



NEWS

Spring & Summer 2008

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A BUSY, SUCCESSFUL YEAR! - John Sprung, Chair

Work on BCER 1225, progressed well during the past 12 months. We held six Open Houses' this past year, giving the volunteers an opportunity to show what they have accomplished. In appreciation we held the second annual volunteer's dinner in their honour. Our membership continues to grow and we have reached out to more people in the community.

BCER 1225

Our volunteers have continued the rehabilitation of the car under Vice Chair Bob Ashton's direction. They have achieved about 60% completion, and it's starting to look like an interurban car again. The City of Surrey provided grants totalling \$150,000 earmarked for the refurbishment of the trucks. With 1225 now elevated on temporary supports, the trucks have been removed and are now at Carr's Machinery for refurbishment. We are still "on track" to have the car ready to go back on the tracks during 2010.

BCER 1304

The Connaught car, BCER 1304, the last remaining BCER interurban, and the last remaining Fraser Valley line car, is still to be repatriated, work is going on to achieve this.. I trust we will all hear very good news some time this year.

Sullivan site

At the Sullivan site the compound has been spruced up with the donation of a storage trailer by Steve Knoblauch and the local "convenience" was added to the site as a donation by the Supersave Group. A matching coat of paint was added to the two trailers to make them match the carbarn. Thanks indeed to Roy and Allen for undertaking the trailer painting in very warm weather conditions..

The speeder tracks have been further adjusted by the very good people at PNR. New tie bars have been added at the South curve.

Open Houses

During 2007 we held six Open House events. We welcomed over 1000 visitors to the site who enjoyed the Speeder rides and the live music from Ray Hudson and his musical group, Circle of Friends. Jerry Gosling sold various souvenirs, incredible hot dogs and other goodies from the Sullivan Station.

Volunteers

The dedicated group of volunteers continue to work three days per week in the car barn on various aspects of the 1225 rehabilitation. They have now contributed over 6,000 hours which is equivalent to over \$180,000 of 'sweat equity' towards the completion of BCER 1225. Last fall as mentioned previously, we held the second annual Volunteer's Appreciation Dinner at the New York New York restaurant across from the carbarn in Sullivan. We had a wonderful



dinner followed by a special dessert for the society; Councillor Judy Higginbotham presented the first cheque of \$75,000 from the City, towards the \$150,000 grant for the rebuilding of the trucks for BCER 1225 the second cheque we did not have to hold an additional dinner.

Membership and Community Outreach

We are growing. Our membership now totals over 200 current members. Going beyond our direct membership list we have also had over 250 groups and companies contribute goods or services toward the rehabilitation of BCER 1225 and toward the new Community Outreach funded by BC Gaming and the Surrey Foundation.

Funding from Vancity has allowed us to purchase new Audio/ Visual equipment for use in the car barn and in various community events. Our publications, such as the newsletters, brochures and bookmarks have also been enhanced under the editorial direction of our communications director, Ray Hudson. Most recently Allen and Jerry with help from Bob and Rene and Pon Powers and myself staffed a display at the 80th annual Bradner Garden and Flower show (see separate report).

Our community outreach also extends to presentations such as FLAG the Federal Liberal Action Group. Allen, Peter, and Doug accompanied me to a meeting where we presented our society's mission, accomplishments and next steps. I anticipate further presentations to other party groups in the near future.

Future

We have even more to do in the next year. Most importantly, work will continue on the BCER 1225 rehabilitation in order to have the car ready to run on the tracks in 2010.

To ensure we can connect to the line we are working with the city to get agreement from some key groups including Southern Railway of BC who own the track we wish to run on. In that regard, we have meetings planned with the City of Surrey Mayor's

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2008 Annual General Meeting

AGM 2008: FUNDING THE TASK

- by Allen Aubert, Secretary & Fundraising Chair

The fund raising strategy for the last year or two has been focused on our specific needs around the rehabilitation of BCER 1225, most of which have now been secured financially. If we didn't have the investment of time and skill by the volunteers, we would not be so close to completion. We count the volunteer value in various ways including in dollar terms, because as part of the fund raising it represents dollars invested in the overall value of the project. City Council and other public funding bodies are keen to see the added value by the community. We approach fund raising on three fronts: coin of the realm (cheques or cash), donated services (what the volunteers are doing, and goods- in- kind generously provided). An excellent example of goods- in- kind is the provision of all the paint and materials we require being provided by Cloverdale Paint here in Surrey.

There are several others that have donated heavily, for example, the window safety glass was a major donation for all the windows on BCER 1225 from Starline Windows in Langley. There are numerous other donors as you will have seen in the last newsletter insert. In fact, over 250 donors have made gifts-in-kind or cash.

And we are receiving another significant donation in kind with respect to all of the brass items we need for the interior of BCER 1225. They are all being recast in new brass, by Hastings Brass Foundry.

All these donations represent money which we identify, that

become part of the capital costs for the total rehabilitation of BCER 1225. Grouping these three fundraising areas together is absolutely vital, and we have established quite a record with the community, including ordinary people, businesses, and funders such as the various government agencies. Thank you one and all.



Going forward the fundraising strategy is shifting focus a little. With the capital costs for the rehabilitation of BCER 1225 pretty well spoken for, we will now turn our attention to other things. For example as of this year, we have launched a Community Outreach, and Public Education Programme to tell the story of the FVHRS this initiative has been made possible with funding received from BC Gaming and the Surrey Foundation.

I don't think a day goes by that I don't receive a membership renewal most with a donation. And for this, I thank you. We're nearly at the point, thanks to all of you, where we can be balanced in terms of our operational costs.

Soon, and hopefully by the end of 2008 we can launch our major fundraising campaign called "a foot-at-a-time" which will be dedicated to getting BCER 1225 on the track and operational. This campaign will offer a foot of the heritage rail experience for \$100, however detail on the campaign will be for a later edition of our newsletter.



2008 Annual General Meeting



AGM 2008: ACCOUNTING FOR IT

- Treasurer's Report by Stephan Plant,

I'd like to present the financial statements of the Fraser Valley Heritage Railway Society, for the year ending February 29, 2008. If you check the balance sheet of the society, you'll see that the cash in the bank is a rather large, \$211 thousand. This money isn't just sitting there idle. A lot of this money is earmarked for special projects that are occurring. And because we know when these projects will occur, we've put this money into GICs so it's earning interest for us. We have to fundraise before we can spend.

The property plant and equipment (our Sullivan site infrastructure) is now valued at \$541 thousand. That is the buildings and the car BCER 1225. The only liability that we have is for the streetcar 30, Clover Belle, where there is \$13 thousand due to the Cloverdale Streetcar Society when it is formed.

With respect to our revenue and expenses, our revenues are made up of memberships at \$7 thousand, donations of \$93,000, BC Gaming \$13,000, and merchandise sales of \$1,200. It should be noted that under donations, there was another \$75,000 which we received from the city after the financial year end. We knew it was coming, but couldn't include it. So that's \$115,000 for the year ending 2008.

Our expenses are kept to specific areas with advertising and



promotion being the largest expense at \$14,000. Almost all of that is funded by foundations or government grants a lot of that is advertising and printing materials for our open house events, our brochures newsletter and bookmarks. The next biggest expense is insurance. There's little we can do to reduce that. So we have a total income after our expenses of \$87,000, with an additional interest income of \$4,600 for the year, yielding a total surplus of \$92,000. It should be noted that all funds are pre allocated to future project activities such as refurbishment of the trucks.

The next page of the financials is a statement of our funds balance, so we've seen it improve by \$92,000 to bring the fund balance to \$740 thousand.

The last page is a description of our property buildings and equipment. Our buildings are valued at \$205 thousand, BCER 1225, \$311 thousand, and these include only monetary costs, and does not include that wonderful value that we get from our volunteers currently valued at 6,000 hours @ \$30=\$180,000

So I'd like to report to you that the financial state of our organization is very good. The monies that have been coming in have all been planned for and will all be spent in due course.

HELP THE SOCIETY COMPLETE ITS MISSION

There are things you can do to help us achieve these plans. Consider helping to staff a FVHRS booth at future community venues, where you can help tell the BC Electric Rail story and describe what FVHRS is doing to bring back BCER 1225:

- Consider helping with the rehabilitation of BCER 1225 wood work, light carpentry or even painting and varnishing. Please contact Bob Ashton for ways to help out.
- Write to MLA's and Ministers about reactivating the Fraser Valley Interurban track for passenger use.
- Describe the forgotten jewel that crosses Surrey and the Fraser

Valley and is just waiting to be rediscovered.

Promote the 'green' aspects of the interurban, the original "green" system, and the opportunities to use hydrogen and methane/hydrogen power sources for BCER1225.

Talk to all you meet about the Fraser Valley line. The track is still there, and ready to be used again for community based passengers. It is an **existing** community asset.

You **can** contribute in many ways to ensure restored heritage interurban cars again run on the Fraser Valley line.

- by Allen Aubert



Remember this?



The Fraser Valley Heritage Railway Society

Will Run Interurban Car 1225 Again With Your Help

By 2010 we want to have Car 1225 ready to carry passengers again.

To do this we need more volunteers, both skilled and unskilled, one, two or three days per week to help:

- ~ work with wood and metal components
- ~ strip, paint, stain components
- ~ assist our other volunteers as helpers
- ~ assist & learn from retired railway workers

We're at the Car Barn at 64th Ave & 152nd Street every Tuesday, Wednesday and Thursday 9:30 to 2:00 pm

Give history a hand! For information call Robert Ashton: 778-838-8131



Spring Summer 2008

CLOVERDALE: CENTRE OF THE UNIVERSE - by Henry Ewert

That Cloverdale is the real star of the 2006 movie, "Deck the Halls," ostensibly starring Danny DeVito and Matthew Broderick, comes as no surprise. Within its enveloping City of Surrey, reaching toward a population of 400 thousand, Cloverdale shines more than ever as a real, very tradition town, with most of the trappings, a beating heart within the welter of developments from the Fraser River to the U.S. border. A crossroads town still today, with highway 10 and 25

intersecting near its core, Cloverdale's central position in the Fraser Valley was cinched really early, and by the railway, of course.

When the Great Northern Railway (under the guise of the New Westminster Southern) thrust its way up into Canada in February 1891, reaching for Vancouver, Cloverdale was created, drawing to it services and residents from miles around. Cloverdale immediately became strategic, the most important stop on this new railway between the U.S. border and New Westminster, part of Great Northern's main line south to Seattle for 18 years, until a new line was built through White Rock.

When the Great Northern opened its 17 mile railway line west from Cloverdale to Ladner (then Port Guichon) in 1903, with ferry service to Sidney, Cloverdale was well on its way to becoming one of British Columbia's major railway hubs. And when, in early 1909 Great Northern inaugurated service over its new 29 mile line eastward from Cloverdale to the U.S. border at Sumas to connect there with the Milwaukee Road and Northern Pacific railways, Cloverdale's status as a major railway town was almost at its zenith.

This lofty position was surely achieved on July 1, 1910 when the British Columbia Electric Railway began passenger service through Cloverdale from New Westminster to Jardine (20 miles) on its new 64- mile electric interurban line all the way to Chilliwack. When regular service over the 76 miles between Vancouver and Chilliwack was instituted on October 4 on this the longest interurban line ever to be built in Canada, residents of

an ecstatic Cloverdale could travel in style on state-of-the-art interurban railway cars to New Westminster in well under an hour, and to the heart of downtown Vancouver in an hour and a half. The cars offered toilets, a water cooler, luggage racks and seats with integral headrests. For this passenger and freight operation, a splendid full service depot had been built on the north side of the track just east of 176th Street, and just a short distance east an impressive, but hulking, concrete substation, one of five along the line to Chilliwack.

Cloverdale in 1910 was the dominant community in the Fraser Valley between New Westminster and Abbotsford; neighbouring Langley Prairie (today's city of Langley) was miniscule by comparison. When the Pacific Highway (today's 176th and Highway 15 were built through Cloverdale, and then paved in 1923, years before the King George Highway was built, Cloverdale became the premiere stopping place for motorists between Vancouver and the U.S. border.

Even though the Great Northern withdrew in stages from Cloverdale (finally completely in 1933) the B.C. Electric's interurban line to Chilliwack still operates vigorously as a freight line, Southern Railway of British

Columbia, and some of the former Great Northern east/west line forms the basis of the "coal train" railway line, completed in 1970 past Cloverdale to tidewater at Roberts Bank, rather than 1903's Port Guichon. Though two freight railway operations still whistle and thunder through Cloverdale, all passenger service ceased on September 30, 1950, when the B.C. Electric shut down its landmark interurban passenger operation after four decades of creating the Fraser Valley which we know today. The very last interurban car to operate this service was number 1304 (the Duke of Connaught car), the only Chilliwack car still in existence, a car of enormous significance to the Fraser Valley Heritage Railway Society!

Cloverdale still looks westward to New Westminster and Vancouver, but access to these cities today is hardly the sophisticated journey it was between 1910 and 1950. Nonetheless, Cloverdale survives, wearing yet its uniqueness with character and style.

**Main Street Cloverdale****Waiting for the Interurban ~ Ford Club****Canada Day****Canada Day**

REHABILITATION OF 1225 IN PIC

Rehabilitation Status by Robert Ashton

The north end of the car, as it sits in the barn, that we call the "A" end, is about 99% complete. All the wood that we could save from the original (about 20%) has been put back. One trap door has been fabricated and put in place.



Underneath the car, about two-thirds has been scraped clean and painted black. Upgrading and replacement of wiring under the car is still underway, about 80% of that work has been completed. Where we could save the original protective coating of the wire, we've done that.

The motors and the trucks have been taken out and are at Carrs Machining in Port Coquitlam and are currently being rehabilitated. Hopefully, by this time next year the work will be completed.

In the interior, all the seat frames have now been disassembled, stripped, sandblasted and coated with a primer and about 90% have been put back together, and painted BC Electric Green.

All the rebuilt upper windows have been placed back into position on both sides of the car. For the lower windows, all the brass fittings have been put onto the sashes. The mouldings that go on the sides of the uprights and allow the windows to stay open, are about 90% completed. Some of the wood will be original and some of it will be new, depending on the water damage that has occurred. The new ratchets that the window latches attach to, to keep the window open, have had all their screw holes drilled and they are being put onto the mouldings.

The bulkhead doors and bulkhead walls, except for the middle bulkhead, have been stripped, re-stained, lacquered and equipped with new window safety glass.

All the brass that was required has been cast and donated by Hastings Brass. We owe them a huge thank-you! We're currently in the process of getting the rough casting coatings removed so we can send them to be polished, then treat them with a protective coating so they don't require constant polishing.

All the air tanks have been cleaned and

painted, the brake cylinder has been completely stripped down, new gaskets installed, and have been put back in place.

The final set of old stairs has been removed, we are getting ready to remove the "B" end coupler and the Watson guards. This end of the car has to be completely taken apart and rebuilt, hopefully that will start by the end of August. That will be a major winter project and hopefully will be done by this time next year.

The interior wood is now being stripped of old lacquer before it can be re-stained and re-lacquered.

It's quite a list, but there's still lots to do.

- we need to drill holes in the brass for screws and ropes as well as the pieces that held the luggage racks need to be drilled.
- all the interior window moulding has to be installed
- we're now taking measurements to order the new ceiling panels
- all the measurements for the oak runners which go down the middle of the aisle have to be taken, the wood must be ordered and the strips made.
- the roof has to patch where there are any holes, then we have to bring someone in to recanvas it.
- all the old wooden seats have to be stripped of the old paint to bring back the grain of the oak. It will then be re-stained and lacquered.

To do this remaining work we need some help for the fabulous volunteers that we have now. We can use people with some woodworking skills, we also need some people just to be helpers. For example, we need people who will finish cleaning and scraping the underside of the car. Basically we still have a lot of glass cleaning, wood stripping and sanding, drilling the brass, and a lot of basic 'grunt' work that needs to be done.

If anyone is interested in helping out, we operate Tuesday, Wednesday and Thursday from 9:30 to 2 pm. We'd be happy to have help on one, two or all three of the days if people have the time. It's lots of fun and the result is going to be something truly extraordinary. Just give me a call Robert Ashton, FVHRS Vice Chair and Project Coordinator at **778-838-8131**.



brass window fittings



vestibule



fitting woodwork



Neil Wilkie



Long shot of the car



Newest Volunteer, Neil



Ken Creasy s

VOLUNTEER PROFILE: RON POWERS



Ron Powers, has had experience working on the 1220 in Richmond, and was invited to work on the 1223 in Burnaby. After fulfilling commitments for some contract work for a railway in the US, he has, in his words, "committed myself fully to work on 1225". He spoke with Ray Hudson:

How did you come to do this in the first place?

I worked with Canadian National Railways, Via Rail, the American Orient Express Railway and the Grand Luxe Railway in the US, so when I was working on the 1220 in Richmond and I got more involved in that one than the one in my area, which is Surrey, the 1225. After attending an Open House, I realized I could be of benefit to them, so since then I have been there for taking the car apart, and now we're starting to put it back together.

What motivates you to put in these hours in the heat and the cold to do this?

It's a love affair with the car. I feel if we don't resurrect this car, the up and coming generations won't even know what a tram or interurban was. I'm donating my time, usually three days a week, because I feel I have quite a bit of knowledge I can give back, particularly after working on the 1220 and 1223.

Both of those cars are on static display aren't they?

Yes, and I'm looking forward to seeing this one running on its original tracks. And truth is I'd love to see it run from Brownsville (at the foot of the Patullo Bridge) right out to Chilliwack, but we'll take baby steps first.

So far in taking the car apart, what things surprised, delighted or challenged you?

When we took the ceiling out of the car, I found that the insulation on the wires for the lights had broken off and the wires had touched from time to

time, shorting out with 600 volts, DC. The inside roof of the car came so close to burning to the ground like (car) 1304 did. So I have documented that with photos, which we put on display at our open houses.

Also when cars were running together, they were interconnected with a cable carrying the 600 volt, 1,000 amp current. Often these cables were too short and on certain corners, the cable would pull out of the socket and fall against the thick steel plate bumper, where it literally burned a hole right through the metal. This is one feature we're going to leave unrepaired on the car so people will be able to see it.

What are the next steps for 1225?

Right now, we're looking forward to our next open house, because we're trying to get the "B" end, that's the smoking end, pretty much completed so people can walk up into the car and see how the controller was arranged to drive the car (see cover). As well, I bypassed some of the piping and hooked our compressor up to it, so when people pull the whistle cord, it will sound. We have the new flooring in as well as some of the windows, and we've given that end a coat of paint. The portable headlight will be attached at that end and hooked up to shop power so it will work during the presentation. Each car only had one headlight, you know, and when the train would go the opposite direction, the motorman would simply remove it from one end and place it at the other for the return trip.



The trucks (wheel, brake and motor assemblies) are out for reconditioning. When do you expect them back?

They're out on a long term contract. We're looking at nine months to a year. We have to get the track specifications from Southern Railway of BC, because we'll be running on their track. This has caused us to, what's called, reprofiling the wheel flanges. We have the trucks at Carr Machinery in Port Coquitlam. He will remove the motors and send them to General Electric, to have them refurbished, then he will work on the trucks themselves if they need new bushings, bearings and stuff like that.

VOLUNTEER PROFILE: NEIL WILKIE



Working on railroads for over thirty-six years as a Carman by trade, the person who fixes the rolling stock, Neil worked 10 years at the CNR, BC Hydro rail for 2 years, and for the last 25 years worked with SkyTrain. He spoke with Ray Hudson first, about how he became a FVHRS volunteer:

Actually, my parents found a story about the FVHRS and their plans to restore the Fraser Valley Interurban in the local newspaper. They brought it to my attention, I read it and became very

interested in the project, and here I am.

At SkyTrain, they don't use all my skills as much as I used to, so when I saw this opportunity I thought this would be a perfect project to retire on. My parents knew about the Interurban, but I knew very little about it, I never saw a car in operation. But an Interurban car is still a railcar and working on rail cars that's what I do best, so I decided to give my time to this, and called up FVHRS Secretary Allen Aubert to find out everything about it and how I could get involved.

When did you actually get active in this?

I stayed in touch for about a year, then one day Allen called and said they'd just inherited a Speeder from Richmond, and asked if I'd like to take a look at it. I went down to Richmond and dragged it home on my trailer where I put it in my garage for safe keeping and to see what needed fixing. I took the speeder apart and had the motor rebuilt. My parents came by and helped with the upholstery. My dad and I painted it all up and put it back together. It was a great project and was a warm up to dealing with Car 1225.

When BCER 1225 arrived at the FVHRS site in Sullivan, I took the day off so I could be there. Of all the people who were there, I had a pretty good idea what I was looking at, and I thought it was in good shape. In BC things rot pretty quick, but seeing the car which had spent almost 50 years in California, it was in pretty good shape. The rot wasn't as bad as I thought it would be.

When you started work on the car, what did you find?

I started stripping out the car, and found a several old coins,

transfers and things lost down the sides of the seats. We were 'having a blast' finding *these* things. When we started taking the car apart, I was amazed at the poor condition of some of the wiring. Their idea (the original builders of 1225) of grounding was wrapping a wire around a screw tightened into the wood, thinking that was a proper ground. I don't know how they didn't kill some kid sticking his finger in some of the spaces. I was also surprised at how well the car was constructed because I'm used to having a steel frame with wood attached to it, like the old box cars, or passenger cars. This car, instead, has a wood frame with some steel attached to the wood because it was built before steel took over from wood for that purpose, and working with electricity was somewhat new to them. The result was really interesting.

On each side of the car was a very large sheet of steel which ran the whole length, that you had to remove in order to recondition. How much did it weigh and how were you able to handle it?

These sheets weren't overly heavy but they were very awkward to handle. They were about 45 feet long and 3 ½ feet wide, and weighed about 1,300 pounds. I thought about how to take those pieces off for a long time before we did it. We could have cut them in three pieces, but we wanted to take them down whole. I thought, I've done a lot of craning and moving metal, because in

railroads everything is heavy. You don't want to hurt your back so you find other ways to lift using winches and levers. Getting those steel plates down was quite a feat and to get them outside where we could clean them of rust I used a pulley system hooked to my old truck and dragged them out. When it was time to replace the steel plates we had several people pushing and leveraging, and we got them both back up without anyone getting hurt. I was so pleased at that.

My work schedule doesn't allow me to get to the Sullivan barn more than a couple of times a week, so I often take items away and work on them off-site, reconditioning and bringing them back. So, although I'm not around as much as I would like I'm still able to do a fair bit of work, and that pleases me.

As I said at the start, I'm doing this because, although I never rode on one of the interurbans, it was large in the life of my parents. I'm doing it (volunteering) for them and for my kids and grandkids, and that's cool.



PACIFIC BOLT TO THE RESCUE!

As we inspected the under portion of the car we found that 4 long and large bolts attached the King pin to the car body .

On the north end 2 heads were broken off. We found a company in New Westminster, Pacific Bolt, that makes and supplies them. They were impressed with our goal to rehabilitate BCER 1225 to

operating condition and supplied free of charge enough bolts and nuts to replace all the bolts we required. Interesting enough the south end of the car has a longer spacer than the north end. The south end bolts are 1" longer than the north end too.

by Bob Ashton

FVHRS BLOOMED AT FLOWER SHOW

- 78th Annual Bradner Flower Show Great Exposure



Allen Aubert and Bob Ashton staffed the booth to meet and talk with attendees, as well as offer souvenirs and publications of the FVHRS. They were also very accomplished at bringing people into the make-



shift theatre in order to watch the DVD of the trip along the line from Vancouver to Chilliwack. This DVD has proven popular with visitors who love to buy an incredible bit of history

Every year the Bradner Flower Show strikes a theme. This year it was the interurban line as Bradner was one of the communities served by the early Interurban line. The Fraser Valley Heritage Railway Society was included as a main event of the show, and were strategically located where the walking traffic was high. As a result, we were able show the video of the Chilliwack run twice several for many who watched this slice of history. The show welcomed over 3000 people over the three days. Jerry and Allen were also present for the official opening on Friday by Honourable Steven L. Point, Lieutenant Governor of BC, Hon. Michael de Jong, Minister of Aboriginal Relations

and Reconciliation and MLA for the area. Mayor George Ferguson of Abbotsford and past Premier Bill Vander Zalm were also in attendance for the kickoff. At this show Bob Ashton and Aubert presented the video and provided overviews of the society. They were joined by Rene and Ron Powers who helped in meeting over 300 people per day who viewed the movie and stayed to ask questions. "I understand that over \$600 was raised from sales of the DVD and shirts, hats and other paraphernalia at the table," said Aubert, who also reported that two new members signed up at the event and over 500 bookmarks and brochures were handed out.



Jerry Gosling properly decked out in the finery of earlier days, does a deal with a visitor, while Bob Ashton is seating people for a showing of the DVD



One pleasant surprise was this woman who was delighted to find us at the show, and reminisced over her experience as a regular rider on the BC Electric Railway Interurbans.

PRESIDENT'S REPORT - *- Continued from Page 2*

Transportation Community as well as Southern Railway of BC (SRY) on the future use of the track and access by the FVHRS for heritage passenger use. We will also be meeting to plan the future work in Cloverdale on both use of the siding, and moving forward with replication of the Cloverdale station.

Heritage Rail Demonstration Project (HRDP)

The City of Surrey has strongly supported the Heritage Rail Demonstration Project. Peter Holt is the principal director on this project. He has already received indication of corporate support from companies like Terasen Gas which is interested in sponsoring the Cloverdale station as an interpretative center for 'green' fuel such as natural gas and hydrogen. We plan on using a mixed fuel source of hydrogen and methane to power an electric generator to be located in the planned replica BCER baggage car and BCER 1225. The generator will provide the 600 volt DC electricity required to power the electric motors on both the baggage car and BCER 1225.

The City has indicated interest in funding the building of replica BCER 1700 series baggage car including the methane/hydrogen electric generator. Also, Kwantlen Polytechnic University has stepped up by providing Educational Leave for me to assist in this project for one year commencing in September.

Operations

The Fraser Valley line is currently in use by Souther Railway of BC for freight service. BC Hydro, as owner of the right-of-way, and previous owners of the rail line, have reserved passenger service rights for the line and has endorsed the FVHRS use of the line between Cloverdale and Brownsville for heritage rail operations subject to approval from other agencies.

We know there will be probably be other passenger rail operations on the line, over time, such as a future Community Rail service that replicates the old interurban service using modern rail cars. To ensure we have ongoing access to the rail for our heritage rail operations, we need to be at the table as these options are discussed.

As we progress, we may need to create a new group or society to undertake the combined operations on the interurban line in Surrey. Certainly we need to be directly involved in the formation and composition of this group.

Summary

Volunteers are now needed to help spread the word about our successes and our plans. You can identify venues and opportunities that are attractive to demographic target groups, and our current stage of growth.

We plan on expanding on this opportunity to show the community what is available in the future for passenger rail in the valley.

To get the BCER 1225 back on the track and run between Cloverdale and Scott Road will cost about \$6 Million. The Heritage Rail Demonstration Project will cost \$4.5 Million to go between Cloverdale and Newton Center.

We have already raised \$1.5 Million, and the City of Surrey has pledged a further \$1.5 Million(to be matched by others) for a total of \$3 Million. Like

most grants from government there is a requirement that the remaining \$1.5 Million be provided between the province and federal sources. It is indeed an exciting time to be a part of this organization. Meetings are planned with the Minister of Transportation to advance the provincial funding.

“work will continue on the 1225 restoration in order to have the car ready to run on the tracks in 2010.”



OPEN HOUSE EARLY 2008



Circle of Friends



Introducing Your Board of Directors: 2008



John Sprung,
Chair



Bob Ashton,
Vice-Chair



Allen Aubert,
Secretary



Stephen Plant,
Treasurer



Doug Watkins,
Director



Jerry Gosling,
Director



Roy Mufford,
Director



Peter Holt,
Director



Ray Hudson,
Director



June
Board
Meeting



Councillor
Judy Higginbotham
City of Surrey liaison



Fraser Valley Heritage
Railway Society

NEWS

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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.

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