



# THE WHISTLE

The official publication of THE BRITISH COLUMBIA SOCIETY OF MODEL ENGINEERS  
Operators of BURNABY CENTRAL RAILWAY Vol 54; Issue 3 May – June 2024

## Mayor Mike Hurley sending off the first train for 2024!



Photograph courtesy of Brian Ruebottom

### **Next Two Meetings**

GENERAL Meeting at 7:30pm, June 5

GENERAL Meeting at 7:30pm, July 3

### **In This Issue**

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**The Whistle** is the official newsletter published by, and for, the members of The British Columbia Society of Model Engineers (BCSME). Any opinions expressed herein do not necessarily reflect the policies of the Society. All content is the copyright property of The BCSME, and the individual contributors.

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#### **Editor of The Whistle**

**Brian Ruebottom**

**E-mail:** [whistleeditor@bcsme.org](mailto:whistleeditor@bcsme.org)

#### **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 the Society the better this newsletter will be.

**The deadline for any submissions is the 3<sup>rd</sup> 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**

President .....Ken 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 Director .....Marie Rogers  
Financial Review.....Bill McKenzie  
Archivist and Librarian.....**Vacant Position**

## **CALENDAR OF EVENTS**

*Also check: [bcsme.org](http://bcsme.org)*

Dates for BCSME members only play days are being planned!

### **Other Organizations**

#### **Canadian Toy Train Association**

Burnaby Central Railway: July 13/14 20/21 27/28

#### **TrainGang**

Burnaby Central Railway: May 4/5, 11/12, 18/19/20

Vancouver Children's Festival: June 1/2

Burnaby Central Railway: June 29/30 & July 1

#### **Railway Museum of British Columbia**

Day Out With Thomas: May 25/26 & June 1/2

#### **Greater Vancouver Garden Railway Club**

Port Coquitlam May Day – May 11

**Contact for BCSME Concession and Bookings:**

- [concession@bcsme.org](mailto:concession@bcsme.org) / Bruce Wilson - [bookings@bcsme.org](mailto:bookings@bcsme.org)

## President's Message

What an unbelievable start to our operating season! We have already broken our one-day ride record this season and have seen the largest opening weekends ever. A huge thanks to everyone who got the site ready for running, to those who work in the shop, and to those who are looking after the grounds. The Burnaby Firefighters, along with the Mayor and Councillors, were out again for the opening day to help with boarding passengers. This support from the City of Burnaby's elected officials is very encouraging.

To maintain this pace of operation, we need as many members as possible to come out and volunteer with running the trains for the public as often as they are able. If you are not qualified as a conductor or engineer, come out early on a running day, and we will start your training.

Looking forward to seeing everyone around the site this year.

Ken Lear  
President

## Editor's Message

I first want to thank Paul Ohannesian for guiding me through the process of producing an issue of The Whistle. He is still helping with each issue by reviewing the issue prior to it being posted on the BCSME's website. Thank you Paul. I'm also grateful for the help that I have received from Joe Holman. I've been a member for less than a year now and in that time Joe has given me a considerable amount of his time by answering my questions about the society and how it operates. Thank you Joe. Lastly, I want to thank Marie Rogers, the Communications Director. The Editor reports to the Communications Director and Marie has been fantastic at getting me started in my role as Editor. Thank you Marie.

As Editor I have the honour to inform the members that The BCSME is hosting a photograph competition for members under 25 years of age. More McCormack suggested to me that we hold a photograph competition, and with his help we have filled in the details of the competition. You can read about it on page 10 of this issue. If you know of a member who is under 25 years of age, then please show them the announcement.

All of The Whistle issues are now available for the BCSME's members to view on our website. You can view them by logging into the members area.



In memory of Richard Sutcliffe an apple (malus) tree was planted behind the traction shed by his family. This tree has four varieties grafted to the main tree: Honeycrisp, Spartan, Chehalls, Akana, and Liberty Apples.

Brian Ruebottom  
Editor, The Whistle

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### **JOB JAR**

**ITEM 1:** Some ride astride cars still need touch up painting, the bridges need pressure washing, broken branches near the track need to be picked up, and the areas disturbed by the 7 1/2 track work needs levelling. If you can help, please contact Bruce Wilson at [bookings@bcsmc.org](mailto:bookings@bcsmc.org).

**ITEM 2:** Removal of soil and vegetation from the top of the Long Tunnel ... timing TBA, likely in May. Also, a short section of gas pipe needs to be painted. If you can help, please contact Peter Berry at [pjberry@shaw.ca](mailto:pjberry@shaw.ca).

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## Synopsis of BOD & Senior Managers Meetings Since December 2023, Including The 2024 BCSME AGM

### 1. NEW MEMBERS APPROVED BY THE DIRECTORS

Junior Members:	Isaac Ng
Probationary Members:	Kai, Jayden and Kai
Regular Members:	Trevor Mathews and Julie Simlan
Senior Members:	Ian Lyn and Brian Rooney

**NOTE:** *Some names are withheld, in whole or in part, for privacy reasons!*

### 2. DIRECTORS & FINANCIAL REVIEWER (at the March 2, 2024 AGM)

President	Ken Lear
Vice-president	More McCormack
Treasurer	Brian Carlson
Secretary	Joe Holman
Business Director	Gordon Tilley
Site Director	Peter Berry
Operations Director	Bruce Wilson
Shop Director	Chuck Lear
Communications Director	Marie Rogers
Financial Reviewer	Bill McKenzie

### 3. SPECIAL RESOLUTIONS AFFECTING BY-LAWS (Carried at the March 2, 2024 AGM)

Two special resolutions were presented and approved by the voting members in attendance. One was the insertion of a new definition for Probationary Member into the definitions section of the by-laws; the second was to re-designate those definitions following the approved definition of a Probationary Members to maintain sequential order.

**NOTE:** *the amendments to the by-laws have been registered with BC Registries and a copy of the amended by-laws has been sent to all members. If you have not received yours, please contact the Secretary at: [secretary@bcsme.org](mailto:secretary@bcsme.org)*

### 4. NEW SHOP CODE OF CONDUCT & RULES

The Directors approved a new policy for code of conduct and rules for the Shop.

**NOTE:** *this new policy was distributed to members of The BCSME in a special limited edition of The Whistle. It is also available in a binder in the Office, as well as in the members-only area of the [bcsme.org](http://bcsme.org) website. Any member who has not yet received a copy of this document may contact the Secretary for a copy.*

### 5. OTHER ITEMS OF BUSINESS

- a) The Directors approved purchasing bearings and brake shoes for the ride-astride trucks; LED lights for the shop and components needed for making 50 wheel sets.
- b) The Directors approved the Site Director's proposed changes to certain modifications that will modernize existing infrastructure.
- c) The Directors approved the Site Director's request to purchase new rail ties material.
- d) The Directors gave approval to rebuilding a siding just south of the Birthday Party Area that would allow for boarding birthday party goers on a dedicated birthday party train. Initially, this will be an experiment to see if this proposal is do-able.
- e) The Directors approved a proposal from Phil MacGregor to update the north portal of the Long Tunnel.
- f) The Directors gave approval to The Whistle Editor to proceed with two projects aimed primarily at younger members:
  - i) a modular shelf layout course; and
  - ii) a photo contest.

**NOTE:** *the modular shelf layout course already has 10 people signed up, and details of the second item already appears in this edition of the newsletter. For more information contact The Whistle Editor, Brian Ruebottom at: [whistleeditor@bcsme.org](mailto:whistleeditor@bcsme.org)*

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### **Wanted:**

Information on a 2-10-4 Selkirk / Texas class locomotive chassis rumored to be somewhere in the interior. Finders fee may apply. Ernie Stepney [estepney@telus.net](mailto:estepney@telus.net) 604 433-3010

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### Easter Weekend for the 2024 Season

The opening weekend for the 2024 season was very busy. With help from media coverage and good weather the Burnaby Central Railway experienced large crowds for most of the long weekend. It was as busy as a typical summer weekend! The first train of the season departed with fanfare and cheers from Burnaby Mayor Mike Hurley, Councillors James Wang, Pietro Calendino and Richard T Lee. Adding to the fun, members of Burnaby Firefighters Local 323 brought a fire truck and were on hand to greet guests and help load trains. The BCSME donated proceeds from the day's ticket sales to the Burnaby Firefighters charitable foundation.

There was a new locomotive out at the park that ran from Friday to Sunday. Chris Hollands brought out his recently completed 4-6-6-4 7½ gauge Challenger. He spent 18,000 hours building the locomotive. The locomotive and tender is close to two-thousand pounds in weight.



Photograph courtesy of Brian Ruebottom



Photograph courtesy of Daniel Ahadzadeh



For most of the long weekend there was plenty of steam on the rails!



Photographs courtesy of Daniel Ahadzadeh

The Garden Railway, as usual, had a busy weekend. The guests who came for a train ride inevitably wander over to the Garden Railway to view our G and O scale layouts.



Photographs courtesy of Brian Ruebottom

On Saturday night, members, along with their families, sat down for Easter dinner at the Rainbow Station. On the menu was honey-roasted ham, rosemary cream chicken breast, mashed potatoes, roasted vegetables, and a salad. Dessert followed soon after.



## Railway Museum of British Columbia

The 3<sup>rd</sup> Annual [Sea to Sky Model Train & Hobby Show](#) was held at the Railway Museum of British Columbia over the weekend of March 23/24. If you have not heard of the museum it is located in Squamish and managed by the [West Coast Railway Association](#).

There were at least twenty members of the BCSME who arrived at the show on Saturday morning, and in typical fashion our members were scattered throughout the event. Some had volunteered and others were with the Greater Vancouver Garden Railway Club. The main exhibition for the BCSME were the six tables for selling off Dick Sutcliffe's HO model railway stock.

Below are pictures of BCSME members having fun at the end of Saturday. First, we took a short ride on the 'Woss Logging Railway Crew Speeder' that ran us over to the maintenance and restoration shop. This speeder went into service in the 1950's on Vancouver Island for moving logging crews. After the speeder run we took a short ride on the CN safety train: [Little Obie](#). Its purpose is to educate children about train and railway safety.



Photographs courtesy of Heidi Goto

On Sunday, rides on a Budd RDC-1 Rail Diesel Car ran through Squamish on the BC Rail main line.

Photograph courtesy of Daniel Ahadzadeh





## Mr John E Wood's ¾" Scale Model 4-6-4 Hudson

by Brian Ruebottom

On December 3, 2008, Paul B. Ohannesian gifted a ¾" scale model of a 4-6-4 Hudson to The BCSME. John Wood (known as Jack to his friends) built the model in 1935 and it is modelled on the J2 locomotives. It's a coal-fired 1/16 scale model that runs on 3½" gauge track. The boiler is copper with 18 tubes and it is not superheated. The working boiler pressure is 90 psi, tested to 135 psi in May of 1996, and it has two safety valves. It has a right hand side injector, axle and hand pump for water entry to the boiler. The drive wheel brakes and gear are modelled, but not powered. Braking has to be done by a riding car. There are no electrical lights, one water glass, and the whistle is disguised as an air tank on the left side. The whistle has a high pitched sound.

It was fully repainted by Paul as a New York Central locomotive with a black tender, cab, and boiler casing. The smokebox is graphite and the NYC art deco is white lettering on the sides of the tender. Cylinder casings are the original blued steel. A second cab roof, with a wider top opening, was made by Paul for easier running. Storage crates, tools, and additional supplies were included in the gift. Paul had originally bought the model in 2001 for \$5000.00.<sup>1</sup>

Paul joined the society in 2000 and in 2001, when the Raised Track Committee was formed, he got involved with the raised track. In the summer Paul went looking for a 3½" gauge locomotive. Jim Ramsay introduced him to Cliff Widmer, who owned the Hudson at the time, and the two men agreed on a price for the locomotive. Joe Carroll pointed out to Paul that the locomotive had a builder's plate on the side of the smokebox that said 'J. Wood'. Initially, there was a seriously mistimed right side valve, but Doug Bach was able to reset the valve.<sup>2</sup> There have been five owners and the society is now number six. Mr. Wood passed the locomotive on to his son Walter Wood. In time Bill Fenton took ownership and he passed it on to Cliff Widmer. Edwin Bussey suggested to Paul to donate the locomotive to the society as it was only sitting in his basement and was not being used.

The locomotive is to be kept in good condition and, with its supplies and tools, secured in a safe place as part of the agreement between Paul and The BCSME. It is intended to be used as a display model or for running on the raised track. The BCSME must have no intention of selling it, and upon signing of the agreement the model was transferred to the society.<sup>3</sup> This model is one of many that Mr. Wood built, and it's always fitting when The BCSME has in its possession a model built by a past member.

The development of the Hudson class locomotive began in early 1926 due to the need for increased tractive effort<sup>4</sup>. The 4-6-2 Pacific locomotives of the time had a tractive effort of 52,600 pounds with a booster, and this had become insufficient with the newer all-steel coaches. This included the need to pull sleepers, lounge cars, and diners on high-speed, long-distance routes. The designer, Paul W Kiefer from NYC railway, settled on 4-6-4 wheel arrangement. The J-1a, the initial locomotive, had a grate area of 81.5 sq ft, 225 lb./sf. in boiler pressure, 79 in. wheel diameter, Walschaerts valve gear, and 53,150 lb. of tractive effort with booster effort at 85%.<sup>5</sup>



Photographs courtesy of Frank Fleury (boiler's plate at front and on the right-hand side)

<sup>1</sup>BCSME's Agreement with Paul B. Ohannesian: December 3, 2008

<sup>2</sup>BCSME's Paul B. Ohannesian Presentation Remarks: 2008

<sup>3</sup>BCSME's Agreement with Paul B. Ohannesian: December 3, 2008

<sup>4</sup>Perfecting the American steam Locomotive, J. Parker Lamb, Indiana University Press, 2003, pg. 99

<sup>5</sup>Locomotives in Profile, Brian Reed, Doubleday & Company Inc., N.Y., 1971, pg. 28

From the J-1a to the J-1e there were only minor changes with the valve gear being changed to Baker type. The J-2 series was built for the Boston and Albany line. The wheel diameter was reduced to 76 in, boiler pressure was increased to 240 lb./sf., and the tractive effort with the booster was increased to 55,400 lb. The J-1 series was built over the period of 1927 to 1930, and the J-2 between 1928 and 1931. The J-3 series, with an increased boiler pressure of 275 lb./sf., was built between 1937 and 1938.

The main manufacturers of the Hudson were Alco, and its subsidiary Montreal Locomotive Works, but ten J2's were also manufactured by Lima Locomotive Works. Baldwin Locomotive Works manufactured a 4-6-4 locomotive, but they are not considered Hudson's. Their 4-6-4 locomotives, the Milwaukee Road F-6 and F-6a, are classified as a European designed Baltic. In Canada the MLW manufactured the first 4-6-4 Hudson H1a type steam locomotive for the Canadian Pacific Railway in 1929. The H1c, H1d, and H1e series were built between 1937 and 1940. In 1939 King George VI and Queen Elizabeth travelled across Canada with a 4-6-4 Hudson H1d, 2850, pulling the Royal train, and 2851 acted as the pilot locomotive for the Canadian Pacific portion. The monarch was pleased with the performance of the locomotive and he granted these locomotives a 'Royal' title. The semi-streamlined locomotives, 2820-2859 and 2860-2864, are now known as Royal Hudsons.<sup>1</sup> There is no known written document from the monarchy for the Royal title and so the title must have been given verbally to CPR.

Mr. Wood's 3½" Hudson, modelled on the NYC J-2 Hudson, was built in 1935 and it predates the Royal Hudson. At the time the Pacific locomotives were being superseded on the NYC routes by the Hudsons, and all that was left was for the biggest of the biggest to be built: the Yellowstone's, Allegheny's, and the Big Boy's. Within a few years the Diesel Electric would supersede steam locomotives. A person building a steam locomotive today will have a historical perspective, 120 plus years, in deciding which locomotive to build. But for Jack, he built his Hudson from a contemporary perspective without the foresight of what might follow. It is not known why he decided to build this locomotive, but there are engineering drawings of a 3½" Hudson in the BCSME archives. These drawings were created by Pedigreed Locomotive Designs, J. A. Josslin. Articles on Josslin drawings first appeared in Model Engineer as early as 1933. Jack was an avid reader of the Model Engineer<sup>2</sup>, and he may have seen the article on Josslin's drawings<sup>3</sup>. By the 1940's and 50's there were many Hudsons built from Josslin's drawings and it is possible that Jack's decision to build a Hudson was because of Josslin's drawings.

### **NOTE BY PAUL OHANNESIAN:**

The left-hand photograph below is me standing with the model as I acquired it from Cliff Widmer. The tender was lettered "Coquihalla, Hope, Western", presumably by Mr. Widmer, but possibly by an earlier owner (see above). The boiler casing and cylinder covers were as Mr. Wood had designed them.

The right-hand photograph shows the model in steam with me proudly standing behind it. I had repainted it black and added lettering reading "New York Central" which most of the engines sported. The photograph was taken at the raised track in Abbotsford built and owned by Alex and Bram DeRuiter.



<sup>1</sup> [Royal Hudson - Wikipedia](#)

<sup>2</sup> Model Engineer, 4 March 1948 Vol. 98 No 2441, pg 235-236 "Canadian Reminiscences"

<sup>3</sup> [James Alick Josslin - IBLS](#)

## The Whistle: Photograph Contest

Over the 2024 Burnaby Central Railway season the BCSME will host a photography contest for members under 25 years of age. The pictures should capture a moment in time that needs no explanation – it's obvious what is happening!

There are four categories...

- 1) 7 1/2 gauge steam locomotive
- 2) 7 1/2 gauge electric locomotive
- 3) Garden railway, and
- 4) BCSME people

The pictures can be either: trains, or trains, people and scenery.

Each participant can submit up to 3 photos for each category.

Submit the original photo with one edited photo that would be ready to use in The Whistle.

- Use GIMP to edit the photo (but any other software program is fine) by opening the file.
- Cut and paste the most interesting piece out of the original by...
  - Using "Tools: Selection Tools: Rectangle Select Tool (R)" and holding down on the left mouse button creating a box around the most interesting area.
  - Ctrl-C to copy the area that you want to keep.
  - Create a new file by selecting "File: new image" and then tap the enter key.
  - Paste the selected area by using Ctrl-V, and then select 'Image: Crop to Content'.
- Adjust the colours by right clicking your mouse and selecting the necessary options; such as 'Brightness-Contrast'.
- Add a black border by selecting 'Filters: Decor: Add Border'. Change the colour to black and set x y border size to 4. Click on 'OK' and then 'OK' again.
- Select 'Image: Scale Image' and change x-resolution to 300dpi. Click on Scale when ready.
- Save as a png file by selecting 'File: Export As:'
  - Name the new file
  - Select file location for saving
  - Change to .png file type by Selecting File Type at the bottom. Find the png format and click on it.
  - Click on Export at the bottom right to create the png file that you named.
- Check your work by viewing the file and then submit the new file with the original file to the editor of The Whistle (with your full name and email address).

The photos will be judged by a group of members from the Board of Directors and senior managers. The Editor will accept the photos, present the photos to the judges, and post the winning photo of each category in the Sept/Oct issue.

First Prize is \$50.00 and the runner up will receive \$25.00.

One last thing...

When you take a picture always remember that the BC Privacy Act protects the identity of children and teenagers. This act makes it an offence in certain circumstances to make use of a person's portrait without their consent. It is best if you get consent from the parent of a child that you photograph. At Burnaby Central Railway, avoid taking pictures of children that visit the park with their parents. Another way around this is to use "portrait mode" on the subject, as the people in the background will be blurred out. It may be easiest to make the subject of your images people you know or have a permission slip ready to ask a member of the public, if you've taken an amazing photo of them. I will ask for permission to publish photos of members of the society.

Good Luck!

Brian Ruebottom  
Editor, The Whistle