

THE SANDHOUSE

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- ◆ A four-day rail heritage circle tour
- ◆ 40 years of The Sandhouse
- ◆ Evergreen Line update



THE SANDHOUSE

THIS JOURNAL IS THE OFFICIAL PUBLICATION OF THE
CANADIAN RAILROAD
HISTORICAL ASSOCIATION
PACIFIC COAST DIVISION
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Press Date — May 20, 2016

Front cover: *Canadian Pacific's Dayliner service between Medicine Hat, Alta., and Nelson, B.C., was timed so that the eastbound and westbound trains would meet at Crowsnest, B.C., just west of the Alberta border. In this 1962 view, looking eastward, RDC-2 CP 9107 is eastbound on Train 46 (left) and RDC-2 CP 9100 is westbound on Train 45. (Photo by Forster Kemp; CRHA Archives, Fonds Kemp 683)*

Back cover: *Doug Battrum, a stalwart leader of CRHA Pacific Coast Division, passed away on May 3. He served as President for 24 years, but his favourite role was as custodian of the Fraser Mills Station Museum, which benefited many times from his handiwork. In this view, Doug is seen on August 27, 2011, with a replica order board that he had fashioned from plywood. (Photo by Ian Smith)*

To Our Readers

After 40 years of continuous quarterly publication, and still going strong, it's time to celebrate the medium that helps to bond the membership of the CRHA's Pacific Coast Division.

Many members across the province, the country and overseas live too far away to participate in the Division's local activities, but all can enjoy The Sandhouse.

This issue begins with a look at how this journal has evolved over the years, and some thoughts about the future.

Our main article is a fitting subject for a publication focused on B.C.'s railway history — the third installment of the story of the Budd Rail Diesel Car in this province.

Unlike the long-lived RDC services on Vancouver Island and through the Central Interior, the use of Budd cars on CPR's

Southern Mainline lasted only six years, and little has been written on the subject, which we attempt to overcome here.

Next, with summer approaching, we suggest a brief circular tour from Vancouver that takes in four railway attractions and can be accomplished in just a few days.

Our feature coverage concludes with the regular update on progress with the Evergreen Line, which is tantalizingly close to completion.

Please don't overlook the Division News on the next two pages, as we say farewell to two of the Division's longest-serving leaders.

Ian Smith,
Editor

Corrections

- ◆ On page 25 of the previous issue, it was stated incorrectly that BC Rail purchased VIA 6012, which became BC-15. In fact, that RDC-1 was VIA 6102 (there was no car numbered VIA 6012).

Dates to Remember

June 16 — PCD Meeting, Renaissance Room, Place des Arts, Coquitlam, 19:30. (Entertainment: Southern Railway of B.C., slides by Eric Johnson)

NOTE: With the post-summer season starting in September, PCD's meeting date will change to the third Friday of the month. Meetings will be held in Room 206 from 19:00 to 21:00.

September 16 — PCD Meeting, Place des Arts, Coquitlam, 19:00. (Entertainment TBA)

October 21 — PCD Meeting, Place des Arts, Coquitlam, 19:00. (Entertainment TBA)

Division News

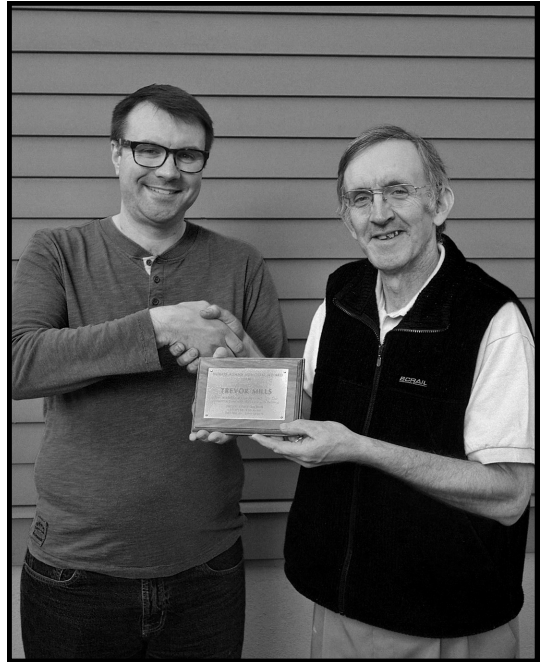
Members attending the monthly meetings have enjoyed a diverse range of entertainment in the past several months.

On February 18, Bill Johnston showed slides of upgrading projects on CN in western Canada, on which he worked while an engineering student. On March 17, Eric Johnson presented images of BC Rail's remote Stuart and Takla Subdivisions in the 1990s.

At the Annual General Meeting on April 21, Doug Smith gave an illustrated lecture on the history of the Grand Trunk Pacific, while on May 19 Trevor Mills showed slides covering his life-long interest in railways.

That meeting also saw the presentation of the 2016 Norris Adams Memorial Award to Trevor, the West Coast Railway Association's Archivist and Manager of Rolling Stock.

Re-elected to the Board of Directors for 2016/17 at the AGM were President Chris Wasney, Vice-President Ron Keillor, and Secretary-Treasurer Ian Smith.



Trevor Mills (right) receives the 2016 Norris Adams Memorial Award from Division President Chris Wasney on May 19.

OBITUARY

Alan Shaw, a long-time member of CRHA Pacific Coast Division, passed away in Vancouver on January 9 at the age of 87. Alan was a member for more than 30 years and served on the Board for 20 years, including terms as Secretary from 1987 to 1990 and Treasurer from 1996 to 2010.

Aside from his role on the Board, Alan was active in many ways, always willing to help with the Division's sales table at hobby shows and at open house events at Fraser Mills Station Museum. He will be remembered for his kind and gentlemanly manner.

We offer our condolences to Bunny, Alan's wife of 60 years, and other family members.

Long-time President Doug Battrum passes away at 91

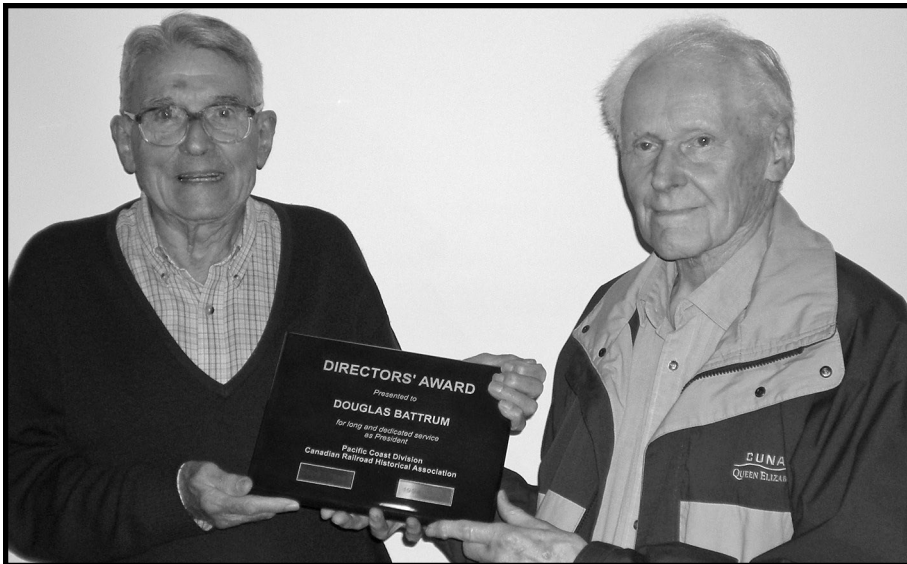
Pacific Coast Division's longest-serving President, Doug Battrum, passed away in hospital in North Vancouver on May 3, one day after his 91st birthday.

Doug had been a member of the Division for some 35 years and had served on the Board of Directors continuously since 1982. Doug was President from 1985 to 1989 and from 1994 to 2014, some 24 years in all, and also served terms as Treasurer, Secretary and Vice-President.

He was particularly instrumental in the preservation and maintenance of the former CPR Fraser Mills station, which the Division has operated as a museum since the mid-1980s.

Doug's long service to the Division was honoured in 2010, when he completed his 20th year as President, with a special Directors' Award presented by the Board of Directors.

"We offer our condolences to Doug's family," said current President Chris Wasney. "Doug's hard work and dedication were a great asset to our Division and we will be forever indebted to him for all of his contributions."



Two long-serving members of Pacific Coast Division's Board have passed away this year. Alan Shaw (left) is seen presenting the Directors' Award to Doug Battrum on April 15, 2010, on the occasion of Doug completing 20 years as President. Doug would serve another four years in the top post. (Photo by Tom Carr)

YEARS AGO IN THE SANDHOUSE

40 Years Ago (April 1976 issue)

- The first issue of The Sandhouse is published, under the editorship of Mike Green.

35 Years Ago (April 1981 issue)

- CP celebrates 100th anniversary on February 16 with system-wide locomotive whistling.

30 Years Ago (April 1986 issue)

- CP locomotive 374 is moved on to the turntable at the Expo 86 site on February 12.

25 Years Ago (March 1991 issue)

- CP Rail tests three General Electric C40-8W locomotives from Union Pacific.

20 Years Ago (March 1996 issue)

- E&N Railfreight is the new name for CP's Vancouver Island operation.

15 Years Ago (March 2001 issue)

- SkyTrain marks 15 years of operation by honouring 500-millionth passenger.

10 Years Ago (Spring 2006 issue)

- The Island Corridor Foundation acquires the E&N lines on Vancouver Island.
- CP loses its Supreme Court battle with the City of Vancouver over the Arbutus Corridor.

5 Years Ago (Spring 2011 issue)

- VIA suspends passenger service on Vancouver Island on March 19 owing to track condition.
- Multi-billionaire Bill Gates now owns 10% of CN.
- Rocky Mountaineer introduces a new mid-level of service branded as Silver Leaf.
- West Coast Express cancels weekend TrainBus service.

The Sandhouse marks 40 years of publication

by Ian Smith

It was 40 years ago that The Sandhouse came into being, and with this issue the quarterly publication of CRHA's Pacific Coast Division enters its 41st year.

That first issue – dated April 1976 – was a simple effort, consisting of four sheets of legal-size paper. The contents were sparse, typewritten with double-spacing, and consisted simply of short “bullet point” items of railway news from around the world. These were posed as questions, in a “Did you know?” format.

Production was basic, with the original being duplicated using a mimeograph machine.

Its purposes were simple, as stated by the Editor:

“This Newsletter is an attempt to keep our members more fully informed of what is happening in the area of the Pacific Coast Branch of CRHA. To do this successfully and interestingly, we needed correspondents who can contribute news regularly or spasmodically on each of the major areas of the Vancouver scene: BCR, BCHR, BNR, CNR, CPR and industrial lines. Can you help? . . .

“The new executive would also like to use this Newsletter as a vehicle for articles, stories and comments that members would like to share with others. So come on, all you frustrated authors, deluge us with material!”

The Sandhouse was created by its first Editor, Mervyn T. “Mike” Green, who had only recently joined the Pacific Coast Branch (as it was then known) but had already been elected President just one month before the first issue ap-

peared.

The Branch had started in 1970, but until Mike took the initiative to launch The Sandhouse, written communication among members consisted solely of a few items in the notices of the monthly meetings.

There were already some avenues for publishing information on railway history. The Branch had produced a map of railway lines in Greater Vancouver and several basic “Railguides” on subjects ranging from railways of the Mission-Abbotsford area (based on a Branch field trip) to a 26-page history of the CPR's English Bay Branch (later expanded into a small book).

But with a regular publication, the Branch would have a vehicle for publishing both current railway news and articles with an historical focus.

That first issue was actually untitled. But a supply of covers intended for an earlier attempt to launch a publication was soon unearthed, and those were put to use from Issue No. 2 onward. Printed on different shades of coloured stock, these bore the title of “The Sandhouse” and featured a large drawing of such a structure (the same drawing can be found in today's publication, albeit in much smaller dimensions).

The covers were produced on heavier stock than the internal pages, which were stapled at the top to the wrap-around cover, and helped to give the publication a sense of permanence compared with merely plain paper.

Recalling that first issue years later, Mike

wrote: "It was unnamed, written entirely by myself, typed by my wife Rita on a Gestetner stencil, run off on a borrowed Gestetner machine by me (what a messy job that was!), then stapled, folded and addressed by a couple of my children (who just "loved" helping Dad with his new publication)."

It would be a while before the contents grew beyond news of Branch activities and current events of the local, national and international railway scene, but the publication's size steadily expanded, with 16 pages (eight sheets of paper, typed single-spaced on both sides) becoming typical.

By Issue 20, photographs had begun to appear, although their quality was limited by the method of reproduction. Other contents of that issue included brief descriptions of new books on railways, a listing of musical pieces with railway themes, a list of CPR tunnels in B.C. as of 1888, and an article recounting the long-ago observations of Great Northern Railway steam engines in the Vancouver area by a long-time local railfan.

Mike Green would stay at the helm through Issue 36 in January 1985, which ran to some 20 pages and was written on a word processor and photocopied. Production quality had certainly improved over those first nine years.

Taking over from Mike was Scott Austin, who expressed appreciation that Mike would stay on for a time as Associate Editor producing the Short Hauls current news section.

Scott continued as Editor through Issue 45, with John Picur taking the reins as of the next issue in July 1987.

But less than four years after leaving the Editor's chair, Mike Green was back with Issue 52 and he would remain in the saddle for another five years through Issue 70.

With Issue 71 in September 1993, Lorne Nicklason took on the editorial challenge, and introduced himself to the readers with a short editorial titled: "New Editor Tackles Sandhouse: Although Sanity Questioned, He Dives in Anyway!"

Lorne wrote: "My biggest concern in taking on the editorship is to maintain the quality of the contents. The Division computer, on which this issue is done, helps to give a nice looking publication, but that is not nearly as important as having significant content. That is where all of you come in. I will be relying on members to pass on major articles or minor bits of news that the readers like to see."

Mike Green remained a major contributor for the next five years, including stints as Associate or Assistant Editor.

Lorne soon made an impact on the publication by turning it "sideways", starting with Issue 73. Although it continued to be printed on 8.5 x 14-in. legal sized paper, The Sandhouse was now produced in a horizontal format, with the staples in a central spine, rather than at the top of a vertical page.

As Lorne wrote in that issue: "Since the first issue of The Sandhouse appeared in April 1976, it has had an unusual format, which was good for some things, but was awkward to read. However, with a new editor (fairly full of enthusiasm) and a computer program to take care of the complexities of this layout, it was unanimously agreed to change to this book format. We have also attempted to improve the quality of the photographs. Hope you like the 'new' Sandhouse!"

Accompanying this change was a departure from using the large drawing of a sandhouse as the cover illustration. Instead, Lorne selected an appropriate photograph for each cover that represented the issue's contents.

Under Lorne's editorship, The Sandhouse regu-

lar featured longer articles than in the past, with more detail and depth. For example, an article on the construction and launch of West Coast Express commuter service in Issue 80 ran to 20 pages, which would nearly have filled an entire issue under the old format.

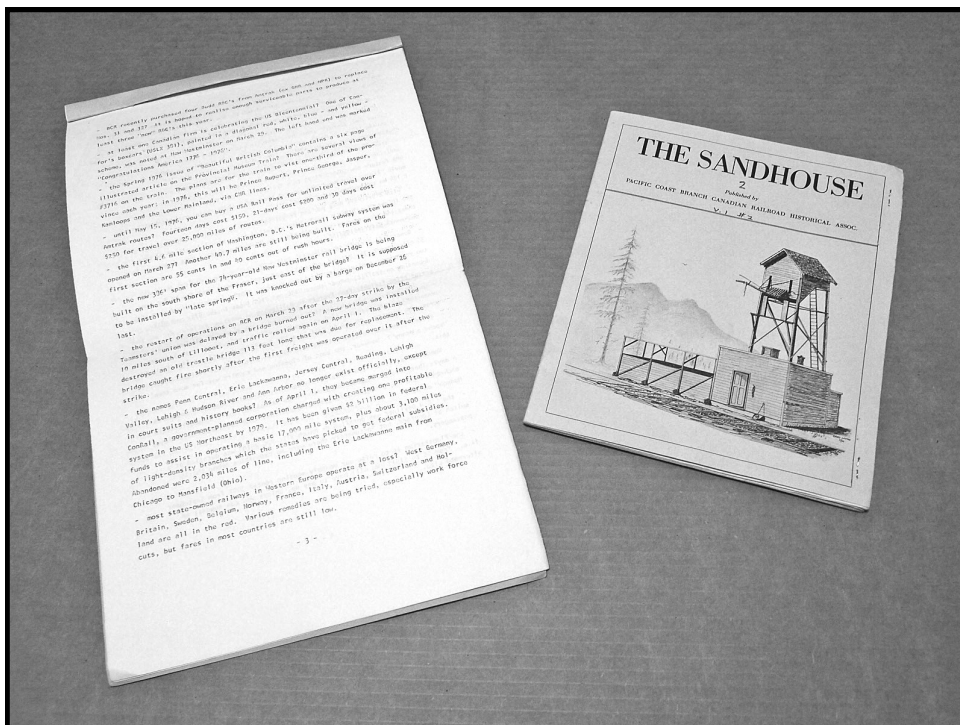
This was accompanied by much higher page counts than in the past, with some issues running to 64 pages, including the covers.

Lorne chose to bow out with Issue 100, and the occasion was marked with the first-ever use of colour photographs in *The Sandhouse*, with 10 shots gracing the outside and inside cover pages, front and back.

With Issue 101 in March 2001, I took over as Managing Editor, in charge of all the content, while the role of designing, laying out and producing the issues was taken on by Bill White, as Design & Production Editor.

Bill made numerous refinements to the design concepts introduced by Lorne, and a significant advance in photo reproduction was made through the use of a photo scanner, as these devices were becoming affordable for consumer-level users.

Issue 104 repeated the use of colour photography on the cover pages, the occasion being the



Page 3 of the very first issue at left displays the vertical format, with the text typed across the page. At right is the cover of Issue 2, with the large drawing of a sandhouse that would appear on every cover until 1992.

return to steam of CPR Hudson locomotive No. 2816. Seven colour shots were used to depict this momentous event in 21st-century railway history.

Unfortunately, the use of colour photos is prohibitively expensive, almost doubling the usual printing cost, so Issues 100 and 104 are the only times this has been done.

Bill had to bow out after Issue 105 owing to health reasons, and Lorne returned to assist with the design and production of Issue 106 while a replacement for Bill was sought.

Burc Cander stepped forward to take on those duties as Layout & Design Editor, starting with Issue 107 and continuing through Issue 120.

During that time, Burc gave me an orientation in using the desktop publishing software that had been used to design and layout the publication since Lorne had been Editor. I was familiar with the concepts of publication layout since my time

as an editorial apprentice with a trade magazine company 30 years earlier, but was daunted by the thought of doing this with a computer.

But Burc made the transition easy, and from Issue 121 onward, I have handled all the design, production and editorial functions.

While I do much of the feature article writing myself and also write all of the Short Hauls current news items, I have enjoyed the help of numerous contributors of major articles over the years, some of whom also contributed substantial pieces while Lorne was in charge.

In particular (and in alphabetical order) they are Ken Atkey, Dave Davies, Henry Ewert, Patrick Hind, Eric Johnson, David Meridew, Barrie Sanford and Robert Turner.

Also deserving of recognition are three regular and frequent contributors of current news photographs, namely Corwin Doeksen, Ken Storey and Chris Wasney.



Two significant milestones are marked by these examples. At left is the 20th Anniversary issue of March 1996, while at right is Issue 100, featuring the first-ever colour photo to appear on a cover of The Sandhouse.

During my years as Editor, I have stuck closely to the design format I inherited from Bill and Burc. Even the nameplate of The Sandhouse – the typeface used for the name on the cover – is the same Imprint Shadow font that Lorne introduced with Issue 94 in December 1996.

One thing I have changed is the dating system. With Issue 105, this changed to a seasonal date rather than a month. This seemed more logical for a quarterly publication and allows more flexibility. The Winter issue is usually published between late January and mid-February, the Spring issue in mid to late May, the Summer issue in mid to late August, and the Autumn issue in mid-November to early December.

Also, starting with my second issue, I changed the publication's title line from "Newsletter of the C.R.H.A. Pacific Coast Division" to "Journal of . . ." This came after a suggestion by member Henry Ewert that "newsletter" did not truly reflect the nature of the contents. Indeed, the only part of The Sandhouse that could be considered to be a newsletter is the Division News, which usually occupies only one page.

As for the page count, I strive to produce a 48-page issue each time, and have only fallen short of that a few times in 61 issues. In the past two years, most issues have actually been 52 or 56 pages long, largely because they contained rather long main feature articles. A 56-page issue is the practical maximum limit because 60 pages would cross the threshold into the next increment of postage rates, thereby adding more than a dollar to the cost of each individual mailing.

While I have continued to use the same "rainbow" of colours for the wrap-around cover, in 2006 I started to apply these colours systematically, with powder blue for the Winter issue, pale green for Spring, light yellow for Summer, and pumpkin orange for Autumn.

I did this partly for my own ease of reference

when grabbing back issues off the shelf. My collection of Sandhouse issues is probably the most well-worn there is, as I constantly refer to past issues when I'm working on the current edition.

But I hope I'm not alone in that, as I deliberately produce the contents to serve as a continuum of information. While the issues are published at quarterly intervals, I view the content as flowing from one to the next, particularly with the Short Hauls current events, which are ever-changing.

A tangible sign of that are the frequent references to items and articles that have appeared in past issues, often quite some time ago. I try to make it easy for readers to find related information that has previously been written on the same subject, in the hope that you – like me – treat The Sandhouse as a publication worth collecting, rather than being used to line the birdcage once read.

Given the small dimensions of each issue, storage shouldn't be a problem. The photo below shows a full 20 years of back issues easily fitting on to a bookshelf just 14 inches wide. Two such shelves would hold all 161 issues published to date.

Thus far, I have only dealt with the mechanical details of my approach to the editorship. What

Editors of The Sandhouse

Mike Green – Issues 1-36 (1976-85)

Scott Austin – 37-45 (1985-87)

John Picur – 46-51 (1987-88)

Mike Green – 52-70 (1988-93)

Lorne Nicklason – 71-100 (1993-2000)

Ian Smith – 101-present (2001-present)

about the editorial focus itself?

The early issues back in the 1970s and into the 1980s had an eclectic approach, covering railway matters far and wide, particularly in the current events section. For example, Short Hauls items in the April 1980 issue included mentions of work on the new French high-speed line between Paris and Lyons and on a new railway in Siberia.

My geographical focus is much tighter. There are numerous fine publications covering railways on other continents and in other countries and provinces, not to mention innumerable sources on the Internet, so The Sandhouse concentrates entirely on British Columbia, Yukon, and very occasionally the neighbouring U.S. states in the Cascadia region.

National developments involving Canada's two major railways and VIA are also grist for the

mill insofar as that news has relevance for this region.

As for the distinction between "history" and current news, this is a relative concept, as today's news is history in the making. I've taken the approach that it is much easier to record details of events as they are unfolding than to ferret out obscure facts 50 years later.

Hence the detailed coverage I've given to the building of the Millennium Line and Canada Line in the past and now the Evergreen Line. What is published today while these developments are fresh will make the work of researchers decades from now that much easier.

And for those who feel this is a little bit too much transit news, as opposed to "real" railways, I say that the building of new railways is fascinating, and rapid transit lines are almost the only new railways being built in this century.

I also try to give ample space to news of B.C.'s port developments where they concern railways, on the grounds that B.C.'s ocean ports have always been the *raison d'être* for its railways, and likely always will be.

The recent coverage given to the story of Budd Rail Diesel Cars is another example of the publication's focus. It was only 60-some years ago that the Budd car made its first appearance in B.C., well within the lifetime of many readers. And it wasn't until five years ago that RDCs made their last revenue run. So what was current not that long ago has now passed into history, and certainly within the scope of a railway historical publication.

So that is The Sandhouse at 40 years. What of the future?

I sometimes get asked if The Sandhouse should be published in some electronic format rather than in print. That overlooks the fact that a full one-third of the Division's members do not pro-



Eighty issues of The Sandhouse, covering 20 years, handily fit on a bookshelf 14 in. wide.

vide an e-mail address in their annual renewal forms. From that, it is fair to assume that they do not have Internet access and therefore could not receive the publication if it were only provided online or distributed via e-mail.

Beyond that, there would be the matter of securing the delivery of an online publication so that it is available only to those who have paid for it, which itself would involve an expense.

And if delivery is online, would it make sense to produce a conventional “print-style” publication at quarterly intervals? Why not publish news items as they happen and articles as they are completed, daily if needed? Not that I’m volunteering to do so.

More important than technology for the future of The Sandhouse are the people who produce it.

I’ve been Editor for 15 years now, and have produced more issues than any of my predecessors, even Mike Green. My health permitting, I’m willing to keep going as long as the well of ideas doesn’t run dry, so suggestions from readers are always welcome.

But the publication needs regular contributors as well as an editor. I’ve already mentioned eight stalwart contributors who have written nearly all of the articles that weren’t produced by me. One of those gentlemen has passed away, several others are well into their eighties, and all are well beyond retirement age.

Are there others behind them in younger generations who are prepared to pick up the torch and delve into the history of our province’s railways, and bring it to light on the printed page?

The answer to that question, more than any other, will determine whether The Sandhouse has a long future ahead, and I daresay the same could be said of many other publications that are produced entirely by volunteers.

So as I look to the future of The Sandhouse, I’m reminded of the words of Mike Green in the first edition, when he said: “. . . come on, all you frustrated authors, deluge us with material!”

I, too, would welcome a deluge.

B.C. Budd — the Rail Diesel Car on CPR's southern mainline

by Ian Smith

Canadian Pacific's second RDC service in British Columbia had nowhere near the longevity of the first, the Victoria-Courtenay run on Vancouver Island, lasting just short of six years.

But as originally conceived, it would have made its mark in the annals of RDC history as the longest continuous run in Canada, some 962.6 miles between Medicine Hat, Alta., and Vancouver, taking more than 28 hours.

That was the plan, but it didn't come to pass as intended.

A Medicine Hat to Vancouver train running via Crowsnest Pass and CP's "second mainline" through southern British Columbia had been introduced in 1919, serving such Interior B.C. towns as Cranbrook, Nelson and Penticton.

In the April 28, 1957 schedule, just before the dawn of the RDC era, the conventional diesel-powered train on that route took exactly 41 hours to complete the westbound journey, departing Medicine Hat at 18:30 Mountain Time and arriving in Vancouver at 10:30 Pacific Time on the third day (all journey times adjusted for the time-zone change).

Numbered Train 67, it consisted of a through coach making the whole journey, a parlour car from Cranbrook to Vancouver, a sleeper from Lethbridge to Vancouver, and a sleeper from Penticton to Vancouver.

Sleeper passengers from Lethbridge to the coast would spend two nights aboard the train, while those joining at Penticton would board at 15 minutes past midnight, with arrival in late

morning.

Eastbound Train 68 operated with the same consist, leaving Vancouver at 18:50 and arriving at Medicine Hat at 11:20 on the third day, a run of 39 hr., 30 min.

A 1957 study by CP showed that losses on Trains 67/68 were \$833,000 per year and the company decided that express, mail and less-than-carload (LCL) freight could be handled more economically by truck, with passenger service to be operated with RDCs, or Dayliners as CP termed the self-propelled cars.

By July that year, CP had ordered six rail diesel cars costing about \$255,000 each. Four of the cars were to be used for regular service, with two on standby.

CP aimed at slashing nearly 11 hours off the schedule with the introduction of RDCs, with a 10:20 departure from "the Hat" and an arrival next day in Vancouver at 15:40, a run of 30 hr., 20 min. The eastbound train would leave Vancouver at 13:50, reaching Medicine Hat at 20:20 the next day, after a trip of 29 hr., 30 min.

Both trips included a lengthy stop at Lethbridge for a meal, as the RDCs were not equipped for meal service.

Here, it should be noted that CP was already serving those travelling all the way between Medicine Hat and Vancouver with its flagship streamlined train The Canadian, introduced two years earlier and running via Calgary and the Kicking Horse Pass route. That premier transcontinental train would whisk westbound passengers between those two points in just 25

hr., 5 min., with departure and arrival in mid-morning. The eastbound departure from Vancouver in mid-evening would be matched with a similar arrival, after a trip of exactly 24 hours.

With that faster and more convenient schedule, it can be assumed that travellers making the whole journey would opt for The Canadian, leaving the southern route to those travelling less than the full distance.

The schedule for the RDC-equipped trains, numbered 45 and 46, went into effect on October 26, 1957, but there was a snag. CP had yet to take delivery of a sufficient number of RDCs to launch the service as intended.

This presented the challenge of operating to a much more demanding schedule with conventional equipment that ordinarily could not match the fast acceleration of Budd's self-

propelled RDCs. (Indeed, the employee timetables of the era would note that "Rail diesel cars may exceed authorized passenger train speeds by ten miles per hour on straight track. All other speed restrictions must be observed.")

The interim solution was to run an extraordinarily short train, consisting of one diesel locomotive hauling just one baggage car and one coach. The public timetable included a terse note – "Diesel train operation, carrying coaches only, until Rail Diesel Cars available – expected in January."

The RDCs were still not available in January, and by then a second snag had emerged, one beyond the usual realm of railway operation.

For many years, the southern Interior had experienced a terrorist campaign waged by the Sons of Freedom, a radical breakaway sect from the Doukhobor community of Russian immigrants who had settled the Boundary region



CP 9199 and a sister RDC-2 depart Vancouver with Train 46 for Penticton on February 21, 1959. (Photo by Roger Burrows)

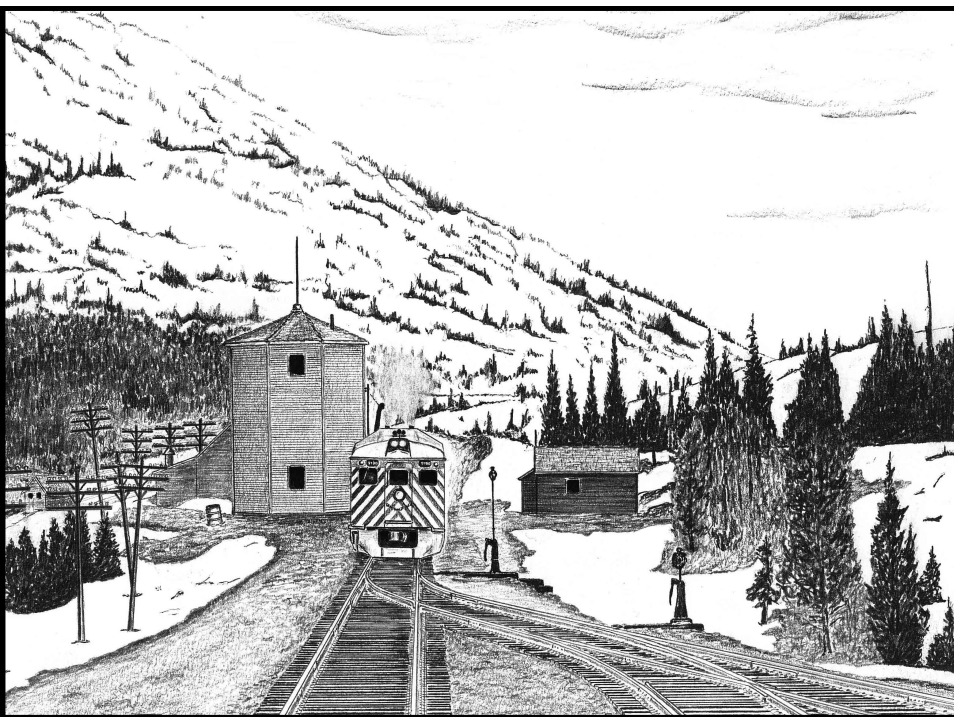
in the early 20th century. The tactics of the radicals ranged from mass public nudity to arson and bombings, the latter involving railway tracks and bridges, public schools, electricity transmission towers and even the courthouse in Nelson.

With tensions running high in the early days of 1958, CP took the precaution of not running passenger trains in darkness through the region. This meant that after February 3, 1958, Trains 45 and 46 would be curtailed, with service between Nelson and Penticton running westbound on Mondays and Thursdays only and eastbound trains running only on Tuesdays and Fridays, all in daylight hours.

This change came just prior to the launch of RDC service.

On February 7, an RDC-3 numbered CP 9022 ran as a non-revenue test train from Nelson to Vancouver. That wasn't the very first appearance of RDCs on this line, as two RDC-1 cars had run through to Vancouver for publicity purposes on August 21, 1954, stopping for a public display in Penticton. One of those cars was CP 9055; the other's identity is unknown.

Ultimately, six RDCs would be assigned to cover Medicine Hat to Vancouver service, allowing for one or two to be on standby to cover maintenance issues. These were drawn



Photographs of RDCs on the remote Coquihalla Subdivision are rare, but fortunately we have this detailed drawing by railway historian Gerry Doeksen to illustrate the rugged scene. Here, RDC-2 9198 is eastbound at Coquihalla station with Train 46, passing the enclosed water tower. (Copyright Gerry Doeksen, used with permission)

from an 11-car fleet based at Calgary, which also served on the Calgary-Edmonton and Calgary-Lethbridge runs.

Nearly all the cars used between Medicine Hat and Vancouver were of the RDC-2 configuration, with a small baggage area and from 68 to 71 seats. One RDC-3, with a 30-ft. baggage section and only 48 seats, was used regularly from Penticton westward.

On March 3, 1958, RDC-2 CP 9197 made the first revenue run on the Vancouver-Nelson section. But it wouldn't be until later in the year that RDCs were used on the Nelson-Medicine Hat leg of Trains 45 and 46, after enough cars had been delivered. And by that time, the service was no longer a continuous trip.

The April 27, 1958 timetable was the first issued after the launch of RDC service. This continued the policy instituted as of February 4, restricting the Nelson-Penticton section to daylight running only and on just two days of the week in each direction, as outlined above.

In effect, Trains 45 and 46 were cut into three distinct operations, with two overnight stops for the hypothetical passenger travelling from end-to-end.

The revised westbound schedule had Train 45 leaving Medicine Hat at 09:10 MT and arriving at Nelson at 20:55 PT. Its eastbound counterpart left Nelson at 07:00, reaching Medicine Hat at 20:30. The two trains, each operated with a single RDC-2, were scheduled to meet at Crowsnest, just inside B.C. near the provincial border.



CP RDC-2 9199 is seen from the rear at Brookmere, running as Train 46 from Vancouver, on May 27, 1959. At this point, the service still operated via the Coquihalla route, and on this day a single car sufficed for the available traffic. Its "zebra stripe" cab front is shown to good effect on this sunny day. (Photo by John Rushton)

Between Nelson and Penticton, the single-car westbound train left at 07:00 on Mondays and Thursdays, reaching the Okanagan town at 15:20, and returning the next day. At Penticton, continuing passengers could make a convenient transfer to the daily Vancouver section, which departed at 15:30, arriving in the metropolis at 22:40.

The Vancouver-Penticton service effectively operated as a round-trip, leaving Vancouver at 08:00 and reaching Penticton at 15:05, before departing on the return journey 25 minutes later. This was operated with one or two cars, sometimes including an RDC-3.

Those wishing to travel eastward from Penticton could only do so on Tuesdays and Fridays, but not as a continuous journey from points farther west, because the departure was at 08:00. A trip from Vancouver to Grand Forks, for example, would thus entail an overnight stay in Penticton. Arrival of this section of Train 46 at Nelson was at 16:15.

There, the onward eastbound traveller would have to spend the night before catching the next day's Train 46 at 07:00 toward Cranbrook and destinations in Alberta.

Thus, the plan to speed up the southern mainline service with fast RDCs had backfired. True, the scheduled running time from Medicine Hat to Vancouver was just 28 hr., 15 min., a great improvement over the pre-RDC service. But the actual end-to-end time of the journey including the overnight stop was 38 hours, hardly better than the 41 hours previously available on an uninterrupted trip with conventional equipment.

And the pre-RDC service had been provided daily, but now the 260.3-mile Nelson-Penticton leg was offered only by twice-weekly trains.

The reaction of Southern Interior communities to this state of affairs was predictable, and

complaints by various bodies, including several chambers of commerce, led to a series of hearings during 1959 by the Board of Transport Commissioners (BTC).

The Nelson Chamber of Commerce told the BTC that it wanted reinstatement of daily through service to Vancouver of 15 hours or better, along with lunch service and other amenities.

Ultimately, the BTC ordered that through service be instituted by July 31, 1959, provided that sufficient protective service against sabotage could be achieved through a cost-sharing agreement between CP and the B.C. government, and on condition that both CP and its running trades agreed that the measures were adequate. This reinstated service was to continue for one year, at which point CP could apply to the BTC for a variance based on traffic figures for the route as a whole and Nelson-Penticton in particular.

However, agreement on cost-sharing could not be reached, as the province tried to deflect responsibility for security on to the army and thus the federal government.

In the absence of a cost-sharing agreement, the BTC ruled on January 4, 1960, that it could not order resumption of through service. However, it stated that if protective measures were instituted later and CP had not then voluntarily resumed through service, aggrieved parties could apply to BTC for such an order.

Roughly a month before the BTC's ruling, these events had been overtaken by the forces of nature, which would imperil the future of the service far more than the initial late delivery of RDCs and the disruption of through service by the threat of sabotage.

This took the form of a series of substantial washouts on the Coquihalla Subdivision that would ultimately lead to its closure. On November 22, 1959, RDC-2 9197, running as



Two scenes at Penticton show single-car trains in operation in 1963, the last full year of service. Above RDC-2 CP 9197, a Phase 2 model, leaves town on Train 45 westward to Spences Bridge on June 13. (Photo by John Rushton)

Below, CP 9012, a Phase 1 RDC-2 with larger cab windows and a single roof-mounted numberboard, lays over at the Okanagan city's mock-Tudor station on July 31. (Photo by Roger Burrows)



westbound Train 45, would be the last passenger train ever to operate via Coquihalla Pass, as the washouts that closed the line the following day would sound the death knell for this fabled route. It would never re-open and was officially abandoned in 1961.

CP reacted to the severing of the line by diverting trains to run via the Merritt Subdivision between Brodie and Spences Bridge, the junction with the Cascade Subdivision on the transcontinental mainline.

Until March, through RDC service was maintained between Penticton and Vancouver, but the longer route (by some 103 miles) led to the westbound train arriving in Vancouver at about 02:00, although passengers were allowed to remain on board there until a more civilized hour.

After that, Penticton service was truncated at Spences Bridge, with nocturnal connections to and from Vancouver provided on Trains 7 and 8, the transcontinental Dominion service. This change was formalized in the April 24, 1960 public timetable.

Westbound, this would see a single RDC departing from its base at Penticton at 19:00 and arriving at 00:30 in Spences Bridge, where the Vancouver-bound Dominion was scheduled to stop at 01:10, with arrival in Vancouver at 07:45.

On Mondays and Thursdays, a single car left Nelson at 09:00, arriving in Penticton at 17:15, and then forming the train to Spences Bridge at 19:00, allowing time for dinner in between (on those two days, the Penticton-based RDC was not used).

To the east of Nelson, the first leg of Train 45 now departed Medicine Hat at 09:55, arriving in Nelson at 17:15. Passengers continuing west from there would still need to spend the night in

the Kootenay town before taking the Monday or Thursday train toward Penticton.

The eastbound Dominion from Vancouver departed at 20:00, exactly 12 hours later than the customary RDC timing. It deposited onward passengers at Spences Bridge at 02:35, where the RDC that had arrived after midnight for the westbound connection would be waiting, for an 02:50 departure. Penticton was reached at 08:20, which was shortened to 08:00 in later timetables.

On Tuesdays and Fridays, the car from Spences Bridge would continue on from Penticton at 08:50, arriving in Nelson at 17:05.

The train for Medicine Hat now left Nelson at 06:45, arriving at its Alberta terminus at 20:00, which was extended by five minutes in later schedules. As with the westbound train, an overnight stay in Nelson was required for those coming from farther west and continuing eastward from the Kootenay town.

The greatest variation in these times came during the summertime peaks in 1962 and 1963, when the Dominion was superseded by Trains 4 and 5, the Soo-Dominion, whose eastern origin was in St. Paul, Minn.

Train 4 left Vancouver at 18:30, or 90 minutes earlier than the Dominion, stopping at Spences Bridge at 00:35, meaning that passengers for the RDC service had to cool their heels for more than two hours waiting for the Budd car to leave at its regular time of 02:50.

Westbound, the Soo-Dominion's timing resulted in some very tight connections at Spences Bridge. Train 45 was re-timed to leave Penticton 30 minutes earlier in Summer 1962, reaching Spences Bridge at 23:45, just five minutes before Train 5 was due to leave for Vancouver, with its arrival scheduled at 07:00.

The following summer, Train 45 was slated to



At left, CP 9022, the only RDC-3 known to have operated on the southern mainline, rests at Penticton on July 26, 1960, beside CPA 16-4 4065 with RDC-2 9196 behind. Later that day, the photographer shot 4065 leading 9196 eastward toward Nelson; perhaps the RDC was "bad ordered". (Photo by Dave Wilkie, WCRA Archives)

Below, RDC-2 CP 9197 is westbound on Train 45 at Midway in 1962. (Photo by Forster Kemp; CRHA Archives, Fonds Kemp 694)



depart Penticton at 18:15, so it could arrive in Spences Bridge at 23:30, a more comfortable 20 minutes ahead of Train 5's departure. On the other hand, Train 45's re-timing meant a wait of 65 minutes at Spences Bridge in the shoulder season when Train 7 ran instead of Train 5.

With these timings, and the additional inconvenience of another connection at Spences Bridge, it is hardly surprising that ridership declined from minimal to almost non-existent.

In 1959, the last year of operation via the Coquihalla route, the average number of passengers per train between Penticton and Odium (the junction with the Cascade Subdivision just west of Hope) was 28. When the service was diverted to Spences Bridge, the numbers between there and Penticton dropped to 10 in 1960 and nine in each of 1961 and 1962.

These figures come from the Board of Transport Commissioners' report on CP's application in 1963 to discontinue Trains 45-46 over the 761 miles between Lethbridge and Spences Bridge.

CP cited a four-month survey of passenger traffic taken from January through April in both 1962 and 1963, which showed that of the 125 stations along that route, fully 85 had seen no passengers boarding or alighting in those eight months.

The railway stated that 1961 had recorded gross revenue of \$102,100 against gross expenses of \$549,500, for a net deficit of \$447,400. Revenue was almost entirely from passenger fares, as only a small amount of express traffic was handled and mail was carried only between Penticton and Brookmere.



RDC-1 CP 9055 and an unidentified sister are seen at Nelson's grand station in August 1954 on a cross-country demonstration run. This was the first appearance of RDCs on the southern mainline. (CP Corporate Archives)

In 1962, gross revenue had dropped to \$86,100 while gross expenses rose to \$596,100, for a net deficit of \$510,000. In reviewing these figures, the BTC disallowed some expenses, reducing the total to \$470,500, for a deficit of \$385,000. Still, that was enough to sway the BTC to agree with CP's request, despite the hearings that brought out local politicians to argue for a full daily through service without the overnight stop-overs.

On October 23, 1963, the BTC ordered as follows: "The Canadian Pacific Railway Company, on or after the 16th day of January, 1964, is authorized to discontinue the operation of trains 45 and 46 between Lethbridge, Alberta, and Spences Bridge, British Columbia, upon sixty days' prior notice filed with the Board and posted in each railway station served by the said

trains. The said notice shall also be published in one issue of a newspaper published or having general circulation in each of Fernie, Cranbrook, Creston, Nelson, Trail, Penticton, Princeton and Merritt."

All that remained was for the trains to make their final runs.

On January 17, 1964, RDC-2 9100 ran eastbound as Train 46 from Spences Bridge to Penticton in the usual early morning hours, carrying only one fare-paying passenger. That day being a Friday, the Penticton to Nelson run was scheduled to operate and so RDC-3 9022 coupled on to 9100 at the Okanagan town for the final trip through the Boundary region, marking a rare instance of a two-car RDC train operating between those two towns.

Boarding the train at Penticton for its 08:50



RDC-2 CP 9199 is westbound on Train 45 at Fernie, en route to Nelson from Medicine Hat, in this undated photograph by Forster Kemp. Note the station details and outside-braced wooden boxcars. (CRHA Archives, Fonds Kemp 680)

departure were 72 members of the town's branch of the Okanagan Historical Society. Swelling the train's usual ridership more than tenfold, the group rode 122 miles east as far as Rock Creek, returning via two chartered Greyhound coaches.

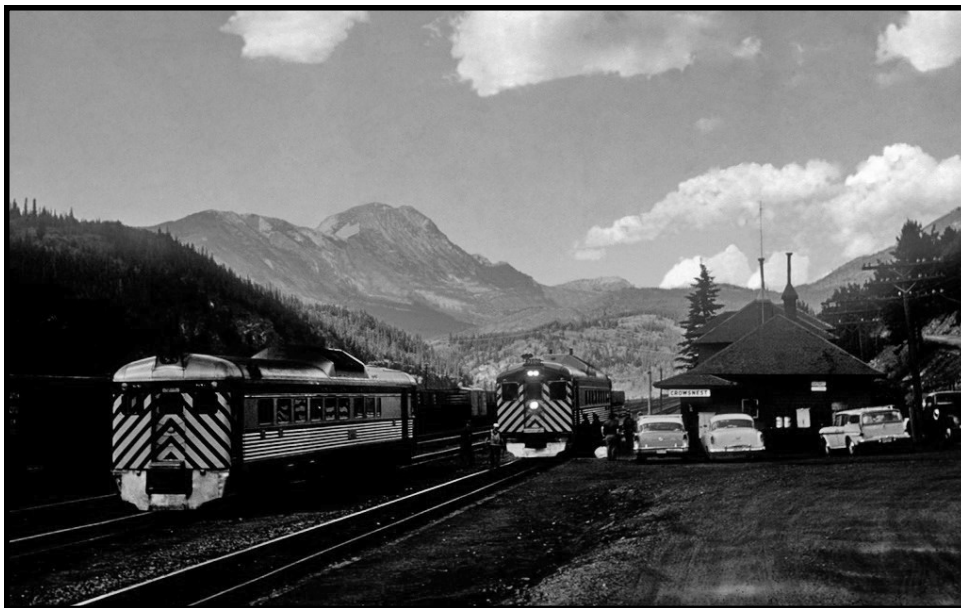
The next day saw three RDCs leaving Nelson for Calgary, running empty under their own power on the schedule of Train 46, which was thereafter annulled until the end of the current timetable. Cars 9100 and 9022 were joined for this movement by a third car, which had come from Lethbridge the day before.

With the discontinuation of Trains 45 and 46 west of Lethbridge, the Medicine Hat-Lethbridge section of the run was maintained, to the same timing, by RDC trains numbered 307 and 308. By the time that service ended in July 1971, it had been extended west to Fort

McLeod, with the trains numbered 308 and 309.

As noted, 11 RDCs were allocated to Calgary, with six at a time assigned to the service from Medicine Hat through southern B.C. Photographic evidence and official CP records have identified eight cars in revenue service on this route: a lone RDC-3, 9022, and seven RDC-2s: 9100, 9102, 9107, 9196, 9197, 9198 and 9199. As mentioned, RDC-1 9055 and another RDC-1 were used on a non-revenue publicity trip in 1954.

The demise of Trains 45 and 46 brought the scheduled passenger train era on B.C.'s southern mainline to an end. A charter train of conventional equipment did operate westward over the route in the summer of 1964 and the summers of 1983 and 1984 saw the B.C. Chapter of the National Railway Historical Society running an Okanagan Express excursion



As depicted on the cover, the Medicine Hat to Nelson trains in each direction met at Crowsnest. In this July 1961 view, looking westward, two trains formed of single RDC-2 cars are making their station stop. (Photo by D. Prosser, Marc Simpson collection)

train from Vancouver to Penticton via Spences Bridge, using the group's own preserved rolling stock.

Budd RDCs in regular service on CPR's Southern B.C. Mainline

RDC-2: 9100, 9102, 9107, 9196, 9197, 9198, 9199.

RDC-3: 9022.

Total = 8

Cars 9022, 9102 and 9199 were also among the 13 CP RDCs operated on CP's Esquimalt & Nanaimo Railway on Vancouver Island. Thus, the total number of CP RDCs operated in revenue service in B.C. is 18.

CP 9197 would end its service life as BC-23, the only RDC-2 in the BC Rail fleet.

RDC-1 9055 and another RDC-1 ran across the southern mainline on a non-revenue publicity trip in August 1954.

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Notes and data provided to the author by Barrie Sanford and Joe Smuin.

ACKNOWLEDGEMENTS

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Thanks to Gerry Doeksen for use of the drawing from his book "Kettle Valley Railway", Volume 1.

Railway heritage circle tour makes a nice short break

by Ian Smith

With summer approaching, here's a suggestion for a brief tour of some heritage railway highlights in southwestern B.C. that can be accomplished with only a couple of days of vacation time away from work.

This circular tour from Vancouver takes in Canada's second largest railway museum, a scenic two-hour ride on a mainline railway for just \$10, and two trips behind 104-year-old Consolidation steam locomotives.

I made this trip in July of 2012, taking five days in all, but it could actually be done in four days, or even three, although that would be pushing it.

The operating dates of the attractions dictate the timing of the itinerary, requiring the tour to be made in a clockwise direction from Vancouver, starting on a Thursday. And to visit all of these, the trip must be made in July or August.

Here's how I did it.

Thursday, July 26

My journey began with a drive along the Sea-to-Sky Highway to Squamish in fine weather, arriving at the West Coast Railway Heritage Park just before 13:30. The light was excellent for photography and I spent an interesting two and a half hours roaming the site.

The attractions of the museum are too numerous to list in detail. Suffice to say that some of the prime exhibits include Royal Hudson 2860, two ex-BC Rail RDCs, classic F-unit diesels, immaculately restored passenger cars, and a PGE RSC-3 diesel unit.

For information on the museum's exhibits, opening hours and admission fees, visit www.wcra.org.

I left the museum at 16:00, heading north toward Lillooet, where I had booked a motel room for the night.

Google Earth estimates the driving time at 2 hr., 45 min., but I was in no hurry, hoping to see and photograph some trains along the way. Indeed, I detoured from Mount Currie toward D'Arcy to catch the southbound Rocky Mountaineer in action, getting my shot about four miles north of Mount Currie at 18:20.

From there, I retraced my steps to the Duffy Lake route on Highway 99, reaching Lillooet in time to photograph a southbound CN freight arriving at 19:50.

Friday, July 27

It was essential to be in Lillooet for Friday morning because that is the only day of the week when round-trips can be made south from there to Seton Portage on the unique Kaoham Shuttle running along the shore of Seton Lake.

The shuttle is scheduled at exactly one hour each way for the 18.3-mile journey, with the return trip costing just \$10.

Six days a week, the shuttle makes a single round-trip, starting from remote Seton Portage and returning in the afternoon. Those logistics make it difficult for most visiting tourists to ride.

But on Fridays, there is a least one round-trip south from Lillooet and back, making this the best day of the week for outsiders to ride just for fun.

The first northbound trip from Seton arrives at Lillooet at 10:30, with the southbound journey scheduled to depart immediately. It reaches Seton at 11:30, laying over for 30 minutes before leaving again at noon, with arrival at Lillooet at 13:00.

If at least six passengers have made a booking, the shuttle will also make an optional mid-day southbound trip from Lillooet at 13:30. In turn, that would result in a northbound departure from Seton at 14:30. If sufficient reservations have been made, passengers arriving at Seton on the first southbound at 11:30 will be advised that

they have the choice of returning 30 minutes later at noon (as described above) or waiting until 14:30 to return to Lillooet.

That option was available on the day of my trip, and about half of the “tourist” passengers opted to spend three hours at Seton and return on the later train.

In my case, I wanted to return to Lillooet as soon as possible so I could spend the afternoon railfanning north of town on the way to my next stop-over.

Although the shuttle is operated by CN, the service is administered by the Seton Lake Indian Band (Tsalath First Nation). Full details on the shuttle schedule and how to make bookings can



CP FP7A 4069 rests beside the station built by WCRA in 2000 to a 1915 design intended for use at Squamish, at West Coast Railway Heritage Park. (All photos by Ian Smith)

be found at www.tsalalh.net/shuttle.html. To make a reservation, call 1-250-259-8300.

Reservations are essential, and must be made at least two days in advance. I had reserved on the Monday of that week by phoning and leaving my request for one round-trip ticket on the answering machine. I did not get a confirmation call-back, but this sufficed to make my reservation, with payment to be made on boarding.

Assuming that Sandhouse readers want the “best seat in the house” for viewing and photography, take heed of the following.

When I arrived at Lillooet station about 15 minutes before train time on the Friday morning, a crowd was already waiting on the platform,

and it was obvious that most were tourists. Knowing that the train’s capacity is 32 passengers if both cars are in use, I could tell right away that not all would be able to ride, and it soon became clear from the chatter that some did not have reservations.

The train from Seton pulled in with a sizeable load in the two cars, and waiting passengers stood clear as the arrivals detrained. Smugly thinking that my railfan knowledge gave me an advantage over the ordinary tourist, I waited by the door of what would be the leading car southbound, aiming to get the front seat with a clear view forward out of the cab windows.

That was a mistake. It eventually dawned on me that the ticketing action was taking place outside the door of what would be the rear car. There,



The view from the CN Roundhouse and Conference Centre shows an ex-PGE bunk car on the turntable and numerous passenger cars beyond.

the train “host”, an employee of the Seton Lake band, was checking off reservations against the list and taking payments, after which passengers were free to board.

I realized that, far from being at the head of the queue, I was at the back, aside from those who had not made reservations. By the time I had paid and was allowed to board, most seats in both cars taken and I got on the rear car to take a rather confined seat near the rear, with the view to one side blocked by the toilet compartment.

The desired “railfan seat”, albeit facing rearward, was unoccupied, but a gym bag had been placed on it. I overheard a passenger

remarking that this was where the host would be sitting and decided that, as there would be room for two, I’d take a chance that he wouldn’t mind my company.

When he finally boarded, he in fact let me have the whole seat to myself, and shifted forward to sit on a picnic cooler across from an off-duty train operator occupying the “driver’s” seat. The latter proved to be a valuable source of information on how the service is operated.

On arrival at Seton, I left my camera bag on the seat to “reserve” it for the northbound journey while I took a breather on the platform, and from that perch I was able to take numerous



The Kaoham Shuttle lays over at Seton Portage on July 27, 2012, awaiting the return trip to Lillooet, as the train host chats with the driver of the Canada Post pick-up truck.

photos along the way, as the light was in my favour in this direction.

To recap – when waiting to board at Lillooet, line up beside the train host so you can be the first to pay and board, and then opt for the prime seat in the rear car, to get best light for photos on the return run.

More details on this delightful service and the unique cars it uses can be found in my article in the Summer 2012 edition, pages 31-35, titled “Kaoham Shuttle continues BC Rail passenger tradition.”

My circle tour resumed after returning to Lillooet at 13:00. I could have pressed on immediately for my next destination, Kamloops, but instead waited to follow northbound CN freight Train 571 north from town to Pavilion, where I would shoot it rounding the curve at Windy Point just before 17:00.

From there it was a leisurely drive to Kamloops in ample time for a restful evening at my hotel.

Saturday, July 28

At Kamloops, my objective was to ride a short excursion behind ex-CN M-3-d class 2-8-0 No. 2141, which was observing its centenary that year, having been built in 1912 for the Canadian Northern Railway.

Under the auspices of the Kamloops Heritage Railway Society, the locomotive and its train of open cars, conventional coaches, and a caboose make a one-hour round-trip of about three miles in each direction, over the connecting track between the former CN station downtown and the CN yard in north Kamloops. The trip includes crossing the South Thompson River in both directions on a 935-ft. long steel bridge.

It being a Saturday, the train would depart at

11:00 (the schedule has since been changed). The ride took place in blazing mid-summer sun, but the open-sided car with its solid roof was a shaded oasis.

At the north end of the ride, a treat was in store, as an empty CP coal train was waiting to go south from the CN yard, it being one of those that are handled by CN west of Kamloops. This required our train to pull clear of the coal train on to the west leg of the yard’s wye, so the CP train could proceed south on the tracks we had just ridden.

While waiting on the wye, an eastbound CN intermodal freight from Vancouver pulled past



Here's the view from the shuttle's "railfan seat", looking north along Seton Lake at about MP 151 of CN's Squamish Subdivision.

us on the mainline and sharp eyes soon spotted that the second unit in that train was CN 2141, a second-hand C40-8W unit with the same number as our own locomotive, albeit exactly 80 years younger.

The steam excursion is operated with the locomotive leading the outbound train and then shoving the return movement back to Kamloops station, with the caboose leading.

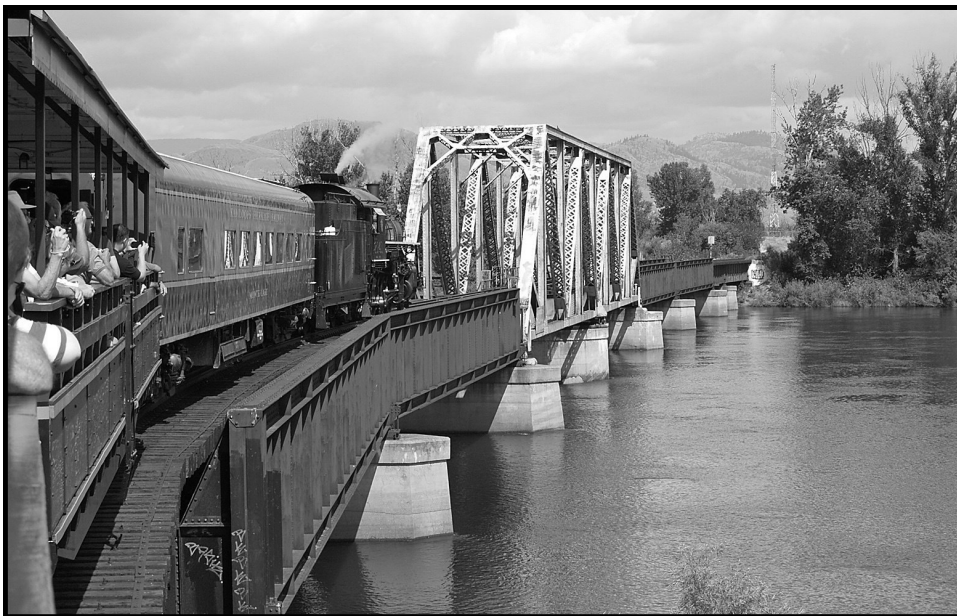
My host for the day was PCD member Dave Davies, who had conspired with his friends at the KHR to make me the prime target of the obligatory train robbers who beset these tourist rides. I performed my role with admirable forbearance, if I do say so myself, and my valuables were returned to me in short order.

I was lucky to get that ride in because No. 2141 was taken out of service at the end of that year

and only returned to work late last summer, after an extensive rebuild costing \$250,000.

This year's main operating season runs from June 30 through August 27, with Saturday trains departing at noon. There will also be Thursday and Friday evening trains, departing at 19:30 in July and 19:00 in August. Fares are \$25 for adults, \$20 for seniors, including a drink and snack. Visit www.kamrail.org for more information.

For those intent on turning this evenly-paced the circle tour into a sprint-car race, it would be quite possible to ride the Kaoham Shuttle on a Friday and get to Kamloops in time to ride an evening train. That would open up the option of staying over on Friday night and taking photographs of Saturday's noontime run or pressing on toward the next destination of Summerland and the Kettle Valley Steam



The Kamloops Heritage Railway's 1912-built Consolidation No. 2141 leads its excursion train northward over the South Thompson River Bridge on July 28, 2012.

Railway.

In my case I stayed on until Sunday morning in Kamloops, after dinner with Dave and his wife, Jan, on Saturday evening.

Sunday, July 29

From Kamloops, there are several routes that will take you to Summerland, one being Highway 97 through Vernon and Kelowna. Google Earth times this at 2 hr., 39 min. This route offers the prospect of following CN's Okanagan Subdivision as far as Lumby Junction. Saturdays see a train running northbound to Kamloops, with a southbound run from Kamloops on Sundays, but this is subject to change.

You could also take the Coquihalla Highway south to Merritt and then turn east on its connector route, for a four-lane freeway ride all

the way to the junction with Highway 97. This is the fastest route, at 2 hr., 12 min.

Or do as I did, at Dave's suggestion, taking the route less travelled. This was Highway 5A from Kamloops to Nicola, skirting the lake of that name in superb weather. At Nicola, you would join the Coquihalla for a brief stretch to Merritt, and then follow the connector and Highway 97 the rest of the way. It takes a bit longer, at 2 hr., 52 min., but is well worth it for the scenery.

This got me to the Kettle Valley Steam Railway's base at Prairie Valley Station, about four miles west of Summerland, around 12:45. This was well in time for the departure of the second – and final -- train of the day, as well as an opportunity to photograph the run-around movement of the star attraction – ex-CP N2b-class 2-8-0 No. 3716, long the understudy to Royal Hudson 2860 on the famed BC Rail



No. 2141 waits at the platform of the former Canadian Northern Railway's station in downtown Kamloops, a brick structure that has been superbly restored.

excursion train.

Like 2141 at Kamloops, 3716 was also celebrating its centenary that year.

The mid-afternoon temperature was sweltering, and nearly all of the train's passengers flocked to the three open-sided cars behind the locomotive, leaving two ex-CP 2200-series coaches almost empty.

On its outbound run eastward, No. 3716 is operated tender-first. The run of about 5.5 miles through orchards and vineyards, twisting around arid hillsides, culminates with the crossing of the famed Trout Creek Bridge at a snail's pace.

Before approaching the bridge, though, the locomotive cuts off from the east end of the train at Canyon View Road crossing, and runs around the train to be positioned smokestack-first, a more appropriate posture for the uphill climb back to Prairie Valley.

Then it backs the train on to the impressive bridge until the rear car is at the east end, allowing all aboard to enjoy the spectacular views on all sides, about 240 ft. above the creek. Next, the train pulls forward to a stop at the Canyon View Road platform, where passengers can detrain for a breather and photos with the locomotive.

With the uphill climb on the return trip, the sound effects are superb, especially in the open cars, which are mercifully shielded from the sun with solid steel boxcar roofs. This was the occasion for another train robbery (fortunately I was not singled out this time) and much infernal banjo-playing, which competed with the "stack talk" I had come to hear.

What is it about steam locomotives that makes the accompaniment of banjo music compulsory, not only on these tourist-line trips but also on TV travelogue shows? Does the thought of a steam-powered express plying the rails between,

say, Toronto and Montreal in the 1940s evoke the twang of the banjo?

The KVSR operates a more intensive schedule than the Kamloops Heritage operation. Not only do trains run from mid-May to early October, but they operate Thursdays through Mondays during the peak summer months. (As with the KHR, there are also autumn and Christmas special runs.)

During the summer months when this circle tour is recommended, regular departures are at 10:30 and 13:30, with the ride taking about 90 minutes for the 11-mile round-trip. Fares are \$24.50 for adults and \$22.50 for seniors. For more details, visit www.kettlevalleyrail.org. (Note that some trains on certain Sundays include an elaborate train robbery and barbecue for a fare of \$56, with departures at either 13:30, 16:00 or both).

My ride on the Kettle Valley concluded in mid-afternoon, and I waited at Prairie Valley to take photographs of the locomotive being put away.

I would have had ample time to get back to Vancouver that evening, thus making it a four-day trip, but the setting and summer lighting were too good to pass up, so I opted to spend the night in Summerland and enjoy a fine meal at a good restaurant, and then chase Monday's trains for photography.

Having ridden the train already, I had a good idea of where some of the better photo spots would be, so I finished Sunday afternoon by following the line as closely as possible by car to scout out how to reach those locations.

Monday, July 30

Those preparations paid off well and Monday's operation enabled me to chase both of the day's trains, with my final shots taken at 14:50. With that, it was time to head for home, heading north to Peachland, west to Merritt, and then south via the Coquihalla. It's a drive of four hours to

downtown Vancouver, but that's without a break for meals or gas.

All in all, this simple itinerary packs in a lot of railway heritage attractions in just a few days, including three separate train rides, plus the opportunity to watch mainline action. Why not try it this summer?



Built in 1912, the Kettle Valley Steam Railway's ex-CP N2b-class Consolidation No. 3716 passes the site of the former West Summerland station on July 30, 2012, with a train returning to Prairie Valley. The locomotive is one year older than the vintage 1913 Kissel roadster seen at left.

Evergreen Line testing reaches Coquitlam terminus

Evergreen Line testing has now extended all the way to the eastern end of the line at Lafarge Lake-Douglas Station, with the first test train operating on March 7.

That saw the same Mark 1 set used for testing in Port Moody – cars 005-006 – wearing a Styrofoam “collar” to test for clearances.

TransLink has provided two other Mark I sets to the project for testing and commissioning. One of them – cars 021-022 – soon followed the initial test train and is seen in the photo below on a test run near Lincoln Station on March 15. At a later stage, TransLink will provide a further

two Mark I sets as the testing becomes more elaborate.

As of late April, the project office was describing the overall project as 85% complete.

Work to pour a base slab and then a centre firewall in the 2-km tunnel was completed in early May. Now under way is the building of low concrete parapets beside the guideway to support the emergency walkways that will run alongside the firewall.

Drilling for track installation in the tunnel has started and the first rail strings are expected to



Mark I cars 021-022 are seen on a test run on March 15, looking south with Lincoln Station beyond. (Photo courtesy of B.C. Ministry of Transportation and Infrastructure)

be pushed into the bore by the end of May, working from the north end.

Work on the stations is near completion, with the finishing touches in progress. Details such as signage are already in place.

The state of near-completion is evident at Moody Centre Station, where the shared station house for both SkyTrain and West Coast Express was opened for WCE passengers on April 11, replacing two temporary walkways that had been used to access the WCE platform for more than a year (see WCE news, p. 48).

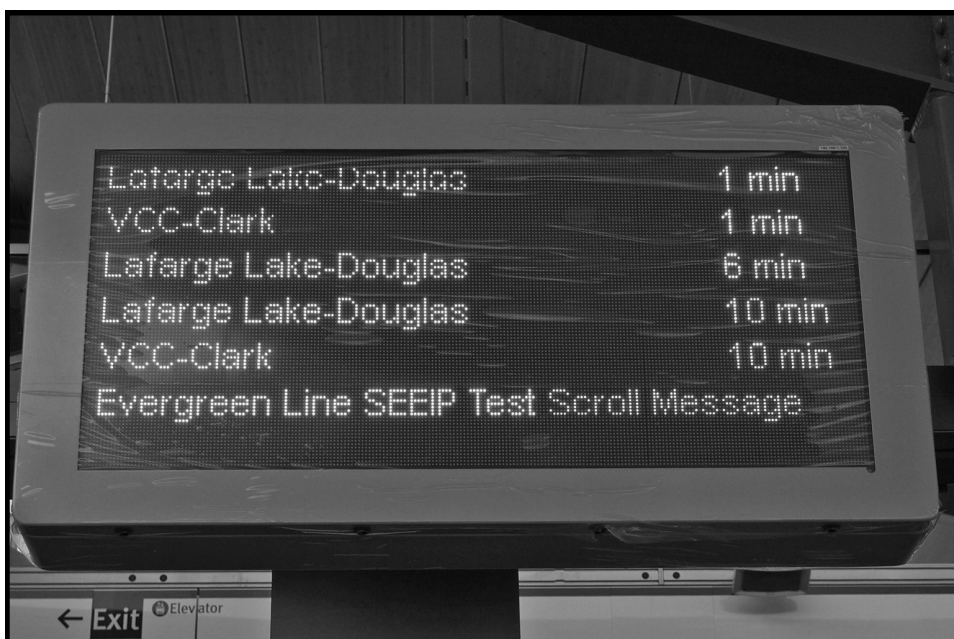
This gives WCE passengers an opportunity to glimpse the details in place for the future SkyTrain operation. Features of the new station include a public art piece in the form of a native dugout canoe, carved by Centennial Secondary School students, that is suspended from the

ceiling above the stairs and escalators in the entrance hall.

The signage in place on the station platforms is in the same style seen at Main Street-Science World, the only one of the original stations where an extensive renovation has been completed.

Lettering is in black sans serif letters on a white background, with a colour-coded stripe at the bottom to indicate the line. In this case, the stripe is in the yellow colour used for the Millennium Line, with the words “Evergreen Extension” set against a green background.

A first for the SkyTrain system is the use of electronic displays in the entrance halls to indicate the arrival times of the next several trains in each direction. As soon as they enter



Evergreen Line stations feature electronic displays in the entrance halls indicating the arrival times of the next several trains in each direction. (Photo by Ian Smith)

the station, passengers will be able to see when their train will arrive.

Just getting started under separate contracts are small projects to create the station plazas, including pedestrian walkways, passenger pick-up and drop-off spaces, transit connections, bicycle racks, landscaping, public seating and public art. At some stations, bus loops and park-and-ride facilities are included in the plaza projects.

The first contract, for the plaza at Burquitlam Station, was awarded to Coquitlam-based contractor Jack Cewe Ltd. The \$2.1 million project is slated for completion in the summer. Jacob Bros. has been awarded a \$1.5 million contract for the plazas at Inlet Centre and

Moody Centre, with completion scheduled for end of summer.

A final contract will soon be awarded for the remaining plazas at Coquitlam Centre, Lincoln and Lafarge Lake-Douglas. This work will be finished in the autumn.



A platform sign at Moody Centre illustrates the graphic standards for new SkyTrain signage. The station name is in black against a white background. A yellow stripe at the bottom indicates that this station is on the Millennium Line, with the words Evergreen Extension set against a green background. (Photo by Ian Smith)

SHORT HAULS

The Events of Today are the History of Tomorrow



A further 82 ET44AC locomotives

have been ordered by CN for delivery in 2016, to be numbered 3039-3120. This will give CN a fleet of 121 road locomotives compliant with U.S. Tier 4 emissions regulations.

Nineteen units had been delivered by late March, making these the first locomotives to be delivered from General Electric's new factory in Fort Worth, Texas.

CN has also ordered eight more ES44AC 4TC locomotives, which might be numbered 2976-2983. Like 2951-2975 delivered in 2015, these will not have an EPA emissions rating and will not be permitted to operate in the U.S. (*Tempo Jr./Branchline*)

CN Train 546, the North Vancouver-Squamish Turn, has reverted to an overnight schedule as of May 4.

This follows a period of several months when the train could be seen running in daylight in both directions, providing railfans with photo opportunities along scenic Howe Sound. Now the train departs North Vancouver in the evening, rather than the afternoon.

If there is considerable switching work to be done at Squamish, the train might be seen in morning daylight on its southbound return trip. In conjunction with this change, Train 594, the Squamish yard switcher, was abolished. (Tyler Welsford/Chris Wasney/Sean Zwagerman)

The ex-BC Rail mainline hosted a northbound CN business train in late February.

The four-car train, all in the classic black, green and yellow livery, was hauled by two modern CN diesel units in the current black and red scheme. CN 8947 and CN 2303 hauled power car *Fraser Spirit*, business car *Great Lakes*, dome car *American Spirit* and observation/theatre car *Sandford Fleming*.

The train deadheaded from North Vancouver to Mons on February 28 and then departed the next day with executives and their spouses aboard, running as far as Exeter. While it was clearly a pleasure trip for some, some serious work took place, including a 30-minute stop outside the Gibbs tunnel at Mile 168.4 north of Lillooet for an inspection of work to stabilize the rock slope below the tracks. (Chris Wasney)

D'Arcy siding on the Squamish Subdivision has been removed, leaving only a short set-out track at the north end. That was the point where the manned pusher locomotives would be cut into southbound trains for the fabled Pemberton Push operation in BC Rail days, which worked from D'Arcy to Mons.

Going north, the 6,390-ft. siding was the last one before the track follows the west shoreline of Anderson Lake. Its removal leaves Birken, 10 miles to the south, as the last siding before the lake. The next siding to the north is Seton, between Anderson and Seton lakes, some 27 miles from Birken. (Chris Wasney)

Lillooet is lobbying the B.C. government for a return of passenger service on the ex-BC Rail mainline, saying there is no alternative

public transportation for those who need to travel south for social or health-care purposes.

Several other municipalities along the line, including North Vancouver District, Williams Lake and Prince George, have expressed formal support for Lillooet's position. (*Bridge River-Lillooet News/Williams Lake Tribune*)

CANADIAN PACIFIC

The long-disputed Arbutus Corridor issue has been resolved through negotiation between CP and the City of Vancouver.

In a deal announced March 7, the City will pay CP \$55 million for the 42 acres covered by the line, stretching from Mile 0.32, adjacent to West First Avenue and Fir Street, southward to Mile 5.8 at Milton Street. (The land at the north end of the line, between Mile 0.0 and 0.32, is owned by the Squamish First nation.)

Although the City intends to retain the corridor for a "greenway" and possible future rail transit use, it acknowledged that a future council could rezone the land and sell it for residential or commercial development. Accordingly, the deal includes a cost-sharing formula under which CP and the City would share the proceeds of the first \$150-million worth of such sales.

CP would receive 75% of the proceeds on the first \$50 million, 50% of the next \$50 million and 25% of the third \$50 million, for a potential

gain of \$75 million. The City would keep all proceeds of sales beyond that.

However, that arrangement could be superseded by another clause that enables CP to sell the land between West First and West Fifth avenues (Mile 0.32 to Mile 0.57), where the tracks are surrounded by commercial buildings. CP would keep the first \$75 million from sales of that land, with the City receiving 50% of any amounts beyond that.

If this were to occur, CP would not be eligible to share in the revenues from any subsequent sales of land south of West Fifth.

CP has agreed to remove the tracks within two years. This comes after its recent efforts to restore the line for car storage, at a cost of nearly \$1.3 million (see previous issue, pp. 41-42; Summer 2015 issue, pp. 34-37; and Spring 2015 issue, pp. 33-35).

In the meantime, the City will embark on a two-year consultation process on the use of the land, which it is now calling the Arbutus Greenway. That could include the designation of certain parcels as "excess land", which might be offered for sale.

The first visible change in the line's status came on May 14 when City crews removed the rails in the Burrard Street and Fourth Avenue crossings and repaved the roads. (*Vancouver Sun/News1130 Radio/Corwin Doeksen*)

The Marpole bridge swingspan was removed by a barge-mounted heavy-lift crane on March 17, after the west end of the wooden centre pier had been heavily damaged by a gravel barge on March 10.

The span was lifted off the pier on to the barge carrying the crane, and then transferred to another barge, which was towed upriver to New Westminster.

Removal came nearly a year after repairs to the fire-damaged bridge to extricate 22 tank cars that had been stranded at Univar Inc., following the fire on July 9, 2014. This severs CP's connection to its small amount of remaining trackage on Lulu Island, which once extended as far south as Steveston. (Andy Cassidy/Corwin Doeksen/Editor)

Efforts to acquire Norfolk Southern

came to an abrupt end on April 11, when Canadian Pacific issued a terse public statement announcing the withdrawal of its merger proposal.

"We have long recognized that consolidation is necessary for the North American rail industry to meet the demands of a growing economy, but with no clear path to a friendly merger at this time, we will turn all of our focus and energy to serving our customers and creating long term value for CP shareholders," said chief executive

Hunter Harrison.

CP's aim to combine with NS had triggered strong resistance from American politicians, labour unions, competing railways, key shippers like UPS and FedEx, the U.S. Department of Justice, and even the U.S. Army, the latter citing national security concerns. (CP/*Financial Post*)

William Ackman has reduced his shareholdings in CP once again, according to filings with the U.S. Securities and Exchange Commission.

In filings on April 22, Ackman's hedge fund – Pershing Square Capital Management – reported that it had sold 4.1 million shares that day at a price of \$148.25 US, or \$608 million altogether. That leaves it with 9.84 million shares, amounting to 6.4% of the outstanding stock.



In action seen looking west from the Oak Street Bridge on March 17, a heavy crane has lifted the Marpole Bridge swingspan off its damaged pier at right, and will next transfer it on to another barge. (Photo by Corwin Doeksen)

When Ackman mounted his successful proxy contest against CP's incumbent board in 2012, Pershing Square had accumulated about 24.2 million shares, some 14% of the total, at a cost of \$1.4 billion.

Pershing Square has been divesting its CP shares since mid-2013, and by autumn of 2014 had been supplanted as CP's largest shareholder by Fidelity Management and Research Co., a major provider of mutual funds. At that point, Fidelity owned 8.41% of the company, compared with 8.05% for Pershing Square (see Autumn 2014 issue, pp. 41-42). (SEC/Editor)

CP has successfully challenged a
\$50,000 fine levied for missing its grain shipment quota of 536,000 tonnes for the first week of September 2014.

The railway argued that the week in question included Labour Day, when the Port of Vancouver was shut down, making it impossible to meet the government-imposed quota (see Winter 2014/15 issue, p. 38).

The Transportation Appeal Tribunal of Canada agreed with CP and overturned the fine in a decision issued on March 9.

CN had been fined \$100,000 for missing its quota for the weeks of July 28 and September 7 in 2014, but did not appeal.

The weekly shipping quotas were set by the former Harper government under the Fair Rail for Grain Farmers Act that it had introduced in the face of a record grain harvest. The quotas have since expired. (*Globe & Mail/Branchline*)

Coquitlam's motive power allocation
for maintenance purposes as of mid-February consisted of 81 units, as follows:

Control-cab 'daughter': 1126; GP38AC: 3000-06, 3008-11; GP38-2: 3023, 3026 ('mother' of 1126), 3029, 3046, 3050, 4400-01, 4415, 4423,

4435, 4449, 4508, 4523; SD40-2: 5708, 5726, 5759, 5775, 5794, 5796, 5824, 5871, 5905, 5914, 5987, 6020, 6025, 6611, 6614; AC4400CW: 9800-9840. (*Canadian Tracksides Guide 2016*)

The town of Golden threatened action
against CP after the railway denied permission for river-rafters to cross its mainline to access the Lower Canyon of the Kicking Horse River, which draws 15,000 rafters each year and is the scene of an annual competitive event on the Victoria Day long weekend.

CP maintains that there is no official crossing at the point where rafters have crossed the tracks in the past, and has banned the use of a private road to reach that spot. The rafters say this is the only safe place to reach the river, owing to the steep banks elsewhere in the Lower Canyon.

Golden's mayor said the town would challenge CP's ban by lodging a complaint with the Canadian Transportation Agency.

However, on April 22, the parties reached an agreement in principle that would have allowed rafters to safely cross the rail track with CP-designated flagging contractors who were paid for by the rafting companies, which had also agreed to assume liability at the tracks and require all of their customers to sign waivers. But in early May, CP made a proposal that would transfer all of the risk to the B.C. government. On May 18, the province said it was considering taking on some of the risk in order to save the 2016 rafting season. In return, it asked CP to enter into a formal mediation process to work out a long-term solution. (*Vancouver Sun/B.C. Government*)



A BNSF inspection train ran across the Southern Railway of B.C. line from Surrey to Huntingdon on February 25.

The train had come north via Bellingham in the morning, running north to New Westminster before taking the SRY line eastward to reach Huntingdon, where it tied down for the night. It crossed the border and ran south on the BNSF Sumas Subdivision the next morning.

Led by a single C44-9W locomotive, BNSF 5120, the train consisted of inspection car NXGX 390 *Michael D. Harding*, business car BNSF 88 *Atchison*, and measurement/theatre car BNSF 87 *Skagit River*. (Editor)



The defunct Central Park Spur track has been lifted, thereby erasing a long stretch of the former B.C. Electric Railway interurban route through Burnaby and New Westminster.

In mid-May, the only work remaining to be done was removal of scattered ties in the section between 23rd Street in New Westminster and Southridge Drive in Burnaby.

The western end of track is now at Mile 0.9, the

Fourth Avenue crossing in the yard complex in New Westminster. In effect, the active remnant of the spur is indistinguishable from the other yard trackage.

Work to lift the Spur track began early last year (see Spring 2015 issue, p. 46). At that point, the western end of track was at Mile 4.89, Nelson Avenue in Burnaby. (Corwin Doeksen)

SW900 switcher No. 908 has been sold to equipment broker J&L Consultants of Langley. Built in 1958, the unit was the final locomotive to be acquired by B.C. Electric Railway. To date, it is the only one of 12 SW900 switchers in the former BCER/BC Hydro rail fleet to have been retired. (*Branchline*)

Rail Industry

Both CN and CP exceeded their “maximum revenue entitlements” for western grain shipments during the 2014/15 crop year, according to a ruling by the Canadian Transportation Agency, which will require the railways to repay the “excess”.

Ironically, that was a year in which the Harper government set weekly penalties if the railways did not ship enough grain each week to meet minimum quotas set by Ottawa (see item in CP section). Between them, the railways shipped 41,306,191 tonnes that year, a 7.4% increase over the 2013/14 crop year.

Since 2000, the Canada Transportation Act has required the agency to set a maximum revenue entitlement for each railway and then determine whether the maximum has been exceeded. This functions as a form of rate protection for western farmers that is not afforded to shippers of other commodities [*Ed. note: Could it be that farmers have more votes than coal miners?*].

The agency ruled that CN's grain revenue of \$745,068,906 was \$6,866,595 above its entitlement. For CP, its revenue of \$724,045,774 exceeded its entitlement by \$2,137,168.

The railways are required to repay the amounts above the maximum, plus a 5% penalty, to the Western Grains Research Foundation, which funds research that benefits Prairie farmers. For CN, the penalty is \$343,330 and for CP it is \$108,858. Altogether, the railways will be funding the foundation to the tune of \$9.5 million for the 2014/15 year.

In total, the railways have paid \$91.6 million to the foundation since the revenue cap system began.

However, a review of Canada's transportation system by a panel appointed by the Harper government in 2014 has recommended that the "maximum revenue entitlement" regime be phased out within seven years.

In its report, issued in February, the panel states: "The eventual elimination of the Maximum Revenue Entitlement will finally place the grain sector on an equal footing with all other commodities transported by rail in Canada . . . an unfettered commercial framework provides greater assurance that supply chain partners who handle and transport grain will invest in innovative supply chain solutions to move grain efficiently in years to come." (Canadian Transportation Agency/Western Grains Research Foundation/Transport Canada)



Eliminating the Canadian's subsidies

has been broached by the review panel of Canada's transportation system commissioned in 2014 by the Harper government, which issued its report in February.

In its report, the panel recommends that the federal government "increase the use of private-sector approaches for federally-operated passenger rail services including by . . . considering the elimination of subsidies for the Toronto-Vancouver service."

This news was greeted enthusiastically by the operators of the Rocky Mountaineer tourist trains, who had recommended exactly that position in a submission to the review panel [*Ed. note: While many submissions to the review have been posted online, Rocky Mountaineer chose to keep its full submission private*].

The panel apparently agreed, stating in its report that: "Taxpayers should not subsidize tourism services that compete with private sector operators in Western Canada. Rocky Mountaineer is requesting that, at a minimum, subsidies for VIA's 'Canadian' transcontinental and tourist service be eliminated."

VIA statistics quoted in the report noted that taxpayers had subsidized the Canadian to the tune of \$55 million in 2014, amounting to \$591 per passenger, or \$50 per 100 passenger-miles (see table on next page).

The panel recommended retaining the subsidies for the Halifax-Montreal service and regional and remote services, but with contributions from the provinces and communities concerned. Chaired by former Conservative cabinet minister (and one-time senior B.C. bureaucrat) David Emerson, the panel consisted of various appointees from the transport and shipping sectors. Its

268-page report covers a wide spectrum of the Canadian transportation system, including air and marine transport, as well as freight and passenger rail. The government is not obliged to implement any of the many dozens of recommendations made in the report.

The Canadian's finances improved

last year from 2014, according to VIA's latest annual report.

Revenues increased to \$51.5 million from \$47.1 million, while expenses dropped to \$98.9 million from \$102.6 million. This reduced the required subsidy to \$47.3 million from \$55.4 million.

At the same time, the number of passengers carried by the Canadian dropped to 89,700 from 93,800, mostly as a result of trains being cancelled between Toronto and Winnipeg over a period of 39 days in March and April of 2015 following a major CN freight train derailment in northern Ontario. (VIA)

VIA has postponed until next year a controversial new policy that would have restricted daytime access to the Park car on the Canadian during the May through October peak season.

The new policy, announced in March, would have allowed only Prestige Class passengers to use the car during the daytime. The tail-end observation car, an icon of the Canadian since its launch in 1955, provides a bar, lounge and dome seating to sleeping car passengers.

If the policy had been instituted this year, passengers in Sleeper Plus class would only have had access to the Park car from 19:00 until last call at 22:30, and not on the departure evenings from Vancouver or Toronto, when a champagne reception is held.

The change drew numerous complaints from Sleeping Plus passengers, including those who had booked their trips before the new policy was announced.

The postponement came in mid-April, with VIA saying that the change would not be made in the

2014 Subsidies to VIA Rail, by Service			
Train Service	Total Subsidy	Subsidy per passenger	Subsidy per 100 passenger miles
Core Corridor: Toronto-Ottawa-Montreal	\$93 million	\$44	\$21
Total Corridor including Core: Quebec City-Windsor	\$172 million	\$48	\$27
Canadian: Vancouver-Toronto	\$55 million	\$591	\$50
Ocean: Halifax-Montreal	\$36 million	\$480	\$93
Regional/Remote Services	\$54 million	\$777	\$304
Total VIA Rail	\$317 million	\$83	\$39

2016 peak season.

However, as of April 30 through October 12, 2017, access to the Park car will indeed be limited, but with less restrictive hours than initially planned. Sleeper Plus passengers will be allowed to use the Park car between 14:00 and 22:30, but not on the departure evenings from Vancouver and Toronto.

Also, on a year-round basis, a “select number” of seats in the dome of the Park car will be reserved for Prestige passengers. (VIA/Trainorders.com)



ROCKY MOUNTAINEER®

Ten bilevel cars have been ordered

from the Swiss firm Stadler Rail Group for delivery starting in 2018.

The new cars will augment Rocky Mountaineer's fleet of 16 bilevel cars for premium-class Gold Leaf service, which are going through a refurbishment program in Quebec (see Spring 2015 issue, pp. 49-50).

The existing Gold Leaf cars were built in Colorado by Rader Railcar and its successor, Colorado Railcar, between 1995 and 2007. But that firm has since gone out of business, and Rocky Mountaineer has turned to a European supplier to meet its needs. Stadler says the cars will be built in Switzerland and Germany. (*Railway Gazette International*)

Vancouver Island

A special train of heritage equipment

made short round-trips between Nanaimo and Wellington on April 8. The aim was to lobby for the return of passenger rail service on Vancouver Island and demonstrate a potential tourist attraction tied to cruise ship traffic.

The train was formed of vehicles from the West Coast Railway Association's revenue fleet, all in the classic CP Tuscan Red livery, as follows: FP7A No. 4069, generator car *MacDonald Creek*, coach *Paul D. Roy*, open observation car *Henry Pickering* and business car *Alberta*.

No. 4069 led the first train northward to Wellington, where SVI's GP9 No. 110 was waiting to couple on to the tail-end to lead the southbound trip. Both locomotives remained with the consist for the rest of the day, making four round-trips of 10 miles each. All trips were sold out, with proceeds to charities.

This was the first train on the Island to be powered by an F-unit since the Canadian Centennial Train of 1967, which was the first such occasion.

It was operated under the sponsorship of the Island Corridor Foundation, SVI Rail Link and Nanaimo Port Authority, and coincided with the annual convention of the Association of Vancouver Island and Coastal Communities, held April 8-9 in Nanaimo. Convention delegates voted strongly in favour of restoring the Island's rail service.

Although no runs took place on April 9, the train was open for public display that day at Nanaimo station.

The equipment was shipped to and from the Island via Seaspan's rail barge service between Annacis Island and Nanaimo. (*WCRA News/Island Corridor Foundation*)

The Nanaimo Regional District has withdrawn its commitment of \$945,000 toward repairing the E&N line for passenger and light freight service.

This was part of a \$3.2 million bloc of funds to be contributed by the five regional governments along the line to augment the \$15 million being provided equally by the federal and B.C. governments, with another \$2.2 million coming from the Island Corridor Foundation (ICF) and \$500,000 from Southern Railway of Vancouver Island.

The district gave 60 days' notice on March 23 that its contribution would be withdrawn, saying it no longer had confidence in the ICF after five years of delays in getting the restoration project underway, and adding that "alternate uses for

the corridor should be explored." (*Parksville-Qualicum Beach News*)

Another blow against the ICF has been dealt by the Capital Regional District, which in March requested a formal financial and governance review of the organization, which is owned by five regional districts and 11 First Nations. The CRD claims the foundation's management is substandard. (*Cowichan Valley News*)

The Snaw-Naw-As lawsuit is holding up the federal government's contribution of \$7.5 million toward the rehabilitation of the E&N mainline.

The First Nation is claiming 10.5 acres of corridor lands around its territory at Nanoose, north of Nanaimo (see previous issue, page 45).



With the renovated Nanaimo station in the background, CP FP7A 4069 stands poised to lead a northbound train to Wellington on April 8. (Photo by Robert G. Hunter)

The Island Corridor Foundation responded to the suit in February, but the federal government was given an extension to the end of April to file its response. In the meantime, the federal grant is being withheld. (Island Corridor Foundation)



Port Moody passengers began using the future SkyTrain station house to access the WCE platform as of April 11.

This involves WCE passengers crossing over the SkyTrain guideway by means of an overhead concourse, reached by stairs, escalators and an elevator.

Farther to the west of the station house, passengers are crossing over the guideway by means of a galvanized steel footbridge. Although it is intended for emergency access between the WCE platform and the station parking lot, the bridge is still being used by construction workers on the site and some passengers are taking advantage of its temporary availability as a shortcut.

Until the recent change, WCE passengers crossed the SkyTrain construction site on two temporary walkways over the guideway. The one at the east end of the WCE platform made use of the island platform that will be served by SkyTrain when the Evergreen Line opens early next year.

With ticket vending machines installed in the new station house, the temporary structure that

housed four machines since early 2014 (when it replaced the original WCE station house) has been dismantled (see photo, p. 42, Winter 2013/14).

For SkyTrain purposes, the station will be known as Moody Centre. No announcement on whether WCE will follow suit has been made as yet.

Annual ridership was up slightly in 2015, reaching 2,649,000.

That's an increase from the 2,625,000 seen in 2014, which was a low point for the past five-year period, but still below the peak of 2,872,000 recorded in 2012. (TransLink)

The worst on-time performance in WCE's 20-year history was recorded in 2015, mainly owing to delays caused by CP track maintenance during the early months of the year (see Spring 2015 issue, p. 50).

Altogether, 95.6% of trains arrived on time, defined as arriving within five minutes of schedule plus allowable headway. That compares with the historical average of 97.7%.

By January this year, performance had recovered to the point that 98.9% of trains arrived on time, compared with 86.7% in January 2015, the worst single month ever.

The best annual performance in the past five years came in 2012, which saw 99.7% of trains arriving on time. (TransLink)

An eastbound West Coast Express train departs Port Moody on May 12, with the SkyTrain guideway at right and the Moody Centre station house in the background, in this view looking east.



Passengers leaving an eastbound West Coast Express train at Port Moody on May 12 make a dash for the exit via the new station house.

(Both photos by Ian Smith)



The seven new Mark III sets are expected to go into service this summer, adding 28 cars to the fleet. In tandem with this, more sets of earlier stock will be formed into six-car trains to boost peak capacity.

Two sets were observed in the yard of SkyTrain's Operations & Maintenance Centre in Burnaby on May 12. One was the second set, consisting of cars 405-406-407-408. The other was unnumbered and the accordion-like gangway connections between its cars had not been installed.

The first set, consisting of cars 401-402-403-404, was delivered last October and has been used in testing. A report to TransLink's board meeting on March 30 noted that the main issue

identified thus far in testing has been onboard systems monitoring. (*Vancouver Sun*/TransLink/Editor)

Faregates were fully closed during the week of April 4, thus ending 30 years of open access to SkyTrain stations.

Initial complaints focused on difficulties faced at certain stations by disabled persons who were unable to reach the Compass card readers to open the gates and found no station attendants available to help them. TransLink said it would impress on staff the need to monitor all the gates so that assistance could be given promptly when needed.

Based on added revenues collected by the end of April, TransLink was projecting that the system would see overall SkyTrain revenue up by \$6 million to \$7 million per year, as estimated when the faregates were planned. (TransLink)



An unnumbered Mark III set rests in the yard of the Operations & Maintenance Centre on May 12. The connecting gangways have yet to be installed. (Photo by Ian Smith)

Port News

Vancouver's port has changed names

again, as of April 6, dropping the relatively recent Port Metro Vancouver branding. Apparently that name, adopted in 2008, caused confusion with the name of the Metro Vancouver regional government.

For trading purposes, the new name is Port of Vancouver. The legal name continues to be Vancouver Fraser Port Authority, when referencing activities or decisions of the port authority, which was formed on January 1, 2008 by merging the former Vancouver, Fraser and North Fraser authorities. (Port of Vancouver)

Container traffic hit a record level for the Port of Vancouver in 2015, with 3.1 million TEUs (20-ft. equivalents) shipped through its four container terminals, a 4.9% gain from 2014.

Grain & agri-product volumes also set a record, jumping 8% from 2014 to 25.1 million metric tonnes. Potash exports reached a record 8.7 million metric tonnes, up 15.6% from 2014.

The agri-product increases included volumes of bulk specialty crops, such as lentils and pulses, growing by 20% to 3.5 million metric tonnes, as exports to India and China rose.

Breakbulk metal imports, such as construction steel and fabricated components, dropped during the second half, but with overall volumes of 1.4 million metric tonnes this sector still posted its second highest year on record.

Foreign forest product exports (logs, lumber, woodchips and woodpulp) amounted to 10.9 million metric tonnes, a slight decrease from

2014.

Shipments of coal fell by 8% to 35.1 million tonnes, owing mainly due to reduced demand from China for metallurgical coal and lower thermal coal exports from the United States routed via Roberts Bank.

The port's overall volume remained steady at 138 million tonnes of cargo, the record levels in some sectors offset the decline in others. (Port of Vancouver)

Preservation

PGE steam locomotive No. 2 has been cosmetically restored in a three-year project by volunteers at the West Coast Railway Heritage Park in Squamish.

The volunteers, mostly retired BC Rail employees, put in 10,800 hours to do the job, which involved the recasting of many parts. The work included freeing the seized-up running gear.

Built by Baldwin in 1910 for the Howe Sound, Pemberton Valley & Northern Railway (which was absorbed into the Pacific Great Eastern Railway in 1912), the 2-6-2 tank engine was sold in 1920 to the Comox Logging & Railway Co., where it operated as No. 7, with a tender replacing its oil tank.

The locomotive was donated to the District of Squamish in 1967 after cosmetic restoration by the PGE and displayed in a public park for 34 years. The only surviving PGE steam locomotive, No. 2 was donated to the WCRA in 1993, and for a time was displayed at the museum's entrance. (WCRA)

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THE SANDHOUSE



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All contributions are gratefully received, but are subject to editing. Please send all news items, photos and articles to the Editor, care of the Division address (see below).

Ian Smith — Editor

Canadian Railroad Historical Association, Pacific Coast Division

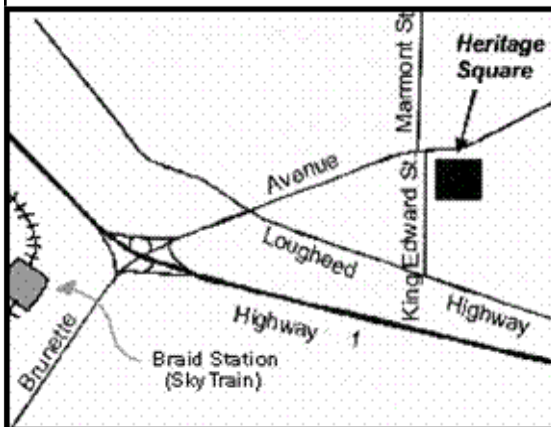
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Presentations begin at 7:00 p.m.

We'll miss you, Doug

