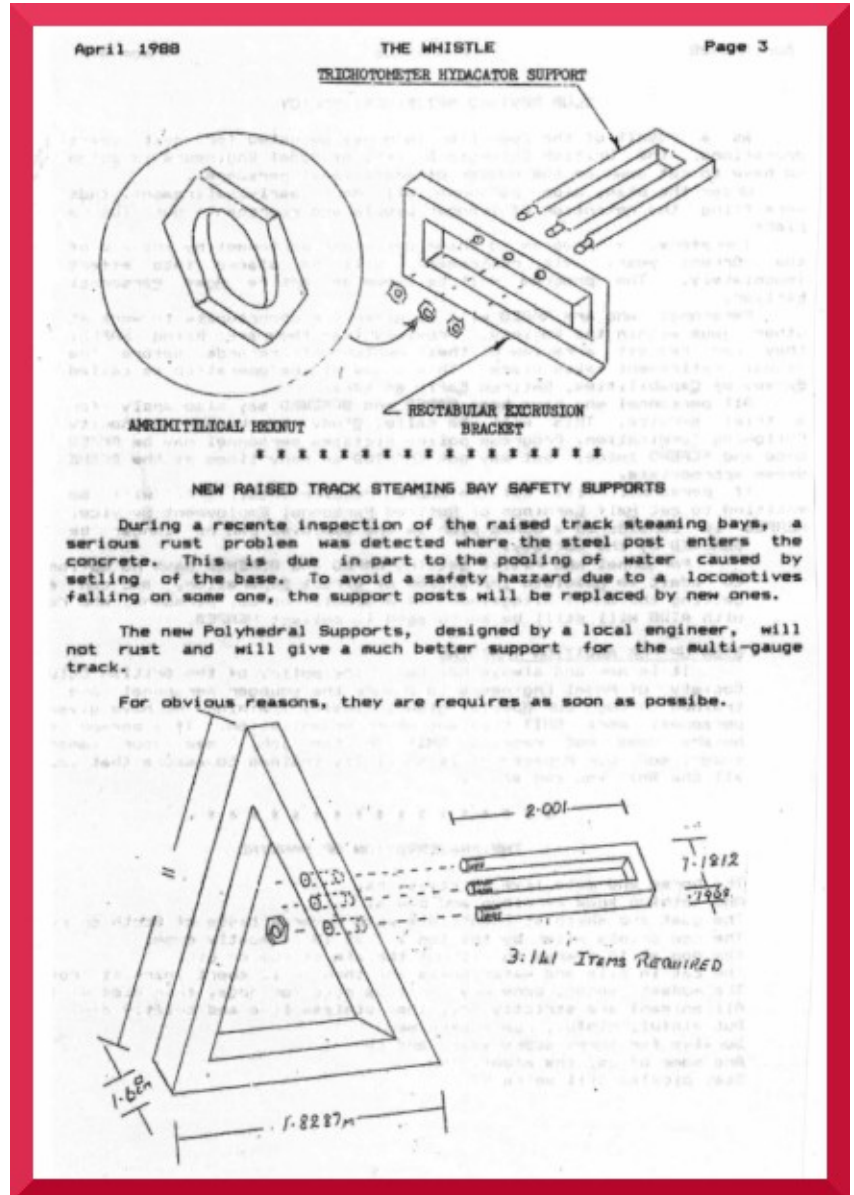




THE WHISTLE

The official publication of THE BRITISH COLUMBIA SOCIETY OF MODEL ENGINEERS
Operators of BURNABY CENTRAL RAILWAY Vol 54; Issue 1 – Jan/Feb 2024

This delightful little drawing has been discovered in the April, 1988 Whistle. Never let it be said that model engineers have no sense of humour!



Next Two Meetings

FROSTBITE SUNDAY, Sunday, January 7, 2024, 11:00 a.m.

2024 ANNUAL GENERAL MEETING, Sun., Feb. 4, 2024, 1:30 p.m.

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Submissions & Deadline

If a BCSME member has any articles or photos that they'd like to submit 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 3rd Sunday in every month.

Means of Publication

I use Apache's OpenOffice suite on a Mac Mini 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.....**Vacant Position**
- Secretary..... Joe Holman
- Treasurer.....Brian Carlson
- Business Director.....**Vacant Position**
- 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.....Tom Carr

CALENDAR OF EVENTS
Also check: bcsme.org

FROSTBITE SUNDAY
Sunday, January 7, 2024, 11:00 a.m.

2024 ANNUAL GENERAL MEETING
Sunday, February 4, 2024, 1:30 p.m at the Station

Contact for BCSME Concession and Bookings:

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

President's Message

I hope everyone has had a great Christmas season and has had an opportunity to spend time with friends and family. Looking ahead, I wish everyone a great New year. This has been an extremely successful year of the Society, and it would not have been possible without the work of all the members and volunteers. The Executive cannot do everything themselves, and we appreciate the time our members dedicate to the park and running the trains. We were very fortunate to have some Chevron gifts cards donated by Parkland Refinery in varying amounts to present to members as a token of our thanks for their hard work in the past year. I'm looking forward to seeing many of you out at the Frost Bite Meet. I see lots of work going on in the Shop and around the park to ensure we will be ready for another running season starting in March.

Awards that were handed out/announced at the Christmas Gathering on December 3:

- **Volunteer of the Year:** Two were given out this year, to More McCormack and Jim Bontempo.
- **Junior Volunteer of the Year:** Daniel Ahadzadeh

See you at the park,

Ken Lear

President

Editor's Message

Readers of The Whistle who wish to read back issues have, up to now, been able to access them in the Members' section of the BCSME website. However, until now, the earliest year available was 2001, whereas there have been Whistles going back to the year 1972.

However, the only archival record that had existed was the hard-copy printed versions collected together by our Archivist Tom Carr assisted by his wife Francina. These were three-hole punched and put into ring binders which now are collected together in the Office in Rainbow Station.

That's all very well for Members who live close to our Park, but for those who live far away, those early Whistles might as well not have existed. Seeing this, I undertook, this Fall, to take those issues home to my own scanner and digitize them, page by page by page. It was truly an enormous project, but the end result is that now every single Whistle from Volume 1, Issue 1, April 1972 up to the present day exists in digital form.

The previously-missing issues will be added to the website over the next month or two, time permitting.

JOB JAR

ITEM 1: There are approximately twenty (20) riding cars that need painting. If you can help, please contact Bruce Wilson at bookings@bcsmc.org .

ITEM 2: We need to replace a number of patio tiles that have fallen into disrepair. If you can help, please contact Peter Berry at pjberry@shaw.ca .

"We're always looking for a helping hand on Tuesdays. Come on down!"

The 38th Vancouver Train Expo: Nov 4 and 5, 2023

By Brian Ruebottom, BCSME member

During the first weekend of November I attended the 38th Vancouver Train Expo at the PNE.¹ This was the first model train expo that I had ever been to, and I enjoyed the experience. On Saturday morning I took a few minutes to walk through the pre-owned vendor section. I managed to buy two HO scale Union Pacific box cars and a DC 4-8-2 steam locomotive for under two hundred dollars.

The West Coast Railway Association (WCRA) and the British Columbia Society of Model Engineers (BCSME) combined their efforts to provide a rideable train exhibit at the show. The WCRA provided the track and the BCSME supplied the train. The Transit Museum Society also contributed by providing a vintage bus that sat in the middle of our track layout.² Members of the BCSME handled ticket sales and ran the train. A WCRA member greeted the public and promoted their North Pole Express. The Transit Museum Society also had a table and they promoted their own heritage.

Members from both societies set out from Burnaby Central railway on the Friday before the show to set up the exhibit. We arrived at the Forum, with two trailers in tow, as a scattered convoy of a half dozen vehicles. The historical bus arrived shortly thereafter, but it became the first piece of the puzzle to be put in place. Then, the track was laid down around the bus, and the train was assembled. Metal fencing enclosed the area and finally the tables for the three societies were set up. The exhibit was located in the north east corner of the Forum building.

We had a small model engineer display of three pieces that Dennis Bosa supplied. One of the pieces was a stationary steam boiler. On another table sat Gordon Hall's O gauge and Dennis's G gauge Royal Hudsons. The society supplied our 3.5-inch gauge Hudson steam locomotive. The rideable Hudson was once owned by Paul Ohannesian, who donated it to the society. This locomotive, built in 1935 by John (nickname Jack) Woods³, has its own history - a history that predates the Royal Hudsons.

There was a steady flow of people at our exhibit. The BCSME was kept busy with the public buying tickets for a ride on our train. On Sunday, whenever I looked over my right shoulder I saw a line waiting to buy tickets and a line waiting for their train ride. There was a steady flow of riders over both days.

I had been aware of some BCSME members having memberships in the GVGR, but I was surprised to see many more BCSME members with membership in other clubs. Our members were scattered throughout the show. I saw Tom Carr at one point, but I think he spent his time at the other end of the building. Ken Lear and Jason Scarrots, with their sons, were hanging out at the Greater Vancouver Garden Railway Club's layout. At some point, I think I heard Ken Lear mention that he was also a member of another club. By this time I gave up on trying to keep track of the BCSME's members - as they were scattered throughout the building. Even Chris Cottrell and his grandson had their own N gauge layout on display.

As for the rest of the event, there were train layouts for all scales (including Lego), historical layouts for shunting, new and pre-owned merchandise vendors, modelling displays, and activities for children. All of this occupied a space of 44,000 sq. feet.

¹[Vancouver Train Expo | British Columbia's biggest train show !](#)

²[1982 General Motors "New Look" T6H-5307N - BC Transit #4107 \("Hillclimber"\) - Transit Museum Society](#)

³The Whistle: January 1996

The 38th Vancouver Train Expo: Nov 4 and 5, 2023

Photographs courtesy of Frank Fleury



December 1996 'Whistle' Article on Our Northern Locomotive

Editor's Note: The original version of this article appeared on Pages 5 and 6 of The Whistle of Dec., 1996. It turned up as I was scanning and digitizing older issues for our Archives. It was written by member Joe Carroll who signed himself as author by the name "Scouser". An Internet search for that term produced this answer to the question "Why do they call them Scousers?" ---- "The traditional explanation is that *scouse* is a contraction of '*lobscouse*', which was a type of stew (Norwegian in origin), once popular among sailors, and is still eaten in Liverpool today." The result is that a person from/of Liverpool, as Joe is, is nicknamed a "Scouser."

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3601 - Our Northern by Scouser

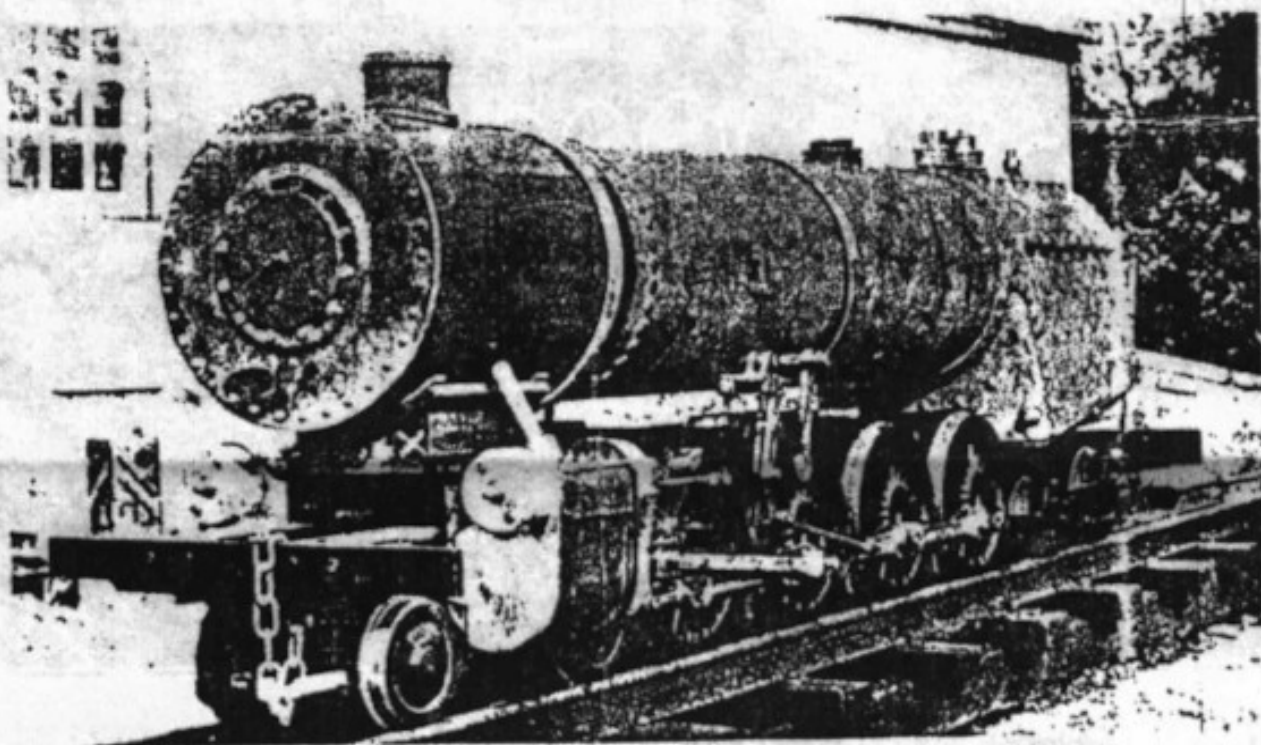
Just like people, there are stories behind our locos, and sometimes the story is more interesting. Our "Northern," which is a name for a loco of 4-8-4 wheel arrangement, was bought from a club member, Colin Ming, who had begun to convert the engine from 7¼" to 7½" gauge. In the club's ownership the loco has had revisions to the throttle, and cosmetic alterations that include a one-piece steam and sand dome. Vacuum brakes were also fitted and the fire converted to propane. In this form the engine has been a powerful loco for our public running.



Before Colin, the engine belonged to Walter Kent. Walter was a long-time supportive member of our club. He owned "Modern Engineering", a machine shop at the south end of the Granville Bridge. It was a fine shop with a reputation for close tolerance and high volume work. On the side, Walter ran a model engineering supply service, importing Stuart-Turner castings and fittings, and building up a stock of steam locomotives. These included the "Royal Scot" that once belonged to our club, a 5" Scot, our Northern, a 3½" Royal Hudson the original "Helen Long" amongst others. Two of his proudest possessions were a triple expansion marine model engine and the half size Case traction engine that also now belongs to the club. This engine was completed by Charlie McKenzie, now deceased club member, after Walter's health failed.

How did the Northern arrive in Walter's shop? I'm not sure; the trail is unclear; but I will go back to the engine's origins, which *are* clear. Our loco's first home was in Kenton, Middlesex County, England. A wealthy American, Mr. Jefress, bought Kenton Grange, a large manor house during the first world war. By the 1930s, most of the 27 acre property had been sold and the son of the original owner decided to build a 7¼" gauge railway in the remaining grounds. Eventually, about a mile of track was laid and a stable of seven locos assembled, of which six were built at the railway and all of them were of Basset-Lowke or Henry Greenly's designs. These locos were: L&NWR 4-4-0 (1909), NYC 4-6-2 (1933), LNER 4-6-2 (1934), LMSR 4-6-0 (1935), our Northern 4-8-4 (1939?), NYC 4-6-4 (1942). All of the locos still exist, surviving the closure of the railway in the late 1940s. We do know that the Northern was purchased in 1956 for the Goodrington Miniature Railway in Devon, England.

There was some standardisation at the "Kenton Miniature Railway," and that included slide valve cylinders disguised as piston valves. Construction of our Northern began in 1936 and it was ready for steaming in 1939. Joseph Jefress' plans were to have a new loco completed every year. Henry Greenly specified Baker Valve Gear for our loco because he felt it suited short-travel slide valves best. To offset the well known effects of wear in Baker gear, he specified case-hardened ground steels and bushed journals and fitted an external guide to relieve angular thrust. Greenly's daughter and son-in-law (Greenly and Steele) were selling his designs until recently, and the Northern was always in the catalogue.



The 4-8-4 "Baker" gear American 4-8-4 type Kenton Miniature Locomotive a few weeks before the successful trial trips.

