

The Railway Museum of BC Newsletter

April - June 2025

Buddy and Friends was
a First Time Success!



RAILWAY MUSEUM
OF BRITISH COLUMBIA

Volume 65
Issue #2

FROM THE EDITOR

As we start to roll into our 'busy season', I want to thank once again our small core of regular volunteers who, in previous years, showed up almost every one of our Saturday openings (and Sundays on long weekends). This year, our extra day we are open is not Thursday, but Friday. This is partly due to a decision that Fridays should draw more to our museum and also the former 'Kids Safe' program has now been amalgamated with the Boys and Girls Club. Their preferred day to bring up a busload of children will be Fridays this summer. Each year, some of our long time volunteers are at the age where they are no longer able to volunteer or can only do so on occasion. The challenge we have is finding younger volunteers to replace them. If you haven't previously, and have some spare time, please contact chrissy@wcra.org. We would love to have you 'join the gang', and you will find the time and effort rewarding.

Updates from WCRA

Reports from our major department heads from April to June

Bob Philip: President

Two main issues needing to be addressed remain: negotiating a new long term lease with BCRP for MP2 and balancing annual cash flow.

On the positive side the model train show was successful again and will be part of the museum calendar going forward. And "Buddy" the replacement for DOWT, actually turned a small profit in its first year and looks like a promising annual event!

We were successful in getting another grant from Marg and Carl's foundation to fund equipment for Black Sheep (the rental business), which has allowed us to expand operations both at the museum and up to Whistler. And we were gifted a classic car from long time supporter Liz Haan, which we sold for \$200k USD to help us get through the first four months of the year.

We have been reducing full time and part-time staff over the last two years but we have decided to hire a volunteer coordinator with marketing skills. This combined position should help us to better promote the museum and identify new volunteers while at the same time helping the volunteers we currently have.

Lastly we need to fix the recurring membership problems and we need to ensure all WCRA documentation is housed in the station offices. Accessing agreements and other documents has and continues to be problematic, and it needs to be resolved.

Museum Manager's Report - Tom Arnott

An Overview

We started the visitor season in March this year with the very successful Sea to Sky Model Railway and Hobby Show. This is the third year we have held this event and we had a good response, considering how early it is in the year. We officially opened the museum to visitors on 19th April, which was earlier than in previous years. The first weekend in May saw the gates open for our first *Buddy and Friends* weekend, which was well attended, and had very positive feedback. This was a big gamble for us, as the event was taking the place of the very well established Day out with Thomas event that the museum had organised for many years.

Visitor numbers this year to date:

Paid entry 1152

Tourism challenge 1189

Buddy 275 *

Model Train Show 541

* This number is paid entry but many free tickets were issued to compensate those who missed the NPX event due to the landslide in December and a large number of promotional Buddy & Friends tickets were given out free during NPX. We have seen a real increase in season passes this year with many Squamish families attending on a weekly basis. This probably reflects the changing demographic of the town and the limited amenities available for younger families

Volunteering

We are very fortunate to have a core group of very dedicated volunteers at the Museum. We have recruited a number of new volunteers over the past few months and we now have a retired carpenter, a qualified plumber and a model railway enthusiast as part of our team. Volunteering hours at the museum to date this year are around 5000 which is quite amazing. Of that 5000 there were 935 hours dedicated to getting Buddy ready for opening and 384 hours to prepare for the Train and Model show.

Mini-Rail

This year there has been a huge amount of work carried out on the track, thanks to Gary Shortt and his team, with additional work to shore up some of the banking on the slough. The rotting decking at Twin Cedars station has been replaced. A maintenance review of passenger rolling stock has been completed and Singh and Kirby are working on a maintenance schedule.

The mini-rail train rules and regulations have been reviewed and updated, as has the Engineers and Conductors Examination again, thanks to Gary Shortt. And we have, thanks to Jeremy, managed to operate a full team of Engineers and Conductors for all events including Tourism Challenge.

Sea to Sky Railway Model Railway and Hobby Show

This event is now established as an annual event on the museum calendar. Gord Hall, in particular, puts in an incredible amount of time and effort to make this event happen. This year we had over 30 exhibitors and over 500 visitors and made around \$10,000 in profit. We charged \$5 this year for mini-rail and Speeder rides, which had a significant impact on the revenue.

Tourism Challenge

The Tourism Challenge is an annual event held in April/May, designed to educate tourism industry staff and volunteers about local attractions, hotels and museums in the Vancouver area. The core purpose is to allow tourism staff and volunteers the opportunity to visit attractions and earn stamps for points on a passport. We have participated in this event for many years. This year we were open for three days during the week in April and May and had 1189 visitors. To earn their stamps at the museum they had to answer 4 questions on the exhibits for one stamp and a take a trip on the mini-rail for another stamp. We charged \$5 for the mini-rail ride and together with gift shop income it was a beneficial few weeks!

Buddy Children's Festival

Having only made \$10,000 profit in the 2024 Day out with Thomas event it was agreed that we should no longer hold this event. Gord Bell and Norman Foote came up with the idea of a Children's Festival introducing a new brand 'Buddy & Friends'. It was decided to use the PGE Steam locomotive No.2 as Buddy. We started to promote the Buddy brand in November 2024 by decorating the locomotive and locating it in track 7 in the Roundhouse as part of the North Pole Express (NPX) event. We offered complimentary tickets at NPX. Considering it was our first Buddy festival and how popular and successful it was, we are encouraged to make this event part of our annual program.

Gift Shop

We moved the Gift shop counter from its former position on the left of the main entrance and created a longer counter area parallel with the Roundhouse window. This had been a great success making the entrance much more welcoming. Following a financial donation from Lynn Ledgerwood, we have refurbished the Gift shop area and fitted new cabinets and display areas and this has dramatically improved the shopping experience.

Sara Jane Kennerley is a relatively new volunteer who happens to be a retired retail buyer for the to Sea to Sky Gondola, and her 'know how' and experience has really made a huge difference in the shop. We have also introduced a stock database and all items are now barcoded making sales much more efficient.

Planned Projects

Beanery café

I feel that we have to provide some refreshment and food at the museum and to this end we plan to re-establish the Beanery Café which is currently the General store. Funds permitting, we plan to create a deck area at the back of the building and relocate the Garden railway to sit between the decked area and mini-rail track. Light snacks, coffee and ice cream will be offered by opening up the old serving hatch to the existing ice cream shop. A large glass sliding door will lead out to the deck area.

Relocate Lions Car

The Lions car is located in a prime spot between the Car Shop and the Roundhouse and we plan to move the car to track 0 behind the Tumbler Ridge Caboose. The BC Rail Rules Car would then be moved into the track vacated by the Lions car. This will provide much needed exhibition space during the season and a volunteer lounge area for NPX.

Kids Caboose

The Squamish Men's Shed are restoring the rotting wooden platforms at both ends of the Caboose and making new entry steps. The plan is to create a children's play area and an area for birthday parties as an income generator. I often receive emails from families asking if we provide an area for children's birthday parties so this area could be hired for that purpose.

Improve Exhibit Space in Car Shop

The PGE car shop is now thought to be the oldest industrial building in Squamish and I'd like to create a bit more space to exhibit larger items. The plan is to build a stud wall over the south door on track two and relocate the rotary convertor and also install our Donkey Boiler and the large Steam Hammer which is being restored in MP2 at the moment. I'm working with a graphic designer to create storyboards on how these items were part of the industrial impact of the 19th century and their connection to railways in BC and Canada.

Rail Services Report - Kirby Read

General

In 2024, we reduced 2FT senior positions and 1PT position from Rail Services, allowing us to keep the 3 junior positions working during the first quarter. This enabled progress on much needed work on our equipment. One of the junior positions was terminated in mid-May, so now I only have one full-time and one part-time junior positions. While searching for a suitable mechanic, Black-sheep staff assist Rail Services when possible.

MotivePower

Budd Rail Diesel Car BC-21 continues to operate well carrying passengers on our operating days while

F-unit CN #6520 is used for switching and revenue trains. Both of these were inspected by Transport Canada on June 6th with "No Non-compliances". Other operating motive power remains out-of-service, as we lack resources to progress the required repairs.

Coaches

In late 2024, Singh and I developed the scope of work for all our operating equipment and earlier this year, we updated it to reflect current condition and prioritize the work. With limited staff, I am focusing on locomotives and using contractor David Walmsley for coach repairs. All cars have had their mechanical, air brake and single-car testing completed and safety related items addressed. Transport Canada inspected our coaches on June 6th noting "No Non-Compliances". All equipment operated flawlessly for our private dinner train on June 14th. David continues to work on roof repairs and on longer term projects including seat upholstery, foggy windows, corroded seat bases and flooring in each car.

Speeders

Fairmont A9 speeder 'Big Red' and its trailer continue to operate well during our operating days. Speeder 'Big Blue' is operable but not required at this time. Woss logging speeder remains out-of-service pending completion of a risk management report and updating our Safety Management System as required by regulator Technical Safety BC.

Mini-rail

Volunteer Gary Shortt updated his mini-rail track assessment document earlier this year and made progress on a number of problem areas over the past 6 weeks. The track is in great shape now.

The Buddy and Friends Children's Festival - May 3 & 4, 2025

Submitted by Norman Foote & Kyle Miller

The Railway Museum of BC was proud to announce the first annual Buddy & Friends Children's Festival, this Spring, May 3 & 4. This was the first year of our new Performing Arts and Activities event, produced specifically for children and families at the Railway Museum.

The character Buddy, featuring our popular Baldwin PGE #2 Saddletank Steam locomotive, is one of the characters developed by Singer, Songwriter, RMBC Volunteer and Juno Award winner Norman Foote. Norman has been bringing various RMBC engine exhibits to life through an animated series of videos and storylines he's created to create awareness of their railway history, promote railway safety and make the characters more appealing and interesting to children and families who see them.

It started as an idea discussed with RMBC General Manager Gord Bell a few years back. Since then he's written and produced five animated video clips, bringing to life the museum's steam engines and track speeder car. Each skit has some information to be shared, while giving the characters voices and personality.

Last year, RMBC took the initial steps to create our own unique event, Buddy & Friends, a move to replace the popular Day Out With Thomas and Friends. All of us at the Museum are thrilled that this idea has resonated with the museum board and staff.

With a limited budget and lots of community support, we introduced the public to these larger than life characters, a variety of top notch entertainers and interactive activities.

We are planning on reaching a larger audience by turning the Buddy and Friends project into a TV series for young audiences. We will be developing a YouTube channel, and more Social Media networking snippets, featuring clever and entertaining Buddy and friend's words of wisdom, humour and colourful images.

Norman has recently pitched the concept and existing produced clips to CBC Television. We are optimistic we'll gain support and interest from this connection.

After our success this year, Buddy & Friends Children's festival will return in May next year as a highlight of our seasonal calendar.

Our plan will be to produce more animated skits that enlighten people of our rich history, while entertaining young people - which will ultimately attract more families to the museum!

Here are some photos to give those, who didn't attend, an idea of how we entertained those who were at the event.



Buddy (the headliner)



Passengers on our RDC
BC-21



One of our two mini rail trains who ran both days



Miss 'MOW' welcomes attendees



Ex BCR RDC #21 taking attendees for a ride

Happy passengers ready to depart on our mini rail



And the food on site was delicious!



Mike Battie, one of the multi-talented performers at Buddy & Friends



Our 'Museum Mascots' take a Break!

On Tuesday, April 22nd, Museum GM Tom Arnott and VP Singh Biln hosted 9 members of the Alberni Pacific Railway and Thomas Bevan CEO of the Island Corridor Foundation at the Museum. The group were given a ride on the mini-rail and a personal tour of our attractions including the Roundhouse, Carshop, WP&Y G-scale model railway layout, car British Columbia, the Royal Hudson, restoration shop MP2, and took time to explore much of our vintage equipment. The group greatly appreciated our hospitality and offered to reciprocate a visit by us.



De-accessioned tank car sold and moved from the museum in late June.



Canadian Toy Train Association at the Sea-to-Sky Hobby Show Last Spring

By: Kyle Miller

CTTA is part of the RMBC Family!

CTTA Members are regular visitors, volunteers, and contributors to the Railway Museum of BC. Given our proximity to the Museum, we are committed to ensuring its success and longevity.

RMBC has been fortunate to have the support of all the major model railroading groups in the lower mainland area, representing three of the most popular scales. **The Victoria Model Railway Club** operates in the most popular, highly detailed, and very space efficient HO scale (1:87). **The Greater Vancouver Garden Railway Club** (GVGRC) runs the largest model trains, the indoor and outdoor 'all weather' G gauge trains (about 1:22.5).



The Canadian Toy Train Association focuses on 'O' scale, or O gauge trains (1:48), most commonly associated with traditional Lionel electric trains that were enormously popular in the early 1900's and all the way through the 1960's. These trains have enjoyed a resurgence of popularity, starting in the early 1990's with the delivery of 'Command Control' systems, allowing independent remote control of multiple locomotives from different manufacturers to operate on the same layout. Modern model trains feature full sound and crew talk effects, all recorded off actual locomotives. Life like steam chuff and diesel roar are coupled with smoke, bell and horn. Members also collect S Gauge and Standard Gauge trains. The CTTA is a fraternal organization of model railroaders, train collectors and operators based in Vancouver, BC, Canada. The Club includes men and women from all walks of life. Many members are in the Vancouver and lower mainland areas of BC, but we have about 200 members across Canada and the United States. The CTTA was originally formed in BC in 1974 and became the Canadian Division of the Toy Train Operating Society.

The CTTA became an independent and unaffiliated club in 2014 and is now celebrating their 50th Anniversary.

CTTA President Kyle Miller is a museum volunteer and member of the WCRA Board of Directors. The CTTA has been a big supporter of the Sea-to-Sky Model Train Show since its inception, and our Modular Layout has been a feature exhibit every time. Operating our Thomas the tank Engine with Annie & Clarabel is hugely popular with children and families.

On our layout you'll see it all. Wind up clockwork trains, pre-war and vintage postwar Lionel, Marx, American Flyer, running alongside the latest modern electronic marvels in Canadian National, Canadian Pacific, BC Rail, and Pacific Great Eastern livery. Of course, we run all the popular North American and some European roads too.



CTTA Member Gordon Hall was the show registrar and coordinator. Gordon and his family (here with Kyle Miller), have set up toy train displays for all our the Museum major events. His multiple operating tracks and action-packed child friendly displays are always set up so kids can operate trains and accessories all over the layouts.

One of the primary activities and benefits to members of the CTTA is our partnership with leading manufacturers to produce extremely limited runs of prototypical models of unique Canadian trains that are very desirable for operators and collectors.



The CTTA has also focused in recent years on producing custom run toy trains & scale models featuring items here at the Railway Museum of BC. In 2018, they contracted with MTH to produce a custom version of PGE RS-3 diesel #561, a featured exhibit.

Other models include BC Rail Budd RDCs, PGE Crane #6501 and tender #6502, PGE snow plow, BC Electric and BC Hydro Diesel switcher locomotives, a large variety of fallen flag BC railroad woodsidereefers, an air slidehopper, operating dump car, PGE boxcars, tank cars, stock cars and a PGE caboose!

In addition to producing highly detailed models, sales of these high-end products at preferred pricing for members supports CTTA events and operations of the modular layout at train shows in BC and Washington State.

Century old Canadian tinplate on display CTTA members are serious model train collectors and operators, and many members also belong to other train related organizations, such as the BC Society of Model Engineers (BCSME) at Burnaby Central Railway, the Train Collectors Association (TCA) and others.

CTTA Member Charles Reif has contributed , on loan , a collection of century old Canadian 'tinplate' toy trains for the Railway Museum of BC to display in the CN Roundhouse Mitchell Gallery . This exhibit shows some of the earliest toy trains that inspired many to take up the hobby to enjoy their love of trains.



Interested in learning more about us, or joining us?
Check us out here: <https://www.canadiantoytrains.org>
Visit at our next meet in Burnaby, or next March at the Sea-to-Sky Model Train Show.

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CURRENT RAILWAY NEWS

VIA

VIA Rail Canada is marking 120 years of continuous operation of the Ocean, Canada's oldest named passenger train, with ceremonies to be held on July 15th in Halifax. The event includes unveiling of restoration work at the Halifax station and public tours of the train's equipment.



The Ocean no longer has a Park dome in the consist as the train can no longer be turned in Halifax

"This isn't just a train, it's a thread that's woven together families, communities, and memories for 120 years," Jonathan Goldbloom, chair of VIA's Board of Directors.

(TRNS)

Siemens's new Charger B+AC Battery Electric Locomotives

Siemens Mobility has announced introduction of the Charger B+AC battery-electric locomotive for the U.S. market. The first such units will be built for Metro-North Railroad, which is already receiving a dual-model diesel-electric (photo below) from the company. The new variant will replace the diesel prime mover with a pantograph and battery system.



Metro-North had announced plans to order 13 battery-electric locomotives from Siemens earlier this year, exercising an option on an existing contract for dual mode (diesel/third-rail electric) locomotives.

More than 400 Charger variants have been sold in North America. This version will replace the diesel power plant with a modular battery and pantograph system, switching to battery power when overhead wires aren't available. The locomotives will be capable of speeds up to 125 mph and will have a battery range of up to 100 miles. The company says the Charger B+AC will be available with charging options including catenary, plug-in power, and dynamic braking that allows recovery of up to 30% of the energy used during acceleration. Such locomotives will be ideal for operators who have or plan to have partial electrification. (TRNS)

CPKC's 'Glitched' Computer System Switchover may have Lasting Effects

The odds of a transcontinental railroad merger gaining regulatory approval, which were already slim to begin with, got a whole lot smaller on May 3. That's when Canadian Pacific Kansas City pulled the plug on Kansas City Southern's information technology system. The cutover to the Canadian Pacific computer system in KCS territory in the U.S. did not go well. (TRNS)

A LOOK BACK in our ARCHIVES

WCRA Newsletter – May/June 1979

Your current editor of the newsletter (Craig McDowall), is stepping down due to his inability , in terms of timelines , to produce the newsletter on a timely monthly basis. This time constraint is due to his profession as a promoter and being out town on concert tours across Western Canada (six tours in the last three months). Don Evans has kindly offered to step in as the new editor starting next month . Thanks Don for offering to assist!

BC Hydro

BC Hydro 's MP15's have recently been utilized on the False Creek-Kitsilano - Marpole-Lulu Island section of their line for switching duties. Previously they were the power on the New West to Sumas , WA line. However , heavier traffic for interchange at Sumas with both BN and Milwaukee has resulted in frequent use of four SD38-2 on the afternoon eastbound freights.

BC Rail

Major improvements are being scheduled for BC Rail's facilities in Prince George and Squamish. In Prince George, a light car repair facility and a new stores complex will be built at a cost of \$4.5 million. In Squamish, the railroad is going to convert the former Railwest plant to a heavy car equipment repair facility. The existing car shops will be converted into a mainline stores complex as the current facility is becoming too small to handle the volume of work. It is expected that the cost of the Squamish renovations will be covered by the sale of surplus machinery and equipment from the Railwest plant.

BC Rail has decided to rebuild RS3 #559 (ex LS&I #1605), which wrecked at Prince George, as it would apparently cost over \$880k to replace it with a new M 630.

The net loss for 1978 (\$47 million) was almost \$12 million less than the net loss for 1977. The railway reported an operating profit of \$6.2 million for 1978. But the interest cost on the railway's outstanding debts erased the profit and resulted in the overall loss. One piece of good news is a new record was set for car-loadings in 1978 of 154,850.

Over the past three months, the railway has received 500 new 52 foot box cars, bringing the total of its box car fleet to 2719. The boxcars, leased from Procor, were built by National Steel in Hamilton and routed to both Prince George and Squamish.

The NHRS Portland chapter's sleeper lounge 'Mt. Hood' is still in Drake Street as of May 30th after returning from its lease to the provincial government on the

(Look Back - cont'd)

'Good Times Express'. It is receiving a complete interior cleaning in preparation for use, most likely on this summer's Museum Train. Apparently in past years, the problem of availability of ice for use in the BC Business Car 'Peace River' (formerly the 'Northern Summit'), has resulted in a more favourable choice with the 'Mt. Hood' having electro-mechanical AC and thus the simpler operation.

CP Rail

CP Rail capital expenditure program this year is expected to exceed \$191 million – an increase of 36% over last year. Expenditures include upgrading rail facilities and purchasing new equipment. Of note is a program costing \$3 million for a new mobile machine designed to speed up the laying of continuous welded rail in key areas. This machine will come online this summer and will lay two continuous welded rail at the same time.

A new 'run through' system of cabooses from Montreal to St. John N.B. has been implemented to make operation of 'through freights' more efficient. Caboose interchanges at Megantic PQ, Brownsville Junction, Maine and McAdam, NB have been eliminated. This eliminates cabooses from being switched off and on at these three divisional points.

CP will receive 35 new SD40-2's this summer and another 38 SD40-2's in late fall.

A derailment occurred at Redgrave, 20 miles east of Golden, on April 8th with 15 cars of a westbound unit coal train derailed. Service was restored 2 days later.

SD 40-2 #5598 ran amok at Ignace, ON on March 16th ramming two cabooses and 12 cars. Two CP trainmen in one of the two cabooses were killed. #5598 is now stored unserviceable and is likely to be retired.

CP Business Car #4 (ex Cape Ray) was in the Drake Street roundhouse on May 30th to receive the 'arch roof' treatment. This might be the first of the Cape cars to receive the rounded roofline. No car body work is expected due to the roundhouse needed for BC Rail's steam engines being readied for this year's operation.

As of July 1st, CP will commence operating reduced crews: engineer, conductor and only one trainman on some of its subdivisions. All cabooses will carry new radios which will be sealed in a rack and conductors will carry portable radios.

Four cars loaded with sulphur derailed 40 km north of Hope in the Lower Fraser Canyon on May 20th and caught fire with the line and adjoining Trans Canada highway being closed for the rest of the day. The cause of the derailment was attributed to a faulty wheel bearing.

(Look Back - cont'd)

CN

CN has ordered four more HBV4 'hump slugs' from Diesel Division and 12 more YBU4 yard slugs and more 5500 series GP38-2's will be rebuilt and reclassified/renumbered in 200 series for hump duty.

CN's last operating steam locomotive #6060 has apparently been bought by the Alberta government due to CN's decision not to continue allocating funds for continued excursion service.

CN has announced the purchase of 30 new locomotives from the GM diesel division and 100 new newsprint box cars from Pacific Car & Foundry in Renton, WA. Total cost for both is \$33 million.

The Moncton hump yard has been renamed Donald Gordon Yard – CN's former president.

VIA

In recent weeks, the Canadian's standard crew dormitory/baggage cars on the head end have been frequently replaced by VIA 'I' series all roomette sleepers as crew accommodations. This practice is apparently to become standard.

Heavy cleaning of the air conditioning systems on the Skyline, Park and Chateau coaches is being carried out at Drake Street by an outside third party.

The CN Main Street station has been selected as the permanent VIA station by a task force set up by Transport Minister Otto Lang last spring. Reasons given vs the current CP station downtown are: inadequate parking, limited trackage and problems with passenger car storage and cleaning facilities. Especially since Drake Street (being currently used) is to be closed when CP moves its remaining servicing facilities to Coquitlam in the near future.

Hearings were conducted during the last week of April regarding the discontinuing the Calgary to Edmonton Dayliner service.

AMTRAK

Skyline Travel's annual Amtrak Easter vacation special to Disneyland resulted in a couple of Amtrak firsts for Vancouver. The 400 passenger load was handled by Amtrak running a through train from Vancouver to LA. The consist this year included a full diner rather than the usual Amcafe. The consist consisted of seven coaches and the diner with head end power being a F40PH and an E9B unit. All equipment was pre-Amfleet.

The WB Empire Builder derailed at 70 mph 20 miles west of Pasco, WA, on May 6 due to a washout, seriously injuring 5 passengers from a total of 100 on board.

(Look Back - cont'd)

The leading F40PH and the last car in the consist were not derailed but the other locomotive and the remaining 10 coaches were derailed with two coaches (mail coach and crew dorm) ending on their side.

ETC Items

Seattle Mono Rail

The Seattle Mono Rail, which runs from downtown Seattle to Seattle Center had a brake failure on one of its two trains on May 21st resulting in 14 injuries.

Pullman Car Company

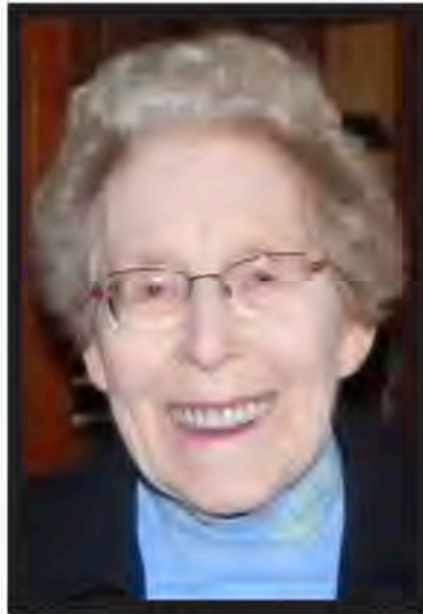
Pullman is going to discontinue production of passenger cars after completing existing contracts, mainly those with Amtrak. Pullman will continue with production of freight cars. This leaves only GE & Budd as major producers of passenger cars.

Our Museum of BC is Hosting a Collector Car Meet on July 12th!

Our Vice President, Singh Biln organized the **Classic Vehicles and Trains** on Saturday, July 12, from 9:30 a. m. to 3 p.m and is included in your admission to the Museum!

Singh told the Squamish Chief newspaper: "We started off with 30 cars two years ago and went up to 45 cars last year " when the show was staged downtown. The show organizers are expecting about 60 vintage vehicles: cars, trucks and motorcycles at the upcoming event.





REMEMBERING MARION HOPE 1924-2024

The late Marion Hope was an active WCRA member since 2006 and likely our oldest member. Marion was the daughter of the late CN Station Agent Henry Pickering for whom this vintage open observation coach is named.

Marion was born in Kamloops, BC but spent most of her life in Armstrong living on a farm, raising 4 children and passionately teaching elementary school for over 30 years. After retiring in 1974, Marion spent the next 50 years of her life giving back to the community in a variety of ways.

Marion was a "Class Act", always kind, caring and courteous.

Marion, her daughter Margaret Hope and her late son-in-law Carl Vanderspek have been the largest supporters of WCRA contributing millions of dollars towards the construction of the Roundhouse, purchase of Budd Rail Diesel Cars & the St. Jacobs vintage train, pay down of museum debts, emergency funding during Covid, and continued support of many projects.

The Museum is greatly appreciative for their generosity.

April 2025



RAILWAY MUSEUM
OF BRITISH COLUMBIA

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TRNS (Trains Magazine)

Note: WCRA volunteers:: Do not forget to send your volunteer hours for 2025 and send to donna@wcra.org. Deadline is February 28th, 2026.

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Arrival of the new SkyTrain Mark V cars. Photo by: Bailey Gibson



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