

INTERCOLONIAL

LA REGION CANADIENNE
TAMR
CANADIAN REGION

ISSUE 5
NUMERO

October/November 1982

octobre/novembre 1982





LA REGION CANADIENNE
TAMR/AAMF
CANADIAN REGION

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DUES

\$4.00/year in Canada
\$3.75 (U.S. Funds)/ year in U.S.
\$6.00/year in Commonwealth Nations
(other than Canada)
\$6.50/year Overseas

COTISATIONS

4\$/année au Canada
3.75\$ (E.-U.) / année aux E.-U.
6\$/année dans les Nations de
Commonwealth (excepté le Canada)
6.50/année d'outre-mer

Deadline for next issue:

Date limite pour le numéro prochain:

December 3, 1982.
3 décembre, 1982.



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the hot line sur le fi

Many teen modellers are looking for a way to meet fellow modellers, exchange equipment and decals or for a way to have an interchange on their layouts. These needs can be met by a "network" of model railways. Through the network, modellers have the opportunity to meet face-to-face or through letters, modellers who have an interest in a specific district, province or railway. The network also provides a forum for modellers to exchange their road's decals or rolling stock, as well as purchase network decals and rolling stock. But probably the most interesting thing about the network concept is that it destroys model railway isolation. No longer is the model railway totally isolated from the world around as the modeller has the knowledge that although he may be many kilometres away from another railway, his model railway is part of one large system of model railways.

If this concept sounds good to you, then you belong in CARS. CARS is the Canadian Region, TAMR's network of model railways. It is similar, although on a smaller scale, to networks in other TAMR regions. There is no extra cost to Canadian Region members who wish to join. The only stipulation is that the participant's model railway must be set in Canada.

CARS application forms are available from me.

* * *

TAMR N-Scalers - Dee Gilbert will be glad to answer any of your modelling questions or do N-Scale equipment repairs for you. There's no charge for labour, you just pay for parts and shipping. Just give Dee a description of the problem and then pack the item well for shipping.

Hot Line continued on p. 5.

Railfanning in the

by Mark Kaszniak

Great White North*

AN AMERICAN LOOK AT CENTRAL CANADIAN RAILFANNING

Hey, all you hoseheads, come on over here and sit down, open a Molson's, put some of that famous Canadian back bacon on the fire and listen to this here story of two city slickers from the United States of America and their experiences up there in the Great White North over last New Year's. Of course, I won't bore you with the minute by minute trials and tribulations of their trip, as the good ol' Canadian winter ain't that long but I will present the glorious highlights of the not soon to be forgotten New Year's trek of Jim and Mark.

Now in actuality, the planning for this trip started six months prior to its beginning in a college campus cafeteria. It seems that several good railfanning buddies were chewing the fat over places they would like to go and things they would like to do, when someone mentioned that it would be great if one could hail in the New Year on a train. So collectively they got their minds to working (no small feat), and decided that the train would have to be one of the old steam-heated type with conventional cars, if the fantasy was to be lived out properly. Since U.S. railroads have been beset by electric heating and Amcans, they turned their attention to the "Great White North". After consulting an official VIA Rail timetable, they determined that the eastbound "Cavalier", between Toronto and Montréal, would be just the right train for the occasion. Thus, preliminary plans were made. Now, this trip was originally planned for five hearty souls but due to various states of financial distress among the parties, only two (the infamous Jim and Mark) would actually make the brave journey.

The trip began on a Thursday afternoon before New Year's, when these two intrepid soles left the great U.S. city of Chicago and began their trek northward. Upon reaching the border city of Windsor, Ontario in the wee hours of the morning, they found a suitable inn and partook of a few needed hours of sleep. The next morning (New Year's Eve), they were up bright and early to begin the day's activities. First stop was the Canadian Pacific yard in Windsor where lo and behold sat one of CP's rare GP-30s. After shooting some additional roster shots and while embroiled in a freindly conversation with a CP engineer on the weather up north, a twinge of bright yellow was observed in the distance by the ever observant Mark. With a mad dash across the snow-covered parking lot, our intrepid friends came face to face with a yellow and green diesel lettered for the Essex Terminal Railway. Indeed the day was turning out better than either of them could have hoped, for while Jim is an avid GP-30 fan, Mark is on a never ending search to get pictures of every shortline railway on the continent.

After leaving Windsor, the two sped to London, Ontario in order to take pictures of the numerous passenger trains that fine city has to offer. Being extremely swift of foot and automobile, they were able to catch one of the trains both arriving and departing the station.

*with apologies to Bob and Doug McKenzie

After photographing another train (that was supposed to be an RDC but was bumped up to conventional equipment for the holidays), it was off to Woodstock, Ontario for yet another train. Then a journey to Stratford, Ontario revealed an empty train station and men's room where our two heroes changed into slightly more fancy dress for their dinner and subsequent train ride.

Upon arriving in Toronto, the two parked the car, had a lovely prime rib dinner, toured a bit of downtown and then took the subway to Union Station. After a bit of a mix-up with the tickets, which left one holding the bags at the gate and the other making a mad dash to the ticket counter, they boarded the train. As soon as the bags were stored in the conventional berths of the old Pullman section, they were off the train with cameras and tripods in hand to take a couple of night shots of the head end of the train in the station. To some, this might be ranked right up near the top of the peculiar behavior department but what else can two railfans do at 11:30 PM on New Year's Eve? Five minutes later the train departed, luckily, with our two weary travelers on board and they headed to the Club Car to ring in the New Year in the traditional manner. A conversation with a nice lady from Ottawa ranged from a number of topics starting with science fiction leading to politics and ending with the difficulty of Americans in taking Canadian money seriously as the different colors make it look like Monopoly money to Americans who are used to green backs. (You can tell these guys are Americans, eh, cause of those American spellings, eh, like color, traveler and behavior, eh. - Ed.) Then after toasting the New Years in both Central and Eastern time zones, and at the appropriate moment I might add, it was off to get some shut eye.

Since this was Mark's first trip in a conventional berth, he has some observations that he would like me to relate to you. First off, the space is quite roomy, even for his expanded frame, with the only problem being how one decides to get undressed. Another decision facing the traveler is if one should get dressed to visit the toilet? Then there is the problem of what you do if the berth gets too hot? Closing down the input of air allows one to cool off but things get stuffy rather quickly. Finally, a rather nasty problem confronting people who wear glasses is where to put them so they are both convenient and safe. Someone should really publish a brochure outlining solutions to these common everyday problems.

New Year's Day dawned and saw the train speeding briskly to Montréal. The complimentary continental breakfast was just what the stomach needed and soon they were pulling into Montréal's Centrale Station. After a hearty breakfast, some sightseeing of Montréal was called for. A short walk in a major blizzard found our friends at Windsor Station, which was all fancied up with Christmas decorations. It was unfortunate that the stationmaster was not in a gala mood as he would not allow our two friends onto the platform to take pictures of the "Adirondack". A ride in the subway was the next order of business and our two travelers were amazed at the immense size of the subway system. The platforms and stations are gigantic compared to Chicago's and one was overheard to remark that at one of the triple level cross-over points, a respectable football game could be held with accompanying audience.

Then it was back to Centrale Station for the trip back to Toronto on a mid-morning Rapido in a day-night seat. The passing scenery and lunch were excellent and our friends detrained rested and relaxed in Toronto in the early evening. Good thing too, because upon arriving

and getting their car, they drove to a motel room, dropped off their belongings, changed clothes and were back out again for a night photography session at Mimico Yard. There they took shots of the new LRCs, GO Transit F40PHs and CN passenger service switchers. Then it was downtown for shots of the streetcars at night and the "Canadian" at St. Clair Station. Please note that the weather was quite chilly and the wind was fierce. Not a good time for people to take pictures of trains but what did our friends find at St. Clair Station? Not only were they there but a husband and wife from Illinois and a friendly CN Rail cop. Just goes to show you that railfans are a strange breed.

Next day, it was up early once again for railfanning in the Toronto area. Numerous pictures of passenger trains were taken at various points throughout the city and there was even time to stop off at the Toronto Railway Museum which is set in a park on Lake Ontario near Bathurst Street. That evening more night shots of the streetcars, including the great intersection of King Street, Queen Street and Rosenvailes Avenue, near the car barn where three routes come together and the loop in High Park. Then they were back stalking the "Canadian" again, this time at Guildwood and St. Clair stations. Please note that the night shots at St. Clair failed to materialize on the first occasion because a flash did not fire due to the end of a roll of film in one of the cameras. Several harsh words were exchanged at that moment.

Finally, on the morning that they were scheduled to return home, our two weary travelers (so weary that they decided to forgo the early morning departure of the Amtrak/VIA Rail "Maple Leaf", for a few hours of shut eye) found themselves in Spadina Yard using up great quantities of film on all the equipment there about. Seen was the Turbo train, Ontario Northland "Northlander" and even the eastbound "Canadian". Sadly, our friends tore themselves away and started the journey home. Finding themselves short of Canadian money and not wanting to convert any more, they found a local convenience store where they purchased bread and luncheon meat for their drive home. At U.S. Customs, they were asked what they had in the bag and after relating the contents, the Customs officer remarked that such items are regularly brought into the States through his station. One can only speculate that the carriers of these delectables can only be American railfans searching for honest-to-goodness steam-heated passenger trains. Obviously they had all decided to "Take Off" to the Great White North.

HOT LINE (continued from page 2)

RAILWAY JAMBOREE '83 - Planning has begun for the TAMR's display at the NMRA National Convention in Winnipeg next July. If you have any suggestions for activities or if you would like to help out in Winnipeg, please contact me or TAMR President Ken Keels.

SPONSOR PROGRAMME - A reminder that the Sponsor Programme is now in operation. The person who recruits the most TAMR members into the Canadian Region will receive a special prize at the end of the year. Now's the time to start finding those prospective members since November is also National Model Railroad Month.

ARTICLES FRANCAIS - J'ai besoin d'articles français pour L'Intercolonial. Veuillez vous envoyer vos histoires et vos photos à moi. Merci.

Don Leitch

Flashes * En bref

- send any railway-related news clippings or other information for "Flashes" to the editor.

Grain shipments on Canadian Pacific are up 24%, the highest increase ever. A labour dispute at Thunder Bay effected shipments last year but this year cars are being unloaded on a six and a half days basis.

- submitted by Mark Kaszniak

Two unit potash trains at Montréal's Sortin Yard's new distribution centre are spelling success for the four month old facility. Revenue has already passed the \$1 million mark. The first potash train arrived July 28 with 78 91-tonne (100-ton) cars. The two grades of potash in the shipment were distributed to seven C-I-L plants in the Montréal area by truck. The potash was unloaded from rail cars to trucks at the yard.

- submitted by Mark Kaszniak

The British Columbia Railway will electrify a 130 km coal haul branch now under construction in northeast British Columbia. BCR estimates that electrification will add \$14.2 million to the cost of the branch but will eliminate the expensive ventilation of the line's two tunnels.

- submitted by Mark Kaszniak

The Hon. James Snow, Ontario Transportation Minister announced plans to extend GO Transit service over the next four years. Service will be extended from Pickering, Ontario to Oshawa and from Oakville, Ontario to Hamilton. The new trackage will make use of the light rail vehicles developed recently by the Ontario crown corporation, the Urban Transport Development Corp.

Commuters at Pickering and Oakville will transfer from the GO light-rail trains to the GO conventional trains.

The Commission transit de la Communauté urbaine de Montréal has taken over the management of Canadian National's 28 km Montréal to Deux-Montagnes, Québec electrified commuter line.

Many had feared that service would be ended but it looks as though the line will remain home to North America's oldest active locomotives.

COVER PHOTO: Ontario Northland F #1986 departs Toronto Union Station on a mid-morning run. Photo by Mark Kaszniak.

LA PHOTO COUVERTURE: Ontario Northland F #1986 part la Gare Union de Toronto au janvier 1982. Le "Northlander" voyagera à North Bay en Ontario. Photo par Mark Kaszniak.

NEXT ISSUE: For you narrow gauge fans, we'll look at Canadian National's Newfoundland Division while you modern equipment fans will be interested in knowing more about Hamilton and its offerings. Plus the year-end financial and membership statements (things you should know but will wish you didn't) and Rail Flashes. See you next month.