

The Railway Museum of BC Newsletter

JULY TO SEPTEMBER 2023

The North Pole Express is on Sale Now!



RAILWAY MUSEUM
OF BRITISH COLUMBIA

Vol. 63
Issue #3

FROM THE EDITOR

The challenge any museum, particularly rail museums, is trying to get a younger demographic sufficiently interested in railroads to volunteer on a regular basis. During the past five years, we have had a number of volunteers retire from being active at the museum, even for special events, due to health reasons, mainly associated with aging. Trying to replace those long time volunteers is one of our biggest challenges. The main reason we have been able to acquire a large number of new volunteers for our two major events, Day Out with Thomas and The North Pole Express, is offering the Secondary School the Roundhouse/Conference Center at no cost in exchange for a minimum number of volunteer hours for these two events. A creative way that works for both parties. But the challenge still remains. Moving forward, with less volunteers as more of our regular volunteers 'age out', how do we attract younger enthusiastic volunteers? Advertising for volunteers at our main events, attending train shows and related industry events such as CN Family Days are steps in the right direction. We need to develop new methods using social media and other avenues of communication to attract new (and younger) volunteers.

And in my personal attempt, as editor, to celebrate our volunteers, I will feature those who have been our best volunteers over the past decade (or decades!). In this issue, Roy Crowston who has been a member of our cherished 'Squamish Gang' for decades is our featured volunteer.

Roy Crowston

Roy was born in Williams Lake in 1943 as his father was a PGE section foreman. As was the norm back then, as an employee where the PGE family motto was *Always on the Move*, their family moved many times as his dad got transferred. Between 1943 and 1961, Roy's family moved ten times with his dad's various positions with the railway! Roy hired on with the PGE in 1961 at the age of eighteen. He started his career as a brakeman and retired as a conductor with CN in 2005. Since then, Roy has been a huge volunteer with the WCRA for almost two decades as a major member of the 'Squamish Gang'. Major projects that he worked with the gang or on his own included:

Rebuilt the inside floors & ceilings on Rules car - BCOL #990242

Rebuilt body of speeder (M19 fire patrol).

Assisted putting on roof on CN Shovel Bunk car.

For the past 20 years, Roy applied all lettering & numbers on all WCRA projects.

He and John Jellis rebuilt the yellow A6 Speeder.

Did the Minirail shop exterior framing & siding.

Worked on the Ice Cream bar building & store with new metal roof & siding.

Had the Print Shop dragged over by Rick Hunter and set it up with new siding, roof & interior.

Installed a new door and replaced a new roof on the MP2 Metal shop.

Worked on construction of new kitchens, lunch room, laundry room & wash room in MP2 and donated new appliances.

Removed interior walls, then installed new framing, insulating & venting in the MP2 Wood shop.

Installed the Eagle display from Donna Fourchalk at the park entrance.

Was Conductor for all switching of cars for numerous events, including movie shoots.

Was a conductor for years on DOWT, the Pumpkin Train & Polar Express.

Installed displays of old railway photos in the Round House and currently working on displays on the Mezzanine.

Set up and dismantled Polar displays for years.

Did a total rebuild of PGE 722 Troop Sleeper.

Rebuilt exterior walls, cat-walk and and painted the interior of PGE 1817 Wooden Caboose.

Did a complete overall including lights, interior and exterior painting of BCOL #1859 Steel Caboose.

Note: Roy and John Jellis worked on many of these projects as a two man team and on the larger projects, like 'the Two Spot', many other members of the the 'Squamish Gang' were a dedicated team to finish these projects.



Worked on major replacement of parts on engine, tender and complete painting of PGE # 2 Steam Engine for static display.



Trained BCIT students (together with John Jellis) to become Conductors over a period of ten years.



Roy & Bill McEnery working on the Car Shop's new volunteer lunch room



'The 'Dynamic Duo' who together have worked on so many park projects!



Roy mounting the PGE history large emblem on the wall in the Mezzanine

Updates from WCRA

As stated in earlier issues, I am including reports from the major departments of the association to advise our members of how we are doing during the previous three months.

Bob Philip - President's Report

As we head into the final big event of the year, the North Pole Express, I would to share some of what is being planned for next season. Thanks to two gifts from donors, we are presently restoring the Henry Pickering to the original Canadian Pacific Tuscan red and doing a couple of mechanical repairs so that it may be used for events in 2024. As well, we plan to restore RDC 3 BC33 to operating condition so it may be used for rides to MP2 and on CN as well as dinner trains or Sunday brunch trains next year. We are planning to be open more days and to operate from April to October for museum visitors. Things are still in the planning stages so be sure check the web site for updates as we roll out the new activities.

Finally I want to thank all our volunteers without whom the museum would not be able to operate.

Gordon Bell - General Manager's Report

Due to the film business being shut down in the last few months and the RMBC not hosting any major events, this report will focus solely on the operations of Blacksheep Event Rentals. Museum operations will be covered by Tom Arnott and Rail Ops by Rob McBeth. Although Blacksheep typically is slow during the months of January, February and March, we have worked hard to recover as much business as possible in the subsequent months.

Sales for 2023 are expected to be \$100,000 higher than in 2022 with a 30% margin on sales. As we move into the 2024 Calendar year, we will be working diligently to expand our venue partnership program with seasonal installs at new emerging venues. This not only saves on labour but also guarantees Blacksheep exclusive rights to all events rentals on these premises.

This year tents continued to lead the way as the largest revenue driving product but the gap closed as rentals of our new furniture products began to gain popularity.

A lot of my time is now being split between three key areas. Firstly, human resources development as I work through the immigration process with two key employees that joined us this year on one year work visas from Croatia.

In addition, we are trying to build the foundation for temporary foreign workers to join us in the future. The second project has been building a 10-year growth strategy. The third key area of my time is working toward business development and sales for the 2024 season. Other areas of focus include data management as we continue to add new inventory and product categories, everything from the POS system to the website must be aligned with the same product information, inventory numbers and 2024 pricing.

Product development is also on the forefront as we strive to be the leading-edge supplier in the Sea to Sky region for new and trend setting products and packages. Equally important to our growth is our ability to decipher the analytics our POS system is providing, regarding our existing products. I am currently reviewing our average daily utilization of products and setting benchmarks for increasing inventory levels and discontinuing products. This is a critical piece in managing warehouse space and product location within the warehouse. As an example a product that has a 17.3% average daily utilization that produces \$19,200.00 in YTD revenue would be a candidate for increased inventory and the most efficient warehouse location, whereas a product with average daily utilization under 5% will be scrutinized for its value to the business and will likely be discontinued and sold off. All of these critical 'off- season' tasks take significant time and energy but will most certainly pay dividends in the following year.

Tom Arnott - Museum Operations Manager's Report

I have now been in post for 8 months and it has been an extremely busy time at the museum. When I first took on this job, I wanted to tidy the museum site, which was scruffy and rather neglected. So with the help of volunteers, we have refurbished, repainted and generally upgraded many of the buildings and display cars. My main aim has been to attempt to improve the visitor experience and highlight the history and impact in British Columbia of the arrival of the railway at the beginning of the last century,

Many of the exhibits were looking a bit tired and in need of refreshing and there was a definite need to tell our visitors about the artifacts on display. Storyboards and banners were created and I am working with a graphic designer to create more displays.

Most museums only exhibit around 6-10% of their physical artifacts and we are no exception. The first floor mezzanine had been used as a storage area and was serving no real museum related purpose. The Roundhouse has limited wall space and I decided to reinstate the John Hardie Mitchell gallery and hang our collection of Max Jacquiard paintings and also create a three dimensional wall display using small items from the archive.

We have a large collection of Rocky Mountaineer photographs and memorabilia and, with the help of a few keen volunteers, we mounted a display on the north wall of the Roundhouse.

Future projects

Marjatta Car: There is a group of volunteers working on this project which aims to create a space displaying china and silverware from various railway companies spanning the past 100 years.

CP Colonist Car: We have made contact with the CP collection archivist and he is going to provide us with new exhibit items telling the story of immigration in Canada.

Car Shop: The Pacific Great Eastern car shop was built in Squamish in 1914 and will be 110 years old next year. We believe it is possibly the oldest building in Squamish. The building is in need of serious refurbishment and we plan to raise funds to help with its preservation.

Gift Shop: The new layout and lighting has proved successful. We are seeing good sales through the shop and have been working with our clothing supplier, who has provided us with a more interesting selection of garments, particularly childrens' clothing. However this is ongoing, and I believe we need more branded items.

Volunteers: Like many organizations we are very dependant upon the hard work and goodwill of our volunteers. Each week on our Volunteer Monday we generally see 7-12 people turning up to help out.

Robert McBeth - CMO Report

Equipment Updates:

Currently the Henry Pickering and the Capilano are getting exterior work being done:

The Capilano: Is receiving significant focus on rust removal and repair. Plan is to have it in primer paint and operational for the North Pole Express. In early 2024, final paint and all window gaskets will be replaced.

The Porteau: Two new chemical toilets are being installed in the Porteau which will allow extra availability in addition to the two already available in the trainset.

Regulatory Agencies

Visits were made by Transport Canada Mechanical where they inspect our operational equipment. Results were no 'non-compliance' issues.

Also now working dealing with the provincial government with their new Safety Management Systems (SMS) with our partners at RTC Rail re: training.

The Transport Canada SMS division will be performing an audit early next year (they perform one every 4-5 years).

RAILWAY NEWS

Alberta Railway Museum

The Museum is the proud owner of a former British Columbia Railway C40-8M (Dash 8), No. 4618. CN donated the 1990-built "Draper Taper" locomotive - apparently the only one of its type preserved.



The locomotive was delivered Friday, Sept. 22nd. It had been in storage for a few months prior to delivery. Assessment will be done to determine its operating condition. The museum is also home to ex CNR 'Ten Wheeler' #1392.

Alberta Railway Museum



Broken rail caused BNSF coal-train derailment near Pueblo, CO on Oct/. 15th

A broken rail is believed to have caused the derailment of a BNSF coal train near Pueblo on Sunday that led to the death of a truck driver on Interstate 25, according to preliminary findings of the National Transportation Safety Board.



NTSB investigators determined the broken rail was just east of a bridge that collapsed as a result of the derailment, falling onto a truck below and killing the driver. Some 30 cars of the 124-car train derailed, with a half-dozen or more ending up on the northbound lanes of I-25 and spilling their coal across the highway. I-25 remained closed and the southbound lanes will remain closed for weeks.

Langley Township wants Passenger Service Revived

The Township of Langley presented this idea to the Union of BC Municipality 's Convention in September . Councillor Tim Baillie tabled the motion in late June , saying he wants to see the hydrogen -powered rail cars back in action during his lifetime. The motion received unanimous approval from council.

The proposal has long been a hope of a former Premier, Bill Vander Zalm, and former Township mayor, Rick Green, both of whom have pushed for a provincially backed task force to improve transportation options for the south of the Fraser region.

“We feel very strongly that it will be a real economic boom to the region, where there is currently no plan to provide mass transit,” Green said. “There is one road in and out of the Fraser Valley: Highway 1, and its widening will not be completed until 2034.”

Green’s South Fraser Community Rail group estimates reviving the interurban railway, which was constructed in the early 1900s, would cost about \$1.2 billion, a price that could creep higher depending on factors.

CP

Canadian Pacific's 4-6-4 Hudson #2816 had a new Positive Train Control (PTC) installed recently and this allows the locomotive to operate on PTC-equipped main line without the aid of the diesel 'helper'.

This is part of the preparations for the one-year anniversary tour from Canada to Mexico of the CPKC system. The 'Spike Steam Tour' will depart Calgary on April 14th.



Enroute, #2816 and the CPKC Business Train will make stops in Moose Jaw, Sask, Minot, N.D., St. Paul, Minn., Bensenville, Ill., Davenport, Iowa, Kansas City, Mo., Shreveport, LA., Laredo, TX and Mexico City.

The locomotive ran main line tests in September after a successful stationary steam test in August. Here's a link to an excellent youtube video shot during a test between Edmonton and Calgary (including use of a drone).

<https://www.youtube.com/watch?v=cLDVtgtXBDo>

'Double Diesel' Locomotives

Locomotives with two diesel engines: The recent announcement by Union Pacific to donate a portion of its heritage steam and diesel fleet has lowered the number of Class I railroads owning double diesel locomotives to one. A double diesel locomotive features two prime movers on a single frame to increase the horsepower beyond what's available in a single prime mover.



Canadian National E9A No. 103, its nose covered in a heavy layer of dust sits inside Homewood shops south of Chicago.

Chris Guss photograph

Union Pacific announced in late April it was donating a number of steam and diesel locomotives along with other equipment to Railroading Heritage of Midwest America. This included the last operating DDA40X locomotive, a model built by EMD and exclusive to Union Pacific. Only 47 were built between 1969 and 1971 and would be the final design of locomotives with two diesel engines, or double diesels for heavy-haul freight locomotives in North America.

The last stand for the DDA40X locomotives in revenue service would be in the 1980s when Union Pacific found itself power short and revived a number of them for a short period of time. UP No. 6936 would continue to stay on the roster following the retirement of the rest of the fleet, retained for excursion service across the system. It continued to serve UP until its last trip, which was made in July 2016 and has been parked ever since.

While the double diesel design was used extensively on early passenger locomotives, they were less commonly purchased for freight service across North America. Following World War II, railroads across the country demoted their double diesel passenger locomotives to freight service during the decline of passenger service in the 1950s and 1960s.

Following Union Pacific's recent donation, Canadian National has become the last Class I railroad to roster locomotives with two diesel engines with its pair of E units. Built for the Chicago, Burlington & Quincy, both locomotives arrived on Canadian National's roster following its acquisition of Illinois Central. Officially, the two E9A's are in long-term storage on CN's roster with their powering future business trains uncertain at this point. (TO)

CP's 2023 'Holiday Train'

The CP holiday train 2023's schedule has been released. The tour is set to start on November 20 and run until December 19.



The Canadian Holiday Train route will travel from Maine to Montreal, on Nov. 21st. It will continue on through Ontario and travel across the country before ending up in our province. There will be 30 minute stops as follows:
Dec. 12th - Sparwood, Fernie Jaffray & Cranbrook.
Dec. 13th - Creston, Castlegar and Nelson
Dec. 14th - Radium & Golden

Dec. 15th - Revelstoke, Sicamous, Canoe, Salmon Arm and Notch Hill
Dec. 16th - Chase, Kamloops, Savona and Ashcroft
Dec. 17th - Lytton, Maple Ridge and Pitt Meadows
Dec. 18th - Port Moody & Port Coquitlam

Port of Prince Rupert

A \$750 million project is underway to increase cargo handling capabilities and create 200 new jobs at the Port. It includes developing a .4 square kilometre site on Ridley Island for handling up to 400,000 20 foot equivalent containers for shipping agricultural, forestry and plastic resin products. Also the existing Ridley Island road and rail corridor is being upgraded to accommodate longer trains. Work is expected to be completed by late summer 2026 (VS)

CRAIGELLACHIE!

Contributed by Bill Johnston

Eagle Pass, Monashee Mountains, British Columbia

November 7th, 1885, 9:22 AM

We have all seen the iconic Canadian photograph shown here but few may have experienced the emotions felt by those in the relatively new nation of Canada about this event. Perhaps they parallel those of some of us today. Countless books have been written about the construction of the great railway and its importance to the development of the vast country, but maybe more should be said about the feelings experienced by the event, even today, especially by those with a sense of the importance of history. Most readers well know the details of the event which won't be detailed here. For a more contemporary take on the feelings of the event though, I copy most of a column written years ago in the Vancouver Sun by long time writer **Trevor Lautens** – with his permission. The headline reads: **A guy, a black dog, and a tear shed for a Taciturn Land**. Good writers use good words and the term “taciturn” here is slightly negative but quite properly used to reflect reserve or reticence. The subheading reads: “Other countries would have erected a magnificent monument; Canadians are left with little but a magnificent dream”.

The article: I did not expect to be so moved by Craigellachie. Astounded tears came to my eyes. Here on November 7th, 1885, the last spike was driven in the Canadian Pacific Railway line joining Canada's east and west, nearly 3,200 km of rail constructed in 4 years and 6 months. Technologically awesome even now. Politically, perhaps impossible.



Driving to Alberta with my black dog, Booker, on quite another river of transportation, the black top of the Trans Canada Highway, I read the understated signs signalling a point of interest and pulled off the road. Off-season: one car occupied the parking lot. A tour bus decanted Asian tourists: they used the provincial government washrooms and, incuriously none bothering to examine the smallish monuments commemorating that long-ago triumph, raggedly wandered back to the bus. The main monument is in the old - fashioned cairn style of our historical markers. It is inlaid with rocks representative of each province. A smaller marker salutes the project's engineers.

Even today the area is massively lonely, foreboding and inhospitably repulsive. It compels departure. I cannot identify why, but, while Booker splashed happily in a rivulet, I was abruptly wounded by love. Canada choked my throat and heart.

Here something real had been done. The corruption, the vanities, the finagling, the curses, the sweated toil, the panicky search for financing all became irrelevantly past; an absolute hush fell on those assembled when Donald A. Smith, a CPR director, drove the last spike, the moment captured by a Winnipeg photographer.

"The very simplicity of the scene," Pierre Berton excellently wrote in *The Last Spike*, "the lack of pomp, the absence of oratory, the plainness of the crowd, the presence of the workman... made the spectacle an oddly memorable one." The CPR's general manager, William Van Horne uncomfortable in crowds, spoke only one sentence: "All I can say is that the work has been done well in every way." Those spare words rise to a peculiarly Canadian eloquence. And here I believe I found the paradox of the Canadian character. We are a people who do better than we speak. A certain other people I have in mind tend to be, in war and peace, the opposite. Such, and more were my broad-brush thoughts. And at that moment a train hooted into view and the engineer casually waved, perhaps a bit curiously, at a man and his black dog.

THE LAST SPIKE

Related to the Driving of the Last Spike at Craigellachie

There are actually four Last Spikes. Governor General Lord Lansdowne had planned to attend the ceremony, bringing with him a silver spike prepared for the occasion, but he was called back to Ottawa on business. Lansdowne later mounted the ceremonial spike on a granite base and gave it to Van Horne. In 2012, Van Horne's heirs donated the relic to the Canadian Museum of Civilization (now the Canadian Museum of History).



Donald Smith received the bent spike as a memento and later had pieces of it fashioned into decorative pins. This misshapen spike remained in Smith's family until 1985, when his great-grandson donated it to Canadian Pacific, which in turn presented it to the National Museum of Science and Technology (Canada Science and Technology Museum). The iron spike that Smith successfully drove into place was pulled out

following the ceremony to discourage souvenir hunters. It eventually ended up in the CPR president's office in Montréal, from where it disappeared in the 1940s. It was exchanged for a 4th spike, which remained in place.

Some believe that the missing spike fell into the hands of a Canadian patent officer in Ottawa, who passed it down to his children. At some point, it was fashioned as a silver-plated handle to a carving knife and is said to be stored in a safety deposit box in Winnipeg. David Morrison, director of archeology and history at the Canadian Museum of Civilization told the Globe and Mail in 2012: "There is a plausible line of provenance [about the Winnipeg spike]. It seems like a reasonable conclusion to make. You just can't be 100 per cent sure and that is very often the case."

A Sad Note of the Passing of one of the WCRA's 'Icons'

Hugh Little, one of the seven original 'Highballers', the ad hoc group of railfans who were the 'embryo' of the genesis of the WCRA. Hugh passed away on August 13th. Hugh was a dedicated member for decades, both as a board member and a financial supporter, especially in times of need. We owe Hugh a great deal of gratitude. Hugh's love for trains began when he was a boy, and while attending university, he was a 'newsie' on CPR's passenger trains from here to Calgary. He started Westran Services, a very successful rail car leasing company in New Westminster with rail access to BNSF, CP & CN. Westran remains under family ownership.



CN

Canadian National has reached a new five-year deal to haul AltaGas propane to the export terminal at the Port of Prince Rupert, British Columbia, CN announced on Oct. 23rd. AltaGas opened the Ridley Island Propane Export Terminal, Canada's first, in 2019. The terminal receives 50 to 60 tank cars per day from British Columbia and Alberta and can handle 1.2 million metric tons of propane annually.

VIA

The CEO of VIA Rail Canada is calling for the government to adopt a bill of rights for rail passengers similar to the one already in place for air travelers.

In an interview with the Canadian Press, CEO Mario Pélouquin said the government should set rules that ensure train passengers receive compensation for long delays. If the disruption is caused a freight operator, he says, they would pay that compensation, which would be an incentive for better operations. Most VIA trains operate on tracks owned by Canadian National Railway.

Pélouquin also called for rules that would give VIA statutory right of preference over freight trains. Amtrak has such a right in the United States, but the Canadian government never created a similar right for VIA trains, leaving operating matters in the hands of VIA and the freight operators. (VPR0

VIA Maintenance Facility Upgrades

To support its new fleet of Siemens Venture trains for the Windsor to Quebec City corridor, VIA Rail is upgrading both the Toronto and Montreal Maintenance Centres. While preparatory work had already begun in the spring, the formal ground breaking ceremony for the project in Toronto was held on July 10, 2023. Construction is being undertaken by Woodbridge-based contractor Buttcon Limited, with up to 475 people working on the project, and is expected to be complete by early 2026.

Grand Canyon Railway

The GCR's No. 4960, a 2-8-2 Mikado was built in 1923 for the Chicago, Burlington & Quincy Railroad. The O-1A class locomotive is fueled by waste vegetable oil collected from local restaurants. The engine was retired in 1958 and after various stops, was purchased in 1989 by the Xanterra Travel Collection, Grand Canyon Railway's owner. The Mikado was extensively overhauled by CGR and entered operation between Williams, Ariz., and the south rim of the Grand Canyon. The 4960 was converted in 2009 to burn waste vegetable oil collected from restaurants across northern Arizona. The 4960 consumes 1,200 gallons of vegetable oil and 12,000 gallons of water in a single 110-mile round trip between Williams and the Grand Canyon.

A LOOK BACK

WCRA News - August 1977

Association News

Meeting will be held on August 30th at 19:30 in the Conference Room at the CN Station. Entertainment will be provided by Gary Oliver with highlights of his recent trip to Northern BC and Alberta.

Correction to last month's Newsletter

One of the 'etc' items concerned the sighting of a Port Huron & Detroit Business car in Vancouver by Jeremy Lambert. Contrary to what was printed, Jeremy didn't see it leave on an express freight to 'Japan' (the Orient Express?) but rather to Jasper, AB

BCR

All of CN's C424's on loan from CN will be returned in September

BCR's new 'maintenance-of-way' equipment complex in Prince George was officially opened on July 18th.

Service on the Fort Nelson extension was restored on July 25th after a six week closure caused by severe flooding which damaged bridges at the Fort Nelson and Ellah Creek.

The car manufacturing plant - Railwest Manufacturing at Squamish will be closed before the end of August. A search has begun for a viable alternative industry.

CP

CP Rail's refusal to pay the full amount assessed by CN for the movement of CP's grain cars over CN's Burrard Inlet bridge to North Shore ship loading facilities was upheld in a majority decision August 9th by a three man arbitration panel. CP had only been paying \$10.44 per grain car rather than CN's billing of \$42.98 resulting in a \$300,000 difference between CN's billings and CP payments before the decision.

The E&N rebuilding program north of Parksville is continuing and the line should be re-opened in December. The wooden trestle at French Creek will be completed first to enable heavy lift equipment to continue further up the line to Tsable River where a second-hand steel span will be incorporated as part of the span crossing of the river. The rebuilding program will cost CP \$2.2 million.

CP's E & N power in Nanaimo on August 21st was one S-4 and five GP-9's.

S2 #7030 and slug B100 have been assigned to the Vancouver waterfront for switching purposes. #7030 has been recently rebuilt including having its original 'blunt' trucks replaced with AAR roller bearing trucks. It now looks like a S-4! The slug is painted black with 'Canadian Pacific' script lettering.

CP barge service on the Slocan Lake is presently scheduled as follows: Nelson to Slocan to Nakusp on Wednesdays, Nakusp to Slocan to Nelson on Thursdays and Nelson to Slocan and return on Fridays. The train departs Nelson at 07:00 daily and service runs year round except in extreme winter conditions.

CN

Twelve cars of an eastbound CN freight derailed on the Cisco Bridge seven miles south of Lytton on August 4th, catching fire which eventually engulfed the entire wooden deck of the bridge. Blazing ties dropped onto the CP Rail tracks below forcing CP to halt all traffic for approximately 18 hours. A water bomber was brought in and made five passes over the bridge dropping chemical retardant. The derailment left the locomotives and the first 35 cars still on the track. During removal, after the fire was put out, one of the derailed cars fell into the river. The cars contained phosphate rock. It was expected to take 6 to 8 weeks to repair the bridge. CN traffic has been re-routed over CP tracks between Basque & Page. Update: the centre span reportedly has not been OK'd for rebuilding and may have to be replaced. If this is the case, it could be 6-8 months before the Cisco Bridge is back in operation. As a result, every siding on the CP mainline is congested with all sidings being used.

CN has just completed a 42 mile rail rebuilding program between Spences Bridge and Boston Bar. Heavy 136lb welded rail and concrete ties were used for the upgrading program. Observers from BCR, CP, BN and the FRA in the US were present. Because of increasing traffic tonnage, CN has had to lay new rail more frequently, especially on curves. Due to the limited number of re-spikings possible on wooden ties, so concrete ties are being used as they can be repeatedly relaid with new rail. The concrete ties were manufactured in Edmonton and CN has ordered 1.5 million of these ties worth over \$40 million over the next five years. Almost 100,000 ties were used on this project. Equipment used on this project included a 95 foot long 85 ton Swiss built ballast machine, French built straddle machines and an Italian built rail relayer. CN has since bought the straddle machine for \$300k and the rail relayer for \$165k. Work each day commenced at 4 AM and was completed by noon.

AMTRAK

Passengers who have access to Amtrak trains only during the 'wee hours' of the night can now use Amtrak's new 'Night Owl' round-trip coach excursion fares. A round trip is offered for just a dollar more than the one-way fare. The experimental fares are being offered for only a limited time.

Amtrak passengers arriving in Portland on Sunday, August 7th complained that the train was so crowded that 100 people had to stand all the way home on the 4 hour trip from Seattle! The larger than expected number of travellers was attributed to a busy sports weekend in Seattle including the Seafair Trophy races and a Seattle Mariners baseball game.

Southern Pacific

SP is still locked into its commuter service on the San Francisco peninsula carrying some 7500 passengers daily between San Jose and San Francisco. In 1976, SP offered to buy 1000 vans(!) to be turned over to the commuters in exchange for allowing the railroad to discontinue this service. Which was refused. Then in July, 1977, SP offered to contribute \$8 million for the purchase of new busses to carry the commuters. Initial reaction at this point has been negative. SP claims it loses \$10 million a year and has just set a new 25% rate increase.

ETC Items

The BC Museum Train's schedule is visiting the BC Interior between August 11th and Sept. 6th with stops in Chase, Salmon Arm, Revelstoke, Armstrong, Vernon and Kelowna.

Fortune magazine's July issue listed the US's largest transportation companies. The two leaders, in terms of total revenues, were TWA (Trans World Airlines) and United Airlines at \$2.9 billion each last year. The largest profit makers were:

Union Pacific	\$195 million
Norfolk & Western	\$131 million
Santa Fe	\$120 million
Southern Pacific	\$109 million
Chessie System	\$102 million

Duncan's Forest Museum has acquired a pair of unidentified ex BC Hydro 3 foot guage gas locomotives (apparently used at their power construction sites).

Crown Zellerbach's RS-3 is back in service at Ladysmith. When out of service, it had been replaced CP S-4 #7113.

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Note: Don't forget for WCRA members to keep track of your volunteer hours for 2023 to send to donna@wcra.org. Deadline is January 31st, 2024.

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RAILWAY MUSEUM
OF BRITISH COLUMBIA

...presents the **NORTH POLE EXPRESS**

Take a **train ride** to the North Pole
and meet **Santa Claus**

**Nov. 25/26 • Dec. 2/3
9/10 and Dec. 16/17**

Departures: 10:am, 12:pm,
2:pm, 4:pm & Sat. only 6:pm

 **Railway Museum of BC**
39645 Government Rd., Squamish
wcra.org (604) 898-9336

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