



# Canadian Flyer

Volume 12, Issue 3

March, 2014

## *Operating and collecting toy trains*

### CTTA

2013-14

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## PRESIDENT'S

Thank you to all who attended the February train meeting in the very rare snowy day in Vancouver. Great attendance, food and trains were enjoyed by all.

Those in attendance got a chance to see the new club CTTA logo plaques. Dave did an amazing job and these will be on sale for a member subsidized price of \$10 each at the next meeting. Forty members indicated interest at the meeting.

The new club banner for the island layout was presented to the island members and the vertical club banner was displayed to rave reviews.

New name badges are also in the works and were displayed at the meeting. They will be provided free to all members very soon.

Again, David Scott and his team of professional designers have done an amazing job. Thank you so much.

Issues with the web page are being addressed.

If you have not ordered your PGE trailer on flat or the Imperial Oil Marvelube tank car, please do order very soon as they are almost sold out.

On another note, the club is making new CTTA coffee mugs decorated with the new Canadian Toy Train Association logo. A member who wishes to remain anonymous had approached the club earlier and volunteered to pay \$500 towards the club making new coffee mugs, but now says that if another member comes forward to pay half the total cost of \$1260, he will increase his donation to \$630. Any members interested please let me know. The new CTTA coffee mugs have been ordered and should be available free to all paid up members at the March meeting.

See you at the end of the month.

Mark

## 2013 CANADIAN CLUB MEETS

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

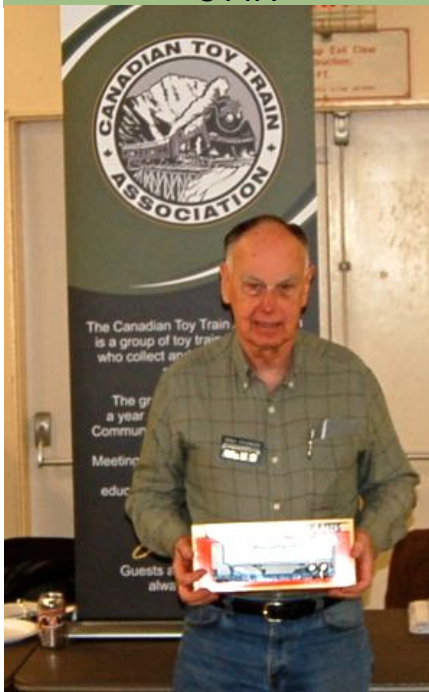
UPCOMING MEET DATES:

**MAR 30, 2014**

**APR 27, 2014**

**MAY 25, 2014**





### February Winners

Mike Venables wears our colours

while Father John enjoys the rewards of friendship twice over

ps. yes that's the banner!



Clark and George put heads together.

Fred gets it!

Dick too!



Eastern CTTA member Dick Phelan dropped by while on a great north american railway circle trip. How was Texas, Dick?



John Wolff and Vies, Robin and James, debate the future of everything.



### FOR YOUR ENJOYMENT:

Tom Modica suggests: very real (rail) estate: <http://www.wimp.com/ridesnetwork/>

Jerry Batryn sends: the Lone Ranger's rails: <https://www.youtube.com/embed/>





### March 2 Nanaimo Marathon Meeting Report

A quick note to thank everyone who attended, especially Mark Horne, James Cook, and John Warlimont who made the morning auction run so smoothly. Thanks also go out to Don Matthews for the delicious coffee and Brian Driscoll for the superb organization of his collection into lots. We averaged just over a minute per lot and that has to be a record!

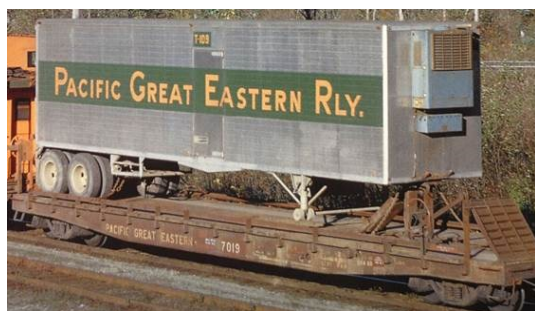
I would like to thank everyone who purchased items from Larry Dingsdale's collection. I am about half way through the disposal process, and plan on taking more to the CTTA meeting in Burnaby at the end of the month.



Mark Horne calls the auction March 2, with Brian Driscoll overseeing. John W and James C assist.



Carl Johnson shows off his American Flyer standard gauge find in Port Alberni. Yes, its a scarce "Empire Express" set: name of the observation car: "Henry Hudson" (he's already found a buyer, I hear)



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## upcoming

- |                                       |   |
|---------------------------------------|---|
| Mar. 16, Burnaby<br>Sun 9-4,<br>Info: | Western Rails 2014<br>Cameron Recreation Complex<br><a href="http://wcra.org">http://wcra.org</a> |
| Apr. 12-13, Calgary<br>Sat+Sun, 9-5   | Supertrain<br><a href="http://www.supertrain.ca">www.supertrain.ca</a>                            |
| Apr. 20, Bellingham<br>12 noon - 4    | PNW at Bellingham Railroad Museum<br>Info: Tom Modica (see ad ---->)                              |

**Larry Dingsdale**  
(1938-2014)



Larry passed away days before his 76<sup>th</sup> birthday after a short but courageous battle with cancer. Larry spent his working life with MacMillan Bloedel as a Road Surveyor, Assistant Engineer and Divisional Logging Engineer. His work carried him to Port Hardy, Port Alberni, Sandspit, Port McNeill and Duncan. His interest in trains began in his youth with a Lionel 2026 freight set. After retiring to Parksville, he built a classic postwar layout on which he ran postwar trains alongside modern Lionel TMCC engines. Larry loved to share his trains with his five grandchildren, and taught them how to operate the many postwar accessories on his layout. He enjoyed bringing old engines back to life and was always ready to help other collectors with his knowledge and expertise. He was a long time member of TTOS and a driving force behind the formation of the COOTTS train meet in Nanaimo.

He was one of the good guys and he will be missed. Rest in peace, Larry.

TTOS MEETING -- APRIL 20, 2014

BELLINGHAM RAILROAD MUSEUM

\$5 meeting fee

DOORS NOON, MEETING 1PM

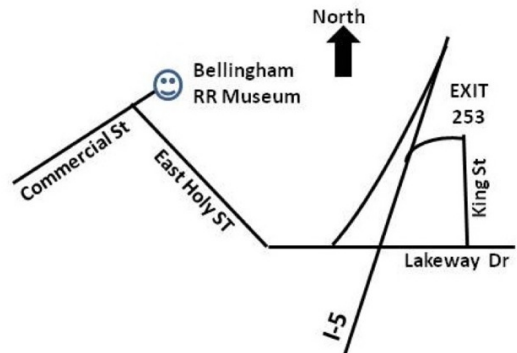
LUNCH SERVED

please RSVP Tom Modica

by April 15

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

360 738-3842



THE TIN MAN COMETH!

**MARX YOUR CALENDAR  
FOR  
MARCH 30TH, 2014**

OUT OF THE EXOTIC EAST

**DAVID COOK**

LOOKS TO LIGHTEN  
HIS HOMEWARD LOAD

AND SO

WILL BE SELLING A SIGNIFICANT  
QUANTITY OF MARX TRAINS  
AT THE MARCH 30TH CTTA MEETING.

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EDITOR'S CORNER: THANKS TO PETER AND ROBIN FOR THE GREAT PIX, ROBIN FOR THE LARRY DINGSDALE REMEMBRANCE, FRANK SCHMIDT FOR THE ZIMBABWE TRAIN TRIP, AND TO JERRY BATRYN AND TOM MODICA FOR THE NEAT WEBSITES.



## **ZIMBABWE – Victoria Falls to Bulawayo by train. WHY?**

**By Frank L. Schmidt**

That is a very good question that you might ask yourself. Why would anyone take a normal passenger train in Zimbabwe (Zim)? The answer is the story of this article.

My wife and I decided to vacation in Southern Africa in 2014 and began the research and planning in the summer of 2013. It was decided to take five safari camps for wildlife and landscapes as well as experiencing local life in Namibia, Botswana, Zambia, Zimbabwe and South Africa. Along with this research came information about an interesting train journey in Zim travelling from Victoria Falls to Bulawayo.



Who would want to travel independently in Zim, let alone on a local overnight train in one of the poorest countries in Southern Africa? This local overnight train featured original 1952 and 1958 British built passenger coaches supplied to the Rhodesian Railways of the time. From the website [www.maninseat61.com](http://www.maninseat61.com), we learned that the price for the journey was very attractive at \$12 US per person. Comments from past passengers sounded very encouraging, enjoyable and safe. This would be an adventure for sure and we prepared to make the most of it. Do not expect 'white glove' service; if you have low expectations then you will not be disappointed. The 472 km train journey was reported to be approximately 14 hours, just do not expect it to leave on time, arrive on time or both. This is not an express train but has many whistle stops along the way. As far as the amenities of lights, water or food on board, you will never get all three but should expect at least one of these. Tickets could only be purchased on the day of departure at Victoria Falls Station. We decided to take the train!

After our safari camp in Livingstone, Zambia, we crossed the 1904 built rail/road/foot bridge across the Zambezi to Zimbabwe to begin our last safari camp. After this camp's conclusion, we were dropped off around 1:00pm at the colonial Victoria Falls Hotel, also built around 1900 – 1904. This is a colonial lady who looks very good for her age with a commanding view of the rail bridge and gorge from the Terrace.



The Vic Falls train station is about 100 metres away from the hotel. We set off to book the train. Online we were advised to book the entire compartment for four as the cost was very reasonable and thus have two advantages – spacious and private as well as allowing the two of us to sleep on the lower and larger beds. This compartment would cost 4 x \$12, however, the ticket agent asked if we were seniors and when we acknowledged this fact, he gave us the senior rate of \$9. With the additional cost of bed linens at \$4 each, our final cost for the journey was \$44 US for the two of us. This was a terrific deal! The train was due to depart at 7:00pm and were told that the buffet car was attached on alternate days and would not be on the train today and were advised to purchase food and water for the journey. We returned to the hotel for Afternoon Tea on the Terrace. What a view of the bridge and gorge.

We returned to the station at 6:30 to prepare for our 7:00pm departure in 1st Class No. 1086 coach, compartment G. This was a luxury coach from 1952 built in Gloucester for Rhodesian Railways, with the old colours and decals but now sporting the NRZ – National Railways of Zimbabwe. The lights worked, the water didn't, so we had one out of the three coach amenities.

The train eventually left at 9:00pm and the steward prepared the lower berths. The compartment was nearly



original, complete with green leather seating, pull down berths, interior mahogany/walnut wood trim, lights, washbasin, fold down windows with wood blinds and the 3 step

fold down table. There were a few rough edges but still looking pretty good for its age and lack of maintenance. The sliding compartment door had the original working lock and a safety chain (much to my wife's relief). The inside was not especially clean but we wiped things down with sanitizer wipes. Of the 4 nearby toilets, 2 on our car and 2 on the adjoining second class car, one was in a reasonable and usable condition.



We settled down for a good night and were only interrupted a few times at the Hwange Colliery to attach 12 coal cars destined for the thermal generating station in Bulawayo. We had breakfast in our compartment around 7 am as we passed through the Hwange game reserve and looked out to view baboons, zebras, wildebeest and impala – a great wakeup call. It was interesting to see the many local people getting on and off the train at the various villages along the way, some picked up by donkey and cart while many others walked carrying their precious bundles on their heads. The closer we got to our destination of Bulawayo; we noticed better maize crops and local women selling cooked maize cobs to passengers at the various stops. I would have liked cleaner windows for our pictures but considering the situation, this was a minor inconvenience as we could open windows for a clear view/picture of the passing countryside.



We eventually arrived in Bulawayo at 1:00pm after a sixteen hour journey, almost on time for Zim railways! It was a most worthwhile train journey and one that we will cherish and remember for a long time.

What is there to do in Bulawayo? Wait for part 2 of the article.

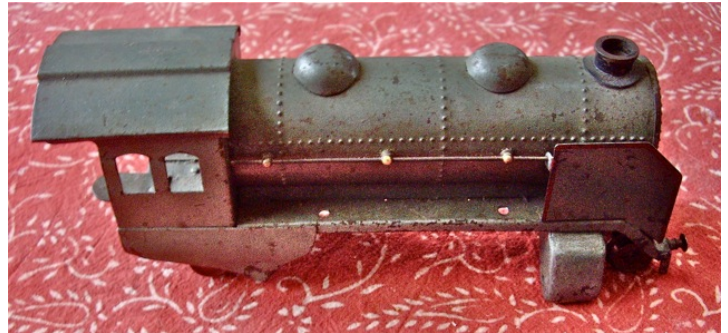


## A WANDERER IS RETURNED

BY CHARLES REIF

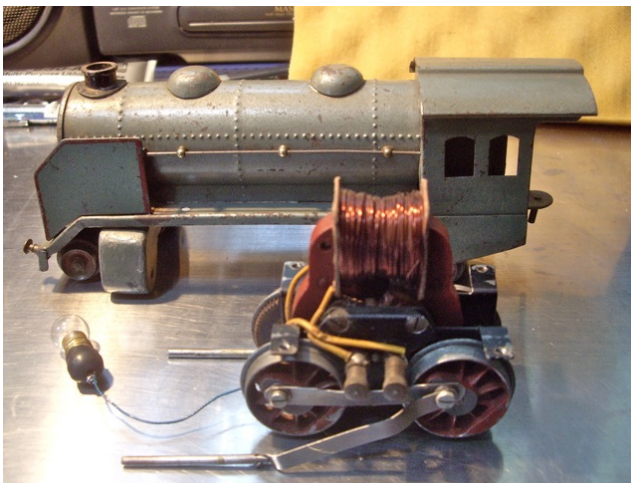
AT THE END OF FEBRUARY'S MEET, ROBERT HORSELL CAME UP TO ME WITH A PLASTIC BAG IN HIS HAND. "I WAS WONDERING IF YOU KNEW WHAT THIS WAS?" HE SAID. I TOOK ONE LOOK AND MY JAW DROPPED. "I CERTAINLY DO!" I ALMOST BARKED, "IT WAS STOLEN FROM ME 13 YEARS AGO!" I THINK ROBERT TOOK A STEP BACK; I WOULD HAVE SAT ON MY HANDS IF I'D BEEN SITTING.

WHAT WE WERE LOOKING AT WAS A SLIGHTLY DENTED GRAY-PAINTED METAL EUROPEAN-STYLE LOCO BODY, WITH A PILOT AND TRAILING TRUCK BUT NO GUTS. "I BOUGHT THIS IN PRAGUE IN '91. I HAVE THE MOTOR AT HOME. I HAD IT APART FOR SERVICING WHEN THE BODY WAS STOLEN FROM MY GARAGE (ALONG WITH SOME OTHER TRAINS NEVER SEEN AGAIN)." I COULDN'T BELIEVE MY EYES. "HOW DID YOU COME ACROSS IT?" I ASKED.



I THINK ROBERT WAS FEELING A BIT BEMUSED TOO BY THIS TIME. "I FOUND IT AT THE FLEA MARKET ON TERMINAL AVENUE, JUST BEFORE CHRISTMAS. IT WAS JUST SITTING THERE -- NO OTHER TRAINS OR ANYTHING." AND I THOUGHT, "WHERE HAVE YOU BEEN ALL THIS TIME?"

I REIMBURSED ROBERT FOR HIS COST, AND PROMISED TO BRING THE REASSEMBLED ENGINE TO OUR MARCH MEETING (SO I WILL). I NEVER HEARD OR SAW ANYTHING OF THE OTHER TRAINS THAT WERE STOLEN THAT DAY IN APRIL 2000, AND ONE OR TWO OF THEM WERE NICE ITEMS. BUT ODDLY, THIS LITTLE LOCO BODY WAS THE LOSS THAT HURT THE MOST. ITS NOT PRETTY, THAT'S CERTAIN. ITS NOT VALUABLE. BUT THERE WAS SOMETHING ABOUT IT. MAYBE YOU'LL SEE WHAT I MEAN --- AND MAYBE NOT. THANK YOU ROBERT FOR AN AMAZING REUNION.



Above Left: The orphaned motor reunited with its body; not much the worse for wear, but a lot of dirt came off. I think all the original dents are just a bit more dented.

Above: The reassembled loco with the Lionel prewar tender that I had painted to match. Yes, it runs!

Left: A catalog photo of the original with its proper tender; made by Karel Sebel in Brno, Czechoslovakia, 1950's

