

CALLING FLATCAR FXE 511068 HOME!

by Mike Westren

A number of scenic mountain rail journeys are made of the stuff that we aficionados dream of in colour. In our case, my case at least, we would number among these the Scottish West Highland Lines to Oban and Kyle of Lochalsh NSB Norwegian State Railways Oslo to Bergen and Oslo to Trondheim, and top of the list, the original route of The Canadian, CPR between Calgary and Vancouver. Helene & I have been fortunate enough to have made opportunities to ride all three of the above over the years. Our honeymoon took care of the Scandinavian routes, for our Silver Wedding we were privileged to ride as caretakers aboard the restored 1929 Trans-Canada Limited returning from Expo 86 in Vancouver to Cranbrook, BC. But we wander and digress with these memories.

Another CPR, the Chihuahua al Pacifico Railway crossing the Sierra Madre Occidental range into Barranca del Cobre, Copper Canyon in Mexico, has been another persistent dream. The Chihuahua al Pacifico Railway was completed in November 1961, Helene & I were married in October 1961: we had joint 40th anniversaries to celebrate!

Regular first and economy class trains operated by Ferrocarril Mexicana, in short Ferromex, make the 653 km passage between Chihuahua and Los Mochis daily, two trains each way. Also private passenger trains offer the trip, like Tauck Tour's Sierra Madre Express out of Tuscon, Arizona. The opportunity popped up to make the slightly shorter La Junta to Los Mochis journey, 470 km, over six days and five nights by piggyback. Hardly a rail burner but perfectly paced for intimate contact with the line: when Fantasy RV Caravans came up with a small convoy timed for the beginning of November 2001, we just knew this was meant to be.

Some of you who know us well will no doubt realise right away that, though we may roam far and wide, we don't take too easily to being roped in and "organized". We tend to be loners when it comes to travelling. Driving in convoy to someone else's schedule and being told repeatedly we are going to have a good time as a group for days on end isn't quite us. Putting aside these misgivings and antisocial tendencies, we signed up; let's face it, without the formal group we simply weren't going to get our motorhome aboard the Ferromex charter train. In the event it worked just fine: let the story begin.

On Wednesday 31st October 2001, our convoy of thirteen rigs drives into the railway divisional point of La Junta in the Chihuahua state of Mexico. Here fifteen assorted 60 ft. and 80 ft. Ferromex, ex N.de M., flatcars await, split into two rows for end loading. A "buffer car" up front, empty, and a spare car mid-train, the rigs are

allocated to 60 or 80 foot flatcars according to size. A 38 ft. Class A towing a car, or dinghy to use the boating term, barely fits on an 80 footer; our 24 ft. Class C tied down on a 60 footer leaves room to sit out on lawn chairs! Now comes the scary part, we have to drive our units over loose, high ramps between cars to our allotted spot. Not only that, we have to pull over very close to the left hand edge, not an easy thing to get your mind around doing when you can't even see the edge of the car! The railway staff directing us are extremely good. Our units wheels are chocked, and the RV's loosely tied down. Nominal railings are fitted into the stake pockets on the passenger side, and short ladders provided for us to climb off and on the flatcars when stopped in sidings, which is each night.

Now a brief side-bar, there is Canadian content to this story in addition to us. We are the only northern NAFTA contingent on this caravan, but the rail at La Junta is 115 lb./yd., Sydney Steel Co., millmarked product. Generally the track is in pretty good shape, though a massive program replacing concrete ties with wood is underway. The concrete ties appear to have wasted badly in the middle, just the rebar holding the ends together, and this is not a good thing for maintaining gauge.



Boarding the Piggyback at La Junta (photo: Helene & Mike Westren)

Early Thursday morning, more Canadian content in the form of two GP38-2's arrives complete with caboose for crew and armed police guard who will accompany us. Locomotives Nos.2037 and 2017 will power our train for all but about the final 40 km. When you consider the grades over which this short train has to be both lifted and braked, the combination of sharp curvature and slopes of 4% render two 2,000 horsepower units a necessity, even though the train has an operating maximum speed allowable of 40 kph. The builders plates declare these engines to have been built in London, Ontario a few years ago.

The switching to make up our train begins at 0635 for an 0720 departure out of La Junta, km 451. The trackage is quite compact in the yard, and this exercise resembles one of those switching puz-

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zles we often see at model shows. Minaca km 485 at 0834, Extra 2037 West meets Freight 1008/1014/2314 East, a trio of GP40's, all two axle trucks on this torturous route, carrying US Cargill tankcars, a loaded stockcar and empty flatcars. We are now crossing grasslands leading into a steady twisting climb into the Sierra Madre. Squint your eyes a little, you could almost be approaching the Crowsnest in Southern Alberta from the east. Just short of the first crossing of the "Division Continental", at Trevino, km 523 at 0955, a second meet. Freight 1023/8409/1004 East has a drag of mixed covered hoppers and more Cargill tanks, quite a lot of NAFTA traffic here. At km 562 we cross The Divide a second time, to pull into the mountain town of Creel two kilometres later at 1123.



The London-built GP38-2's come to pick up the train at La Junta

With 113 km run today, we are tied up on a siding on the main street in the centre of town. The train is mobbed by junior entrepreneurs selling handicrafts, a delightful if slightly daunting experience the first time it happens! These kids would come top of the class in any Junior Achievement program we ever see here. The cry of "spend you money" rings out loud and clear in English from one enterprising six year old. Same day this little guy will surely be mayor of Creel, if not president of Mexico! We are now firmly in Tarahumara Indian country. Tomorrow will see the second day of travel, the third aboard our flatcars.

* * * * *

In the first part of this little narrative, our little RV Caravan has been loaded aboard the Chihuahua al Pacifico train, and has travelled from La Junta to Creel. We are high in the Sierra Madre Mountains of north central Mexico, approaching the 8,000 ft. elevation mark.

Our Ferromex GP38-2 locomotives Nos.2037 and 2017 return at 0930 on this Friday morning, a religious festival "The Day of the Dead". Graves are brightly adorned to honour the memory of those who went before, then everyone goes to mass. Pagan and Roman Catholic ritual and rites have developed into a wonderful and meaningful blend here. After coupling to the train, we are overhauled by a westbound, Freight 2314/1014/1008 with a train of BNSF empty covered hoppers. This will be an instructive ride for me as I get to ride the cab of No. 2037. At 0951 we pull out of Creel, km 564, for the relatively short distance to Divisadero. Two kilometres later the train stalls, I had nothing to do with it, honest, No. 2037 will not load and 2017 cannot make the grade on its own. I learn it takes two



That's not the Crowsnest, it's the Sierra Madres up ahead

ballpoint pens and a screwdriver strategically placed in the main contactors, presumably defeating the ground relay, to get a failed GP38-2 to run again. Ferromex had graciously given me cab privileges as an amateur rail historian, with the proviso in Spanish naturally that I don't touch anything. This cab ride also costs me my Canadian Pacific cap: the conductor is an avid collector of railway hats. I am more than happy to contribute to his display.

At km 574 our train crosses The Divide for the third time, an elevation of 8133 ft. We're not getting anywhere really fast, but it doesn't seem to bother anyone. The amount of food in No.2037's cab would do credit to any well run dining car! El Lazo, km 592, sees the beginning of a spectacular downgrade "figure eight" track pattern, and you think Field Hill is unique. We don't meet any more trains today, but bear in mind it is a religious festival. All four passenger trains, two east, two west, seem to gang up soon after our arrival in Divisadero at 1218. The flatcars are split apart into two cuts to allow a space for regular passenger train patrons to access the station. Just 58 km are run today. Divisadero is perched right on the edge of



Leading cab view of Piggyback load

Barranca del Cobre, Copper Canyon, a superb setting. The full moon is incredibly clear and detailed when viewed through binoculars from this altitude in the thin clean air. Even though a post noon departure is scheduled for Saturday, the caravanners assemble by 0600 on the canyon rim to witness a fantastic sunrise: you have to be quick or you'll miss it, it happens fast.

Friday evening the locomotives and caboose had continued the 46

km to Bahuichivo: before noon Nos.2037 and 2017 return without the yellow caboose to reconnect to the train. Leaving Divisadero, km 622, at 1215, the train stops at St.Rafael, km 636 and a bigger rail centre, at 1256. Lines of elderly, rusted boxcars sit in the yard, people seek shade under cars on active tracks. The railway can surely be a dangerous place. A private four car "streamliner" headed by lone No.2040 rolls east. This is a working of The Sierra Madre Express which operates out of Tuscon, Arizona; you may have seen the video on PBS. The piggyback gets moving again 1323.



Piggyback parked in "downtown" Creel

A long siding is located at km 648. Here a complex manoeuvre ensues involving three of the day's four passenger trains. The piggyback with its load of RV's goes in the hole, and pulls through to the west end of the siding, stopping 1350. Train No. 74 West pulls into the siding immediately behind us. Passenger No. 73 East, taking the main, passes both parked trains. No. 74 now backs up off the siding, then moves forward on the main to pass the piggyback. A little later Passenger No. 75 East passes on the main. No. 75 barely clears the west switch when the piggyback is on the move, which catches me completely by surprise as am on the roof of our motorhome photographing the action! All this takes just five minutes short of two hours. Continuing on our way, we pull into Bahuichivo at 1633 and tie up on a curved siding in a deep rock cut, just 46 km run today.

We are still in the high country, perched up in the Sierra Madre. The flatcars are parked for the night and the occupants go for a sight-seeing tour on virtually nonexistent roads, in an incredibly beaten up bus. By now it's dark, and we can only see the Jesuit Mission some 25 km down this rock bottom road, by flashlight. Our armed police escort have very powerful government issue flashlights which help. The reason for this armed guard is that one of the passenger trains was held up and robbed in 1993. Mexican banditos you say, no, escaped American convicts is the story we were told. Our escort are two really big powerful guys, Francisco & Jorge, Frank & George, very pleasant and friendly, and we make sure to keep it this way. Freights passing in the night seem to enjoy the reverberation of air horn blasts in the narrow rock cut, and give lengthy greetings to the station operators as we sleep in our rigs.

For Sunday we get that incredible portion of the journey that, although we experience it, we cannot quite believe it really happened! This of course is the rapid descent from the heights of the Sierra

Madre into the bottom of the Barranca del Cobre. Headlights and ditchlights blazing at 0600 hrs., well before daylight, announces the arrival of our locomotives Nos.2037 and 2017 with caboose No. 44030. This is the wake-up call for some of our sleepy caravanners. At 0632 our train is departing Bahuichivo, km 668, under the cover of darkness.

* * * * *

The piggyback train slips quietly out of Bahuichivo, km 668, before sun up on Sunday 4th November 2001. This is the fifth day, the fourth actually rolling, of the Chihuahua al Pacifico Railway passage by our little Fantasy RV Caravan.

Our train is about to make the most incredible descent from 5250 feet at Bahuichivo to about 300 feet above sea level at El Fuerte in just 172 km. We take up this portion of our narrative with a rolling meet at a siding, km 681. Between 0706 and 0708, Freight 101412314/1008 East, with covered hoppers and boxcars, stands "in the hole" as our flatcars trundle through. Apparently almost unprecedented in the short history of the motorhome piggybacks, we have a spare flatcar just back of mid-train. At km 697, the train makes an 0750 stop and allows us ten minutes to gather with our lawn chairs on the vacant flatcar. Now the significance of the waivers we all had to sign in Chihuahua is obvious. While we have rudimentary hand-rails, riding this way is entirely at our own risk. Wow, what a rush as the train squeals downgrade, through tunnels and over high bridges. The day's ride begins in pinon (pine) forest under cool, shady conditions.



Caravan meets triple GP-40's on eastbound freight

Km 703, Placa Conmemorativa, the huge memorial to the completion of the railway in 1961, is the site of a special view stop. The letters on the sign are made out of 22 ft. lengths of rail, a diesel locomotive hulk, Fairbanks-Morse I believe, pokes its nose out of the mountain, and the whole structure rests on inverted open 4-bay hopper cars welded together. Are the train crew giving us a ride today, or what! They obviously take immense pride in the operation they run, and rightfully so. We can quickly, and do, run out of superlatives to describe such an experience. The line snakes along the side of the canyon at three distinct levels as it makes the descent. Tunnels and bridges abound, big sweeping loops mark the changes of direction. A huge concrete multi-span bridge is part of the last turn. At km 737.5 a rockslide is still being cleared; at km 748 Puente de Chimpas, the highest bridge, is crossed at 1006; T-86 is

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TRAIN WRECKS OF LOCAL INTEREST

#4: HINTON

by Norm Corness

Probably the most infamous wreck or disaster that comes to mind for our area is the Hinton train wreck which occurred just 16 years ago on February 9, 1986. Sixteen passengers and seven crew members died when freight train #413 out of Edson collided with VIA #4 out of Hinton at Dalehurst, 16 miles east. A comprehensive investigation followed, with many accusations being hurled at railways, the unions and crew members. What actually caused it may never be known.

The fact is that train #413 with three locomotives and 115 cars totalling a length of 1.16 miles ran a triple red light at Dalehurst and entered a single main line at over 50 mph. It was supposed to wait on the main line for #4 to pass on the siding. VIA #4 left Hinton five minutes late with 11 cars and three locomotives including the one at the head-end of the Prince Rupert train it was dead-heading to Edmonton. They collided at a combined speed of nearly 110 mph.

The VIA train carried A-unit #6566 on the point with B-unit #6632 behind, followed by A-unit #6300 halfway down the train at the head-end of the Prince Rupert train. Freight #413 was powered by GP-38 #5586 in the lead, #5062 second and #5104 trailing.

On a personal note, what is ironic about this accident is that one week previously, on February 1st 1986, we had taken #6060 from the APRA site to Jasper for overhaul prior to Steam Expo in May. A fairly new and enthusiastic member of APRA, and an electrician apprentice at Calder, decided to take the day off work to accompany us. Since Paul had not been on the railway long enough to be entitled to receive a pass, he had no way of getting home. Harry Home came to our rescue by introducing us all, in the Athabasca Hotel coffee shop, to the crew bringing in #4 to Edson on the Sunday. As a result, Paul rode the units home while I rode in the first coach behind the baggage car on the same train that would have the accident one week later. The engineer on that train was Mike Peleshaty, who died one week later in the Hinton wreck.

We will always remember that brief association - and the aftermath!



Interior of dome car of VIA #4. Taken at Calder Yards, March 3, 1986.



Dome car of VIA #4 on a flatcar at Calder Yards on March 3, 1986.



Engine #5104, the third unit on train #413, arriving in Edmonton on a flatcar, March 1986.



The photo that ran in the Edmonton Journal the day of the disaster. The title was "Carnage at Hinton" and the caption read "Cars looked like crumpled matchboxes as smouldering debris was strewn across tracks". (Photo: Jim Cochrane, Edmonton Journal)



Looking east along the track towards the wreck site. A memorial cairn is at the right. In the distance at left is the signal that #413 passed through. The cleared area behind the cairn was created to accommodate the wreckage as it was removed from the site during inspection and search for casualties.



The site of the disaster, looking west to the curve from where VIA #4 came from Hinton. The memorial cairn is in the foreground. Taken May 12, 1996, ten years after the wreck. 📷

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the longest tunnel, 1823 m, passed 1020. By Lospozos, km 763, the vegetation has changed with huge organ pipe and saguaro cactus among lush, jungle type foliage. Butterflies by the hundred flit around in the now hot sunshine. Arriving at Lospozos 1040, a number of things happen here. Firstly a meet with Passenger No. 73 East, it is now getting too hot to remain exposed on our flatcar, even slathered in sunblock. We beg to return to the shade of our rigs, which we do while the second eastbound passenger, No. 75, shows up and passes. The piggyback departs Lospozos at 1131.

Crossing the longest bridge, Puente del Rio Fuerte, km 781 at 1206, the train casts a perfect shadow on the waters far below. Today's ride has been such a climax that when we pull into El Fuerte, km 838 at 1409, the hat is quickly passed to express our appreciation to an incredibly thoughtful and cooperative crew. They slightly bash-



Regular passenger train stopping at Bahuichivo

fully accept as we gather with them for a group photograph in front of No. 2037. Our vehicles, tied to the flatcars, are now parked at the station which is well remote from the town of El Fuerte. As at most of these isolated overnight stops, we travel in what can best be described as an industrial strength local bus. Through much of the journey, the communities at which we stop are only connected to the outside world by the train or helicopter. A road now does come in to El Fuerte from the west. Exuberant local election campaigning is in full noisy swing; we could use some of this political energy in Calgary!



Massive "La Conmemorativa" sign



Riding flatcar down the Copper Canyon

Monday is the sixth and last day with our motorhomes aboard the flatcars. The GP38-2's turn up even earlier at 0525 for an 0600 departure. We are now dropping the last few feet to sea level, as lush vegetation sweeps the sides of our units, and sugarcane fields line the tracks. If you really don't want your rig to get scratched up, we would recommend leaving it at home, certainly don't bring it along on a trip like this!

Sufragio, km 882, is the intersection with another main line, between Guadalajara and Mexicali. We arrive 0725 for meets with the two eastbound passenger trains, Nos. 73 and 75. In fact we surrender No. 2017 to Train 73 whose need apparently is greater than ours; considering the piggyback is the lowest priority for Ferromex, that is probably reasonable. This is a busy divisional point with a great deal of activity going on. During the two hours we are there, the caboose gets dropped, and we proceed with No. 2037 alone at the head end. Now I'm not sure of how good an idea this is, for at a siding at km 901 we shudder to a halt. The crew must have exhausted the supply of ball point pens as the GP38-2's traction motors are again refusing to load. In a matter of minutes, as if this difficulty had been foreseen, an elderly high-nose Geep No. 911 wheezes in and is substituted. At 1016 our train continues to Los Mochis with No. 2037 trailing along behind in the distance.

Arriving at Los Mochis, km 921, at 1110 represents the end of our journey by rail. The 81 km run today makes a total of 470. The train is split and the two portions, minus empty flatcars, are run into end

ramps. The unloading process is every bit as tense as loading, but is accomplished with no damage beyond near misses, bitten fingernails and frayed nerve endings. The same Ferromex brakeman who had directed us when loading, sees us safely off again. Credit where credit is due, this man is good.

What a journey, what an experience! So far as I'm concerned, this represents one of the finest mountain rail crossings reasonably accessible to us. Scenically splendid, the technological achievement of pushing this track through the Sierra Madre and Barranca del Cobre has to be rated as simply tremendous. To date no passenger train has met with any accident, and that includes the piggyback. The same cannot however be said for freight traffic, the unrecovered wreckage littering the length of the canyon has to speak to that. Make no mistake about it, however, this is a rugged journey and not for the faint of heart. Note to you RV'ers out there, you have to be prepared to "dry camp", i.e. be completely self contained, for six consecutive days and five nights. Be prepared mentally and physically, it is an adventure and requires a considerable degree of stamina plus some resistance to culture shock. While evidently progressive and modernizing its outlook, for now Mexico remains a third world country.



Piggyback waiting "in the hole"

The writer gives this rail experience, with its 86 tunnels, 37 bridges, sharp curves and steep grades, his top recommendation, whether by regular passenger train, first class tour train or flatcar borne RV piggyback style. The Ferromex crews are excellent and proudly professional, and the track is highly maintained in extremely difficult country. Go, find an opportunity to ride the Chihuahua al Pacifico Railway, if you haven't already! 📷

All photos accompanying this article by Helene & Mike Westren.

IN THE NEXT ISSUE OF THE MARKER

"TREN DEL FIN DEL MUNDO"

by Alan Vanterpool

"RIBBONS OF STEEL AND THE IRON RING"

by R. M. Bailey

"A PRAIRIE HEROINE"

by Robert J. C. Stead

"END OF AN ERA"

by Norm Corness

ALBERTA PIONEER RAILWAY ASSOCIATION ANNUAL GENERAL MEETING - JANUARY 22, 2002

The meeting was held at the Atco Gas Building, 10540 - 112 Street, Edmonton.

1. CALL TO ORDER

H. Dixon called the meeting to order at 19:32 hours and welcomed all attendees. Copies of all reports and related documents were available. A. Vanterpool was recognized as the speaker.

2. AGENDA

Moved by H. Huizinga, seconded by L. Kozma that the agenda as distributed be approved. CARRIED.

3. MINUTES OF THE 2001 ANNUAL MEETING

Moved by T. Van Gunst, seconded by S. Fieber that the minutes be approved as distributed. CARRIED.

4. APPROVAL OF BOARD ACTIONS

Moved by L. Kozma, seconded by T. Green that the decisions made and the actions taken by the Board of Directors since the last Annual General Meeting be approved. CARRIED.

5. GUEST SPEAKER

H. Dixon introduced Dr. Alan Vanterpool, APRA Life Member and railway historian, author, lecturer and speaker for this meeting. Dr. Vanterpool spoke on the early history of Canada, how the railway workers were the first people to come to many areas of the west. This was different from what happened in Europe, where railways connected cities and towns already established. The Calgary/Edmonton Railway was used as an example of how the railway laid out the towns and established where they would be. H. Dixon thanked Dr. Vanterpool for his very interesting and enlightening talk.

6. PRESIDENT'S REPORT

H. Dixon read his report which covered the past year's activities and accomplishments at the Alberta Railway Museum. He thanked the many volunteers who worked so hard to bring about the many improvements and additions to the interpretive capabilities of the Museum. Moved by H. Dixon, seconded by D. Martin that the report be approved. CARRIED.

7. FINANCIAL STATEMENT

Treasurer D. Osborne referred to the Audit Report, the Profit and Loss Statement and the Budget, copies of which had been made available to all attendees. The Profit and Loss statement was reviewed with reference to the approximately \$5,000 loss for the fiscal year ending October 31, 2001. Mr. Osborne advised this loss would be offset by the GST refund. Moved by D. Osborne, seconded by D. Martin that the report be approved. CARRIED.

8. MOTIVE POWER REPORT

T. Van Gunst, V. P. Motive Power reviewed his report on the year's activities, the highlight being the trip to Jasper to be part of the celebrations on the transfer of the Jasper Station from CN to Parks Canada. The operating locomotives worked well and the wrecking crane is fully operational. Improvements to shop two included new doors and a high output air compressor. Mr. Van Gunst thanked the many volunteers who assisted in the successful operation of the

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J. Brock that the report be approved. CARRIED.

9. ADMINISTRATION REPORT

E. Townend, V. P. Administration reviewed his report. The membership stands at 83 members. The Board met eight times during the year, a major agenda item being the extension of the License Agreement with Central Western Railway Corporation. A License Agreement was also negotiated with Athabasca Northern Railway. Twelve tour groups visited the Museum and Mr. Townend thanked the volunteer tour guides. The Marker and the Web Site are instrumental in getting the Alberta Railway Museum in the public's eye. Mr. Townend thanked the Morse Telegraph Club for their assistance during the year. Moved by E. Townend, seconded by A. Vanterpool that the report be approved. CARRIED.

10. HISTORY AND INTERPRETATION REPORT

J. Brock, V. P. History and Interpretation reported that the project to install the CTC panels will commence later in the spring. Archives are being catalogued and administered by D. Sim and a group of volunteers. Moved by J. Brock, seconded by D. Hunt that the report be approved. CARRIED.

11. CAR DEPARTMENT REPORT

D. Hunt, V. P. Car Department reviewed his report, and thanked the many volunteers who worked on an extensive list of completed projects. The projects included NAR 73, tender 16015, power installations, scaffolding, the CN station, Opal and Peavey stations, water tower, crossings and a number of cars. Mr. Hunt's report also included 2002 projects and proposed budgets for material and tools required. Moved by D. Hunt, seconded by H. Huizinga that the report be approved. CARRIED.

12. NEW BUSINESS

12.1 Election of Board Members H. Dixon turned the meeting over to E. Townend who called on A. Vanterpool for a report on nominations. Mr. Vanterpool began his report by thanking all those who had worked so hard during the year towards the successful operation of the ARM. The three year terms of H. Huizinga, D. Martin and D. Stokes has expired. Mr. Stokes declined to run for office. H. Huizinga, D. Martin and S. Yakimets have been nominated for Board membership. Additional nominations were called for, and hearing none, H. Huizinga, D. Martin and S. Yakimets were declared elected by acclamation.

12.2 Restoration Plans: H. Dixon advised that plans for 2002 include a steam display in the Discovery Centre, restoration of the interior of Dunvegan, car 1454 (CN Timeline), 1460, electrical upgrading, Rule Instruction Car windows and Rycroft windows.

12.3 Historic Resources Developments: H. Dixon advised that both Comboose 306 and locomotive ex NAR 73 both qualify as Historic Resources, and as such, are eligible for major grants.

12.4 The Marker: H. Dixon thanked D. Stokes for his work editing The Marker. The Marker is published six times a year and approximately 90 copies of each issue are distributed. The format has been changed, which could increase the cost of postage.

12.5 The Website: The web site was built by webmaster Tim Dixon and is under constant update.

12.6 A-Channel: The visit of A-Channel for their morning show

last summer was instrumental in raising awareness of the Museum. A repeat visit could be considered.

13. ADJOURNMENT

T. Van Gunst moved adjournment at 21:50 hours. 📌

PRESIDENT'S REPORT

by Herb Dixon

On Page 7 of this issue of "The Marker" you will read the minutes of the Annual General Meeting. I wish to congratulate those individuals who have decided to accept directorships again, and to welcome Stephen Yakimets as a Board Member. Stephen has volunteered as a conductor for many years, and along with Ken Jones has made our operating weekends a significant contribution to our image.

The New Year is starting to shape up. Ted says that 1392 has passed her boiler test and the "certificate is in the mail". The roof on "RYCROFT" has been replaced, thanks to Doug Hunt's crew, and the car is outside ready for the next stages of its restoration. Now 9000 and 7944 can go inside for some maintenance.

Here is a summary of the plans for the summer operation.

MUSEUM TASK LIST - 2002

Inventory - The inventory of parts and appliances is to be computerized.

Artifacts - This section has not yet been computerized. The listing should be in the following order: accession number, description, and location.

CTC Panel - Jim Brock will follow-up with CN Signals to see if the software is available/written

Telegraph Software - At West Coast Railway Heritage Park, the set up is a computer running a program which operates a sounder and simultaneously displays the message as it is being transmitted. It was set up by the Vancouver Morse Telegraph. It is a fun thing to watch and very simple to maintain.

Summer Employment Grants - The following have been submitted:

- Develop a School Tour Guide
- CN Timeline and Steam Engine Interpretive Display
- Displays, museum operation, archives data entry

NAR Truck, International 1959 2.5 ton - The entire truck is now at the Attendance Centre as a project to repair and restore. Regarding the truck's box: Anyone know of a box from a Budget or Hertz rental truck for donation? Thanks to Cliff's Towing for moving the truck.

Army Truck - the motor is now at NAIT - Jack Forfylo in Auto Mechanics is restoring it - engine, starter, generator, and clutch.

Signalman's Speeder - The motor is being restored in the small engine program at NAIT. Steven Girard is taking a course there and is using the engine as a project. Thanks, Steven.

We are very fortunate to have such a dedicated group of volunteers and partners who are interested in various aspects of museum operation. As Harry Home would say, "Full steam ahead"! 📌