



Canadian Flyer

Volume 14, Issue 4

April, 2016

Operating and collecting toy trains

PRESIDENT'S REPORT

CTTA 2015-2016

OFFICERS:

President -- Mark Horne

604 560-4028

mlhorne@shaw.ca

Vice Pres -- Gary Zabenskie

604 463-1006

gzaben@telus.net

Secretary -- Charles Reif

604 731-3674

creif@shaw.ca

Treasurer -- Neil Mackenzie

604 263-4429

nsmac@telus.net

MEMBERS AT LARGE:

James Cook -- 604 948-1443

jhcook@telus.net

John Warlimont -- 604 864-2175

jewarl@yahoo.ca

Tom Modica -- 360 738-3842

ogfhr@gmail.com

Peter Tofield -- 604 793-4814

tofieldpeter@gmail.com

Island Members:

Ken Bowman -- 250 592-6194

k.bowman@shaw.ca

Robin Dodson -- 250 758-8970

robin_dodson@shaw.ca

PAST PRESIDENT:

David Cook -- 604 970-5598

thetinman76@gmail.com

Gentlemen,

The March meeting was very well attended even though it was on Easter Sunday. Lots of people were present but not a great deal of trains. As the Canadian dollar is looking more like the Canadian peso, our meetings have more and more bargains present.

It was great having the island guys back and to see Bruce Fowler up from Washington. Thank you for making the trip.

The new CTTA shirts and jackets arrived and looked great. The shirts and jackets are available to purchase from Dave Scott at the meeting or email him.

I have placed the orders for the Atlas BA Oil "Bow Tie" 8000 gallon tank car (*only 11 cars left*) and the MTH Esquimalt & Nanaimo 36' reefers (*sold out*).

I will be collecting moneys for these cars at the April meeting. If you have not already paid for the E&N reefer or the BA Oil tank car, they are \$ 85 CDN each. If possible please pay at the meeting as we need to pay MTH and Atlas.

As always thank you to all who provide the food and drinks at each and every meeting, time after time. Your efforts are really appreciated.

See you at the end of the month.

Mark

2016 CANADIAN CLUB MEETS

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

UPCOMING MEET DATES:

Apr 24

May 29

June 26



March door prize
winners
Earl, Ted & Jim

with
non-winners
Terry, Phil,
Frank, Russ
& John



and Ed Stephens IS "American Flyer Man"

LOOKING TO FIND

Distler O Gauge CP coach and/or
combine (see photo below).
complete cars or for parts.
what do you have?



Stephan Laink-Vissing
Reichenbachstrasse 19
D-47441 Moers, Germany
stephan.laink-vissing@t-online.de

Great Water Fight ended railway venture into Bellingham

From the opening of the Stockton & Darlington Railway in England in 1825 down to our own Royal Hudson, railways have exercised a sustained fascination unequalled by any other form of transportation.

When the Iron Horse, as early locomotives were called, first made its appearance in Canada, people would stand by the tracks and wave

By BILL HASTINGS
Special to The Columbian

as it passed and the engineer might acknowledge the salute by blowing a blast on his whistle, which blew off a huge cloud of white steam.

Here on the Pacific coast, old timers, most of whom are now gone, could recall that as children, they "would crouch down behind a stump to stare in terrified delight at the first noisy, smoking locomotive rocketing down a forest aisle."

As well as changing the lifestyle of all of North America, railways brought promoters, politicians and financiers. Millions were made and lost.

Controversy raged on the Pacific coast as to where on Puget Sound the terminus would be and who would supply the millions needed to build it.

Jay Cooke & Co. negotiated a \$50 million loan with a German syndicate, but before it could be finalized, the Franco-Prussian War broke out and the deal fell through. But, in 1883, P. B. Cornwall, president of the Bellingham Bay Coal Company, startled the citizens of Whatcom County by announcing that a railway called the Bellingham Bay and B.C. Railway Company had been formed.

It would build a line from Bellingham Bay to Burrard Inlet and thence on to Vancouver. It would connect with the CPR at Sumas. This would mean that the CPR would have a Pacific Coast seaport terminal in both Canada and the U.S..

Planning a new townsite began at once. The first sod was turned on April 7, 1884, but a delay occurred and, owing to depressed conditions and government regulations, it was four years before the CPR finally made connections at Sumas in 1891.

The Vancouver Daily News Advertiser of June 23, 1891, ran a story about the first train between Vancouver and New Whatcom, as Bellingham was then called. It was a detailed story, but basically it related that the first stop was at Westminster Junction and from there it stopped at Port Hammond to pick up some dignitaries aboard the St. Paul, Minnesota and Manitoba Railway.

As the train drew into Sumas station, a ceremonial salute of several guns was fired and the city band played a welcome. The CPR engine was replaced by a Bellingham Bay and B.C. Railway locomotive and

proceeded to Bellingham, where another welcome had been planned.

Details of this second welcome, which backfired, were supplied by historian Barrie Sanford, area vice-president of the National Railway Historical Society, the late Lelah Edson and Bellingham historian Galen Biery.

Because the coming of the CPR to Bellingham would mean that the tiny town would become a large metropolis, a giant celebration was planned. A large ceremonial arch was built at Railway and Holly in the centre of Bellingham. On each side there was an American flag and in the centre there was a large banner proclaiming, "Welcome Canadian Pacific Railway" and above this, the Union Jack would proudly fly.

After the train had passed through the arch, there would be an event organized by the firemen.

In Bellingham, there were two fire companies, the Whatcom and the Sehome and there was rivalry between them. However, the rivalry was not thought to be serious enough to affect the ceremonies and it was arranged that each company would line up, one on each side of the tracks, and when given the signal, point their hoses upward so that they formed a large water arch through which the train would pass and come to a full stop.

After suitable ceremonies, they would attend a "sumptuous banquet at Purdy's Opera House," and return to the train, which would depart.

When the day came, thousands of people attended. There were several bands, including the famous Warren Burgess Concert Band, the Carpenters Union Band, a veteran's band and a colorful contingent from the Bellingham Cycling Club, who attended with gaily decorated bikes and clothing.

When the train approached, a salute was fired and whistles from the mills blew. But the Sehome fire captain, John Kastner, could not wait and gave his orders prematurely. His fire company turned their hoses directly onto the Whatcom company and in no time at all the Great Water Fight erupted.

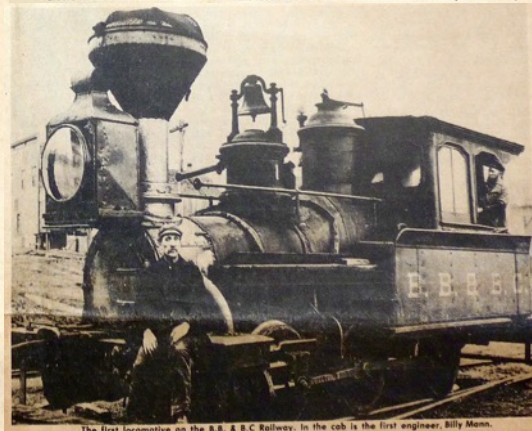
At that inopportune moment, the festive train arrived, passed through the flag-decorated arch and stopped right in the middle of the water fight.

It was said that the firemen had been celebrating "not wisely but too well" and part of their demonstration was to show that water pressure was very high. This they did.

Windows in the coaches were broken and guests drenched. Women's elaborate hats and voluminous gowns became waterlogged and ruined. What the end might have been is uncertain and the situation was ugly in the extreme. Someone with great



Crowd awaits the arrival of the first train from B.C. at the ceremonial arch at Holly and Railway in Bellingham where a fight later broke out.



The first locomotive on the B.B. & B.C. Railway. In the cab is the first engineer, Billy Mann.

Top Photo Caption:

"Crowd awaits the arrival of the first train from B.C. at the ceremonial arch at Holly and Railway in Bellingham where a fight later broke out."

Lower Photo Caption:

"The first locomotive on the B.B. & B.C. Railway, in the cab is the first engineer, Billy Mann."

presence of mind shouted, "Let's eat" and led the guests into the Opera House, where apologies were tendered all around.

Many of the crowd still at the scene of the water fight were rowdy and someone noticed that the British flag in the centre of the arch was a few inches higher than the Stars and Stripes and that would never do.

A ladder was procured and someone climbed up to adjust the height of the British flag. In the confusion, the Union Jack was dropped into the mud, trampled, and a fist fight broke out.

At this time, the guests were returning from Purdy's and, seeing the trampled British flag, reacted. Official letters were written to Washington, D.C., to the Canadian authorities and even to London, England.

An inquiry was held, but nothing much came of it. Things were smoothed over, the "entente cordiale" was definitely ruptured.

These events triggered the decision of the CPR to abandon Bellingham as its Pacific Coast terminus. Trains, however, continued to run but not with CPR rolling stock, and the B.B. & B.C. Railway was, after several attempts at extending its territory, sold to Chicago, Milwaukee & St. Paul Railroad.

*Thanks to Ray Palm
for this jaunt
down memory lane.*

*those who have 'em,
hold your B.B.&B.C.
boxcars close.*

What a road!

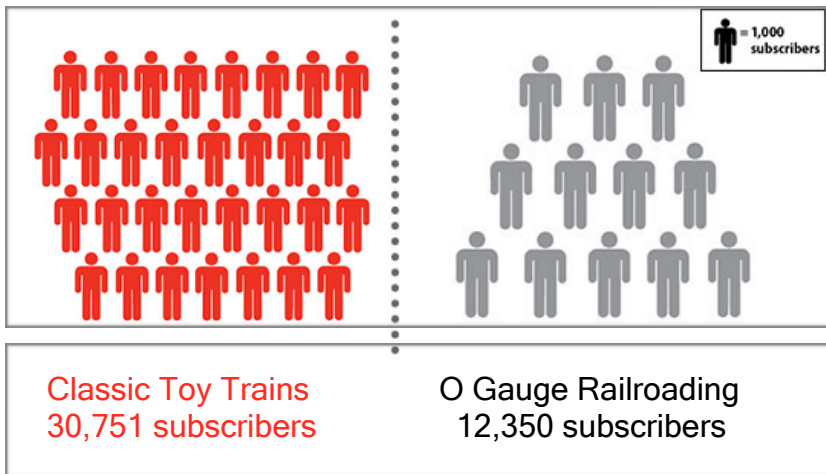
UPCOMING EVENTS

April 24 10 - 4pm Nanaimo, BC Info:
kj.rutherford@shaw.ca
 Vancouver Island Spring Model Railroad Show

May 29 10-4pm Victoria Info: Ted Alexis 250 595-4070
 Victoria Model Show 2016

June 12, Nanaimo Info: Collector390@shaw.ca
 COOTS meet

don't forget to check the website for updates
www.canadiantoytrains.org



from Mark Horne
 Atlantic Coast Line
 Rail Road Museum
 Willmington, N.C.

great HO layout



EDITOR'S CORNER: THANKS TO PETER FOR MEET PICTURES, MARK FOR RAILROAD MUSEUM PHOTOS AND THE SUBSCRIPTION DATA, RAY FOR THE BB&BC ARTICLE, SID FOR THE SANTA RITA OX TRAIN, AND KYLE FOR THE PHOTOS OF JORGE'S STATION.

PRINTED IN CANADA BY:
 KINGSWAY PRINT SOLUTIONS
 604 940-2020

Ferrocarril de Santa Rita



Beautiful ox-drawn train coaches dating from end of the 19th century, used to transport goods and workers in the Santa Rita Vineyard near Santiago, Chile. Track is 7K in the vineyard boundary and 5K to the nearby town of Buin.

text and photos by Sid Ball



FINE N SCALE MODEL OF THE BOISE DEPOT
BUILT BY JORGE BERISTAIN
AND DISPLAYED AT OUR MARCH MEETING.

