



# **WCRA NEWS**

## **JULY to SEPTEMBER**

### **2020**

**HERITAGE PARK TO RE-OPEN ON  
JULY 1st WITH NEW ATTRACTIONS!**

**And starting July 4th, the Heritage Park will be  
open Saturdays and on Sundays & Mondays on B.C.  
Day and Labour Day weekends throughout the  
Summer!**



## The WCRA MONTHLY MEETINGS

The Monthly Meetings have been postponed until further notice due to the current pandemic.

## ON THE COVER:

Getting one of the classy speeders (donated by Carl Vanderspek & Marg Hope) ready for the park 'Summer Saturdays & Holiday weekends' opening on July 1st

## MEMBER NEWS

Our condolences go to:

- The family of Wallace Audley, a long time staff member, volunteer and member since 2008 who passed away recently.
- Lynn Ledgerwood and Family on the passing of Dr. Ernie Ledgerwood on June 10th. Ernie was Member, supporter and volunteer since 1999.

## PLEASE RENEW YOUR MEMBERSHIP

- If the expiry date on your membership card or date on your label is 31May 20 [5/31/20] or earlier your membership has expired and it is time to renew.
- If the label reads 2/28/20, 3/31/20 or 4/30/20 this is your last issue of WCRA News.

**We need all of you as members, please renew today.**

The WCRA News is now a quarterly publication and will convert to a magazine format in January 2021

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

Senior \$50 (\$52.50), Individual \$55 (\$57.75), Family \$65 (\$68.25) **E Members (electronic newsletter only) are \$35 (\$36.75) Senior, \$40 (\$42.00) individual and \$50 (\$52.50) family.** Other categories are:

- Junior Member (age 18 and under) \$ 30 (\$31.50)
- Sustaining Member \$100 (tax receipt) **plus** membership type regular fee
- Life Membership \$700 (\$735) individual life / \$1,200 (\$1,260) family life

All memberships include the monthly newsletter, Heritage Park admission (except Special Events), mini rail rides and discounts on food and merchandise. The Association holds a monthly meeting on the last Tuesday of the month at 1930 hours in Burnaby at Rainbow Creek Station in Confederation Park. Apply through [www.wcra.org](http://www.wcra.org) or mail to WCRA, PO Box 2387 Stn. Main, Squamish, BC, V8B 0B6

## FROM THE EDITOR

Today's Pandemic has had occasional references in the media of the 'Spanish Flu' of 1918. At the same time, World War I was still paramount in everyone's mind. But how did 'The Flu' affect rail travel and freight movements 102 years ago compared to today. From a passenger rail travel perspective, comparing the two pandemics, there are many similarities. But keep in mind that rail travel back then was far more prevalent than today. Trains, and buses to a lesser extent, were the only means of long distance travel. Rough estimates of rail passenger miles were 42 billion! And social behaviour was very different too. In the October 1918 issue of *Railway Age*, the Editorial stated: "The danger of contagion is most serious in crowded places. For that reason, it behooves the railways to take every possible measure to ensure they do not spread the disease. Crowding in passenger trains should be avoided as much as possible. Spitting in passenger coaches is still occasionally seen and is particularly evil in smoking cars. Trainmen should be instructed to remonstrate with those who persist in the habit".

At the same time, signs were common in station waiting rooms stating; 'Spitting on the Floor is Forbidden. All diseases of the Air are Spread by Spitting'. And passengers were encouraged to use their handkerchiefs if coughing or sneezing (handkerchiefs were carried by almost everyone back in 1918). As is the case today, all schools, offices, 'places of amusement', colleges, saloons and even Liberty Loan meetings were canceled. An example of restricted travel included some smaller cities like Belen, New Mexico instructing the Santa Fe Railroad to only let local returning residents to dis-embark off their transcontinental trains. Local leaders in Gunnison, CO on the Denver and Rio Grande narrow gauge told motorists to keep driving straight through town or submit to a quarantine and passengers arriving on D& RG trains were obliged to go into a two day quarantine.

Today, estimates are that freight traffic in 2020 will decrease between 8 & 12% in North America and rail passenger travel will decrease far more at an estimated 95% in both current and future bookings. As a result, Amtrak received \$1 billion in Federal relief money in early April to stay afloat

VIA Rail announced on May 27th that the 'Canadian' and the 'Ocean', their two long distance trains are suspended until Nov. 1st. But VIA recently doubled the service between Toronto, Ottawa and Montreal - from one train a day on each route to two. Intermediate cities will have three trains a day eastbound and four westbound. There is still no Business Class service in the Eastern corridor with no food and beverage service except a complimentary water and a snack which has reported to be a nutri-bar or hummus and crackers and/or a chocolate bar.

VIA is respecting government and public health directives by not encouraging travel. On the home page the new slogan is: "Staying home is how we love the way."

In summary, the numbers affected by the Spanish Flu far exceeded those of our covid 19 pandemic. The Flu in 1918 infected an estimated 500 million people worldwide and killed an estimated 50 million, with 675,000 in the US alone. A more effective self isolating policy and better medical treatment has far lessened the numbers in 2020.

**WCRA TRIVIA #369 - By Craig McDowall**

Why did the old U.S. transcontinental or regional cabooses have a big letter 'P' on them and what did the 'P' stand for? Answer on back inside cover.

**The WCRA has lost Two Key Members in the Past Month**

**Wallace Audley**

Wallace passed away in Kelowna on May 11th after a short illness. He was a staff member (gift shop), WCRA member and volunteer since 2005, You couldn't meet a kinder gentleman. Very knowledgeable about the history of railways, the exhibits we have in the park and very polite with all the guests upon arrival. When the public used to buy their admissions in the gift shop, many days Wallace would be the first staff member they would meet. It is extremely important that 'the first contact' is a good one and Wallace had all the characteristics, attitude and knowledge needed to ensure that 'first impression' was a positive one. As Barb Stover, a long time volunteer said so succinctly: "He will really be missed by the park's regular visitors who he treated as friends". We have a 'big pair of shoes' to fill with his passing.



Wallace



Lynn and Ernie

## **Ernie Ledgerwood**

Ernie was our 'in house' first aid doctor for our major events starting with 'Day Out with Thomas' in 2004. Ernie was born in Vancouver and graduated from UBC Medical School in 1960 and practiced medicine in Vancouver until 1988 when he and Lynn and their three girls moved to Whistler where they ran a busy 'one man' practice. He retired his practice in 2007. Ernie and Lynn have been long time supporters of the WCRA, both financially and with volunteer participation. We loved Ernie and will miss him around the park.

## **Feature Article: by Bill Johnston**

### **The Famous BC Rail System Tour**

**By Bill Johnston**

Almost from its inception WCRA was involved in rail tours. These usually included bus trips to worthy train rides and group bookings or charters on VIA Rail or BC Rail for short journeys of 1 to 3 days. With passenger train service on Vancouver Island, BC Rail service to Lillooet and beyond, and VIA Rail service to the east, interesting combinations were put together to raise funds for the Association. Also included were daytrips to various rail-oriented attractions in Washington State.

In 1986 WCRA gained much exposure during EXPO 86 through its involvement with SteamExpo , an amazing event that attracted steam locomotives and railfans from far distant places.



'On the Tumbler Subdivision'

Following on the heels of that event it was deemed possible to hold an event for railfans that was unique to this area - especially for rare mileage nuts. Why not organize a tour of the entire BC Rail system by chartered Budd cars?

After much discussion this came about from September 13th to 19th 1987 and depending on whose version you want to believe it was a "qualified" success - or a humiliating disaster. The truth lies in the middle somewhere as there were many challenges caused by overbookings, lack of communication, catering, and accommodation issues. Three RDC'S were used for the tour of 205 passengers, fully 2/3 of whom were Americans along with 8 WCRA crew and 5 BCR crew. A waiting list was established due to its popularity. The fare was \$675.

Following is an edited and condensed day by day account of the journey from one of the Americans on board. It represents a balanced version of what happened along with some interesting side notes.

Sunday September 13th

The WCRA was sponsoring this trip but details had been very few and the cheap price led us to wonder if the trip really existed. Not to worry. There was a WCR line up at the North Vancouver depot to give out tickets and 7 RDC's lined up outside made us fairly sure something was up. We shoved our bags into the last 3 "charter cars" and grabbed seats near the back. We were part of train #1, the Cariboo Dayliner and left about on time for the 462-mile trip to Prince George. The tracks follow the coast to Squamish (40 miles), nice scenery and tunnels. After Squamish we head inland to jagged mountains and spectacular lakeside running to Lillooet, a divisional point. After Lillooet we cross the Fraser River and climb some 2600 feet making this one of the 2 or 3 most spectacular rides in North America. More than a little thrilling, as the RDC's with plenty of power lurch around curves dropping into oblivion. Then into ranching country. Socialism and the railroad have certainly helped the locals, mostly Indians. Dinner was hot and catered, chicken with rice or lasagna; by the time it got to us in the back it was nothin with nothin. But they cut the crew off and we finally got to eat. Late arrival into Prince George and confusing bus arrangements got us to the hotel in time to have a few beers.

Next morning, Monday, we were bused to the pulp mill (missed the tour) for a 10 AM boarding of the Budds. We blasted off some 30 miles through the woods to Odell, junction to the Dease Lake line recently written up in TRAINS. Either a route to Alaska or a total boondoggle. Trains only run 73 miles to Fort St. James. Our group divided up to do lunch and tours of the historic fort and a church. All interesting stuff. We backed out to the end of useable track for the mileage freaks and headed back to Odell for a freight meet. Then north 70 miles to Kennedy, junction of the Mackenzie branch. Box supper rolling through the woods, arrived Mackenzie in the dark, then back out to the junction and Chetwynd very late. Buses all screwed up but finally got a room.

Tuesday and off to Dawson Creek after a great breakfast buffet (mayor attending). Great scenery and run-by at Pine River crossing. Good lunch at the Dew Drop Inn then back to Chetwynd and on to Ft. St. John. Enjoyed a downtown hotel and a great wine and cheese party hosted by the mayor. Nice friendly town.

Wednesday took us 251 miles north to Fort Nelson. Some very fast running and some slow bad track but several gangs working. All this for one train a day max. Local evening show and buffet with Mountie in full dress uniform.

Back to Chetwynd on Thursday. Peace River bridge was a highlight.

Friday to Wakely for the electrified line to Tumbler. Electric locos change to CNR diesels here for the run to Prince Rupert on the coast. Rail is heavy, 130 lb. as are the infrequent trains. Stopped 48 miles up the line for lunch and a long wait for coal train. Very OK. A little trouble with the photo line with some fanatics. The market for hundreds of poses of RDC's cannot be big and the photo-fans pushing, shoving and screaming got to be tiring. Up the branch to the Tumbler mine and a great tour. Then to the shops including the cab of an electric. Back to the main line and on to Prince George at speed.

So, on Saturday we were part of the tri-weekly Cariboo Dayliner. Pleasant scenery and some great stuff. Five cars out of PG again and 2 more were awaiting us in Lillooet. A dumbo had missed the train in PG and cabbed to Williams Lake, 150 miles, \$160, rather than flying or busing to Vancouver (cheaper). A rockslide due to improperly calculating blasting effects caused some delay at Lillooet. Got into North Van very late. I had forgotten how spectacular the ride north of Squamish is. A must do if ever in the area again. Overall, the tour was moderately organized. The club made a good effort and got fair results on a first shot for a trip to "oblivion". Most people rolled with the flow, but the number of bothersome complainers was high enough to be more than funny. Train operations were outstanding with superb cooperation by the BCR crew. If they offer it again, go! (DLG 10/19/87)

An improved version of the tour was offered in 1988 and obviously many of the challenges encountered on the first trip were overcome. This first trip was almost entirely railfans but over the years that percentage dropped to perhaps less than one quarter. WCRA continued to run annual versions of this tour sometimes with an occasional spring version added to the September dates. In 1988 2 RDC's were used and later years saw only one RDC1 being used. The last tour ran in 2002 featuring our own equipment in a conventional train pulled by F unit 4069 and 3 coaches. It only went as far as Fort St. John and Dawson Creek. The next issue of WCRA News may include a further article about this much-loved tour.

## **WCRA News - 39 Years Ago - July 1981**

### **WCRA News - July 1981**

#### **WCRA's Meeting Notes from February's Meeting**

The meeting was preceded by a tour by car of some of Vancouver's historic and lesser known rail attractions. The tour was arranged by Grant Ferguson and included the bridge piers in False Creek of the former Vancouver, Westminster and Yukon Railway, the BCER Cambie garage at Cambie & 16th, the Drake Street Roundhouse, BCER shops in Kitsilano, the sign 'To Trains VW&Y Railway' on the side of the Marco Polo restaurant (mcm note: which was recently donated by Arthur Irving) and the NHB's locomotive shed on Stewart Street.

A modest profit was realized from the California Railfan trip held at the beginning of May.

Settlement of the award against Terry Ferguson granted to the WCRA by the Court in regard to Locomotive #16 is proceeding.

Considerable interest was aroused by Ed Bowman's disclosure of the existence of an original CPR station in the lane behind 3145/47 W. 2nd Ave. The present owner, nor any neighbours contacted, have any knowledge of the building's origin. Can anyone enlighten us with further details as to its original location or year it was moved.

Entertainment was provided by Caleb Small of the Sooke River Railway Preservation Society. The activities of this small but enthusiastic group was well documented by Caleb's slides.

#### **Roundhouse Update**

In early June The Friends of the Roundhouse saw their application to the B.C. Heritage Trust for survey funds turned down. Approximately \$935,000 would be required to bring the roundhouse up to the Vancouver building code. If deemed to be earthquake proof, would be \$1.6 million.

B.C. Place has chosen the members of the Committee which will make recommendations on the future of the roundhouse. Committee Chair is J.V. Clyne, past chair of MacBlo. The committee is expected to file its report by Sept. 30th.

In a July 13th editorial, the Vancouver Province has come out in favour of preserving the roundhouse, even at the \$1.6 million cost, stating it would be 'a steal' as a railway museum and attraction for Transpo '86.

## **BC Rail**

After successfully raising C424 #806 from the waters of Seton Lake, locomotive M 630 #711, management has decided not to recover the second locomotive in the wreck. This unit had come to rest at a depth of 160 feet and was raised to within 33 feet of the surface, and just 20 feet from the shoreline, before a rock ledge prevented the final haul to the rail grade.

A program, aimed at improving the braking efficiency of cars in log service has recently been completed. Improvements included the installation of larger brake cylinders and an 'empty - load' brake valve which increases the braking effect on loaded cars by 30%, at the same time, preventing wheel skids on empties. Roller bearings were also applied to all 70 cars involved in the current phase of the program.

'Run-through' cabooses are also being brought up to new system standards. Improvements include installation of sound dampening wear pads under couplers and draw gear, relocation and improvement of rear track inspection lights as well as interior and exterior painting together with repair or replacement of appliances and electrical equipment. Nine cabooses will be rebuilt this year.

The BC Ministry of Lands and Forests has chartered the Royal Hudson Steam Train to transport members of the public and press to the official opening of B.C.'s newest park: The Porteau Cove Provincial Park. Complementary tickets for the July 28th trip can be obtained from the Lower Mainland office of the L & F Ministry in North Vancouver.

## **CN**

While no town has claimed Messiter B.C.'s record for four derailments within nine weeks, Western Ontario has come a close second following a series of freight train derailments in the first week of July, blamed on extreme temperatures resulting in 'sun kinks' in the rails:

- July 1st - derailment on the Allanwater sub involving 10 cars and closed the line for 70 hours

- July 1st - derailment on the Ruel sub (which was going to be the 'run-around' from the derailment above) involving 5 cars and the line was blocked for 14 hours

- July 4th - derailment on the Allanwater sub is cleared and then blocked two hours later with another derailment involving 25 cars taking 57 hours to clear the line.

As a result, passenger train schedules were thrown into chaos, with the Super Continental arriving in Vancouver up to 7 hours late and arriving in Toronto 18 hours behind schedule. As of July 14th, seven wrecking cranes are in the area as the hot weather continued. Slow orders are in effect for over 330 miles of track in Western Ontario. Freight trains are averaging 32 hours behind schedule with some as many as 80 hours.

On June 24th near Sunridge Ontario, a massive fire touched off by the derailment of 11 tank cars carrying petroleum of a 99 car freight train, caused 100 families to be evacuated - almost half the town. The wreck resulted in VIA rerouting their trains for two days till the line was cleared.

CN's Sangudo sub in Northern Alberta will be out service at least till the end of July following a fire in early May that destroyed a major high trestle at MP 94.1. Six SD 40's and 140 sulphur cars were stranded in Whitecourt AB but 50 ballast cars (which were part the Fed Government's Branchline Rehab Program) were trucked around the fire to avoid demurrage or other penalties that these cars could be subjected.

The Port Mann auxiliary is now sporting a new idler car. The car was constructed from an old passenger coach. The centre portion of the car remains with approximately 25 feet on both ends cut down to the floor. This area is used for tool storage and room for the crane's boom. The remaining coach portion is complete with the original clerestory windows and wood paneling and is used by the auxiliary's crew,

A dispute, which flared up in Northern Manitoba involving alleged racist remarks made to Metis and Indian workers by their track gang foreman resulting in the arrest of 23 people. A total of 28 workers quit their jobs following the remarks and also complained of poor working conditions. Protests involved the removal of a rail June 23rd from the tracks in front of the Dauphin station delaying at least one train 3 hours, as well as 'sit -ins' which blocked the tracks. CN Prairie Regional VP Ralph Hansen, who had gone to Dauphin, found himself and 3 other CN officials hostage when 40 protesters barged into a negotiating session and said no one was leaving the room until the charges of discrimination were dealt with. Hansen and a lawyer were finally allowed to leave the room to get more details on an offer to rehire the workers, but only after agreeing that two officials would remain in the meeting room as a guarantee that he and the lawyer would return after calling headquarters. CN subsequently agreed to rehire the 28 workers and to pay back pay to all, if the federal Human Rights Commission finds their accusations regarding the foreman's comments to be valid.

## **CP**

On the 100th Anniversary of the Driving of the Last Spike, a lesser known story revolves around the first Nationwide Train to cross Canada. This first transcontinental train departed Montreal at 20:00 hours on June 28th, 1886. Prior to the departure, the public and press had the opportunity to tour the train and were amazed to find that the new sleeping car Honolulu was even equipped with a bath! Which was a rarity in most 'working class' homes of the day. The 10 coach train departed with 72 passengers with a 'send off' salute from the Montreal Field Battery. There were no company officials on board as they 'had their day' the previous November at Cragellachie. Arrival in Ottawa was on time but as the train departed with two engines, a coupler on the baggage car fractured, resulting in a 2 hour delay as the contents of the car were transferred to another car. At Carleton Place, a connection was made with the Toronto Section ( which had left at 17:00 June 28th) and cars were interchanged, The first few trains were used to distribute rolling stock over the system across Canada.

The train was greeted with fanfare along its entire route with decorated stations and curious people wanted to walk through the train at the major stops. The festive mood of the passengers was notably demonstrated by their reaction when the train's locomotive became disabled 10 miles from Broadview Sask. During the considerable delay to locate another engine, the passengers held a picnic on the prairie and amused themselves with foot races and walks across the land they had only heard about.

Over 500 people were on hand with 4-4-0 #371 pulled its train into Port Moody on time at noon, Sunday July 4th, 1886. The line was not extended the extra 12 miles into Vancouver till the following year. About 150 passengers were on board. It had taken 139 hours for the 2900 mile journey. Only two cars that departed Montreal, the 'Honolulu' and a baggage car #319, came all the way across the country. A total of 18 different cars were used on this first transcontinental train. The train departed Port Moody two days later on July 6th and arrived in Montreal on July 12th.

## **VIA**

The Canadian departing July 10th was powered by an increasingly rare set of three CP Rail 'red' units: FP9A #1406, F9B #1962 and FP7A #1424. Then on the following evening, the Canadian was powered by four F units but they were all in the VIA paint scheme. The trailing two units, both running backward, thus maintaining the matched appearance. And on July 17th, an Alco RS-10 #8579 was part of a four unit power consist including a FP9A #1407 on the point and 2 GP-9's

During the brief Greyhound strike, VIA ran full trains between Edmonton and Calgary. These initially ran with an ex CPR baggage car and three ex CPR stainless coaches but was cut back to two coaches and a baggage car when patronage did not meet expectations.

A new brochure issued by VIA describes the 'Complete and Exciting' programs offered at both Winnipeg and Calgary for those passengers who wish to 'Do the City in Four Hours'. These stopovers in both cities are necessary to achieve good arrival and departure times in main cities. In Winnipeg, A \$6 ticket gives you a sight seeing tour in a double decker bus, \$15 will get you a 'Freshen Up' bedroom at the Fort Garry Hotel. In Calgary, if you don't want to take another sightseeing tour on the WB train, you can board a tour bus in Calgary and it will take you through the Bow River Valley and re-board the train in Banff.

The spectre of service eliminations and cutbacks has arisen again. Trains being considered include the Super Continental between Vancouver, Edmonton and Winnipeg and the E&N dayliner service on Vancouver Island.

### **Vancouver Wharves**

VW's Alco RS1 #22 (ex Seattle, Portland & Spokane) and MLW S2 (ex CN) were both sent to scrappers on June 10th

### **Kettle Valley Rail Heritage Society**

Contrary to the recommendation of 3 directors, members of the KVRHS have voted not to disband. Only 30 members, fewer than 2% of the 2300 registered members, voted in 6 new directors in a meeting held June 10th. The former Board of Directors had recommended that the society be dissolved as it had failed to attain its original objective of preserving the railway portion east of Okanagan Lake with the spectacular Myra Canyon. The new directors feel that there is considerable heritage with the railway right of way and trestles and will work toward the preservation and utilization of these assets. A railway museum is also in the society's long term goals.

### **SP 'Daylight' Locomotive**

Ex Southern Pacific 4-8-4 #4449 is back home at the SP Brooklyn Roundhouse in Portland after a successful visit to Railfare '81 in Sacramento. On the homeward trip, two small leaks developed in two flues, which resulted in water putting out the fire. This occurred as the engine was taking on water in Klamath Falls, OR. Repairs were completed in less than two hours, but not until the engine had cooled down sufficiently to allow a welder to get into the smoke box. The 4449 faces an uncertain future, as acquisition of equipment to run future excursions will be a problem as Amtrak has no more conventional steam heated coaches.

### **Miscellaneous**

Skyline Travel and the C.R.H.A. are seeking approval to run an excursion over the normally 'freight only' line to Port Alberni this fall. The proposed trip is currently under consideration by both CN and VIA. With rumours of the elimination of the Dayliner on Vancouver Island circulating, the trip, if approved, could be the last opportunity to ride the line over the scenic trestles at Cameron Lake.

A new \$150k lighted pathway will guide ships through the Second Narrows when the system becomes operational on July 19th. Utilizing underwater strobe lights 18 metres below the surface of Burrard Inlet, the 2.4 km strip of lights will pulse sequentially sending a shaft of light upwards to guide vessels, even in the worst weather, to safely guide ships through the 122 metre wide passage beneath the bridge. This will hopefully eliminate the numerous ship/bridge collisions that have plagued the crossing over the year,

## OUR COLLECTION

Our 1948 CPR Mail Car received a much needed cosmetic restoration. It was moved over to the service building on March 21 st. 2020. Our expert car body man, David Walmsley, with assistance from Blaine Thompson and Dave Heini, started by body sanding the entire car body. It took three solid weeks of sanding with high speed air sanders. While this important surface preparations was going on, the team was doing extensive body filling over 55 holes and defects on the car body. After three weeks of devoted and professional body work and surface preparation, they were ready to apply a two part epoxy primer.



Using a pressure pot pipeline spray gun, David applied the entire mixed batches of primer and then the final coat of Tuscan Red paint was applied, with four coats of 2 part superior quality industrial paint being sprayed to complete the paint job.

The team needed to salvage a handbrake assembly from another similar scrap car over in the park. Dave H. completely cleaned and restored the mechanism and mounted it on the car. They also had to restore and mount a brake beam and two slack adjusters on the trucks. And finally painted the roof and running gear!



Now in more than 30 years, this car has a fully functioning hand brake. This car can now be safely displayed in the roundhouse and carshop . All that is left to do is to apply the lettering and place this car in display as one the premiere artifacts of the WCRA.

Special thanks should be extended to Fred Danells and the Canada Post Heritage Club (Vancouver - Fraser Chapter), for sponsoring this restoration. Also Cloverdale Paints of Squamish as they supplied all the paint products at amazing prices. Cloverdale Paint has been a long time supporter of the WCRA and we sincerely appreciate their continuing support. And two last thanks to Ron Anstey and also to Ampco Graphics for their 'eleventh hour' rescue by diving into their archives to find the necessary information and expediting production of the lettering. Also Ron Anstey for his involvement in the search.

Thanks to a devoted skilled team of retirees united in one goal, to perform a professional restoration upon a significant piece of the WCRA' s collection!.

## **OPENING DAY AT THE HERITAGE PARK WITH NEW ATTRACTIONS!**

The Heritage Park is finally re-opening on Wednesday July 1st and every Saturday during the summer and also on Sundays and Mondays on B.C. Day weekend and Labour Day weekend. We will be practicing all the covid 19 protocols and will monitor numbers at the park entrance. Tickets will be ' all inclusive' (except for food) and we will be practicing social distancing with the majority of activities including train rides being outdoors.

New features at the park this year include Speeder rides, big train rides with our CP F unit #4069 and the open car 'Henry Pickering', new exhibits in our big Car Shop, an 'old time' print shop with a vintage printing press in operation, food services on site, a picnic area and a new Mogul steam engine on our mini rail system!



## RAIL NEWS

### Well Car Production (after Introduction of the 53-ft. Double-Stack Car)

Once 53-ft. well cars entered production (not including the prototype cars) in 1999, no more double-stack cars with 45-ft. or 48-ft. wells were built for TTX and until 2002, only 53-ft. cars were built. The great majority of 53-ft. cars have been three-unit articulated cars, with 15,195 produced, but 1,182 three-unit drawbar-connected cars were built from 1999 to 2001. After that, the greater operational flexibility of single-unit cars came to be preferred and from 2002 through 2006, 8,320 of them were built.

Since 2006, all new double-stack cars have been articulated. Gunderson built 2,130 single-unit 53-ft. cars at the former Trenton Works plant in Trenton, Nova Scotia, but the dominant supplier of single-unit cars has been NSC. It has also been the primary supplier of drawbar - connected 53-ft. cars, although Trinity Industries did build 160 cars in 2000. Gunderson has been the largest supplier of three-unit articulated 53-ft. cars with 7,680, but NSC has built 5,428, with Trinity, Thrall (which was acquired by Trinity in 2001), and FCA sharing the remaining 2087.

Starting in 2002, however, production of articulated five-unit 40-ft. well cars resumed, with 5,672 built since then.

Why has a seemingly obsolete configuration returned to production in such large numbers? The answer lies in shifts in intermodal traffic. As the efficiencies of double-stack operation enabled containers to largely supplant trailers in intermodal shipments, traffic has largely separated into two separate traffic streams, with different containers and stack cars being used in each. Domestic COFC traffic now consists almost entirely of 53-ft. containers being carried in 53-ft. double-stack cars, either articulated or single-unit. These cars can also carry 20-ft. and 40-ft. international containers, but at a noticeable loss in efficiency. In contrast, international shipping continues to be handled primarily in 40-ft. and 20-ft. containers. Where siding length is the primary factor determining the number of containers that can be carried in a train, a train of 40-ft. five-unit articulated well cars can carry 25% more 40-ft. containers than can a train of 53-ft. three-unit articulated cars. In addition, the tare weight per container carried of the 40-ft. cars is 26% less than that of 53-ft. cars. The typical 124,000-lb. load limit of 40-ft. articulated cars is 8,500 lbs., or 7.4%, greater than the 115,500-lb. load limit of 53-ft. cars. That increased weight capacity is very useful when carrying 20-ft. containers or heavy 40-ft. containers (JM)

## Cattle Trains are back in operation in Australia!

Who would think in this day and age? A rail service for cattle operating out of the almost completed Morven Freight Hub in Queensland could soon be underway , with rail operator Watco East West refurbishing its first train of cattle cars (called wagons) 'down under'.

The 45 KOJX wagons, which started life as part of Queensland Rail's cattle train fleet more than 20 years ago, are currently being refurbished at Watco's maintenance base in Warwick. The cattle trains will be powered by five 2170 class locomotives which were used in Queensland before being sold to South Africa. The locomotives were brought back to Australia specifically for Watco's cattle trains.

A further 105 cattle wagons, will also be brought back into operation. Watco has also bought 8 new US-built NRE locomotives and 128 bulk grain wagons to haul grain for GrainCorp in southern and central Queensland. (JM)



## VIA Update

On May 25 Via ran a 2nd deadhead train east from Vancouver. Running as train # 12 this part train consisted of two coaches, two Prestige Chateau sleepers and 10 Manor sleeper.

Via will be conducting a detailed and through inspection of their stainless steel fleet and correcting necessary faults in order to have the equipment available for the peak season in 2021.

This was unusual for Western Canada because there were no domes in the consist, only 14 flat top coaches. (KS)

## **A Look Back - B.C. Rail**

This was a post on the rail fan website Trainorders.com of which I am member. This post was from a retired B.C. Rail hogger named Doug that I found interesting.

"Sometime October 1986 I was working the Engineers spare board in Williams Lake BC and got called for a extra yard or as we called them "tramp yard" on a Saturday morning. The Foreman that day was working an overtime shift on his day off as he was the regular Foreman (Conductor) on the day yard. The Helper was off the spare board and had not had much experience in Williams Lake yard . If anyone on this forum has seen Williams Lake yard, there is a pretty good grade north of the yard, it makes gravity switching a breeze, pull up the grade, slack runs in on stopping, crews pull the pin and the cars run quite well into whatever track you want. Well, we had a long string of empties to pull back and double over to another track, according the Foreman the cut of cars was 51 empties. No problem to handle without any air brakes, except he forgot to tell me about the 20 loads on the other end of the 51 empties. As we pulled back, I concluded that we might have more cars than what the Foreman told me and after stopping and told to shove ahead, we'll be filling a clear track. As we started ahead, I asked the ground crew to apply some hand brakes, oddly enough they both had radio failure and afterwards claimed they did not hear my radio request for handbrakes. The Yardmaster was at the other end of the track to spot us in the clear and he plainly heard my radio request for handbrakes. The Yardmaster dutifully held his position to spot us in the track and then prior to impact ran like heck. At Williams Lake, track 1 runs the full length of the yard whereas track 2 to 9 are short with leads on both ends that connect to track 1. On this day there was a long train parked in track 1. The leading cars in our movement went out the south end and side swiped the train in track 1 and eventually we came to a stop. Fortunately damage was not too severe and there were no dangerous goods involved. Long after the dust settled and the obligatory investigation, we each received 15 demerits for our efforts that day.



## **A Look Back: Kelly's Kaboose in Savona, B.C.**

As many of you know Kelly's Kaboose was the primary rail hobby store in the Interior located for years in Kamloops . Brian has been a big retail exhibitor at Western Rails. He relocated his store to Savona in 2018.

The store was built in 1884 as Jane's general store by a man named John Jane. Like the whole town at the time, it was located across the lake on the north side above where the CNR is today. In 1886 with the coming of the CPR the town was relocated to the south side. The store was dragged across the frozen lake on the ice that winter and set up just behind its present location where the Telus building is today. In 1934, the new provincial highway came through and the store was moved again a few hundred feet south to front onto the highway where it sits today.

It has always been a general store and at one time contained the post office, a barber shop, coffee shop, etc. It went through several owners, the last ones closing it down completely around 2007. It sat empty till Brian purchased it three years ago.

When Brian was cleaning it up before moving from Kamloops, he took a break one day and was standing across the road looking at it when he had a brainwave. He went over to Wendy (his wife) and said why don't we paint it in 1950 CPR colours and call it Savona Station? She agreed, and two minutes later as he was back inside, he heard her yelling and rushed out to see the Royal CP with its F units and coaches passing by. They had just decided to make it look like the 1950 station, and here was the 1950 train. It was like a sign from above!



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**ISSN 1204-072X**  
**Vol. 60 Issue 3**

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**BACK COVER**

Top Photo: VIA Canadian deadhead consist at Nicomen, B.C. - Ken Storey

Bottom Photo: Same consist at same location - Ken Storey

**TRIVIA ANSWER:** The letter 'P' on a caboose stood for 'Pool Service'. Prior to sometime in maybe the late-1960s - early-'70s, generally each conductor was assigned his own caboose. So, for example, with any transcontinental manifest or piggyback hotshot operating over the 21 crew districts between Chicago and Los Angeles, the Santa Fe had to change cabooses 21-times! And that's for every freight train! And what a waste of switch engine time that was!

With the advent of the "Caboose Pooling" agreement, the carriers agreed to provide the crews with cabooses that had certain basic amenities, the least of which were improved door seals, cushioned drawbars, and electric lights.



**CANADIAN COUNCIL  
FOR  
RAILWAY HERITAGE**

WCRA News acknowledges the financial assistance of the Province of British Columbia



Published monthly by West Coast Railway Association  
PO Box 2790 Stn. Term., Vancouver, B.C., V6B 3X2  
[www.wcra.org](http://www.wcra.org)

ISSN 1204-072X  
Vol. 60 Issue 3

Canada Post, Canadian Publications Mail Sales Product Agreement #40007853