



Canadian Flyer

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May, 2014

Operating and collecting toy trains

CTTA 2013-14

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Past President

PRESIDENT'S

Thank you to all who attended the April meeting; we had lots of trains, a great auction and a superb lunch! Thank you to all the members who donated to the treasury auction as these sales help off-set meeting costs.

Members in attendance continued to receive their beautiful new complimentary CTTA name badge and awesome CTTA coffee mug. The plan is not to mail the coffee mugs or name badges, so please attend an upcoming meeting and pick them up.

Thank you John and Peter for your work on the new badges; they are wonderful.

We were saddened to hear of the passing of a long time member, and past president, Ken Warner. Ken contributed so much time and effort to make the club what it is today. He will be missed.

Due to a production problem, the gorgeous new club CTTA logo plaques were not available for purchase. Hopefully at the May meeting you will be able to purchase one at the subsidized price of \$10.

Also again, yes there are issues with the web page as it stands. Kyle and "his team" are creating a brand new CTTA web site to be launched in September.

Thank you to those members who ordered the Weaver PGE trailer on flat. If you did not pay at the April meeting, please either pay at the next meeting or drop a cheque in the mail to Mark. The cost is \$80 CDN which includes shipping. We require the payments as we need to pay Weaver.

A special thank you to our members Father John, Neil MacKenzie, and Mark Horne for each donating \$100, and our anonymous donor for donating \$500, to help pay for the new CTTA coffee mugs.

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:

MAY 25, 2014

JUNE 29, 2014

SEPT 28, 2014 (AGM)





APRIL DOOR
PRIZE
WINNERS:

ALBERT
MAGNUSSON,

ERNIE
SCHMID

AND

VIES
SZALANSKI



A
great
lunch
spread
always
precedes
the
club
meeting
and
auction

“train
collecting
is
a
serious
business”



Bellingham Bay & British Columbia R.R.
from

"THIS WAS RAILROADING"

by George B. Abdill
Bonanza Books, 1958

HANDS ACROSS THE BORDER

The Bellingham Bay & British Columbia Railroad was formed in 1883 to build from Whatcom (now Bellingham) to the Canadian Boundary and a connection with the lines of the Canadian Pacific Railway. The leader of this project was Pierre B. Cornwall, head of the Bellingham Bay Coal Company, and the road was backed by D. Ogden Mills.

Ground was broken on April 7, 1884, but only a slight amount of progress was made. In October, 1888, the first two locomotives were delivered, along with thirty flat cars and a quantity of rails; these engines were named the "BLACK DIAMOND" and the "D. O. MILLS." Under the direction of L. M. Stangroom, the

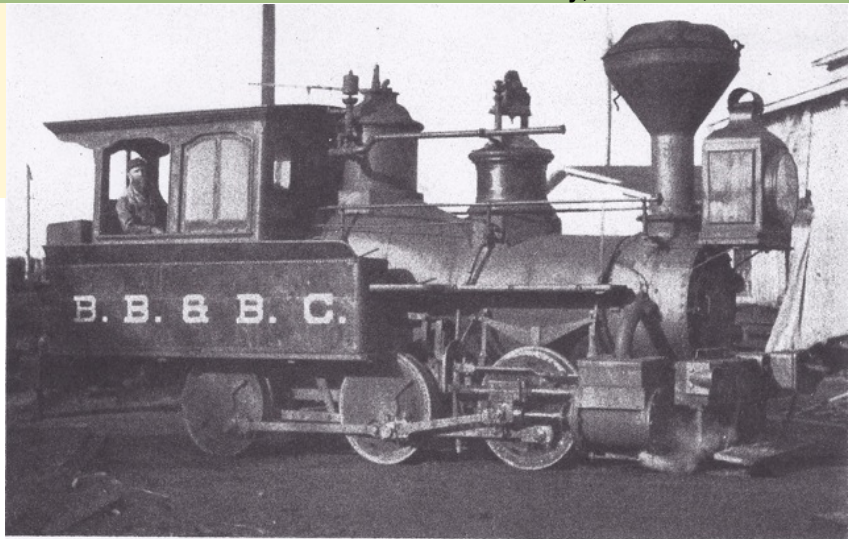
road was completed to Sumas in March, 1891.

The celebration held in New Whatcom to welcome the first Canadian Pacific train touched off an international incident that resounded in embassies and the Court of St. James.

Elaborate preparations had been made to welcome the train bearing Canadian officials and dignitaries on June 22, 1891. A huge arch, bearing both British and American flags, was erected at Railroad Avenue and Holly Street, and two bands were on tap, along with uniformed fraternal and patriotic groups. As a final touch, it had been arranged to have the fire companies of Whatcom and Sehome play an arch of water over the tracks as the train arrived. All was in readiness, and when the whistle of the special sounded in the distance, both bands burst into full volume and the brave fire laddies manned their respective hoses to form the liquid arch.

However, and whether by accident or intent is still a mystery, somebody's fire hose squirted the hosemen on the opposite side of the track. Instantly, a full-fledged water fight was in progress. The special came chuffing into range and a powerful stream of water struck it from either side, breaking out coach windows and thoroughly dousing the occupants. After the deluge of water came a flood of apologies, and the visiting dignitaries were dried out and rushed to Purdy's Opera House for a sumptuous banquet.

When the celebration was at its height, someone in the crowd conceived the idea that the British flag on the big arch was a few inches higher than its American companion. In a burst



BELLINGHAM BAY & BRITISH COLUMBIA R.R. engine "D. O. MILLS" was built by H. J. Booth & Co., San Francisco, in 1888. Bearded engineer is Billy Mann. (Courtesy of Fred Jukes, Blaine, Wn.)

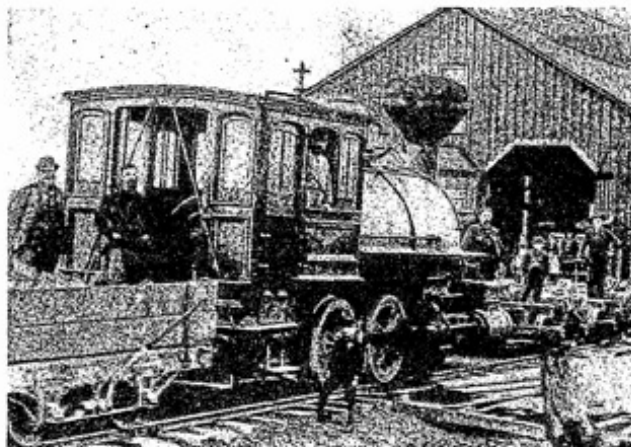
thanks to Martin Howbold for rediscovering this delightful article.

of patriotic fervor, several youths scrambled up to correct this situation. In the excitement that followed, the Union Jack was torn loose and came fluttering to the ground where it was trampled underfoot. The Canadians were greatly incensed and rolled away home muttering in their whiskers.

The British lion's tail had been twisted and the diplomats of both countries became involved before the results of the unhappy incident were smoothed over.

Under Supt. J. J. Donovan, the B.B.&B.C. started work on an extension up the Nooksack River to Spokane in 1900-01, but this line ended at Glacier. A branch to Lynden was built in 1903, and the Milwaukee Road acquired the entire road in 1911-12.

ENGINE No. 2 of the Bellingham Bay & British Columbia Railroad, an 0-6-0 saddle tank, in front of the road's shops. She bore the name "BLACK DIAMOND." (Courtesy of Fred Jukes)



upcoming

June 1 -- Nanaimo CTTA Nanaimo Train Meet
Info: Collector390@shaw.ca see advert ---->

June 14-15 -- Mossleigh, AB Train Days at Aspen Crossing
Info: www.aspencrossing.com

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

IN MEMORIAM

KEN WARNER



1924-2014

Ken was a Past President of the Canadian Division of the Toy Train Operating Society, served as publisher and editor of the division's monthly publication The Car Barn, and suggested the name for the current CTTA publication The Canadian Flyer.

During the 1993 TTOS Convention, Ken committed the division to sponsoring a Division Club Car. The result was a 6464 type box car, Lionel #6-52086, decorated as a Pacific Great Eastern box car. The car was very successful and the division made a sizable profit from the sale of the car.

After retiring from the division Presidency, Ken chaired the nomination committee and conducted board elections for the division.

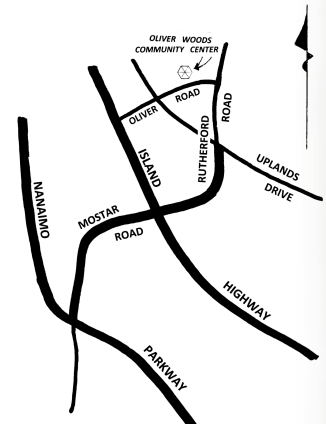
[Submitted by Neil Whitehead, with Howie Williams]

Canadian Toy Train Association Nanaimo Train Meet

Nanaimo
Sunday
June 1, 2014

12:30 pm –
4:30 pm

Open to
Collectors and
Operators of
Lionel, Flyer,
Ives,
Marx, K-Line,
Hornby, MTH,
Williams, Weaver,
Marklin, etc.



Oliver Woods Community Centre
6000 Oliver Road
Nanaimo, B.C. Admission \$5.00

Table Sales, Displays, Show and Tell, Door Prizes, Refreshments.
Bring Trains to Sell!!

Gordon Hall reports: Calgary hobby outfit seeks to crowd-fund for a series of MTH open platform coaches in CP lettering.

<http://ogrforum.ogauger.com/topic/cpr-passenger-car-exclusive-from-mth>

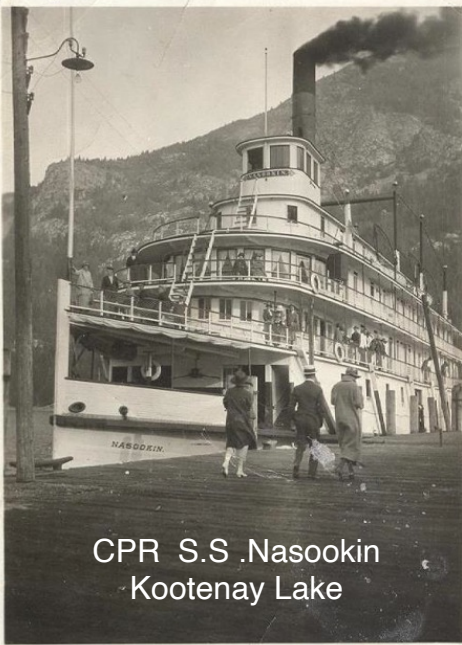
<http://www.chinookandhobbywest.com/>

<https://www.indiegogo.com/projects/open-scale-canadian-pacific-64-woodsided-passenger-car>



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EDITOR'S CORNER: THANKS TO PETER FOR THE GREAT PIX, MARTIN HOWBOLD FOR TRACKING DOWN THE "BELLINGHAM BAY" ARTICLE WITH PHOTOS, MARK & J.P. FOR INFO, AND NEIL AND HOWIE FOR THE REMEMBRANCE OF KEN WARNER.



CPR S.S. Nasookin
Kootenay Lake

HOW TO WIRE EARLY LIONEL ELECTRONIC REVERSE UNITS

These little circuit boards were used in the first engines to contain DC can motors. They have various coloured wires attached to them, usually unlabelled. Where the wire attaches to the board there is some tiny lettering. Most will read W1, W2 ---- up to W6.

W1 and W2 connect to the track AC. Commonly W1 to the centre rail and W2 to the common rail.

W3 and W4 connect to the motor(s). If the engine has 2 motors try to match polarity and direction. If the engine powers up but won't move, try reversing the leads on one motor.

W5 and W6 connect to a lockout switch. Any SPST miniature switch will do.

J.P. JOHNSON

Hot off the press? Thanks Mark for this story -- more changes at Lionel, goodbye Jerry Calabrese!

HOWARD HITCHCOCK NAMED PRESIDENT OF LIONEL

CONCORD, NC (April 18, 2014) ? As has recently been announced, Jerry Calabrese has stepped down as President and CEO of Lionel after 10 years of leadership. During Calabrese's tenure, Lionel began consolidating its business operations in North Carolina, made substantial improvements to the product line, and also became an official partner of NASCAR and the NHRA with the addition of die-cast collectibles to the company's portfolio. The Lionel leadership team thanks Calabrese for his hard work and leadership, and wishes him well in his future endeavours. Lionel announced today that Howard Hitchcock, who has directed the company's daily operations for more than a year as Senior Vice President and General Manager of Lionel and has served in the same capacity at Lionel Racing since its inception in 2010, has been named President of Lionel. As President, Hitchcock will be responsible for both the train and die-cast divisions of the business, and will continue to lead the strategic planning and daily operations of the company. Hitchcock will be supported by an experienced leadership team that has years of expertise working in all aspects of the electric train business, from production and marketing to finance and sales. "I'm fortunate to have such a strong and dedicated team of employees to support me as we transition into this exciting phase of Lionel's history," Hitchcock said. "Together, we are going to introduce new generations to the heritage and the wonder of Lionel trains." A key leader on the Lionel team is Chris Elrod, who was previously named Chief Financial Officer. Both Hitchcock and Elrod will direct Lionel business efforts going forward to ensure the company achieves continued success. "The potential for growth and opportunity that have been a part of Lionel's 114-year history is stronger than ever and being responsible for the continuance of that legacy is a role both Chris and I take very seriously," Hitchcock said. In addition, enterprise efforts in the digital space will continue to be led by Tony Bordon. Bordon has already played a key role in executing Lionel's digital initiatives like Battle Train and Lioneltracks.com, and he will continue to advise and assist the management team with long-term strategic planning as it relates to the digital sphere. Hitchcock and the Lionel leadership team will continue to be based in Concord, NC, the company's new headquarters. Lionel's service and parts department will transition to the North Carolina location this summer, as previously announced.