



The **STEAM WHISTLE**



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October 2006



Did you hear?

By Rob McKee
Steam Whistle Editor

There have been many changes since the last Steam Whistle hit the news stands. Marty Goodrich has "volunteered" to assist Bob with his duties as the clubs coordinator. This is good news to our club and to Bob who has held most of the responsibility to organize and coordinate our shows and events.

Tom Carr has stepped aside as editor of the Steam Whistle to focus his efforts on the clubs award winning Web Site and I have taken on the responsibilities of the Steam Whistle as editor. I thank Tom for all he has done to get the Steam Whistle started.

In the last newsletter I wrote about the history and restoration of the 2860. On September 28th the 2860 made its first run at the West Coast Railway Museum in Squamish. Many people dedicated hard work and time to making this a reality. As a fan of the 2860 I thank all of those who were involved and would encourage all of us to make a trip to Squamish to see the 2860 soon.

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Coordinator's Corner

By Bob Berbeck
TraiNgang Coordinator

Well, no one can say we didn't have a busy month. 8 days in the month of Sept has to be a record. Congratulations and well done to all who turned out for the 3 Different Venues.

Over a period of 3 days, the club executive met to discuss the membership and operating rules. We felt it was important to document a complete set of rules as this hadn't been done in the past. The rules have been circulated to those who attended the shows at Thorton Yard and Confederation Park. More than 50 percent of the members have signed off agreeing to abide by the rules. A copy will be forthcoming to one and all and it is suggested that one keep them handy for future reference.

The rules are now in force and if you don't meet the criteria (I.E. a Traingang Shirt) you WILL NOT be permitted to operate trains under any circumstance. This may cause some controversy but the public does not know who we are, and the shirt helps.

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

Congratulations to those who set a new record in the number of cars pulled. The record was set on Sunday September 17, 2006 at 4:30 pm. Two SP&S C-424's, assisted by two GN SD-7's as mid-train helpers pulled a total of 115 freight cars and one SP&S caboose for the required one complete circuit of the layout without stopping or derailling to claim the record. This beats the previous known mark of 103 freight cars set a few years ago.

This train was so long it stretched the entire length of the layout and at least halfway around each end. All four engines on this train were Life-Like models. As I was not there to witness it I will have to take the word of those who were.

Take Care & Keep on Track

Bob

2006 Show Schedule

Our 2006 Show Schedule is as follows:

November 10 th to 12 th	TRAINS 2006
November 25 th to 26 th	Burnaby Heritage Village
December TBA	CPR Holiday Train

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

Membership has its privileges

Many of the Lower Mainland hobby shops generously offer the members of the TraiNgang a discount on purchases. To qualify for your discount please make sure to present your TraiNgang membership card.

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.

Coordinator's Corner

By Marty Goodrich
TraiNgang Coordinator

It seems that I have become a TraiNgang coordinator. It's a privilege to be here, and I hope to be of help in whatever way I can. (Now, if I can just get Bob to stop calling me the "Passenger Punk"!)

The Ed Hedge memorial at Confederation Park was a wonderful experience. It was good seeing the smiles on the faces of Ed's son Keith, and his family as they ran trains for a couple of hours. You could see the pride that they all shared for Ed and his love for trains. He will be missed.

A big hats off to all of the members who help set-up and take down layouts at the shows. It's an important part of being active in this club, and hey, there's usually some interesting comments flying, so it's fun also.

I hope to see all of you out to run trains at the Cameron show in November.

Cheers
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.

My Favourite Passenger Train is.....

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

The **Most Popular Passenger Train** is:
The Canadian & The Empire Builder (Tied)

Honourable Mention goes to:

The GN International
The CNR Super continental

Did you hear? – con't. from page one

In the past few years we have heard the rumblings of HO scale models omitting the sounds of real locomotives. Many who model in N scale have attempted to shoe horn sound decoders and speakers into tiny locomotives, box cars, or whatever we can find so that we to can enjoy the sound of a steam or diesel locomotives. Many have succeeded, but many have failed as well. Precision Craft Models are the first in N scale manufacturer to offer a locomotive complete with sound.

I couldn't resist the temptation of having one of these beautiful locomotives in my collection. The locomotive has very fine details applied to the shell and it really does sound terrific. This has added a whole new realm of realism to model railroading.



Great Northern # 512 - E7 with sound on Rob McKee's Shelby River Module

Best of the Web

Our "Best of the Web" feature site for October 2006 is the Canadian Museum of Rail Travel located in Cranbrook, BC. The museum has reassemble the entire consist off the Trans Canada Limited circa 1931.

Visit it at:

<http://www.crowsnest.bc.ca/cmrt/index.html>

The Trans Canada Limited

By Rob McKee

Last summer I set out to drive from Vancouver to Calgary for a little time away from home. It wasn't by mistake that during my journey, I came across many historical landmarks related to the history of railroading in Western Canada. One of the stops I made was to the Canadian Museum of Rail Travel in Cranbrook, B.C.

The museum has a fine collection of historical railway equipment including a Canadian Pacific water tower, two FP diesels which were used for the 1955 version of the Trans Canada, a complete rebuild of a CP Hotel ballroom, and of course the complete consist of the 1931 Trans Canada Limited.

We arrived just in time to take one of the museums scheduled walking tours which included a tour of the passenger cars from the 1931 Trans Canada Limited. The guide took us through and explained the history and restoration process of each car. There were some very interesting stories; such as the reuniting of buffet hutch to the Argyle dining car. It seems the buffet hutch was doing time on a farm here in the lower mainland before the museum found and restored it.

If you are ever in Cranbrook, be sure to take some time and visit the museum.



FP 4090 - At the Canadian Museum of Rail Travel – Cranbrook, B.C.

The Railroads of Vancouver Island

By Bob Berbeck

Over the course of the last 143 years there have been in excess of 75 railroads on Vancouver Island. These range in size from the Gwilt Logging railway that had 1 Engine, 3 Log cars, and 2 miles of track to the Canadian Pacific Railroad with all of its resources. The engines have ranged in size from Shay's (Smallest one built Lenora #1 weighed under 10 tons fully loaded) and Climax's up to a 2-6-6-2 Simple Articulated. Canadian Forest Products had the only one of these to ever run in Canada.

In the mid 1800's the Hudson's Bay Company began to develop the newly discovered coal deposits at Fort Rupert. In December 1850 a young Scottish Mining Engineer named Robert Dunsmuir and his family sailed from Scotland to work the Fort Rupert mine. In 1854 the Fort Rupert mine was closed down and the Dunsmuir's moved to the Nanaimo region where coal had been discovered.

In 1863 the first locomotive arrived in Nanaimo and was immediately placed into service hauling coal to the shipping wharves. This was the first locomotive to operate in Canada west of Ontario. In 1866 a second engine was ordered from England. Coal mines sprouted up in the mid island from Ladysmith up to Cumberland/Comox area and coal was shipped out of many different ports until the mid 1960's.

In 1925 there were 35 logging railroads on Vancouver Island. One of these was owned by my wife's Grandfather, Thomas Gwilt. Most logs were hauled on Flat Cars, Skeleton Cars or Detached trucks. The benefits of the detached truck was that it could be placed anywhere along the length of the log. When I was logging on the Island in 1959 we cut down one tree that was 749 years old and was over 100 feet tall. Detached trucks were placed in 3 spots under that log.

By 1945 the number of logging railroads had decreased to 22. Steam was used for some of these railroads right up until the mid '70's. I recall seeing one of the Camelback units sorting cars in the Ladysmith Yard in the 1972 era. Logging Railroads covered all sections and all directions on the Island.

Presently there is a Baldwin 2-8-2 running in Port Alberni taking tourist from downtown out to McLean's Mill which is now a museum with operating steam saws, green chains, and all other areas in the mill.

This is Part one of Two. Next Issue – The Esquimalt & Nanaimo Railroad and the trains of the Saanich Peninsula. Thanks to Robert D Turner for this information compiled from his Book Vancouver Island Railroads.

Kalispell 2006

By Tom Carr Assistant Editor

My wife and I had the pleasure of attending the annual convention of the Great Northern Railway Historical Society this past July in Kalispell, Montana. This was the first time either of us had attended this type of convention, and admittedly we didn't know quite what to expect. We need not have worried.

We were treated to four very busy and interesting days, with tours of local attractions, visits to Great Northern historical sites, layout tours, a rail fair and numerous workshops, with a wind up banquet in the grand ballroom on the final night. The personal highlight for me was our visit to the Isaac Walton Inn, in Essex, Montana, a beautiful old hotel right beside the current BNSF mainline. The Isaac Walton started out as a Great Northern crew hotel, but today it's open to the public and is considered to be the "holy grail" of Great Northern history.

Francina and I were welcomed as "first timers" to a GN convention and made several new friends whom we hope to meet again at next years' convention in Minot, North Dakota. For the full story of our visit to Kalispell, complete with pictures, visit our web site and click on the "TrainGang Special Feature" link at the top of our home page.

Tom

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 Rob McKee at mckeerob@telus.net, or Asst. Editor Tom Carr at tajcarr@shaw.ca.

Club Rules

This edition of the Steam Whistle is being mailed to each club member with a copy of the new club rules. The new rules will start in January 2007, however it is expected that each club member follow the new rules during the Trains 2006 show.