



Canadian Flyer

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Operating and collecting toy trains

CTTA 2022-2023
canadiantoytrains.org

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PRESIDENT'S REPORT #12

Hi everyone,

Welcome to Fall! It has arrived as expected with the return of rain and colder temperatures. But that didn't stop us for hosting our 4th BBQ in a row. Thanks again to our team of Grill Masters Terry Berg & Mike Munk, and others assisting with the food service, for delivering us another fine meal of Burgers, Smokies and all the fixing's.

I hosted a quarterly ZOOM meeting Nov 6th for those members who are 'Far, far, away' from the Burnaby Meeting place, and it was great to have 14 members on from Quebec, Ontario, New York, New Jersey, Kamloops, the Sunshine Coast and elsewhere join in!

We also had members attending a train show in Kitchener and our COOTS group was gathering in Nanaimo on the same day.

This year marks our 10th anniversary as an independent club. In November of 2012, we officially became the Canadian Toy Train Association. I'd like to take this opportunity to say THANK YOU to all the new members we've acquired over the past few months!

Billy Brooks — Lake Oswego, OR

Gary Dixon — Maple Ridge, BC

Ed Roper — Vancouver, BC

Ian Whittington — Delta, BC

Evan Wickens — Burnaby, BC

Dennis Bosa — Burnaby, BC

Grant Miles — London, ON

Dave Walker, Thunder Bay, ON

The 'York Group' have returned from the annual adventure, and by all accounts another great time was had by all. Thanks to Mark Horne for organizing another great event on behalf of the club, and for coordinating with members from around the US and Canada to meet up and share the fun while at the York show.

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2022-23 CANADIAN CLUB MEETS

meetings at Charles Rummel Community Centre, Burnaby B.C.
doors open at 11am

UPCOMING DATES:

SUNDAY NOV 27

SUNDAY DEC 18

SUNDAY JAN 29 2023





Jim Barrett does a show and tell on American Flyer prewar O gauge 'Chicago Flyer' locomotives. The one at top is a near scale model.



Heroic BBQ team turn out hamburgers and smokies on the patio, keeping warm by cozying up to the grill.

The club is still looking for a food service manager to replace the long serving and much missed Peter Tofield. Until then, as BBQ season is over, its back to commercial sandwiches.



CTTA 'Yorksters' take in the spectacular B&O Museum in Baltimore, including a train ride to the backshop for a tour.



EVENTS:

Sat January 21, Puyallup WA
WORLD'S GREATEST HOBBY TRAIN SHOW
 CTTA BUS TRIP (SEE WEBSITE FOR DETAILS)

Sun April 2, Nanaimo BC, 10-4
NANAIMO MODEL RAILWAY SHOW 2023
 INFO: nanaimotrainshow.com

Sat-Sun April 15-16, Calgary AB
SUPERTRAIN
 INFO: supertrain.ca

EDITOR'S CORNER (CHARLES REIF):

LOOKING FORWARD TO OUR WINTER MEETINGS (MAY THE WEATHER ALLOW US TO ATTEND) AND THE BUS TRIP IN JANUARY.

WE INVITE ALL MEMBERS TO SEND US PHOTOS* OR ARTICLES FOR THE NEWSLETTER, AT creif@shaw.ca

SHOW US WHAT YOU ARE WORKING ON.

*AND EXPLANATORY NOTES PLEASE.



Featured:
 wonderful work from **Dan Gory** — this CN Northern has been rebuilt from an earlier less detailed kitbash of a Lionel Berkshire.



The 'Yorksters' Oct 2022

Vintage railway stations, Round houses, Locomotives, coaches, cabooses of Canada
 David Muma · 8h · 🌐

Montreal Locomotive Works (MLW) RSD8

Built as an export model the RSD8 had a 900hp Alco engine and three axle C-C trucks which meant all axles were powered. This unit was part of a 10 locomotive order for Brazil and demonstrated in 1958 as #7008 on CPR and #1735 on CNR. No domestic orders were secured and the unit went on to Brazil. The RSD8 was also used in Pakistan and Peru, with variations in Jamaica and South Korea. 212 were built in Australia by licensee AE Goodwin. - Rober Boisvert photo



A WORTHY SITE FOR CANADIAN RAIL HISTORY
 and an interesting story

FRASER VALLEY DIVISION

Chilliwack trains make no stops between Vancouver and New Westminster. Local traffic will be handled by local trains on Central Park Line.

FRIDAY MARKET SPECIALS
 Lv. New Westminster 7:20 a.m.
 Ar. Jardine 7:58 a.m.
 Lv. Jardine 8:00 a.m.
 Ar. New Westminster 8:47 a.m.

SATURDAY SPECIALS for MOUNT LEHMAN
 Lv. Vancouver 11:30 p.m.
 Lv. New Westminster 12:15 a.m.
 Ar. Mt. Lehman 1:30 a.m.
 Lv. Mt. Lehman 1:30 a.m.
 Ar. New Westminster 2:40 a.m.
 Ar. Vancouver

BAGGAGE, MILK AND EXPRESS
 Baggage and Express train leaves Vancouver for Chilliwack and way points at 8:10 a.m. daily except Sunday. Express and Freight train leaves Vancouver at 4:30 a.m. leaving New Westminster 5:15 a.m. for Chilliwack and way points daily. Westbound baggage and express leaves Chilliwack at 8:30 a.m. daily and 1:40 p.m. daily except Sunday. (Baggage to be in 15 minutes train leaves.)

CENTRAL PARK LINE
 VANCOUVER TO NEW WESTMINSTER
 LEAVE VANCOUVER—First cars: weekdays, 5:00, 5:50 and 6:30 a.m.; Sundays, 6:00, 6:50 and 7:30 a.m. Cars leave every 20 minutes.
 Last cars: 11:30 p.m., 12:10 and 12:30 a.m.
 LEAVE NEW WESTMINSTER—First cars: weekdays, 5:00, 5:40 and 6:00 a.m.; Sundays, 6:00 and 7:00 a.m. Cars leave every 20 minutes.
 Last cars: 11:40 and 12:00 midnight.
 Service augmented by frequent trains in rush hours.

BURNABY LAKE LINE
 Ask for separate Burnaby Lake timetables at all B. C. Electric information bureaus and agents.

INFORMATION AND COMPLAINTS
 The B. C. Electric Information and Complaint Bureau, Hastings and Carrall Streets, Vancouver, is open daily except Sunday from 8:30 a.m. to 6 p.m. Call at this office with suggestions or complaints, or write direct to E. W. Arnot, Transportation Assistant, B. C. Electric Railway Co., 425 Carrall Street, Vancouver. All communications will receive prompt and courteous attention.

Interurban Timetables

Corrected to July 1, 1933



156 Miles of Interurban Electric Lines on Mainland

Complaints and suggestions always receive prompt and courteous attention. Please address Transportation Assistant, Room 314, B. C. Electric Building, Vancouver, B. C.

For information, Phone Seymour 5151

THIS TIMETABLE IS SUBJECT TO CHANGE WITHOUT NOTICE

B.C. ELECTRIC RAILWAY CO.



Some 'Yorksters' took a ride on the Strasburg Railway
Others surveyed alternate conveyances at the Pennsylvania Railroad Museum



CTTA November 6th Zoom meeting

President Kyle Miller gave a report on the September CTTA AGM, and reminded members that the financial reports can be viewed in the Members' Corner on the CTTA website.

Mark Horne reported that both the PGE Snowplough and the Victoria & Sidney reefer are likely to be delivered in January 2023.

Richard Gutar asked if we can do more 36' reefers with archbar trucks, as he is modelling pre-WW1. Mark explained that to be affordable, we have to piggyback on what is being made.

Members who were recently at York described their experiences. Some found large additions, some found small, but everyone had a good time, including eastern friends.

Dan Gory's CN Northern was also featured (see page 4). Dan is going to break out of his current super O 36" radius curves so he can run larger models, in particular a Shay from the Vancouver waterfront.

Gordon Hall noted that despite the 3D printer revolution, it is still way cheaper to handcraft a BC Hydro Caboose in O Gauge.

Gordon is looking for Marker Lights for the Williams and K-Line coaches he's been doing up in PGE colours — any sources out there?

Dave Walker showed an ex-Lionel 701 Alaskan 2-8-2 kitbashed into ex-Canadian Northern #3465. Dave is part of a club in Thunder Bay that has acquired a place to build permanent layouts (mostly HO and N, but Dave and a 3-rail colleague are lobbying for space).

Several members celebrated the Lionel PGE 2-8-0; One of these is Doug Smith up in Vernon, who will be getting around to his new train room shortly. Tom Eccleston in Kamloops is working to replicate a western Alberta co-branch of Canadian Northern and the Grand Trunk Pacific (when not playing Jazz Sax or concert Double Bass).

Kyle noted that as an ex-professional rock drummer, he isn't giving up the drum kit half of his train room to layout expansion (well not yet). Thanks to all for joining in.



'Yorksters' enjoyed a round trip ride on the Northern Central Railway from New Freedom out past Glen Rock, with a pub dinner at the end of the line. A bit chilly in the open car.

...cont'd from Page 1

Mark advises that two of our Club Cars, the PGE snow plow and the Victoria and Sidney reefer, are due to us probably in January. Our latest offering, the Atlas O PGE steel reefer is selling well, and we have met our minimum, so order NOW if you haven't yet. This will be another beauty.

Thanks to everyone who has renewed their CTTA membership for the 2022-2023 Season! If you haven't yet, please take a moment to send me an e-transfer to kylemiller@telus.net, or send your cheque/check to me (payable to CTTA) at 2561 Verbena place, Coquitlam, BC.

Please check the Member's Corner page for a list of Members or if you're uncertain if you've renewed yet or not! <https://www.canadiantoytrains.org/about-us/members-corner/>

I look forward to seeing as many of you as we can at our November meet. Cheers to more trains!

Kyle

Try the Bus Trip (you'll like it)
Saturday January 21, 2023

go to canadiantoytrains.org for
information and to reserve tickets
or buy tickets at Nov. and Dec.
meetings.

'This Bud was for Me'

by Charles Reif

New arrival back from York is a Bing Budweiser tinplate reefer in O gauge, seen atop the 1 gauge version I have had for some years. A pretty pair.

The O gauge version is pre-WWI (the stamp on the car base is pre-WWI), and also pre-prohibition (the words 'king of all bottled beers' is there for all to see).

The 1 gauge version is 1920's (the reference to beer has been painted over with a black bar), but also post-Bing 1 gauge, as it has been factory-altered with Standard Gauge trucks.

When the Ives Corporation moved from 1 gauge to Standard Gauge (they called it 'Wide Gauge'), a USA market for 1 gauge disappeared, and Bing had to convert its 1 gauge products.





Robin Dodson reports:

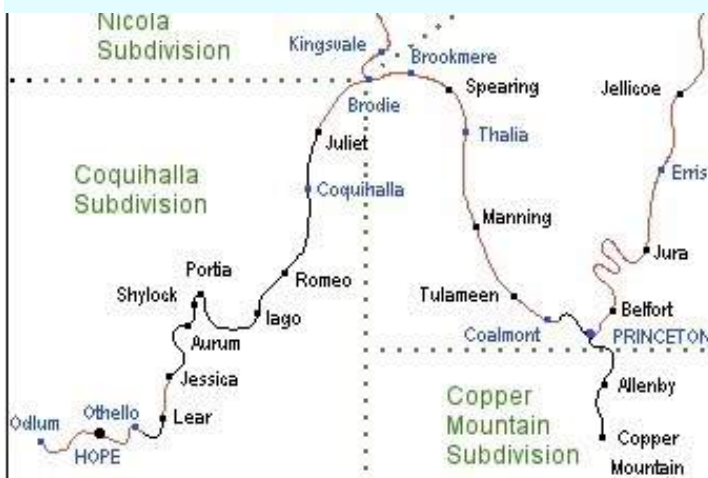
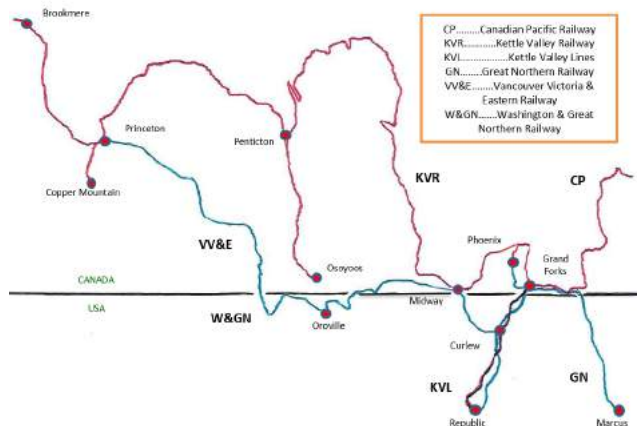
Kitchener show in Ontario

a good show, but thin on O gauge collectors; Robin, David Cook and Peter Cunnning made some sales or purchases. [How can all those people at the show not love the vibrant colours of tinplate?]



This CTTA club car project (long sold out) for the Vancouver, Victoria and Eastern Railway embodies a fascinating story in early 20th Century BC Railroad History.

In the late 19th Century, the Great Northern Railway had, through subsidiaries, made deep inroads into the mining country of southern BC due to the predominantly north-south river valleys. The CPR had curtailed some of these incursions by building a line from the Crowsnest Pass to Midway. But then, in 1910, the new Great Northern subsidiary, the Vancouver Victoria and Eastern Railway, began to build a line from their railhead at Princeton (having come up the Similkameen Valley, an easy grade) through to the West Coast of BC.



VV&E began building tunnels (one of them more than 7 miles long) that would have got them from the Tulameen to the mid-Coquihalla, shaving 30 miles off the proposed Kettle Valley Route. Now CPR pressed ahead the building of the Kettle Valley, and two giant railways went head to head to get into the Coquihalla, where only one railway could be built, and not easily.

At last, in 1913, KVR and VV&E agreed to share the trackage from Hope to Princeton. KVR built from Hope, VV&E built from Princeton, and the last spike was driven at Brookmere.

By 1915 Great Northern handed over general services north of Princeton to the KVR. Each Railway had paid the other for running on their sections, although the VV&E never did.

Maps and info courtesy of Wikipedia and the Kettle valley Railway.