



INTERCOLONIAL

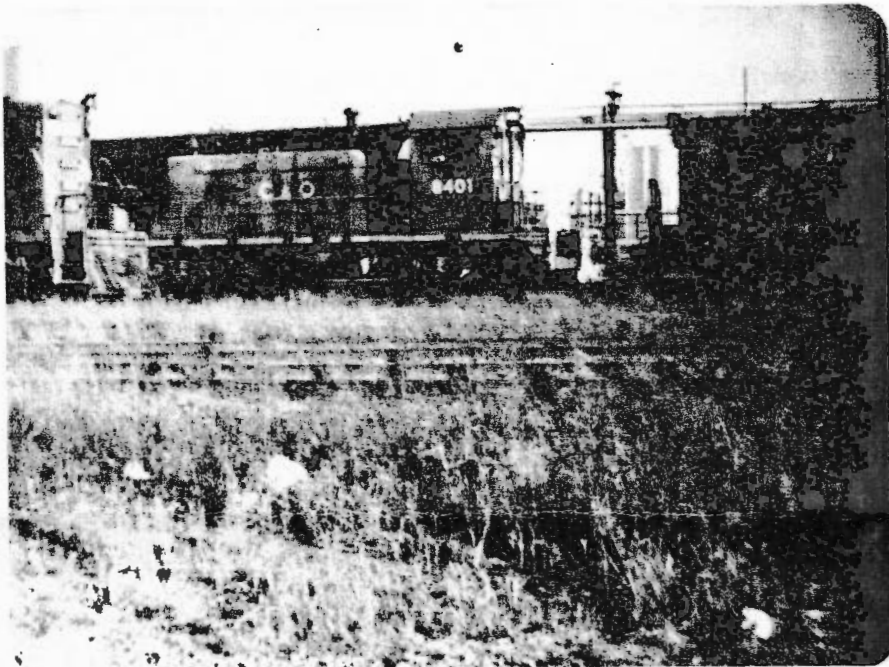


LA REGION CANADIENNE
TAMR
CANADIAN REGION

ISSUE 3
NUMERO

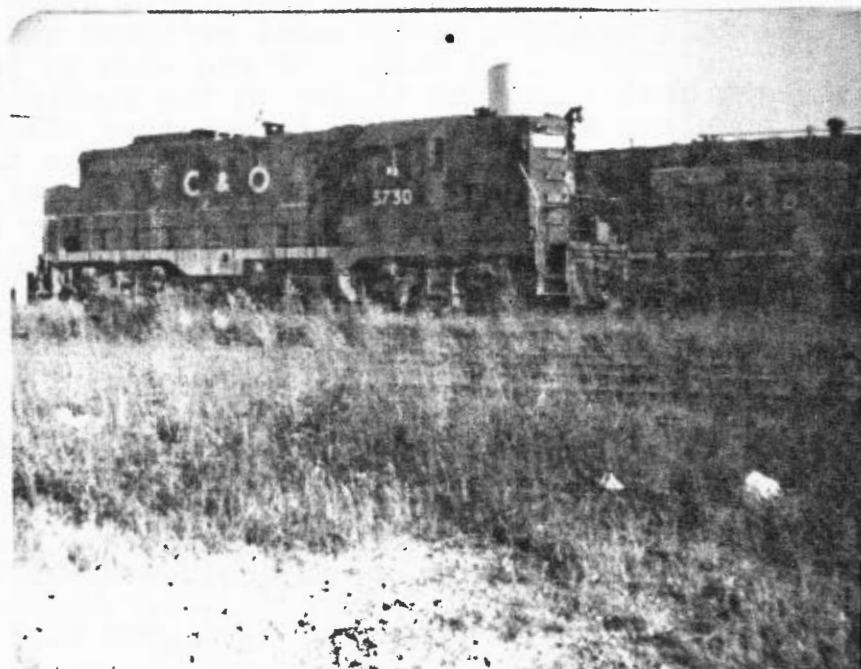
June/July 1982

juin/juillet 1982



C&O 8401, an SW1 built in 1942, idles in the Chesapeake and Ohio's Sarnia, Ont. Yard. This locomotive is the oldest active locomotive on the C&O.

C&O 5730 sits in the C&O Yard in Sarnia. This GP7 was built by GM Diesel in London, Ont. It has since been painted into the blue, vermillion and yellow Chessie scheme.



hot line / sur le fil

Editor & Representative:	DUES/COTISATIONS	Editeur & Représentant
Don Leitch	\$4/yr. in Canada	Don Leitch
1840 Forest Drive	4\$/année au Canada	1840, prom. Forest
Sarnia, Ontario	\$3.75 (US)/yr. in US	SARNIA (Ontario)
N7T 7H6	\$6.00/yr. overseas	N7T 7H6

All material is submitted gratis.

The Canadian Region is once again active and I hope that this reorganization attempt meets with more success than previous attempts. For the Region to succeed, I need your help. So, do what you can for the Canadian Region.

The Intercolonial is our Region newsletter and will be issued every other month. In keeping with the nature of Canada, the Intercolonial will be publishing articles in either of Canada's languages. An other change in the Intercolonial, will be its concentration on railfanning. This does not mean that we will have no modelling articles, it simply means that more emphasis will be placed on railfanning. This makes the Intercolonial a more suitable companion to the Hotbox.

I mentioned earlier, that for this region to succeed, you must participate. Some of these means of participation include: sending in photos of the prototype, writing an article on your favourite hotspot or a rail trip (I'm especially in need of French-language articles) or by just writing a letter to me stating your ideas and views. All your comments will be well received.

For the foreseeable future, I will be serving as editor, as well as Region Representative. This will save money as well as allow me to oversee all facets of work on our chief means of communication, the Intercolonial.

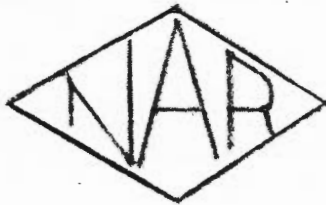
With this issue, you'll find an application for CARS. What's CARS? Well, CARS is a network of model railways, similar to MESS in the Central Region and NEST in the Northeast Region. CARS will be a loose organization which will allow members to trade equipment, better organize their model railways and allow members to purchase CARS supplies at cost. If you wish to join, make sure you meet the qualifications listed on the application form and if you do, complete it and send it to me; then watch for CARS news in the Intercolonial. There is no extra cost to belong to CARS if you already are a Canadian Region member.

I'm looking forward to hearing from you soon and I hope you enjoy this and upcoming issues of the Intercolonial.

-Don Leitch

If you know of any Canadian Region members that do not know of this Region's rebirth, send there names to the Representative so contact can be made with them.

TAMR members in Ontario and the Great Lakes area should take note of the NMRA Convention in Sault Ste.-Marie, Ont. this September. TAMR President Ken Keels and other members will be there to promote the TAMR and it also will be a good time to meet some fellow TAMR members.



railfanning

The Northern Alberta Railways is no more. Since January 1, 1982, when Canadian National bought out Canadian Pacific's share in the NAR, the NAR identity has been disappearing into the orange and black, "wet-noodle" identity of CN. However, railfans travelling to northern Alberta in the immediate future have a chance to see this interesting line in action before it is gone forever.

The home base of the NAR is Dunvegan Yards in Edmonton. From here, the rails travel to Fort McMurray, Alta. in the northeast and northwesterly to Dawson Creek, B.C. and Hines Creek, Alta. Along the way, the NAR interchanges with the British Columbia Railway at Dawson Creek; the Alberta Resources Railway at Grande Prairie, Alta.; CN's Great Slave Lake Division at Grimshaw, Alta.; Canadian National at Morinville, Alta. and with Canadian Pacific and Canadian National in Edmonton.

The most intriguing things about the NAR, for the railfan, are the locomotives and rolling stock. The locomotive fleet includes seven GMDs manufactured by General Motors Diesel Limited of London, Ont. in 1959-60 while interesting rolling stock includes a 1900 passenger coach that has been converted into a combination caboose and coach, called a comboose. The comboose is still used as a van on the run from Edmonton to Fort McMurray.

Customers of the NAR are varied. Since the 1960's, the NAR has served as a bridge route for lead and zinc ores from Pine Point, N.W.T. destined for Cominco in Trail, B.C. The NAR also receives income from its shipment of the traditional prairie commodity, grain. The grain is loaded into Government of Canada or CN covered hoppers at such towns as Bon Accord, Alta. for shipment to the Lakehead or a Pacific port. Sulphur pellets are loaded at Lynton, Alta. for shipment to Edmonton. The sulphur is a byproduct of the Fort McMurray oilsands. As well, general merchandise and lumber are shipped over the NAR.

Railfanning the western end of the NAR is made easier by Alberta Highway 2 paralleling much of the trackage from Smith, Alta. to Dawson Creek. You'll find that train speed is limited on much of the trackage, so it is quite easy to get ahead of any train and set up photo opportunities.

The eastern end of the NAR is more difficult to railfan because of the lack of any major highways that parallel the tracks. However, it is still possible to get some good camera shots.

If you are planning to railfan in the Edmonton area, it is best to check in at the Dunvegan Yards or at CN's Calder Shop. Someone there should be able to advise you of train times as well as other things to look for. By the way, the NAR uses two radio frequencies, 160.275 and 160.515.

There is no schedule on how long it will take for the NAR to be assimilated into the great CN system. Already, the NAR diesel shops at Dunvegan Yard have been demolished, all the NAR engines have been renumbered and some have been painted into the CN livery. So, if possible, take the opportunity to visit the NAR this summer or fall.



roster

NAR DIESEL LOCOMOTIVE ROSTER AS OF JANUARY 1, 1981

NAR number and name*	model	builder	H.P.	C.N. number and class	
201 McLennan	GP9	GMD	1750	4602	GR-17-za
202 Fairview	GP9	GMD	1750	4603	GR-17-za
203 Dawson Creek	GP9	GMD	1750	4604	GR-17-za
204 Westlock	GP9	GMD	1750	4605	GR-17-za
205 High Prairie	GP9	GMD	1750	4606	GR-17-za
206 Grande Prairie	GP9	GMD	1750	4607	GR-17-zb
207 Lac la Biche	GP9	GMD	1750	4608	GR-17-zb
209 Slave Lake	GP9	GMD	1750	4610	GR-17-zb
210 Barrhead	GP9	GMD	1750	4611	GR-17-zb
211 Fort McMurray	GP9	GMD	1750	4609	GR-17-zb
301 J.D. McArthur	GMD1	GMD	1200	1078	GR-12-zc
302 Chief Moostoos	GMD1	GMD	1200	1079	GR-12-zc
303 Bishop Grouard	GMD1	GMD	1200	1080	GR-12-zc
304 Sir Alexander Mackenzie	GMD1	GMD	1200	1081	GR-12-zc
305 Peter Pond	GMD1	GMD	1200	1082	GR-12-zc
311 Twelve Foot Davis	GMD1	GMD	1200	1072	GR-12-z
312 Chief Duncan Tastawits	GMD1	GMD	1200	1077	GR-12-z
401 Peace River	SD38-2	GMD	2000	5700	GF-620-a
402 Pembina River	SD38-2	GMD	2000	5701	GF-620-a
403 Athabasca River	SD38-2	GMD	2000	5702	GF-620-a
404 Smoky River	SD38-2	GMD	2000	5703	GF-620-a



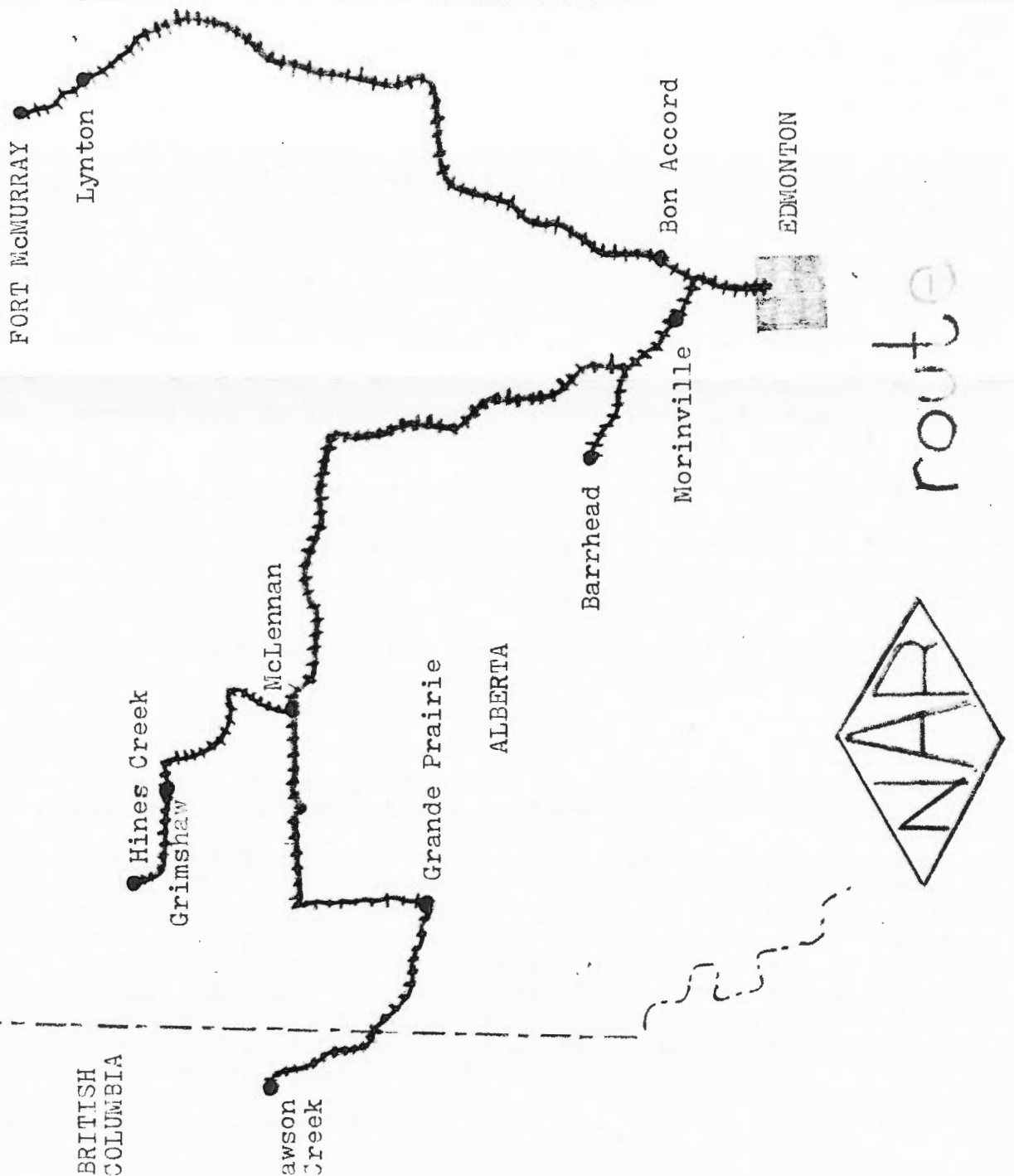
modelling

The Northern Alberta Railways would make a very interesting road to model, not only because of its interesting equipment but also because of its size. The NAR trackage is 1400 km long which is neither long or short as railway trackage lengths go. The modeller can benefit from its small size when it comes to compressing actual trackage into his layout, yet the NAR was not too small to run unit trains. As a whole, the NAR was a railway of contrasts. At one end of the line would be an old-fashioned mixed train while at the other end would be a modern unit train. The NAR had something for everyone.

Decals for the NAR are available from Herald King and LPD while dry transfers are available from C-D-S Lettering of Ottawa. The modeller will probably have to use decal alphabet sets to finish lettering some of his projects since there are not decals available for all prototype NAR equipment.

Those interested in modelling the NAR should take note of a project in the February 1982 Model Railroader magazine's "Paint Shop". The article describes the lettering and painting of a modern 50 ft. box car.

So if you're looking for a different but interesting railway to model, answer the challenge and model the Northern Alberta Railways.



rail flashes / en bref

The Canadian Transport Commission recently gave CN permission to close the following passenger stations: Atwood, Ont.; Caledonia station in Haldimand, Ont.; Drayton, Ont.; Komoka, Ont.; Merriton, Ont.; Owen Sound, Ont.; Moorefield, Ont.; Ripley, Ont.; Palmerston, Ont.; Port Colborne, Ont.; Port Robinson station in Thorold, Ont. and Pointe aux Roches (Stoney Point), Ont. The CTC denied permission to CN to close stations in Glencoe, Ont. and Ingersoll, Ont.

The CTC also gave CN permission to close a portion of its secondary mainline from Sarnia to Lucan, Ont. The portion of the line to be closed is from Michigan Ave. in Sarnia to Forest, Ont.

Work has begun on the British Columbia Railway's two new tunnels in Northeastern B.C. The nine kilometre-long Table Tunnel and six-kilometre long Wolverine Tunnel will be completed in the summer of 1983.

A committee of the British Columbia Legislature has recommended that the British Columbia Railway be reorganized. The B.C. crown corporation, presently, is forced to borrow money just to pay off previous debts.

CP Rail is spending \$ 2.4 million to install 17 new hotbox detectors on its line from Windsor to Oshawa.

\$60 000 damage was done to the CN car ferry "Scotia II", as a result of a fire while berthed in Sarnia, Ont. Arson was ruled out by the Ontario Fire Marshall as a cause. The "Scotia II" will be repaired and return to service as back-up ferry between Sarnia and Port Huron, Michigan.

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

BOOK REVIEW

Diesel Locomotive Rosters: United States, Canada, Mexico
c1982; Kalmbach Books, Milwaukee, WI; by Charles W. McDonald; \$6.50 U.S.

This newly released book is a must for every railfan and to make it even more worthwhile is its reasonable price. The book includes complete rosters on 91 railways, a photograph of a representative locomotive from each road and cross-references for various roads. The book is obviously well researched with the information collected in an easy to understand format. My only real complaint with the book is that it did not contain a roster for two notable Canadian lines, the Cartier Rwy. and the Québec, North Shore & Labrador Rwy. However, rosters are included for 11 other Canadian railways. This book is a must for any railfan whether he be interested in Canadian lines or North America as a whole.