



# *The* **STEAM WHISTLE**



**Official Publication of The Vancouver TraiNgang®**

**[www.vancouvertraingang.com](http://www.vancouvertraingang.com)**

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**The Passenger Yards are a Carousel of Colour at Burnaby Heritage Village**

## **The Royal Hudson is Steaming Again**

Anyone who is a railroad enthusiast and lived or visited the Vancouver area during 1970s, 80s, or 90s will remember the site of the prestigious 2860 Royal Hudson steaming up the BC Rail line from North Vancouver to Squamish. I was lucky enough to ride the train on a couple of occasions and enjoyed rail fanning the famous locomotive every opportunity I could.

In 1939 Queen Elizabeth and King George the VI traveled from Quebec City to Vancouver behind CPR Hudson 2850. King George was a rail buff and was so impressed by the reliability of the locomotive he granted permission to the CPR to use the term "Royal Hudson" and to display the Royal Crowns on their semi-streamlined Hudson locomotives. The 2860 was built in 1940 by Montreal Locomotive Works as the first H1e class Hudson to receive the name "Royal Hudson".

The 2860 was assigned to passenger service hauling transcontinental passenger trains from Revelstoke BC to Vancouver BC. After being damaged in a derailment just outside of Vancouver in 1956, it was refurbished and assigned to Winnipeg for service in the Prairies.

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## **Coordinator's Corner**

By Bob Berbeck  
TraiNgang Coordinator

The month of May was a busy one for us, with two weekends at Confederation Park followed by a long weekend at Burnaby Heritage Village. People in both places were very happy to see us, and we were very pleased to see the usual members show up for both set up and take down at both these shows; without them we wouldn't be able to do the shows.

I'm sure you will all recall that the show schedule for this year was approved at the AGM last January, with everyone there agreeing that we should commit ourselves to it. That agreement does not seem to be translating into members actually attending these shows. We all realize that people have families, jobs and commitments outside of the TraiNgang, and we understand that not everyone can attend every show. That said; we have too many members who are yet to attend a show this season. It should not be left to our senior members to be on their feet all day and running their trains for hours at a time because nobody else has shown up.

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## 2006 Show Schedule

Our 2006 Show Schedule is as follows:

May 6 <sup>th</sup> to 14 <sup>th</sup>	Confederation Park
May 20 <sup>th</sup> to 22 <sup>nd</sup>	Burnaby Heritage Village
July 15 <sup>th</sup> to 23 <sup>rd</sup>	Confederation Park
September 2 <sup>nd</sup> to 4 <sup>th</sup>	Burnaby Heritage Village
September 10 <sup>th</sup>	CN Thorton Yards
November 10 <sup>th</sup> to 12 <sup>th</sup>	<b>TRAINS 2006</b>
November 25 <sup>th</sup> to 26 <sup>th</sup>	Burnaby Heritage Village
December TBA	CPR Holiday Train

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

## Coordinator's Corner — con't. from page 1

A rotation of modules would also be nice. If we use the same modules all the time we will soon start hearing comments that people have seen them before. All of our modules should appear in at least one other show throughout the year besides the annual TRAINS show.

I will admit I am a bit disappointed by the level of commitment and support our members have shown so far this season, let's see if we can turn that around in July and September. Thank you to everyone who has helped out with the shows so far this season; your efforts are appreciated.

## My Favourite Railcar is.....

What's the most popular railcar with our TraiNgang members these days? You have responded and here they are:

The **Most Popular Railcar** is:

**The classic 40' Boxcar**

Honourable Mentions go to:

The standard flatcar and the dome observation car.

Thank you to everyone who responded.

## TraiNgang Shirts & Jackets

TraiNgang shirts and jackets are available at Mark's Work Warehouse in Maple Ridge. The shirts cost approximately \$40.00 each and jackets \$60.00 each, including embroidery and taxes. Both are high quality products that should last through many years of normal wear.

Those members who don't normally go to Maple Ridge can contact Tom Carr; he will place your order and deliver it to you at the next show.

**NOTE: TraiNgang members are expected to wear club shirts at all public shows.**

## The U-Boats

By Bob Berbeck

In the spring of 1959, a pair of four axle road switchers numbered 751 & 752 rolled out of the General Electric plant in Erie, Pennsylvania. The Locomotives were XP24's. They were a 2400 horsepower test bed, with a V16 FDL engine. These units were an attempt by GE to get into the domestic road unit market. With a little more than 100,000 miles on them these units were called back to the GE plant for modifications and early 1960, the unit's engines were upgraded to 2500 HP. These units then became the U25B's, which eventually put GE on the road to becoming the largest locomotive engine builder in North America.

From the simple U25B beginnings the domestic U Series evolved to include no less than 20 models, from the tiny U18B's to the monstrous U50's. Production totaled 3600 Units with the last unit being Conrail U23B #2798.

Model	Horsepower	Total Built	Original Owners
U25B	2500	478	17
U25C	2500	113	7
U50	5000	26	2
U28B	2800	148	9
U28C	2800	71	6
U28CG	2800	10	1
U30B	3000	295	12
U30C	3000	600	21
U30CG	3000	6	1
USSB	3300	137	4
USSC	3300	375	12
U23B	2250	481	17
U23C	2250	223	5
U36B	3600	125	3
U36C	3600	218	6
U36CG	2430/3600	20	1
U34CH	3430/3600	33	2
U50C	5000	40	1
U18B	1800	163	5

Information compiled from Greg McDonnell's Book "U-Boats."

## Best of the Web

Our "Best of the Web" feature site for June 2006 is the West Coast Railway Association in Squamish, BC. The park is home to one of the largest collections of railroad equipment in Canada. Visit it at:

[www.wcra.org](http://www.wcra.org)

## Confederation Park May 2006

Our first spring show of the season was held at the BC Society of Model Engineers in Confederation Park from May 6<sup>th</sup> to 14<sup>th</sup>.

We set up on Saturday morning May 6<sup>th</sup> and welcomed many enthusiastic visitors who had come to enjoy the trains. Unfortunately the weather was a touch cool and a bit damp on the first weekend, but it didn't dampen anyone's enthusiasm. Sales of hot coffee were brisk as we tried to keep warm with the doors of the station open and the wind blowing through.

Confederation Park is a great place to operate; the members of the BCSME are always very friendly and happy to have us there, and the train rides are always most enjoyable. The park is very popular with young families and many children's birthday parties are held there. This often translates into lots of 3 to 8 year olds visiting our layout and watching our trains with their parents. The joy and enthusiasm of parents and children alike is great to see.

The second weekend saw a change for the better in the weather, and more enthusiastic visitors to our layout. This was Mother's Day weekend, and we even had some Mom's visiting our show, although admittedly the Dad's seemed a bit interested in the trains.

We closed the show at 4:00 PM on Mother's Day so we could all spend the rest of the day with our wives and/or mothers. The show was well attended by the public, but attendance by our own members was a bit light at times. Those of us who were there certainly had a great time, and had lots of opportunity to run our trains.

Our next Confederation Park show is in mid-July, a great opportunity for those who missed this one to join in the fun and run some trains.

### My Favourite Passenger Train is.....

Response to the favourite railroad and railcar surveys was good, so now lets do one on passenger trains. **E-mail the editor with the name of your favourite passenger train.** Time period and country of origin don't matter, as long as it ran on a prototype railroad.

Our editor will tabulate the results and list the winners in their order of preference in the next issue. Those responding will have their names entered into a prize draw which will be held at the close of our Burnaby Heritage Village show on September 4<sup>th</sup>, 2006.

## Newsletter and Web Site

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The success of "The Steam Whistle" has brought about some editorial changes. Effective with the September 2006 issue Rob McKee takes over as the Editor, while Tom Carr moves to Assistant Editor and Reporter. Rob will continue to do the feature article for each issue, and Tom will continue to report on the shows that he attends. This move gives Rob creative control of the newsletter and allows Tom to concentrate more on the web site.

Changes will also be coming to our web site. The recently upgraded Links page is an example of what the future holds as we build the web site into an online resource centre for N-Scale model railroading. The goal is to make The TraiNgang web site the ultimate model railroading information site in the lower mainland, particularly for N-Scale. We realize that this cannot be accomplished overnight, and we will be actively seeking the assistance of all of our members as the work continues.

Another project will be the development of a web site awards program. The objective here is to provide recognition for other model railroading related web sites and at the same time build traffic for our own site.

Thank you all for your continued support and encouragement; it is always greatly appreciated.

Tom Carr  
Editor / Webmaster

### CPR 2816

CPR steam engine 2816 will be visiting the lower mainland again this summer and fall. The current schedule has her in the Vancouver area between July 24<sup>th</sup> and 30<sup>th</sup>, and again between October 13<sup>th</sup> and 16<sup>th</sup>. TraiNgang members will be called to assist with security for her visits.

Updated information will be emailed to all members as it becomes available.

### The Steam Whistle Submission Guidelines

"The Steam Whistle" is published quarterly by The Vancouver TraiNgang, written submissions must be in either MS Word or e-mail text format. Graphics submissions must be in GIF format. Photo submissions must be in JPEG format, with a minimum resolution of 200 dpi and a maximum size of 6x8. Hard copy text and photographic prints or slides will not be accepted.

Please send all submissions directly to either Editor, Tom Carr at [tajcarr@shaw.ca](mailto:tajcarr@shaw.ca) or assist. Editor Rob McKee at [mckeerob@telus.net](mailto:mckeerob@telus.net).

## Royal Hudson - continued from page 1

The 2860 was retired in 1959 and waited on the scrap rails for five years before being restored for display in a proposed railway museum in Vancouver. The museum wasn't opened and 2860 sat once again before the BC Government purchased and restored her in 1973. After the restoration she was leased to BC Rail and began excursion service between North Vancouver and Squamish on June 20, 1974. The 2860 provided excursion service to millions of people between May and September for twenty-five years until the end of the 1999 season when the locomotive developed boiler problems. BC Rail could not afford to repair the boiler and the Hudson once again was placed to the sidetrack in the North Vancouver yard with an uncertain future.

The West Coast Railway Association acquired the 2860 on May 13<sup>th</sup> 2002 and brought her to the park for restoration. Extensive fundraising began to raise the money required to repair the damaged boiler. During that time the 2860 was the prime attraction at the museum. Thanks to the hard work of the many people of have given their time and effort, we will once again have the opportunity to watch this beauty steam up the coast again. On June 8, 2006 the repairs to the boiler were completed. Hydro testing is scheduled to begin soon. In the next issue of the Steam Whistle, I will take a closer look at the restoration of the 2860 and the people who have worked so hard to bring 2860 back to life once again.



2 Generations for Steam Locomotive Fans  
(The 3<sup>rd</sup> is taking the picture)

This is a shot of one of my favorite memories with the 2860 when my father and two children posed in front of the Royal Hudson. If you have any memorable shots of the 2860 that you would like to share, please send them in to the Steam Whistle. With your permission, they may be used in a future article.

Rob McKee – Assistant Editor

### Classifieds

FOR SALE or TRADE:

- M/T SP&S Flat Car #34034 NIB

Contact Tom Carr.

The classified adds section is free to all TrainGang members and can be used to either buy or sell. Contact Rob McKee to place your add.

### Burnaby Heritage Village Victoria Day 2006

The Victoria Day long weekend saw us setting up for our first visit of the year to Burnaby Heritage Village, at the opening of their summer season.

The staff at Heritage Village always treat us very nicely, and even provide lunch and refreshments for us during the show. If there is a down side it's the continuous music from the vintage carousel, which definitely keeps us wide awake and alert all day.

This show usually attracts a wide range of visitors, ranging from young children to senior citizens. We've even had Queen Victoria herself visit our layout, as well as a wedding party or two.

On the Sunday morning we all met for breakfast at Denny's before heading in to get an early start running our trains. It was nice to see so many early risers enjoying breakfast together.

Unfortunately the weather once again did not meet with expectations, the heavens opened as soon as the Victoria Day Parade started, prompting the Queen to order the beheading of the weatherman. The nice new banner we had made for the parade did not survive the downpour, and will be remembered only in the pictures on our web site. The next banner we get will be made of vinyl.

Once again participation by our members also did not meet with expectations, for a somewhat disappointing turnout. Those who did attend enjoyed another great show. We thank everyone who helped set up and take down, and those who braved the weather to proudly "carry our colours" in the Victoria Day Parade. Our next show at BHV will be on the Labour Day long weekend.