



Fraser Valley Heritage Railway Society

NEWS

Winter 2006

BCER 1225 REHABILITATION STARTS

Since its arrival back in British Columbia, BCER # 1225's rehabilitation is progressing in a most satisfactory manner. A dedicated crew are spending on average 3 days a week at the Sullivan Car Barn. The initial order of business is to expose the interior structure for assessment.

First to come off were all the exterior doors, trapdoors and seats. Slot screws attached each seat to the floor and side panels. Most had a heater underneath which was joined to an electrical conduit. The removal of each seat was a time consuming job. But the job was completed in high spirits.

After the heater wiring conduits were removed, the lower interior side panels and moulding were detached. Passengers have lost items like coins, between the moulding and panel. The oldest coin was a Queen Victoria penny. Transfers and "fare paid" slips of paper were also found.

Another interesting item was found when retired BCER motorman Frank Horne removed a portion of one of the bulkheads. On a piece of plywood, that appears to have replaced some glass, was the date 22/3/1946. Another fragment of the car's past history.



BCER 1225 Side Plate off



Volunteers: From Left: Ron Powers, Bob Ashton, Ron Jones, Wayne Abbott, Lloyd Knoblauch. Not Shown: George Davies, Frank Horne, Neal Wilkie

For the most part, the window frames in 1225 are in sad shape, the years in the dry California sun having taken their toll. The window frames will be replaced. All the windows will be updated with safety approved glass.

However, one of the most pleasant surprises was found when all the interior ceiling panels were removed. The roof supports and the wooden roof strips appear to be in excellent condition. Thus, the roof will remain as is, with only slight repairs and later will be recovered with a new exterior canvas and waterproofing.

To assess the condition of the wood frame that the steel side plates are attached to, the plates must be removed. The steel side plates are also attached to the window uprights/roof support and these all need to be replaced with oak,

matching the originals. Plate removal is a challenging job as not only are the plates held on with carriage bolts and rivets but also hundreds of slot screws.

Numerous methods are being used to remove the screws: by hand, by a pressure punch or by drilling off the head. Once again the volunteers attack the job with enthusiasm. The side plates were successfully removed in February, 2006.

We have been blessed with a mild, albeit, wet winter, this year. The crew of volunteers have been able to work in relative comfort in our unheated car barn. All volunteers and members are looking forward to the new year and continued progress of the rehabilitation of the car that ended Greater Vancouver's interurban era.

(Robert Ashton)

ARTIFACTS



Token donated to by Councillor Howie Vickberg of the Township of Langley. FVHRS collects and preserves artifacts relating to the Valley Interurban.



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The Editorial Board welcomes brief letters and stories recalling when BCER's interurban trains plied the rails between New Westminster and Chilliwack.

Send contributions to:
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OPERATIONS

Operating on the old Interurban line in Surrey will require the Society to obtain permission from BC Hydro, who own the Right of Way and Southern Rail of BC, who have a Freight licence and own the rails. Operations cannot be considered until all parties, (including the Society) are satisfied that the rails are at an acceptable standard, crossings are guarded, liability issues are resolved, rolling stock is certified, operational plans meet federal standards, FVHRS operators are fully trained and appropriate contingencies are in place. We have our work cut out for us!



FVHRS Visits Southern Rail: Allen Aubert, Councillor Judy Higgenbotham, Bob Ashton, Peter Holt and Chair John Sprung

PREMIUMS 4 PROMOTION



A substantial contribution by an FVHRS member has funded a premium programme. When donations to the society are made, premiums may be requested in accordance with this schedule: (subject to availability!)

Donation Level:

\$0: FVHRS sticker or Bookmark
\$2.00 or more: FVHRS Pin
\$10.00 or more: FVHRS Ball Cap
\$15.00 or more: Tiller's Folly CD
\$25.00 or more: Tiller's Folly DVD (CD & DVD feature "Electric Railway Line" all about the Valley Interurban!)
\$30.00 or more: Shirts S to XL
\$35.00 or more: Shirts XXL.
The values cited replenish the premium programme first, then go to the Society's General fund.



HISTORY NOTE: 1970's: Steam Engine Dunrobin in Cloverdale. BCER Powerhouse at right. The Dunrobin is now at Fort Steele.

- Photo Courtesy Roy Mufford