

Friends of the Railway and Forestry Museum

A special thank you to all the friends of the museum—donors, members, and volunteers!

Please accept our sincere apologies if your name was missed in the Winter Issue. This oversight was completely unintentional.

NOTICE

This is your final issue of the *On Track* if you have not renewed your membership. To renew your membership for 2002-2003 contact the Railway & Forestry Museum Office at 563-7351

Photocopying and paper
donated by



On Track
Published quarterly by
Railway and Forestry Museum,
850 River Road,
Prince George, BC
V2L 5S8

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Canada Post Publication Agreement # 1446495



A quarterly publication for members and friends of The Railway & Forestry Museum, Prince George

Volume 18 Issue 2

PGRFM Visitor's Centre Landscape



Conceptual drawing of Visitor Centre landscape by Cynthia Rebman, Interior Horticulture (see page 11 for story).

Drawing by Cynthia Rebman

Message From The President

By Daryl Moulder

Well, things are rolling along. The crews have been busy at the shops; the renovation projects on the BC Rail tank car and the Russell Wooden snowplow have been completed. They look great! In addition to these two, other projects are nearing completion.

My hat goes off to all the members, volunteers and businesses that have helped with these projects.

We are getting closer to that time of the year when we open the Museum for the summer season; but with the way the weather has been this past week, I wonder if the snow will be gone by the May long weekend! I went for a walk through the museum and found the ground to be very soggy—walking down the roads, you still sink in a couple of inches. This is normal for spring and the ground usually dries up fairly fast, if only the weather would cooperate!

I am happy to announce that Trudy Swaan will continue as General Manager of the Museum. Since Trudy has come on board, we have seen many astute changes. We all look forward to continuing to work with Trudy.

There were good turnouts for the AGM on April 4 and for the Members' Social at the CN shops on April 13. All were impressed with the work that has been accomplished. If you are interested in contributing to the progress of the Museum, please become involved with one of the committees—your input is always appreciated.

I would like to take this opportunity to acknowledge that the West Coast Railway Association is now the proud owner of the Royal Hudson, steam locomotive 2860—congratulations!

Daryl Moulder, President
Railway and Forestry
Museum, Prince George

AUTHOR'S SEARCH

Montreal writer, Julie Gedeon, is researching and writing a book entitled *Iron Ladies—The Role of Women in Canadian Railways for McGill-Queen's University Press and she needs your help.*

Julie is eager to contact women who worked for any of Canada's railways, whether in an office, on the tracks, aboard

a train, in munitions shops during the war, or any other capacity. She wants to speak to female carmen, engineers, secretaries, comptometer and telegraph operators, etc., including wives that helped maintain a station or section of track with their husbands.

She is also interested in journals, newspaper clip-

pings, photographs, and other documented sources about Canadian railway women.

Julie can be reached at PO Box 295, Roxboro, QC H8Y 3E9; Telephone 514-626-2475 Fax 514-626-0952 or email at eloquence@attcanada.ca

CLASSIFIEDS

WANTED

Authentic railway pocket watch. Telephone Sharon 561-1035

CN SHOPS WORK PARTIES

Interested in smaller project and light duties such as painting, etc.?

Call the Museum Office
563-7351

EMAIL ADDRESSES

We are updating our records and including email addresses to our database. For everyone who receives an On Track, please assist us by emailing your address to comish@pgonline.com

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Mystery Cart??



The answer that needs no explanation!

FOREST EXPO 2002 AUCTION

More than 70 items including a diamond ring, a bronze sculptured caribou, a three-day trip to Warm Springs Resort, a snowmobile, a 1967 Cadillac, and a dozen bottles of wine will be up for bid at the Forest Expo Chairman's Ball on May 10.

The Prince George Hospice Society will receive the majority of the money raised. And, for the first time, 10% will go to support the Women in Timber elementary school education program.

For a third event in a row, charity auction chair, Mike Podger, said he's been amazed at the willingness of people in the forestry sector to give back to the community. "The hospice is a good cause. You can't talk to anybody who hasn't been touched by it in some way," he said. "But times are tough, and yet we knock on people's doors and they just ask you what you need. Then they write a cheque. I'm dazzled."

Forest Expo organizers first decided to hold a charity auction with the Chairman's Ball in 1998. They

raised \$86,000 that year and \$118,000 in 2000. Hospice Society director Donalda Carson said this support of palliative care is exciting! "What's heartfelt is to know there are ordinary people out there who know and understand and have a feeling for the work we do," said Carson.

"They work so hard to make this happen."

The tradition continues . . .
Excerpts from Article by Gordon Hoekstra The Prince George Citizen April 18, 2002 ✕

Don't forget to renew your membership or this could be your last "On Track" issue!

Dateline: April 14, 2002

Prince Rupert's ambition of becoming a major port died along with the Titanic 90 years ago today.

Charles Melville Hays, president of the **Grand Trunk Railway** (which later became the **Canadian National Railway**), had plans to develop Prince Rupert into a port large enough to rival Vancouver. Those dreams died with him.

The Titanic collided with an iceberg off the Grand Banks of Newfoundland late on the evening of April 14, 1912.

Excerpts from Article by James Delgado is executive director of the Vancouver Maritime Museum © Copyright 2002 Vancouver Sun

CN SHOPS WORK PARTIES

Interested in smaller project and light duties such as painting, etc.?

Call the Museum Office
563-7351



ON TRACK NEWSLETTER

For information or for submissions to *On Track* contact:

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Deadlines for submissions:

Summer 2002 newsletter submissions by July 5th, 2002 .



Thanks to Mag-Net Internet
for designing and hosting our website
<http://www.pgrfm.bc.ca/>

Welcome New Members

Scott Armstrong
Tom Brown
Chinook Scaffold Systems
Crest Insulation
Shiloh Durkee
Dan Giesbrecht
Dick Kaesmodel
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Yalenka Society

MEMBERSHIP BENEFITS

- Free access to the Museum during normal open hours
- McQuik Lube & Oil offers \$4 off any oil and lube
- Members Annual BBQ
- Free speeder rides during operating days
- Free *On Track* Newsletter
- Invitation to PGRFM general meetings
- Opportunity to work as a volunteer of the Museum
- Save 10% at Gift Shop
- 10% discount at McCloud Nine on Central by showing your PGRFM membership card.
- Free access to the West Coast Railway Heritage Park in Squamish; just show your PGRFM membership card.

WINTER PROJECTS UPDATE

By Daryl Moulder

This morning, March 10, 2002, we had 10 people working at the CN shops—it was great to see.

Some bad news, though: The Eurocan locomotive, while on a lead track that is behind the building, was tagged (graffiti) last week. There is concern about the BCR tanker being outside. I met with CN, but it is not possible to move the tanker at this time. It is in a visible location, and I am sure it will be okay.

Here are the updates:

CN Shops:

Meetings continue with both CN and the City. Hopefully soon we can put the Museum sign on the building.

Snowplow:

The paint is going on, finishing touches to do, the metal needs to be installed on the tops of the wings, and the metal on the under carriage is being painted.

Locomotive 1520:

Ray has been working on getting the cab presentable so we can open it to the public.



Photo by Daryl Moulder

"Tagged" Eurocan locomotive.

The Nechako Business Car:

The body is being prepped for paint: the rust holes are being filled and all the chips and dents filled.

PGE Caboose:

The caboose is in the steam bay. We started to remove the windows frames, handrails and the plywood from the left side. A couple of the cracked or rotting window frame bottoms need rebuilding. Under the plywood, the caboose is in good shape. After closer inspection, the

roof plywood was found to be in good shape and will not have to be removed as we had thought.

Once the plywood and windows frames are removed, the paint and rust needs to be scraped from the end walls and from the copula. Then the carpenter will come in and replace all the plywood, re-do the window frames, and then we paint. This won't take long to complete this project as long as we get the necessary help.

Continued on page 5

FOREST EXPO

May 9-11, 2002

With a growing international reputation, Canada's top forest industry show is firmly rooted in the country's largest softwood lumber producing region. In Prince George, BC, the biennial Forest Expo showcases new equipment and technologies against a backdrop of innovation in action.

The secondary-manufacturing sector, which includes everything from companies that produce value-added and specialty wood products to artisans, will have a much bigger presence at this year's Forest Expo.

Forest expo Chairman John Tigchelaar and Central Interior Wood Processors Association (CIWPA) President Gary Aven are joining their forces for Forest Expo 2002. Tigchelaar said the addition of the value added wood manufacturing sector is a natural progression for Forest Expo, incorporating the harvesting, sawmilling and value added industry. Aven said he is pleased to have the value added association become part of the large forest industry show, further demonstrating that the association is recognized

as the voice of the northern wood manufacturing industry.

"This is a very exciting expansion to the historic structure of Forest Expo," said Trudy Swaan, General Manager. "Given the focus of Forest Expo, we can draw both wood manufacturers and equipment dealers from all over the Northwest. Many value added equipment dealers frequent the larger shows such as Atlanta, Portland and Frankfurt, Germany. Eventually we hope to attract them to Forest Expo."

Forest Expo 2002 will be the greatest showcase of forest industry know-how ever assembled.

Forest Expo, 850 River Road, Prince George, BC V2L 5S8 Telephone 250-563-8833 Fax 250-563-3697

Email

info@forestexpo.bc.ca

Website

www.forestexpo.bc.ca



GROWING OUR MONEY

By Alecia Greenfield

The snowplow project is wrapping up, with the generous support of the BC Heritage Trust being put to good use. Thanks to the Yellowhead Rotary donation of \$5,000, work is progressing on the caboose.

The City of Prince George has contributed over \$5,000 to assist with advertising our museum in the province and beyond; while the Regional District contributed a significant portion of this year's operating costs.

These are but four exam-

ples from a long list of generous donors. Volunteers and donors, please accept our sincere thanks for your donations of time and materials. Without each of you, the museum could not continue to move forward.

Our other applications are in the application process limbo. At this time, our priorities are landscaping some of the park and acquiring the CN Shops. If you see any funding opportunities, please feel free to contact me,

greenfield@mag-net.com



MEMBER APPRECIATION DAY

The annual Member's Appreciation Day was held on April 13, 2002 coinciding with the 100th birthday of the Russel Snow Plow. Eighty people visited the museum to check out all the work that has been taking place in the CN Rail shops. The Russel snow plow is 99% restored and is looking spectacular. Some of the railcars are finished and ready

for display; a few other cars are nearly complete and ready for show. Other activities during the day included a BBQ, raffle, and an opportunity to watch a new train video. Also, during the day, awards were presented to individuals who volunteer their time in the shops, and in the Museum. If you would like to volunteer or would like to continue to volunteer in the shops

please call please call the Museum Office at 563-7351.

This year we already have 54 memberships; 23 are family memberships. Just a reminder (if you haven't already) to renew your membership. Check out this website for some pictures of the event. <http://chris.e411members.com>. (click on Railway Museum).



Photos by Blaine Hunter

WINTER PROJECTS UPDATE

Continued from page 4

BCR Tanker:

BCR tanker car is completed and outside. It can be seen as you drive by the shops.

Outside still to come in are the tender for locomotive 1520, locomotive 1990, and the Eurocan locomotive. With more help, we will be able to work concurrently on the Nechako and on the cabooses. This will serve to accomplish more in a shorter period.



Repainted BCR tank car. Authentic printing reproduced by Denise and Miranda Marcotte.

Photo by Daryl Moulder

Mystery Cart??



Photo by John Armstrong

Can you guess what a speeder would haul on this cart?
Answer on page 17.

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RUSSELL WOODEN SNOWPLOW (PGE 6001)

By Daryl Moulder

We have accomplished a very large project: Restoration of our most prized possession, the Russell wooden snowplow. This was the very first artifact (donated by Northwood) which inspired the six founding members to establish the museum!

Built in April of 1902, the snowplow looked in pretty bad shape. Before we moved her over to the shops, we had already begun removing layers of paint. Once 6001 was inside, this big job continued until we were down to bare wood; it took many volunteer hours.

Inside the shops, she was parked over a work pit where we were able to get underneath her and inspect all the main wooden beams. It was discovered that the worst of the rotten wood was at the tail end.



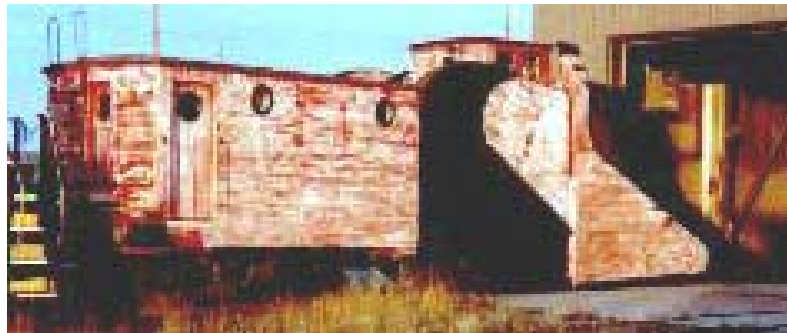
Russell snowplow before refurbishment.

This resulted in the main beam on the outside right being replaced and the tails of the other three main beams on the right side being removed and replaced. The left side was not as bad; we only had to remove about three feet of the tail of the outer left main beam. Removing these

beams meant we also had to take out the back wall and all the stay bolts. These stay bolts ran from the roof to the underside of the main beams and also across the main beams, thus holding them all together. Once these were out, we removed all the rotten wood and replaced it with new fir beams. Because all the bolts had to be cut to be withdrawn, we made our own replacement bolts and stay bolts using the heavy equipment we have acquired over the years.

The overhead crane in the shops was used to pull the 8-foot long stay bolts out of the roof. After these were removed, the roofing material

Photo by Daryl Moulder



Russell snowplow being moved into CN Shops.

Spring 2002

Continued on page 7

VISITOR CENTRE LANDSCAPE

Continued from front cover

The lawn area is left open to facilitate easy mowing. Two-tier brick planters, one on either side of the steps, are the focal point of the landscape. The planters are filled with generous pots of colourful annual flowers and draw the visitor toward the main entrance.

The ramp flowerbed will be a simple, with the ramp and flowerbed edged in a single row of brick of the same type used for the planters.

A rock border is installed between the wheelchair ramp and the parking lot. This border runs consistently around the perimeter of the Visitor Centre landscape. It serves to control pedestrian traffic, guide visitors toward the main entrance, and act as a bumper stop to replace the existing metal posts.

The fencing visible on either side of the Visitor Centre is changed to a simple wrought iron design the same height as the existing fence. The same style of fence, but shorter, will be used to replace the existing handrails on either side of the front steps and between the parking lot and front walk.

MUSEUM ENTRANCE



Conceptual drawing of museum entrance by Cynthia Rebman, Interior Horticulture.

There is a suggestion of installing a set of flag stands to mark the edges of the main entrance. They will be designed so as to be removable for the winter to accommodate snow removal. The area around the base of the flag stands will be finished with annuals such as marigolds that require little attention.

Excerpts taken from Landscape Proposal by Cynthia Rebman, Interior Horticulture

For night safety, four tall lampposts visually connect the height of the building and the low landscape.

The rock island features the Donor Recognition signs, bordered with the same brick. A number of wooden signs as required will be installed at an angle to the front walk with,

perhaps, an artifact installed behind the signs to add interest to the arrangement.

Excerpts taken from Landscape Proposal by Cynthia Rebman, Interior Horticulture

Drawing by Cynthia Rebman

✕

Spring 2002

THE COURTYARD

Although the gazebo is shown in the centre of the lawn, it can be located toward one side or another of the area. It will be a functional structure that can be rented as a part of the courtyard or used for Museum functions.

Two rose beds (with a third to be added later) are proposed for the courtyard of the Penny Station, in keeping with station landscaping of the past. The initial collection, available immediately, consists of 24 "Explorer" roses and 17 "Parkland" roses of various colours and forms. Each bed is roughly 'L' shaped, forming the corners of this outdoor room, and helping to define the area.

A shade garden will fill in the area not suitable for lawn and will be an attractive background for the gazebo. Many of the shade-loving perennials grown here will have interesting historical uses in medicine, arts, and other home uses.

It is suggested that appropriate varieties of apple trees be grown randomly throughout the Museum site. A good location for one is beside the Penny Station.

The train platform will extend from the Visitor Centre



Drawing by Cynthia Rebman

Birds-eye view of courtyard by Cynthia Rebman, Interior Horticulture.

to the front corner beside the parking lot. A set of stairs is to be built at the west end of the platform to accommodate good traffic flow.

A tall caragana hedge is to be planted between the train platform and the iron fence. Caragana is chosen because of its tough, drought-tolerant nature. It was grown extensively on the Prairies during the drought of the 1930s. The caragana hedge will be continued across the front of the area as far south as the Penny tracks.

After the Penny tracks, the hedge changes to spruce

trees. Because they are slow growers and we want coverage as quickly as possible, I suggest that willow be interplanted with the spruce and the willow cut out when the spruce are large enough.

Excerpts taken from Landscape Proposal by Cynthia Rebman, Interior Horticulture



Donations in memory are gratefully accepted. Tax receipts will be issued.

RUSSELL WOODEN SNOWPLOW (PGE 6001)

Continued from page 6

was stripped and inspected. The wood there was in excellent condition. So this meant that we did not have to do any repairs or replacement except to apply the new torch-on roofing.

The bottom of the left wing and to the tops of both wings needed only minor repairs. When the metal cladding was removed from the tops of the wings, we found that the main top beams had rotted away due to water leakage through the holes in the cladding. The beams were replaced and a new torched on cover was applied. We also sealed all the seams on the outer metal cladding to help keep out the water.

On the front end on the right side, the outer skin was rotten about half way up the outside metal cap on the scoop. After removing the outer wooden skin, we found the outer top beam was totally rotten. Once this was removed, the new beam was installed and a new outer skin was fitted. Interesting notes about this beam is how it had to be hand shaped to fit the bowed scoop and angled on the top and the outer side

Once the beam was in-



Photo by Daryl Moulder

Russell snowplow refurbished for her 100th birthday.

stalled, minor repairs were done to the front truck and one of the broken wing brackets. The air system that operates the wings was pressure tested which resulted in the replacement of the rubber hoses that supply air the cylinders. The rest of the system is in excellent working condition.

The interior received a new coat of paint; and, with the assistance of UNBC student Mark Sarrazin, we now have a lighted display inside. The lighting is low voltage and is a 2-coated wire system so

it looks about the same as the original wiring.

This is but a sampling of the work that was performed on the old girl; she is now in top shape and ready to be around for another 100 years.

Here are some interesting statistics on the snowplow:

- The outer skin on the sides of the crew quarters and the front sides of the scoop is made of tongue and groove fir in dimensions of 1"x 4" or 3/4" x 4".

Continued on page 8

RUSSELL WOODEN SNOWPLOW (PGE 6001)

Continued from page 7

- The outer 18" x 18" beams are anywhere from 18 feet to 30 feet long.
- The centre 18" x 18" beam is 22 feet long and is made of white oak.
- The front arch bar truck is a double arch bar system. Another arch bar was installed on the inside of the axles to give the front truck 8 bearings (4 on the outside on the axle and 4 on the inside of the wheels.)
- The wings are made of 2" x 6" fir tongue and groove; this is in 3 crisscrossed layers, with a wooden fir beam on top shaped to the top curve.
- The copula (called a pilot house) was at some time lowered 8" and there were window covers which could be lowered to protect the windows.

These pictures are just a couple of the many pictures that were taken. We will be getting them and other pictures of projects in progress on to our website soon, so keep your eye on.....

www.pgrfm.bc.ca



Snowplow interior display created by Mark Sarrazin.

Photo by Daryl Moulder



Side view of Russell snowplow showing PGE logo.

Photo by Daryl Moulder

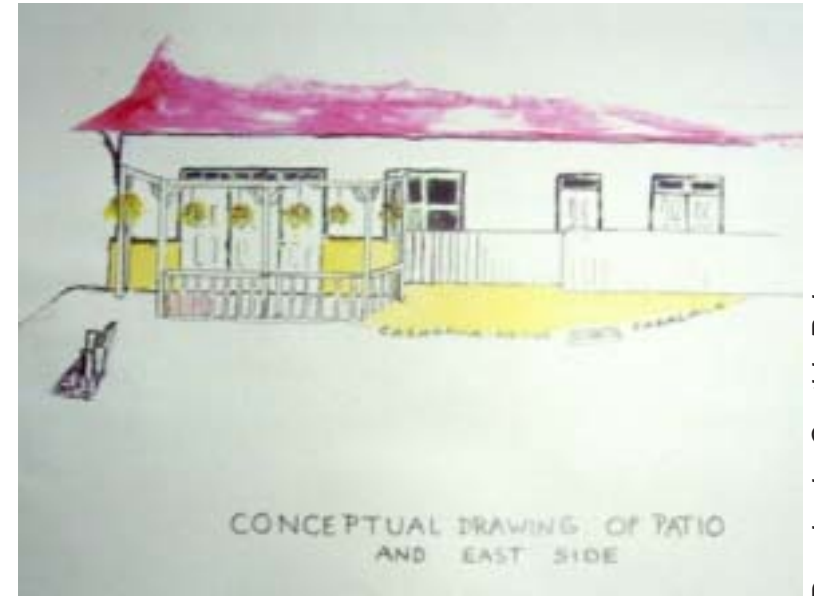
THE PATIO

Located east (behind) of the Visitor Centre, the enclosure is made of wood and built to resemble an outdoor room. It is open enough to not obstruct the visitor's initial view of the grounds upon exiting the gift shop. Most of the perimeter is enclosed with a three-foot high white fence, capped with a wide surface to act as a 'coffee bar.' High stools can be situated along these areas. In addition, there is enough floor space to accommodate three or four tables with chairs.

Sections of the perimeter are unfenced to allow good traffic flow on and off the train platform, the grounds, and the lawn. Overhead beams encircle the entire perimeter of the patio at a height of ten feet and provide a spot for hanging baskets of flowers. Beams and posts can be used to mount banners, flags or lights to promote a special event.

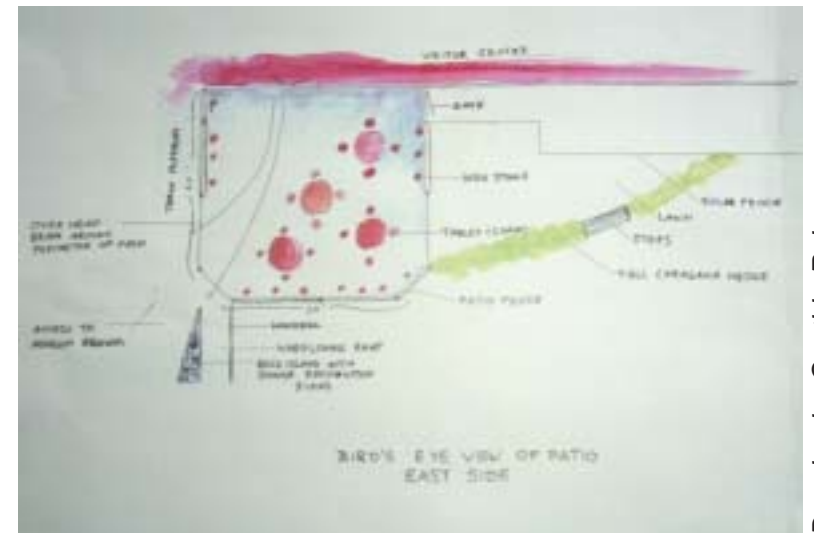
There is a future possibility of adding a retractable awning, so the patio becomes a destination point unto itself for locals, visitors, and users of nearby parks.

The floor, 20-25 square feet, is brick to coordinate with the wheelchair ramp surround at the front.



Conceptual drawing of patio and east side by Cynthia Rebman, Interior Horticulture.

Drawing by Cynthia Rebman



Birds-eye view of patio, east side by Cynthia Rebman, Interior Horticulture.

Drawing by Cynthia Rebman