



The
**STEAM
WHISTLE**



Official Publication of The Vancouver TraiNgang©

www.vancouvertraingang.com

Vol. 2 No. 4

Fall 2007



Thornton Yard – September 2007

Another year

By Rob McKee
Steam Whistle Editor

Yesterday we wrapped up another year of shows at the Burnaby Heritage Village Museum. This year the TrainGang had 23 members and we saw a great improvement in our show attendance.

We also had several workshops where club members learned how to make various types of trees, weather their rolling stock and locomotives.

We have a diverse group of people in our club; some are contractors, truck drivers, computer specialists, pipe fitters, students, and ex navy. Our youngest member is almost 70 years younger than our oldest member. It is amazing how a group of people with such different backgrounds can come together and enjoy this hobby. We joke, laugh, and help each other overcome problems with our modules and trains. I can throw some scenery on a module, wire it, paint it up, but couldn't make it stand up if it weren't for the help of Bob.

Continued on page 3

Coordinator's Corner

By Bob Berbeck
TraiNgang Coordinator

Bad weather aside; this has been a good year for the Traingang. We have had very good reviews by everyone who has seen our layout. The comments on how willing we are to talk to and the fact that everyone was recognizable by their club shirt with the Traingang logo show the professionalism of each of us.

This year we have had several workshops where members have had the opportunity to learn from other members. Some have been well attended and some have not. The most recent workshop showed how to "weather" a locomotive or rolling stock was well attended. One person who was shown how to weather wouldn't stop until the paint supply ran out.

Many members have asked how to make trees. With the help of the Steam Whistle we have shown how to make Sedum and Sisal rope trees. We also can and have shown some members how to make trees from furnace filter material.

Continued on page 2

Coordinator's Corner – con't. from page 1

With any luck we have opened a door for people to be unafraid to walk in. Try to do what you want to and if you have problems do not be afraid to talk to someone. We have a lot of knowledgeable members that can make any problem go away.

With only two more shows to do this year one must wonder where the time has gone. Keep up the good work.

Take Care & Keep on Track

Bob

2007/ 2008 Show Schedule

Our Show Schedule is as follows:

December 18th	CPR Holiday Train
January 13 th	AGM (Confederation Park)
February 23 rd to 24 th	Bailie House

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

DIGITAL WORKSHOP

A workshop on downloading and submitting digital photos for the web site and newsletter will be presented immediately following the Annual General Meeting.

Several members have commented recently that they can't get their digital photos into a format they can email and therefore aren't sending them in for the web site or the Steam Whistle. This workshop will cover everything you need to know about submitting your photos and other material for both the web site and the newsletter.

The Show Report

Our three summer season shows this year have all been very successful. The Confederation Park Show in late July saw good crowds of visitors coming to visit or display in the station. This is always a very popular show and the members of BCSME really enjoy having us there and tell us that they always get lots of people asking when we will be back. As always our trains are popular with kids of all ages.

The Labour Day Weekend Show at Burnaby's Heritage Village is always popular, this year we were pleased to meet Carl Steiner from Richmond, Virginia, who came by just to meet our members and visit the show. Carl's photo is on our web site. The staff at Heritage Village always makes us feel very welcome and appreciated; they look after us and feed us well. It's always a pleasure to set up our layout there.

The final show of the summer was the annual CN Open House at Thornton Yards in Surrey on September 9th. As always this event was very well attended and our display proved to be very popular. The weatherman cooperated again this year and we had a nice day for the event. Thanks to every one who came out and helped.

ALL ABOARD!

Quote taken from a letter submitted to TRAINS magazine by D.B. Harrop of Mountain Green, UT and published in the January 1980 issue:

"It is sad that the skyrocketing price of gas, motels, everything, is making this hobby almost prohibitive, except for the very rich or very single."

Effectiveness of industrial television is being tested by Southern Pacific. The first installation of its kind, the TV device enables officials to observe yard operations which show clearly in the viewer. *Railroad magazine – February 1955.*

In the mid-1940's wells and tanks of the Northern Pacific Railway supplied its locomotives with 4.5 billion gallons of water a year, enough for 150,000,000 baths.

Another year – con't. from page 1

Many members have contributed to the success of our club in many ways. It is everyone's contribution large and small that lend to the good times we have, and let's not forget the real reason we do the shows; that is for the public to enjoy. I am sure I don't stand on my own when I see a young kid marveled by the site of our trains running around, eyes wide open and smile ear to ear, this makes it all worth while.

I think we all owe a big thank-you to Bob, Marty, and Emil for the hard work they have done to coordinate our shows, and to Dennis for taking care of our finances. Also, to Tom Carr for the wonderful website he maintains for us.

On behalf of all of us, I would like to extend a sincere thank-you to the hobby shops that have supported our club with generous discounts for our members. Also, to the people at Burnaby Heritage Village Museum that make us feel like family when we are there, and to Barry at Confederation Park for giving us a room to setup and hold our AGM.

As we enjoy our Christmas holidays we can look forward to another great year of shows. Make the most out of your membership, attend the shows, participate in the workshops, and contribute to the newsletter. The more involved you are the more you will get out of the club.

Our first show if the year is at Bailie house in Maple Ridge where we have the opportunity to put a smile on the faces of the residents of the home. I'm looking forward to seeing everyone there!

Rob

Best of the Web

Our "Best of the Web" feature site for Fall 2007 is the Mount Rainier N-TRAK club web site from Washington.

Tom, Bob, and Rob met John Benny during the Chilliwack show in October. John is the President of the club and has agreed to provide a link to our club site on their site.

The site has plenty of great pictures from the shows they have done

Visit them at:

<http://www.mrns.org>

Canadian National 6218

By Rob McKee



6218 at Fort Erie Ontario – Picture by Rob McKee

My job provides me with the opportunity to travel throughout Canada and although most of the time my work keeps me too busy to take in the sights, once in a while I do get to venture out and experience local railway history. When in Toronto for business, I often travel to Niagara to visit my family and in recent years made a point of going to visit the 6218 at the Fort Erie Railway Museum.

The 6218 is a 4-8-4 Northern type locomotive that was delivered to Canadian National in October 1942. The 6218 spent the next 17 years hauling freight throughout the country as far west as Saskatoon until it was retired from service in 1959. The 6218 was the last coal fired locomotive Canadian National ran in regular service. For the next 3 years the locomotive sat on the tracks awaiting its day with the torch to be salvaged for scrap metal.

In 1960 Canadian National started running steam excursion trips using another Northern type locomotive 6167. This locomotive is now on display in Guelph Ontario. Canadian National realized that the boiler of 6167 was in bad shape and started looking for a replacement locomotive. 6218 was saved from the torch and underwent a complete restoration at the Stratford shops where many retired railway men volunteered their time to apply their trades one more time. 6218 was the last steam locomotive to see the Stratford shops.

In September 1964 6218 took over the reigns for 6167. To honor the event, Canadian National held a ceremony and ran the two locomotives together on an excursion trip. This marked another last in Canadian National history as the last time two Canadian National steam locomotives ran double headed. What a site that must have been!

Continued on page 4

Sannich Peninsula Railroads

By Bob Berbeck

I am certain that all members of the Vancouver TrainGang have visited Victoria, however many of you may not be aware that at one time three railroads ran from Sidney, Deep Cove, and Pat Bay into Victoria.

At the time of the first settlements on Vancouver Island the Saanich Peninsula was heavily forested. It's potential as an agricultural resource was soon realized. As Fort Victoria developed into a major city, a number of small communities developed on the peninsula and some of these communities still exist today.

The Victoria and Sidney (V&S) Railroad was the first to be developed in 1894 and ran through the middle of the peninsula. It was a standard gauge railroad commonly referred to as the "Cordwood Express" as the early V&S engines were wood burners. The V & S railroad was always in trouble. On one occasion a combine rolled off the end of the Sidney wharf and had to be towed to Bazan Bay for recovery.

In 1913 Competition for the V & S appeared when the British Columbia Electric Railway Company built an interurban railroad to Deep Bay (Now known as Deep Cove). The competition between the two lines was intense.

In 1917 the Canadian Northern Pacific Railway also commenced passenger service to its new Patricia Bay subdivision.

In 1919 the Victoria & Sidney Railway was officially abandoned. Canadian National Railways having taken over from Canadian Northern Pacific purchased the section of V&S track that connected Sidney with its Pat Bay Line.

In 1925 The B.C. Electric Railway abandoned it's line and in 1935 CNR abandoned it's railway lines and all rail to the peninsula was severed.

Thanks to Robert D. Turner for this information

Canadian National 6218 continued

By Rob McKee

For almost 7 years the 6218 ran excursion runs and held the honor of being the pride of Canadian National. On July 4th 1971 6218 made her last run and handed over the reigns to successor Bullet Nose Betty 6060. Most will recognize 6060 as the locomotive that Canadian National still runs today.

To uphold the honor of 6218 the city of Fort Erie Ontario requested Canadian National to turn her over for display in a newly planned Railway Museum. This request was granted and in October 1973 the 6218 was brought to Fort Erie and finally placed on display in June 1974.

In the 1990's a cosmetic restoration was completed on the 6218, but unfortunately the restoration caused more harm than good when the boiler jacket was removed and replaced with a poorly designed jacket. The new jacket actually trapped water expediting the deterioration of the locomotive. There are many other issues that need to be addressed to put the 6218 back into good shape for display. There are no plans to restore her to operating condition but the process for another cosmetic restoration has begun. It is estimated to be at a cost of up to \$100,000.

It seems right that on her 65th anniversary she deserves this restoration. Funds have already started to flow in from several sources. I am looking forward to my next visit to see the 6218.

Rob

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.