



WCRA NEWS

APRIL/MAY

2021

**MAY 2021 MARKS THE 35th
ANNIVERSARY OF 'STEAM EXPO'
HELD DURING EXPO '86**

**THE RAILWAY HERITAGE PARK
CONTINUES TO MAKE
IMPROVEMENTS IN PREPARATION
FOR OPENING ON JULY 1st**



The WCRA MONTHLY MEETINGS

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

ON THE COVER:

This May marks to the 35th Anniversary of Steam Expo held during Expo '86 in the CN yard on Terminal Ave. just east of the Expo '86 site. A total of 18 operating steam locomotives, all under steam, at the same time!

MEMBER NEWS: Membership information is changing. Details will be published in our new Railway Museum of BC Magazine with first issue being distributed in June.

Just arrived! Englewood Logging Skeleton bunk car being unloaded at the museum Monday April 12. Special thanks to Hugh Little.



Note: the bi-monthly WCRA members meetings will be held via Zoom for the foreseeable future. Our recent Zoom meeting held on March 30th was another successful event with 33 online. We once again had members from Vancouver Island, Squamish, Fraser Valley and even the US! The next Zoom meeting will be held on Tuesday, May 25th.

Details from that meeting will be in the next issue of the newsletter.

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.

FROM THE EDITOR

Steam Expo '86 held in May 1986 during Expo '86 was the culmination of many months of advance preparation that involved one of our members, Grant Ferguson and, as we got closer to the opening date, myself, as Manager of on-site Souvenirs. The amount of advance preparation was enormous arranging to transport all of these locomotives to Vancouver, many were towed, few were steamed and some arrived on low bed trailers. Site preparation was required also with the co-operation of CN Rail. The event featured 18 operating steam locomotives from all over North America and was the largest gathering of steam since the Chicago World's Rail Fair in 1948! Steam Expo started with a Grand Parade of Steam down the Vancouver waterfront and commenced, to the minute, 99 years after the first passenger train arrived in Vancouver pulled by CPR #374, now on display in the Roundhouse at False Creek. The Grand Parade was led by ex CPR Royal Hudson #2860 which, as most of you know, is now on display in our CN Roundhouse Conference Centre in Squamish. During the event, there were daily logging shows with a steam powered crane showing how logging was done at the turn of the 20th century. CN #6060, coming down from her home in Jasper, missed the Grand Parade but arrived at the site a few days later as late minute adjustments delayed her arrival. However, she traveled to Vancouver under steam with no diesel assistance. Below is a list of all the locomotives that attended Steam Expo. With the exception of #6060, all participated under their own steam at the Grand Parade of Steam. Photos of the event are in this issue.

4-6-4 CPR Royal Hudson #2860	4-8-2 CNR #6060
0-2-2 'Rocket' (replica)	0-4-0 'Best Friends of Charleston' (replica)
0-4-0 'Tom Thumb' (replica)	2-4-0 'John Bull' (replica)
2-2-2 'John Molson' (replica)	4-4-0 'Inyo' - V&T RR
4-4-0 'City of Winnipeg' #3 - ex CPR	0-4-0 'Falk' #1 - Elk River RR
0-4-0T 'Dunrobbin' - Fort Steele	2-8-0 #51 - Great Western Sugar RR
2 truck Shay #2 - Port Alberni RR	4-6-0 CNR #1392
0-6-0 #4466 - UP RR	2-6-2 CPR #1077 - BC Rail
Heisler #91 - Mount Ranier RR	4-6-2 CPR #1201

MINUTES FROM THE MARCH MEMBERS ZOOM MEETING

Chair Craig McDowall called the meeting to order at 1935 hrs with 30 Voting Members, 2 Spouses, 1 Staff and no Guests THIS WAS A QUORUM.

This Meeting was conducted by ZOOM – Attendees were recorded from Screen Names. Kyle Miller was the moderator

Recording Secretary – Jeremy Davy

Note: The minutes of the January 26th meeting were not presented. They were made available on request to Jeremy [jeremy@wcra.org]

A moment of Silence was observed for Members who passed away

- : • Carl Vanderspek;
- Patricia Treadwell.

MINUTES

The minutes of the January 26th meeting were not presented. They were made available on request to Jeremy and will be included in the June 2021 new magazine.

REPORTS

Bob combined his President`s Report with Finance and Business Operations:

- To start on an upbeat note – Approval has been received for the name Railway Museum of British Columbia. Rebranding can now move ahead and hopefully completed in time for the Summer opening;
- Restricting operating days worked last year with an average attendance of 200 guests per day ;
- Plans for the 2021 Operating Season will be similar to last year and call for:
 - Saturday Opening July to mid-September or possibly Thanksgiving;
 - Additional Stat holiday openings on the actual day. No Sundays;
 - In the next 2 months the Park will need a good cleanup;
 - Materials continue to arrive from the Carl Vanderspek donation
- On the Financial front:
 - We are still able to keep going & paying the bills. Staff is keeping on top of COVID Grants;
 - There is apparently a new Grant available from Heritage Canada. This is being explored
 - Tourism will probably be stifled for one more year due to COVID;
 - DOWT has again moved – now into October. Holding a full blown Xmas event still looks possible
 - Hopefully by 2022 we will be working on our original 2020 objective of paying down the Bank debt;
 - The cost and charges for equipment storage at the Museum is being studied;
- BC Rail Properties and MP2:
 - Discussing transition of Hydro & Fortis Services for the site;
 - Hydro is a problem due the Rail infrastructure. BCRP will probably keep single connection for now, and we will prepay 1 – 2 years charges;
 - There is a possibility of a New/Upgraded transformer being installed for the whole site;
 - Robert potentially has a possibility of getting 2 Renters [1 year lease];
- Work continues to update the outbuildings. Much of the infrastructure is outdated
- Work being negotiated could result in a \$200k saving for us.

Other Reports:

Railway Operations/Restoration:

- Robert reported on Railway Operations:
- Focus has been on updates mandated by TC and TSBC;
- Work priority will be [in order] 561 – BC21 - 6520;

- Work continues on MP2 updates. Wood Shop electrical complete & now has lights. Vollie Locker Room & Wash room being done as resources are available;
- There is a possibility of getting 2 long term Renters. This will require some electrical updates to be done
- Christian reported on Restoration:
- Work continues on 561 [Christian/Jason/Kirby] – Hopefully will be complete in 2 wks. Turbo has been replaced –cracked housing [salvaged from CN8019 – Scrapped 2008];
- BC21 will be next.

Collection:

- Greg reported:
- The Collection Committee had a ZOOM meeting yesterday [Mar 29]. It was the first one since last November [2020];
- The Committee's Direction was reviewed:
- Where is it going - What is its mandate;
- The Collection includes all material in the Association's care. Focus recently has been on the Rolling Stock - What about the Archives ... It is an integral part of the Collection;
- 1st Priority - The inventory will be updated;
- With Trevor leaving town in the next year a transition plan is needed. Possibly there is a gov't program that will assist with the hiring of an Archivist
- Starting action to move 2 items being stored:
- Coach Trucks – Going to NorthWest Railway Museum;
- Tender 415818 – Sold to Al Broadfoot - Going to Aspen Crossing Railway [Mated with CN 5080];
- Physical constraints of the Museum to hold Rolling Stock need to be considered before accept making acquisitions/accepting donations. Decisions need to be sensible;
- There has been a Collection Plan in place for many years but it has not always been followed. The plan also needs to be updated

Craig added that of late we have been victims of “Drop-Off” donations from well-meaning folks. These donations are often things that do not fit the Collection Plan or, of which we have a surplus, and we are stuck with disposing of things we cannot sell or give away.

- Gord H mentioned he had been contacted by the Fraser Valley Railway Society advising that they have items they were holding for us:
- Brake Cylinder for the Alberta;
- A wheelset for #960.
- Colin enquired if, in light of recent thefts [especially of metal], whether there was security on the MP2 properties. Robert advised that there are cameras installed and BCRP also employs roving Security Patrols for their whole Property during “Dark Hours”.

Business arising from previous meetings:

- [Bob P] updated members on details of Museum rebranding:
- Railway Museum of British Columbia name is now confirmed;
- New logo will be seen both inside and outside the Museum on exhibits, wayfinding and promotional signage;
- The Museum will join the BC Museums Association as a separate entity.
- [Kyle] gave update on work being done to the Website and Gift Store:
- The Gift Store has been up & running since Christmas. As all items are donated net revenue from Sales [many thousands of dollars] goes directly to the Bottom Line
- The website continues to be updated ... The new visual identity is being incorporated. The 2021 Museum Admission prices and Association Membership fees are posted [Under the About Us tab].
- [Bob] Newsletter - the evolution continues:
 - An editorial Board is being put in place;
 - Emphasis will be on high quality pictures and planned articles;
 - Resources will be directed towards quality rather than quantity;
- [Hugh] gave an update on Englewood Logging Railway activities:
 - Skeleton Log Cars ready to move. Comox Pacific Express and Seaspan are doing this at no charge;
 - Decision not to acquire the extra Caboose. Many challenges presented by moving something of that size, and the BN Transfer Caboose already in the collection is very similar - Collection Rationalization
- Thanks to Robert for picking up the Forge and the small parts;

- Hugh added that in addition to those individuals/companies named during the last 2 meetings we will also be acknowledging assistance from Wescan Rail and the Royal British Columbia Museum and expressing our gratitude;
- Acquisition of all items is now complete
- [Craig] thanked Hugh and Colin for their ongoing assistance and continued perseverance in guiding the project through to a successful conclusion.

New Business:

- [Gord H] enquired if there was any space in the Roundhouse to temporarily house the CN Bunk Car and the Troop Sleepers . Gord B advised that there is - Filled the to max.

Show & Tell

Christian showed pictures of an unusual site in Squamish on the March 27 weekend - a 4 Pack of CP Locomotives leading CN Train 546. The units stuck around the area for a couple of days , also going up to retrieve stored cars from the siding at Mons before heading south at the beginning of the week.

Russ Grycan stated: “Glad to be able to attend meetings now” and reported that there was a lot of activity in downtown Kamloops in preparation for the interchange of 3 to 5 coal trains [each way] daily between CN and CP.

There being no further Business, all present were thanked for attending and closure was moved by Kyle at 2035.

Next Meeting - scheduled May 25 [ZOOM]

PARK NEWS/OPERATIONS REPORT - by Gord Bell

Extensive work continues on the establishment of new exhibits and a cleaner and more organized property for our guests to enjoy in our 2021 summer museum season. The Railway Museum of British Columbia opening date has been pushed back again due to continued spread of Covid 19. The new opening date is now on Canada Day July 1st, 2021.

Park hours this summer have been extended to accommodate the increased number of guests we experienced in 2020. Museum hours on Saturdays are 10 AM - 5PM with the last entry tickets being sold at 4PM. Guests in 2021 can look forward to improved speeder operations, trips in the Budd Car directly to the inside of the Mp2 shops and several new exhibits around the museum property. Volunteerism at the museum was the number 1 key to our success in the summer of 2020 and we are currently recruiting for the 2021 summer season.

We are looking for exhibit hosts, guest service team members, blacksmiths, food services staff, mini rail drivers, speeder operators (must have 105) as well as on board staff for the Budd Car and many other positions. If you are interested in behind the scenes work we are looking for gardeners and other helpers as well. If you want to join our amazing team of volunteers please phone Gord at 604-761-8525 or email generalmanager@wcra.org Team members receive a Railway Museum of British Columbia T-shirt and hot lunch from our food truck every Saturday.

Improvements to our Park Site the past few months:

There has been some real progress in improving the MP2 shops complex for the employees and the volunteers.

A new woodworking shop (which used to be in the Car Shop) has been relocated in MP2. All photos taken in this section courtesy of Robert McBeth.



The New Lunchroom



The Laundry Room & Men's Washroom (still under construction)



**Park Improvements:
Character
'Cut outs'
repainted by
Barb Stover**



Park Updates Continued:



Staffers Steve & Courtney repainting the 'Kid's Kaboose'



Volunteer Tom Bruvall replanting our garden next to the Brightbill House

Volunteers on our MP2 upgrades:

Roy Crowston, Herb Klassen, John Jellis, Tom Arnott and Bill McEnergy

WCRA Trivia #371(April) by: Ryan Cruickshank

Q. What are the official colors of Union Pacific's Diesel Locomotives (the oldest basic paint scheme still in use by a major railroad)?

'A LOOK BACK'

The moving of the CPR Port Moody Passenger Station in 1945. Our Board member Kyle Miller wrote a fascinating article for the CTTA newsletter on why and how CPR moved their station (second one built in 1908) further east on their double mainline closer to the town centre at the bottom of Queen Street.



Station Agent Tom Bundy stands on on the platform of the station in 1945 prior to it being moved further east.

To make the move manageable, the station was strategically cut through, to separate the building components into 2 pieces prior to the move.



The warehouse end would then travel separately and be reattached when the station was in place on its new foundation. Here we see the steam locomotive in place to start the haul, and the station clearly and cleanly cut. Speed was of the essence, of course, as the planned move would dis-rupt rail traffic between Vancouver and points east.

At 11:00 on the day of the move Eastbound transcontinental Train No. 2 became the last train to pass the station at its old location.



Because of heavy wartime traffic needs engineers had only 11 hours to get the station off its old foundation, and onto four heavy stringer beams laid on the double track and to have the steam locomotive haul the 75-ton station down the well-greased rails. Using heavy-duty jacks the CPR employees local bridge crews and engineers raised the station about 30 inches off its old foundation rolled it over heavy poles and onto the grease timber transfer beams now in place on the tracks.

Once the station was properly positioned and made ready, the steam locomotive was backed into position for the tow, and then proceeded at a steady two miles per hour eastward to its new location.

After the slow but steady pull eastwards along the greased rails, the station is finally in position to be moved onto its new foundation.

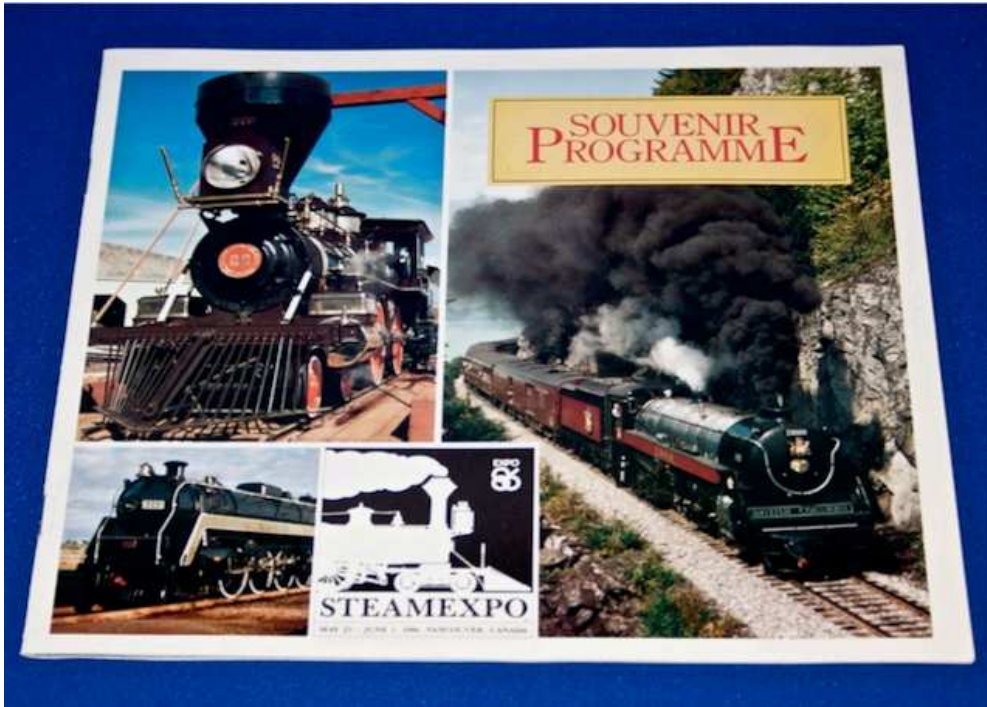


After the tricky and somewhat herculean effort to keep the station in place on the rails while it was moving, and then moving it off of the tracks and onto its new foundation, it was time for reassembly of the 2 station sections, and reconnecting the telegraph and telephone lines.

Port Moody station now sits in its third location on the scenic Burrard inlet, Part of Rocky Point Park, and just a few steps from where it once have served many travellers, businessmen, settlers and pioneers.



STEAM EXPO PHOTOS



Aerial photo taken from scissor lift

City of Winnipeg Hydro #3 & The 'Inyo'



Canadian Steam Locomotives: #2860, #1201, #1392, #1077 and #3



CNR #6060 arrives from Jasper



CPR #1201 and CNR #1392





John Molson Replica

One of two Steam Expo
on site Souvenir Booths



Union Pacific
0-6-0 #4466

RAIL NEWS

CP

CP and Kansas City Southern on March 21 announced they've entered a merger agreement in which CP would acquire KCS stock in a cash transaction worth \$29 billion, including about \$3.8 billion of outstanding KCS debt. Upon STB approval, CP would acquire control of KCS. The new railroad would be called Canadian Pacific Kansas City (CPKC).

On March 24th, 5 Dead, Ex Union Pacific SD9043MAC units arrived on the Canadian Pacific shop track in Moose Jaw, Sk. Awhile back, there was a rumour that C.P. was going to buy ex- U.P. SD9043mac units to have another 25 SD70acu units built this year. Supposedly these units could be heading to Progress Rail in Mayfield Ky. for that purpose? Unit numbers are 3767, 3670, 3644, 3685, & 3729. The units look good on the outside but many parts missing, on the inside. (FS)

Canadian Pacific Railway is under fire after leaving a 2.5-kilometre-long grain train parked without handbrakes on Feb. 15th high in the mountains of eastern B. C., above the site of a deadly runaway two years ago that killed three employees. Transport Canada calls the latest case "an immediate threat" that could have led to another deadly derailment. The regulator has ordered CP to stop leaving trains unattended on the hill without first applying handbrakes to the rail cars.

VIA

The Canadian will be extended from Vancouver to Toronto on May 17th.

Vancouver-Toronto One weekly full trip starting May 17.

Toronto-Vancouver One weekly full trip starting May 23.

There have been changes to the normal full service on The Canadian. The Park car and Skyline car (lounge/dome cars) will not be accessible to any passengers. Activities and entertainment (including music) have been cancelled. Sleeper Plus class passengers will be able to access to the common showers by reserving a time slot. Showers will be sanitized after each use.

The Ocean is showing as "Suspended until further notice " although the Train Service Status section of VIA's site is showing resumption of service expected after May 15th.

ROCKY MOUNTAINEER

Due to the ongoing pandemic Rocky Mountaineer has suspended its 2021 season in Canada through July 5, 2021. They are offering 110% credit on future trips if booked already, through to 2023. This does not affect their new US trips in Colorado.

MONTANA RAIL LINK

MRL has repainted two of their units . . 'Thank you to Veterans' and 'Thank you to First Responders'.

CREDIT LINES

Editor
Distribution

Craig McDowall
Jeremy Davy & Donna Simon

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Contributors:

K.M..	Kyle Miller	F.S.	Fred Stolz
G.G.	George Game	R.M.	Robert MacBeth

Send news contributions direct to the editor at 404 Bury Lane. West Vancouver, B.C. V7S 1K3, on the Internet to <news@wcra.org>, phone news to (604)926-4851 (res)
Check us out on the Internet at <www.wcra.org>

Contact the Railway Museum of BC at 604-898-9336

wcra.org

BACK COVER

Top Photo: CN's Heritage unit 'The J' - WB into Kamloops. Dec. 23, 2020
Photo: Russ Grycan

Bottom Photo: CP in Whistler? What could have been if a different decision had been made years ago. CN train 546 was run from Squamish to Whistler with CP power in order to retrieve stored intermodal cars from Mons siding. With the help of the patrol foremen, the crew tied the train together across the level crossing then shoved the whole consist out the north end and came back down the main. At the Mons level crossing the crew ran out of hours and tied it down under a full moon. March 28, 2021 Photo & info: Ken Storey

TRIVIA ANSWER:

- Armour Yellow and Harbor Mist Grey with a band of Signal Red. the colors were first introduced on UP's M-10000 streamliner in 1934, although Leaf Brown was used instead of grey.



**CANADIAN COUNCIL
FOR
RAILWAY HERITAGE**

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