



NEWSLETTER

PROBUS CLUB VANCOUVER

#252-2025 West 42nd Avenue, Vancouver B.C. V6M 2B5 (604) 261-6818

Clubs for retired and semi-retired professional and business persons, former executives and others

NEXT MEETING: Monday, November 20, 2000

TIME: 9:30AM

LOCATION: Stanley Park Pavilion

SPEAKER: Kari D. Simpson

TOPIC: Canada, Not so Free, Not So Democratic

Minutes from October 17, 2000

Please Note: Next meeting will be on Monday, November 20th.

John Hopkins asked that the members fill in the information on their membership renewal forms. He solicited articles for the newsletter. The January meeting will be the annual "President's Luncheon" held at the Point Grey Golf and Country Club. He asked if any members would volunteer to be the club historian. **Tom McCusker** received support from the members regarding the club sponsoring a movie set tour. **John Catchpole** was thanked for organizing the highly successful Interfor Tour. **Doug Lambert** announced that there would be a change of date for our next meeting. **Dick Matthews** is seeking volunteers to collate the information from the membership survey. **Fred Cotton** appealed to the better instincts of the group by offering copies of Chuck Davis "Vancouver Book" for a fire sale price of \$10.00. He also thanked **Geoff Walsh** and your humble scribe for their help with the delightful Chinatown tour.

John Hoyle then, introduced the guest speaker. Among other things Don Evans is Vice-president of the Downtown Rotary Club. His interest in railroading dates back to his childhood days when his family covered most of North America by rail during a succession of summer holidays. His talk

covered three areas - the history of rail in BC, the West Coast Railway Association, and the future of rail in BC.

He described the various rail companies in the order of their historical appearance in BC. The Canadian Pacific Railway (CPR) was the first. John A. MacDonald had the rail built for political, not economic, reasons. It was part of the price for BC's entry into Confederation in 1871 although the railway did not reach tidewater until 1886. Port Moody was to be the terminus but tried to stiff the CPR with the land. So the American builder, Van Horne took it on to Granville (which eventually became Vancouver). The first train (374) arrived in Vancouver on May 23, 1887 and changed a logging village into a place of hotels, steamers, and silk trains-in short, a major port.

The second rail into BC was the Great Northern (GN). This American route, developed by a Canadian in 1891 paralleled the Canadian border and was by design intended to take business away from the CPR, especially to exploit the mineral resources of south-east BC. Originally the rail came by a circuitous and graded route through Cloverdale to the South shore of the Fraser River. Before the rail bridge opened in 1904, goods were barged across to the North side. A spur line was built to Port Guichon in Ladner to service Dunsmuir's coal mines in Nanaimo. When the bridge was built a more level line was sent through Whiterock.

The third rail line, the Pacific Great Eastern (PGE) started as two separate sections - from 1912 to 1928 a tourist route, North Vancouver to Dundarave and in 1912 a freight and passenger route, Squamish to Quesnel. The Provincial Government took it over in 1918 and

in successive expansions took it from North Vancouver to Fort Nelson, a distance of 979 miles.

The Kettle Valley railway was started in 1913 and was funded by the CPR to service the Southern transcontinental route. The Canadian National Railway (CNR) began as the Canadian Northern and was formed by the takeover of four rail companies by the Federal Government. It's first train arrived in Vancouver in 1919. The British Columbia Electric Railway (BCER) was primarily an interurban service and not a major player in Provincial Rail.

The West Coast Railway Association was formed in 1961 to preserve the rail heritage of BC. At its West Coast Heritage Park in Squamish one will find the second largest rail collection in Canada. The first piece of rolling stock, an 1890 business car, was acquired in 1963 as one of the last cars of "all wood construction". There are 70 pieces of rolling stock in the present collection. By the 1980's the problem of where to put everything became evident. A permanent home was created at the Squamish Heritage Park. Phase 1 - to have a destination attraction was realized in 1994. Phase 2 - to create a small BC town of the 1930's is underway. The anchor is the building of a railroad station based on plans drawn up for Squamish in 1915 by the PGE. The goal is to have seven buildings along "Main Street". Last year 32,000 people visited the site - the aim is to have an attendance of 100,000 per year by 2010. Most of the site has arisen through donations, fund raising and volunteers. The enterprise has generated \$4.5 million yearly for the Squamish economy.

The speaker then outlined the activity of railroads in BC, today and in the future. After the decline in railroads in the 1970's the industry got its act together in the 1980's. The infrastructure of rail has never been better with 115 pound ribbon rail being the norm, operations being computer controlled,

and additional capacity being added. The industry is doing catch up, having seriously underestimated demand. The rail business is booming with concentration on profitable mainline hauls and abandoning unprofitable distribution lines - and in Canada local passenger trade. Locomotives have increased from 1,000 horsepower to 6,000 horsepower therefore being capable of hauling 110 coal cars with two engines with the attendant savings. Directional running (East on CPR and West on CNR) between Mission and Kamloops has generated significant efficiencies, has reduced the coast to coast run by 24 hours and has greatly increased line capacity. This has allowed scheduling of freight. Passenger rail is having a revival. In the area of tourism niche operations such as the Royal Hudson, the Pacific Starlite Dinner Train, and the Rocky Mountaineer are thriving. Commuters such as the West Coast Express have become part of the transit system. Long haul passenger rail such as Via and Amtrak are doing well. In a typical July day there are 20 passenger trains in and out of Vancouver.

After a question period the speaker was thanked by Gordon Thom for his interesting and informative presentation.

Don Farquhar, Secretary

NOVEMBER GREETERS ARE:

John Beverage

Bill McNulty



President:
John Hopkins
985-8422

Past President:
Roy E. Williams
926-4727

Vice-president:
Norm Weitzel
925-3574

Secretary:
Don Farquhar
948-9908

Treasurer:
Bill Wallace
222-2365

**Speakers
Committee:**
Fred Cotton
266-7060

**Membership
Committee:**
Dick Matthews
922-0358

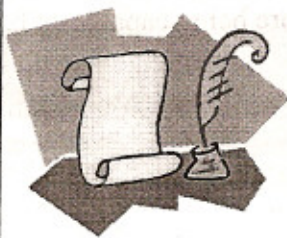
**Visits and
Entertainment:**
Tom McCusker
261-4763

House Committee:
Doug Lambert
266-2422

**Greeters
Committee:**
Leo Sauve
925-2702

Rotary Liaison:
John Hoyle
926-2667

PRESIDENT'S MESSAGE



Please remember the Date Change for the November meeting. The meeting will be held in the Stanley Park Pavilion on Monday November 20th - at the usual time.

I wish once again, to extend special thanks to Geoff Walsh & Fred Cotton for the fine arrangements they made for the Chinatown Tour October 11th. At the start of this warm & sunny day 65 of us enjoyed a delicious full course Chinese dinner at the Floata Seafood

Restaurant (it has 1,000 seats).

A tour of the Sun Yet Sen Garden occurred next. The guide did an excellent job of describing and interpreting the reasons for the many features. Next was a walking tour of the area and the market, culminating with a visit to a Chinese temple. Everyone agreed the day had been very educational and worthwhile.

You have all received your Annual notice of membership renewal which was headed up with a Questionnaire. It is important that you return the Questionnaire with your comments and missing information. As well, renewals will assist us in determining the status of our Membership Cap, so please mail or bring them to the next meeting.

Further details of our Annual Luncheon (to be known as The President's Luncheon) will be forthcoming, however in the meantime be advised it will occur on our regular meeting day January 16th, at the POINT GREY GOLF & COUNTRY CLUB, 3350 S.W. Marine Drive, Vancouver.

Look forward to seeing you at the next meeting.

John Hopkins,
President

Kari Simpson

Executive Director, Citizens Research Institute

Kari Simpson, Executive Director of the citizens Research Institute is recognized as a leading expert in the societal trends that affect Canadian families. Kari is called upon by all levels of government, professional groups and community organizations to assist in the development of public policy. As an international guest lecturer Kari travels extensively speaking on issues that directly affect the family, communities, education and the nation.

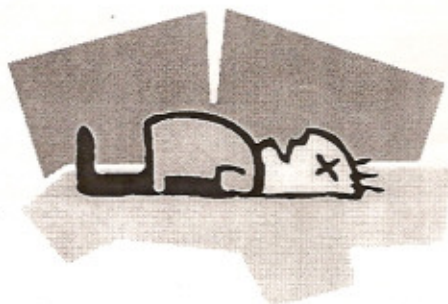
Kari's voice is familiar as she is a popular guest on numerous radio stations. Her ability to debate and present the views of Canadians has made her a favourite among T.V. talkshows. As Executive Director for the Citizens Research Institute, Kari is frequently featured on various televisions networks, has been profiled on W5 and is a regular contributor to B.C. Report Magazine and other print media.

This May Save Your Life

Let's say it's 6:15p.m. and you're driving home (alone of course), after an unusually hard day on the job. You're really tired, upset and frustrated. Suddenly you start experiencing severe pain in your chest that starts to radiate out into your arm and up into your jaw.

You are only about five miles from the hospital nearest your home, unfortunately you don't know if you'll be able to make it that far. What can you do? You've been trained in CPR but the guy that taught the course neglected to tell you how to perform it on yourself.

HOW TO SURVIVE A HEART ATTACK WHEN ALONE (Since many people are alone when they suffer a heart attack, this article seemed in order.) Without help, the person whose heart stops beating properly and who begins to feel faint, has only about 10 seconds left before losing consciousness. However, these victims can help themselves by coughing repeatedly and very vigorously. A deep breath should be taken before each cough, and the cough must be repeated about every two seconds without let up until help arrives, or until the heart is beating normally again. Deep breaths get oxygen into the lungs and coughing movements squeeze the heart and keeps the blood circulating. The squeezing pressure on the heart also helps it regain normalcy so victims can get to a hospital. - Tell as many other people as possible about this. It could save their lives!



*from Health Cares, Rochester General Hospital
via Chapter 240's newsletter - AND THE BEAT
GOES ON....(reprint from the Mended Hearts, Inc.
publication, Heart Response).*