



Canadian Flyer

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Operating and collecting toy trains

CTTA 2017-2018

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PRESIDENT'S REPORT

Ladies and Gentlemen,

Another great train meeting with about 70 members and guests, and a few new members, in attendance. I would like to thank Peter and the kitchen crew, and Ed, for a great lunch; your efforts are really appreciated by everyone.

The October York 2018 trip is full – last Oct 2017 we had 12 members going, this coming Oct 2018 we have 22 going! This is one of our largest groups ever.

The Atlas PGE hoppers have been distributed and now we wait for the balance of the MTH BCE reefers in the spring. The PGE cranes and RS-3 diesels should also be coming this spring.

Our new project is an MTH White Pass & Yukon 36' reefer – details and a picture in this issue of the Canadian Flyer newsletter. If you responded to my email I have your order; if you did not it will depend on the MTH order deadline.

Thank you for supporting your club projects, they really help the bottom line of your club and you get a unique Canadian car.

Do not forget the January bus trip on Saturday January 20th. We leave the Campbell River Store at 6:30 AM sharp.

Thank you to all who purchased tickets for our November draw and congratulations to all the winners. We are still looking for the member who purchased the orange ticket # 482919 – we have your prize.

See you at the end of the month.

Mark

Bus Trip January 20

2017 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: **January 28**
February 25
March 25





CHRISTMAS DRAW WINNERS

NOVEMBER MEETING DOOR PRIZE WINNERS



WE MEET AGAIN



**White Pass & Yukon Route
MTH 36' Woodsided Reefer**

The Canadian Toy Train Association is pleased to announce that MTH is manufacturing a White Pass & Yukon Route 36' woodsided reefer in their Premier line. This limited production "O" gauge car comes in two road numbers in 3 rail.

Delivery is expected in 2018.

This is the fourth MTH car in our Canadian series and is a limited run.

The Canadian Toy Train Association member cost is \$ 85.00 CDN per car including shipping within the lower mainland and Vancouver Island.

Questions: email mlhorne@shaw.ca or telephone 604-560-4028



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

Canadian Toy Train Association, c/o Mark Horne, 16266 – 26th Avenue, Surrey, BC Canada V3Z 6Z3

Name	<input type="text"/>				
Address	<input type="text"/>				
City	<input type="text"/>	State	<input type="text"/>	ZIP	<input type="text"/>
Email <input type="text"/>					
Quantity	<input type="text"/> 36' reefers				



Christmas at Western Canada Railway Assoc. Squamish



Jorge Beristain brings his spectacular scratch-built CPR Sicamous station/hotel in N gauge.

Beautiful work, Jorge!



UPCOMING EVENTS

Jan 20-21, Puyallup WA **Great Train Show**
trainshow.com **Jan. 20 is bus trip**

Feb 24-25, Monroe WA Info: unwclub.com/unwshow.html
United Northwest Model Railroad Club

March 18, Burnaby **Western Rails 2018**
 Cameron Rec Centre Info: westernrails@wcra.org

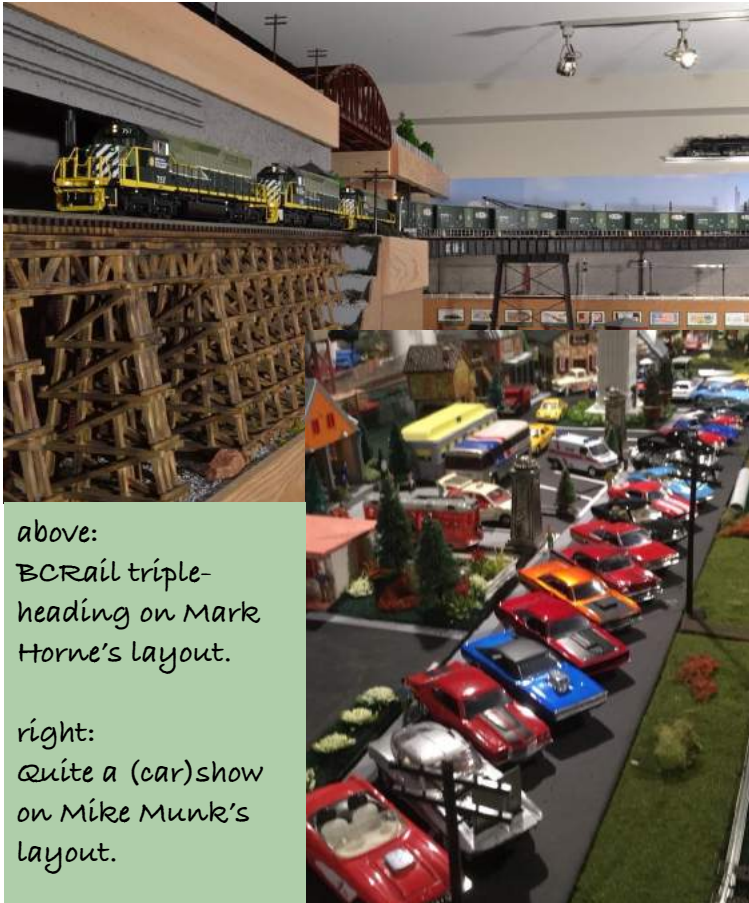
don't forget to check the website for updates
www.canadiantoytrains.org

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EDITOR'S CORNER:

THANKS TO PETER AND KYLE FOR PICTURES, MARK FOR ANOTHER GREAT CLUB CAR, AND FRANK SCHMIDT FOR HIS ARTICLE IN THE ONLINE EDITION.

lionel train crash classic from Terry Berg
www.facebook.com/Thesteamchannel/videos/816124411833595/#



above:
 BCRail triple-heading on Mark Horne's layout.

right:
 Quite a (car)show on Mike Munk's layout.



Shayne Lovelace posted this great CN combo in green and gray on CTTA's Facebook page.



Miles of aisles in Easton PA,
 ← and new Basset-Lowke by Corgi both posted by Robin Dodson

The Xian Warriors by Overnight Train

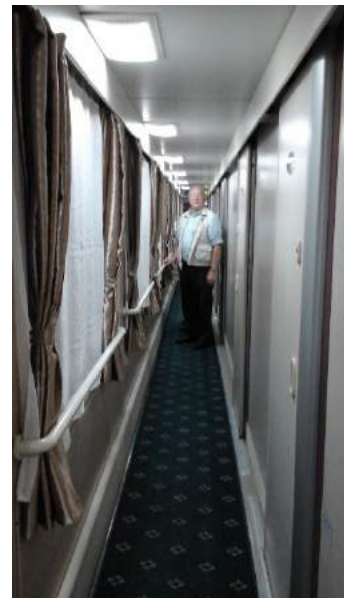
By Frank L. Schmidt

At the end of September, my wife and I sailed from Vancouver to visit Japan, China, Taiwan, the Philippines and Hong Kong. The cruise itinerary showed a three day stop in Shanghai. Though Shanghai is noted for its shopping and tourist attractions, we also thought that this would be a great opportunity to visit the Terracotta Warriors in Xian. So the planning began. Xian is 1400 kms from Shanghai and travelling there would involve flying or going by train. Of course, the train was the obvious choice.

The British website of 'the man in seat 61' is a terrific source of finding ways of travelling by train throughout the world and China was no exception. There were two choices, travel by high speed train that would bring us to the northern section of Xian as well as staying overnight in a hotel or travel by an overnight train that would bring us to the centre of the city of Xian and our accommodations would be provided on the train. Our reservation was made through www.chinahighlights.com for a deluxe soft sleeper which consisted of lower and upper bed in a private room with its own western style toilet. An upholstered chair and table completed the roomette. The cost per person, return in this type of room was \$171 USD and was worth the cost for having the comfort of our own room.

Our ship's arrival in Shanghai was as scheduled at the International Cruise Ship Terminal on the Huangpo River in the heart of Shanghai. We were opposite the landmark city radio tower and in walking distance of The Bund and river promenade, the historic part of Shanghai. Our first morning was spent visiting these local sites. After a late lunch on the ship, we packed and made our way to the main train terminal by taxi. The ship provided written phrases in Mandarin for our use in organising taxi rides and we set out for the train station, a forty minute ride at a cost of 30 Yuan (\$5).

Shanghai Railway Station is a very large and imposing building. In order to enter, we had to pass through security. We then proceeded to the International Ticket Office to present our passports and online ticket reservations. Our return tickets were given to us showing our names, time of departure, carriage and room number. One more security check and we headed up a large escalator with billboards on each side showing train departure times and waiting lounges in Mandarin and English. Our train Number was Z92 and we were assigned to Lounge 4.



This lounge area was enormous with long back to back rows of seating which appeared full, a standing area, washrooms and stores selling food. We learned that this area seated passengers for three trains whose numbers were displayed and when it was time to board, the train numbers would flash and passengers proceeded to the front of the room. Finally we saw the sign for Z92 train, the turnstiles were open, conductors were checking the tickets and we were off to find our carriage. We found Coach no. 5 and were greeted by a uniformed attendant who again checked our tickets and welcomed us aboard. Our roomette was close to the Dining Car which was very modern in its furnishings.

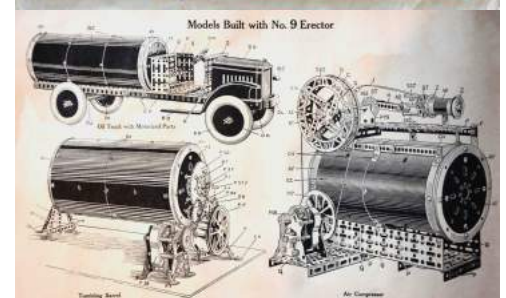
The train left on time (6:55 pm) and the Shanghai city night lights were lovely as were the many ghostly unlit condominium towers. We ate our dinner meal, viewed the changing landscape and had a good nights sleep in the berth. At the end of each carriage, there is a very hot water faucet which is available for hot drinks (coffee, tea) or noodles. Being awake early next morning, it was interesting to see the scenery had changed to be more mountainous with small villages as well as highway construction and some larger towns. Although this was the 'slow' train, it did travel very fast at times in excess of 120 kph with a few stops noted throughout the night. A notation on the outside of the coaches rated their maximum speed at 160 kph.

Our pre-arranged guide and driver met us at Xian train station and we set off to first visit the Emperor Qin's palace with a stroll around the gardens and buildings. A further 30 minute drive took us to the Terracotta Warriors Museum about one hour's drive from Xian city centre through congested traffic.

The whole site covers ten acres with lots of walking. There is a huge paved expanse at the entrance (no line-ups on this day) and our guide explained that on some festive occasions as many as 100,000 people line up for the experience. The Terracotta Warriors were first discovered in 1974 by a local farmer digging a water well. From there archaeologists have unearthed 8,000 life size statues depicting Emperor Qin's personal palace army. The purpose of this army was to protect the emperor in the afterlife as he had made many enemies during his earthly life.



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The Terracotta Army were painted, life sized figures representing archers, officers, soldiers, cavalry officers and placed in long earthen corridors divided by partition walls then covered with a strong wooden roof beams, then fibre mats and finally 5 meters of fine soil to complete the cover over the army figures. Each army figure was painted in a finely detailed uniform and weapon(s) to protect the emperor when called upon to do so. Initially, the original warriors and horse figures were standing or kneeling as befit their role, but over the centuries, all but one had fallen over due to earthquakes and land movement. These were broken into many pieces as terracotta will do. Extensive restoration work is now in effect to re-assemble these broken pieces into complete figures and horses. At the time of their creation, it has been estimated that up to 700,000 workers laboured for ten to eleven years to construct this army of soldiers, chariots and horses.



Following this enjoyable visit, we returned to our vehicle for the drive back to Xian. Traffic chaos ensued but we were not driving. We arrived at the Xian train station inside the ancient City Walls in good time and said goodbye to our driver and guide. These walls looked as impressive as the Great Wall of China that we had visited a few days earlier. This was an older train station which our guide told us was planned for replacement and modernisation in the next five years. Once inside for our 4:45 pm departure, we bought some food stuffs for the trip and proceeded to the special lounge waiting area for passengers in the deluxe and 4 berth coaches. We probably missed the one in Shanghai.

We cleared security and proceeded to the platform ahead of the crowds and now confidently found our roomette and settled down for dinner and relaxation after viewing one of the ancient marvels of China. Our Shanghai arrival was on time at 7:00 am, out of the terminal and straight to the taxi stand looking for a metered cab and back to the cruise ship for breakfast. In all a very enjoyable and enlightening train trip to visit the Terracotta Warriors

