



Canadian Flyer

Special Canada 150 Edition

July 2017

Operating and collecting toy trains

CTTA 2015-2016

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President's Report:

Ladies and Gentlemen,

The June BBQ meeting was very well received. It was great to see Ken make the trip from Kamloops as well as Gary and David from Washington. Thank you for making the drive. The island guys were back and won a few prizes.

The Atlas PGE hopper prototype was on display and was well received. The MTH BCE reefer should be "on the water" and here in August. Thank you to all who supported these projects.

The rest of Gunther's train collection was sold at the June meeting and many members were able to purchase an item or two. Thank you so much to Anita for making Gunther's wishes come true. The club really benefitted from this donation.

Just to clarify my confused message at the meeting; only Neil Mackenzie is stepping down from the CTTA Executive, sorry but the rest are staying around. Kyle will be running the election so if interested in any position, especially treasurer — let Kyle know.

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 in September.

Mark

Online only at canadiantoytrains.ca

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:

September 24 (AGM)

Oct 29

Nov 26





the June incentive draw was a great success!



Another fab
BBQ – thanks
to the Gary's!

And trains of
course, and
lots of good
finds.



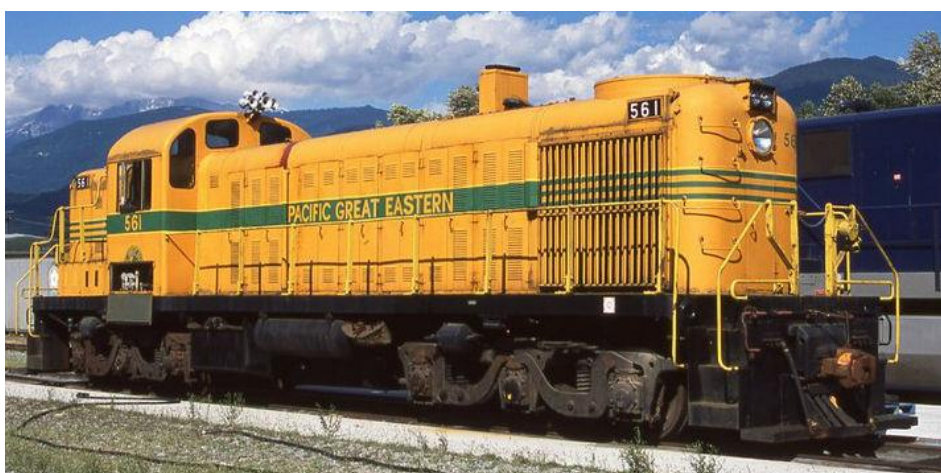
**Pacific Great Eastern Railway
MTH RS-3 Diesel**

The Canadian Toy Train Association is pleased to announce that MTH is manufacturing a Pacific Great Eastern Railway RS-3 diesel, with the orange roof, in their Railking line. This very limited production "O" gauge diesel comes in two road numbers in 3 rail. Delivery is expected in early 2018.

To order please email me ASAP and mail your deposit so I can confirm your order.

The cost is \$ 240.00 US plus \$ 30.00 US shipping for a total of \$ 270.00 US per engine. This works out to about \$ 375.00 CDN, depending on the dollar.

A non-refundable deposit of \$ 150.00 CDN per engine ordered is required at this time with the balance prior to shipping.



If you wish to order please complete the 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

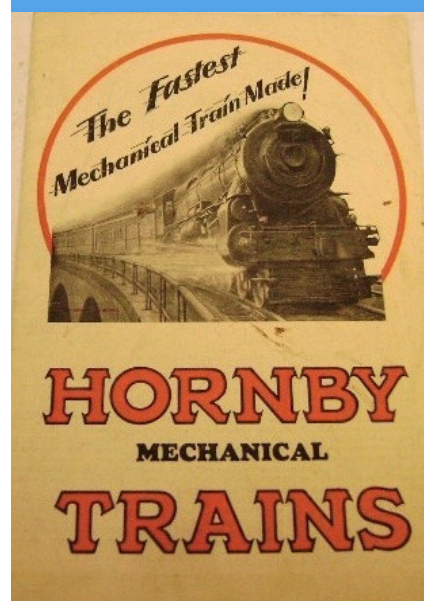
Name				
Address				
City		State		ZIP
Email _____				
Quantity	_____ diesels			



Jim Barrett
sent these pictures of
Hornby and Bassett-Lowke
trains in the Glasgow
Transportation
Museum

From the Editor's desk:
It seemed we had enough material to do a July Special run, available online only. Thanks to Peter for meet photos, to Jim Barrett for pix from afar, to Frank Schmidt for the article, and to Mark for the fabulous club car run (now a loco too).

Have a great summer!
Charles



Pacific Great Eastern Railway MTH Crane

The Canadian Toy Train Association is pleased to announce that MTH is manufacturing a Pacific Great Eastern Railway crane in their Railking line. This limited production "O" gauge crane comes in two road numbers in 3 rail. Delivery is expected in early 2018.

NEWS FLASH – As a celebration of Canada's 150th birthday, and a thank you to all the members who continue to support our club, we are offering a special price for this crane. Although the retail price of MTH cranes is \$ 70.00 plus shipping, CTTA members can buy a maximum of two PGE cranes for the special price of \$ 30.00 each, which includes shipping. Do not miss this chance at this very special pricing for CTTA members.

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



If you wish to order please complete the 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				
Address				
City		State		ZIP
Email _____				
Quantity	_____ cranes			

COOTTS Marches On!

Future COOTTS meetings:

Sunday, September 10, 2017

Sunday, December 3, 2017

Sunday, March 4, 2018

Oliver Woods, Nanaimo

\$10 entry fee to help defray expenses.

best summer wishes from Vies, Brian Driscoll
and Gary Walmsley

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Risk of damage or loss reduced to a minimum
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1 The Container (which is, in effect, the detachable body of a railway van) is brought to your door by fast motor lorry and the goods packed inside—either by your own men or by the expert packers provided by the Railway. The Container is then locked, if you wish, and the key sent separately to your customer.

2 The motor lorry carries the Container quickly to the Railway Depot where it is craned direct on to a fast freight train and taken to your customer's nearest Goods Station. The goods are not handled at any stage of the journey.

3 The Container is then craned on to another road vehicle and delivered at once to your customer's premises, where the goods are taken out in exactly the same condition as when they left your warehouse or factory.

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Not so new Part 2 — container traffic

For Sale — CTTA Club Cars



PGE caboose #1833



PGE tanker #1903

\$80 each plus shipping from
Hamilton Ont.

David Cook

thetinman76@gmail.com

If Trains Could Talk

By Frank L. Schmidt

All trains have a story. I'm sure many collectors have bought a special locomotive and wondered 'What is this train's story? Who owned this locomotive before me?' Was it in a well-known collection, a birthday or Christmas present? Well, I had that experience when I bought the pride and joy of my Hornby collection, the Princess Elizabeth (PE) locomotive. It would be difficult to trace the surviving PE's as they were made without serial numbers or other individual identification marks. It would be a task but I would not want to deter anyone from attempting it. There are probably not that many, less than a thousand or so remaining, and with today's computers, correspondence and pictures, this could be undertaken.



The Princess Elizabeth locomotive was produced by Hornby starting in May 1937 and sold at that time for the princely amount of 105 shillings in a special wooden presentation box. This box was initially a red colour with blue felt linings and by late 1937 the box was changed to a blue colour with green lining until the end of sales.

This price was later increased to 110 shillings in early 1939 but production was discontinued in very late 1939 due to the on-set of WW11. By September 1940 it was no longer catalogued though production had ceased much earlier. In the mid 1940's their Binns Road plant was commissioned for Government work and it was later tasked with designing and producing various bomb carriages for the Lancaster bombers.

The PE was Hornby's first and only 6 wheeled locomotive as well as their first and only attempt at scale railroading. Prior to that time all of their electric locomotives were 4 wheeled, regardless of the prototypes. It was not sold in any train sets and was their largest O gauge 20 volt electric locomotive, no clockwork models were ever made. The PE featured soldered joints over the usual tab and slot construction method for joining the corners resulting in a cleaner, classy looking model



for the time. The boiler and firebox are tapered as on the real Lizzie with detailed valve gear on the workings. The locomotive is lined in gold and black with the splashers in gold only. The PE was painted in the LMS crimson red, however, for a few months at the end of production the

finish was changed to a matt red. It was also produced in a black colour usually for export with small production numbers indeed.

Hornby's PE model was based on the real record-breaking steam locomotive of the day. They were initially built in 1933 as part of the 'Princess Royal' class of locomotives intended for high speed passenger service. What was so record breaking about the PE was that it travelled non-stop over four hundred miles, from Glasgow to London at an average speed of 70 m.p.h. attaining maximum speeds of 95 m.p.h. pulling a 260 ton load of four passenger carriages.



My story of how I acquired my Princess Elizabeth was as a 50th birthday present to myself and from my family. As the saying goes, 'if you can't be good to yourself who should you be good to?' I had read about this Princess Elizabeth being available from a well known seller in the UK and with the price being reasonable it was duly purchased as a special 50th birthday present.

My wife and I occasionally travelled to the UK to visit relatives and friends, and it was a happy coincidence that we were to be in England in early August and able to attend the Minehead Train Show. Arrangements were then made to pick up the Princess Elizabeth there. For the next two weeks, we travelled around England and Scotland with the Princess never far from sight. The PE was taken to show family and friends along the way.

For our return home, it was dutifully packed for carryon luggage and returned to Canada where it resides again. I say 'again' because the Princess enjoyed an interesting journey – Liverpool, Northern Ireland, Canada, UK, and finally back to Canada with only three known owners. The PE was in a beautiful condition – near mint and with the presentation box and original operating instructions enclosed. Inside the box was a name – Sean McDowell. Intrigued, I inquired from the dealer whom I purchased it from if he knew of Sean or had his address. He said he did not know Sean but knew his sister and it might be possible to find an address. To cut a long story short, he was living in Toronto, Canada and sold the locomotive through his sister who was living in England.

A letter was sent to Dr. Sean McDowell with a list of questions pertaining to this Princess. It has quite a history and as I found out, I am the third proud owner of this particular locomotive.

Sean grew up in Belfast, Northern Ireland and in 1940 (age 5) was given a Hornby clockwork train set at Christmas time. Over the next few years, more tin plate track and a few wagons were acquired for birthdays and holidays.

Around 1946, his dad suggested that if he sold his clockwork train, Santa might have a better train for him on December 25th. A leap of faith in Santa Claus! The clockwork set was duly sold and on Christmas morning the Princess Elizabeth, along with two Hornby No.2 LMS corridor coaches, an oval of Hornby solid steel track and a controller were under the Christmas tree. The original Hornby Instruction sheet was included with the box which dated this PE to the 1937 production year. This present was a huge gift for any boy with this being a joint present from Santa (Dad) and Sean's uncle, his dad's brother who jointly purchased this treasured gift. His uncle had bought it from a friend of his, whose son, at age 12 had outgrown playing with trains. Can you imagine outgrowing trains?! There was also a Binns repair label on the presentation box, which was of interest. It was explained that the locomotive was sent back to Hornby in 1951, as the reversing mechanism was not working. This was fixed and the Princess returned.



When Sean attended university, there was little time for trains and after his marriage in 1962, the Princess Elizabeth was stored and never run again. He emigrated to Canada and the trains came with Sean. He acquired an interest in two rail fine scale and as he pursued this interest, he decided to sell the Princess Elizabeth.

I am sure that there are many more interesting stories concerning one's special locomotives or other trains from owners around the globe. Some owners lovingly cherish one Princess Elizabeth for a lifetime while other collectors await the opportunity to be part of the history of this great engine.

References

Consumer Catalogue. (1937). Hornby Book of Trains 1938-9. Liverpool: Meccano Ltd.

Graebe, C. and Graebe, J. (1994). *The Hornby Gauge O System*. London: New Cavendish Books.

*All photographs are by Frank L. Schmidt