

TTOS CANADIAN FLYER



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President's Message

I must say, it sure is good to live on the West Coast, at least in the lower mainland. I sure do like this warm weather.... Well at least it was warm when I first wrote this month's message.

The attendance for January's meeting was excellent, a little over sixty members were present. In fact in the last three or four months attendance has hovered around 60 members showing up on the last Sunday of the month. We welcomed a couple of guests and **Brian Driscoll** of Comox, BC has rejoined the Canadian Division. Welcome back Brian!

We have a feature page in this month's issue of the TTOS Canadian Flyer on one of our newest members, **Mike Woodley**. He submitted some photos of his layout along with some the descriptions and since it has been a while since anyone has done anything like that we decided to give Mike a feature spot. It looks good Mike! You too could have your layout featured in the Newsletter, all it takes is a few photos and a few words describing your layout and you're in the spotlight.

A gentle reminder to all TTOS members using Ebay at this time...If you represent yourself as a TTOS member, you are required to conduct your trading on Ebay as if you were trading in our meeting hall. Good feedback for you on Ebay is good feedback for the TTOS.

If you haven't already ordered your PGE car make sure you contact **Mark Horne**, he can be reached by phone, online and at the next meeting.

We are always looking for new members to share our passion. Sponsors of new members are the only ones eligible to win the TTOS Lionel Convention car from last year.

Regards, David Cook



David Cook, with Marius Vos

All meetings at

Charles Rummel
Community Centre
3630 Lozells Ave
Burnaby, BC

Doors Open 12:00
Meeting 13:00

Door Prizes,
Sale Tables,
Lots of Toys, &
a Great Auction!

February 26

March 26

April 30

May 28

June 25

September 24

October 29

TTOS MEMBER PHOTOS



Top Left: James Cook talks about trains and toys shops in Shanghais.

Above Left: Charles Reif reports to the members about a proposed exclusive TTOS Canadian Division Website. As you are aware, the TTOS Canadian Flyer currently is posted on President David Cook's personal website www.railroadnut.com. Volunteers are sought to help with the NEW dedicated website. Contact Charles at 604 731 3674 or creif@radiant.net

Above Right; Tom Modica reports on the Pacific North West Division May meeting in Bellingham, WA

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TTOS Canadian Division ISLAND MEMBER PHOTOS

Top Right: A Woodley family photo. Mike with two daughters, sons in law and grandchildren beside the TTOS Vancouver Island section's children's table that the little ones can operate.



Right: Bill Stephenson, Freddie Webb, George Hammond, Ken, Gary Walmsley



Right: Sylviann, 2 1/2 and Makenzie Jenner, 4 1/2 and Little Lionel (2005)



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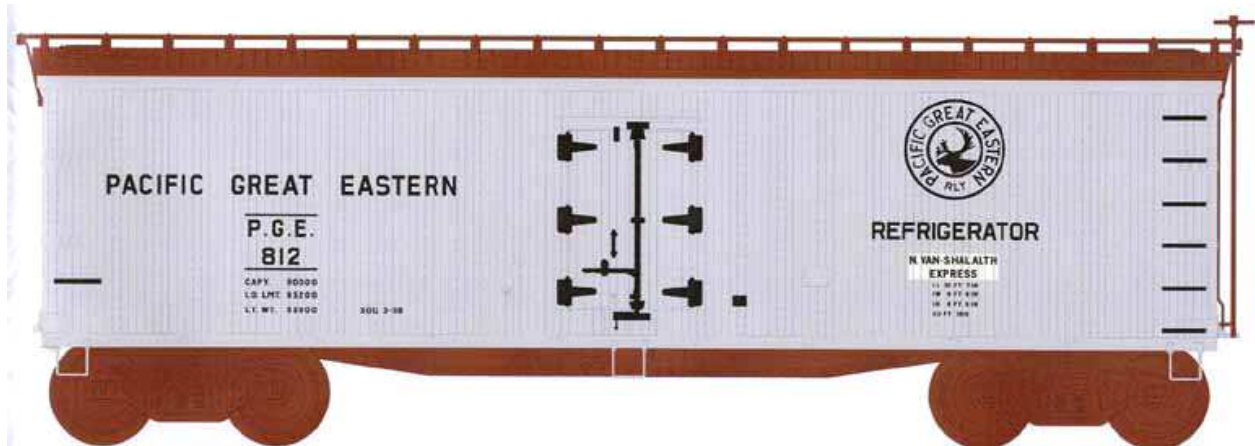
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**This very limited production "O" gauge reefer is available in two numbers
in both two and three rail. Production is scheduled for Spring 2006
with delivery in July 2006.**

Special pricing for Canadian Division members is \$ 55.00 US or \$ 70.00 CDN

When payment in full is received by Jan 31st.

Price for non-Canadian Division Members \$65. US Shipping extra; if shipped.

All cars will be shipped from Washington State.

Contact Mark Horne

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Name			
Address			
City		Prov	ZIP
Email			
Quantity	_____ Reefers	2 Rail _____	3 Rail _____

The K-Line bankruptcy continues to generate a lot of legal documents, rumors and speculation that can only be weighed in verbal tonnage and lawyer's fees. That's why I want to set the record straight in plain English.

Jerry Calabrese, Lionel's chief executive officer, announced on Feb. 16 that the deal with Sanda Kan was complete other than the final documentation of the agreement. **Sanda Kan** is K-Line's principal creditor.

Pending only the final documentation of our agreement with Sanda Kan, K-Line's main manufacturer and principal creditor, Lionel will take control of the K-Line brand, its tooling, its inventory of unsold products, and everything else that lawyers and accountants call, "assets." As soon as we can straighten things out and get organized, Lionel will make new products under the K-Line brand, and market and sell those products as part of the Lionel line.

For those of you who have paid for but not received K-Line club products, Lionel is going to make good on your orders. It may take us a little time to sort things out, but I believe giving people what they've already paid for is the right thing to do, even though we will be doing so at our own expense. It's also an important step in rebuilding the K-Line brand and demonstrating Lionel's long term commitment to K-Line's fans.

It's too early to lay out the exact details of how everything will be done in the incorporation of K-Line into Lionel, but we're working on it and expect a reasonably smooth transition.



At right: Mike Woodley works on his toy train layout while the photo on the left shows items from his "unique" collection. Mike says that for now he is having a great time working on his layout and taking photos. TTOS Canadian Flyer would like to feature your photos and stories... Send submissions to: gailferrier@shaw.ca

ARTISTIC RIGHTS OF RAILROAD PHOTOGRAPHERS ARE UNDER ATTACK!

Photographers of Trains may go to jail should they publish their own images if a Trademark copyright infringement case brought by Union Pacific Railway against West Vancouver photographer **Nils Huxtable** is successful.



Above the calendar that set off this lawsuit — photo from the Steamscenes Legal Defence Fund Website

Union Pacific, which built part of the first trans-continental railway across the US and holds one of the oldest corporate trademarks in the US has taken exception to the use of its trademark without express permission.

Huxtable, referred to as one of the world's most highly renowned railroad photographers, has been publishing a Union Pacific Calendar — "Steamscenes Publications" since 1994 and has never been challenged before. His photos have appeared on postcards, posters and books.

We (David & Gail) suspect that most of us, at one time or another, have received or purchased one of these calendars — which should not be confused with the "official" train calendars from most major railways that typically feature the modern trains.

"As semi-pro / amateur photographers ourselves we will be watching this case closely as it unfolds," says David Cook, President of TTOS Canadian Davison.

A website soliciting money for Huxtable's legal defence has been set up. We urge you to read information published at www.modelrailroadnews.com/pages/Steamscenes.html for background and www.helpsteamscenes.com for Huxtable's commentary and his publisher's response. **Checks in support of Huxtable's defence may be sent to: STEAMSCENES LEGAL DEFENSE FUND c/o Deena Eberhardt Wells Fargo Bank 115 East Highway 260 Payson, AZ 85541**



Mike Woodley from Vancouver Island says he came into possession of the 2373 AA and four cars (Lionel - 1957) about a year ago.

It needed an O gauge track on which to run. The 200' of track on my table top layout, "The Trans-Canada Railway", was O-27. Curves were too tight and the cars were hitting the switch boxes.

So, I constructed a 90' O gauge "mountain line" around the perimeter of the 15 x 19' room.

There are 20" of track at table top level with the rest consisting of a gradual rise to the 12" summit (Continental Divide) in the Rocky Mountains.

From there the track drops very quickly back to



the table top using two spirals, just like the actual spiral tunnels in Kicking Horse Pass in the Canadian Rockies.

The road bed is all in place but the finishing touches are missing.

These photos show a work in progress.

"I am in the process of painting the supporting wood in the Tuscan Red of the CPR in the 30's, 40's and 50's," says Mike. This will match the Tuscan Red on the locomotives and the trim on the cars. The vertical supports will eventually be painted light grey to match the locomotive grey.

The two lines below the CPR train are

on the table top layout. The rising line going up to the right is heading to the continental divide of the Trans-Canada Railway. The lower line is part of the flat line on the table.

The track is all in place for the two lines - Table top and Mountain, but there is a lot of work still to be done to get it all to a finished looking state.

The upper line is the summit of the mountain line. From there it spirals down and crosses under itself, just as in the Rockies. The train goes along to the far end of the room and spirals again under itself down to table top level and then, after 20 inches on the flat begins its gradual rise from Calgary to the summit. That is the line against the far wall.

The roadbed is 1/2 inch quilting material from a fabric store. It is an unorthodox method, I know, but I wanted to lower the noise level of the trains in the room and I have found it gives a most significant reduction.

"This is not a prototype railway, as you can see, but it is my style and it gives a great amount of pleasure to the builder and family and friends who visit," says its builder Mike Woodley in Victoria





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*Check out the website
for lots of member
photos every month...*

EVENTS



*The Vancouver Island guys always have a good
time and a great turnout at the Island Shows....
Photos by Mike Woodley*



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Sunday, March 12, 2006
Western Rails Show at Cameron Rec Centre,
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Members interested in coming out to help and
play with the club trains and layout should talk to
Neil Wilson 604 594 1465

Easter Weekend 2006
Spring Meet in Vernon
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Watch for Details to be announced

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