



The STEAM WHISTLE



Official Publication of The Vancouver TraiNgang©

www.vancouvertraingang.com

Vol. 2 No. 3

Summer 2007



TraiNgang Member Participation

By Tom Carr

With the changes to our Club and Operating Rules in 2006 our members are now required to participate in a minimum of 3 club shows per year. This change was implemented to make sure that we would have enough members available to staff all our shows and keep the trains running for our show visitors.

Since the start of the 2007 show season we have been tracking member attendance and participation to see what effect the rule changes have had. So far the results have been very favourable, with our members responding enthusiastically to the new participation requirements.

Our average member participation as of the end of May is 62.2%. This is based on the five weekend events held up to that date and includes a high of 76% attendance at the AGM, and a low of 52% attendance at Baillie House. We also have seven members who can boast 100% attendance so far this season. Keep up the great work everyone.

The executive would like to thank Eric White and Tom Jones for the excellent work they did in designing and producing the new club banner. It looks great and will be a welcome addition to our club shows and events for many years to come.

Tom

Coordinator's Corner

By Bob Berbeck
TraiNgang Coordinator



Oh why is life always an uphill battle?

Well, here we are halfway thru the year already. Compared to other years, this one seems to be on the quiet side. We had a workshop on how to make trees. This was for the benefit of all, but it appeared that too many didn't have time. Those that did come learned and enjoyed.

This year we have been told that we can have a larger than usual layout at Cameron Recreation Centre in November. Those who have modules that they would like to work on, this would be a good reason to get the work completed.

Oh - the picture? A donkey engine keeping the Cruise ship Sun Princess in the centre of her Lock while passing thru the Panama Canal.

Bob

Confederation Park Show

By Tom Carr

Our first show of the season at Confederation Park ran on the two weekends following Easter this year. The weather was cool and somewhat damp, but the enthusiasm was warm and sunny. As usual we had lots of visitors coming in to see our display, and plenty of members present to keep the trains running.

We send our condolences to Gene, whose Alaska Railroad suffered a massive wreck that sent numerous cars off a high bridge and tied up the main lines for several minutes while photos were taken for the web site and the carnage was cleaned up. Full details of the wreck are posted on our web site.

Our next visit to Confederation Park will be from July 21st to 29th. We are looking forward to the warm summer sun and many happy visitors for those dates.

2007 Show Schedule

Our 2007 Show Schedule is as follows:

July 21 st to 29 th	Confederation Park
September 1 st to 3 rd	Burnaby Heritage Museum
November 9 th to 11 th	Trains 2007 Cameron
November 25 th to 26 th	Burnaby Heritage Museum

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

Burnaby Heritage Village

By Tom Carr

Our annual Victoria Day long weekend show at Burnaby Heritage Village was very successful this year; even the weatherman cooperated. This show saw the official introduction of our new club banner, which was debuted in the grand parade around the grounds on Victoria Day. The weather for the parade was beautiful and our banner was easily the largest in the parade. Full details of the parade and show are available on our web site.

The TraiNgang wishes to thank the staff and volunteers at Burnaby Heritage Village for the fantastic hospitality they show us every time we visit them.

Alright!! Who is running on the outer main!!

Actually, this shot was taken on the CP mainline just East of Revelstoke by Rob McKee



All Aboard!

By Tom Carr

In 1950 the average passenger engine turned in 234.3 miles a day, while freight engines turned in 117.5 miles a day.

American railroads were scrapping 400 steam locomotives a month in 1950.

In 1949 the diesel locomotive market share was divided up approximately as follows:

- EMD – General Motors 65%
- Alco – General Electric 17.3%
- Baldwin-Lima-Hamilton 12%
- Fairbanks-Morse 5.7%

What was the diesel locomotive that established EMD as the market leader? The venerable GP-7.

Best of the Web!

Our “Best of the Web” feature site for Summer 2007 is the Capital PenNScalers NTRAK club web site from Harrisburg, Pennsylvania.

This fellow NTRAK club from the eastern US has a very interesting and informative site; they have even agreed to a link exchange with our site. Of particular interest is Capital PenNScalers section on Module Construction, which is very well done.

Visit them at:

<http://www.pennscalers.org/>



The new and old

Re-Forestation Seminar

By Rob McKee

On Saturday June 2nd Bob Berbeck hosted a tree making workshop in his garage. On the agenda was making a Sisal Rope and Sedum tree. The Sedum trees were covered in the December 2006 edition of the Steam Whistle.

Unfortunately the session was not well attended but a fun time was had by all who did attend.

Materials:

Sisal rope – available at dollar stores

Tooth picks or Skewers

Spray glue – Elmer's or 3M

Fine Turf – Woodland Scenic

Step One



Cut the Sisal ¼ - ½ inch pieces

Step Two



Spray a tooth pick or skewer with glue

Step Three



Sprinkle the Sisal on the tooth pick

Step Four

Complete your tree by adding Woodland Scenic fine turf or your favorite ground cover material. Trim the tree to the desired shape. This method is simple and you can create large amounts of trees in a short amount of time.

Have fun with your re-forestation project!!

San Diego's Santa Fe Depot

Pictures by Bob Berbeck

San Diego's Santa Fe Depot is an outstanding example of the classic Spanish Mission-Colonial Revival style of architecture. It's a terminus of the nation's second-busiest Amtrak rail corridor, San Diego Northern *Coaster* commuter trains, and Mexico bus routes; a hub of the San Diego Trolley light rail system; and home of the office and research library of the San Diego Railroad Museum and local Santa Fe Historical Society library.

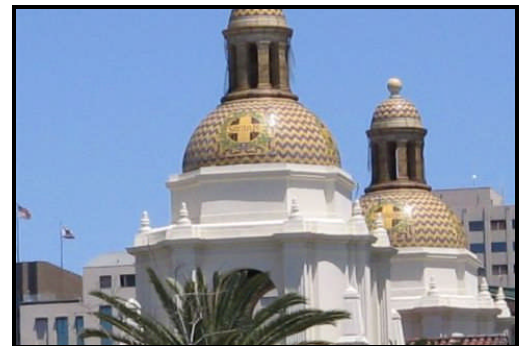
Built by the Atchison, Topeka, and Santa Fe Railway for \$300,000 and opened March 7, 1915, it replaced the California Southern Railway's 1887 Victorian depot. Built for the Panama-California International Exposition of 1915-16 celebrating the 1914 Panama Canal completion, it was designed by noted San Francisco architects John R. Bakewell and Arthur Brown, Jr., and built by the William Simpson Construction Co.

The Santa Fe Depot is 650 feet long by 106 feet wide, including the Baggage Express building, connected to its north end by arches and a track-side arcade. It's built of wood, bricks, cement and tile on a steel frame, with wide arches, tuscan columns, baroque cornices and heavy masonry appearance. The roof is of steel supported wood, with red "mission" tiles. Its twin towers have zigzag-pattern glazed tiles with Santa Fe's cross-in-circle emblem. The bricks around the depot were laid without mortar for long wear in a herringbone pattern.

From 1916-51, the depot also served the San Diego & Arizona Railway (later SD&AE) as the Union Depot. Since 1971 it's also been called the Amtrak Station, but the correct name is Santa Fe Depot! A 1971 attempt by Santa Fe to tear it down was opposed by local residents, and in 1982 Santa Fe Industries gave it a \$500,000 refurbishing.



Amtrak 460 Pulling into the San Diego Depot



San Diego Depot

New N-Scale Products

By Rob McKee

Bachmann has come to the table with this model of the FM-H16-44 mini Trainmaster to compete with Kato and Atlas. The model is very well detailed and operates smooth. The only complaint I have is with the couplers, which are obviously just for show. This can be easily rectified with a set of Micro Trains 1014 couplers.



Bachmann H16-44

Riding the 2816

By Rob McKee



2816 leaving Lake Louise July 4, 2007.

There has been one thing that has always eluded me as a Canadian Pacific rail fan, and that is riding through the Spiral tunnels. I didn't get the chance to make this trip when CP, and later VIA ran the Canadian over the CP mainline through the Rocky Mountains. I started to think the opportunity would never come along unless I was lucky enough to get a chance to travel on the Rocky Mountaineer. That all changed when Steve Gregoris of CP Police offered Traingang members who volunteer with the CP Police the opportunity to ride the 2816. I choose to ride the 2816 from Lake Louise to Revelstoke.

On a bright sunny July 4th morning I met the 2816 in Lake Louise as the crew was preparing for the day ahead. This was my first chance to catch some great shots of the locomotive as the crew put the 2816 through a wonderful show as they approached the station to allow the passengers to board. I took my seat on the 2nd car Ernest ``Smokey`` Smith VC where I found myself in the company of 3 other people to begin our journey. Later I learned that I was 1 of 14 passengers aboard.

Shortly after we departed Lake Louise I began to explore the trains consist. 2816 has two tenders, one of which is from a D&H Challenger which has been painted in CP colours. There was a sleeping car which was being used by the crew for their over night stays, a baggage car which originally was owned by the NYC and is now painted in the CP tuscan colours to match the rest of the train. Following up the train was an observation car which allowed beautiful unobstructed views of the spectacular Rocky Mountains. I spent most of my morning in the baggage car taking advantage of the open doors to take photos.

Onboard the train I had the pleasure of meeting Leslie Pidcock who is CP Rails marketing and communications manager. Leslie has been involved with the 2816 since it was located in Scranton Pennsylvania in 1999. She explained how they faced many complications restoring the locomotive as they found it was not in as good shape as they thought. They later learned the 2816 had been involved in a very bad accident during its working life which explained why they had to replace the entire cab with a new one.

One of the highlights of the trip for me was riding through the spiral tunnels. The tunnels were opened in 1909 and reduced the grade from 4.5% to 2.2% as the railway descends through Kicking Horse Pass to the town of Field. The train made its way through Mount Ogden and Cathedral Mountain while crossing over the Kicking Horse River. The crew closed the baggage car doors and would not allow anyone to stand outside on the observation car platform during the dark trip through the tunnels. This was to avoid the inhalation of black soot stirred up by the 2816.

We were given lunch in Golden and then preceded 5 miles outside of town where all the passengers departed the train and then treated to a fascinating run by. Later during our trip we traveled through the Mount MacDonald Tunnel which is the longest tunnel in the Western Hemisphere at 11 miles. As with the spiral tunnels this tunnel dramatically decreased the grade required to ascend through Rogers Pass. The tunnel took four years to complete and opened in 1988 and cost more than \$500 million.

We arrived in Revelstoke later in the day and we all were treated to a guided tour of the Revelstoke Railway Museum. The scenery throughout the trip was breathtaking and riding through the Rocky Mountains on the 2816 was like taking a trip back in time.

