

# FORT GEORGE railway

WHERE COMMUNITY MEETS



Tracy Calogheros – CEO  
January 8 2024

# History

Built in 1912 for Foley, Welch & Stewart and partnered with a steam shovel, there were five Dinkie's used to build the railway grade from Tete Jaune Cache to Prince Rupert. Set up to burn wood rather than the standard coal, these engines were the first bio-fuel in our Region!

These six-ton engines actually travelled by sternwheeler, up the Fraser River, to Tete Jaune Cache to begin their work.

The Engines were abandoned in Island Cache when the GTP was completed. Our Engine was repaired, using parts from all five, in the 1920's by volunteers, and installed for display, at the railway station on 1<sup>st</sup> Avenue from 1926 to 1969.

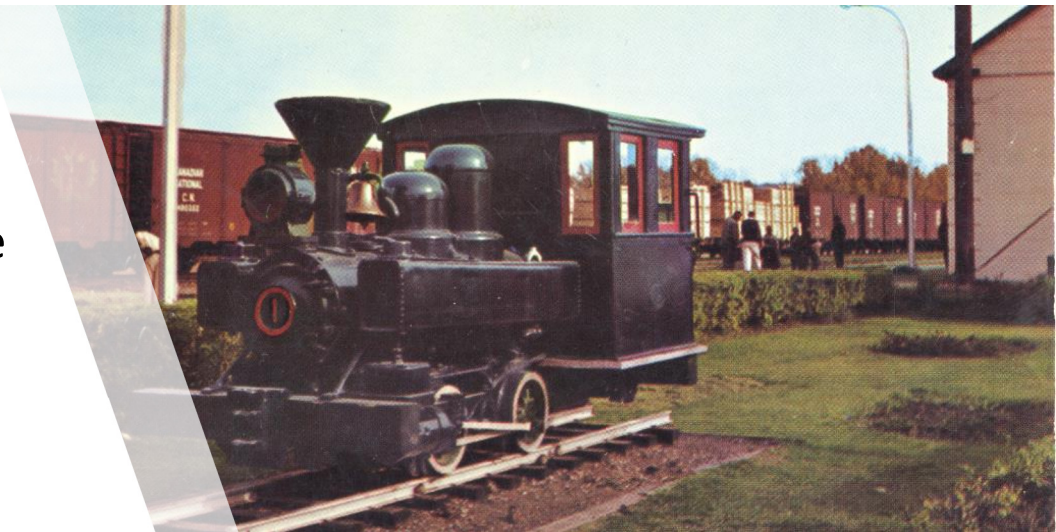


- Donated by CN to the City in 1971; Mayor Harold Moffat accepted the Dinkie on behalf of the City “for the use and enjoyment of the citizens, especially the children of the area.”

- Beginning in 1975, rail was laid in Fort George Park by countless volunteers including Tom McLennan, Roger Blagborne and Harry Burt.

- At the same time the Engine was being restored to operation with much of the work on the tender and cars being done by the City’s Public Works staffer, Bill Jones. Jones’ designs were constructed largely at CNC under the supervision of Bob Martin.

- On July 1<sup>st</sup> 1978 the Prince pulled out of the Fort George Station, for the first time pulling passenger cars loaded with his first fans.





- The railroad was operated more or less continuously, by the volunteers of the Fort George Railway Society, in particular by Ron Walker, until 2007, when the train was taken off the rails for refurbishment.



- In 2009 the City first approached The Exploration Place, asking us to take on the operation of the Prince.



- Bringing everything up to contemporary standards, to comply with the Canadian Railroad Operating Regulations, as well as with the BC Safety Authority's Antique Show Boiler Regulations, took months of planning and education.

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Over 20,000  
Passengers a year  
On Canada's shortest railway

2.2 km of Track  
6 Ton Engine  
3 Passenger Cars  
7 licensed Engineers  
3 licensed Conductors



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## **STAFF QUALIFICATIONS ENGINEER**

Canadian Railway Operation  
Regulations Course (cror)

160 Hours of training

\* 80 as Fireman

\* 80 as Engineer

Two written Exams (multiple choice)

Drivers Class 1 Medical

Foot Plate Test Administered by the  
Safety Authority

## **STAFF QUALIFICATIONS CONDUCTOR**

CROR Course

20 hours on the job training

## **ALL STAFF**

Criminal Records Check

Bondable



# Costs in 2023

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We operated only Thursdays this summer and posted a small surplus in this department for the first time since 2012.

(no significant repairs to track or train in 2023)

We did have to completely rewrite our Safety Management System as per Technical Safety BC and that cost is not captured here.

## Revenues

City of PG Contract \$ 25,000  
Ticket Sales \$ 20,524

**Expenditures** (\$28,181)  
\$17,343



# Feedback

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Visitors want the train to operate  
Thursdays – Sundays and on Holiday  
Mondays

People have requested a  
“locals” discount or free rides

Our Engineers want to operate  
more often as well, but current  
facility conditions do not meet  
Work Safe health and safety  
standards

The Museum Board will not allow us  
to operate the train unless we are  
certain that it will be a net positive  
for our finances







## Needs for Future Operations at 4 days a week

\$100,000 / year with a  
3-5 year commitment

New workshed/storage  
shed

Proper wood storage

Capital Reserve growing  
to \$100,000 – held by  
the City for track and  
engine repairs

Passenger Cars  
refurbishment





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