



NEWS

Spring & Summer 2009

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FVHRS: ON TRACK AND PICKING UP SPEED - *John Sprung, Chair*



FVHRS Chair John Sprung stands proudly before the rolling stock: cars 1304 and 1225 while awaiting the visitors on the Royal Hudson excursion.

A lot has happened since we met at the AGM in April. You will see elsewhere in this issue about the addition to our barn with the arrival of the Duke of Connaught BCER 1304 and the big party we had for its return to Canada.

At the same event for the return of 1304, we also launched the new graphics and publicity for the 100th anniversary of the Fraser valley line in 2010. Part of this was the unveiling of the new image on the side of the car barn, and the launch of the fund raising campaign of *One Passenger at a Time* to help raise the funds for the next steps in returning to the SRY Fraser Valley line tracks. We are looking for 30,000 new "passengers" to provide \$50 each to get us away from the station and back on track!

We also welcomed an old friend to the area for two days in June: SRY Railink sponsored two special excursions of the Royal Hudson from New Westminster to Cloverdale with a stopover at Sullivan Station to allow visitors to visit our filled up car barn. These runs were to celebrate the 150th Anniversary of New Westminster and a preview to the 100th Anniversary of the Fraser Valley line. Over 660 people pretended to be trains as they walked across 152nd Street using the crossing arms to allow everyone to get past the traffic safely. No incidents and many pictures taken. We are happy to also report some new members and donations from the event too.

New souvenir items for visitors include the 1304 pin and the special 100th anniversary pin that includes images of 1225 and 1034. We've expanded the shirt offerings with limited runs of the 100th anniversary logo and a special "Duke of Connaught" t-shirt. New black hats and for the first time a special wind-proof umbrella now that it does not rain in Surrey we are calling it a parasol!

This year we returned to two places special to us: the Bradner Flower show and the Cloverdale Rodeo parade. The *Circle of Friends* joined us at Bradner and brought a lot of new faces to our booth. In Cloverdale Director René Doyharcabal brought his Model "A" touring car and a bunch of friends from his car club. With the extra decorations of the "back on track" poster mounted on each car the entry won the "Best vintage car entry"

in the parade!

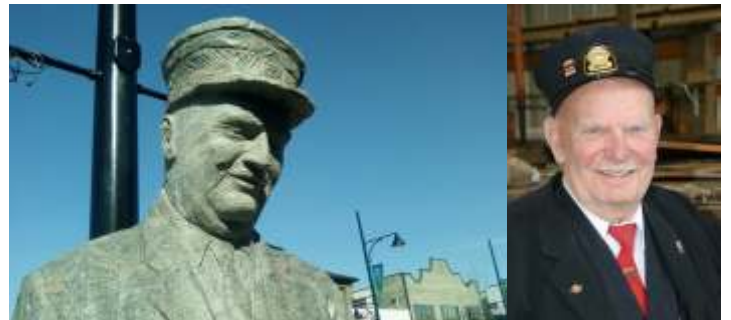
We are progressing in our efforts to connect to the mainline tracks. A survey of the right of way and the complete FVHRS grounds at the Sullivan Station compound was done by Underhill + Underhill Geomatics. This survey is being used by the Hatch Mott MacDonald group to design the new Sullivan spur and connect to the SRY tracks. This is still under review at this time, a preliminary design is posted at the Sullivan Station car barn.

Sister groups have also taken an interest, the BC Transit Museum, or TRAMS, is going to loan us a generator set ("genset") that was used to provide power for the BC Transit trolley busses in Vancouver. Because the electric motors for the busses are similar to those on the interurban this should provide suitable power at 600 volts DC for Director Ron Powers to test all the renewed electric circuits in 1225. This should be on-site for our next Open House on Sunday July 19.

The Fraser Valley line opened in 1910 and ran all the way to Chilliwack. Many of the communities along the line are expressing an interest in not only preserving the line, but wish to return to active passenger service. Two examples include the growing awareness through efforts of groups like VALTAC and Rail for the Valley, and the request from mayor Green of the township of Langley that we consider extending the demonstration runs in 2010 eastward to Milner siding in Langley. While our plans are only to run between Sullivan Station and Cloverdale in 2010 as a proof-of-concept demonstration that we can return the heritage cars to the original Fraser Valley line, we have considered one or two special excursions through the valley and up to Chilliwack in 2010 to celebrate the 100th anniversary. If you would like to have 1225 stop in your area, please let us, and your local council, know that you want to see the Heritage Interurban on your local tracks again.

We have welcomed many new people to Sullivan Station for our Open House days. Come out and see for yourself the "vintage" advertisements in 1304 while it stands at Sullivan Station on July 19, Aug 16, Sept. 20 and Oct 12, enjoy a hot dog supplied by Premium Brands/ Grimms/ Harvest meats and hear the band sing the *Ballad of 1225* or go for a ride on the speeder and 1225 ½ around the compound. There are only 4 more days to see the fun and excitement within the compound this year as next year we will be running the Heritage Interurban on the weekends.

Motorman Statue In Cloverdale



Retired Motorman, Frank Horne in granite (and in real life at right), as depicted by Sculptor Paul Slipper, stands watch on Cloverdale's main street

AGM 2009: CHANGES AND ADVANCES



Chair John Sprung begins the program of the 2009 Annual General Meeting of the Fraser Valley Heritage Railway Society.

We said a short Good-bye to our long-standing city Liaison, Judy Higgenbotham, and then a very warm welcome to her as our newest Lifetime member. Our new city Liaison, Councillor Barbara Steele, has already taken up the task of representing your society to City Hall, and in turn representing City hall for the Board of Directors. I can tell you that she has already made a big impact in advancing our cause. Representing the Mayor and Council at the AGM was Marvin Hunt. We also have a closer working team with City staff. Jeff Arason from Engineering is working with the society to advance the various components to achieve the third stage of our "Get car; Fix car; Run car" mandate.

New Directors

This year we also see changes in our Board of Directors. One of honoured directors has decided to step down and I wish to thank Doug Watkins for his many years of support for the society. We all give Doug our best wishes for the future. Joining our Board are long time volunteers, Ron Powers and Rene Doyharcabal.

Community & Sponsor Support

With the many events we attend we are now spreading the word about returning the interurban cars to the Fraser Valley line.

From Yarrow & Chilliwack to Delta, with many stops in between, more and more people are hearing the message that we are coming.

Community support is also evident in requests to present our story at local service groups like Rotary, Probus, and the various Pioneer associations of large companies like CP & Air Canada. From these events we have heard many new stories of old and fondly remembered times on the various tram and interurban lines. From a casual question at a recent visit to BCER 1223 in Burnaby, a remembered picture of a family trip in 1966 lead to a re-visit with car 1225 for two brothers this past week. Ross and Ron Hodge drove with their father Victor around southern California in 1966 and after what Ross remembers as "a long drive to the middle of nowhere" arrived at a train museum in the desert where they were very surprised to find a B.C. Electric "tram". We were happy to have Ross and Ron visit this week and re-create the pictures and see the work progressing on the car. I hope they will return next year to update the pictures when we are back on the line.

Support comes in many ways. The many local companies who donate goods and services (*who are recognized on our Sponsor Insert*) continue to help on a daily basis. To see who they are,

AGM 2009: Golden Spike for Strong Growth, Finances



Treasurer Stephen Plant reports a strong financial picture; John Sprung holds the Golden Spike provided to finish our connecting track to the mainline; Peter Holt and Allen Aubert welcome members to the AGM; Acting Mayor, Marvin Hunt, City of Surrey brings greetings.

Changes coming to the FVHRS

This will be the last year for our regular Open House events. When we connect to the Southern Railway main line, we will not be able to open the compound for the Open House events. Also, we will not be running the speeder as the oval track will have to be cut to connect the tracks from the car barn to the main line. We can take comfort in knowing future rides will be on the new rattan seats and not a hard wooden board, unless you want to ride in the smoking section.

Word has spread about the return of 1304 and this has, in turn, brought renewed interest in sharing stories and pictures of the interurban line and cars. We have received from Mr. Ken Shattock in the Seattle area, donations of film clips recorded by Harold Hill in the 1950s.

These clips are available on the web site, and presented at Open house dates this year. We also received still images from our society member, Mr. Patrick Hind of Victoria, of 1304 at various locations on the BC electric lines.

On the financial side

With over 1000 passengers riding the speeder each year, we were able to realize donations that approached balancing our annual expenses. Moving to a "fare box" donation will change our financial intake. One unfortunate aspect of the global financial meltdown is to make our task much more difficult to raise capital and operating funds. The City of Surrey has provided donations and grants of over ½ Million Dollars since 2000. We have been able to match this with goods and services in kind, cash donations and volunteer effort to achieve over \$1.3 Million dollars in value to the society. As we move

forward, we will be responsible to raise more of our own funds. Being aware of the responsibility to change our requests for support to reflect reality, we have changed our plans to operate the interurban cars with a replica baggage car containing a generator to power the cars. We now look to use a trailer to support the generator, often referred to as a "donkey." This smaller appendage to 1225 will also mean we do not need to immediately extend the barn to house a third full-size interurban car.

For the future: Nevertheless, we will continue to work toward a replica baggage-express car and explore the use of alternate fuels like methane-hydrogen to power the generators in the near future. We will, in time, raise a replica Cloverdale station as or Eastern terminus in Surrey. We have started to raise funds for these, this year, with a

public campaign to continue through the anniversary year of 2010. Inspired by Ken Doiron, this campaign is themed "One Passenger at a time" to renew the B.C.E.R. line. At a "fare" of \$50 per passenger, we look to attract 30,000 passengers to stand on our platforms over the next 18 months. While this may seem a bit crowded on the Sullivan station platform, we will use a virtual platform to indicate the growing passenger count waiting for the train on our website, and on all our media communications. Thank You.



Pearl and Frank Horne with Henry Ewert

ONE PASSENGER AT A TIME

Your \$50 donation buys you the virtual place on the platform at your Fraser Valley Heritage Railway Society, along with a tax receipt, as we campaign to raise \$1.5 million to put our cars back into service.

Sign up on line: www.FVHRS.org

Spring Summer 2008

HOW TO BECOME AN INTERURBAN MOTORMAN AND MORE

- by Henry Ewert



Henry Ewert

Who wouldn't want to be a motorman or conductor on a B.C. Electric streetcar or interurban! Founding F.V.H.R.S. board member Vic Sharman certainly was motivated by this notion when he emerged from service with our country's air force at the end of World War II.

In 1946, having made the obligatory appointment, he headed to downtown Vancouver directly to B. C. Electric's imposing head office building - - and major

interurban railway station - - at Hastings and Carrall streets where, with several other applicants, he was given an interview and written aptitude tests. The object? To become a streetcar motorman or conductor, of course.

Vic had grown up deep into south Vancouver, which had necessitated his riding "No. 10 Victoria Road" streetcars enough to sense that operating a streetcar would be both easy and exciting, let alone a highly respectable way for a young, energetic buck to make a living. But not so fast: it turns out he was over-qualified, a particularly annoying reason for rejection.

After a few months working in B.C. Electric car barns, Vic made his way out to the company's interurban railway nerve centre, the second story of B.C. Electric's two-storey, red brick station in New Westminster. J.B. Mouat, the stern superintendent of interurban operations, immediately hired him for work on the interurban system, assigning him to what was a rare opening on District 2, Vancouver-to-Marpole-to Steveston, with a sixteen kilometer branch to New Westminster.

Since there was no such refinement as classroom instruction sixty or so years ago Vic was sent to the company's Kitsilano shop, under the south end of Burrard Bridge, to be instructed about the inner workings of the various types of interurban and locomotive rolling stock by senior interurban motorman and part-time instructor, Bill Perfonic. Vic's next step was to ride "up front" with senior motorman Ted North, B.C. Electric CEO Dal Grauer's son-in-law, and gradually be given opportunities to actually operate the interurban car.

One could be a brakeman-motorman or a brakeman-conductor, and Vic's role was the former. Vic, because of his role now a

member of the Brotherhood of Locomotive Engineers, began his career officially as a brakeman on the Vancouver-Steveston interurbans, at a wage rate of 74 cents an hour. He worked as a trolleyman on freights --powered by electric locomotives, of course -- at the wage rate of 87 ½ cents an hour, and even flagged for line car L.6.

A beginning brakeman-motorman, lacking in seniority, had to be available for a variety of work, and had to be in constant contact with "the spare board" hoping for a job opening. Without work, there was no pay. It was tough to make a living: one could

be assigned to a job on the Chilliwack line one day, and to any location or type of work on District 2 the next.

Vic's first job on an interurban run as a motorman finally arrived on May 14, 1947 with a train consisting of interurban cars 1208 and 1211 operating between 9 p.m. and 1 a.m. between Vancouver and Steveston, at the wage rate of 96 ½ cents an hour. However, his first full shift, signed-up run wouldn't occur until almost four months later, on September 1.

Between shifts, motormen would deadhead ("not in service") interurban cars between Kitsilano Shop, District 2's home base, and Carrall Street Station, via Granville and Hastings streets, a role Vic often performed. On a foggy June 18, 1947,

Vic was deadheading an interurban train consisting of cars 1304 (!) and 1312 from New Westminster to Kitsilano Shop (via Marpole) when his train was in collision with a sawdust truck along Kent Avenue, just west of Boundary Road. How splendid that both Vic and car 1304 would survive that altercation and still be together 62 years down the road!

Vic's last job as interurban motorman before joining B.C. Electric's head office staff in the traffic department was deadheading an interurban train of cars 1002 and 1009 from Kitsilano Shop to Carrall Street, for service on the Central Park line, on February 27, 1948, at a wage rate of \$1.11 ½ an hour. His smart, issued uniform and cap he would keep, of course, but he would sell, to acquire cash, the obligatory pocket watch, a 22-jewel Hamilton purchased by Vic at jewellers Todd & Manning.

Capping a brilliant career with B.C. Transit, Vic retired in 1987 as Senior Vice President of Administration, B.C. Transit, and, called back to become Corporate Secretary, finally in 1988, 42 years after being hired by the prescient, astute Mr. Mouat.



Vic Sharman



Three of the ad cards which were in Car 1304 when the Connaught was taken out of service in the 1950's



DUKE OF CONNAUGHT HOME AT LAST!

1304 Back From Oregon After 50 Years



The heavy lifting crane arrives first thing in the morning of April 25.



All of a sudden, the truck with 1304 swept down the hill and into the property.



Acting Mayor, Councillor Marvin Hunt Brings greetings from the city



The cold grey day was brightened up with a little breakfast in the Sullivan Hall before car 1304 arrived



Momentary panic reigned as 1304 was held up from release at the border, while directors work with new MLA Stephannie Cadieux to rectify the problem.



Global Tv's Samantha Falk brought us "live" to the Saturday Morning News Show



Then the rain arrived (briefly at least)!



Directors Sprung and Holt unveil the Car Barn Banner celebrating the 100th Anniversary of the Chilliwack Line, 1910 - 2010

Motormen Don Bellamy and Barry Lloyd from the Downtown Heritage Railway at False Creek, attended our celebration



Director, Ron Powers directed the lift



Delicate moves to place the trucks on the track



Director Holt reads the 1950's ads, along with the Global BC camera operator



Director Durhoycabal and Volunteers, John Welsh and Ron Jones, watch the threading the needle as the car body is lowered into the pivot of the truck.

The sixty foot car body is hoisted over the fence (right)



Salute to our Volunteers:

- Wayne Douglas Abbott and Lloyd Knoblauch



I started railroading at the age of 17 during the summer of 1964, as a coach cleaner and helper. After finishing high school, I started working fulltime with the Canadian National Railway (CNR) on June 14th 1965, being the 4th generation of railway workers in my family. It was definitely in my blood to be a rail roader ! I worked in the Vancouver coach yard and at North Vancouver, Lynn Creek yard over 10 years as a car man, coach Inspector, coach carpenter, coach upholsterer , and Welder , for the mechanical

department. After working the 10 years in Vancouver I transferred to the Port Mann shops. I worked the Port Mann shops and yards for 27 years as a Mechanical Welder Tradesman. I covered several overtime secondary assignments. One was a 250 ton main auxiliary crane on rail which maximum speed was 15 mph, it was known as the Hook or Slug, another was a 150 ton wrecking mobile crane on rail or road called The Cherry Picker, the third assignment was on a DC8 100 ton side boom that travelled on a flat rail car to a derailment, it was called the Wreck dozer. I finished my service on the road repair truck that had a telescopic knuckle boom. All of these assignments covered territory from Port Mann to Robert Banks and Lynn Creek.

I retired February 28, 2002 with 37 years of service at the age of 55. Frank Horne of the Fraser Valley Interurban Rail Society, and I, played poker once a month. He asked me to join the volunteers at the Car Barn. I said yes I would once my daughter

finished Kwantlen University, as I was her chauffeur at the time. I started volunteering in 2003. I'm enjoying every minute of being part of rebuilding car #1225 and I can hardly wait to have a ride on our finished project. " Once a Railroader ,always a Railroader ."



During the 1950's I worked for the railroad (CN) as an upholsterer. After five years, I left the railroad and operated by own upholstery business. After I retired, about three years ago, I saw an ad in the local paper looking for volunteers, so I went down to the barn. They were looking for someone to do some carpentry work as well as upholstering. That appealed to me so I started working on the interurban car.

I really enjoyed the work, and I enjoyed the guys down there. They're quite a good group. That's what keeps me coming back. I generally put in about two days a week.

There have been some challenges, particularly building something from nothing. I've worked on replacing both ends of Car 1225, and when we're done that, I'm going to do all the upholstering of the seats. We have a special rattan upholstery for this car.

When I looked at 1304 I thought there would be quite a lot of work involved in rehabilitating that car as well. It's in better shape than 1225 when we got it, but there will still be quite a bit of work.

10,000 HOURS LOGGED AT THE FVHRS



Bob Ashton and crew achieved a milestone ON MARCH 31, 2009, when they reached 10,000 hours of volunteer time on 1225. This represents a \$300,000 value in sweat equity to the society.

Volunteers also see many changes, not only in the progression of the rehabilitation in 1225, but also in the number of new faces who are helping out. At this time I would like to ask all of the volunteers who have dedicated so much time to the society this year to stand please. ... Thank you for your commitment to returning the interurban to the Fraser Valley line.

Marking the 10,000 hour landmark are (from the left side), Director, Rene Durhoycabal, Vice-Chair Bob Ashton, Director, Ron Powers, Lloyd Knoblauch, Les Brown, Stewart Walker, Bill Weeks and Neil McLeod

BRADNER SHOW 2009



Chair John Sprung explains the FVHRS to a visitor at the Bradner booth as Director Jerry Gosling looks after souvenir sales

For two days, (April 18 - 19) the FVHRS was strategically placed in a cross hallway immediately before the gymnasium, where one hall was set up as a theatre to show the popular old movie of the Chilliwack Interurban run filmed in the early fifties (*and available on DVD*). This year marked the 81st Annual Bradner Flower Show where the FVHRS was very well received and where the society sold the first "One Passenger at a Time" tickets in this campaign.

On hand to greet the several thousand visitors were John Sprung, Gosling, Vice-Chair Bob Ashton, Allen Aubert, Ron Powers and Rene Derhoycabal.

Not far away at the entrance to the gymnasium and beside the FVHRS booth, the Circle of Friends, Director Ray Hudson, Murdoch McSween, Mary-Lou McCausland, Ben Bentley, Nick and Colin Parker, entertained the visitors with railroad songs, among many, to draw attention to the FVHRS. One of the most requested pieces was the Ballad of 1225.

The band will also perform at all 2009 Open House events.

Volunteers Needed:

We will need even more help to move our passengers from Cloverdale to Sullivan. Conductors, station "masters", ticket sales, souvenirs and "greeters" will be need when we operate weekends in the summer of 2010. You might wish to learn how to run the car as a motorman, or is that motorwoman? There will be increasing opportunities to help out as we get closer to May 22nd, 2010 when the whistle blows for the first ride. If you are interested in any of these opportunities to help, please talk to any one of the directors.

You can also take the celebration of the 100th Anniversary to your friends and your community; give out brochures, bookmarks and fund raising material. Write to local newspapers and MLAs to support this forgotten jewel in the valley.

We are all working toward the return of the interurban, "*One passenger at a time!*" Put yourself on the platform and be ready with the train comes in!



The Fraser Valley
Heritage Rail Society

ANNOUNCES 1 PASSENGER

AT A TIME CAMPAIGN

to raise

\$1.5 million

"Time to get on board."



A donation of \$50
makes you a
"passenger on
the platform"
in the drive
to return the
BCER
InterUrban
to the tracks!*

**with tax receipt*

Motorman: Frank Horne

ROYAL HUDSON DELIVERS CROWDS

- Over Six Hundred Passengers Over Two Days - May 2 & 3



The Car Barn is ready for the Royal Hudson!



Then came the great engine on its way to Cloverdale



Bob Ashton, Vice-Chair, tying up loose ends!



The passengers will go from steam to electricity!



Ken Doiron, SRY & Allen Aubert



Note to Volunteers - May 3 2009 - from Allen Aubert

Wow, what an exciting two days...the Royal Hudson passengers were indeed a thrill as were the members of the community who stopped by as if we were in open house mode. I get the feeling we could do open houses every weekend and still get a good attendance. With our brochure stream in full swing, everyone on the Royal Hudson, and that must be at least 600, have FVHRS brochures, "One Passenger At A Time" info and book marks. Let's see how that all translates.

REMEMBER 1225? THE WORK GOES ON

- Countdown To May 22, 2010



Work is proceeding dramatically on all fronts, outside, underneath and inside



Reconditioning the wooden seats and re-upholstering with rattan, and installing the coupler at the "A" End



Inside, the ceiling panels and woodwork is coming into place, including the "B" End at right



A great touch are reproductions of the original car ads (left) lunch time (centre) and painting the car floor

Introducing Your Board of Directors: 2009



John Sprung,
Chair



Robert Ashton,
Vice-Chair



Allen Aubert,
Secretary



Stephen Plant,
Treasurer



Rene Derhoycabal,
Director



Ron Powers,
Director



Jerry Gossling,
Director



Roy Mufford,
Director



Peter Holt,
Director



Ray Hudson,
Director



Councillor
Barbara Steele
City of Surrey liaison

