

The Railway Museum of BC Newsletter

APRIL - JUNE 2024

New G Scale Layout is our latest feature during
our 'open Saturdays' and holiday Sundays
from now to Thanksgiving !



RAILWAY MUSEUM
OF BRITISH COLUMBIA

Vol. 64
Issue # 2

FROM THE EDITOR

We just completed another successful 'Day Out with Thomas' the last weekend in May and first weekend in June. Photos taken over the four days are included in this issue.

Many thanks to ALL the volunteers and our dedicated staff members for ensuring that everyone who attended had a great time. The weather really co-operated as it never got really hot on either weekend and on two of the four days, it rained in Vancouver but not in Squamish! Thanks to our great relationship with CN, we were able to run all departures north out of the park and up the CN mainline to Thompson and return making the 20 minute far more scenic and at a higher speed. And since the line parallels the road, we had many folks come out and wave at us on almost every departure. The conductors always have two 'gifts' to give the children on the trip and in addition to the annual Jr. Engineer Certificates, Mattel provided a sticker sheet of Thomas and Friends images which was a great idea as it is an interactive activity,

We are now open every Saturday and holiday weekend Sundays right through to Thanksgiving. The hours are 9AM -3PM each day and you can buy an all day pass or a membership to the museum upon arrival. And one of the newest attractions is our operating G scale scenic layout in the Car Shop (as shown on the cover of this issue). The layout and rolling stock were a wonderful donation from Carl Vanderspek, who owned a very large operating G scale layout in North Burnaby.

Updates from WCRA

Reports from our major department heads for the last quarter.

Bob Philip - President & CEO

As we celebrate the 30th anniversary of the West Coast Railway Association Heritage park (now RMBC), it is an appropriate time to reflect on how much the existence of the association has been, and continues to be, dependent on the dedication and involvement of volunteers.

From its very beginning to what it is today would not be possible without our dedicated volunteers.

As we move to reduce spending and increase operations revenues we are reliant on volunteers more than ever before.

Thank you to our many volunteers for all you have done and continue to do. With your support the long term sustainability of WCRA is possible.

Bob Philip

Robert MacBeth - CMO



We have received our re-certified brake components for the Budd Car BC-21 and have installed them. David Walmsley has worked many hours on getting our open car the 'Henry Pickering' operational. He strengthened the coupler pockets, installed new handrails at both ends of the car, installed the safety bars and put the original seats back in place after it was painted.

And a big thanks to Roy Crowston for installing the decals. We are also continuing to work on getting the second Budd BC-33, operational.

Photo: David Walmsley

**Tom Arnott - Museum Operations Manager
Museum Grounds and Gardens**

I have been working collaboratively with the Squamish Men's shed and they are in the process of repairing and replacing the picket fence at Silver Fox station. We haven't used the Kids caboose since before Covid and I would like to reinstate the car but the stairs and access platform timbers require replacing. Again, I am hoping the Men's Shed will take on this work. The Caboose was gifted to the museum by a McDonald's restaurant in Vancouver and had been refurbished as a kid's play area. It was used in the past for birthday parties and we hope to use it again for this purpose.

There is also on-going refurbishment of the Brightbill House. Tom Bruvall has been busy painting the garden picket fence and the front lounge windows have been also been repainted.

Gill Arnott and Karen Schreiber have been busy weeding and revamping the many flower beds and garden areas over the past few months. The front gate is now looking much neater and more welcoming and there are now a number of planters and flower tubs around the grounds. The museum was successful in applying to Woodfibre LNG for a \$2000 grant and the plan is to use this donation to further improve the garden areas.

Tourism Challenge

During April and May, the Vancouver tourism industry organize an annual challenge to all staff and volunteers who are involved in the tourism industry. Each participant is issued a passport and receives a stamp after visiting a tourist attraction and either completing a quiz or participating in the events offered by the site. The challenge is to visit at least 20 participating Tourist attractions and collect stamps which then allow the passport holder free entry to the attractions for the year. We offered two stamps, one for riding the mini-rail and one for answering four questions relating to exhibits in the museum. We had 1300 visitors during the Challenge and they hopefully will go back to their areas of employment and promote the museum to their visitors.

Mini-Rail

Work on the track continues and well over 350 of the wooden ties have been replaced with a longer lasting composite tie. The old mini-rail workshop, which was housed in an old BC rail truck body, has been removed and work is ongoing to replace this structure with a sea container and also to create more locomotive/car storage space.

Volunteers

I read a report recently from Toronto University, which had surveyed non-profit organizations across Canada and 70% of those surveyed reported that they were struggling to recruit volunteers. I visited the Heritage Acres Museum on Vancouver Island near Sidney and they are also struggling to get volunteers. It was a similar story when I talked to staff at the Museum of Flight in Langley.

We actually average around 160 volunteer hours a week spread over a small base of volunteers (we have 140 volunteers on our database). Where traditionally volunteers would be here for several days per week, we see more coming in for just one day or a few hours to help out. Apart from the teams working on BCE 960 and CP 8000 in MP2, we're not really doing a lot of restoration or preservation.

My view is that we cannot expect one member of our staff (Chrissy) to take sole responsibility for volunteer co-ordinator and as such, I plan to set up a small group to take forward ideas and actively try to recruit volunteers.

We also need to identify skills that we need in the museum and appoint mentors to take on, encourage and train new volunteers . If you are aware of anyone who may be interested in volunteering, please let us know.

Gift Shop

If you have been in the gift shop recently you will notice that there has been a lot of work done to create more surface area and stands to display a greater amount of merchandise and further work on the drawers along the back wall is planned . Thanks particularly to Barbara and Sara Jane for the many volunteer hours they have put in to complete an full stocktake and reach out to many more suppliers which has improved the stock of the shop.

North Pole Express (NPX)

Yes this early for NPX! We have been working to get our order in for the 3000 items that are required to be available to hand out to kids from Santa and the 9000 mugs that are given out during the event. We will be arranging to set up a planning group soon. NPX is our largest event and brings in our biggest financial income.

Display Exhibits

I have , with the help of many volunteers , got most of our attractions now fully open. Having visited many museums , I think we are a very attraction and good value , compared to some of the entry fees at other museums . I thought I'd list what is available for a \$30 adult admission price:

Mini-rail rides

Budd Car rides (on main line)

Speeder Rides

Entry to the Royal Hudson Cab

PGE No.2 Locomotive

CP Colonist car exhibit (One of only two CP Colonist cars left in the world)

BC Rail Caboose

PGE Caboose

Troop Carrier #710

CPR Executive Car 'British Columbia'

Executive Car 'Alberta'

PGE 722 (History of the PGE and BC Rail)

RPO Mail car exhibit

Shovel Operators bunk car

Patricia Anne model railway car

Marjatta display car (showing signalling equipment and a large selection of CP , CN and PGE dinner plate and silverware)

Chinese Exhibition (How the Chinese workers were exploited during the building of the Canadian transcontinental railway)

Gift Shop

General Store

Brightbill House

Station building

Print Shop (late 19th Century printing press)

Art and Exhibition Gallery

PGE Fire Truck (First fire truck in Squamish)

White Pass Yukon Railway G scale model layout.

Chrysler 1934 'Airflow' car

Grey Ghost 1937 Track Inspection car

Case Tractor

Museum Opening Activity

We have now been open since April and are seeing an average of around 150 visitors per open day. The Thursday openings have also been decent. We had over 100 visitors the first two Thursdays. We are offering free entry to Seniors on Thursday. We are seeing a lot more Squamish families visiting and an increase on family annual passes.

Day Out with Thomas 2024

We had another successful DOWT this year over two weekends - May 25/26th and June 1/2nd. This year's theme was the 'Bubble Tour'. Here are some photos taken at the event courtesy of Nora McDowall and Kyle Miller.



Thomas crossing the Mamquam River Bridge on the CN mainline with many waving 'trackside'!



Kirby Read and Devon Persson
as Thomas trainmen



'L'il Thomas and his engineer: Gerry Wolf



Gary Kreschuk, Singh Biln, Ryan
Kreschuk, Gerry Wolf, Donna
Simon and Jeremy Davy



Our beloved 'Squamish Men's Shed' Gang



Tallulah Dennis & Dinah Stephen



Ailish Cayabyab and Karen Schreiber



Kaitlyn Mazzotti & Larissa McKinney



Gill Arnott & Coral Wagner



Rob Payette



Volunteer CN engineer: Shahrukh Rana



Nora McDowall, Barb Stover & Sara Kennerley



Anna Bentley and Rene Brissette



Two very happy Thomas fans!



Hannah Wheellee, Aly Chavarria & Mayuko Wheeler



The Norman Foote Entertainers

A LOOK BACK in our ARCHIVES

WCRA Newsletter – April 1980

Association News

The March Lillooet excursions on the BC Railway were another successful event for the association. So successful and due to feedback, we are now looking at running another one in late May! Sat. March 22nd - 80 passengers and Sunday, March 23rd – 82 passengers. Ron Pajala and Bob Geveart worked the train on both days and did superb job as usual. Gary Oliver handled tickets and Bernie Tully all publicity.

BC Hydro

The Metropolitan Transit Operation Company took over the day to day transit operations in the Vancouver area on April 1, ending 90 years of continuous transit service by BC Hydro with MTOC operating under the control of two governmental bodies: the Greater Vancouver Regional District (setting fares and service levels) and the provincial Urban Transit Authority (setting the annual budget).

It was 25 years ago this month, the last streetcar rolled to a stop at the end of the line for rail transit in Vancouver. The date was April 21, 1955, and the car was PC #424. On Sunday April 24th, free rides were offered throughout the system as a 'thank you' and then the power was shut off for good.

Ex BCH electric Motor #961 is now in Edmonton where it will be painted white and re-numbered #2001, fitted with a pantograph and scheduled to go in service in August or September.

BC Rail – The Royal Hudson

The Royal Hudson will chug back into service on May 16th. This is the 2860's seventh season and the statistics show steadily increasing popularity:

Year #of Trips Passengers Passengers per Trip

1974	87	46,000	529
1975	113	68,073	602
1976	103	60,732	590
1977	108	68,385	633
1978	107	68,004	635
1979	99	66,509	672

Fares this year will be \$7.50 for adults, \$5 for students & seniors and \$4 for children. Although there have been some rumours that the schedule might run daily this summer, currently the schedule is to run five days a week in May and June, and six days per week in July and August. The final trip of the season will be Sunday, Sept. 14th

Research has shown that those tourists who take the train stay at least one extra day resulting in hotel, restaurant and other spending which contributes to the local economy.

BC Rail

BC Rail has acquired a new 23.4 ton hydraulic excavator which is mounted on a rail car chassis. The unit, a Caterpillar 225, can work from the rails or dismount and work beside the road bed. This special unit was designed and built by Finning Tractor in Vancouver and has a top rail speed of 27 kph and can brake from top speed to a stop in 2 meters,

CP Rail

CP Rail's Coquitlam sub is getting further upgrades including installation of continuous welded rail. This trackage is seeing heavy traffic including the recent addition of service to the new Mayfair Industrial Park, together with four VIA trains a day. The current 50 kph slows passenger trains in and out of Vancouver and the upgrade is expected to see an increase in the speed limit on the branch.

Rules Instruction Car #59, a long time Drake Street 'resident', is now officially 'held in Vancouver awaiting disposition'. The car, an ex heavyweight coach, is fitted with bus style seats and was used throughout the region for training employees.

Major upgrading work is continuing on the Calgary – Vancouver mainline throughout 1980. Particular emphasis is being put on reducing grades and work include 9 km of double track between Lake Louise and Stephen, BC as well as 30 km of new track in Roger's Pass with a new 14km tunnel. The tunnel project is expected to cost \$250 million and still requires approval from the board of directors.

This year will be the last for MLW (Alco) S2 and S4 switcher overhauls as they are nearing the end of their expected 'life'.

CP is getting 75 new SD 40-2's delivered this year numbering #5950 – 6024.

The station at Golden, BC has been completely rebuilt and the E&N station in Nanaimo has been designated as a heritage structure by the Nanaimo Heritage Society.

What happened to the Princess of Vancouver? She ran up until the end of 1979 providing scheduled service between Vancouver and Nanaimo. She was the last passenger ship under the CPR/CP Rail banner to run on the BC Coast since the 1800's. CP announced that effective Jan. 4th this year that auto and passenger service between the two cities would end and continue with rail and freight only. Passenger service would resume for the summer months only commencing in May.

At the same time, CP announced that they would not only be laying off all staff related to passenger service but also reduce the seamen crew size by using things such as TV cameras on the rear deck for docking etc. The unions said no and walked off and the ship was tied up at Pier B-C. And then on March 24th all coastal CP service was shut down in a complete strike, including the Carrier Princess, Trailer Princess and a leased Seaspan train ferry (which was covering for the Princess of Vancouver).

CN

CN's Montreal shops have completed the rebuilds of ten Southern Pacific GP-35's with the last shipped on Dec. 28th.

The derailment of three tank cars of ethylene dichloride at CN's Lynn Creek yard on March 26th was deemed 'too minor' to report stated CN. The three cars passed over a closed switch and derailed but none were damaged.

Two trains collided 'head on' in Surrey. It was on the Brownsville branch near Old Yale Road and Timberland on April 15th. Four locomotives (three SW1200's and one GMD-1) were involved with an engineer and yard foreman aboard one locomotive were slightly injured with three cars derailling.

A CN westbound freight #201 experienced a derailment at Faster, BC on April 18 around noon. Fourteen cars left the rails and ripped up a long stretch of rail bed.

VIA

VIA continues to refurbish dome -observation coaches with the refurbished Evangeline Park arriving on the Canadian #2 on March 22nd.

The only two Canadian E8A's (#1800 & 1802) are now based at Alyth (Calgary) and being used on the Calgary to Edmonton passenger service (one loco, a baggage car and one coach) replacing the usual RDC's.

The new VIA train 'The Mountaineer', which was proposed for operation between Vancouver and Jasper, to carry tour groups, will not go into operation this year due to two issues : lack of available equipment and a failure to secure the necessary SSR (Special Service Request – an agreement for operation between government regulators and the operating railway). Plans are continuing for operation in 1981 as VIA already has 125k foreign tourists that were booked for travel this summer!

The 'Canadian Show Train' operated by Blyth & Co. out of Toronto has announced it will run again this year. This is a consist of sleepers, diner and theatre cars leased from VIA and providing a super luxury service and entertainment on a one-way transcontinental trip. It differs from VIA's counterpart as the coaches and passengers will spend three nights on train and also will have stopovers with hotel accommodation in Toronto, Lake of the Woods, Winnipeg, Edmonton, Jasper, Banff and Vancouver plus return air fare. The ten day trip will cost \$1450 per person. The equipment will be coupled to the rear of the scheduled VIA trains

AMTRAK

Skyline Travel's annual special 'spring break to Disneyland' train didn't turn out as normal in past years. Instead of the normal Coast Starlight, the train consist was two F40PH's and thirteen Superliners. The train departed at 06:05 on Saturday, March 29th but at Seattle, the passengers had to change trains to standard equipment and the special was run as a 'second section' of the Coast Starlight.

The new LRC (light rapid comfortable) train sets built by MLW-Bombardier which were destined for the Vancouver-Seattle-Portland schedule are now going into service out of Boston. Apparently due to the United Aircraft Turboliners are being retired.

Amtrak announces a direct connection between Vancouver and the Coast Starlight in Seattle. Effective April 27th, the Pacific International will depart from Vancouver at 07:00 hours and arrive in time in Seattle to meet the Coast Starlight departure to LA at 11:50 hours.

ETC Items

Cranbrook Rail Museum

The Cranbrook Museum has acquired the solarium coach they were looking for. It was found in work service in North Bend. It was originally the 'River Rouge', then became a 'Cape' car. The car saw service on the CPR mainline trains and was a heavyweight solarium/observation car.

Calgary Heritage Park

Ex-Pacific Coast Terminal 0-6-0 #4012 is off to Calgary's Heritage Park and is being re-lettered Canadian Pacific #2023. She was rebuilt at CP's Drake Street roundhouse over the winter. On Monday, March 24th, she was steamed and brought out of the roundhouse for initial testing. The next day, after some minor adjustments, she held a demonstration through the yard for attending officials from Calgary, putting on an excellent show of steam! The locomotive was built by ALCO in 1942 for the US Army and was assigned to Fort Lewis, WA. She then was sold to the PCT in New Westminster and worked the docks there for many years.

This is the same locomotive that struggled with the WCRA's infamous 1962 excursion up BC Hydro's Fraser Valley line. The locomotive was saved from being scrapped and was bought privately and moved to Vancouver Island. She came back to Vancouver in the fall of 1979, where they began her restoration at Drake Street in the Roundhouse. She headed to Calgary on a CP freight on April 17th to join her 'sister' 0-6-0 #2024, also an ex PCT locomotive.

Editor's note: I was on that run up the Fraser Valley line and we were supposed to arrive back in Kitsilano around 6PM and we didn't arrive back till after midnight. No method of communication back then other than radio & TV. And since it was a weekend, they didn't know, so many parents hung around for over 6 hours waiting for us teenagers to return!

The Kettle Valley Saga Continues

Studies re: the feasibility of operating the Kettle Valley line from Penticton to McCulloch continue headed by the Cumberland Group of Vancouver. The KVR society now has over 1500 members and has received very good support and publicity. Findings of the study are to be available by May 1st, a month before the June 1st deadline set by CP to start pulling up the rails.

Puget Sound Railway Historical Association

The PSRHA operation out of Snowquallmie WA is getting ready to commence another season of operation. They hope to have Mallet #11 operational and possibly Mikado #70 for this season starting on May 1st. The PSRHA has a considerable roster of equipment, including 16 steam locomotives(!), 15 passenger and freight cars, 2 cranes, a rotary plow and 9 street cars and interurbans.

Milwaukee Road

The last Milwaukee Road train eastbound from the west coast departed Tacoma on Saturday, March 15th. The train consisted of diesels \$5802, 5803, 5052, 5511, 5507, switcher #627, 53 freight cars and two cabooses.

CURRENT RAILWAY NEWS

AMTRAK Cascades

On June 30th, Amtrak Cascades #503 experienced unspecified problems and limped into Eugene. So Amtrak #508 never departed the next morning. The last train of the day on the 30th, #507, arrived in Eugene almost on time. The next morning, #507 departed Eugene towing #503 back to Portland. (TO)

VIA

VIA Rail Canada will air its annual public meeting, a pre-recorded session featuring the passenger operator's top officials, on Wednesday, Aug. 7th, 2024, the company has announced, and is soliciting questions to be answered during that meeting. The meeting will be available on Youtube and Facebook.

Ex CP Trestle catches Fire

An inactive rail bridge connecting Richmond and Vancouver caught fire Thursday evening forcing the temporary closure of the neighbouring Oak Street Bridge.



“Richmond fire crews are on scene of a large industrial fire adjacent to the River Rock Casino,” Richmond Fire-Rescue Assistant Deputy Chief Grant Wyenberg told CityNews shortly after 10 p.m.

“Crews have extinguished the warehouse portion of the fire and are working to extinguish the trestle bridge that runs across the north arm of the Fraser River. Investigators have not yet begun their investigation.”

Metro Vancouver issued an air quality bulletin due to the smoke. “The fire is expected to be burning through Thursday night and into Friday,” Metro Vancouver said at the time.

The trestle was built by the Canadian Pacific Railway in 1902 to be a key link between Vancouver and Steveston. The railway originally operated the line as the Vancouver & Lulu Island RR. Three years later, CPR leased the line to the BC Electric RR which electrified the trestle to operate commuter rail service using interurban coaches for over fifty years until 1958. CPR then resumed operation as an industrial line up to 2014 which ceased when the trestle caught fire and the railway decided not to repair the line. An interesting sidebar is the City of Richmond had hoped to re-open the line at some point as a commuter line using the Arbutus Corridor and had kept zoning bylaws along Railway Ave. in Richmond to accommodate a possible line in the future (VS)

BNSF

BNSF Railway owes Washington state's Swinomish Indian Tribal Community \$ 394.5 million for violating an agreement governing railroad operation across tribal land, a federal judge has ruled.

U.S. District Judge Robert Lasnik reached that figure after a four-day bench trial, the Seattle Times reports. He had previously ruled the railroad had violated a 1991 agreement by sending crude-oil trains across a less than 1-mile segment of the Swinomish Reservation between September 2012 and May 2021]. Lasnik ruled last year that the railroad had "willingly, consciously, and knowingly" violated the agreement that allowed only one train of no more than 25 cars per train in each direction each day.

The railroad and Swinomish agreed that more than 266,000 cars had violated that agreement and generated about \$900 million in revenue, but disagreed about the penalty that should result. Lasnik's ruling details the profits per car, deducts the amount that could have been earned through legal movements, determined the railroad had made about \$362.2 million in profits, plus \$32.2 million in post-tax profits such as investment income, as a result of the trespassing.

Swinomish Chairman Steve Edwards said in a statement reported by the Times, "When there are these kinds of profits to be gained, the only way to deter future wrongdoing is to do exactly what the court did today — make the trespasser give up the money it gained by trespassing." Edwards said he expects BNSF to appeal the decision but that "we look forward to defending Judge Lasnik's decision to defend our homeland." (ST)

Evershot Rail Group

A British company has announced plans to convert a 1980s diesel locomotive to a prototype of a zero-emission steam powered unit.

Rail equipment leasing firm Eversholt Rail Group said earlier this month it would convert a British Rail Class 60 locomotive, a C-C unit built by Brush Traction, in a partnership with Steamology, a start-up company in West Dawn, Hampshire, with a focus on green steam technology.

According to a press release, the Class 60's power plant will be replaced with 20 steam generators, four steam turbines, and roughly 310 lbs. of gas storage. The equipment will use new technology, developed by Steamology, to generate high-pressure steam by burning hydrogen in oxygen within these modular generators,

minus the generating of carbon emissions.

“Evershot Rail has invested in many rail vehicle innovations and technology upgrades over the last 30 years,” client services director Paul Sutherland said . “ We are delighted to bring this experience and our funding to this project, and we are excited to see where this technology goes.”

Arup and Freightliner have also been brought in to serve as consultants for the project. The conversion is currently planned for 2025 with tests to follow. If successful, similar modifications can be applied to other existing or newly built locomotives. All partners look to this technology in the long term as an efficient alternative to diesel power while complementing vast sections of the U.K. freight rail network lacking electrification. (TO)

Cuyahoga Valley Scenic Railroad

The Cuyahoga Valley Scenic Railroad announced it has acquired an Alco FPA 4 and an FPB4 from the Grand Canyon Railway, and aims to purchase one more of each unit from the Grand Canyon.



The two diesels will join three FPA4 units already on the Cuyahoga Valley roster and are part of what the railroad said is its “mission to become the largest collection of preserved Alco locomotives in the country.” The acquisition is part of the \$3 million “Leading the Way Locomotive Fleet” capital campaign, which has so far raised about \$1.5 million.

Based on the recommendation of a consultant, the heritage railroad has undertaken a strategic plan to add to its operational capabilities, including purchasing additional locomotives to allow it to run two trains simultaneously, each with a locomotive at each end. The additional acquisitions will also allow for back-up capabilities when a locomotive undergoes scheduled maintenance. (TRNS)

American Steam RR Preservation Assoc.

Construction of the oil firing system is the latest step in restoration work of Reading Co. T1 4-8-4 #2100, the American Steam Railroad Preservation Association reports.

The history of how #2100 survived through the decades after being retired by the Reading Railroad is interesting as she had a number of owners through the years.

Reading T1 #2100 was outshopped by the Reading Railroad on Sept. 11th, , 1945 using the firebox, steam dome boiler, and some appliances from 2-8-0 #2045 (due to wartime restrictions regarding new locomotive purchases), and operated in revenue freight service through the mid-1950's.

In 1960, the 2100 was placed back in service by the Reading to head the passenger excursion trips, known as the Reading Rambles, through 1964. In 1967, 2100 was sold for scrap to the Striegel Supply & Equipment Corporation of Baltimore, Maryland, where it spent almost a decade.

When Ross Rowland needed steam power for the eastern operation of the American Freedom Train, the 2100 was purchased, along with sister 2101, and used as a source for spare parts to keep the 2101 running for the American Freedom Train during 1975 and 1976, and the Chessie Steam Special in 1977 and 1978.

After 2101 was damaged in 1979 by a fire at the roundhouse it was stored in, the tender was swapped for the 2100's as it was in better shape for the 2101's cosmetic restoration, as the 2101's tender coal bunker sides had buckled from the intense heat of the remaining coal that began burning in the tender.



Reading 2100 • 7/12/2019 • Bell mounted, front painting, and positioned for an upcoming appearance on the Travel Channel

The 2100 remained stored, along with the 2101's burned tender, at the former Western Maryland roundhouse in Hagerstown, Maryland until 1987, when it was purchased by the owner of Lionel Trains, Richard Kughn, and restored back to operation with Ross Rowland and Bill Benson under the "2100 Corporation". When operation plans with a host railroad fell through, the 2100 was donated to the Portage Ohio Regional Transportation Authority (PORTA) which planned to operate it on its lines. When these plans did not work out, PORTA moved the 2100 to the Ohio Central Railroad and placed it up for sale. "With the funding received this spring, work is well underway in regard to the construction of the oil pan," Forrest Nace, the non-profit organization's treasurer and restoration crew volunteer, said in a press release. "The design of the burner to take full advantage of the Wootten firebox is underway, with the front end blast pipe and petticoat changes soon to follow to ensure proper drafting.

Reading 2100 was the railroad's prototype 4-8-4 and the first completed by the company's own shops in Reading, Pennsylvania in 1945. It was one of 30 locomotives of the T-1 class, designed for fast freight and passenger service. The locomotive was retired in 1957 and later restored for excursion service.

"While funding given throughout the spring has made this oil conversion work possible, we still need to have funds coming in each month for all of the projects our volunteers must continue to do so as to keep our completion goal of 12 to 15 months from now on schedule, and to raise the remaining \$145,000 needed for the restoration. The painting our volunteers are doing of the boiler and backhead have a cost of \$180 per gallon for the heat resistant primer and \$145[per gallon for the heat resistant paint. The combined total of \$325 only covers about 10 square feet when you apply two coats of each which comes to about \$3,675 for this paint work. In addition to this, the wire wheels used for cleaning, paint brushes, rollers, and other consumable supplies and protective equipment add another \$100-\$200 per week to the costs. We are counting on donations, new memberships, and the sale of items from our on-line gift store each month to ensure our eight to 20 volunteers have the items and supplies they need to continue their vital work." The association averages 11.7 volunteers for each Saturday work session. (TRNS)

Update on the York Durham Heritage RR

In a previous issue, I reported that the YDHRR had closed and it's future was very uncertain. They have formally ceased any chance of re-opening as the trustee is selling off all their assets. Their locomotives have been sold and they are trying to find buyers for three ex-Ontario Northland passenger cars: a diner, a coach car and a bar/lounge car. Also for sale is a former CN heavyweight commuter coach and a box car & flat car, both with friction bearings meaning the two cars would have to be trucked off the property. (YDHRR)



Derailement near Tehachapi in California
Both UP and BNSF share the UP Mojave subdivision eastbound out of Bakersfield and up through the Tehachapi Pass including the world famous Tehachapi Loop. On June 30th, a UP southbound freight derailed three centre beam cars at the Woodford switch. This blocked a northbound BNSF oil train (as shown in the accompanying photo). The oil train had to be pulled back to Bissell using helpers. If you have ever railfanned in this area, the curves are plentiful and quite tight. The initial assessment was that having three empty centre beams in the middle of a long consist running through many curves was not the correct method of distributing empty centre beams in the consist. (TO)

UP

Union Pacific Big Boy No. 4014 is on a four day "Westward Bound" tour, preparing for a Fourth of July move from Evanston to Salt Lake City after travel from Cheyenne, Wyo., to Evanston in three days of travel, with an off-day Tuesday in Rock Springs, Wyo., for an employee event.

The first two days, between Cheyenne and Rock Springs, with a layover in Rawlins, were notable as this is the first time since its restoration, other than a recent test run out of Cheyenne, that the 4-8-8-4 has operated unassisted by diesels.



A diesel was added to assist in switching moves & to provide dynamic braking on the trip through the Echo Canyon in Utah. (UPHS)

Montreal's Exo begins placing new CRRC-built commuter cars in service

Commuter operator Exo is set to begin operating 44 new bilevel railcars built by China's CRRC on its Saint-Jérôme line on Tuesday, June 25th.

At least one set of the cars, part of a C\$204 million order, was reportedly in service as of June 21st. The original 24-car order was modified by Exo's parent agency several months after it was placed; the agency subsequently exercised an option for 20 additional cars. The order includes 8 cab cars and 36 trailers. Exo touts features including seating for up to 147; increased electrical and USB outlets; accessible restrooms with diaper-changing tables; wider doors; and accessibility features that meet Disability Act requirements.



Exo operates a five-line, 140-mile network, but the new equipment is being limited to the 39-mile, 14-station Saint-Jérôme line, the system's busiest. The trains are powered by eight F59PH locomotives. (TRNS photo)

NTSB staff makes 20 recommendations in wake of East Palestine wreck

The National Transportation Safety Board stated that Norfolk Southern and its contractors should not have decided to vent and burn derailed tank cars carrying vinyl chloride three days after the Feb. 3, 2023, derailment in East Palestine, Ohio.

The five tank cars were among the 38 cars that derailed near the Ohio-Pennsylvania border after the catastrophic failure of a wheel bearing on a covered hopper car. The bearing was on fire but did not trigger critical alarms at two hot-bearing detectors the train passed before reaching East Palestine, where the wayside detector alert came moments before the fiery derailment.

The decision to vent and burn in East Palestine, the board said, was hampered by poor communication, confusing and misleading information, and a disregard for evidence that showed an explosive polymerization reaction was not going on inside one of the derailed tank cars. (TRNS)

The Railway Museum of BC Celebrates its 30th Anniversary!

It's the 30th Anniversary this July of the opening our Railway Heritage Park! Now re-named the Railway Museum of BC to better reflect its purpose, we had the Grand Opening of our park in July 1994. David Emmington, one of the original members of the WCRA writes: "Much has changed since this first day of May, 1994. PGE's first road engine splits the banner coming off the Museum original access from the BCR mainline".



The first photo shows the group 'track side' for the dedication and then the arrival of our #561.



The next steps were the construction of more track for our yard and building of the mini rail (which opened two years later in July, 1996) on the park's eventual goal to become the second largest rail museum in Canada!

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

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Back Cover Photo: Park development continues with the building of the Mac Norris Station and moving the Brightbill House onto its foundation. Dave Emmington Photo



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