



THE WHISTLE

The official publication of THE BRITISH COLUMBIA SOCIETY OF MODEL ENGINEERS
Operators of BURNABY CENTRAL RAILWAY Vol 54; Issue 2 -March/April 2024

The New Board of Directors for 2024



Photograph courtesy of Brian Ruebottom

Next Two Meetings

GENERAL Meeting, early April: TBA

BoD & Senior Managers Meeting, late March or early April: TBA

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Editor of The Whistle

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Brian Ruebottom**

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Submissions & Deadline

If a BCSME member has any articles for publication, please send them to the editor as an attachment in an e-mail.

Please add the word "**Whistle**" in the e-mail's subject line. The more submissions made by members of the Society the better this newsletter will be.

The deadline for any submissions is the 3rd Sunday in every month.

Means of Publication

I use Apache's OpenOffice suite on a PC to create this newsletter. OpenOffice can open almost any Microsoft document file.

Photos are handled using The GIMP. Any digital pictures being submitted for publication should be in as high a resolution .jpeg format as is possible.

The BCSME Directors & Officers

PresidentKen Lear
Vice-president.....More McCormack
Secretary.....Joe Holman
Treasurer.....Brian Carlson
Business Director.....Gord Tilley
Site Manager.....Peter Berry
Garden Railway Project Manager.....Dennis Bosa
Operations Director.....Bruce Wilson
Shop Director.....Chuck Laws
Communications DirectorMarie Rogers
Financial Review.....Bill McKenzie
Archivist and Librarian.....**Vacant Position**

CALENDAR OF EVENTS

Also check: bcsme.org

2024 ANNUAL GENERAL MEETING
Saturday March 2, 2024, 1:30 p.m at the Station

Season Opening for the BCR
Friday, March 29 – Good Friday

BCSME Easter Dinner
Saturday, March 30, 6PM

Other

Railway Museum of British Columbia
Sea to Sky Model Train and Hobby: 23 & 24 March
Regular Season Opening: 20 April

CPKC Steam Tour
April 21 to June 4

Contact for BCSME Concession and Bookings:

- concession@bcsme.org / Bruce Wilson – bookings@bcsme.org

President's Message

I'm not sure where the time has gone, but we are only weeks away from opening on March 29 for another year of sharing our hobby with the public. Over the off-season, lots of work has been happening around the site, and my huge thanks go to all of those working hard to ensure everything is ready for opening.

I would like to thank Paul Ohannesian for his work as editor of The Whistle and welcome Brian Ruebottom as our new editor.

Thank you to everyone who attended the AGM on March 2nd. Please excuse the delay but we will include a summary of the meeting, and decisions taken, in the next edition of The Whistle. See you all soon!

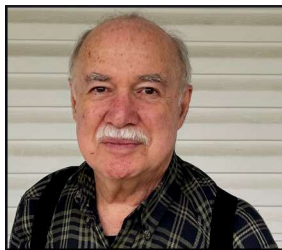
Ken Lear

President

Editor's Message

With this issue of The Whistle for March/April 2024, I bid you, readers, farewell. I became Editor in 2016, succeeding Joe Holman. In the eight years since that first issue of February, 2016, Vol. 46, Issue 2, I have worked on 64 issues, including this one. Some were for individual months; a quarterly format was tried (4 issues per year) and also a bimonthly one (6 issues per year). It has settled down for now to bimonthly.

Beginning with the May/June issue, the next one, a new Editor will take my place. His name is Brian Ruebottom. He is a native of Burnaby and has lived here all of his life. He joined the British Columbia Society of Model Engineers, the BCSME, a year ago and volunteered on the Garden Railway.



PAUL OHANNESIAN



BRIAN RUEBOTTOM

Brian is a graduate of Simon Fraser University, majoring in economics and minoring in history. He has worked in food processing and distribution. He is very interested in the history of the BCSME and has begun reading fifty years' worth of back issues of The Whistle (which I digitized last Fall). He states his aims thus: *"As Editor, I will keep the members informed about the events that occur at Burnaby Central Railway, but also write about the past one-hundred years of the BCSME. Researching and writing a future article about John Wood's 3-1/2"-gauge Hudson locomotive was very exciting for me!"*

I want to thank Joe Holman, my predecessor. Joe is and has long been the BCSME Secretary. He taught me the technique and policy protocols for the Editor. In addition, throughout my editing years, Joe has kept the electronic Mailing List up to date, a great help to me on publication day.

In conclusion, I would like to thank successive BCSME Boards of Directors for their great support. Working on The Whistle has engaged many of my skills: writing, photography, word processing, photo editing, and page layout. Hard work, yes, but work that has been thoroughly rewarding and enjoyable! Brian has invited me to contribute articles to future issues, and that I will be sure to do.... And so, goodbye.

JOB JAR

ITEM 1: Painting and pressure washing. If you can help, please contact Bruce Wilson at bookings@bcsmc.org .

ITEM 2: Removal of soil and vegetation from the top of the Long Tunnel ... timing TBA, likely in May . If you can help, please contact Peter Berry at pjberry@shaw.ca .

FROSTBITE MEET

January 8, 2024

By Paul Ohannesian

Despite the cold colour of the title of this story, the actual day was surprisingly Spring-like, much to the pleasure of everyone. It certainly rains a lot in British Columbia, but that doesn't imply that we like running trains in it!

The following photographs are representative only. Unfortunately nobody captured good images of the lovely feast held indoors in Rainbow Station. It was a Pot-Luck deal, and owing to the imaginative generosity of a number of Members, we all stuffed ourselves silly! ... Well, *some* of us did, anyway!

There were several photographers involved. Rather than attach names to every photo, I'll just list them here: Myself, Paul Ohannesian, my wife Susan Ohannesian, Daniel Ahadzadah, "and others." Sorry, All: I didn't write the names down!



Death Announcement:

Frank Cullis passed away recently. Here is a [link to his obituary](#).

He was a member of the BCSME, TraiNgang, and Greater Vancouver Garden Railway Club.



Kai Goto (left) and Jayden (right) receiving their probationary membership from Joe Holman



Kai Goto helping in the garden railway.

Photographs courtesy of Brian Ruebottom



Photographs courtesy of Brian Ruebottom

Over the winter season a number of members came out and reballasted sections of the track.

In these photos are More McCormack and Oliver on the left, and Gord Tilley and Jayden on the right. The bottom picture was the completed section. Ernie Stepney and Ken Lear were also out helping them.

Prior to Christmas John Ostler and others had also reballasted sections of track.

Fall 2023: Kansas City Southern Diesel Locomotive parked near Burnaby Lake

Photograph courtesy of Brian Ruebottom
Canadian Pacific and Kansas City Southern: CPKC
By Brian Ruebottom

On April 14, 2023, Canadian Pacific Railway Ltd. merged with the Kansas City Southern Railway Co. to form the [CPKC](#)¹, and this merger was approved by the Surface Transport Board (STB)² on March 15, 2023. Canadian National Rail was also interested in acquiring KCS and offered US\$33.6 billion in May of 2021 to buy KCS, but the STB blocked CN's attempt to acquire KCS. In December of that year CP's offer of US\$31 billion was accepted by KCS. The STB did place conditions on the deal and four of the KCS board members were to continue on as directors of the new company.

The CP incorporated in 1881 with George Stephen as its first president. In 1885 the eastern and western portions met at Craigellachie, BC, with the last spike being driven by Donald A. Smith on the 7th of November. This was Canada's first mega project³. It was an engineering achievement in both the physical and political world. Physically the railway had to navigate through mountains, immigrants were exploited for their labour, and there was a coordinated effort by the government to make sure the land was owned by Canada.

Treaties were signed along the route with Indigenous people so that there was no violence. Politically John A Macdonald brought British Columbia into the Domain of Canada by promising a railway. He disliked the idea of American expansionism to the west and he wanted to ensure that this did not include British Columbia. By 1889 the rail network ran from coast to coast, and over the next decade the CP would continue to expand its service with new infrastructure, and acquisitions in Quebec and Nova Scotia. By 1961 the CP ventured into the US market with a 56% share purchase in the Soo Line Railroad (SOO)⁴, and in 1990 the CP would take full control of this railway. The Delaware and Hudson Railway⁵ was purchased a year later in 1991, and by the early 2000's the SOO line was consolidated into the CP organization.

KCS was founded in 1887 by Arthur E. Stilwell as Kansas City Suburban Belt railway, and operations began in 1890 that serviced the "Argentine District in Kansas City, Kansas; Independence, Missouri; and riverside commercial and industrial districts of Kansas City"⁶. Seven years later Stilwell would expand operations in a north-south direction. Operations now ran south from Kansas City to Shreveport, Louisiana, and then to Port Arthur in Texas. KCSB became Kansas City, Pittsburg and Gulf Railroad Company. In 1900 the name of the railway was changed to Kansas City Southern Railway Company.

1 [Our History \(cpkcr.com\)](#)

2 [Surface Transportation Board \(stb.gov\)](#)

3 The Vancouver Sun, Tracking the Railway, February 3, 2024, page E8

4 [Soo Line history remembered - Trains](#)

5 [Delaware and Hudson Railway \(american-rails.com\)](#)

6 [Company History | Kansas City Southern \(kcsouthern.com\)](#)

In 1939 KCS purchased the Louisiana and Arkansas Railway. This railway ran from Dallas, Texas, in the west to Shreveport and then on to New Orleans, Louisiana. The line also extended northeast to Hope, Arkansas, from Shreveport. In 1994 KCS purchased MidSouth Rail Corporation. This extended the KCSR line east to Meridian, Mississippi, and then north to Counce, Tennessee. In 1996 Gateway Western Railway Company was purchased and this extended the KCS line east from Kansas City to East St. Louis, Illinois.

During the early 1990's large mergers within the railway industry and the North American Free Trade Agreement, 1994, renewed Stilwell's vision of expanding south. But this time the expansion was across a national border into Mexico. At first, KSC acquired 49% in MexRail Inc (owner of Texas-Mexican Railway Company). A year later the STB would approve of trackage rights for Tex Mex to connect to KCS at Beaumont, Texas. Over the next decade KCS would continue to expand its operations in Mexico. This expansion concluded in 2005 with the formation of Kansas City Southern de Mexico (KCSM).

Prior to the merger these two companies were the smallest Class I railways of a group of seven, and to be qualified for Class I, a freight railway company must have revenues above \$346.8 million in 2006 US dollars. As a result of this merger there are now six Class I railways, and this merger did not go [unnoticed](#) by the five larger railways.¹ This merger allows the CPKC to offer intermodal service that moves freight from Mexico, through the US and into Canada. Intermodal service offers long distance movement of shipping containers that includes the use of trucks or ships at both ends. It is cost effective for moving goods.

Since the merger CN, UP, and Ferromex have combined their efforts to offer a premium intermodal service.² UP has reworked its schedules to reduce the schedule time by a day. BNSF and JB Hunt have also reduced their scheduled cross-border intermodal service by a day. CPKC and CSX will combine their efforts to acquire two smaller railways that will fill a 148 mile section. It does not stop here with other announcements by these Class I companies. There have been more announcements of improvements to rail service since this merger was completed than in the past 10 years.

Also, the CPKC has announced their [Steam Tour!](#) The Empress 2816, a 4-6-4 Canadian Hudson H-1b, leaves Calgary on April 28 and arrives in Mexico City on June 4.

Letting a little steam loose: February 2024



More McCormack and Jayden getting ready for a double header of steam! More commented that this was the first time he would be doing this. Later he said it was a lot of work keeping them in synch but it was a fun challenge!

Photograph courtesy of Brian Ruebottom

¹[Let's count the ways that the CP-KCS merger has shaken up the industry: Analysis \(msn.com\)](#)

²[Let's count the ways that the CP-KCS merger has shaken up the industry: Analysis \(msn.com\)](#)



“Just Like You”

Watercolour Painting by Paul B. Ohannesian, copyright 2002

The small boy, toy engine in tow, gazing up at the Fireman of Royal Hudson 2860 is doing what many folk like him have done throughout the history of railroads. He is truly hoping that when he grows up, that will be him looking out of the cab window and preparing, with his Engineer, to start off on a long-distance journey.

And, who knows? Perhaps he will be equally inspired to learn how to machine metal and, like the artist of this painting, one day build his very own miniature steam locomotive. He will find a welcome hobby home in the British Columbia Society of Model Engineers!