



Stewart Walker staining and lacquering



Rene Doyharcabal, brass window fittings

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.



Neil Wilkie painting



Ron Jones with Power Cable



Left front window



A end vestibule



Long shot of the car with new woodwork



new molding west side



Scraping the underside of the car

Rene Doyharcabal fitting woodwork



Newest Volunteer, Neil McLeod



Neil Wilkie removing the B Coupler



Ron Powers at the A end



Ken Creasy sanding scroll work



Truck at Carrs Machinery