

The Railway Museum of BC Newsletter

July - September 2025
North Pole Express
on Sale Now!



RAILWAY MUSEUM
OF BRITISH COLUMBIA

Volume 65
Issue # 3

FROM THE EDITOR

As we are ready to wrap up another 'Spring/Summer' openings on every Saturday (and Sundays on the long weekends), I am pleased to announce that we drew 9000 visitors up to our closing on Oct. 13th. We sold 172 season passes. The balance were mainly 'first time' visitors. Except for two paid staff members, the balance of our crew were volunteers! Without their participation, the museum wouldn't be able to hire paid staff each weekend. Thanks to many of you who were there weekend after weekend. And thanks to George and Bonnie Game who hosted our front gate almost every weekend, and who kept record of the total attendance. If you haven't volunteered before, we would love to have you next Spring. But with an eye to our biggest fund raiser of the year, the North Pole Express, we need as many volunteers as possible. Our new Volunteer Coordinator is Andy Rea (volunteer@wcra.org). Would love to have you assist!

Updates from WCRA

Reports from our Major Department Heads (July to September)

President's Report: Bob Philip

Coming to the last week of the museum's open days in 2025, it can be reported that the attendance continues to be good. It is also apparent that we need to look at how we can be open significantly more days next year while still managing to provide a quality program for our guests. I believe there is enormous potential to generate revenue by focusing more on expanding museum possibilities.

This year, after having cut rail staff down to two full time and one part time, it was difficult to move equipment around as easily as before. This was compounded by having the track mobile out of action. The result was often having less of the collection on display. We will rectify that for 2026. And Greg (our Head of Collections) has agreed to participate in the selection of collection pieces to be on display on open days to enhance visitor experience. Greg will work with Tom Arnott and Kirby Read to maximize what is available to the public. The re-focused collections committee has been a big help in readying the coach fleet for NPX. We hope to enlist more volunteers to help with restorations in the coming months.

The big challenges of cash flow and a BCRP long term agreement are still outstanding but there are a few options being considered. The BCRP committee has added Max Huffton and it will be meeting soon. In my opinion there is more revenue to be had, however finding a way to eliminate the two mortgages would be a game changer for the WCRA.

General Manager's Report: Gordon Bell

The West Coast Railway Association's businesses have had a successful year in 2025.

Blacksheep Event Rentals, as of Sept 30th, had earned \$735,000.00 in gross revenue. Business across the board was up, but unfortunately expenses are up as well. Currently, year to date, Blacksheep is showing around a \$95,000.00 profit which is about the same as 2024's year to date.

The film business has picked up across the lower mainland and the museum has been fortunate to take part in the film industry's new growth, with several contracts in the 2025 calendar year. Gross revenue from film, year to date, is approximately \$100,000.00

The CN Conference centre has had a busy spring and fall with weddings together with the Childrens Festival and other gatherings.

The museum had a successful summer season under the guidance of Tom Arnott and Kirby Read with over 9000 in attendance.

Preparations are currently underway to host the 2025 production of the North Pole Express.

Museum Manager's Report: Tom Arnott

An Overview

It's hard to believe that we are a week away from the end of another busy season at the museum. Since we opened on the 19th April we have recorded 9000 visitors. This is an increase of almost 3000 from our 2024 season. Adding the projected 15,000 NPX visitors we will, this year, have in the region of 24,000 visitors. The museum is definitely seeing an increase in Family season tickets from 135 in 2024 to 172 in 2025. Another change is the number of local families we are seeing returning, in some cases on an almost weekly basis. This probably reflects the younger demographic and increased population over the past few years in the town and the limited amenities available for younger families.

Volunteering

We have appointed Andy Rea, as our new Volunteer Coordinator and he will be taking over from Chrissy and will be responsible all our all volunteers. Andy served 20 years in the British Army and his last job was part of the management team for the Invictus games in Vancouver and Whistler in 2025. Andy will be employed part -time and will also support me in the day-to-day running of the museum. Andy's first role will be to ensure that we have a full compliment of volunteers for our North Pole Express event in November.

We have been very lucky this year having full cover by volunteers on our museum

opening days. We do however, need to recruit more volunteers to help Kirby and Greg with maintenance, restoration and preservation of our collection. We also need to try and recruit younger volunteers, but still try and tap into the 5000 Seniors living in the town.

Total Volunteer hours this year to the end of September totals 5449 hours. This represents 1002 shifts who worked for an average 5.4 hours.

Mini Rail

We have had a very successful mini rail this year with minimal derailing or track issues, thanks to the hard work put in during the spring by Gary Shortt and his team. Both locomotives have functioned well this year. There have been a few issues with the passenger cars and this is mainly due to wear and tear in the trucks and bearings. There is now a planned maintenance program for these cars. Gary has also produced a work schedule for outstanding maintenance work.

Further work is required shoring up the slough embankment at the east side of the mini rail section and this is planned to be in place this month.

Gift Shop

Since re-locating the gift shop counter and refitting the shop we have seen a real increase in sales this year. The shop layout is far more professional and modern and is now well stocked. A bar code reader has been installed and a stock control system is now in place. Our thanks to all the gift shop staff, Sara Jane, Barbara, Lynn and Kathy, their dedication to this project has been amazing.

The gift shop income this year is \$65,000.

North Pole Express

The first planning meeting took place a few weeks ago and we discussed a few changes this year to make the experience different for our guests. The Hudson will again be moved for winter storage in MP2 allowing more space in the Roundhouse. One of the complaints from previous NPX events has been the condition of the cars, seating, windows and general environment. Since July there has been a program of restoration of the cars with over 150 seat bases being recovered, windows repaired and general cleaning of the cars. This year's centre piece in the Car Shop will be BC Electric 960.

Planned Projects

New Beanery Café

The Beanery café project is well underway. Patio doors have been installed

at the back wall of the building. These doors will lead out to a wooden patio area. Work is on-going and expected to be completed by early November.

Kids Caboose

Since my last report on the Kids Caboose, the work required to fit the two new wooden end platforms and stairs have been completed. The steel railings have been cleaned and painted. Thanks to volunteers, Roy Crowston, Chris French, David Walmsley and Randy Schrieber. Thanks also to Rona in Squamish who gave us a good discount on the timber.

We plan to create a better play area for children and rent the space for birthday parties as an income generator.

Heritage BC Grant Car Shop application - August 2025

The Car Shop was originally built in 1914 by the Pacific Great Eastern Railway. It is the oldest of only five structures remaining in existence from the days of PGE and is the oldest industrial building in Squamish.

The Heritage BC fund is available for essential restoration and preservation of historic buildings and structures. The funds are matched up to \$50,000.

The Car Shop requires replacement of the outer plywood facing of the 5 main car access doors. One door required removal of rotten timber sections of the door frame. The exterior building paintwork requires repainting. An application of \$50,000 was submitted.

Special thanks to Cathy Thomson for all the work she put into this detailed application on a very tight schedule.

Rail Services Report: Kirby Read and Singh Biln Staff

Rail Services continued to progress required maintenance and operations over the summer with only one FT and one PT position assisting Kirby. Earlier this month, Singh interviewed volunteer Annabelle and offered her half-time position on behalf of Tom. She reports to Tom but is currently assigned to David Walmsley to assist with coach repairs. When not required on coaches, she assists other areas such as mini-rail and facility maintenance. Annabelle has some mechanics training and is fitting in well with team.

Loggers Parade

WCRA had not participated in the annual local Loggers Parade for nearly a decade, but this year Singh headed up the project to enter a float. Over 4 days in early August, a team of mainly volunteers built the float on a flat-deck trailer which included a speeder, mini-rail equipment, G-scale models and signs. Our entry won third place of 50 entries, earning us \$200!

MotivePower, Speeders and Track

Budd Rail Diesel Car BC-21 continued to operate well carrying passengers on our operating days while F-unit CN#6520 is used for switching. Speeder Big Red and trailer ran on our operating days when operators were available. The tracks are in good shape after major work in 2023 & 2024, but Kirby & team repaired several defects. All operating equipment and tracks were inspected by Technical Safety BC in August with no non-compliant issues.

Coaches

Last year, we developed a comprehensive scope of work for all our operating equipment. David and Annabelle continue to work on roof repairs, seat upholstery, foggy windows, corroded seat bases and flooring in each car. To date 100 seat bases have been upgraded, 50 more are out for reupholstery and 50 more will be done before NPX. The restructuring of the Collections Committee has resulted in the volunteers agreeing to assist with our priority projects, so Greg & Richard are expertly refurbishing the 10 fogged windows.

Mini-Rail

Volunteer Gary Shortt continues to repair several problem areas and the track is in great shape now. Tom ordered new signs for the mini-rail and Gary will be installing them on new steel posts this week. After NPX coach repairs, David will be helping Gary rebuild several retaining walls along the slough. Singh Biln has taken on the maintenance and repair of mini-rail equipment and current focus is to repair 4 of the riding cars recently taken out of service. The objective is to ensure enough equipment and spares for current operation, while working on standardizing passenger cars for the long term. Last week, Kirby found time to troubleshoot the long-standing charging issue on locomotive PGE# 561 and discovered some wiring issues instead of a suspected generator failure which would be expensive to repair.

While at Train Mountain in mid-September, Singh asked our benefactor Margaret Hope for some new mini-rail signals that were never installed on their layout. The two signals are worth over US\$10K and Gary expects to install them over the winter, one at Memorial Garden crossing.

Facilities/Equipment

Rail Services continues clean up the yards on both sides of Government Road and clean up inside MP2 to make room for coach Clinton to be taken off the rails to free up tracks for our operating equipment. We also got commitment from the 960 team to move out the unit in late October.



Nora McDowall, George Game & Barb Stover



Ken Ward and Derek Goto



Sehaj Nijjar, Bella Gardner



Gary Shortt and our happy patrons



Francois Morel



Bart Millard, Jeremy Davy, Gary Shortt,
Jordan Yaky and Annabelle Coward



Tom & Gill Arnott



Kyle Miller, Rob Payette, Chance Baker,
Annabelle Coward and George Game

THE DYNAMIC DUO RETURNS! by Singh Biln

For years, long-time volunteers John Jellis & Roy Crowston were our 'Dynamic Duo' operating our trains and switching whenever needed. In recent years, they slowed down a bit, focusing on repairs and facility projects at the Museum such as finishing the upstairs suite at the Station and rebuilding the Beanery. They humbly completed their projects without fanfare or much recognition.

This year, as John has been dealing with some health issues, volunteer Chris French has stepped up to resurrect the Dynamic Duo with Roy. The two of them are continuing with important projects such as rebuilding the deck at Twin Cedars, installing a patio door in the General Store conversion to an eatery and rebuilding the platforms & stairs at the Kids Caboose. Museum management appreciates the tireless efforts of these and all other volunteers, without whom we would not survive



Roy Crowston working
on Twin Cedars



Chris French working on the Kids Caboose stairs

CURRENT RAIL NEWS

TransLink

Translink continues to offer Lower Mainland employers a frequent rider program. Called the 'Transit Friendly Employer' program, it allows companies to offer their employees subsidized Compass transit passes. Over 50 organizations have signed up and almost 15,000 employees are now participating in this program. Under the program, employers can cover half the cost of a monthly or 'Stored Value' Compass Pass. Employers with more than 200 staff members have to have at least 10% participate and companies with less than 200 employees have to have at least 25% enrolled. (VS)

Exporail

The Canadian Rail Museum (Exporail) located in Saint-Constant, PQ, announced the return of their 1850 replica steam engine 'The John Molson' on Sept. 22nd. It was out of commission for over a year to enable the museum to undergo major restoration work. The restoration was funded thanks to a very generous donation from Molson-Coors brewery. The engine has been a staple at the museum for over 50 years! (TRNS)



CN

CN has commenced legal action to force Parks Canada to consider a protective barrier for its main line through Jasper Park, due to CN's concern that future flooding could cause 'catastrophic impacts'. CN states in a Federal Court action that Parks Canada has wrongfully held up work for nearly eight years by refusing to allow proposals to undergo environmental impact assessment. CN's plan is to use gravel dredged from the river to construct an anti-flooding berm. CN states that the Snake River in the park could rapidly change course in an phenomena known as 'avulsion'. This could cause the river to overflow its banks, rapidly abandon its existing channel and form a new channel flowing directly downhill to CN's mainline. (CN)

CN to Discontinue main line from Squamish to Lillooet

CN announced in early July that the company plans to decommission the Squamish railway from Mile 43 to Mile 157.60 and the Lillooet line from Mile 157.60 to Mile 257.

In a letter sent to Squamish City Council, CN stated "Canada's railways fund and maintain their own infrastructure of rail, ties, bridges, and the right of way, including vegetation control," reads the letter. "Where there is not sufficient rail traffic, railways cannot invest sufficient capital to maintain safe and efficient operations. Unfortunately, that is the situation we are dealing with on the portions of these Subdivisions," the letter from CN continues. "Traffic volumes on these lines have fallen dramatically in recent years and are now far below levels needed to maintain the lines."

The letter also noted that CN will be retaining the portion of the railway in Squamish from Mile 0 to Mile 43, as well as from Mile 257 to 312.90 in Lillooet.

In his letter to Minister Mike Farnworth, dated Aug. 22, Squamish Mayor Armand Hurford said the District urges the ministry to convene consultations with the municipalities, regional districts, and First Nations that will be impacted by CN's move. "These rail corridors are vital infrastructure with far-reaching benefits that are at risk," he wrote.

He added that economic development, regional mobility, and climate resilience were areas that were at risk. "Reliable freight access supports local innovation, product distribution, and market access—especially critical given current trade uncertainties," he said.

"While discontinuance may open the door to future passenger rail use, removal of rails and ties would make restoration prohibitively expensive. Preserving and maintaining the infrastructure now, protects long-term transit options and aligns with the Ministry's commitment to safe, affordable transportation," he continued.

"Continued rail access to Squamish's port is essential. The line proved critical during the 2021 floods, offering supply chain redundancy in challenging terrain, a necessity in building resilience to climate change".

CPKC 2025 Holiday Train Schedule for BC

The annual Holiday Train will be travelling westbound from Dec.14th to 20th with stops in Sparwood - Cranbrook on the 14th, Creston- Golden on the15th/16th, Revelstoke - Notch Hill on the 17th, Chase - Ashcroft on the 18th, Agassiz - Pitt Meadows on the 19th and Port Moody - Port Coquitlam on the 20th. (CPKC)

Union Pacific is interested in Acquiring Norfolk Southern

One of the key factors is lack of significant volume growth. By comparison, over the past 20 years, UP's growth has been 5% and NS's 9%. Meanwhile, trucking tonnage grew 40% in the same time span.

The second factor is fading pricing power. From 2017 to 2023, Class 1 railroads achieved 2.5% average growth rates, which is half of the growth rate from 2004 - 2011.

The third factor is that operating ratio improvement has stalled. Both railroads had their best operating ratio years four years ago.

Put all together and the result is flat stock prices. Both railroads outperformed the broader market and more than tripled in value between 2016 and early 2022. But their stock prices have been flat for the past three years. Thus, the current talk about merging, as operating efficiencies and a merged railroad could service customers better.

Illinois Railway Museum

The Museum has announced ambitious plans to restore its Union Pacific DDA40X 'Centennial' #6930 to full operational status. The restoration will be extensive, including two replacement prime movers and eight new traction motors and wheel sets. Fortunately, the necessary prime movers have been generously donated by Progress Rail and are awaiting installation. A complete cosmetic restoration is also in the works. A bit of background on these type of diesel electric 'bemoths'. Built in 1969, #6930 was part of total of 47 built for the UP in commemoration of the centennial of completing the first Transcontinental Railroad.



These locomotives were the most powerful built on a single frame with each producing 6600 horsepower from their two 16 cylinder Diesel engines. They were built specifically to haul freight over long distances at speeds up to 90 mph.

(TRNS)

Arrest made re: Stolen Goods from Intermodal Train

Authorities have arrested Adeel Shams, founder of popular sneaker resale platform 'Coolkicks' after discovering \$500,000 in stolen Nike goods, including 2100 pairs and 150 cartons of apparel which were stolen from a UP intermodal train in Southern California. The operation included Union Pacific Police and Los Angeles Port Police departments. Coolkicks stated that they bought the merchandise 'in good faith'! Released statistics estimates 65,000 freight rail thefts in 2024, a 40% jump vs 2023 with over a \$100 million in losses! (TRNS)

Rocky Mountaineer's Rainforest to Goldrush's 'rocky return' to Vancouver

What goes north must come south. Rocky Mountaineer's 'Rainforest to Goldrush' train that left North Vancouver on Aug 27th with substitute power in the form of KCSM 4724, kept the foreign unit for its return southbound trip Aug 31-Sept 1st on BC Rail. KCSM 4724 had been grabbed from the yard because the scheduled lead unit, RMRX 8013, had a problem preventing it from running. Trailing unit RMRX 8019 apparently did not have working A/C so it was ruled out to lead a train through the very warm climate around Lillooet.

Then KCSM 4724 developed some sort of problem and stopped loading at Lillooet. After much discussion it was decided to press on with RMRX 8019 providing tractive effort the rest of the day. This meant the little Geep worked its guts out up the 2.2% hill from D'Arcy to Birken and again out of Pemberton on another 2.2% hill to Tisdall, all in the dark. . Passenger arrival in Pemberton was 22:04 and crew arrival in Tisdall, to tie the train down, was around 23:00. All in all, a long day on the railroad.

With the failure of KCSM 4724 at Lillooet on southbound RMR train 614 last Sunday, CN officials crafted a plan to rescue the train for the Monday trip from Tisdall to North Vancouver.

Overnight Sunday into Monday CN sent a pair of ES44AC units light engine to Tisdall to make sure the train would make it to North Vancouver. Here's the last of my multi day chase of this unique and interesting trip for the Rocky Mountaineer on BC Rail between Aug 27th and Sept 1st.

(KS)



A LOOK BACK in our ARCHIVES

WCRA Newsletter – August 2004

Editorial

A huge thank you to our Volunteers and Staff for a very successful Day Out with Thomas! And what a success it was! Six days drawing a total of 17,243 visitors! Being our first Thomas event, we learned a lot and had our share of trials and tribulations. We have never hosted an event of this size or duration and it presented every challenge one could imagine but we handled and resolved each issue. Almost 200 people volunteered a total of 8000 hours. The days were long but the reward was so many happy faces!

Association News

A total of 41 members present with the meeting chaired by Colin Dathan. Bill Watson announced that a volunteer recognition event is being planned for August to thank all who worked at DOWT.

Volunteers who stayed overnight for Thomas can submit their hotel bills to get a tax receipt.

Paul Roy reported on mini rail for Thomas:

- 55 volunteers operated the system over the six days & 5 trains operated using 6 locomotives

- approximately 12,000 passengers 'rode the rails' for an estimated \$24,000 in ticket sales

Gordon Hall reminded that we have a booth at the NMRA Convention in Seattle on July 9-11 and is looking for volunteers

Ron Anstey reported our #4069, #1404 and power car #9622 are deployed on our North Coast Explorer but #1404 need major electrical work on return so a GMD 1 has been leased from CN to provide replacement power. Open car # 598 is receiving replacement trucks and will be shipped to Prince Rupert to join the Explorer ASAP.

Don Evans reports:

- reported that the Washington Marine Group's ask for \$35k for mini rail support has been received. The WCRA will purchase a GP9 painted in SRY colours (numbered 124) together with a train set.

- the first Western Economic Diversification payment is scheduled to be received on June 30th and will back-fund work already done on the Royal Hudson (booster pipe fabrication).

- attendance at the park till June 24th is just under 20,000 (including DOWT)

- the WCRA is going to start electronic distribution of news of events and member news that is time sensitive. So we need your email address as many haven't got that listed in our membership files. Note that your email address will not be shared as part of our membership list.

(Look Back - cont'd)

On Canada Day, the BC Rail Police and the WCRA had display tables at Waterfront Park and BC Rail had Dash 9-44 locomotive #4653 on display and open to the public with our volunteers assisting at the steps and in the cab

Our mini rail will debut at a new venue on BC Day on August 2nd, at BC Government House in Victoria as our honorary Patron, Iona Campagnolo (the Lieutenant Governor of BC) holds an Open House on BC Day.

The BC Forestry Discover Centre in Duncan will be holding its annual Celebration of Steam on August 14/15

The WCRA has assisted the Kettle Valley Steam Railway by providing a tank car that was surplus to our needs. BCOL #1902 was transported by truck earlier this spring and will be used to carry water for ex CPR #3716. And we also donated the coach 'Alexandra' to the KVR.

North Coast Explorer Saga Continues

The NCE saga continues and as we write this in the first week of July, there is good news and bad news. The good news is that the operation of the train has settled into solid regular performance. The bad news is the the Algoma Central #1404 has been shut down and is operating dead with FP7A #4069 as power on one end of the train and a CN GMD-1 replacing #1404 on the other end of our push pull operation. And our open observation car, the Henry Pickering, is not yet with the train.

June was a challenging month. As we got the new batteries installed in #4069 and got solid operating performance, the electrical problems in #1404 got worse. We sent a locomotive electrician in from Prince George but it was determined that the locomotive would have to be shopped to fix the issue and this would not be feasible in Prince Rupert nor would we have time to fix it before season end. And thus we leased a CN GMD-1 to fill in for #1404.

Open car WCXX #598 (Henry Pickering) has had major surgery out at Southern Railway's shops through June, and is nearing completion as this is being written. The re-trucking of the car required significant spine work and the 'new' trucks are being installed this week (July 5th). The entire car has been re-glazed with laminated glass to meet standard and the car has been re-lettered with 'Henry Pickering' on the side. It should be headed to Prince Rupert with the Rocky Mountaineer train on July 13th

The free standing crane purchased from BC Rail has arrived at the park aboard a flat car pulled by our #561.

The restoration team working to bring our CPR S3 #6503 back to full service continues to make progress. A loading problem surfaced but was solved in finding a broken wire on series-parallel contactor #2. She is now making regular test runs around the yard.

(Look Back - cont'd)

Day Out with Thomas Results

As our first time hosting DOWT, the results were spectacular:

Ticket sales grossed \$332,000

Merchandise sales grossed \$141,000

Food vendor sales grossed \$50,000

Mini rail sales grossed \$23,000 (12,000 passengers)

Letters to Thomas: 4300 were mailed in our RPO - Thanks to Fred Danells and the Canada Post Heritage Club for operating this important aspect for the event.

Thanks to Donna Fourchalk and Matt Christianson who organized our 200 volunteers - most who worked 12 hour shifts!

Costs to host the event were substantial (haven't got all the invoices in yet) but profit margin should still be substantial.

And we had operational challenges:

Our RSC-3 #561 had some problems the first weekend and BC Rail came to the rescue with their CRS-20 #612 (thanks BC Rail!) and #561 was repaired in time for the second weekend.

A windstorm the night before opening took off the sides of our large merchandise tent, blew over fences and tore all the flag poles out of the ground. But a massive recovery effort got all back and ready for opening the next morning.

Then we had a derailment on the first Saturday as a rail rolled over north of Sweet Apple on the access spur on the 3:35 run putting BCR #612 and the first coach wheel set on the ground. There were no injuries as the train was operating at a very slow speed. Refunds were offered to all the passengers on that departure and the remaining two that afternoon. Once again BC Rail came to the rescue and working with our crew, had the train re-railed and track work repaired that evening in time for the Sunday departures! The issue was older ties from 1993/94 which will need to be replaced.

General News

The Canadian Museum of Rail Travel will officially open its new site in Cranbrook on Labour Day weekend with gala celebrations on Sept. 3/4. CP's restored Hudson #2816 will power excursions Fernie to Cranbrook on the 3rd and Cranbrook to Fernie on the 4th.

(Look Back - cont'd)

Ex BCER Interurban #1225 is Coming Home as the Fraser Valley Heritage Rail Society has made a deal with the Orange Empire Railway Museum in Perris, CA that will see #1225 return to her original home. The FVRHS has made a 10% down payment of \$20k of the \$200k purchase price and must now fundraise the balance to bring the car home. She was built by the St. Louis Car Company in 1913, and served the BCER until the end of operations in 1958, making the last run on the line. It was then sold to OERM and traveled south to their museum on its own wheels in a freight consist. The car requires some considerable restoration but remains operational to this day.

VIA's northbound 'Malahat' Dayliner hit a gravel truck at Ladysmith on June 16th. The lead car of the 2 car train, RDC-1 #6148, received considerable front end damage and apparently some passengers were injured. The second RDC-1 #6135 returned to Victoria that night but #6148 was parked overnight in Chemainus and brought back down to Victoria on June 18th with a Rail America freight and put in the shops at Esquimalt.

Tickets on Sale Now . . new features being added to this year's Event!



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Note: WCRA volunteers:: Do not forget to send your volunteer hours for 2025 and send to donna@wcra.org. Jan.1st - Dec. 31st by February 28th, 2026

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Photo Credit: Ken Storey - CPKC unit rescues RMR train (article inside)



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