PRESIDENT'S REPORT

CTTA 2015-2016

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Ladies and Gentlemen,

Welcome to another great train year!

The MTH BCE reefers are being shipped to members now and the Atlas PGE hoppers should be at Atlas now or very soon. Thank you to all who supported these projects.

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.

The coming train season has much to offer everyone … besides the train meetings each month we have the CN Show, COOTS meetings in Nanaimo, the Lynden Show, the Chilliwack Show, the PNE Train Show, and *The Great Train Show* in Puyallup in January (with the bus trip).

Also, please buy tickets for the Christmas draw as we have great prizes and it supports your club.

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 at the BBQ. (and AGM)

Mark

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

Our June Meeting Pictures were in the special July online edition. So for this issue, we bring you photos on what some of our members have been up to.

Stu Jackes — greetings from Honolulu

1. arrival of first train —- yes, that is Pearl Harbor in the background.

2. in the shop ("Rail Operations Centre")

3. quite the wobble "when you leave the tracks out in the sun"
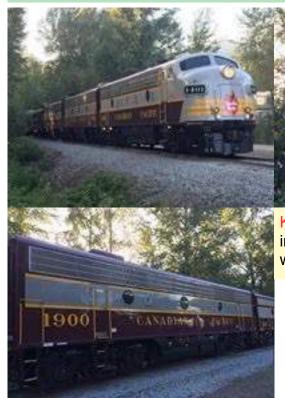

Unidentified intruder captured on film impersonating fireman on a narrow gauge Vulcan 0-4-0 at the BC Forest Discovery Centre. The incident took place on August 5. "I just want to have some fun and I really like trains," pleaded the intruder when confronted by a member of the CTTA. "Besides, being the engineer is too hard. This is more the life. Bells and whistles!" The identity of the imposter has yet to be determined.
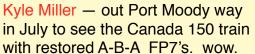
—- photo and text by Ian Kennett —-

The Ribblehead viaduct on the Settle to Carlisle Railway in western Yorkshire. The longest viaduct in the British Isles.

Robin Dodson — greetings from the Old Country

Kyle Miller — out Port Moody way in July to see the Canada 150 train with restored A-B-A FP7's. wow.
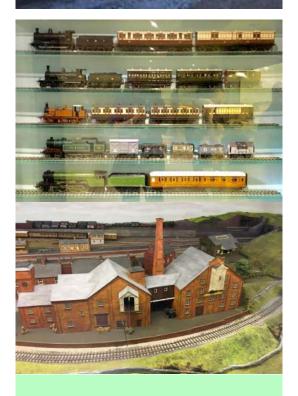
AT EASE, SAILOR

Fred Webb retires July 31 after serving 58 years with the Canadian Navy and then the Queen's Harbour Master.

0 gauge trains and layout at the British National Railway Museum

photos by Robin Dodson

need vehicles to fill your roads? all scales
http://www.3000toys.com/catalog/products.aspx?scale=1/53
tip from Tom Modica

Dorfan mighty standard gauge "Black Diamond Express, of course.

UPCOMING EVENTS

Oct 7-8, Lynden WA   lyndentrainshow.com
Lynden Lions Train Show

Oct 14-15, Chilliwack   Info: lionbob221@gmail.com
Mt. Cheam Lions Club Model Railroad & Hobby Show

Nov 11-12, Vancouver   vancouvertrainexpo.ca
Vancouver Train Expo 2017   PNE Forum

Nov 11-12, Puyallup WA   Great Train Expo

Background on the proposed AGM Motion

British Columbia has a new Societies Act (2016) and all non-profit societies in BC are required to transition to conform with it. This is fairly simple: moving some clauses from the Constitution into the Bylaws. Your Executive will handle this.

However, there is also a new provision in the Act which allows a less stringent monitoring and reporting for those societies that are "member funded" (ie. do not seek funding from governments or the general public.

As CTTA is by nature a member-funded Society, we have the opportunity to take on this new form by passing the resolution wording sent out in the notice of AGM.

Advantages:
1. lower reporting and accounting requirements.
2. on dissolution, assets can be distributed to members.

Disadvantages:
1.   cannot qualify for "public donations and government funding" over approx. $10,000/year.

Your Exec. recommends passage of this motion:

"This society is a member-funded society. It is funded primarily by its members to carry on activities for the benefit of its members. On its liquidation or dissolution, this society may distribute its money and other property to its members."

CTTA's limited run MTH PGE switcher is
SOLD OUT
Thank you for your support in this project.

Could this be next?

CN C40-8W in BNSF colours with temporary CN markings. July 2011 george redmond photo
canadianrailwayobservations.com

thanks to CTTA member Shayne Lovelace for sharing this post

A VISIT TO THE VENOSTA   text and photos by Kyle Miller

Worth checking out while in the Tri-cities area, the 1921 Canadian Pacific Railway heavyweight passenger car *'Venosta'*. The 1st-class sleeper is on static display outside the Port Moody Station Museum, which is the second CP station built as the Pacific Terminus. The station, built in 1905-1907, is now located near the site of the original terminus of the CPR.

Originally built by CC&F in 1921, as one of 13 *Glen* series cars, it was configured with 10 compartments, entered service as *Glen Atha* and operated as built until May 1942. It was then completely rebuilt to increase sleeping capacity with 8 sections and 4 double bedrooms. Eight of the 10-compartment cars built in 1921 were reconstructed and joined six other cars which were built new as 8 section/4 double bedroom sleepers in 1931. *Glen Atha* was renamed *Venosta* when rebuilt.

In November 1964, the CPR removed the *Venosta* from service and refurbished the railcar as Instructional Car No. 49, for usage in Calgary, Lethbridge, Medicine Hat, Red Deer and South Edmonton.

Restoration of the railcar began in the fall of 1987, with volunteers from the Port Moody Heritage Society and the Westcoast Railway Association. The major part of the *Venosta* is used to display historic railway pictures and artifacts and is now setup as a dining car. The *Venosta* also features two restored sleeping compartments. One compartment shows the top and lower berths set for night use. In the second compartment the lower berth has been converted into a couch for day use and the upper berth is recessed into the wall. The car also features a ladies powder room with accessories from the 1920's.

Port Moody Station Museum

Sleeper and Shelter Platform

The *Venosta* and other 'heavyweight' cars were eventually removed from service due to the expense of operating them and of course the weight. As better building techniques and lighter materials like aluminum and stainless steel came into use, they became obsolete.

Today, the *Venosta* is available to explore, visit or rent, and can be configured to accommodate seating and dining for 34. It is decorated inside for seasonal themes such as Halloween and Christmas.

Check out more on the *Venosta* and the Port Moody Station Museum here:
http://portmoodymuseum.org/venosta/
https://en.wikipedia.org/wiki/
Port_Moody_Station_Museum
http://www.okthepk.ca/dataCprSiding/articles/
200403/moody00.htm

Winter Hours - Wed.-Sun. 12-4pm
Summer Hours - Daily 10am-5pm
Contact Us: (604) 939-1648
E-mail: info@portmoodymuseum.org

Thanks Kyle for a great article; and to Frank Schmidt and other past feature writers.

Keep those stories coming, or the editor will delve into the archives for material.
charles