



The
**STEAM
WHISTLE**



Official Publication of The Vancouver TraiNgang©

www.vancouvertraingang.com

Vol. 3 No. 1

Winter/Spring 2008



Summer is here?

By Rob McKee
TraiNgang Editor

I'm sure many of you have been wondering what has happened to the Steam Whistle. All I can say is that I have been very busy this year. I hope to get the newsletter back on track with four publications each year starting with this Winter/Spring edition.

We have had a strong start to the year with good attendance at the AGM in January and continued with good attendance at Baillie house, Confederation Park, and Burnaby Heritage Museum. Next week we will be setting up a huge layout (45ft x 17ft) in Chilliwack for the PNR Regional Convention. I wonder how long it will take for a train to make one complete round.

Many of you have been busy preparing for the Chilliwack show by painting and cleaning up our modules. Thanks to Paul Nice for providing the space and time for club members to paint and clean up their modules. It should be a fun weekend for all of us!

Our layout will look fantastic now that we have made a real effort to paint all of our modules the same color, and cleaned up some of the club modules. I think we can all be proud of the effort everyone has put into this project!

The photo above was taken by an unknown photographer sometime during Expo 86. It is from Steam Expo which was part of Expo 86. Bob tells us more about Steam Expo below.

Marty straightens those of us who don't know how to build a passenger train with his article Passenger Trains 101. Interesting reading for those of us who attempt to put a good looking train on the rails but have no idea what we are doing.

I look forward to seeing everyone in Chilliwack next week! Practice your zingers for the setup. Oh, and if you see any sign of summer, please let me know.

Rob

Passenger Trains 101

By Marty Goodrich

A VIA rail ad that I once saw, advertised a Passenger Train as "a place that is going somewhere". How true, it's like a whole town on rails! I figure that you guys already know about my fondness for passenger trains, so I wanted to share some basics on how to set up your passenger consist for its next trip.

We'll start at the front of the train. The length of the train determined how much horsepower was required. Generally, the Railroads would assign one "E" or "PA" units for every 5 cars. If they were using the smaller "F" or "FA" units, then it would be one locomotive for every four cars.

The first cars or "head-end cars" are Express reefers, Baggage cars and R.P.O. mail cars, and in some cases eastern railroads would include box cars. Next the Coaches and Chair cars (the ones with lots of windows) and maybe a Parlor car (it has wider picture windows). Now we are getting to the middle of our train, where we find the Dining car. It's the one with the roof-vents over the kitchen. It always travels with the kitchen (the end with the 3 or 4 little windows) toward the front of the train. Next are the Sleeping cars. These come in a variety of configurations, and have a number prefix such as "10-8" Sleeper, which refers to the number of "roomettes" and "bedrooms" in that car. Dome cars can be found anywhere in the train, but usually after the Dining car. American railroads run their dome cars with the dome at the front of the car, and Canadian trains with the dome toward the rear. Last car is the streamlined Observation car.

One other Interesting feature about Passenger trains is that all cars ahead of the Dining car have their doors toward the rear of the train, and all cars behind the Diner have their doors toward the front of the train. Why, because it's more convenient for the passengers at the station as they don't have far to walk.

So there you have it guys.....Passenger Trains101
Marty

Classifieds

The classified section is free to all TrainGang members and can be used to either buy or sell.

Contact Rob McKee to place your ad in the next Steam Whistle.

2008 Show Schedule

Our 2008 Show Schedule is as follows:

June 12 – 15	Chilliwack Interchange
July 12 – 20	Confederation Park
Aug 30 – Sept 1	Burnaby Heritage Museum
September 7	CNR Thornton Yard
Nov 8 – 9	Trains 2008
Nov 22 – 23	Burnaby Heritage Museum

Please check our web site for periodic schedule updates and announcements.

Look, it says right here, that is a passenger car!

TrainGang Research



All Aboard!

By Tom Carr

Great Northern's two streamlined Internationals cost \$1.3 million and went into service on June 18, 1950. A round-trip ticket on the Vancouver – Seattle run cost \$5.25, plus tax, or approximately 1.6 cents a mile.

ANNUAL GENERAL MEETING

The Annual General Meeting on January 13th was very successful, with 95% of our members attending in the station at Confederation Park. Membership dues were collected and the show schedule for 2008 was approved. It is great to see that the members approved attending the PNR Convention in Chilliwack from June 12 to 15, 2008, it promises to be an excellent show and all our members are encouraged to register for it, even if they aren't NMRA members.

A highlight of the meeting was the presentation of a Certificate of Appreciation to Barrie Sansom of BCSME in recognition for all the support he has given to the TrainGang over the years. Certificates of Appreciation were also signed and presented Central Hobbies, On Track Hobbies and the Canadian Pacific Railway Police in recognition of their ongoing support of our club.

BAILLIE HOUSE

The annual Baillie House show at Ridge-Meadows Hospital was a resounding success again this year. While Baillie House is not our best attended show, it is safe to say that it is our most appreciated show, as residents, staff and families alike come out to enjoy the trains. It is a definite highlight in the lives of many of the residents who come to see us.

Due to popular demand the Baillie House show is being planned for two weekends next year, in late February 2009. This will allow us more time to operate, and our visitors more time to enjoy our trains.

CONFEDERATION PARK

As this column is being written the first weekend at Confederation Park is in the history books. It was a great weekend, in spite of the November weather in April. Our trains are always popular with park visitors and staff alike. We have two more weekends to go at Confederation and hopefully all of our members will come out and join us at some point during that time.

CHILLIWACK INTERCHANGE 2008

June 12-15, 2008

This year it is the 7th Division's turn to host the NMRA – PNR convention, and the Chilliwack Model Railway Club is to be congratulated for taking on the roll of host club and for organizing the entire show. This is much more than just a NMRA regional show, it is the biggest model railroad event to come to the lower mainland in many years, and as such deserves the active support of all of us.

The PNR convention will be attended by NMRA members from all seven PNR divisions, five of which are in the US. It goes without saying that good participation by Canadian PNR members is needed to show our support and to welcome our visitors from across the border. If you are an NMRA member plan to be there and join in the fun.

Best of the Web

The Best of Web choice for this issue is Chilliwack Interchange 2008, the official web site for the 2008 PNR convention show this coming June 12th to 15th. Visit them online at:

<http://chilliwackinterchange2008.com>

Don Slee – Member Profile

By Rob McKee



Don Slee – April 2008

Don Slee joined the TrainGang in 1989 around the same time he became interested in N-Scale trains. Prior to this he was collecting and running HO scale trains.

Don joined the Canadian Air force in 1943 and soon after was sent to Hamilton Ontario where he learned Code breaking. He became a Wireless Electrical Mechanic and transferred to the United States Air force in January 1945 where he performed radio maintenance on B24 and A26 aircraft. He was sent to Okinawa Japan for 5 months before he returned home after being discharged from the force.

After his discharge, Don worked as a carpenter, pipe fitter, and in heavy construction before he retired. For many years he lived in Port Moody along side the CP mainline and in 1955 Don discovered Model Railroading where a small store on St. Johns Street in Port Moody carried issues of Model Railway magazines.

Don has many achievements in Model Railroading, he has won First, Second, and Third place awards at Trains over the years. He holds NMRA awards for Electrical, Structures, and Master Scenery Builder. Don is an amazing scratch builder and has made some unbelievable models out of brass. Most of us have seen his cement distribution terminal on his module at the shows, Don scratch built the terminal from brass using pictures he took as reference.



Track Repair Equipment by Don Slee

Don's scratch building goes much farther than the cement terminal; above is a track maintenance vehicle Don hand crafted using brass. He modeled the several pieces of equipment which operated out of Edmonton for a company called CANTRAC.



Cement Terminal New West – by Don Slee

There is so much more to say about Don and his Model Railroading interests, in the next issue of the Steam Whistle we'll look at some of the dioramas he has constructed and entered into TRAINS over the years. We'll also have a look at his home layout.

Thanks Don for allowing me the opportunity to spend an afternoon learning so much!

Rob

Maple Ridge Railroading

By Rob McKee

The first thing that comes to mind when you think of railroading in Maple Ridge is the Canadian Pacific Railway (CPR) mainline. The CPR wasn't the only railway in Maple Ridge. The Abernethy and Lougheed (A&L) Logging Railway ran through Maple Ridge during the 1920s and early 1930s bringing logs to the log dump at Kanaka Creek. The log dump still exists today.

Most of the logging was around the Alouette Lake area where camp 9 was located. This camp housed many of the loggers who worked for the A&L. Camp 9 was also where Winston Churchill once dined after he and his 2 sons toured the logging operation in 1929. Who would have thought Winston Churchill once visited Maple Ridge. At the time the logging operation was the main contributor to the Maple Ridge economy employing up to 700 people.

The railway had 7 locomotives most of which were Climax geared. After the railway and logging operation shut down, the equipment was sold to various operations including the wharf in New Westminster. Word has it, one of the locomotives was abandoned at Mike Lake when a flood overcame the locomotive and its skeleton cars still loaded. Apparently, it still is there today with the log cars still attached to the locomotive. Wow, there is a challenge for someone to find and photograph.

There was a large fire in 1929 that started at Gold Creek almost wiping out the entire operation. It wasn't long after (1931) when the operation was abandoned. Most of the rails were ripped up and sold along with the equipment.

Parts of the A&L grades are still in use today by hikers, bikers, and parts of the road to Alouette Lake. As far as I can tell from maps, it would also appear that the A&L crossed the CPR mainline using a large trestle somewhere around the Haney By-pass at the bottom of Harrison, which is where our fearless leader lives today.



Steam Expo 86

By Bob Berbeck



Steam Expo was hailed as the largest gathering of Steam powered Locomotives since the 1948 Chicago Rail Fair. During Expo 86 more than 20 operating locomotives and an array of vintage rail cars were on hand to take visitors for a ride into history. Daily steam logging shows concentrated on the traditional methods of railway logging used along the Pacific Coast during the turn of the 20th century.

The "Grand Parade of Steam" launched Steam Expo with a commemorative steam past along the Vancouver waterfront beside the Canada Pavilion.

British Columbia's Royal Hudson #2860 led the locomotives 99 years to the minute since the first scheduled transcontinental passenger train arrived in Vancouver.

The locomotive that hauled that train on the first transcontinental trip, CPR #374 was restored for Expo'86 and sat as the courtyard centerpiece at the Roundhouse pavilion. That locomotive has since been moved inside the building.

