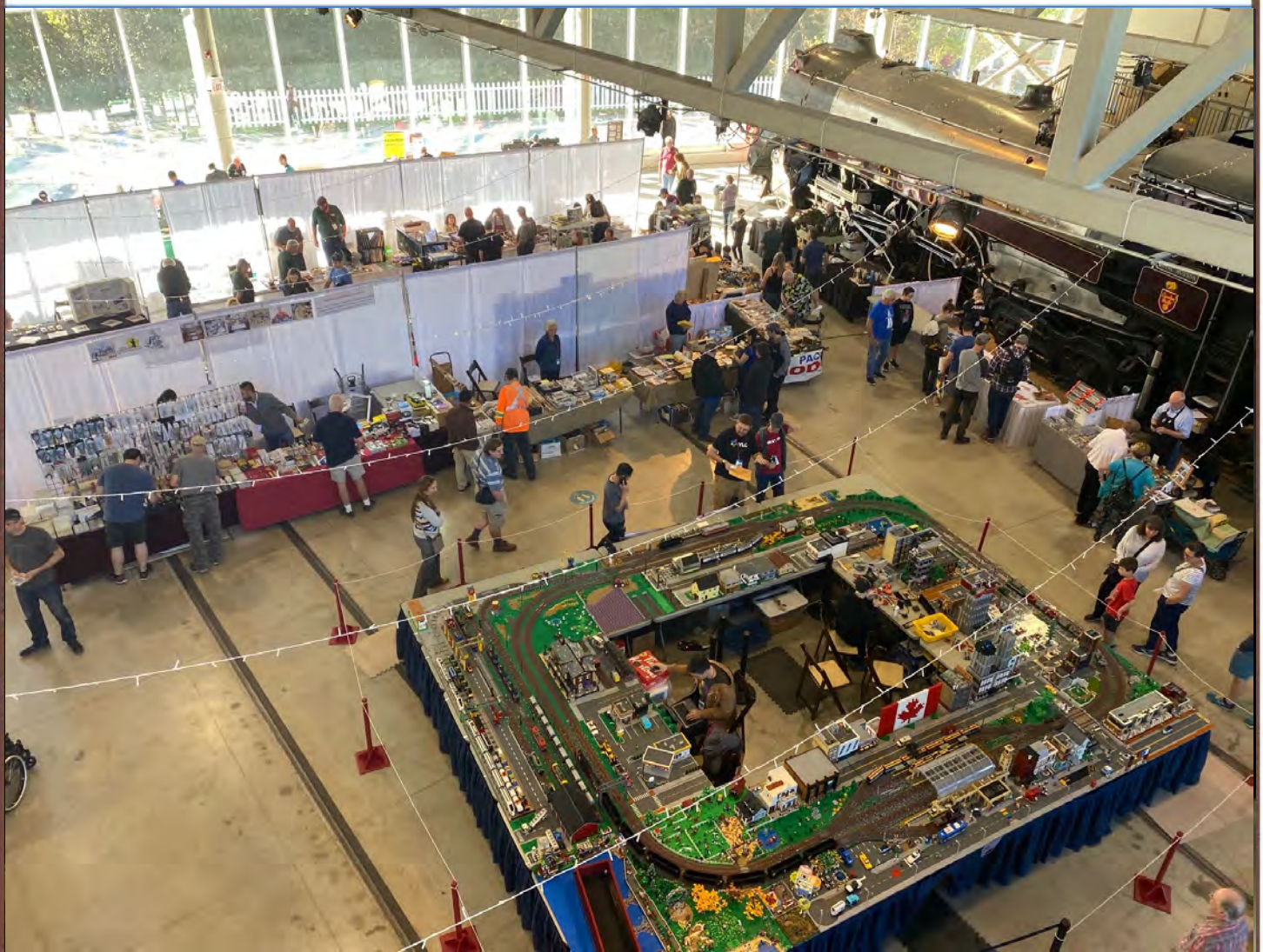


# The Railway Museum of BC Newsletter

**OCTOBER to DECEMBER 2023**

**Sea to Sky Train Show - March 23/24!**



**RAILWAY MUSEUM**  
OF BRITISH COLUMBIA

Vol . 63  
Issue #4

## FROM THE EDITOR

We just completed hosting *The North Pole Express*. A sellout with 13,000 people purchasing tickets over the four weekends on the 36 departures! Many of our regular volunteers were on site for all four weekends! It required almost 100 volunteers for each of the 8 days during the event. And our 'set up' crew began work back in October! A gallery of photos is included in this issue and serves as a small token of appreciation for the hundreds of hours that our volunteers contributed to make this event a total success.

### Updates from WCRA

The reports from our major department heads for the last quarter.

#### Bob Philip - President & CEO

As we look back on 2023 we can see some progress being made toward long term sustainability for WCRA, and we can see areas which need to be improved. Museum operations, DOWT and NPX continue to be popular and are revenue generating. And our business operations continue to grow. We did see, however, that we are still dependent on movies for financial sustainability. And that needs to change. The strikes in the movie industry hurt the bottom line in 2023, and while movie shoots have been lucrative for the WCRA over the years, they are not something that can be counted on in the long term. In fact this revenue, when it comes, should be used to pay back non-bank debt and to acquire equipment to help us with our operations and not to balance the budget year to year.

Looking ahead to 2024, the WCRA will be expanding visitor operations by increasing the number of open days and adding train related events such as dinner trains and special events. And also the WCRA will be expanding business operations both at the site and in the Sea to Sky corridor in an attempt to make the WCRA financially self sufficient.

In addition, we will continue to rely on your support as volunteers and this is what makes the museum events and train operations possible. Finally, I am pleased to announce that Singh Biln has agreed to step down from the board to take on the position of Vice President WCRA. Singh will primarily assist with rail operations and work with me on fund raising. Happy New Year!

#### Gordon Bell - General Manager

As we say goodbye to 2023 and step into 2024, it is time once again to look back on the past year and try to learn and grow from our successes as well as our challenges.

From a business perspective 2023 was both a successful and challenging year. On the successful side we can celebrate the continued growth of RMBC's Blacksheep Event Rentals, the positive and financially successful production of both Day Out With Thomas and The North Pole Express as well as a very successful summer museum season. In addition, the Executive team built a solid framework for a better business and human resource structure going forward that will benefit all operations in 2024 and beyond.

On the challenging front, we faced sky rocketing costs in all aspects of the entire RMBC operations along with more restrained consumer spending; which combined to make a challenging business environment in 2023.

I want to give a special thank you to all the volunteers that give their time tirelessly to our museum. Without these selfless efforts, the museum could not operate in a successful manner. I also want to thank the board, executive and staff members that relentlessly went above and beyond to save costs wherever possible. Had these team members not pivoted on several supplier, purchasing and operations fronts, our successes would have been diminished greatly. A deep debt of gratitude is owed to all of you.

Looking toward to 2024 with excitement and positivity for the Railway Museum of British Columbia and Blacksheep Event Rentals.

All the best in the New Year.

Gord Bell

General Manager

### **Tom Arnott - Museum Operations Manager**

It's been an extremely busy few months planning and setting up for the North Pole Express event (NPX). We started work in early September on our volunteer Mondays and from mid-October it was full on until our opening weekend on the 25th of November. This was my first year as set-up manager and I thought that I would try and give you some idea of the huge amount of work that goes into organising this event.

As the Bespoke Market was held in the Roundhouse on Remembrance weekend in November, we couldn't get access to decorate this huge building until after the event had finished. So our efforts were concentrated on decorating all the other buildings at the museum. All the equipment and decor for NPX is now stored in an old CN boxcar and this was moved into the Carshop in September, and the contents removed by forklift or manhandled. One of the first jobs was to lay the mini-rail track, which runs out from the Roundhouse through a 40' tunnel then loops around the Carshop and returns to the Roundhouse.

This is no easy task as the Carshop floor surface is very uneven and it takes a lot of work to balance and level the track. The next job is to fit external decorative lights to No. 2 locomotive and the Colonist car which takes several days. Also, lighting is fitted to the cab of the locomotive and the engineer (a blow up Frosty the Snowman!) needs to be fitted and secured in place. Windows and doors require to be blacked out to improve the visual effects. A sound system was installed as well as special lighting that illuminated the wall and roof space. The building had almost 20 blow-ups including a 30' high Santa and Frosty the Snowman and several reindeer, penguins and a polar bear. A forest of Christmas trees, lit up animals and a gnome choir complete the décor. The work took around six weeks and was ready before the start of the Bespoke Market.

In addition, the station waiting rooms were being decorated with Christmas trees, a model village, a luggage trolley filled with gifts and a life size Santa. Each of the 7 NPX coaches were decorated as was Brightbill house, the Printshop and the General store. The bridge and external fencing were all decorated with colour and flood lighting.

Once access was available to the Roundhouse the box car was moved from the Carshop and the remaining contents emptied. A team begin the build of the Santa House and stage and another small team started to lay the mini rail track and fencing. Drapes were fitted to the large windows and the upper floor windows. Since September, another group have been decorating around 25 artificial Christmas trees, making new decorations, preparing lighting and other décor which was necessary to turn the Roundhouse into the North Pole!

There is obviously a lot of additional work that goes on behind the scenes to prepare for our opening. The trains and locomotives all needed preparing, Car parking schedules, finance and ticketing too, Web-page creation/updating, train crew, maintenance, security, catering: all the organisation of the event volunteers.

As I said at the beginning of this piece, this was my first year as Museum Manager and my total involvement in the setting up of NPX. I really do not think that people who are not involved with the event quite realise the HUGE amount of time and effort that is put in, mainly by volunteers, to ensure the smooth running and absolute success of this event.

Langley Heritage Society

Lynne Williams, Station Manager at CNR Langley Sation, visited the museum in November and wanted to work with us on an exhibition telling the story of Black Canadian Porters. Historically, porters were exclusively Black men who were hired to work on Pullman sleeper cars named after their American inventor George M Pullman.

These railcars were introduced to Canada in the 1870's and quickly gained popularity with railway companies. By 1939, the Canadian porters joined the Brotherhood of Sleeping Car Porters - an American union. The Canadian chapter worked alongside its fight against racism and the various challenges that Black porters faced on the job.

#### **Steveston Tram Museum**

Have been contacted by Gabriel Sharp from Steveston Tram who wants us to join an informal museum network with interest in BCER history. She is particularly interested in #960 and our BCER diesel loco. We also have a large selection of BCER documents, photographs and training manuals - some going back to 1908 in our archive. Again, as with Langley, it's good that we are all talking and able to share experiences and help each other.

#### **Heritage Management Strategy**

I've been asked to join a working group looking at creating a Heritage management strategy for the Squamish area. The strategy will be a comprehensive plan for Squamish to assist in managing its heritage resources. As a significant heritage resource, the council are keen on our participation. We are now in the council 'network' and this can only benefit our museum.

#### **Capital Management Program**

I'm working up a capital programme identifying work required in our on-site buildings and infrastructure. As you are aware the Car shop was built in 1914 and is 110 years old this year. The Brightbill house is around 90 years old. Understandably, being a railway museum, most of our resources have gone into our collection but we need a plan to maintain the fabric of our precious buildings.

#### **Robert McBeth - CMO Report**

A new track extension was installed by B&B off the turntable. This was installed for several reasons. For safety, we now have a run off track from the original turntable lead. Also it is a new display track and this track will save a lot of time now when having to switch cars in and out of the Roundhouse. The cost was covered with the government grant we received for the major track upgrades.

The mechanical department will be extremely active this winter working on our fleet of coaches and locomotives along with our Budd Cars. All to get ready for a very busy season.

NPX/2023: The operational train for North Pole Express ran on time for all 4 weekends with no mechanical delays. Many thanks to CN, Rocky Mountaineer (for the loan of two of their coaches) and our Mechanical Department, which together made NPX a total success.



## Our Long Term Volunteers

In my continuing focus on acknowledging our long time volunteers, this issue will feature one of our longest dedicated volunteers: **Barbara Stover**. We are very thankful for all of our volunteers but a very few have volunteered for decades as is the case with Barbara Stover.

Barbara first became an active volunteer back in 2004 and since has volunteered in many different roles for all our major events. And when we used to be open in the summers before the pandemic, she was always there. Lately she has been our key person in our gift shop both as a cashier and refilling our store inventory. She is also our 'go to' artist who has repainted the 'little critters' a number of times that are placed around the mini rail each spring. In addition, she has repainted many items needing a little TLC. Some examples included the herald on #4069, the visitor photo 'cut outs' and the large PGE green herald. She is without a doubt one of our longest serving and cherished volunteers at our Museum. Here are some photos from over the years illustrating her desire and commitment volunteering.



Tom'o Oshikawa, Barb and Wallace Audley



Barb & Irena Erdos



Barb & Dee Simon





Jayden Stephen & Barb



Barb, Bill Marchant & restored herald



Barb refinishing the PGE sign



Barb & Tom Bruvall





Deb Sankey, Bob Philip and Barb



Judi Rhodes and Barb



Barb and her repainted 'cut outs'



Nora McDowall and Barb



## A Sincere Thank You to our Volunteers (and staff) who made NPX such a Huge Success!



Karen Schreiber, Anne French & Lynn Banbury



Unloading the Box Car



The North Pole is ready



Gary & Ryan Kreschuk



George & Bonnie Game



The First Passengers arrive at the North Pole





Jeremy Davy & Donna Simon



Our NPX Conductors



Ihor Zalubniak & Carolyn Grass



Alyssa & 'Bunker C' Bear



Our Elves: Ranyia & Chloe





Cole & Corinne Lonsdale



Dinah Stephan, Hailey Wilson, Bella Gardner & Sehaj Nijjar



Karen Schreiber & Bella Gardner



The 'Build a Train' gang



Gill Arnott & Kim Muller



Gordon Hall & his massive Train Layout



## What's Happening at the Museum

### New Toilets installed on the train consist in time for the North Pole Express



This was always an issue of insufficient emergency toilets on our consist for years. David Walmsley installed three chemical toilets: two in the Porteau and one in the Paul D Roy. Each works off an automotive 12 volt battery. And David also installed a 12 volt ceiling light in each washroom. These toilets can be used even if the 'head end power' fails. We now finally have five operational toilets on our train. And a new stainless steel water supply line has been installed to the new SeaLand toilet purchased by Singh Biln on the Paul D Roy. Photo: David Walmsley

### New Extension Track off the Turntable



This new display track will save a lot of time now when having to switch cars in and out of the Roundhouse.



### New Heating Unit in Volunteer Lounge

Roy Crowston is shown working on the installation of a new heating unit in the volunteer lounge in the car shop. Photo: Tom Arnott

## Our tractor is now operational!



This photo shows the 'three amigos' who worked on restoring the tractor to operating condition. Bill McEnery, Roy Crowston and John Jellis.

Photo: Tom Arnott

## New Lighting installed at the Museum

Thanks to David Walmsley, new lighting has been installed at the park entrance. He also built lighting for the loading platforms for the North Pole Express to be used for the late departures when it gets dark. And finally, he built lighting for the grounds for use in the late afternoon and evening hours when available lighting was not sufficient for our attendees.



Photos: David Walmsley



## RAILWAY NEWS

### CP

On Oct. 26th, the CP track evaluation train was spotted just west of Kamloops.



Photo: Russ Grycan

### CN

A structural failure in a bathtub gondola car led to the June 2019 derailment of a Canadian National train in the tunnel between Sarnia, Ontario, and Port Huron, Mich., the Transportation Safety Board of Canada said in a report released Monday, Dec. 18.

A total of 45 cars and a distributed-power locomotive derailed in the June 28th, 2019, incident in the Paul M. Tellier Tunnel under the St. Clair River, with one tank car releasing 12,000 gallons of sulphuric acid. While the derailed cars ended up on both sides of the border, the derailment occurred on the Canadian side of the tunnel as the train was heading to the U.S., leading the TSB to assume the lead role in the investigation.

In the derailment, the left side of the car's A-end collapsed, skewing the A-end truck and causing the rails to roll outward and derail the trailing cars.

The TSB found structural defects were present in the shear plates, stub sills, car body bolsters and side sills, and that steel sections were thinned out due to corrosion. The corrosion likely significantly reduced the car's buffer force load capacity, the board determined. (TO)



## VIA

A member of Canada's Parliament from British Columbia has introduced a bill to create a right of preference for passenger trains on the nation's railroads — the lack of which has long hampered VIA Rail Canada operations.

Taylor Bachrach, a House of Commons member of the New Democratic Party from the riding of Skeena-Bulkley Valley, a district representing roughly the northwest quarter of the province, introduced the bill last week. Bill C-371 would amend the Canada Transportation Act to require preference for passenger trains and sets a maximum penalty of \$250,000 for each violation.

"Right now, people are avoiding the train because they can't get to where they need to go with any sense of consistency," Bachrach told the CBC. The broadcaster reported the MP was making his 4,500-kilometer (2,800-mile) trip home to Smithers, B.C., for the holidays by train, rather than flying, in part to "experience the state of passenger rail in Canada" and in part to build support for his bill. (CBC)

## Railway Association of Canada

The Canadian government and the Railway Association of Canada on Thursday announced renewed plans to address emissions reduction in the rail industry.

Transport Minister Pablo Rodriguez and Railway Association CEO Marc Brazeau announced a renewed Memorandum of Understanding, under which Transport Canada and members of the Railway Association will work together toward a goal of zero emissions by 2050 by advancing low-carbon fuel use, moving more goods and people by rail where possible, and accelerate the development of net-zero-emission locomotive solutions. The memorandum builds on progress to date and calls for enhanced collaboration and information-sharing. (TO)

## CN

CN President and Chief Executive Officer Tracy Robinson was named Railway Age's 2024 *Railroader of the Year* Award, the 61st annual, an experienced and highly respected North American rail industry leader:

"Tracy Robinson continues the sweeping leadership evolution the railroad industry has been undergoing for the past few years," said Railway Age Editor-in-Chief William C. Vantuono. "She continues to break new ground, bringing fresh ideas and a perspective based on change, growth and service. Tracy is leading CN during challenging times, strengthening and transforming the company and solidifying its position in the North American and global supply chains.

While she brought many years of experience to CN, including leadership positions at CP and in Canada's energy sector, she is dedicated to developing a new generation of railroaders from diverse backgrounds." (RA)

## **AMTRAK**

One person was killed in a shooting by a police officer on Amtrak's southbound Coast Starlight early on Christmas morning in Mt. Shasta CA, the Mt. Shasta Police Department confirmed Tuesday evening.

The officer involved and another person were injured, the police department said in a press release on Facebook. The department had previously reported an officer-involved shooting but offered no other details.

The incident occurred about 12:30 a.m. and is being investigated by the state Attorney General's Office. A person on board was acting erratically, and the train stopped in Mt. Shasta (which is not a scheduled Starlight stop), to put that individual off. A passenger said he later heard "someone being tazed" before shots were fired.

Mt. Shasta is about 9 miles from a scheduled Starlight stop in Dunsmuir, CA. The train, which had been 5 minutes late in departing its previous stop in Klamath Falls, Ore., was 5 hours late into Dunsmuir after the incident, and another spent 30 minutes there. It eventually arrived in Van Nuys, Calif., 8 hours, 43 minutes late at 5:19 a.m. on Dec. 26. The train was terminated in Van Nuys because by then, track and signal work had begun at LA Union Station that closed the station to all rail traffic through Dec. 29th. (MSH)

## **Union Pacific**

Wabtec will modernize 600 locomotives for UP in a three year \$1 billion program, giving the railroad a fleet of more than 1,000 updated units. In addition to upgrades, this modernization will reduce emissions, fuel savings of up to 18% and up to 55% more haulage ability. (TO)

## **Mount Ranier Scenic Railway**



On Labor Day weekend in 2023, the MRSC began steam powered excursions from Elbe to Mineral, WA. The first time since 2019 that the railroad has operated passenger trips. The photo shows Polson Logging Co. #70, a 1922 Baldwin 2-8-2 bringing the train into the Elbe depot.

Photo: Robert Harbison

## A LOOK BACK

### WCRA News - November/December 1977 Association News

**Association News:** Vancouver's Cable 10 Television is running a three part series on the railway hobby. The first two shows are scheduled on Dec. 12th & 19th and the final episode on Dec. 26th. All shows at 7PM. The shows will also run as repeats the first three Thursdays in January. The WCRA assisted with the TV crews. Member Art Bain appeared in the first segment, being interviewed as a serious 'train chaser' and some of his photos of Colorado narrow gauge and the American Freedom Train were used as examples of this aspect of the hobby. And Art gave a nice 'plug' for the WCRA!

#### BCR

The large wooden trestle at Australian Creek, 23 kms south of Quesnel is being replaced by a culvert and fill costing a total of \$2 million.

Two Honda Civics are being used as 'hy-railers' by the Surveys Div. of BCR. They have been in use since 1974 for use espeiclaly in remote areas.

New speeder sheds have been built at Lillooet which will accomodate more than 20 speeders.

Baggage car Prince George, used on the Royal Hudson train, is at Finning Tractor having a generator set installed. This is in preparation for the RH's trip to Montreal and Toronto, then returning by way of Chicago and Minneapolis, then back to Canada and west through Winnipeg.

#### CP

Slug unit B-100 has been temporarily stored during October at Coquitalm next to the roundhouse and #7030 has been switching without it as her crews found it too slow for yard work. However, the slug has recently been spotted at Drake Street yard since.

The main crossing gate at the foot of Columbia Street has been rebuilt , possibly due to increased vehicle and pedestrian traffic loads at the new Fisherman's Wharf project.

Only five of the original eleven (#7065-7075) Baldwin switchers, designated DS- 4-4-1000's, still survive late this year. All five (#7067,7069,7070, 7072 & 7075) were spotted at Drake street on Nov. 12th.



About 76 cars of a 100 unit coal train derailed on Sat. Nov. 26th 50 kms east of Revelstoke. CP Rail passenger service has been cancelled until at least Dec. 1st as the wreck also caused extensive damage to a 30 metre long bridge which will have to be replaced. Three mid-train helpers also derailed. No injuries were reported.

CP Rail's Vancouver to Alaska cruise ship, the *Princess Patricia* will be retired at the end of the 1978 cruise season. Operating costs plus the necessity to install sewage holding tanks on board to conform to new US pollution laws made it uneconomical to operate the ship after next year. The steam turbine was built in 1949 in Glasgow Scotland, which plied the waters between Vancouver, Nanaimo, Victoria and Seattle, was converted from a day/overnight service to full cruise ship status in 1963, when she replaced the aging 1921 built *Princess Louise* (now a restaurant in California) on the Alaska service.

Restoration of the CP station in Vancouver is progressing and the first phase, consisting of an external cleaning and restoration of the interior passenger concourse will be completed by spring. The second stage will include the rebuilding of the old office space. This work will include removal of some pillars. The old murals on the upper ledges have been highlighted by hidden lights.

The current issue of CP Bygones catalogue listing CP railway artifacts for sale can be obtained for \$2 from CP Bygones, Room 117, Windsor Station, Montreal, Quebec H3C 3E4.

The wheel pit at Drake Street roundhouse is being re-built. There are three track stalls involved so that a locomotive's drivers can be dropped in one and moved laterally through a connecting corridor which runs under the walkway between the tracks. This 'tunnel' is covered by heavy planks which can be removed for lifting the drivers out. This is being done to better service the three steam locomotives owned by the BC Government. This would explain why 2-6-2 #1077 has been outside for a period of time while this work is being done.

CP's application to abandon part of the Osoyoos subdivision between Okanagan Falls and Osoyoos was opposed at recent hearings held by the Canadian Transport Commission.

CP will take over the tug, barge and trucking operations of Northland Navigation Ltd. of Vancouver on January 1st next year under a lease agreement. Northland's facilities and equipment will be leased to CP for up to six years with an option to outright purchase all. There are no immediate changes planned and the Northland name will remain.

## E&N

Work Extra #8669 with five cars moving two long steel bridge box girders up to the Tsable River bridge was the the first train north of Parksville since 1975! The E & N line to Courtney re-opened with the first Budd car departing on the morning of Dec. 19th. However, it appears the CTC has given the CP permission to abandon the line for passenger service early next year.

## CN

A quick thinking brakeman probably saved CN from a costly 12 month interruption of its mainline traffic through the Fraser Canyon last summer. Prompt action by the brakeman followed a derailment in August which allowed rail cars to be dragged clear of the main span of the CN's steel arch bridge at Cisco. Had they remained in place, the cars would have intensified the heat from burning bridge timbers and caused main steel members in the bridge to weaken and deform.

Six derailed cars, which had to be left sitting on approach girders to the main span, funnelled the draft from burning track ties and supporting timbers, creating an 'air blast' effect. The heat was so intense that huge beams sagged, the sides of 100 ton cars crumpled and the rail curled. A fierce wind was blowing, but without the other cars to create a stove-pipe effect, the woodwork on the main span burned slowly so a lot of potential fuel was left untouched. The potential for a major disaster was definitely there because of a work gang which had purposely weakened the track structure on the western approach to the 65 year old bridge just before starting some upgrading work. This is due to the track on the curve gradually working out of alignment.

So a gang had been assigned to realign the track in anticipation of a second crew following the revised line when replacing existing rail with continuous welded rail. This realignment had involved removing tie spikes and they had not yet replaced all of them, knowing that the spikes would have to be yanked out yet again when the new rail was put in place.

The curved western approach to the bridge is banked to take trains running at up to 35 mph. But on August 4th, a 10 mph 'slow' order was in force due to the weakned state of the track. At 4:30 PM, an EB train of 85 100 ton hoppers, loaded with phosphate rock observed the slow order. But the dump cars hauled by four engines were more susceptible to derailment in CN's fleet. On this day, the combination of weekend track and slow speed on over canted rail caused car #35 to derail. An air line severed, causing an emergency brake application. Derailed wheels from the first car and succeeding 11 cars cut up the ties into kindling which ignited by sparks showering from the brake shoes.

The train came to a stop with car #35 having advanced 344 feet onto the approach to the main span, supported by two towers and three girder spans. It stopped just short of the main 425 foot span across the river.

Brakeman Charles Pratt of Kamloops, who was riding in the cab of the lead locomotive, ran back down the tracks and then edged his way past the wide-bodied hoppers to uncouple the train between cars #35 & 36. The head-end locomotives then moved forward, dragging cars clear of the main span. But car 35 as it limped along at the tail end of the cars being moved, derailed completely and just before getting to the eastern end of the span, car 35 toppled off and plunged 220 feet into the Fraser River.

Locomotives brought up from the west, dragged the tail end of the train away from the span and was even successful in tugging clear five of the derailed cars, leaving six to sink into the steel structure of the approach spans once the timber had burned through.

During the period the bridge was out, CP Rail set a traffic record on its mainline through the canyon, handling an average of 13 CN trains and 20 of its own trains each day!

SW1200 #1277, damaged July 9th in a North Vancouver collision, was retired.

### **BC Hydro**

BCH has leased 50 brand new 53 foot long double-door box cars from PROCOR. The cars are painted yellow with a red stripe (mimicking BCH's colour scheme on their Thrall Door box cars). BCH can actually make a profit on leased cars by charging other railroads for their use because BCH is a 'Terminal Railroad'. This results in Hydro's cars being heavily used on the long runs of other railroads as transferring shipments to different railroad cars would cost too much.

### **BN**

The Speno rail grinding train, including a caboose in original Chicago, Burlington & Quincy silver paint and emblem, has been working on the line between New Westminster and Vancouver during mid December. Power was provide by CN SW1200 RS #1361, as the nearest BN power with 'creep control' is located in Spokane (as the train only travels at 2 mph). Rather than deadheading a unit from Spokane and all the border paperwork, it was easier to rent the CN unit.

### **AMTRAK**

Amtrak is buying eight high speed light weight electric locomotives at a cost of \$ 22 million. They will have a top speed of 130 miles per hour for use on the east coast high density lines. Amtrak will also spend \$12.5 million to modify 32 more SDP40 F diesel locomotives into four axle units.

Amtrak's refurbished GG1 #4935 powered a seven car excursion on Oct. 30th from Washington to Leamer Place (Lancaster PA) where the train was met with a double headed Strasburg steam train taking passengers to the museum.



## A Look Back

### UP Looked to a Low Emission Locomotive in 2011

In need of reliable medium-horsepower six-axle road switchers, Union Pacific turned to Progress Rail's EMD subsidiary to rebuild a batch of out-of-service EMD 3,800-hp SD60s into more modern 3,150-hp units with new prime movers for secondary road freights. Twenty-eight - Nos. 9900 to 9927 - were built in the late 2000s. Progress later incorporated the unit into its catalog, calling it the SD32ECO. Then they made a unique low-emission locomotive.

One unit, No. 9900 was picked as a one-off testbed and equipped with catalytic scrubbers to see how far existing technology could be pushed to reach US government-mandated Tier 4 emissions.

On Aug. 22, 2012, at Roseville, Calif., just northeast of Sacramento, Union Pacific officially unveiled the new unit with a unique hump in the middle of the long hood. Internally, the unit housed three emissions-reducing technologies including exhaust gas recirculation (EGR), diesel oxidation catalysts (DOC), and diesel particulate filters (DPF).



The railroad and EMD expected No. 9900 to move toward the Tier 4 standard with a 45% reduction in the oxides of nitrogen emissions compared to the Tier 2 standard and an 85% reduction in particulate matter emissions based on preliminary analysis. Union Pacific and the California Air Resources Board jointly analyzed the locomotive's emissions-reduction capability over the next 18 months.

Kept on a tight mechanical leash, No. 9900 rarely strayed past 200 miles from Roseville, as environmental engineers poked, prodded, and looked at data accumulated on its many runs, mainly north to Redding and return.

To create the space needed to install the after-treatment technology in the body of the locomotive, engineers reduced the engine size of a traditional road freight locomotive.

Did #9900 meet its Tier 4 objective ? Almost . Testing revealed the unit regularly achieved a tier 3.5 level. When the testing period was over the unit was shipped to Marshalltown Iowa to have the experimental equipment removed . With its removal also went the unique hump and No. 9900 became “just another” SD59 MX.

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Ad for Rick Antonsons' latest Book.



Rick Antonson has ridden trains in thirty-five countries, but everything he thinks he knows about train travel changes when he boards the Rocky Mountaineer with his 10-year-old grandson, Riley. As they wind over trestles and through tunnels, each mile of track uncovers stories of dynamite and discovery, surveyors and schemers, explorers and visionaries, and the people who helped to build Canada against the odds of geography and politics. Surrounded by a wild landscape that sparks imagination, an eclectic cast of characters recounts train travels in other countries, get nostalgic for the era of steam locomotives, and consider life's unfinished journeys. Peppered with spirited dialogue, heartrending vignettes, and intriguing anecdotes, **Train Beyond the Mountains** is a memoir with urgency: to make your dreams about travel happen now. *Available at Greystone Books and book stores everywhere.*



**RAILWAY MUSEUM**  
OF BRITISH COLUMBIA

*... presents the*

# SEA TO SKY MODEL TRAIN AND HOBBY SHOW



**Saturday March 23, 10-5, Sunday March 24, 10-4**

See the Royal Hudson Steam engine, climb in the cab and blow the whistle.

Children can operate model and Thomas toy trains.

New and used for sale: Model trains, diecast vehicles, plastic model kits and hobby items. Hands on for the children: Remote control car racing, crawler and truck hill climb course & operate toy trains. Mini rail train rides all around the museum site \$3.

Free parking and food, drink, snack vendors on site.

**Saturday extras: Speeder rides to see our repair shops \$5.**

**Sunday extras; full size train rides \$10.**

Free behind the scenes guided tours of the museum trains & displays.

Participate in Remote Control vehicle hill climb skills course racing heats.

Discounted advance sale tickets are available on-line at: [www.wcra.org](http://www.wcra.org) Full price tickets available at the gate. Note: Some of the events will be subject to weather, mechanical or unforeseen events.



## CREDIT LINES

Editor: Craig McDowall  
Distribution: Jeremy Davy  
Donna Simon

Contributors: TM (Trains Magazine)  
MSH (Mount Shasta Herald)  
TO (Trainorders.com)  
CBC (CBC News Release)

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

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CN Roundhouse & Conference Centre: 604-898-9336

Photo: CPKC Holiday Train Photo



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