

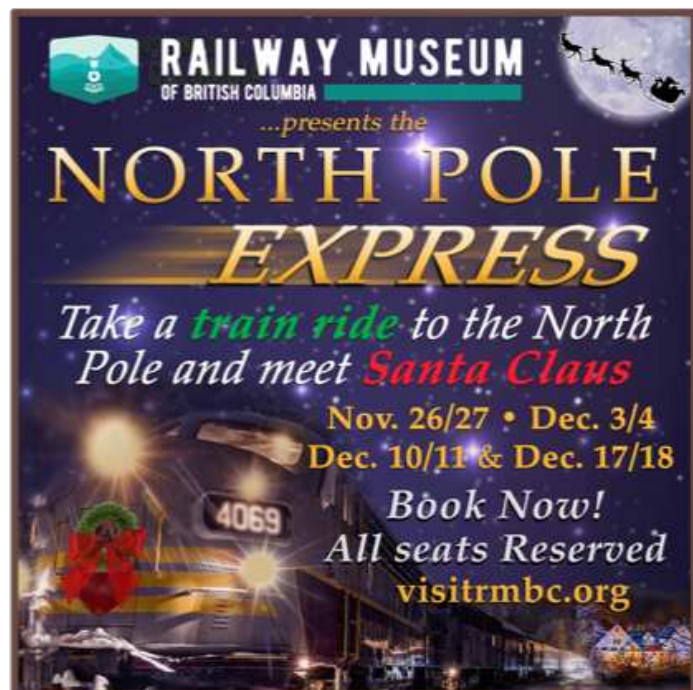
The Railway Museum of BC Newsletter

July to September 2022 Issue



A new Feature starting
in this issue:
Highlighting one of the
members of our fabled
'Squamish Gang'
of long time volunteers
at the Heritage Park

The North Pole
Express sold out
last year weeks
in advance!.
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disappointed.
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RAILWAY MUSEUM
OF BRITISH COLUMBIA

Our Cherished Volunteers

Starting in this issue, it's time we began to feature our long time volunteers who, most don't realize, how much time and effort they have been giving to our association and the Heritage Park. The first volunteer to be highlighted is a gentleman who has been a fixture at the Heritage Park for almost two decades! Thanks to John's long time friend and fellow BC Rail employee, Roy Crowston, for providing this background on John.

John Jellis

John worked for over 40 years from 1963 to 2005, first for the Pacific Great Eastern RR, BC Rail, Southern RR and finally the CNR. He started as a section man, then trainman, then conductor and finally engineer. John retired in the Spring of 2005 and began to volunteer at the Railway Heritage Park.

John immediately got deeply involved as part of our cherished 'Squamish Gang' of retired BC Rail/CN employees and for the past 17 years, worked with 'the Gang' to restore the following projects:

PGE 714 – Troop Sleeper: 'Bud Butterworth'



PGE 722 – Troop Sleeper: Complete rebuild to current display status.



PGE 1817 – Wooden caboose:
Exterior walls, catwalk and
door frames.



BCOL 1859 – Steel Caboose:
Complete overhaul including
lights and paint.



PGE #2 – Steam Engine:
Major replacement of
parts on locomotive and
tender, cab and paint.



**CN Shovel Operator's
Bunk Car: replaced roof
sheeting**



**A-6 Speeder & Car : complete
rebuild to operational status**



And in addition the following projects:

BCOL 990242: Rules car - Garden track RR headquarters – New floor & window frames.

Paul Roy Minirail Shop: Exterior framing and siding.

Beanery: Now Ice cream bar and General Store – New metal roof and siding

Print shop: Metal roof, siding and window framing inside.

MP-2 Metal shop: New door & removal of old roofing for new roof .

MP-2: Construction of new kitchen, lunchroom, laundry room & washroom

PGE Carshop: Construction of lunchroom & laundry room

MP2 Wood shop: Removal of interior wall and new framing and venting.
Park entrance: Construction of base and display of Eagle.

In addition to working on all the above projects, John also operates our trackmobile and engines to perform park switching of cars for numerous events including weddings, movies, Thomas, Pumpkin Train and The Polar Express.



Pictured: Rob McBeth, Russ Gryson, Roy Crowston & John Jellis



The display of old railway photos hung in Roundhouse mezzanine was another project which showed his versatility. As his long time co-worker and best friend, Roy Crowston, so aptly stated: "Nothing was impossible but it just might take a bit longer than normal!!"

Besides setting up and taking down our Polar express display in the Roundhouse for years, he also filled in, as needed, in the role of Santa.

Photo: Vivian Downing as 'Mrs. Claus' and 'Jolly Old John' as Santa

Our FP7A #4069's History - it's her 70th Anniversary!

In 1945, the CPR set up the Canadian Pacific Research Dept. to investigate the potential for economies across their system. One of the top areas of interest was the focus on dieselization of the railway. Observing the early success of with diesel switchers, the department set up studies for dieselization in five territories. From 1947 to 1953, dieselization was carried out and one of the territories was the Kootenay and Kettle Valley lines. Among the 73 locomotives that were ordered for this territory were 10 dual service model FP7 A's: #4066 - #4075. Built by General Motors in London, ON our #4069 was outshopped on August 29th, 1952. Her serial number was A- 370 and was designated class DFA-15f. Her prime mover was a 567B producing 1500 HP and she was geared for 65 mph. A steam generator was re-installed but she was also expected to be used in freight service as needed.

In late 1952, the CPR decided to concentrate on CLC built power for the Kettle Valley and Kootenay region, so #4069 and her sister units were transferred to the Alyth terminal in Calgary and re-assigned to mainline service between Calgary and Revelstoke.

When the CPR introduced a new transcontinental train *The Canadian* on April 24th, 1955, resulted in the FP7A's being re-assigned and sent to Alyth to be re - geared to 89 mph in transcontinental passenger service. They were then renumbered into the 1400 series with #4069 to #1425.



Her original assignment was on the *The Dominion* between Vancouver and Toronto/Montreal. While on this route, she racked up millions of miles on this route. Occasionally she did see service on the other transcontinental train *The Canadian* but when *The Dominion* was with-

drawn from service, she was sent back to Alyth and put back to 65 mph gearing and renumbered back to #4069 and sent back east to serve in freight and commuter service in Montreal. On September 28th, 1978, #4069 was among a group of units purchased by VIA Rail Canada.

VIA renumbered her back to #1425 but, for some reason, never re-gearred her back to 89 mph during passenger service, which resulted in several minor motor failures. In 1980, VIA decided to integrate the former CPR units into the CNR numbering system and #4069 became #6569. VIA made modifications, losing her dynamic brakes, a MU receptacle was added to her nose, the prime mover was upgraded and cab controls modernized. She was repainted VIA blue and yellow and served VIA for the next 14 years.

In 1994, VIA decided to retire #6569 as her steam generator had failed, so she was stored at Montreal and put up for sale. During this period, the WCRA had been looking for a Canadian Pacific FP7A unit to be added to our collection. We had assembled a typical early 1950's passenger train consist of a smooth sided baggage car, a RPO car and 2200 series of coaches. An A-B set of CPR F units was needed to recreate a demonstration train that CPR had fielded in the Rockies in the early 1950's. We purchased #6569 and she was fully serviced by VIA before embarking across Canada on June 9th, 1995. The route took her to Edmonton, then to Prince George, arriving via BC Rail in North Vancouver on July 7th. She was transferred to Squamish and remained in their diesel shop for several months, while work was done periodically to prepare her for operating service. During this period, she was even used by BC Rail as their yard switcher! On January 8th, 1997, she arrived in our park under her own power.

In the fall of 1997, work commenced to undergo restoration of her body panels, but as the work got underway and her panels were removed it was discovered that the unit had been heavily damaged at some point with evidence pointing to a 'roll-over' at sometime during her career. So her many pieces of structural members were either repaired or replaced. Other changes were made to bring her back to her original CPR look. A new 'beaver' crest was made for the nose of the unit. Finally in the summer of 1999, she was 'test run' in time for her special role in our hosting the ARM Convention.
(Article partially reprinted from the summer 2000 edition of 'CP Tracks')

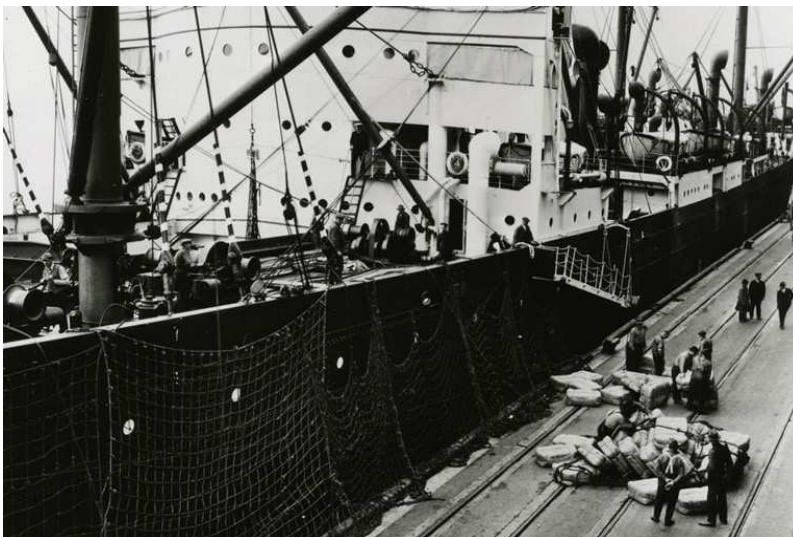


'The Silks' - article by Bill Johnston

A unique component of Canada's railroading history showed just how good management and efficient logistics could be. This important component was the Silk Train. In a period from the late nineteenth century until the late thirties, silk for the fashion houses of New York and New Jersey demanded high quality fabrics no matter what the price. The "silk trade" flourished. Bound for the National Silk Exchange in New York and the mills of the eastern seaboard, the transport of perishable silk, used to make luxury items like scarves, ties, shirts and dresses, was given the ultimate priority over all rail traffic, including express passenger trains. The sources of the best silk were China and Japan and to get the product to the eastern garment industry required a long transit by ship via the Panama Canal (after 1914) or shipment to the west coast of North America for transloading onto trains for the east. China was the chief exporter from 1871 to 1908 and by 1910 Japan took the lead exporting 6 times the volume from China by 1935. This was the classic case of 'time means money'. This valuable commodity had to be insured against theft and loss and the premiums were hefty, some say 6% of the value.

As an example, a bale of raw silk could easily fetch more than \$800 in the 1920's. With about 470 bales to the car, a full trainload was worth upwards of \$6 million, a lot of money in the days when a brand-new Ford cost less than a bale of silk. Insurance companies started the clock as soon as the bales were unloaded as rates were charged by the hour from the time the cargo left the ship until it was unloaded at its eastern destination.

The first shipment of raw silk arrived at the port of Vancouver just months after the last spike was driven at Craigellachie. Sixty-five bales arrived on the afternoon of June 13, 1887, aboard the 3,600-ton *Abyssinia* from Hong Kong, along with mail and 80 Chinese steerage passengers.



Unloading silk bales from the 'Achilles' at the port of Vancouver in 1927.

Photo: Courtesy of
CPR Archives

Dedicated trains followed as volumes increased. Later Canadian Pacific's fast "Empress" ships entered service, the first being the aptly named Empress of China in 1891. Later versions of these ships included side ports for speedy unloading. Vancouver was vaulted into a leading silk port and Canadian Pacific and Vancouver maintained domination over all similar operations for decades. The silk business was lucrative for both Canadian National and Canadian Pacific. Every minute counted and nothing was left to chance. The race was on as soon as the ship's dock lines were secured. Silk bales streamed off the conveyor belts even before passengers stepped on to the gangway. Customs agents quickly cleared the bales which were then wheeled on to the specially built cars.



Since the valuable cargo deteriorates, and the market price fluctuated daily, speed, security and safety were essential. Bales were loaded into the airtight cars specially lined with varnished wood, sheathed in paper and sealed so that no damaging moisture, dust or thieves could intrude. These "Through Baggage" cars, as they were correctly called, were built shorter (48'-8 $\frac{3}{4}$ "), than normal boxcars ostensibly to take curves at higher speeds. (Length is described as the distance between pulling faces of couplers.)



Through the late 20's up to 50 cars of the type in the photo were built at both the National Steel Car Co. and the Canadian Car and Foundry plants. They used passenger car running gear. As loading was completed an engine would be fired up to full steam ready to go when the last car was sealed. For CP the typical locomotive was a Pacific type 4-6-2, Class G2f usually numbered in the 2500 or 2600 series.



Canadian National silk trains were usually powered by 4-6-2 J4's and 2-8-0 S2's. The J4 classes were built between 1914 and 1920, the S2 classes in 1923 and 1924. Trains consisted of between 8 and 15 cars. The typical time to unload the ship and fully load an eight car train was about 100 minutes. Armed guards accompanied each train although attempts at theft were very rare. Stops were made at subdivisional points, away from stations and the public view. A newly fired engine (and a fresh crew) were waiting to be coupled to the valuable train. These stops averaged less than ten minutes. At this time journal boxes were checked and oiled where necessary.

In the United States, Seattle was a major silk port linked to points east in 1893 by James J. Hill's Great Northern Railway. The first Great Northern silk train on record left the city on December 2, 1910, carrying 1,656 bales of raw silk and 59 packages of silk goods. The train covered the 1,815 miles to the easternmost GN terminus in St. Paul in 57 hours and 45 minutes, before being switched to other rail lines on its way east. Until February 1937, when the GN ran its last silk train, it competed with such lines as the Northern Pacific and Union Pacific to be "the leading U.S. rail line in the handling of silk." Smaller volumes were shipped from Portland and San Francisco.

Despite all the rush, silk train accidents were surprisingly few. The only serious occurrence was on September 21, 1927, when a car jumped the tracks as the train rounded a bend in the Fraser Canyon just east of Hope.

Two or three cars followed it, sending silk bales tumbling into the river. There were injuries, and the cargo was salvaged.

After its full formation in 1923, Canadian National entered the fray with its first silk run in July 1925. CN made silk top priority also with their record time of just under 84 hours to destination. This was almost a day faster than their transcontinental passenger train. But CN lacked CP's ocean shipping advantage, relying on the British Blue Funnel Line to bring the raw product from the Orient. As an example of frequency between July 1925 and July 1926 six Blue Funnel ships made 15 trips across the Pacific bringing a total of 41,217 bales. The largest cargo of 5,256 bales was aboard S.S. Tyndareus when it docked in Vancouver in September 1925. The smallest cargo on the other hand was 1,359 bales aboard the S.S. Talthybius on April 29th, 1926. Some Japanese ships, most notably from the Nippon Yusen Kaisha Steamship Line (NYK) also shipped silk for Canadian National. The fastest route was through Toronto. At the time a typical daily Vancouver – Toronto passenger express took 90 hours. Since a connection via Buffalo for New York City took an additional 15 hours, a passenger could get to New York in about 105 hours from Vancouver. As noted above one silk train's best time took just under 84 hours. Referring to the most accurate records available at the time it should be noted that for both railroads combined, the average transit time was 90 hours and 49 minutes to cross the continent to New York.

With two railroads putting silk traffic ahead of every other shipment, business boomed in the 1920s, and the profits rolled in. In 1929 silk shipments peaked, then came Black Friday in October, when stocks plummeted, and the world fell into the Great Depression. Consumer demand fell as luxury items such as silk were soon out of reach for most consumers. Prices crashed and by 1934, raw silk was \$1.27 a pound, down from \$6.50 a decade earlier. That precipitated a steep decline in insurance rates, so speed became less of a priority and soon Japan, as an example, was shipping silk in its own vessels through the Panama Canal, which had opened in 1914.

The change was rapid. As an example, in 1928, 94 percent of all silk from the Orient to New York had crossed North America by train with the remainder through the canal. Then, according to the B.C. Historical Quarterly of 1948, the NYK line of Japan started using the Panama in 1929. Results for the railways were disastrous. By 1931, their share had dropped to just 40 percent with ships through the Panama handling the rest.

Ships also stole business by dropping their freight rates to \$6 a ton, \$3 less than the railways charged. CP stopped running single-purpose silk trains in 1933, instead coupling two or three silk cars onto their regular trans-Canada passenger runs as needed. Trips for both railways continued sporadically until the late 1930s, and by 1940 CN shipped just 504 bales. War with Japan was the final blow, killing all trade between the two countries. As well, the U. S. government ordered all silk futures trading, and production, to cease as demand for silk changed from fashion runways to airfield runways. Silk was used to make the parachutes for aircrew members.

Remaining silk cars were converted into mail cars and express cars and some were turned into robot cars when mid-train power was first introduced. An interesting entry in the Canadian Trackside Guide lists the following: Canadian Pacific - 400900 Steam Generator (for weed control) – Built 1927; ex Robot Control Car 1004 (1976); ex Baggage 4478; née **Silk Car 4935**. (photo). This car was acquired by the Revelstoke Railway Museum in 2007, an appropriate location considering the car rolled through that town countless times during its years of service. It appears to be the last remaining piece of equipment from a profitable and interesting era of Canadian railroading history.

Recommended reading: Silk Trains – Bernard Webber: Word Works Publications

Photo of car CP 4935: Andy Wegmuller of Readytrain.

RMBC News

The ex Royal Hudson tender that has been in our MP2 yard for years was sold to Aspen Crossing. This was to replace the tender they got when they bought the ex CNR Pacific #5080 from the City of Prince Albert back in May, 2019, where it had been on display for decades. The original tender was considered not worthy of restoring, so they bought our tender as its replacement. Here is a photo of the tender body being lifted onto a 'low boy' trailer at MP2 a few weeks ago. They then lifted the trucks onto the same trailer for a single trip to Aspen Crossing SE of Calgary, AB. Photo by: Gord Bell



Our 'Stop of Interest Sign': by Tom Arnott

British Columbia's 'Stop of Interest Signs' tell a story of a person, place or event relevant significant to history of the Province. The signs were first displayed on provincial routes in 1958. Since the signage program, over 175 signs have been installed throughout all regions of the province. This sign was installed in 1966 in commemoration of the centenary of the union of the Crown Colonies of British Columbia and Vancouver Island.

The sign was located 16km north of Horseshoe Bay on the Sea to Sky Highway (Route 99). The sign was removed during the upgrading of the new Sea to Sky Highway in 2010 and given to the museum.

Barbara Stover, one of the museum long time volunteers, is taking on the restoration of the sign which has been lying outside the Museum Car Shop for many years.

The sign tells the history of The Pacific Great Eastern Railway (PGE), which derived its name from the Great Eastern Railway in England. It was incorporated in 1912 in order to build a line from Vancouver to connect with the Grand Trunk Pacific Railway at Prince George. The PGE was provincially sponsored and was planned to unify the rail system in British Columbia. However, in 1915 their interest due on its debts weren't met on time and the PGE went bankrupt.



British Columbia government eventually stepped in and took over the company and created a Crown Corporation in 1918. At the time of the transfer the PGE had two lines: one between North Vancouver and Horseshoe Bay and one between Squamish and Clinton. Following the takeover, the government extended the line 15 miles north of Quesnel, which was later removed. It wasn't until 1949 that finances became available to expand the network and track was laid north of Quesnel to a junction that connected to the Canadian Pacific Railway at Prince Rupert. Between 1953 and 1956 the PGE created a line between Squamish and North Vancouver. In 1972, The PGE became the BCR.

Photo by: Tom Arnott

CURRENT RAILWAY NEWS

CN

Canadian National CEO Tracy Robinson reported in mid September that CN's operations continue to improve under the railway's new back-to-the-basics approach to railroading, which comes with a focus on making sure trains run to schedule every day. Nearly 90% of CN's trains depart on time, Robinson says, cars are traveling an average of 212 miles per day, a figure not seen at CN since 2016. CN is adequately staffed to handle this year's Canadian and U.S. grain crops, as well as strong volume growth that's expected across the system for the rest of the year, she said.

Container traffic through the Port of Halifax has grown 25% this year, she said, enabling CN to sell out the second pair of daily intermodal trains that connect the Nova Scotia port with Montreal, Toronto, Detroit, and Chicago. The trains were launched in June.

Halifax has been gaining more import volume from Southeast Asia as U.S. ports on the West Coast and East Coast have experienced congestion. The pair of intermodal terminals at the port are now running at 60% of capacity, up from 50% in June. The port is well-positioned to continue to grow as a fast and efficient alternative to U.S. ports for freight bound for the Midwest, Ontario, and Quebec, Robinson says.

Ontario Northland

Ontario Northland Railway unveiled its "Every Child Matters" locomotive, GP38-2 No. 1808, on Monday, Sept. 12th, at its North Bay shop facility, in a ceremony attended by local First Nations representatives and government officials.

The "Every Child Matters" initiative is part of Canada's National Day of Truth and Reconciliation, also known as Orange Shirt Day, observed on Sept. 30th to recognize the impact of the nation's Indian residential school system. It became a statutory holiday in 2021 following the discovery of more than 1,000 unmarked graves at residential school sites.



The Toronto Star reports the locomotive will be used in both freight and passenger service, hauling the railroad's *Polar Bear Express* between Cochrane and Moosonee, Ont.

Current State of the Genset Locomotive

The 'genset' locomotive was first introduced in 2005 by manufacturer National Railway Equipment and pioneered by the Union Pacific RR. Rather than being powered by a single prime mover with generator, gensets use multiple smaller diesel engines and generators to improve on emission and fuel efficiency.

At the outset, response from Class 1 RR's was strong, especially to meet higher emissions standards. Both UP and BNSF and some shortlines bought these models. But they proved to be complex and costly to maintain and often too light to handle heavy loads or certain switching chores. In the end, they couldn't compete with the newly improved GP 38-2's. Most RR's have disposed of their gensets but that model was the start on the road to new more efficient models, including fuel cells and all-battery locomotives now on the horizon.

AMTRAK

Amtrak announced in July that they couldn't re-instate Cascades service to Vancouver until December due to shortages of conductors, on board service personnel and maintenance workers. Both Washington and Oregon protested that this shouldn't be the case as crews had been re-qualified for the route in February. As a result, AMTRAK has now announced they expect to re-instate service in September but as of Sept. 15th, no announcement has been made.

Are 'Hump Yards' making a Comeback?

Most UP, CSX and Norfolk Southern 'hump yards' were shut down, starting in 2017, as part of each of those railroads's shift to Precision Scheduled Railroading. PSR resulted in hump yards being converted to flat switching facilities based on the late E. Hunter Harrison's operating model.

Now UP has re-activated the hump at their Davidson Yard in Fort Worth, TX to ease the burden on their new intermodal classification terminal in West Colton, CA. West Colton handles imports that are transloaded into domestic containers before being loaded onto intermodal trains bound for the mid West and Texas. This is an effort to reduce manifest switching at West Colton. Some 'humping' operations still occur at West Colton but at a far reduced level. Up has also improved and expanded Engelwood Yard in Houston, TX when they installed a new master retarder 18 months ago and recently added a new hump control system and other improvements in that yard so the railroad could assemble longer trains.

And Norfolk & Southern is now running cars over their hump at Rosnan Yard in Macon, GA and soon will resume hump operations at Moorman Yard in Bellevue OH. (TM)

Canada's Transportin Board calls for PTC system in Canada

The Transportation Safety Board of Canada has called for implementation of a form of positive train control on Canadian railroads and new crew training measures as a result of its investigation into a 2019 collision of two Canadian National trains near Portage la Prairie, Manitoba.

The TSB found that factors in the accident on Jan. 3, 2019, in which one train failed to react to a signal and hit the side of another train at 23 mph, included a lack of alertness on the part of the engineer because of a lack of activity related to use of the Trip Optimizer system (similar to automotive cruise control), as well as fatigue; differing levels of experience that led to conductor to defer to the engineer when he failed to react to the situation; and the lack of a train control system that could slow or stop the train when the crew did not react to a signal alerting it to stop.

“The United States has fully implemented a Positive Train Control system on all high-hazard track required by its federal legislation. This includes the U.S. operations of both CN and Canadian Pacific, which have invested significantly in their locomotive fleets and infrastructure,” TSB Chair Kathy Fox said in a press release following a Wednesday news conference. “The railway industry must act more quickly to implement a similar form of automated or enhanced train control system on Canada’s key routes to improve rail safety and avoid future rail disasters.”

The board also recommended that Transport Canada require railroads to develop crew resource management, or CRM, training — procedures originating in the airline industry to improve safety by addressing communication and decision-making skills.

“The aviation and marine industries experienced significant safety benefits with the introduction of CRM,” Fox said. “This type of training could provide additional tools and strategies to train crews to mitigate inevitable human errors, providing significant safety benefits in the rail industry.”

Rocky Mountaineer routes affected by Forest Fires

Due to the risk of wildfires east of Jasper, Rocky Mountaineer has begun diverting trains destined to Jasper via Kamloops trains to Banff. This affected trains departing Vancouver on Sept. 6th, 9th & 13th and corresponding return trips on Sept. 8th, 11th and 15th. The North Vancouver to Jasper (via Quesnel) departure on September 10th (and return on September 13th), was terminated at Prince George. Passengers were flown from Prince George to Calgary, and southbound passengers were flown from Calgary to Prince George to start their train trips. (TO)

'Friends of 261'

Minneapolis based Railroading Heritage of Midwest America (The Friends of the 261) will expand operations into the former National Railway Equipment shop complex in Silvis, Illinois. The facility covers almost 90 acres and was once the main shops of the Chicago, Rock Island and Pacific RR. The RHMA has also secured the donation of UP's famous Challenger locomotive #3985, a 2-10-2 UP #5511 and DDA40X #6936 'Centennial' locomotive (the largest diesel loco ever built). The group has plans to restore both locomotives to operating condition. They also acquired other cars from UP's Heritage Fleet, including ex-Western Pacific business car *Selma* and former SP business car *Standford*. All this equipment will be moved by UP later this year. This facility's main shop (see photo) is 400,000 square feet with multiple overhead cranes and more than 10 miles of track! The main shops include a wheel shop and a locomotive wheel drop table. The National Railway Equipment company will lease back a portion of the complex for the next five years to generate revenue and offset some of the costs in acquiring the facility. (SG)



Caltrans New EMU Trainsets

The commuter operator brought two of the new trains, built by Stadler at its plant in Salt Lake City, to San Francisco on Sept. 24th for a preview.

The seven-car trainsets will replace five or six-car current diesel trains that run between San Francisco and San Jose in 2024



AMTRAK

Amtrak's 'Cascade' Service Update

After a 2 year break, due to covid and related travel restrictions, Amtrak's Cascade Service resumed on Sept. 26th between Vancouver and Seattle. At this point, the service is restarting with a single daily round trip, departing from Seattle at 7:45 a.m. and departing Vancouver at 5:45 p.m. Amtrak stated that a second train will be added as equipment and staffing allow.

Amtrak's new Phase 7 Paint Scheme

Amtrak has unveiled the new paint scheme to be worn by the remainder of its fleet of Siemens ALC42 locomotives, a two-tone blue design with a splash of red and white trim. This is the 7th standard design in Amtrak's 50 year history.

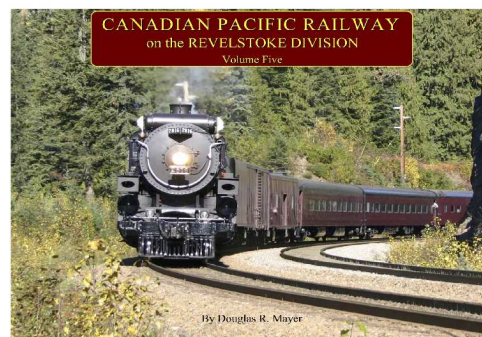


Other BC Rail Museum News

Long time member and former WCRA Director Glen Wideman, who moved to Kamloops in the early 2000's passed away on Sept. 4th at the age of 84. He became deeply involved with the Kamloops Railway Heritage Society, eventually becoming their President. At Glen's request, there was not a Celebration of Life. Our thoughts go out to Sandi, Glen's wife, and his family

Revelstoke Rail Museum

Their Museum recently published Volume 5 of Doug Mayer's popular series "Canadian Pacific Railway on the Revelstoke Division". This volume can be ordered directly through: railwaymuseum.com



The WCRA is pleased to announce we are hosting the First Annual Train and Hobby Show at the Heritage Park - Oct. 15th & 16th



RAILWAY MUSEUM
OF BRITISH COLUMBIA

... presents the

SEA TO SKY
MODEL TRAIN
AND
HOBBY SHOW

Exhibitors • Operating Models • Vendor Tables



Operate Model Trains



RC Car Racing Vancouver Lego



Hands-on Family Fun and More!



Food and Refreshments



Saturday Oct. 15 • 10am - 5pm

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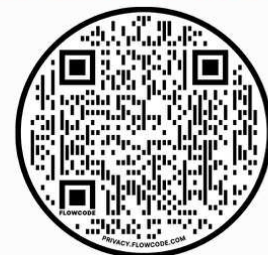
*Parking by donation. All proceeds support the Railway Museum of BC,
a non-profit organization preserving and interpreting BC's Railway history.*



\$3 Mini-Rail Rides

Tickets at:

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**Amtrak Cascade departing Vancouver in the late afternoon on
September 26th, 2022 on the first run after the service being
re-instated. Photo: Michael Marriot**



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