

# The Railway Museum of BC Newsletter



**October - December 2022**

**The 374 Yaletown crew gets 374 ready for the Holidays**

**The Museum's first Model Train & Hobby Show was a roaring success!**

**The 960 Crew is Getting it Close to Completion**

**The North Pole Express sells out in Advance!**



**RAILWAY MUSEUM**  
OF BRITISH COLUMBIA

## FROM THE EDITOR

*RMBC News, Page 2*

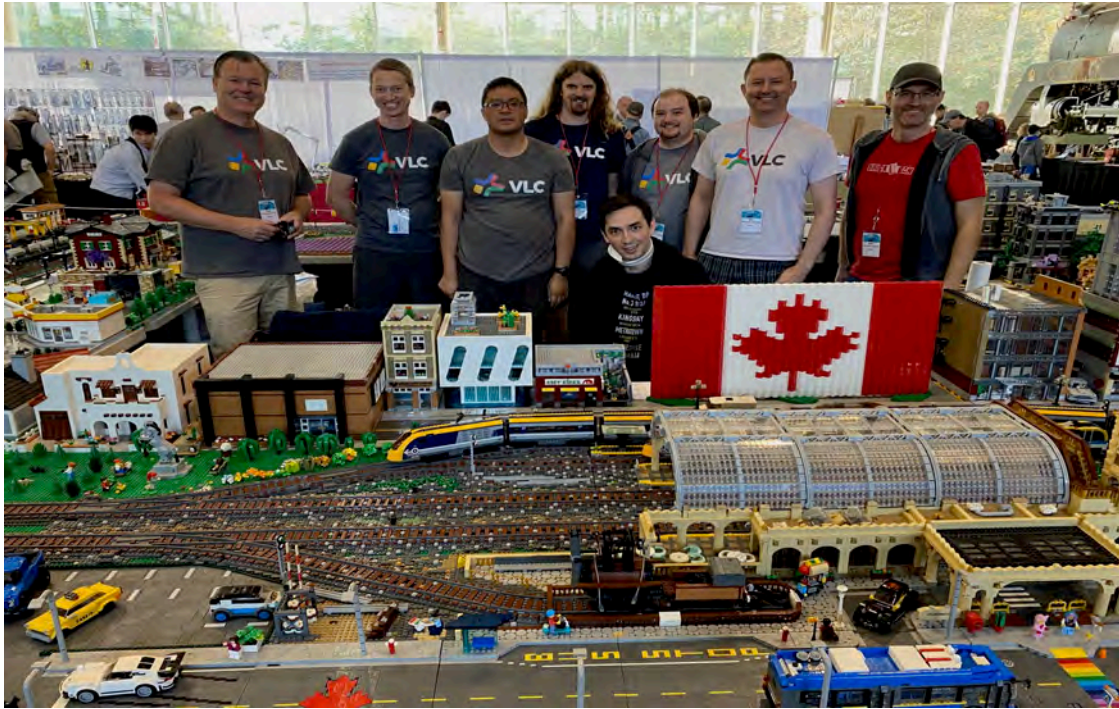
The fall of 2022 was very busy since we came out of the pandemic. Gordon Hall and Christian Vazzaz were the two key organizers of our first Model Train and Hobby Show held on Oct. 15th & 16th at the Museum in Squamish. Full coverage of this event is included in this issue. And starting in August, Jeanene Gruber began weekly work parties to start getting ready for the North Pole Express. This year, the plan was to make some major changes to the look of the event. One of the departures of NPX was funded by donors to allow 320 children from the Boys and Girls Club to be transported by buses for a departure on Dec. 17th. Full coverage of the NPX will be featured in the January to March newsletter.

### **Model Train & Hobby Show**

The first RMBC show was held on Oct. 15th & 16th with very good results. Attendance was very good with just under 2000 attending over the two days. A total of 21 exhibitors and 9 layout groups participated. As there had not been any model train shows in the Greater Vancouver area since 2019 and the big Vancouver Train Expo show was not able to run in 2022, a few members of WCRA worked from the spring through fall on hosting a model train show at the Railway Museum of BC.

We had several nice model train layouts from N, HO & O scales in the Roundhouse. Vancouver Lego club had several members build modules that combined for great variety of Lego Village. The Victoria Model Railway club had a large layout with very detailed HO trains. Grady and other teens operated the WCRA HO modular layout. An interesting O scale British Switching layout was unique. RC Pit Stop set up a RC race track on the floor and kids big and small had a great time racing remote control cars. They also had a Hill Climb course where kids could try out slow crawler hill climb trucks. The Canadian Toy Train association had several loops of O gauge track with long trains running, with a carnival circus theme, and a Harry Potter Hogwarts's train display. Several controls were mounted along the fence so kids could run the trains. Older kids were invited in from along the fence to try the complex switching layout. We had some teens from the various train groups show the visitors how to operate the complex layout switching cars around trying to figure out how to fit them into the correct locations to load and unload.

Saturday's turnout was mainly hobby related while Sunday had more families attend. The weather was perfect for our mini rail with full rides on both days. Plans are underway to hold a second annual show on March 18 & 19th, 2023. Details and enquiries at [trainshow@wcra.org](mailto:trainshow@wcra.org). (GH)



The Vancouver Lego Club



Fraser Valley Autism  
'hands on' Thomas  
layout



PGE/BC Rail Modeler's Association



Victoria HO Model Railway Club



BC Society of Model Engineers





Greater Vancouver Garden Railway G scale & three of their Members



British O scale.



T-Trak N scale layout



Canadian Toy Train  
'O' Gauge Layouts

Layout for Kids to  
Control their Trains



Exhibitor's Outdoor  
'Lounge'

## OUR COLLECTION

### Update on BCER #960 - By Mike McGaw

After health issues including the Covid limitations, plus deserved vacations (a fabulous cross Canada rail trip for myself), both Bob Gordon and myself are back hard at work on 960's disassembled front truck with it's various components. In so much as it's plenty cold up in MP2, (how chilly you might ask, an RDC put in the shop 4 days prior to our last Dec visit, still retained snow on its roof!). But, once we got into the tasks at hand, we forgot about the frigid temp. Our initial plan was to have most of the components shot blasted and then quickly primed and painted before flash rust showed up. However park projects, blaster availability and changing weather (we need to blast outdoors) cut us off. We therefore continued prepping the front two traction motors and their cast-spoked wheels, as we understood these would be the most costly and time consuming for a blast team. I'm pleased to report that traction motor housings and the once severely crud encrusted wheels are all but fully prepped, with rust inhibitor paint being applied as well. Some other components, like 2 of 4 journal boxes are also prepped and painted. We are still looking at a shot blast option for the truck frame, springs, and some other pieces, hopefully late January: cost, time, and weather permitting. Work has also been going forward on refurbishing the motors sprung carbon brush holders. Included are before and after shots, reflecting our often tedious needle gun and wire wheel work.



**#1 traction motor along with wheel as she was left in the late 60s with layered up crud and rust.**



**Same wheel after tedious chipping layers off with needle gun and finishing with a wire wheel.**



**#2 traction motor on home stretch with cleaning, de-rusting and protective paint application.**

## **CURRENT RAIL NEWS**

### **US Railroads & Unions Labour Negotiations Settled**

Labour negotiations came down to the wire, raising the prospect of the first strike or lockout in three decades in the US. After nearly three years of fruitless negotiations between a dozen labor unions and the railroads, the Biden Administration in July appointed a Presidential Emergency Board to make contract recommendations.

The PEB in August recommended a 24% wage increase, along with \$5,000 in service recognition bonus payments, over the five-year life of the contract retroactive to Jan. 1, 2020. That was below the 28% increase the unions sought, but above the railroads' 16% proposed wage hike. The board also recommended that railroads and unions sort out working conditions issues, including scheduling and sick time, on the local level.

Hours before a Sept. 16th strike deadline, unions and the National Carriers' Conference Committee, that represents the U.S. Class I railroads, reached a deal with the assistance of the White House, including Labour Secretary Marty Walsh. But four unions ultimately rejected the tentative agreements with the railroads, setting up the prospect of a strike as early as Dec. 9th.

To prevent a strike, Congress passed legislation that imposed the PEB's contract recommendations. A separate measure that would have added paid sick time failed to pass.

President Joe Biden, on Dec. 2nd, signed legislation to prevent a strike. The legislation ended the prospect of a strike but it did not solve worsening labor-management relations at the Class I railroads in the U.S. Incidentally, Canadian Pacific was not part of national negotiations in the U.S. (TM)



### **US Class One Railroads negotiate re: Conductor Changes**

Union Pacific and Norfolk Southern told the Federal Railroad Administration that they are negotiating with unions about testing the concept, which would involve having conductors assist trains in specific territories, using pick up trucks.

And BNSF has been in negotiations with SMART-TD for some time now on a workable transition to ground-based conductors, and "could initially include pilot locations," railroad spokesman Zak Andersen says. "We remain optimistic that we can reach a progressive agreement that creates a better work-life balance for our employees through predictable schedules, enhances service to our customers, and sets BNSF up for future success."

In 2014 BNSF became the first railroad to propose engineer-only operations on lines protected by positive train control. It reached a tentative agreement with the SMART-TD union covering BNSF routes in the Midwest and Pacific Northwest that would have created a ground-based master conductor position. But the rank and file rejected the deal.

Canadian National declined to comment when contacted regarding its interest in ground-based conductor positions. Canadian Pacific declined to add to comments CEO Keith Creel made during the railway's earnings call in July. Creel seemed skeptical of one-person operation anytime soon, given how frequently trains encounter problems on the main line. Until pull-aparts and other mechanical issues become exceptionally rare, Creel says one-person operation doesn't make much sense. (TM)

### **The Izaak Walton Inn has changed Ownership**

This iconic trackside property along BNSF main line adjacent to Glacier National Park that is a longtime railfan destination, is under new ownership. The Daily Inter Lake reports that Brian Kelly, who has owned the property since 2006, has sold it to Loge Camps, a hotel marketed toward outdoors adventure clientele.

The hotel, with its rental cabins including cabooses and an F45 locomotive on a 100-acre property, sold for \$13.5 million.

Gavin Burns, Loge Camps' vice president for business development said the company will update rooms and update the hotel's café but that most of the property will not be changed: "We're not developers. We're remodelers," he said. "The property has so much character and great history." The hotel dates to 1939 when it was built by the Great Northern Railway to provide lodging for railroad workers. It was named to the National Register of Historic Places in 1985. (TM)

### **Limiting Train Lengths**

An Iowa representative of the SMART -TD union says the union will try again next year to advance a bill that would limit freight train lengths in the state.

The proposed bill would not allow any train "that exceeds 8,500 feet in length on any part of a railroad," with penalties of not less than \$500 and not more than \$5,000 per violation . The union stated that longer trains lead to more accidents , delay traffic at crossings etc . However , the Iowa Legislature website does not show it advancing out of committee.

### **Historic NYC historic Electric Locos Saved**

Two historic New York Central electric locomotives are finally safe after a 4½-hour ballet to lift and shift them 200 feet on a Hudson River island on which they were stranded. They were moved by railroad contractor Hulcher.

The Danbury (Conn.) Railway Museum announced Thursday night (Dec. 29) that Phase 1 of the rescue plan is complete . The units are now staged for disassembly and trucking 120 miles to the museum site. Completion of a suitable permanent exit road from Beacon Island near Albany is expected to delay that move, Phase 2 of the project, estimated to cost \$125,000, for at least three months.

The electrics, plus two diesel units and four passenger cars, stood in the way of plans to build a \$350 million plant to manufacture offshore wind-turbine towers . All were stranded on a land mass because rail access had been cut by a bridge washout, and ground conditions were too swampy to permit trucking. The diesels (an NYC Alco RS -3 and an NYC General Electric U25 B) and passenger cars could not be economically saved and were scrapped in late November and early December . Without a rescue plan, the electrics would have been scrapped, too

The units are NYC Class S-1 (2-D-2 configuration) No. 100, built in 1904 , and Class T-3a (B-B+B-B configuration) No. 278, built in 1926. Built by a consortium of American Locomotive Co. of Schenectady , N.Y., and General Electric Co., they are among the last of their kind. No. 100, built as No. 6000, is especially historic, with the museum calling it "the world 's first mainline electric locomotive ". That project was prompted by passage of laws that mandated electrification after smoky conditions from steam locomotives caused a Jan. 8, 1902 , collision in the NYC Park Avenue Tunnel . Fifteen people died and many were injured in what became New York City's worst train accident. (TO)

### **The Northlander will Return**

Ontario Northland RR announced the return of the Northlander train between Toronto and Cochrane with the announcement, on December 15th, of a firm order for new trains to operate the service. The promise to restore the service, first made during the 2018 election campaign, has now finally been transformed into a \$139.5M purchase order for new Siemens Venture trains, to be delivered by 2026. (ON)

### **Central Hobbies up for Sale**

Hal Kinsey, the owner of Central Hobbies, is retiring next June and has put the business up for sale. He bought Gary's Train Centre (long time WCRA member) 35 years ago when the store was on Broadway and moved it to Grandview Hwy. (JM)

### **CP's 2022 Holiday Train**

The CP Holiday Train program concluded another successful year of raising money, food and awareness for local food banks. More than C\$1.3 million was raised and 121,000 pounds of food have been collected for local food banks and food shelves with donations still being received. (CP)



The last four stops on its westward trip were: Agassiz, Maple Ridge & Pitt Meadows on Dec. 17th, and Port Moody & Port Coquitlam on the 18th.

Photo: (Train in Kamloops)  
Russ Grycan

### **The Alaska Railroad**

Alaska Railroad is preparing to mark 100 years since the completion of its 470-mile main line. On July 15, 1923, President Warren G. Harding drove a golden spike signaling the completion of the railroad in Nenana, Alaska. To kick off its centennial, Alaska Railroad is launching a 12-day centennial-themed package that will take passengers along the entirety of the 470-mile railroad. The travel package includes destinations all along the main line, including time in Seward, Anchorage, the remote Spencer Glacier whistle stop, Denali National Park and Preserve, and Fairbanks. (RA)

### **Canadian National is asking for trackage rights on a key KCS Line**

On the ongoing saga of CP/KCS proposed amalgamation, CN has asked the US Federal Regulators to condition the approval of the Canadian Pacific-Kansas City Southern merger on the granting of trackage rights over the key KCS line linking Springfield, Ill., with Kansas City and St. Louis.

CN has sought to own the Springfield Line outright, arguing that the Surface Transportation Board should order CP and KCS to divest the route.

But in a final brief filed with regulators on Oct. 21, CN says it would be willing to accept trackage rights on the Springfield Line, which it would upgrade and connect with its former Illinois Central to create a new single-line route connecting Kansas City with Chicago, Detroit, and Eastern Canada. CN says it would be able to divert 80,000 trucks per year to intermodal service over the line once \$250 million is spent on improvements. "Divestiture of the Line to CN is the best remedy to address CP's anti-competitive acquisition of the parallel Springfield Line" said a CN spokesman. But at the public hearing, the Board asked CN if it would consider trackage rights as an alternative remedy," CN wrote in its filing. "After careful consideration, CN believes that, while not optimal, the type of trackage rights remedy raised by the Board could sufficiently preserve the Springfield Line as a viable competitive alternative, but only if those rights are accompanied by provisions that would protect CN's investment and impose service commitments."

As part of the Conrail carve-up in 1999, the STB granted CP trackage rights down the east side of the Hudson River from the Albany, N.Y., area to New York City. CN says its request in the CP-KCS merger is similar and would unlock its potential.

CP and KCS have called the request for divestiture of the Springfield Line a dramatic overreach that would harm competition, as well as shippers on the route who currently enjoy single-line service to Mexico. There's no regulatory basis for the STB to award CN the line, the railways said. (RA)

### **MRL Engineers Question Contract with BNSF**

Some Montana Rail Link engineers have raised concerns about a loss or reduction of a range of benefits if regulators approve the early termination of the regional's lease with BNSF Railway.

BNSF has reached agreements with all nine unions that represent MRL employees as part of its plan to resume control of the former Northern Pacific main line between Huntley, Montana and Sandpoint, Idaho, which predecessor Burlington Northern leased to MRL in 1987.

But the Brotherhood of Locomotive Engineers and Trainmen Division 232, which represents 250 MRL employees in eastern Montana, told the Surface Transportation Board this week that they're concerned about what they say is a loss of benefits and seniority.

Operating craft employees at MRL will lose disability and life insurance, profit sharing, and vacation time while paying more for health insurance and taking a loss from the difference in employer matching contributions to a company 401 k program, the union officials say.

"It is anticipated that shift for shift earnings will increase slightly if the lease termination goes through, but it would not even come close to covering the gap we will have when losing the above-mentioned benefits. As a result of the benefit losses, we would not be surprised if there is a mass exit of manpower," the union local wrote in a letter posted to the Surface Transportation Board website on Wednesday.

The union local asked the STB to consider requiring BNSF to continue benefits at MRL levels if the lease termination is approved. (TM)

**CP one of only two major Class 1 Railroads to Show Volume Growth in 2022**  
Canadian Pacific and Union Pacific were the only major Class I railroads to show volume growth in 2022.

UP took the crown among the top six systems, with its overall traffic up 2%. The increase was driven by a 5% gain in carload traffic, including a 9% jump in coal volume. UP's intermodal traffic was down 2% for the year. CP's 1.7% growth was due almost entirely to an 11.5% gain in intermodal traffic. The only other commodities that were up on CP were potash and its metals, minerals and consumer products business segment.

Total North American rail volume was down 1.9% for 2022, according to the Association of American Railroads. Canadian National and CSX saw their volumes fall by less than 1%.

### **Chicago's Metra to test battery powered Loco's**

Chicago community operator METRA will convert at least three and as many as six of its oldest F40PH-3 locomotives to battery power under a \$34.6 million contract with Progress Rail, which will handle the work at its Patterson, Ga. plant. The locomotives, expected to have a 150 mile range, will test on METRA's Rock Island District. The first three units will take about 3 1/2 years to complete. (M)

## 'A Look Back'

### WCRA Newsletter - December 2002

#### Association News

There were 52 members and guests at the November monthly meeting chaired by Glen Widman.

Dave Emmington provided an update for the November 26th Annual Dinner and Awards night at the Best Western King's Inn in Burnaby. As before, six categories will be awarded to volunteers and organizations who have contributed in various ways to the WCRA. Craig McDowall updated the Board recommendation to appoint Don Evans as an interim Executive Director for six months after he accepted the appointment and resigned from the Board.

Craig also reviewed the board's activity and addressed questions re: its structure and operation.

Bill Johnston outlined the plans for the CN handover event for the donation of Algoma Central FP7A #1756 to be held Nov. 22nd at 10:30 hours at Pacific Central Station.

Glen Widman gave an update on the park covering the 'Rail Ale' dinner, the Garden tracks layout, the new roof on the Brightbill House and setting up the Christmas lights in the park.

Dave Emmington conducted a raffle that raised \$155!

Trackside report was given by Ryan Cruikshank.

Entertainment was provided by John Day on his trip to China to cover steam and other RR lines there.

Thanks to Craig McDowall for donating a photo copier to our Hastings Street office.

#### Christmas at Canada Place

The West Coast Mini Rail is returning to this annual event and this year at the new Cruise Ship Terminal. The displays will include the famous Woodward's Windows along with lots of other Christmas decor. Admission to ride the trains will be by donation this year. The space allocated to us this year is smaller where we will run on 700 feet of track through Christmas with Christmas scenes. Set up and take down is our responsibility but we will receive \$1 per ride from Canada Place. We will provide two trains with 12 passenger cars and the loco's will be Paul Roy's F7A #4069 and Mary Roy's M420 #646.

#### Rail Ale Dinner

The 5th Annual Rail Ale dinner held on Oct. 19th at the Howe Sound Inn was the most successful yet with 84 people attending and The 'Buy a Tie' game did really well, raising \$900. In total, \$7000 was raised, split between our association and the Squamish Chamber of Commerce.

### **Christmas Lights in the Park**

Dates this year Thursday through Sunday from Dec. 5th to Dec. 29th from 17:00 to 20:00 hours each night. There will be a special visit from Santa on Sat. Dec. 7th from 12:00 to 16:00 hours. We will have a special mail box to write letters to Santa in the RR Post Office car with a guaranteed letter back from Santa.

### **The Kids Kaboose**

Fred Dannells and members fo the Canada Post Heritage Club are hard at work on the Kids Kaboose. The former CPR wood caboos was rescued from service as the Ronald McDonald kids caboos at the Coquitlam McDonald's restaurant. When restoration is finished, it will serve as the new Kid's Kaboose at the park for birthday parties etc.

### **Royal Hudson Preservation Fund Update**

Contributions at the end of November totalled \$14,168 with many smaller donations added in the past 30 days.

### **Garden Track Constructions gets Underway**

Thanks to Pacific Northern Rail Contractors, construction has started on the garden tracks after 3 years of planning and to ease the track congestion we have at the park. The materials for all the track construction in this second phase of the development were provided some years ago by BC Rail, along with ties from Ashcroft Treating and switches purchased from Ashcroft. In 1999 BC Rail did complete the mainline to the front of the new station (just in time or ARM '99), but things stopped there due to funding restraints. The Garden Tracks, needed to re-locate the display cars, remained uncompleted. This October, we had PNR President Henry Braun visit the park and they gave us a very competitive quote to get the job done. PNR was doing track work at Squamish Terminals and we were able to piggyback on that project with work starting on Nov. 18th.

### **Full Steam Ahead Capital Campaign Update**

#### *Members Campaign:*

Goal. \$200,000 - Pledged/rec'd. \$ 228,829 (114% of Goal)

#### *Corporate Campaign:*

Goal \$1,100,00 - Pledged/rec'd \$1,116,440 (101% of Goal)

#### *Government:*

Goal \$1,000,00 - Pledged/rec'd) \$ 328,190 (33% of Goal)

In total we have reached 73% of our total goal.

## **BC Rail**

### **Caribou Prospector**

The last run of the Caribou Prospector from Prince George occurred on Oct. 31, 2002, ending the passenger service era in BC (and formerly the PGE) that dated back to 1914. A number of rail fans were on board and there was a banner across the face of lead RDC BC31 that noted the 88 years of passenger service was ending. There a lot of media coverage, most of it not complimentary. For various reasons, including a short protest blockade of the tracks, the four car Budd train didn't arrive in North Vancouver until after midnight. At total of 63 staff employed by the passenger division lost their jobs and the North Vancouver diesel shop (which serviced the Budd cars) has now been closed as well.

### **Lillooet Rail-buses**

The rail-buses purchased to provide service along the isolated stretch of the BC Rail line between Lillooet and D'Arcy have gone into service. They are making two trips daily Mondays through Saturdays. They are primarily to bring school children to Lillooet each week day. A speeder operator runs the trains.

### **BC Rail continues to Sell Passenger Fleet**

Their fleet of passenger equipment continues to be sold off and is starting to leave the area. Reports (some not officially confirmed) are;

#### **Royal Hudson coaches:**

Seton and Dragon - sold to the CPR

Birken (table car) and Alta Lake (diner) have been sold but purchaser unknown  
Shalath (power car) & coaches Sunset Beach, Exeter, Kelly Lake & Brunswick sold to Walmsley Equipment (Toronto)

Chasm, Capilano, Whistler, Porteau and Concession Car Horseshoe Bay - still unsold

#### **Business Cars**

Caribou was seen on the Sapperton interchange on Oct. 16th and eastbound in a CPR freight in Revelstoke where it will be trucked to the Three Valley Gap Hotel complex.

Northern Summit has also apparently been sold and may be destined to the Okanagan. This was the coach used by W.A.C Bennett to open the PGE's expansion from North Vancouver to Prince George. In the mid 1950's.

#### **Budd Cars**

RDC-3 #30, RDC-1 #15 reportedly going to the US to Maine for commuter service

RDC-3 #31, & RDC-1's #10 & 11 going to Oregon DOT for commuter service  
RDC-3 #33 and RDC-1 #21 may get repaired and then be sold as operating cars



### **Whistler Northwind**

Two former UP kitchen/diner cars sold to the American Orient Express. Other cars reportedly being sold to VIA Rail for possible use on their Skeena route

### **Pacific Starlight Diner Train**

Listed for sale as a complete unit with price set at \$1.6 million

### **#3716 2-8-0 Mikado**

Interest has been received by many groups and BC Rail has requested that formal proposals to the Province of BC with closing date in January 2003 and proposals must be for restoration of the locomotive and not static display

\* \* \* \* \*

## **The History of EMD's 'Tunnel Motors'**

Electro-Motive Division tunnel motor diesels solved a tricky problem. Locomotives operate in all climates, from scorching desert heat to frigid Canadian winters. An ample supply of fresh air is always required for cooling and combustion purposes but when trains operate through long tunnels or snowsheds at slow speeds, the ability of a locomotive to receive large amounts of air cool enough to provide proper heat dissipation via the radiator system became an issue for several western railroads (most notably Southern Pacific and Rio Grande). Before the introduction of microprocessor technology locomotives didn't have the ability to self-govern and would quickly overheat and fail in these conditions.

The first tunnel motor diesel constructed by EMD was the SD45T-2, which was a modified version of the SD45-2. Since hot air rises, the modified locomotive has low-mounted air intakes along with larger radiators. The high-mounted radiators are cooled from below by upward-blowing fans. Southern Pacific was the only railroad to purchase the SD45T-2, ordering 247 units from 1972 to 1975. The tunnel motor variant of the highly successful SD40-2, the SD40T-2, received 312 orders, split between Southern Pacific/Cotton Belt and Rio Grande orders from 1974 - 1980. Eventually all tunnel motors built for Southern Pacific and Rio Grande ended up in the employ of Union Pacific in 1996. Most of the tunnel motors were purged from UP's roster in the 2000's, ending up on dozens of other Class I railroads, short lines, regionals, and lease fleets across North America.

Canadian National is the only Class I operating the tunnel motor design today. It inherited two separate fleets of SD45T-2s (rebuilt mechanically to SD40-3s) during its acquisition of Bessemer & Lake Erie and Duluth, Missabe & Iron Range in 2004.

Its fleet of tunnel motors see service primarily on CN's iron ore operations in the upper Midwest. Unfortunately, CN's fleet appears to be in danger, with rumored replacement power for the elderly locomotives arriving in 2023.

With over 500 tunnel motors constructed and many still operating in various forms these unique locomotives will ply the rails of short lines and industrial sites across the continent long after Canadian National has retired their fleet.

### **North America's Largest Steam Switcher**

In the steam era, switch engines came in basically three sizes: 0-4-0, 0-6-0, & 0-8-0. They ranged from diminutive shop switchers: typically 0-4-0s, pretty much a pre-1900 machine, to huge switchers such as Indiana Harbor Belt's three U-4a class 0-8-0s of 1927, three cylinder behemoths that weighed 364,000 pounds and could muster up to 74,400 pounds of tractive force, with another 12,000 pounds with the booster cut in.

But that wasn't the biggest. In fact, the largest North American steam switcher didn't even share a standard wheel arrangement, such was the requirements of its owner. The biggest was the Union Railroad's unique 0-10-2, dubbed the "Union" type, weighing in at 644,510 pounds and delivering 90,000 pounds of tractive force, with another 17,150 pounds available from its booster. All that theoretically added up to 3600 HP.



The Union Railroad is relatively unknown outside the Pittsburgh region. It is one of several lines formerly owned by U.S. Steel and heavily oriented toward industrial and ore-delivery operations, operating on about 200 miles of yard track and 65 miles of main line serving industrial customers within a 10-mile radius in Allegheny County. Today the company is owned by Transtar Inc.; U.S. Steel divested itself of the Union in 1988. The nine Union 0-10-2s - all built between 1936 and 1939 and numbered in the 300 class truly were monsters. Like all U.S. Steel steam locomotives, they were constructed in Pennsylvania at Baldwin's Eddystone plant in suburban Philadelphia.

The machine met a very specific need: obviate pushers used at two locations where grades reached 2.5%.

A five-coupled engine was determined to be the answer, augmented by that extended two-wheel trailing truck supporting a large firebox. The 0-10-2 was surprisingly compact, despite its claim as biggest steam switcher. Its huge boiler measuring just 70 feet in length, was abbreviated on account of turntable length and other restrictions, and accomplished in part by dispensing with the engine truck and making the tender a rather short but tall affair. Its ungainly appearance was modified to some extent by boiler jacketing extending to the end of the smokebox.

The 0-10-2's put in nearly a solid decade of faithful service before the Union was obligated to join the movement toward dieselization in Pittsburgh, due to the smoke-choked city's push for cleaner air. Still way too useful to scrap, the nine Unions in 1949 were transferred to another U.S. Steel road, the Duluth, Missabe & Iron Range at Proctor, Minn., where biggest steam switchers went to work on the Iron Range for another decade, renumbered as 600-class engines. Although most of the Union engines were scrapped after DM&IR service, the 304/604 was saved and stored for several years at the B&LE roundhouse in Greenville, Pa., alongside Bessemer 2-10-4 No. 643, now in the collection of the Age of Steam Roundhouse in Sugarcreek, Ohio.

The 0-10-2 finally found a permanent home when it was donated to the city of Greenville in 1985. (TM)

### **US Ceremonial Transcontinental Golden Spike up for Auction**

If you have an extra \$300,000 to \$500,000 burning a hole in your pocket, you can own a piece of transcontinental railroad history.

Upon completion the first transcontinental railroad in May 1869 at Promontory Summit, Utah, four ceremonial spikes were created: two golden spikes, a silver spike, and a gold, silver, and iron spike supplied by the Arizona Territory and given to Union Pacific President Oliver Ames.

Now Christie's of New York is going to put the "Arizona Spike" up for auction Jan. 27th.



It's believed that the spike was made by G.W. Laird in San Francisco in 1869, but this hasn't been confirmed. It has a gold head, a silver shaft, and an iron spike at the base. Each of the four sides of the spike are engraved, and a message reads "Ribbed with iron, clad in silver and crowned with gold Arizona presents her offering to the enterprise that has banded a continent, dictated a pathway to commerce. Presented by Governor Safford."

According to Christie's, "As a significant piece of American history with the current estimate sitting at between \$300,000 – \$500,000." (RA)

## CREDIT LINES

Editor: Craig McDowall  
Distribution: Jeremy Davy  
Donna Simon

Contributors: TM (Trains Magazine)  
JM (Jim McPherson)  
TO (Trainorders.com)  
RA (Railway Age)  
(M) (Metra.com)

ISSN 1204-072X

RMBC News: Vol. 62 Issue 4

Note: Don't forget for WCRA members to email your volunteer hours for 2022 to [donna@wcra.org](mailto:donna@wcra.org). Deadline is January 31st, 2023.

Send news contributions direct to the editor at 404 Bury Lane, West Vancouver, B.C. V7S 1K3, on the Internet to: [news@wcra.org](mailto:news@wcra.org)

Phone news to (604) 926-4851

Check us out online at: [visitrmbc.org](http://visitrmbc.org)

Contact us: Heritage Park: 604-898-9336

CN Roundhouse & Conference Centre: 604-898-9336

**CP 2022 Holiday Train at Spuzzum Creek at  
MP 17 CP Cascade Sub. Photo: Ken Storey**



Published by the West Coast Railway Assoc.- [visitrmbc.org](http://visitrmbc.org)

ISSN 1204-072X

P.O. Box 2387, Stn. Main, Squamish, B.C. V8B 0B6

Vol. 62 Issue 4

Canada Post, Canadian Publications Mail Sales Agreement #40007853