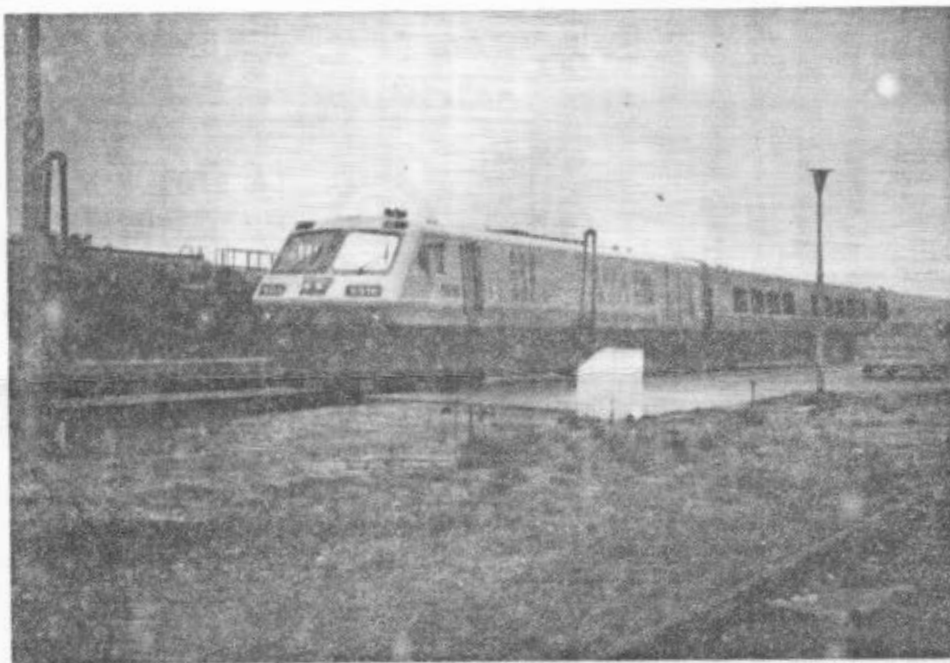


INTERCOLONIAL

LA REGION CANADIENNE
TAMR
CANADIAN REGION
décembre 1982/janvier 1983

ISSUE 6
NUMERO

December 1982/January 1983



Happy Holidays

Joyeux Noël

SECRETARY/TREASURER'S REPORT
RAPPORT DU SECRETAIRE/TRESORIER

FINANCES: (as of Dec. 3, 1982)			
Income:	Balance on hand	2.16	
	Dues	17.32	
	TOTAL		19.48
Expenses:	Intercolonial	27.46	
	Printing	7.49	
	Postage	7.50	
	TOTAL		42.45
FINANCES: (jusqu'à le 3 déc., 1982)			
Revenu:	Balance	2.16	
	Cotisations	17.32	
	TOTAL		19.48
Dépenses:	Intercolonial	27.46	
	impression	7.49	
	postes	7.50	
	TOTAL		42.45
	<u>BALANCE</u>	<u>-23.50</u>	

MEMBERSHIP: 5 members
SOCIETARIAT: 5 membres

Our debt may appear alarming but we should not panic yet. Many of the costs reflected in these figures are actually costs involved in setting up the Region's organization e.g. membership cards. These figures also reflect some of the debts of the previous administration, which this administration had to pay. It is my belief that the Canadian Region will be operating at or near the "Break even" point at this same time next year, 1983.

I must admit that I am disappointed in the low number of members that we have attracted, but there are valid reasons for the poor response. Canadian TAMR members have been disheartened before when previous attempts to re-organize the Region failed. This time, we must prove that we can succeed before they put their faith in the Canadian Region again. As well, the recession has cut the number of dollars we have to spend, so now we must think twice before spending. All these reasons are justifiable, but with a good 1983, we should quickly start to attract new members to the TAMR and the Canadian Region.

- Don Leitch



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.

NARROW GAUGE ATLANTIC-STYLE: CN's Newfoundland Division by Don Leitch

Over the last couple of years, several articles on the White Pass and Yukon Railway have been printed in the railfan press but little mention has been made of Canada's other major narrow gauge railway, Canadian National's Newfoundland Division.

The Newfoundland Division began its history in 1881 as the Newfoundland Railway when the government of the British colony issued the line a charter. However, it was not until 1897 that the first train made the trans-insular trip from St. John's to Channel-Port-aux-Basques, Nfld. (a distance of 875 km). In 1949, upon the admission of Newfoundland into Confederation as Canada's tenth province, the Newfoundland Railway became part of the Canadian National system.

CN Marine's ferry service is the principal transportation link for freight cars and automobiles with the mainland. The eight-hour trip between North Sydney, Nova Scotia and Channel-Port-aux-Basques can be an interesting experience for those who have never been on one of these large ferries.

Railfans getting off the ship in Channel-Port-aux-Basques should take note of CN's trans-shipment area. Here, standard gauge cars are mounted on 3 foot 6 inch trucks for the trip across the island.

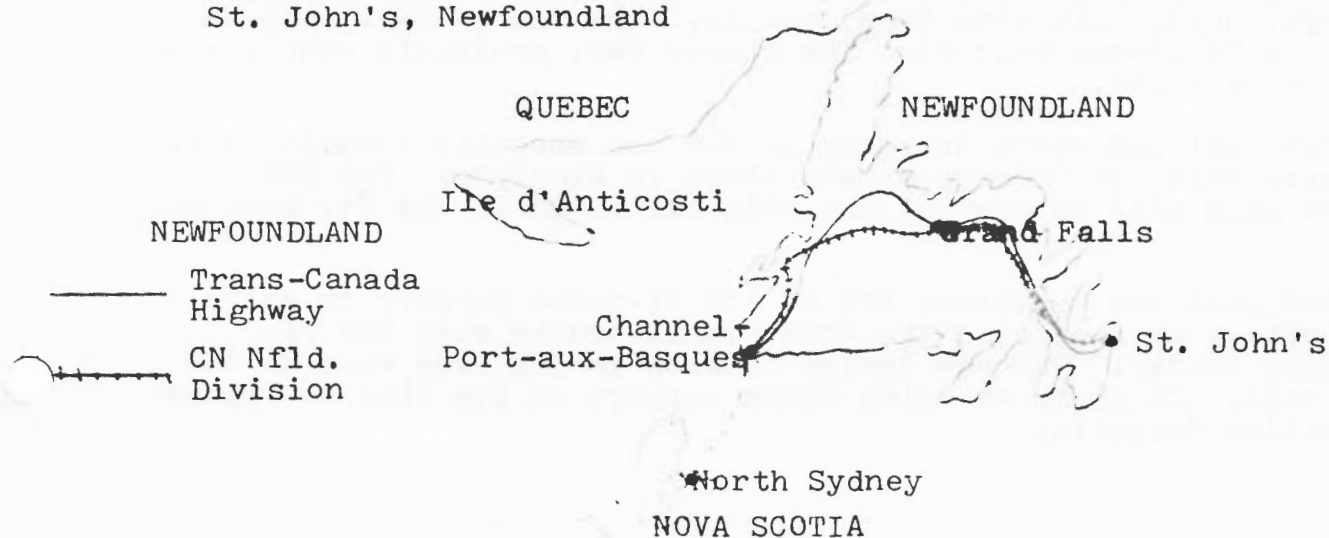
After leaving Channel-Port-aux-Basques, the railfan in his car will have a relatively easy time following trains on the island as the tracks are parallel to the Trans-Canada Highway for much of the route.

The only disappointment for the railfan visiting the province is the lack of passenger train service, instead CN operates a bus service. Newfoundland has been without passenger train service for several years now, since the demise of the famous "Newfie Bullet". However, this disadvantage is outweighed by the advantages of interesting equipment, operations and people on this quaint but modern narrow gauge railway.

As for the future, railfans can look forward to many years of narrow gauge railroading in Newfoundland as Canadian National does not feel the need to convert the island's rail lines to standard gauge nor do they believe that it would be economically feasible. So, go ahead and make your plans to visit Newfoundland. CN's Newfoundland Division awaits your discovery.

Newfoundland tourist information is available from:

Ministry of Tourism
Newfoundland and Labrador
St. John's, Newfoundland



Flashes * En bref

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

The White Pass and Yukon Railway shut down for the winter on Oct. 8, 1982. The shutdown is a result of a loss of customers. Two large mines, United Kenyo Mines Ltd. and Cyprus Anvil, have shut down for the winter season. This marks the first time since the Klondike Gold Rush of 1898 that no commercial mining will be done in the Yukon during the winter.

Containerized freight will be shipped from Vancouver to Haines, Alaska. It will then be shipped by truck over the Alaska Highway to points in Alaska and the Yukon.

Service will resume on May 1, 1983. The White Pass and Yukon will again run passenger excursions this summer.

The White Pass and Yukon Railway has ordered four new locomotives from Bombardier Inc. of Montréal. The 1200 h.p. DL535Es will be numbered 111-114.

Conrail has agreed to sell its Canadian assets to Canadian National and Canadian Pacific. Assets include the Canada Southern Railway; the international bridge at Niagara Falls, Ont.; the international tunnel at Windsor, Ont. and a branchline to Beauharnois, Qué. At the time of printing, specific details were not available.

The Province of Saskatchewan and Via Rail Canada will spend \$10 million to renovate Regina's Union Station. The station will be converted to a joint rail and bus depot. The station presently serves the "Canadian" and the "Winnipeg-Regina-Saskatoon" train.

Calgary real estate agent Jim Fetterly is hoping to get the Province of Alberta to buy his proposal to start a daily, winter-season train from Banff, Alberta to Calgary. Canadian Pacific would be willing to rent the "rail space" to the province if the province was interested. The Alberta Ministry of Tourism liked the idea but suggested that it would be politically unpopular because Via Rail recently cut rail service to the province's other ski resort, Jasper. Fetterly's "Rocky Mountain Special" would cost \$500 000 to get started.

The Thurso Railway of Thurso, Québec has purchased another used GE 70-ton diesel unit, this time from Georgia. The Thurso Rwy. will be scrapping its GE 25-ton unit #6. The Thurso Rwy. presently owns three other GE 70-ton units.

Canadian National has taken delivery of 300 new woodchip gondola cars. The cars were built in CN's Transcona shops in Winnipeg. The 200 cubic metre gons will supplement the chip car fleet in the St. Lawrence Region.

Canadian National has converted 110 of its 91-tonne hoppers to self-steering hoppers by replacing the traditional trucks with the new self-steering trucks. The new design results in 30% less wear on the wheel and rail. CN plans on using these hoppers on its line to Prince Rupert, British Columbia.

the hot line sur le fil

Le nouveau constitution de la Région Canadienne présentera aux membres au mois de février. Si vous avez des suggestions, envoyez-les à moi, s'il vous plaît.

Je vous souhaite un joyeux Noel et une bonne et heureuse année.

The new constitution for the Canadian Region will be presented to the membership in February for voting. However, I would welcome any suggestions that you may have on our proposed constitution.

I would like to wish all our members a Merry Christmas and a Happy New Year blessed with health and prosperity.

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 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 in April.

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

Don Leitch

MEMBERSHIP APPLICATION APPLICATION DE SOCIÉTARIAT

Name/Nom _____

Street/Rue _____

City/Ville _____

Province/State _____

Postal Code/Code postal (or Zip Code) _____

_____ CANADA
\$4/yr.
4\$/année

_____ U.S.
\$U.S. 3.75/yr.

_____ COMMONWEALTH
\$6/year
(except Canada)

_____ OVERSEAS
\$6.50/yr.

_____ New Member
Nouveau membre

_____ Renewal
Renouvellement

Sponsor/Parrain _____

CANADIAN REGION / TAMR / LA REGION CANADIENNE

Make cheques or money orders payable to: "Donald N. Leitch"

COVER PHOTO: Via LRC 6916 prepares to depart the station in Sarnia, Ontario on a noontime run. Photo by Don Leitch.

LA PHOTO COUVERTURE: Via LRC 6916 prépare partir la gare de Sarnia en Ontario à midi au août. Photographie par Don Leitch.

NEXT ISSUE: Hopefully, the article on Hamilton railfanning will be ready. The new constitution will be presented to the membership and will be voted on. As well, we'll have CARS info and Flashes. See you next issue.

LE PROCHAIN NUMERO: Optimistement, l'article d'Hamilton finira. Le nouveau constitution présentera aux membres et les membres le voteront. Aussi, nous aurions l'information de CARS et "En Bref".

ADVERTISING: Remittances should be made payable to "Donald N. Leitch" and should accompany the request for advertising space. Requests should be sent to Don Leitch, INTERCOLONIAL Advertising, 1840 Forest Dr., Sarnia, Ontario, N7T 7H6.

Advertising rates are as follows:

Full Page - 1 issue...	\$10.00	6 issues...	\$25.00
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Quarter Pg- 1 issue...	\$ 4.00	6 issues...	\$ 8.00
Layout Ads- 1 issue...	\$ 0.50	6 issues...	\$ 2.00

RETURN APPLICATION TO:

Don Leitch
Canadian Region Representative
1840 Forest Drive
Sarnia, Ontario
N7T 7H6

RETOURNEZ L'APPLICATION A:

Don Leitch
Représentant de la Région Canadienne
1840, promenade Forest
Sarnia (Ontario)
N7T 7H6

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