

Canadian Flyer

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PRESIDENT'S

The May meeting was very well attended with about 70 members and we had lots of trains, a great auction and a superb lunch!

The gorgeous new club CTTA logo plaques were available for purchase at the subsidized price of \$10 ea. Buy soon!

Also, Kyle and his team are creating a brand new CTTA website to be launched in September; then all will be well.

Update on the club cars: Atlas Imperial Oil Marvelube tank car is now sold out --all 244 cars. Delivery expected this fall. The Weaver PGE trailer-on-flat is in production now and should be in Bellingham this month. To date 178 of the 194 cars are sold and the ads have not appeared in CTT or OGR yet!

Be sure to attend the June BBQ and strawberry meeting as it is the last before the summer. A number of Erector and Meccano sets from Marius Vos's collection will be auctioned.

A special thank you to our members Father John, Neil MacKenzie ad Mark Horne for each donating \$100, and our anonymous donor who donated \$500, to help pay for the new CTTA coffee mugs. Our donor will increase his donation if member donations increase ---but only until the end of June.

See you at the end of the month.

Mark

2014 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:

JUNE 29, 2014 SEPT 28, 2014 (AGM)



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June, 2014

Bellingham Bay & British Columbia Railroad -- McKeen car to Sumas

contributed by Paul M. Bowman

(with thanks to John Constible)

Were you aware that the Milwaukee Road at one time connected with the CP at Sumas. Before the Milwaukee Road bought the line, it was the Bellingham Bay & British Columbia Railroad. One of its spurs went to the limestone mine just south of Sumas, maybe a mile or so north of my cottage.

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They actually did have passenger service between Sumas and Bellingham, where it connected with the rest of the line. What they used was a predecessor of the Budd car, although the McKeen car was run on gasoline.



Note that the third picture is taken right in Sumas. I don't know how they turned it around, or if it went backwards back to Bellingham! If you ever come across one of these in 0-gauge I'd be quite interested.

The B.B.&B.C. (incorporated in California on June 21, 1883) was taken over by the Bellingham and Northern Railway in 1912, which in turn was taken over by Chicago, Milwaukee and St. Paul Railway in 1918. [They also had a branch to Lynden, WA.] The line was used to serve several industries along the line, up to Sumas.



About the Author

Paul M. Bowman got his first train in 1957 -- the 1956 Milwaukee Road GP7 freight set. He has an extensive collection of N-scale, but continues to have 0 gauge, and in particular is interested in General sets and other 19th century trains.

Paul tells us he lived for several years close to the CP mainline at the top of the Crowsnest Pass. One night one of the last runs of the Selkirk rumbled by, and he ran out in below zero weather to see. [wouldn't you have?]

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upcoming

June 18-21 -- Tacoma, WA NMRA PNR Regional Convention. Info: <u>www.pnr2014.com</u>

Aug 15-17 -- Revelstoke, BC Homecoming 2014 Revelstoke Railway Museum Info: www.railwaymuseum.com

Sept 7 (Sun) -- Victoria, BC 10am-4pm Victoria Model Railway Show Info:Ted Alexis (250)595-4070



Italian Trains: the model (below) and the real thing (above, Rome).



check out all the toy train chatter at CTTA's new Facebook Page.

go to

"Canadian Toy Train Association"

COMING TO AUCTION:---> ERECTOR & MECCANO SETS FROM MARIUS VOS' COLLECTION

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