

canadian flyer



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official newsletter of the

vol. 9, issue 2

Canadian Division of TTOS

PRESIDENT'S REPORT:

By the time you are reading this I will be exploring "down under" with an Australian Rail Pass. The January meeting was excellent as always with great attendance.

Please remember to purchase the just announced Pacific Great Eastern single dome tank car. An ad appears in this newsletter so please take a look and purchase this beautiful car. And the price is great due to the high Canadian dollar.

Gary will be overseeing the February and March meetings and will do a wonderful job.

Thanks to all who helped at the Monroe Train Show. For those who did not attend, you missed a good time.

Also thanks to Charles for putting together a wonderful newsletter. Well done!

See you in April.

Mark



CN Royal train -- see story page 2

2011 TTOS CANADIAN DIVISION MEETS

all meets at Charles Rummel Community Centre, 3630 Lozells Ave. Burnaby B.C.
[doors at 11am, meeting 12:30]

UPCOMING MEET DATES:

FEBRUARY 27, 2011

MARCH 27, 2011

APRIL 24, 2011

MAY 29, 2011



LENGTH 40 FT.
CAP. 83000 LBS.



door prize winners Fred Webb, whazzizname, and new member Brian Beard. good stuff!

With "The King's Speech" headed for Oscar heaven, here's a timely story of the King's visit to a prairie town. [ed]

by Robin Tivy

In the months leading up to the declaration of war with Germany in 1939, their majesties King George VI and Queen Elizabeth made the first visit in history of a ruling monarch to Canada. They came across the ocean on the Empress of Australia, and then by CPR across Canada to Vancouver, and back on the CNR.

The train was scheduled to pass through Rivers, Manitoba on June 4th, 1939.

Since Rivers was the last division point before Winnipeg, the locomotives would be serviced there. The town had petitioned for an official stop, and it was granted.

Due to a change in plans, the arrival time was set back an hour. But that didn't dampen the enthusiasm of some fifteen thousand persons, many of whom had begun gathering at the station before dawn. Long before 6:00AM, truckloads of children and hundreds of automobiles poured into Rivers, most having travelled throughout the night from northern Manitoba and points in Saskatchewan. In Rivers, they joined up with thousands of other people who had been temporarily put up in church halls, the hockey arena, public halls, backyards -- anywhere you could sleep.

A brass band to play God Save the King waited silently in the crowds of thousands. When the pilot train arrived, my Dad walked around the head end to get to the south side of the track, and planned where he would take pictures. (The town and station were entirely on the north side of the tracks, and it was there that the crowd was confined by the marshalls and police). No one was allowed on the south side.

My Dad's journal says:

"I had to sneak around past the ice house and through the roundhouse. I waited in the roundhouse until the train arrived at 7:55AM. I moved to the snow fence where I stood for five minutes admiring the beauty of the silver and blue train with the resplendent 6047 at the head end. The engine was in more than all her anticipated glory. The Canadian National emblem was proudly displayed as well as the Royal coat of arms. The beautiful deep blue colour of the special running board aprons took my eye as much as anything. I also liked the particular cross hatched shadowing which appeared similar to galvanizing on the silver portion of the coaches. However, even the dull olive green of the trucks appealed to me. When I got up sufficient nerve after admiring the train, I dodged out and snapped a view of the train, and one of the engine, before Henry Trudell of the special veterans' police force came over to lead me to the crowd."

Meanwhile, back at the station, the crowd was informed that the King was still asleep, and a great silence fell over the crowd, in respect for the sleeping King. But as the train was slowly leaving, someone awakened the King, telling him there were crowds of thousands outside. The King got up, and appeared on the back platform of the observation car in his dressing gown, and a mighty roar went up from the crowd.

"When the train eased out gently I took a snapshot by the east switch just as the sun in all its resplendent glory burst in full upon the most historic train in Canadian history. As the last car drew near, I held my camera in readiness, should the King and Queen appear. But they had already gone inside."

The late Bob Tivy grew up in Rivers, where his father worked for CN, as he went on to do. [ed]



Fun at Monroe -- Neil Wilson, Gary and Katelon, Peter, Mark, Gord Hall and Tom from Can Division



Bill Weed,
Pat & George
Bermeister,
Bruce Fowler,
Bill Spaulding,
S gauge Don,
from PNW Div.

who'd we miss?



Gail's back! with Olivia and Katelon



Rod and Earl ignore trains.



The Layout Corner

this month
Mark Horne

left: the interurban
cityscape

right: catenary yard
in the works



UPCOMING EVENTS



CANADA'S LARGEST RAILROADIANA SHOW
2011 - The 29th Annual Show

Join us - Sunday March 20th 2011

9am-4pm
adults \$3, seniors/youths 6-15 \$2, family \$6 (max. 2 adults + 3 youths max)

cameron recreation centre

--- PNW/Canadian Div. Joint Meet ---
Sun April 10, 12 Noon

Whatcom RR Museum, Bellingham (by the bay)

Attend the presentation by both club presidents of 2 BB&BC reefer to the Museum. More Info in next Canadian Flyer

TOY TRAIN MEET

Nanaimo Sunday, Mar. 6 / 11

12:30pm-4:30pm \$5



Table Sales, Displays, Show & Tell, Prizes
Lionel, MTH, AF, Marx, Ives, Hornby, etc.

contact robin_dodson&shaw.ca or
mobrian@shaw.ca for ferry pickup!!

cherry bomb toys

7th ultimate hobby & toy fair

Sunday, May 1, 2011

3100 Tillicum Rd. Victoria

adults 9am-3pm -- \$3
early birds 8-9am -- \$10
kids free door prizes
info: cherrybombtoys.com



Queensland Au after the flood



Alvin Reyes with son Alex



Canterbury, NZ after the quake
[make mine flex-track?]

NOTES FROM THE EDITOR

visit toscanada.org (official website of the Canadian Division)

send layout pictures (and notes) to creif@shaw.ca. who's next?

thanks to Peter and Gary and Mark for pix, Martin for the cartoon.

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ELECTRIC TRAINS



Charles, Martin, Gordon, & Mark easily amused. David and Bruce find much to smile about.



POSTSCRIPT TO THE STORY ON PAGE 2:

yes, contrary to the common wisdom, the 6400 series was not the only locomotive type to pull the CNR Royal Train of 1939.

For 1939 loco and car rosters for both CN and CP, www.themetrains.com/royal-train-roster.htm

Your message here? want ads? don't want ads? for sale? trade? rent? give away?

HAPPY RAILROADING!

1907 Soo Line lounge Car, Canadian Museum of Rail Travel, Cranbrook B.C.

Pacific Great Eastern Railway Atlas Single Dome Tank Car

limited production O Gauge car comes in 2 numbers, and either 3 rail or 2 rail production scheduled for this summer.

cost to Canadian Division Members is \$65.00 CDN (subject to US/CDN dollar)

Questions: mlhorne@shaw.ca or call 604 987 8817



If you wish to order, please complete the following order form and mail your payment (payable to "Mark Horne") to:

Canadian Car, c/o Mark Horne, 5574 Woodpecker Pl, North Vancouver, B.C., Canada V7R 4P2

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Quantity: _____ 2 or 3 rail: _____

Date: _____



George and Mike at play



Gary and Tom at work

