

October 2014

## Season Three: Track Access Solved

### FVHRS Bypass Track Under Construction

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Our track is now cut from the original main line, and  
connected to the new FVHRS lead to SRY's main line.

*Photo coverage pages 2 and 3*

With the generous support of:



Additional bypass support from:



Media Sponsor:





## Building the FVHRS By-Pass lead



It begins with clearing the 2,000 foot right-of-way ... add copious amounts of fill ....

pack and smooth.



A ditch needs to be drained and then rebuilt so it will drain properly through culverts.



RDM's Senior Project Manager, Surj Heer, Surrey Engineering's Don Buchanan, and directors Allen Aubert and Ray Crowther



Then keep filling, compacting layer upon layer and finally smoothing the surface ready to receive the ties, tracks and ballast.







## Building the FVHRS By-Pass lead



*By-pass track going in on left. The centre track is the SRY spur for grain car storage. Track with 'grey cars' is the Cloverdale Lead.*



*By-pass track is laid on top of the sub-base, ballast is applied. Above, the old line is left, centre is for grain cars, right is new bypass. Below the new FVHRS track passes the culvert and drain seen in previous photos. Below right, the old line is now cut at the Red flag.*





# Year Two Goes By What a difference a year makes

2013 saw us adjust our focus from rehabilitation/restoration and construction activities to the start of passenger operation of interurban BCER 1225 and opening of the new replica Cloverdale station.

With the assistance of our many volunteers, we started the 2013 season with a grand opening of the Cloverdale station by Surrey Mayor Dianne Watts and inaugural run of BCER 1225 with celebrations and speeches by many VIPs. We carried just over 5,500 passengers between Cloverdale and Sullivan, as an excursion, in 2013. Most trains ran full and many happy faces expressed the excitement of riding historic 1225. For many younger passengers this was their first experience riding a passenger train.

Almost 40% of our passengers were 'juniors'. Quite a few of the seniors also took advantage of our electric lift to assist those with disabilities get aboard more easily. Several groups came out from local recreational and senior centres, many with fond memories of riding interurbans years ago.

The 2014 season has been very different and challenging. We had support from the same enthusiastic volunteers plus new ones that have joined recently. Our youngest new volunteer at the station is 17 years of age. Some work weekdays in the car barn on the rehabilitation of BCER 1304, some work on maintenance of BCER 1225 and the track-mobile and others work as station crew, speeder operators and car barn tour guides. In fact many volunteers multi-task and gain work experience in more than one area.

2014 saw significant operational scheduling



*John Sprung, Chair*

challenges to the FVHRS due to the unexpected increase in grain movements with freight cars parked along the spur line that we use to gain access to the SRY main line to Sullivan. In fact almost 50% of our operating days each weekend were lost this past season due to this freight activity. The bumper crop of grain from the prairies coupled with severe winter weather there, meant a backlog of grain had to be moved through a grain handling facility at the east end of the Cloverdale spur during the summer months. The interruptions to our operations, some at the last minute, meant that many groups who needed to plan ahead and reserve a tour bus could not come to visit and ride Car 1225.

To overcome the freight interruptions in future and with assistance from the city of Surrey, Southern Rail of BC, RDM Enterprises and PNR railworks, the FVHRS has managed to secure funding, material and labour to construct a new 2000-foot freight by-pass track. The new track work started September 10th., and will be complete by mid November, and following the relocation of several hydro poles along the alignment, we expect to be able to offer uninterrupted weekend operations with BCER 1225 starting with our third season in May 2015.

Looking ahead, we expect to welcome 7,000 to 8,000 visitors annually to ride BCER 1225, ride the speeder on our new track, take in guided car barn tours and visit BCER 961 and BCER 1304. We are also hoping to offer special Halloween and Christmas trains in 2015 using our new track, as well as other special events yet to be finalized. See you in 2015!

## 2015 And Beyond - Where we go from here.

The Fraser Valley Heritage Railway Society has come a long way to get to Cloverdale. We built the replica Sullivan and Cloverdale Stations, and the car barn, we're operating BCER 1225 and the Speeder, and we're well along the way with the rehabilitation of BCER 1304.

We celebrate these achievements, thanks to the generous assistance of our members and partners.

We have developed a schedule of where we want to be through 2017.

**2015 - 2016:** Complete rehabilitation of BCER 1304

**2016:** Acquire a power generator for BCER 1304

**2016:** Construct and install the switch and track connection to the Car Barn for BCER 1304

**2017:** Expand service to Newton using cars 1225 and 1304

### In Order To Complete the Rehabilitation of 1304 and expand service to Newton:

- ◆ Additional volunteers are needed for Station Crew, Operations Crew and Rehabilitation assistance.
- ◆ \$350,000 to complete the rehabilitation of the trucks and wheel assemblies of BCER 1304
- ◆ \$200,000 to acquire power unit and cart for BCER 1304
- ◆ \$200,000 for track connections for BCER 1304



# Acquisition of BCER Locomotive 961 *by Robert Ashton*



BCER 961 was built in 1912 by the American Locomotive and General Electric Companies for the Oregon Electric Railway, and designated as #21. It served as part of their fleet until 1946 when it was bought by BCE, brought to the lower mainland and renamed as BCER 961.

Painted in a BCER maroon red, the electric locomotive served the company until BCE was taken over by the BC Government in 1961. As part of the now BC Hydro properties the freight locomotive was painted yellow with a distinctive red arrow on its sides (above).

In 1980 BCER 961 was sold to Edmonton Transit and moved to Alberta to help in the expansion of that system's transit operations. It was painted in Edmonton Transit colours, white and blue and renamed as 2001 (top right).

Once the transit expansion was finished the locomotive was turned over to the Edmonton Radial Railway Society

(ERRS) and was basically stored under a tarp for many years at Fort Edmonton.

In 2012 ERRS contacted the FVHRS and asked whether we were interested in the locomotive returning to BC, to become part of the FVHRS collection.

In May 2014 transport trucks arrived at our Cloverdale compound with the locomotive on board. With the help of a 200 ton Gwill crane, it was placed on tracks next to the car barn (*above right*).

The locomotive, for the foreseeable future, will remain a static display. Eventually it will be moved indoors and repainted in the original BCER maroon red.

As a matter of interest, the locomotive weight is 128,040 lbs. It's 38 feet in length and it has four 190 hp electric motors.



*Locomotive 961 with Cloverdale Station behind*



*View of the Cab*



*Loading in Edmonton for shipment*



*Driver's view and controls*



## Painters Needed for 1304 - Interview

*"I could use three or four people to help with painting right now."*



Above (inset), Vince Holmes paints 1304

### Window repair and replacement underway

"All of the upper windows and frames have been stripped, cleaned and repaired. The final coat of the clear finish is being applied to the inside, then we turn them over and paint them the reddish-brown colour for the outside. We're awaiting the arrival of the safety glass, so we can start glazing the upper frames. The lower window frames have been removed, cleaned, and taken apart. The old glue has been removed and we can now start gluing them back together, and making the pieces to replace the original wood that was not repairable. When we can repair the original wood we do, but that's not always possible. We use American cherry, the same wood used originally, which I found in Coquitlam. We can now fabricate the pieces that we need. Window repair will be an on-going process for quite a while.

The drip rail on the south side (as situated in the Car Barn) has been installed over the windows, and caulked to the body."



BCER 1304 interior; needs repainting along with the floor.  
The electrical panel (inset) have been rebuilt and refinished.

"One painting challenge we've faced is that the red tint base for the car is no longer made, but thanks to the staff at Cloverdale Paint, we have a close match. It does mean, however, that the car has to be repainted.

We also have to paint the cream colour on everything on the south side first, repaint the red strip on the top, and then repaint the the body red (*see photo at left*). As it is already red, we are hopeful one coat will do. On the inside, the panels that go over the sliding doors have all been refinished.

Next we're going to put the drip rail on the north side, after which we can repaint that side.

There are window frames for both ends of the car that need to be lightly sanded, stained and have clear finish applied.

In the vestibules, we've applied one coat of paint to most of the wood. However there is a lot that cannot be painted until we reinstall the hardware which holds the hitch for the trucks.

Once we get everything back together inside, the floor and all the small strips will be sanded and painted.

There's a lot of finishing to do, so if someone's looking for a good long project to help us with, this is one of those."



Ray Crowther, Director  
Buildings & Grounds



Vince is still painting, while Larry Perkins refinishes window frames  
Director Hugh Parkinson (below) applies hardware to windows.



**If you'd like to paint or help with Car 1304 rehabilitation,  
contact Ray Crowther at [rjcrowther@telus.net](mailto:rjcrowther@telus.net)**





## Meet The FVHRS Archivist



**Ken Silen, FVHRS Archivist**

“One day in 2007, I decided to stop by the FVHRS Sullivan car barn to see what was going on. I had noticed it several times as I travelled to the school where I taught. Bob Ashton was there

to greet me and took me on a tour of the facility.

Shortly thereafter, I decided to become a part of the volunteer BCER 1225 rehabilitation crew. My first job was grinding paint off the 100 year old interurban seat assembly parts. I went on to experience various other tasks, working with many talented people, and it was a great feeling to know that I had played a part in restoring this grand old car.

When the FVHRS facility moved to Cloverdale in 2011 there was now space for archiving, so I offered to organize the pictures and other documents the FVHRS had collected.

It's been a challenging and a very rewarding experience reconstructing how the interurban system ran in B.C. so many years ago.

When I was 10 years old, I took the interurban from the Carrall Street station to my stop at Collingwood West in East Vancouver. After they disappeared, I never thought

## Speeder Rides Very Popular



**Harry Taylor pilots another speeder trip through the meadow**

One of the very popular activities this season has been the speeder rides along our spur track. Over **one thousand** riders took this novel ride as part of their FVHRS experience.

During the off-season, volunteers built a passenger cart and docking station near the car barn.



## Velocipede: Hand-powered 3-Wheeled Track Inspection Vehicle



**FVHRS volunteer Harry Taylor**

FVHRS volunteer Vince Holmes, acquired and donated a velocipede, which had been used, for many years, as a garden ornament.

Despite the poor condition, FVHRS volunteer Harry Taylor agreed to take on the restoration for completion by the 2015 season. He began researching the vehicle on the internet and found it is a Sheffield-1 manufactured between 1880 and 1920.

“The velocipede had a CNR serial number,” said Harry, “so I contacted the head of the CN Historical Society who said CN did not track such small pieces of equipment, although it was probably used in the Mt. Robson area, we weren't able to verify the information.” It will be a very interesting addition to the FVHRS collection.



*Open Doors, visits from the Surrey Re-enactors and the Versatiles, entertained visitors on several occasions this past season.*



## Possible Reunion of 1955 Yarrow Elementary Students ....by Hugh Parkinson



*Photos taken in 1955 in Yarrow BC, near the Chilliwack terminus, showing an excursion for Miss Fowlie's elementary students.*

"During one of the barn tours I conducted a few months ago, I was pointing out the photo of the 38 Grade 3 Yarrow Elementary School children (who were about 9 years old at that time). They were boarding 1304 for a very special excursion from Chilliwack back to Yarrow.

I mentioned that this particular trip was unique in that the teacher, Miss Joy Fowlie, had contacted then BC Electric President, Dal Grauer, and convinced him to have BCER 1304 brought out for the excursion.

The BC Electric Company had to pull the car (with a caboose) to Chilliwack by diesel Locomotive because the overhead power lines had already been removed.

Elsie Giesbrecht, one of the guests on the tour identified herself as a former student at Yarrow Elementary. She said that although she was in a class a couple of years behind the group in the photograph, she knew the names of at least six of

the students in the pictures (above). She also confirmed the name of the teacher.

Mrs. Giesbrecht said she is involved in the Yarrow Elementary Reunion Committee and discussed the idea of holding their reunion at the Cloverdale Station and Car Barn. We said we are interested in hosting this event.

She said she has contacted some of those students who have expressed great interest in attending the Reunion.

I suggested that if they held the event here in the coming season, they could have a ride on BCER 1225 and walk through 1304 once again. We could even invite have them back to join us, as very special guests, on the inaugural trip of 1304 in 2017.

She has now identified 75% of the students, and is attempting to contact them about the proposal.

Stay tuned!"

## No Heart Stopping Moments At The FVHRS - Auto Defibrillator now on site



A major concern to the FVHRS was that a visitor to the facility or riding the interurban, might suffer a cardiac arrest. Now with the acquisition of a fully automated defibrillator made by Lifeline VIEW AED, we have eliminated much of that concern.

The defibrillator is wall-mounted in the Car Barn, beside the door to the upstairs offices, plugged in and fully charged. On days when the train is operating it's placed on board 1225.

The defibrillator is fully automated. A simple instruction video tells the user where to find electrodes, and then where to place them on the person.

The machine determines if a shock is necessary, then administers it appropriately (it will also lead people through CPR if that's necessary).

FVHRS passengers can now enjoy the trip, confident that the latest emergency technology is immediately available if needed.







# KPU Horticulture Plan For FVHRS Bears Fruit

September 2013, Betty Cunin, a Kwantlen Polytechnic University instructor brought her students to the Cloverdale facility to develop and then execute a plan to provide flowers and shrubs for the property.

This year the FVHRS campus saw the results of their work with planters, ferns, trees and many beautiful plants, grasses and shrubs.





## Annual General Meeting May 3 2014



Reports from the Chair, John Sprung, Secretary Allen Aubert, Treasurer, Stephen Plant, and the always anticipated A/V show from Bob Ashton, Vice-Chair, on the activities of the previous year.



Above, Bob Ashton thanks retiring director, Larry Perkins. At right, John welcomes newly elected director Sten Christiansen to the Board of Directors. The other newly elected director, Hugh Parkinson, was not able to attend the meeting.

The FVHRS received a heritage award at the City of Surrey's 2014 City Awards Event in the heritage category for **"Recognizing Excellence in Heritage Preservation, Interpretation and Promotion."**



Receiving the award from Mayor Dianne Watts (from left) are FVHRS Directors; Hugh Parkinson, Bob Ashton (Vice-Chair) Chair John Sprung, Ron Powers, Ray Crowther and Secretary Allen Aubert.



Thanks goes to FVHRS member Myrna McRae (centre) for making the heritage submission and collecting and coordinating the support references and documentation.





# Salute to SRY Rail Link - Frank Butzelaar

President & CEO



FVHRS Chair John Sprung and SRY CEO Frank Butzelaar at the FVHRS launch in 2013.

## Key Partner in Rail Operations

“Looking back over the last ten years we’ve seen significant growth in our core business – imported automobiles. All the vehicles produced in Korea and Japan and distributed in Canada, come through our facility on Annacis Island.



We’ve also built a marine terminal on Annacis Island. This gives us a connection with our sister company, Sea Span. Previously, these marine and rail assets,

weren’t working together, so on January 2, 2010 we opened our marine terminal. As part of that we acquired a property in Vancouver, on Burrard Inlet, where loading rail cars onto barges was done before. When the terminal on Annacis Island was ready, we transferred operations there, where it should be – in an industrial area. It also expedited our connection to operations on Vancouver Island.

Another core fundamental part of our business that has really changed is our attention to safety. It has always been a priority, but we’ve changed our approach by being thoroughly inclusive of the employees in addressing the goals. By being more collaborative, we’ve had huge success. We’re now at three years without a lost-time injury. Great, but it can always be better. It’s a task that’s never done.

Obviously, if our employees are working safely, we’re going to save money as our WCB premiums go down. But we didn’t want anyone to say that the program’s priority was about saving money, so we partnered with Royal Columbian Hospital Foundation (RCHF) and gave the ‘saved’ money to them.”

**\$132,000 Raised To Date**

*We’ve now gone three years without a lost-time injury, we’ve donated the saving of over \$130 thousand to the RCH.*

*It’s been a huge success, and something we’re really proud of - truly a major accomplishment for our company.*



## Southern Rail of Vancouver Island

“In 2006, the rail assets on Vancouver Island (the old E&N Railway) were acquired by the Island Corridor Foundation, which is made up of all of the communities and first nations along the corridor. They invited us to develop a plan on how we can take these assets, which were in pretty bad shape, improve them, and breathe new life into them. It’s been a challenge because in 2011, we had to make a decision that, due to the poor condition of the line, we had to suspend service temporarily.

The good news is we start rebuilding the line next year. We’ve been successful in securing some federal and provincial money, so next year we begin upgrading the railway to the tune of about \$20 million, and we’ve just negotiated a new train service agreement so we can bring back VIA passenger service. We’ve also developed some exciting new types of products for Vancouver Island, including an excursion product that has never been done before the way we’re going to do it.”

## Sustainability

“On the sustainability side we looked at how we traditionally power our jobs with two locomotives. The type of work we do is along pretty much level track and doesn’t need a lot of horsepower for most jobs. So we’ve converted four locomotives into what are called ‘slug’ units, which don’t have engines because the one working engine generates”

*Continued next page*



# Southern Rail of BC



# SRY Rail Link



*One locomotive, one slug*

generates more than enough current to run the traction motors on the engine and the slug unit, we've been able to cut the number of engines we need on those types of jobs, by half. We can claim zero emissions for the 'slug' because



*Zero Emissions Unit*

there is no engine in that unit. This year our fuel consumption is down about ten percent. On the clean air side, we converted to ultra low sulfur diesel, and bio-diesel as well, with no loss of horse-power.

## In The Next Decade



*Queensborough Yard*

"In the next decade we want to be more active connecting the other rail carriers in the region. You can expect to see more rail traffic on our corridor as other corridors in Surrey and White Rock are reaching their capacities. Our company is going to want to develop industrial lands and preserve our industrial footprint. I hope those industrial lands that we have today will be more intensively developed and used, before we see more pressure to use the agricultural lands."



*The Directors, volunteers and the members of the Fraser Valley Heritage Railway Society are very grateful for the support and guidance of the management and staff of SRY Rail Link in the on-going partnership that is this exciting work-in-progress celebrating Surrey's Heritage!*

*Allen Aubert, Secretary, FVHRS*

## On The Fraser Valley Heritage Rail Project



"We've always felt there was a high degree of interest from the Surrey City Council for the Heritage Rail project. We also like the fact that it celebrates the history of our company. We always try to find natural fits for our organization and the Heritage Railway project was a perfect fit. We think it's a success, which we're proud to be part of."

*When we asked what the FVHRS could do to help or enhance the operations of SRY, Butzelaar replied:*

"Bringing a positive light to the rail corridor is really what the Heritage Rail Society can do for us. Yes, we do move freight through that corridor and yes, there are impacts on the community but the corridor is there and the company that runs it tries to find ways to be a good citizen. This is one very positive story about that corridor. We want to be a company that contributes to those communities and the FVHRS can help us tell that story by what you do."





SRY Rail Link

BC hydro



# Salute to PNR Railworks - Al Schroeder

## Manager, Pacific Region



PNR was a family run business that started here in Abbotsford, and it's grown from a small operation with one pick up truck, to a Canada-wide company, part of a North American company (our mother company, Railworks based in New York). We've been PNR in one form or another since 1961 – that's 53 years now, and Railworks has been over 16 years now. We're the only Canadian component of Railworks. We have a wonderful group here, over 150 strong just in our region, and about 600 in all of Canada.

Talking about Fraser Valley Heritage Rail, it was the relationship with Allen Aubert and Bob Ashton that got us interested. When we were talking about doing something around the Sullivan Car Barn, the idea came up to get a speeder running around the barn. To build the loop track,

many of our staff and some crews came in one Saturday, on their own time, pulled together and got it done. We got our people out, and we had some track donated by SRY

Raillink. and we donated a speeder that needed a little work and were able to add some odds and ends. We were out there with rail benders, to make those tight radius turns. It was a way to draw the families in, Allen and Bob did that, and it was fun to be part of it.

We brought a few more people along like RDM, which was one of our suppliers and Mainland Sand & Gravel who provided the ballast. When discussion turned to connecting to the main line, Singh Biln had just joined SRY followed by Frank Butzelaar becoming its President, and then we really started to move ahead with their help.

When we looked beyond Sullivan, Allen brought us all to a new site in Cloverdale and outlined the vision for a new car barn and track connections. We talked, plans were drawn up and we refined the technical issues. Hatch Mott MacDonald came on board to design the track connections. A great combination of people were involved, and we enjoyed being part of it.

Now circumstances have made the time right to build a new track bypass in Cloverdale.

You've got some good people who know how to get things done, and we're glad to be part of it. I know our guys are excited about the project.



October 2014, Cloverdale



Sullivan Station 2004



*The dedication shown by Al Schroeder and PNR Railworks, is the epitome of the generosity of our business friends who are making this dream a reality! Thank you!*  
- Robert Ashton, Vice-Chair



# Salute to RDM Enterprises Ltd. - Ron Madsen President



"We started 1977 with a small group of guys, and it just evolved. We now employ over 150 across the various divisions of the company."

- We are General Contractors offering excavation, site preparation to final grade, and project management services.
- We operate a concrete and asphalt recycling depot near the riverfront in Surrey, on Timberland Road. We accept broken concrete and asphalt at competitive prices. Material is put through our crushers and screeners to produce a quality low cost product that can be used to build roads, crane pads or anything else needed for your construction site.

## BC Dealer for Sany America



-We have a large equipment fleet that is available for hourly rental and are a full service heavy equipment dealer with Sany America (a large Chinese company, that in China, is one of the biggest suppliers). They have now set up in the US at Peachtree, Georgia. They have a 200 acre plant down there where they assemble machinery. We have the BC dealership which we're establishing on Enterprise Way in Surrey. The new equipment is coming in now, which is exciting for us. Not only will we be a dealer in the market place, we'll be using the equipment in our own operations.

When we do the work on the new border facility at Alder-grove, we'll probably place two or three pieces of equipment down there, and since they are new in the market they'll make a big impression.

*The Fraser Valley Heritage Railway Society would like to thank Ron Madsen and his dedicated staff for your service over the years, and in particular your role in constructing the roadbed for the new Cloverdale bypass track.*

*- John Sprung, Chair, FVHRS*



"We've been involved with the Fraser Valley Heritage Railway Society as a corporate member for several years, and have been able to help with construction of the loop track, at the Sullivan Station location, and subsequently at the Cloverdale site.

We are just in the process of completing the roadbed for the FVHRS bypass track." Some of the photos are below:







# Salute to Cloverdale Paint

## Cloverdale



## Paint

Cloverdale Paint has been a partner in the development of the FVHRS projects from the very beginning.

Their generous support has ensured that we have looked our best from the start. They have provided all of the paint and other finishing products we have required. In

fact, they have provided all of our other painting needs including brushes, rollers and other supplies. **Thank you!**

Kevin Skelly, Cloverdale Paint's Marketing Manager said that their interest in the FVHRS is also driven by their company's long history in the development of Surrey since its founding in 1933.

Cloverdale Paint was founded by a farmer, chemist and paint manufacturer Rudy Henke. Business grew steadily as people discovered the quality and personal service that Rudy offered. In 1946, Hunter Vogel recognized the opportunity in Rudy's paint business and purchased a 50% share in the company becoming co-founder of Cloverdale Paint.

Hunter's drive and determination were the fuel for rapid growth. Our current Chairman is Wink Vogel, Hunter's son. During the 1950's and 60's the powerhouse father and son team opened branches throughout the Fraser Valley and Vancouver. From 1968 to 1975 the company again doubled in size.



*Cloverdale Paint's head office store and corporate headquarters in Surrey. The factory extends behind to the right.*

During the explosive growth of Cloverdale Paint in the late 60's, Alberta's Monarch Paint was acquired and the present factory was built at 6950 King George Highway in Surrey, BC. In the 70's, extensive research and development, new bulk raw materials handling and the first color matching and formulation computer in Western Canada allowed Cloverdale Paint to emerge as a leading supplier of industrial coatings. New product lines included air dry and baked enamels for the OEM market, coatings for the oil and gas industry, maintenance coatings for fabricators' machinery and equipment, along with coatings for the B.C. forest industry. This broadened the company's competitive product lines and moved it into new and exciting markets. During the 80's and 90's additional focus went to servicing large paint contractors and institutional maintenance buyers of architectural paint.

Today the company has grown to 60 company stores and 120 authorized dealers across Canada.



*At left, one of the paint cupboards in the Car Barn. All products are provided by Cloverdale Paint. Above, Cloverdale Paint wood finishes are applied carefully to meet exacting rehabilitation guidelines, the brilliantly coloured Car 1225 (above) on the Serpentine River trestle.*

***The Fraser Valley Heritage Railway Society would like to thank Kevin Skelly and the amazing management and staff for assisting us every step of the development of the FVHRS, rehabilitation of BCER 1225, the replica Sullivan and Cloverdale Stations, and now the rehabilitation of BCER 1304. We are truly grateful for your enormous public spirit and dedication to heritage in Surrey.***

***- Robert Ashton, Vice-Chair, FVHRS***



## Volunteer Appreciation Dinner 2013



FVHRS Chair, John Sprung welcomes two elected representatives to the evening, local MLAs Stephannie Cadieux and Marvin Hunt, who was also a Surrey City Councillor and long-time friend of the FVHRS.



Peter Holt, Murdoch McSween, Ray Hudson and Ben Bentley, the Circle of Friends entertained.

### “Licence to drive” John and Terry recognize those who successfully completed their certification to operate the Interurbans.



Sten Chritiansen



Ron Jones



Neil Wilke



Barry Turriff



John Cowan



Ross Babcock



Dave Laycock



Warren LeGrice



Colin Pronger



Rick Green





## Volunteer Appreciation Dinner 2013



Russell Newcombe



Myrna McRae, Liz Aubert



Peter Holt, Director



Roger Bose, Ray Hudson, Director



Wayne Abbott



Lloyd Knoblauch



Warren LeGrice



Vincent & Louise Holmes



Neil Wilke



Roy Griffiths



Wayne Evans



Gene Wiznuk



Patrick & Elsie Taylor



Ron Peterson, Doreen Anderson



John, Bob, Harry Taylor and Ray



## Volunteer Appreciation Dinner 2013



Ray Crowther (Director), Fred Ellis behind



Ken Silen



Terry Nichols (Director)



Tom Allam



Ross Babcock



Myron Kalinovich



Bill Fee



Peter Layland, John Cowan



Don & Lorna Bruce



Terry Lyster, Allen Aubert (Secretary), Dave Layland



Ron Powers, Sten Christiansen (Directors)



Rob Farmer, Ron Jones



Fred Ellis



Doug Hunt, Ron Powers, Myrna McRae



Bruce Duncan





## Volunteer Appreciation Dinner 2013



Kim Wagner



Hugh Parkinson (Director)



Robert Farmer



MLA Marvin Hunt



Bob Ashton (Vice-Chair)



Henry & Ellie Ewert



Colin Pronger



Bill Robinson



Delores Sleutel



Colin Pronger & Greg Pettipas



Don Summers



Shane Suter



Barry Turriff



Dick Green



Cathy Bassetto



## Last Run of the Second Season - We Are Back On Track 2015



## BOARD OF DIRECTORS 2014

John Sprung, Chair of the Board

Robert Ashton, Vice-Chair

Allen Aubert, Secretary,

Stephen Plant, Treasurer

Sten Christiansen, Ray Crowther, Peter Holt,

Ray Hudson, Terry Nichols, Hugh Parkinson

and Ron Powers

Thanks to retiring Directors Roy Mufford and Larry Perkins

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