENEW YOUR MEMBERSHIP

If the expiry date on your membership card or the date on your label is 11/30/19, it is time to renew your membership. If the label reads 8/31/19, this is your last issue of the WCRA Newsletter. We need all of you as members, so please renew today

NEW MEMBERS

- John N Frank and Family of Vancouver
- Marie Gibbs and Family of Brackendale

WELCOME BACK TO MEMBERSHIP

- Shaun Dymond and Family of North Vancouver
- Kayla Mak and Family of Squamish

WCRA TRIVIA #366 - By Ryan Cruickshank

What railway in the Caribbean was known as the "Rattle and Shake"
(Answer on page 23)

FROM THE OCTOBER GENERAL MEETING

Chair Craig McDowall called the meeting to order at 19:35 hrs with 17 Voting Members present. THIS DID NOT CONSTITUTE A QUORUM.

Bob Philip noted in his President's Report – 16 Speeders donated by Carl Vanderspek have all arrived on the property. Work on 6520 is almost complete with a couple of parts still have to be acquired.

Bob Philip covered all the Staff Reports:

- The Heritage Park will close to the Public for January/February & March 2020 but it will still be open to Members & Volunteers to do restoration work. Going forward, plans to operate using more volunteers to reduce the \$250k staff costs
- Polar ticket sales are running behind past years but we also went on sale about three months later than last year
- The HRA conference was good for us financially – we shared the convention profits with the HRA but in addition the revenue from the food and rentals that were all provided 'in house' made a big difference to the bottom line

- MP2 - We are committed to spend \$900k on renovations & upgrades. Short term priorities falling in this category:
 - Furnace, Insulation and (wet) Fire Suppression;
 - Installing Roof over outside tracks north & East of the Building;
 - Two requests were made by Members ... Install a small water heater possibly in kitchen so Vollies can have warm water to wash up at end of shift. Also as the weather cools the Archives needs a dehumidifier.

Other Reports:

- Bill Marchant reported on 960 ... Was a feature exhibit during the HRA open house for which she was spiffed up with Two Golden Glow headlights temporarily attached and illuminated. As restoration continues the roof deck and the tongue & groove cab flooring are complete. The journal boxes for the rear truck have been installed.
- Ryan Cruickshank enquired if there was any update on acquiring compatible parts for 960 from those surplus from 961. Answer - No.
- Bob Philip reported that the new Contract covering the 374 Pavilion, with the Vancouver Park Board, has not yet been finalized and at the request of our insurance underwriter the facility was closed for a short period while our liability position was clarified.
- Jeremy Davy re-confirmed that the Vancouver Train Expo 2019 will be held at the PNE Forum Nov 9 (1000-1800) & Nov 10 (1000-1700). WCRA will take MiniRail and have 3 tables supporting Association activities. Volunteers are still needed to staff the event.
- The Annual Dinner will be on Nov 26th at the Accent Inn in Burnaby. Tickets \$42. Jeremy will take reservations tonite or contact him by email or phone, Details in October Newsletter;.
- The Dinner on Nov 26 is the NOVEMBER General Meeting. The December meeting is Cancelled.
- Gordon Hall advised this year's show in Chilliwack was the final one. The Mt Cheam Lions Club is unable to recruit sufficient volunteers to continue running the show.
- Bill Marchant provided his usual fact filled Trackside Report.
- Ryan Cruickshank continued his Show/Tell from last month starting with the history of the manufacturers Lionel, Ives & American Flyer, followed by examples of product from each.

- Keith Anderson presented \$23.55 CT Money on behalf of Eric.
- Tim Ryan suggested the Association establish an award in Don Evans name as part of the Annual Awards.
- 50/50 draw was held.
- Craig McDowall supplied the entertainment, his 2009 DVD 'Steam Across the Border' featuring SP4449 (in Black livery) handling a BNSF Employee Special.

ASSOCIATION NEWS

The Heritage Rail Alliance was a great success . Over 100 members from all over North America, Europe and as far away as Australia attended the four day conference . The optional trip to the Fraser Valley Heritage Park for a tour of their trolley facility and tram ride sold out in advance . The FVHS did a great job hosting the 57 attendees , We returned via Skytrain and the Seabus . Thursday was the official opening day with an opening 'Plenary' session and then charter buses to Whistler for a 'free' afternoon and evening. Friday morning featured rotating seminars with topics diverse as 'Fund Raising for Museums ' (with Bob Philip as seminar leader) to 'Revenue Generation - Thinking Outside the Box' (with Gord Bell and myself as seminar leaders). Friday afternoon was a 'Park Open House' with tours of the museum and MP2 using our Budd car as transportation across the road. Friday night was a dinner hosted by REI. Saturday morning featured a trip to Vancouver by charter buses to the 374 Pavilion and a tour of the Rocky Mountaineer station and consist. Saturday evening featured a Gala Banquet sponsored by FareHarbour to close the event. We did well financially as we did all the catering 'in house' by hosting all events at the park.

The speeders that have been generously donated by Carl Vanderspek are now all at the park. Carl also covered the cost of transporting the speeders to MP2. We will definitely be operating 2 or 3 on a rotating basis next summer, part of making the park a more interactive museum. The ones that are not in operational condition may be used for parts or traded for equipment needed for our restoration projects.

CN 6520 has now had the paint job completed and your editor got a sneak peak during the HRA Conference and she looks spectacular. Appliances are now being attached and she should be ready for the Polar Express. Her debut is planned with CN dignitaries and union members invited to the event.

Featured Articles

Famous Railway Builders

Little Known Facts About our Railway Pioneers: by Bill Johnston

Previous articles in this series focused on the pioneers who built the CPR. It is now time to look further and investigate a person involved in the origins of the other major Canadian Railways.

Charles Melville Hays (May 16, 1856 – April 15, 1912) was born in Rock Island, Illinois. His family moved to St. Louis, Missouri, when he was a child.

In 1873, at the age of 17, he began his career in the railroad business working for the Atlantic and Pacific Railroad in St. Louis. From 1877 to 1884, Hays was Secretary to the General Manager of the Missouri Pacific Railroad. Beginning in 1884, he held the same position with the Wabash, St. Louis and Pacific Railway until 1886, when he became that company's General Manager. In 1889, he became Vice-President of the Wabash Railroad and remained as such until 1896, when he became General Manager of the Grand Trunk Railway (GTR). The GTR main line ran from Portland, Maine to Montreal with a further extension to Sarnia linking it with an American subsidiary. There were many branches in the north-eastern states. By the turn of the century the GTR was near bankruptcy and under-performing its rival, the CPR. On the advice of American financier J. Pierpont Morgan, the GTR board selected Hays as General Manager to bring more aggressive, "American" business practices to the company. He reorganized the management of the company and successfully negotiated running rights with CPR. He also brought more efficiency to the handling of accounts, built new track and ordered more powerful locomotives. These changes produced an era of greater success for the railroad.

At the time, the western prairies were being rapidly settled. Hays wanted to capitalize on the trend by constructing a transcontinental railroad, within the borders of Canada, to run 3,600 miles from Moncton, New Brunswick, to Prince Rupert (well north of the CPR). In 1900, he introduced a proposal to extend the lines of the Grand Trunk Western, an American subsidiary, from Chicago to Winnipeg, "and thence to the Pacific." However, he was turned down by the railroad's directors in London. Later that year, Hays left GTR to work for Southern Pacific, but a change in ownership there led to his resignation. He returned to the GTR to find that the president, Sir Charles Rivers Wilson, had convinced the Board of Directors to pursue the transcontinental railway. Meanwhile, the government, under Sir Wilfrid Laurier, had also decided to back the project. Plans to construct the transcontinental line were announced on November 24, 1902

His plan involved the creation of a subsidiary line from Winnipeg to Prince Rupert, with the government building the line from New Brunswick to Winnipeg. The cabinet became weary of the Hays demands for subsidies, but after negotiations between the government and Hays, aided by the railroad president Rivers Wilson, the National Transcontinental Railway Act was passed in 1903. It enabled the incorporation of the Grand Trunk Pacific Railway (GTP). The government portion of the line east of Winnipeg would be called the National Transcontinental Railway - NTR. Hays made the construction of the mainline his priority, failing to develop feeder lines. Canadian Northern and CPR joined forces to gain control of the prairie traffic. The competition among the three railroads led to Canada ending up with three transcontinental railways instead of one. This was to result in the GTP being starved of traffic. Even though it was arguably the best of the three, it ultimately failed to attract enough freight to make it profitable.

After construction on the GTP began in 1905, Hays started the Grand Trunk Pacific Development Company in order to purchase thousands of acres of land on which he established townsites along the route of the railway, including Melville, Saskatchewan, which was named after him. His vision went beyond the building of the railway. He also had plans for a fleet of ocean liners and a string of resort hotels across the Rocky Mountains.

After Rivers Wilson retired as the railroad president in 1909, Hays was appointed to fill the position. By 1910, Grand Trunk union workers were demanding wages on par with those of railroad workers in the United States. A strike put a stop to construction. Hays finally gave into the workers' demands but failed to re-hire 250 previously-fired strikers despite promising to do so. He also denied workers their pensions, causing one member of Parliament to describe him as "heartless, cruel, and tyrannical".

By 1912, the cost of constructing the railway was increasing, with rising wages and price increases on materials, while the government refused to allow a rate increase. Another reason for the mounting costs was his insistence on "building to the very highest standards".

In April 1912, Hays was in London soliciting financial support for the GTP. He was anxious to get back to Canada for the opening of GT's Château Laurier in Ottawa. The gala opening of this hotel was set for April 25, 1912. Hays had also received news that his daughter Louise was having difficulty with her pregnancy.

Additionally, he might have had business with J. Bruce Ismay, chairman of the White Star Line; in any case, Ismay had invited Hays to join him on the RMS Titanic. Hays, his wife, Clara; his daughter; Orian, his son-in-law, Thornton Davidson; his secretary, Mr. Vivian Payne; and a maid, Miss Mary Anne Perreault, shared a deluxe suite on the Promenade Deck.

11:40pm on April 14, 1912, the Titanic struck an iceberg. Hays helped the women in his party into one of the 20 lifeboats, but he, his son-in-law, and his secretary remained and perished when the ship sank, along with 1,500 other Titanic passengers and crew.

The ship Minia recovered his body on April 26th. "It was no trouble to identify him as he had a lot of papers on him and a watch with his name on it," sailor Francis Dyke wrote to his mother. His coffin was brought back to Montreal for burial aboard his private railway car, "Canada". The car is still preserved and on display at the Canadian Railway Museum near Delson, Quebec.

Hays died before he could see the GTP completed. He was eulogized as one of the greatest railwaymen in Canada, and work on the GT system was stopped for five minutes, on April 25, 1912, in his memory. The period in which Hays led the GTR was its most prosperous era, but not prosperous enough it seemed.

His policies led to its collapse in 1919. The company was placed in receivership, and the government seized GTR's stock. It was later alleged that Hays had deceived the company's London directors in 1903 by committing them to conditions in the railway's agreements with the Canadian government for the building of the GTP to which they did not agree. That scheme was blamed for the collapse of the company. The railway became part of the CNR which was incorporated on June 6th, 1919 taking over other bankrupt and government railways, including the Canadian Northern. There is a statue of him in Prince Rupert, and the city of Melville, Saskatchewan, is named after him, as is the village of Haysport, BC, 35 km east of Prince Rupert, on the former GTP mainline, on the banks of the Skeena River.

Material based on Wikipedia and other sources - submitted by Bill Johnston

The Skookum

An article by Chris Baldo who resurrected & restored this engine

For those of you unfamiliar with the amazing story of The Skookum, it was an articulated steam locomotive used in the Oregon woods by the Deep River Logging Company No. 7 (former Little River No. 126), built by Baldwin Locomotive Works in June 1909. Retired and abandoned in place in the forest following a derailment wreck in 1955.

As far back as 1960 when Charlie Morrow labored on the bank of the Naselle River to rescue Skookum, newspaper accounts of the project talked about railfans from British Columbia coming to Morrow's "Skookum Camp" to assist in the project.

The lasting image many have of Skookum of the locomotive laying on its side in 1955 along the Naselle River. She derailed while returning to camp working for the Deep River Logging Company.



Driving all night Friday evening after work to spend two dirty and painful days dismantling the locomotive, before driving Sunday night to get back to work on Monday. I wish I knew who those dedicated Canadians were. That was close to the date of the founding of the West Coast Railway Association in 1961, so some of those founders might have been on the first Skookum crew. Part of the lost lore that makes Skookum so magical. In bringing people up to date on the Skookum restoration, I will not try to chronicle here the events of the past 14 years since the restoration began in 2005. We have tried to document that process with several publications from our logging history group in Willits, California called *Roots of Motive Power*. All of those publications were re-printed in early 2019 as one volume, entitled *The Resurrection of a Locomotive – The Skookum Project, A Compendium of Five Issues of the Roots of Motive Power Highline*. I am not pushing that publication here, but wanted to let interested railfans know that it is available for sale in Willits at The Bookjuggler, 182 South Main Street, Willits, CA 95490 (707) 459-4075. info @thebookjuggler.com. Those five issues of the Highline take us from the delivery of the locomotive to the Little River Lumber Company in Townsend, Tennessee in 1909, through its working life in the Pacific Northwest, its fall from grace on the bank of the Naselle River, the heroic effort by Charlie Morrow and friends in 1960 to save her, the intervening 45 years of storage and neglect, and finally the restoration project that began in 2005 and continued until the locomotive's operation in Oregon in the spring of 2019. Skookum was in the news in March, 2019 when it participated in the TRAINS magazine photo charter on the Oregon Coast Scenic Railroad. The image of Skookum largely together and operating under its own power was truly a miracle for anyone that followed the locomotive's various states since 1955.

It is a testament to the persistence and skills of Scott Wickert and his Tillamook Locomotive Works that the restoration project proceeded at a consistently high standard through some very uncharted waters. I decided several years ago that I wanted to move Skookum closer to home to complete the restoration and enjoy some of the fruits of a very expensive undertaking. April 15, 2019 was moving day , and after a series of battles to secure the necessary permits, Renn Transportation of Gilroy , California was heading down Interstate 5 with Skookum aboard (see photo on back cover). The destination was the Niles Canyon Railway at Sunol, California where Skookum would operate for a year. I had become good friends with the Niles Canyon steam crew and their CMO Alan Siegwarth after two guest visits to Niles Canyon with my Baldwin 2-6-2 side-tank Mason County Logging #7 and trusted their skill and judgement.

A good friend and fellow railroad afficianado, George Lavacot, has counceled me in his fatherly manner by saying the worst think you can do to a steam locomotive is to operate it; and the second worst thing you can do is not to operate it. Our initial efforts operating Skookum at Niles Canyon made two things very clear; Skookum was far from a completely restored locomotive, and George was right on the first account. We found ourselves doing a whole series of repairs to various components, major and minor, as the miles began to add up, and we tried to scratch never-completed items off of Alan Siegworth's list faster than he added items. I will try in this article to review here what I call the Niles Canyon phase of the Skookum restoration.

While at the Oregon Coast Scenic Railroad, Skookum had suffered four catastrophic breakdowns involving valve gear that were attributed to a variety of issues, incorrect valve timing, lack of lubrication, issues with the power reverse. All of these issues were corrected to some degree, but the failures were forefront in everyone's thoughts at Niles Canyon as they were so immediate and destructive, with little advance warning of a problem. Valve gear components of later Baldwin locomotives were all constructed with much more substantial structure and parts, which was cause for concern. But, 45 years of successful operation in the Pacific Northwest logging woods indicated the 1909 design was more than adequate

Running the engine light, we became more comfortable with the repairs made and the reduced potential catastrophic failure, but valve timing issues still seemed apparent. One of the attributes of the Niles Canyon Railway for rail fans is the sustained 1.5% grade on the west end from Niles to the yard limits at Brightside. Those grades with a string of cars were made for Skookum, but no amount of cajouling could get Skookum to start toward Brightside while attached to a consist. We needed to address valve timing again.

Not wanting to make the mistake of assuming any part of the previous work was correct, we started with the very basics of finding correct front and rear dead centers on the driving wheels, and removing all the valve covers so we could determine the limits of valve travel and transfer this information to an external point. By moving the locomotive forward and back, we could now determine the accuracy of the valve setting. Unfortunately, we determined that the valve timing was off on all four corners (both low pressure engines and both high pressure engines). There are no simple adjustments on slide valve equipped locomotives; changes are made by lengthening or shortening either the eccentric rod or the radius rod, or both, dependent on what the measurements and calculations indicate. This procedure is much the same as the blacksmith at the Baldwin factory would use in 1909, heating steel and hammering to lengthen the part, or heating steel and using some form of compression to shorten the part. The Baldwin smith had the luxury of the correct tooling, and the fact that the process, the calculations and the adjustments, was an every-day event in the manufacture of steam locomotives. It took two days to work out a way around the locomotive, removing parts, lengthening or shortening under Steven's watchful eye. Just about the time I thought we were getting good at it, we were finished.

It was not until the following week that Skookum backed up to a line of seven cars and one diesel locomotive, and headed east on the gentle grade to Sunol. With all systems working well, we headed west down the hill to Niles. This would be the test of our valve timing skills as well as seeing how Skookum would fire under load as we thundered up the hill. Alan Siegwarth does not smile very often, but we did get a glimpse of a smile when we pulled into Brightside. Some more things were added to Alan's list, like the petticoat pipe and nozzle in the smokebox, but it was a huge relief when we knew that Skookum could now do the work she was designed to do.

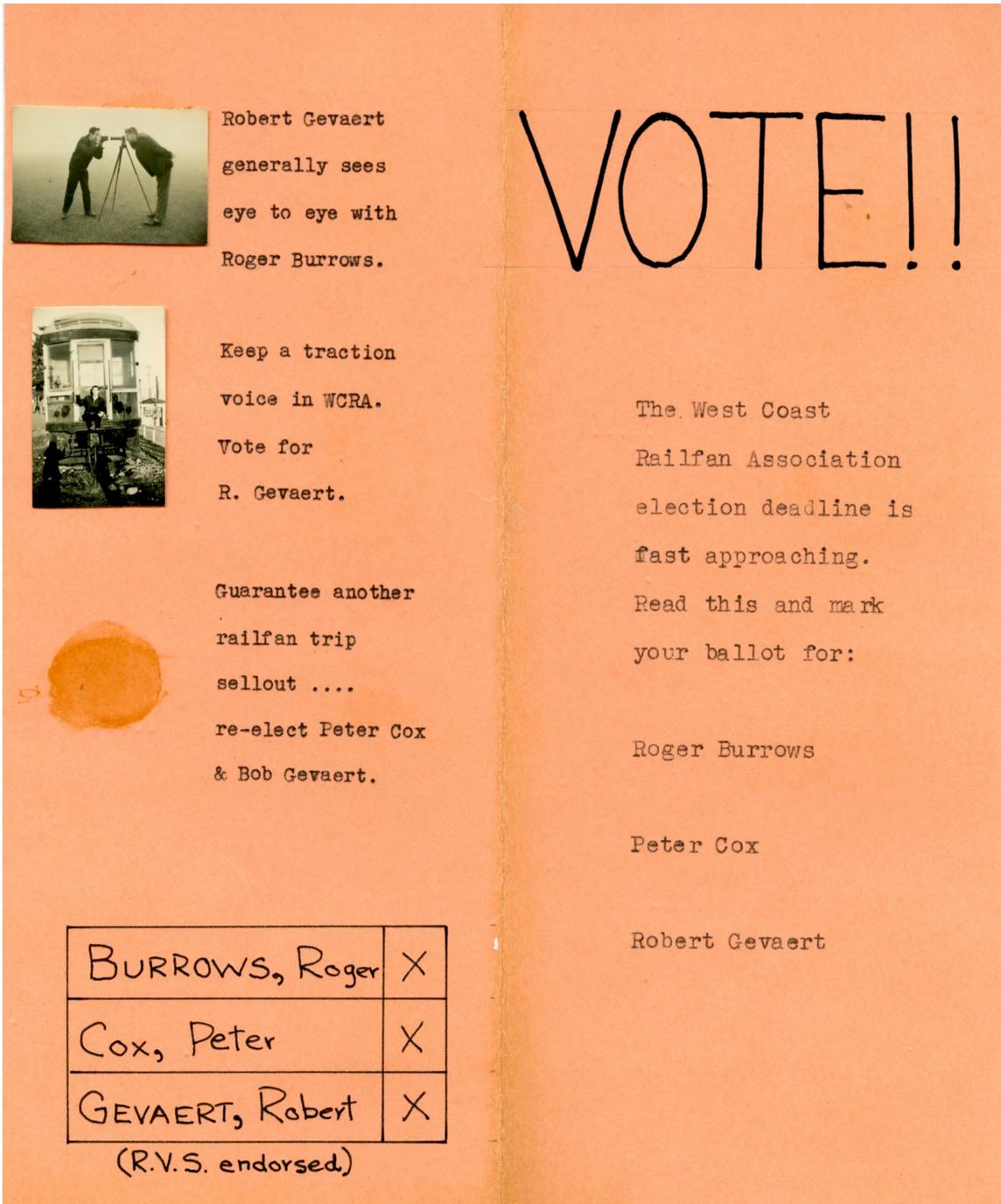
One of the partially completed projects on Skookum was the firebox door shroud, an assembly that allows air for the firebox door damper to be pulled from under the floor of the cab. The lower portion of this assembly was completed by Scott Wickert in Garibaldi, but it needed to be installed and a transition piece fabricated between the door and the shroud. Because the door still needed to be opened, the fit between the two had to be close, but flexible enough to permit movement. The installation of the shroud and the fabrication of the transition was completed by Eli Mosher of Baldo Locomotive Works.

Another of the partially completed Skookum projects was the shimmering green sheet metal jacket. The jacket looked good from afar, but some areas, notably behind the cross-compound air pump, were never properly completed. The jacket was held into place underneath with a combination of baling wire and wooden wedges, all of which needed to be remedied. (cont'd on page 14)

FROM THE EDITOR

Going back over 50 Years

I came across an envelope addressed to Hugh Little, our board member, in 1963 but addressed to Hughie Little! Inside was a very creatively worded ballot on who to vote for in the election. Here is what it looked like (4 pages):





Don't turn the
table...re-elect
Peter Cox,
Robert Gevaert,
Roger Burrows.



In a fog
voting? Re-elect
Robert Gevaert.



Push for more
fantrips
Vote for Roger
Burrows and
Peter Cox.



Leadership under
any conditions.
Re-elect Peter
Cox.



Plow through
red tape with
Robert Gevaert
& Roger Burrows.



Bring WCRA's
future into
focus
vote for
Roger Burrows.



Keep W.C.R.A.
moving ahead
with R.B. at
the throttle.



No more diesel
helpers on fan
trips vows Peter
Cox. Re-elect
P.C. in '63.

VOLUNTEER FOR THE POLAR EXPRESS

Can you help? The Heritage Park needs volunteers to join us for a fun time to help with the Polar Express. Help show our guests some warm WCRA hospitality and have a great time too, meals provided as well. This is a rewarding experience, roles available to fit everyone's unique available time and energy. Call the Park at 604-898 - 9336 and help make a difference, and give the WCRA a hand! We can really use your assistance this year! Your editor has been the Trainmaster for the last few years and it really gets you into the Christmas spirit . . so please help if only for one day or two.

Troy James and Eli Mosher of Baldo Locomotive Works removed the air pump to address the boiler jacket issues behind and also install some missing mounting studs for the air pump.

With the walkway and considerable plumbing to be removed, this was not a simple project. More work remains for the boiler jacket, most notably on the wrapper sheet in the cab of the locomotive where it was never installed.

The Niles Canyon steam crew has been busy placing insulating pipe wrap on the steam piping in the cab. Burned fore arms from reaching through the web of steam plumbing in the cab of a locomotive to open or close a valve are part of the mystique of steam engineers and firemen, and most have the battle scars to verify their membership in the select club. But, we try to do what we can to minimize the occurrence.

George Lavecot's advice on the inevitable consequence of operating a steam locomotives was prophetic as we first had to deal with a blown head gasket on the Westinghouse cross compound compressor and then with a bad bearing on the Pyle National dynamo. The air pump had been rebuilt in Oregon, using the new environmentally safe composite gasket material. Luckily Alan dug through his trove of old parts and produced one of the old copper head gaskets, which did the trick.

Rebuilding the Pyle National K-2 dynamo is not as simple a project, and we opted to switch out the K-2 for a Pyle National MO-6 that we had on the shelf at Baldo Locomotive Works. The K-2 was still making its 32 volts, so hopefully we caught the problem early enough that no damage was done to the turbine wheel or other internal components. One of the mysteries of the Skookum restoration is what happened to the dozens of pipe brackets from the locomotive and tender between 1960 and 2005. They completely vanished, perhaps still laying in the soft dirt at the Naselle when Skookum was dismantled. Scott Wickert fabricated many in Oregon.

We have continued that project down at Niles, with several dozen more pipe brackets still to fabricate. It is a slow process, no two brackets alike, no two fastening points the same, no blueprint, just common sense and good metal working skills.

The list of small projects completed is long and impressive; fabrication and installation of the lower hand brake bracket so the hand brake is fully operational , fabricating new nozzles for the front sander valves to make the sanders operational repairing one of the Hancock injectors, replacing packing in multiple valves, making repairs to the 5-feed Chicago lubricator, creating more ring gap in the piston rings of the Ragonnet power reverse to operate more freely, adding auxiliary oilers to the low-pressure valve chests to insure adequate lubrication.

I do not want to depress you with Alan Siegwarth's continuing list of Skookum repair projects. At this point, none will limit Skookum's scheduled operation at Niles Canyon including the reenactment of the pounding of the Golden Spike in September, 2019. / The date 150 years from when the transcontinental railroad finally reached the San Francisco Bay. You can keep in touch with Skookum events and schedule of operation by checking on the Niles Canyon Railway website. (see back cover photos)

RAILWAY NEWS

A very rare BCOL lash up on the head end occurred on Nov. 1st on a CN freight from Calgary to Thornton with ex BCR units #4609 and 4649 (JM)

Rocky Mountaineer announced in July at the their train running to/from Seattle to pick up cruise passengers will not be continued next year. I would notice the train coming southbound through West Vancouver on Thursday afternoons with usually one or maybe two Silver Leaf and two Gold Leaf coaches so the passenger loads were not great. (JM & MCM)

A new mosaic sign is at Ashcroft commemorating CN's 100th Anniversary (MM)



And Nov. 1st will be the 100th Anniversary of the Canadian Northern/National's building of the now Pacific Central Station in Vancouver. (GM)

Just an observation from this past Friday 8th Nov. While travelling past Amazon (Braid Station) on Skytrain, I noticed that the door to the part of the building that has the track for indoor storage was partially open. Just inside was the F unit 6300. Apparently it did not leave with the railcars earlier. (KA)

In addition to turning loops at Bennett and Fraser, it seems that the WP & Y added a very large turning loops near Summit this year to enable turning 3 trains at a time, and increasing traffic to 10,000 passengers PER DAY! (JM)

WCRA News - December 1979 From the Editor's Desk:

A CPR railroader revises

"T'was the Night Before Christmas"

By Blue Nygard (CP brakeman back in the mid 1960's)

T'was the night before Christmas
And all down the main line
Train crews were hoping
To be home before nine

From North Bend to Ruby
Was a washout on the road bed
With the CTC cut
And all the signals were red

The dispatcher with headset
His ears were sore
From everyone screaming
For a two sixty four**

"I can't help you' he said
"You'd better sit tight"
All lines are down
No movement tonight"

Well, they cussed and they cursed
And they swore and they spat
But those were the orders
So that's where they sat

Then lo! From the sky
Everyone could hear
The jingle of bells
And the snort of reindeer

Then old Santa said
With a voice that thundered "
I'll have you all home
Before twenty one hundred !"

So they grabbed their grips
And picked up all their packs
And loaded them up
On the reindeer's backs

Hoggers on shoulders
Conductors on rumps
Of course all the brakies
Had to ride the humps

So if in Santa and reindeer
You do not believe
Just ask the CPR's gang
Who got home for Christmas Eve!

** A 264 is a special permission
to pass a red light given only by
the dispatcher

WCRA's Meeting Notes from November's Meeting

Work continues with BC Hydro Rail officials re: the excursion up their Valley Line next spring . Date now set for Sunday , May 1th. Ads have been placed and a safety meeting needs to be held to police operations on the trip.

Nominations are once again open for Railfan of the Year. This award is given annually to the association member who has gotten himself into the most humorous or embarrassing situation while participating in the rail fan hobby. Nominees should be forwarded to MCM who is responsible for this distinguished award of merit.

Dates have been set for WCRA 's annual winter excursion on BC Railway to Lillooet and return . The trips will run Sat. Feb 16th and Sunday , Feb. 17th. Grant Ferguson and Bob Gaevert will be heading the committee this year.

A joint excursion with the CRHA and the North Cascades Group at Belling- ham will ride the Lake Whatcom Railway on Wed. Dec. 19th. Andy Preddy has tickets for the charter bus and rail trip. Cost will be \$8.00. Bus will depart the CN/VIA station at 18:00 and expected return around midnight.

BCR

The bridge over the Peace River near Ft. St. John, which was severed in a derailment and fire on Oct. 21st ,was re-opened to rail traffic on Dec. 7th. It was originally estimated to be a two plus month time frame but was completed in six weeks. Emergency trucking was used between Ft. St. John and Dawson Creek in the interim. Seventeen locomotives were stranded north of the bridge. Also on the bridge front, a new steel bridge with concrete footings will be built between Prince George and Northwood Pulp & Paper. The bridge will eliminate mudslide-caused derailments recently. Almost 200 cars per day arrive in Prince George over this line from the north.

On Wed. Nov. 28th, a collision 4 km west of 100 Mile House, occurred between a SB freight and a yard engine with two cars of lumber. Three crewmen were injured And a day later, ten cars of a southbound freight derailed near Quesnel due to a broken rail.

CN

Work continues around the clock on restoration of CN's Second Narrows Railway bridge which was knocked out of service on Oct. 21st. A recent inspection shows little change in outward appearance. The north tower is still leaning as work continues under the surface on the pilings supporting the span knocked into the inlet. Canron states that the bridge should re-open by the end of January.

The six C-424 units that had been on lease to the BC Railway were returned to the CN in October.

CN shops in Montreal are rebuilding ten Southern Pacific GP-35's on contract. Four are completed with six more to be rebuilt by the spring.

CP

Business car #4 is undergoing final paint work following extensive refurbishing of the car body at Drake Street yards. All rust was removed and the entire car was primed, then all interior systems overhauled and interior refinished. This car is probably the last of the 'Cape Cars' in service.

Major work is being done on the Pitt River bridge has seen freight traffic stopped and VIA trains rerouted on two recent Sundays. The work includes deck and rail replacement. Freight traffic wasn't rerouted but completed halted. VIA was rerouted over CN via New Westminster and then out the CN mainline and back on CP at Mission.

A notable lash up during this rerouting was a classic A-B-A combination - all in CP red - with CP #1400 on the head end.

CP retired many MLW (Alco) units in October including RS-3's, RS-10's and S-3's and one S-10. At the same time, 14 more SD-40-2's were delivered to CP by GM Diesel in October.

E&N

Four derailments in two months have prompted serious concerns regarding the roadbed and its 'turn of the century' age and design.

It is expected that E&N passenger service will be reduced to one Dayliner for the winter. Your editor noted on Nov. 10th there were still two RDC's on the run with a 60% passenger load at Qualicum Beach.

AMTRAK

It has been announced that the Pacific International will be rescheduled on Feb. 1st to a 7:00 Vancouver departure. The current 11:25 departure has seen very light passenger loads (only 15-20 per week day!).

The PI departing Vancouver on Sunday Nov. 25th had two F40PH's and nine Superliners in the consist!

Drake Street Report

Work on steam locomotives inside CP Rail's Drake Street roundhouse is in full progress with Pacific Coast Terminals 0-6-0 #4076 being re-assembled after completion of boiler work. Boiler lagging and jacket are installed and painting has started with completion expected in mid January. The locomotive is to be shipped to the Calgary Heritage Park. The Royal Hudson is getting minor boiler work and general inspection for the spring 1980 trip to San Diego and back. She is currently in the centre stall sans tender and has the hood shroud and smokebox front removed. Some superheater tubes have been pulled. Who would have thought that in the late 1970's that Drake Street would be servicing steam locomotives.

Cranbrook Rail Museum

The museum's Gallery Car restoration is now completed and booked for a full schedule of exhibitions through 1980. The gallery is ex CPR baggage car #4481, built for the famous Trans Canada Limited. It is coupled to the beautiful dining car "Argyle" and recently has been joined by the sleeping car 'Rutherglen'. The baggage car renovations included insulating and vapour sealing the walls and covered with fire retardant burlap and several free standing panels allowing flexible exhibit space . Full heating and air conditioning were installed to meet humidity requirements.

Milwaukee Road

Milwaukee operations west of Miles City, Montana ceased officially at 21:59 hours on Oct. 31st. It was reported that many trains were rerouted via other lines prior to the shut down. But the embargo ended quickly with an emergency aid bill passed Congress on Nov. 2nd and signed by President Carter on Nov. 4th allowing trains to run again with a deadline of Dec. 15th for employees and shippers to take over ownership of the railroads western lines. At the same time Union Pacific has taken over operation and maintenance of the Tacoma Junction - Black River line. MILW trains still have trackage rights. UP is upgrading the line from 40 mph to 60 mph.

The Kettle Valley Railway Heritage Society

Pat Capozzin of the KVRHS was featured on CKVU's 'Vancouver Show' on Wed. Dec. 5th. Interviewed by Mike Winlaw, Mr. Capozzi outlined several current efforts being made to save the line from Penticton to McCulloch for a tourist train operation. And possibly regular passenger transportation in the future. He pointed out that there has been a lot of support very quickly and was successful in stopping the removal of rail on this section of the line until June 1st, 1980. The challenge moving forward is to raise sufficient funds for a viable proposal to operate the line that will be acceptable by Canadian Pacific.

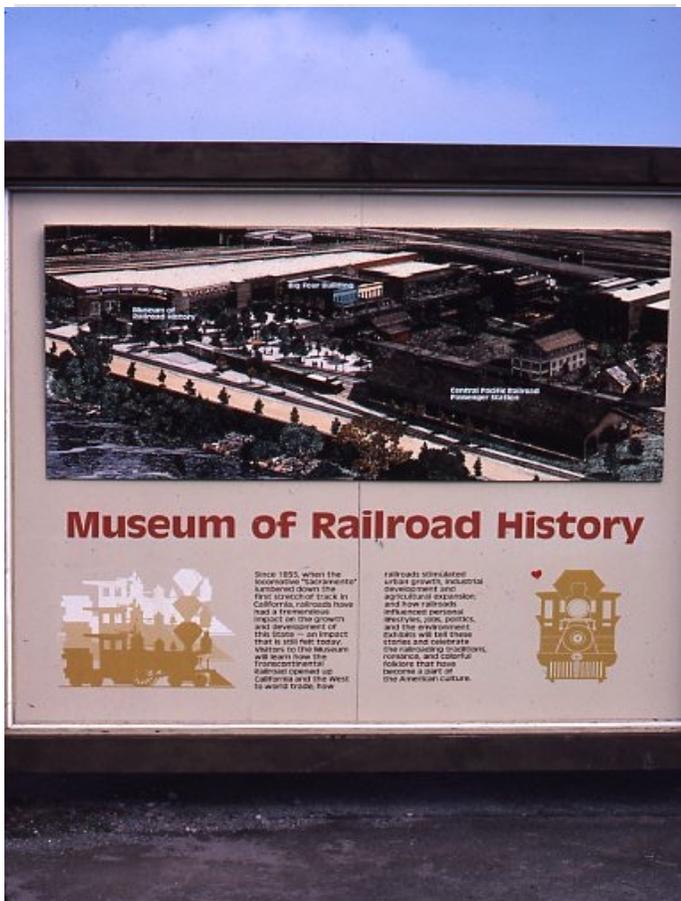
Caboose Moved

Mr. T. Ferguson's ex BC Hydro caboose has followed Hillcrest Lumber's Climax #10 to Tacoma WA. The brown caboose with red ends was shipped via BN to the Vancouver waterfront then by barge to North Vancouver and on to Tacoma.

Editor's Recent Trip to California

Construction is well underway with construction of a major state operated railway museum in Sacramento with a grand opening expected in the spring of 1981.

Near the C.C.T. in Sacramento is a museum or club collection of Southern Pacific power but buired in the middle of Safeway's warehousing property, so no chance of a close look. Equipment there included a Baldwin AS-616 in red/gray scheme, a EMD /E8A in same scheme and a EMD F7A in 'black widow' paint scheme. This could be part of the collection destined for the new museum (photos by mcm)



ATSF in San Diego is operating exclusively with CF-7's. These are road switchers rebuilt from F units by the ATSF shops

San Diego and Eastern has at least one unit, a SW900 #1126 painted in its own road colours. All other units were still in the standard Southern Pacific paint.

COLLECTION REPORTS

CP Baldwin 8000

Greg Robertshaw and Richard Courage continue with the never-ending task of restoring CP 8000. We were sidetracked with a faulty voltage regulator on CP 6503 (it's now producing proper 74 volts) and more recently with a traction motor transition issue.

We have made progress in the last months on a few of the hundreds of CP 8000 issues including the removal of all traces of the MU connectors, straightening of the front handrails, installation of new communications hoses, welding of a cover over the shorter exhaust stack and the refurbishment of the battery boxes.

BCER 960

Editor's correction: last month I erred in stating that the photo of 960 in new paint was in primer. That colour was the BCER colour and your editor was mistaken as he was thinking BC Hydro's (successor to BCER) yellow paint scheme. Oops!

We are taking possession of a 600v DC vintage genset mounted on an old rubber tired trailer. Some years back The Vancouver Trolley Bus Group (and at one time, the operators of the False Creek trolleys) had offered to sell the vintage Genset to us, but we declined at that time. We are now taking the unit off their hands for free, plus reasonable transporting costs.. You can't, in most cases, do better than free. Ideally we will be able to utilize for testing 960 should we get her to operable state.



***WEST COAST
RAILWAY
ASSOCIATION***

**Annual Festive Dinner
*Tuesday***

26 November 2019

Accent Inn – Banquet Room
3777 Henning Drive just off Boundary Road
On the Burnaby side

The location has free parking or easy access via #28 Bus to the door which connects to SkyTrain at Joyce or Gilmour

Doors open at 5:30 p.m.

Dinner at 6:30 p.m.

Tickets \$42 per person

(Our costs increased \$2.00 this year)

You may pay at the Door but ...**RESERVATIONS REQUIRED**

Reserve by emailing Jeremy at jeremy.davy@wcra.org
or calling 604-484-2791 & leave voicemail if no answer

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BACK COVER

Top Photo

The Skookum locomotive and tender are loaded on the Renn Transportation trucks at Tillamook on April 14, 2019, ready for departure the following morning.

Photo #2 Skookum is captured as she crosses a short bridge on the shore of Nehalem Bay on the Oregon Coast Scenic Railroad during the TRAINS magazine photo charter . Photo by Axel Bozier.

TRIVIA ANSWER: The Bermuda Railroad (aka the 'Rattle and Shake') was one of the shortest railway routes ever built and, mile per mile, probably the most expensive. It operated between October 31, 1931 and May 1, 1948. In its 17 years of existence, the 21.7-mile railway line provided frequent passenger and freight service over its length spanning most of Bermuda, from St. George's in the east to Somerset, in the west.



**CANADIAN COUNCIL
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