

# canadian flyer



## 2010/11 OFFICERS

president -- mark horne

604 987-8817 [mlhorne@shaw.ca](mailto:mlhorne@shaw.ca)

vice president -- gary zabenskie

604 463-1006 [gzaben@telus.net](mailto:gzaben@telus.net)

secretary -- charles reif

604 731-3674 [creif@shaw.ca](mailto:creif@shaw.ca)

treasurer -- neil mackenzie

604 263-4429 [nsmac@telus.net](mailto:nsmac@telus.net)

### members at large:

james cook -- 604 948-1443

[jhcook@telus.net](mailto:jhcook@telus.net)

john warlimont -- 604 864-2175

[jewarl@yahoo.ca](mailto:jewarl@yahoo.ca)

tom modica -- 360 738-3842

[ogfhrr@gmail.com](mailto:ogfhrr@gmail.com)

peter tolifield -- 604 793-4814

[peterandmarilyn@telus.net](mailto:peterandmarilyn@telus.net)

### island member:

ken bowman -- 250 592-6194

past president -- david cook

604 931-4056 [railroadnut@shaw.ca](mailto:railroadnut@shaw.ca)

official newsletter of the

vol. 9, issue 5

## Canadian Division of TTOS

## PRESIDENT'S REPORT

I hope this finds you playing with your trains and not minding the cold and wet weather.

The CPR express reefers are in New Jersey and I should have them by the middle to end of this month (May). They will be shipped from Tom's then. I still have a couple left if you have missed ordering one.

Please do not forget to order and pay for your PGE single dome tank car, if you have not already done so. This is a great looking car and I only have 20 cars left to sell prior to it being sold out. The car is set for a summer 2011 delivery.

Thanks to all who attended my open house last month, the next one is set for Tuesday June 14th at 7pm. Drop by if you have a chance. 16266 -- 26th Avenue, Surrey.

I hope to see you all at the next meeting.

MARK



## 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:

MAY 29, 2011

JUNE 26, 2011

SEPT 25, 2011 [AGM]





April door prize winners  
Robert Horsell, Bruce Fowler,



and Gary Zabenskie



Our heros [heroines?] of Canadian Division meets.



Happy buyers and sellers, what we want to see.



Gerry and Bill, Bruce and Russ, John, Bob & Fred, Ernie Schmid



Have you tried the following websites?

1. railway history site [www.trainweb.org](http://www.trainweb.org)
2. directory of rail travel, hobby, industry sites [www.railserve.com](http://www.railserve.com)
3. online hobby magazine [www.model-railroad-hobbyist.com](http://www.model-railroad-hobbyist.com)



### A Short History of Toy Train Motive Power by C. Reif

Okay so you have your Command Control setup from Lionel or MTH, you can walk around the room and from anywhere tell each engine where to go and when to blow. Techo Paradise! But let us consider the long journey to get here.

The first motive power was gravity. If it had wheels, it would roll downhill. The second was animal power, or in the case of toys, child power. The ancient Egyptians had pull toys! No wonder that as soon as the steam locomotive was invented, tiny toy replicas appeared on wheels, string attached.

At the extreme other end of the quality scale, scientific brass working scale model steam locomotives were being built and offered for sale as early as the 1830's. These beautiful instruments were not child's play.

Meanwhile, back with pull toys, which by now came in cast iron and sheet steel, someone decided to install a spring drive, and the first windups emerged. Still floor runners, still trackless. But that was about to change.

In the 1880's the Weeden Company in the USA put a working steam loco and passenger car onto metal strip rails set in wood ties. This method of track would be available in 2" gauge trains up until WWI. However, it was the Marklin Company in Germany that came to grips in the 1890's with standardizing gauges. Onto those first sectional tubular 0 gauge and 1 gauge (and 2 gauge and 3 gauge) tracks went working live steam locomotives, refined clockwork loco's with speed regulators and long-running motors. And on the horizon, electricity!

But in 1900 (or even 1915), electricity was a hodge-podge of gadgetry and competing systems. Private power companies used direct current in one neighbourhood, alternating current in the next, and the third had no power service at all. In fact, as late as the 1930's and 1940's, some parts of Canada ran on 60 cycle AC, others on 25 cycle. You had to buy the right transformer for your location. But back to the beginning, if you had some form of electricity, you couldn't just run a wire to the tracks. BZZZZZTTT! So you had to enter the wild world of Wet Cell Batteries. Hook one of the acid-filled jars to your overhead lamp, hook the other linked jar to the track. Acid spills were an ever present danger. Ooops. And so other methods were tried.

One such was a handy hand-powered dynamo. The faster you crank, the faster the train goes. Wheee!! So when your arm wore out, what next? Consider water power. Yes, a turbine powered by your kitchen tap! And a lot of water down the drain. And of course, if you had to pump water, you might as well go back to the dynamo. Thank goodness for the invention of the Dry Cell Battery, in the teens it did the trick for your trolley. And some toy makers continued into the 30's making 4 Volt DC motors to run on dry cells. Today we could always hook up the 12 Volt car battery when the power goes out, no? Don't try this at home, folks, without really good circuit breakers, if you want the motors to stay whole. Bzzzzzt!

Meanwhile, back at the track, the earliest toy transformers were making an appearance, relying on a couple of light bulbs as resistors to help step down the house current (whatever that happened to be). Better read the instructions on what bulbs to use. Those screw-in bulb transformers were still being used in the 20's. And in the 30's, Lionel was selling rheostats as a separate item. You could have power, or you could add variable power. And if you still lived in a DC neighbourhood, Lionel had an inverter for you on top of its DC transformer.

So think kindly of that old RW or KW of your childhood. It was a pretty nifty all-inclusive piece of electrical circuitry. "Traditional" motive power [meaning "QUAINT"!].

Ref: Keith Wills, "Collectors' Consist", Railroad Model Craftsman, May 1987  
Gerry and Janet Souter, Classic Toy Trains, MBI Publishing Co., 2002

### Pacific Great Eastern Railway Atlas Single Dome Tank Box Car

January 27, 2011

Atlas O is manufacturing a prototypical single dome tank car in the Pacific Great Eastern Railway colors. This limited production "O" gauge tank car comes in two numbers in both 2 and 3 rail.

Production is scheduled for the summer.

The cost for Canadian Division members is \$ 65.00 CDN (depending on the CDN/US dollar).

Questions: email [mihorne@shaw.ca](mailto:mihorne@shaw.ca) or telephone 604-987-8817 evenings.



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 Place, North Vancouver, BC Canada  
V7R 4P2

Name \_\_\_\_\_ Payment \_\_\_\_\_

Quantity \_\_\_\_\_ 2 or 3 rail \_\_\_\_\_

Date \_\_\_\_\_

## UPCOMING EVENTS

August 9-13, Charleston, SC ---- TTOS 2011 National Convention.  
info at [www.ttos.org](http://www.ttos.org)

June 26 -- July 3, Sacramento, CA ---TCA National Convention  
info at [www.norcaltca.com](http://www.norcaltca.com)

June 14, Mark Horne open house at 7pm [ see Pres' Report ]

June 5, Nanaimo BC --[ see advert. adjacent ]

May 14, Vernon BC --- swap meet at CPR station, Okanagan  
Landing, info [eldie@shaw.ca](mailto:eldie@shaw.ca), NMRA



Layout Corner: Mark Horne's catenary yard in progress.

### NOTES FROM THE EDITOR

Please send me pictures of your layouts, plus a 100 page thesis on your railroading philosophy! I still mean it!

Thanks to Peter for the meet pix, Mark for the layout picture, Clark for the trade ad, and David for a "heads up".

visit [ttoscanada.org](http://ttoscanada.org)

Printed in Canada by: KQ Print & Design  
604 940 2020

## TOY TRAIN MEET

NANAIMO  
SUNDAY  
JUNE 5, 2011  
12:30 --  
4:30pm

collectors,  
operators  
Lionel, Flyer, Ives,



**Oliver Woods Community Centre**  
6000 Oliver Road  
Nanaimo, B.C. Admission \$5.00

Table Sales, Displays, Show and Tell, Door Prizes, Refreshments.  
Bring Trains to Sell!!

### FOR TRADE

Have Lionel 736 2-8-4 Berkshire with 2671WX six-wheel truck whistling tender. Will trade for two GP's -- 2337 Wabash GP7, 2346 B&M GP9 or 2365 C&O GP7.

Clark Gray 604 929 2966  
[graystation@shaw.ca](mailto:graystation@shaw.ca)



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"Hockey fan Ed Stephens has broken out the big flags, now that the Canucks have reached the second round of the playoffs."

from the Hope Standard, May 5 2011

[Way to go, Ed. There's Hope for those Canucks!]

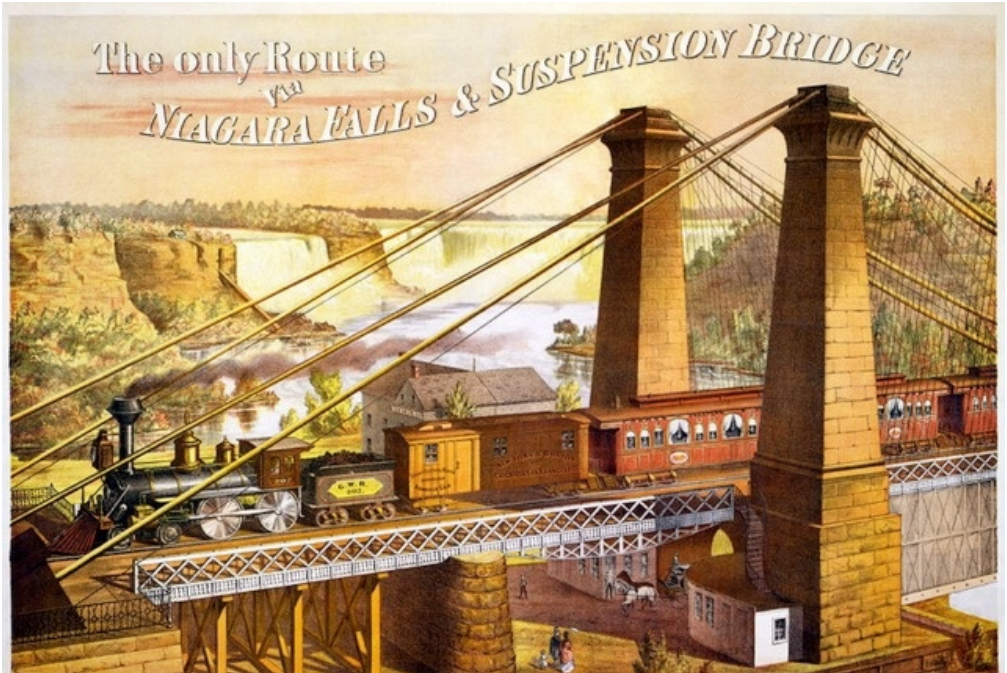
### Not The Peace Arch----->

The first ever railway suspension bridge crossed the Niagara River between Ontario and New York State.

Completed in 1855 by the brilliant engineer John Roebling, the bridge spanned 821 feet from cliff to cliff, and carried the Great Western (Later Grand Trunk) Railway on the upper deck, with carriage and foot traffic on the lower. The twin decks were built as a giant truss system, to assist the cables in support of the span.

By the 1890's, trains had become too heavy, and the bridge was replaced by a double deck steel arch bridge.

[image courtesy wikipedia]



YOUR LAYOUT PICTURE HERE

HOW, WHEN, WHERE, WHAT, WHY?

(NO, SKIP THE WHY, WHO CAN EXPLAIN WHY?)

IF YOU DO NOT HAVE A LAYOUT, HOW ABOUT  
"THE ODDEST THING IN MY COLLECTION"

OR  
"WHO DONE IT?"

### who done it? part 1

you may have noticed the little green loco on page 1. with the brown coaches? this little set was made by Hornby of England just after WW2, for sale in Canada.

very rare. possibly because the Nigel Gresley-designed Jubilee loco it was modeled on was so obviously not Canadian?

[and no I don't have the set]

have you got a "who done it?" send it in...