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LA REGION CANADIENNE
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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:

April 1, 1983.
le 1er avril, 1983.



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A complete financial report for 1982 including the approved Budget for 1983 is available from the Region Representative. If you would like a copy of the report, please write.

Flashes * En bref

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

You can add Canadian Pacific GP-9s #8517 and 8528 to the long line of Canadian royal locomotives. These locos pulled H.R.H. Princess Anne's train from Winnipeg to Brandon during her July 1982 visit to Manitoba. The train also consisted of VIA diner 103, VIA business cars "Strathcona" and "Killarney" and two of the Governor General's official cars.

Sir William C. Van Horne's private car, Canadian Pacific business car #10, was opened to the public at the Portage la Prairie - Fort la Reine Museum in Portage la Prairie, Manitoba on July 3, 1982. Van Horne was chief engineer during the building of the C.P.R. and later he served as president of Canadian Pacific. The museum also owns several other examples of restored rail equipment.

Hamilton

by Don Leitch

Have you ever wondered what might be the best train watching site in Canada? Well it may just be Bayview Junction in Hamilton. And the activities at Bayview are not just centred around one or two railways but around six: Canadian National; Canadian Pacific; the Toronto, Hamilton and Buffalo; VIA Rail Canada; GO Transit and ConRail.

Bayview has the added bonus of not being located in some out-of-the way place, but right in the middle of the Golden Horseshoe. It is a relatively short drive from much of southern Ontario, Michigan, New York State and Pennsylvania to Hamilton by way of such Ontario expressways as Highway 403 and the Queen Elizabeth Way. The actual junction is surrounded by the beautiful Royal Botanical Gardens, Burlington Bay and Hamilton Harbour.

Bayview Junction is a must for passenger train fans as the junction sees some thirty odd passenger trains a day, including the Amtrak/Via "Maple Leaf" and "International" and several GO Transit commuter runs. On top of all these passenger runs are forty or so freight trains that make a regular daily appearance. The best time for train watching is Thursday through Saturday.

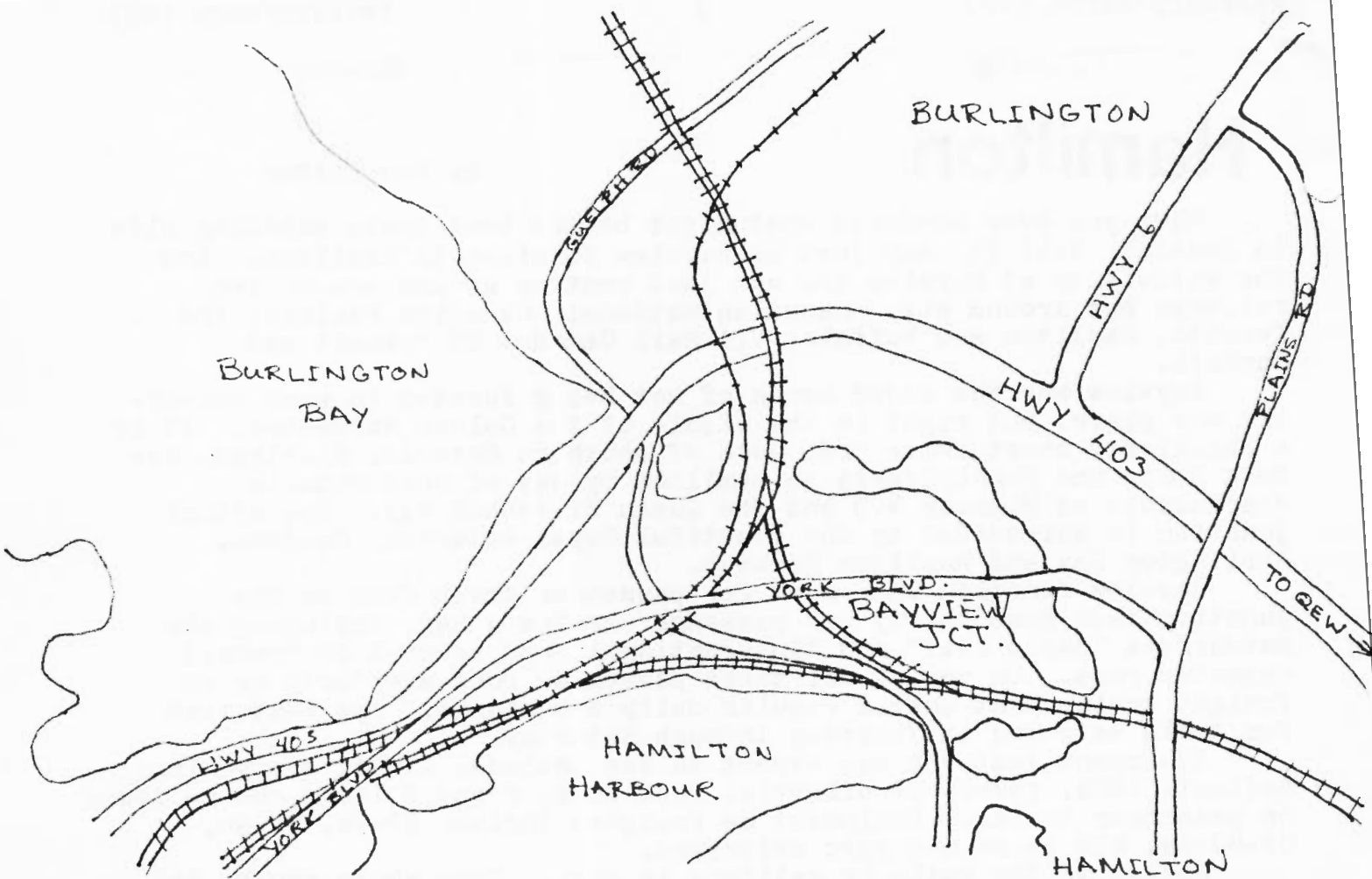
Equipment that one can expect to see includes almost everything. Amfleet, LRCs, Tempo, GO bilevels, Budd RDCs, F and E locos can be found on passenger trains. Equipment on freights include GP-7s, GP-9s, GP-40-2s, MLW locos and yard switchers.

Access to the rails by railfans is good. Good shots can be had from the adjacent Royal Botanical Gardens and the rail embankment. But, it is a good idea to avoid CN's Maintenance of Way access roads as these are well patrolled by CN Rail Police. The Police are not very happy about railfans using access roads.

Con Rail fans who wish to see the last days of ConRail in Canada will be disappointed to learn that most of their movements are at night. ConRail, with the Toronto, Hamilton & Buffalo, runs a daily freight each way between Buffalo and Toronto over the CP. Con Rail also co-operates with Canadian National to run a "Tank Train" train from Sarnia, Ontario to Oswego, New York. This sixty car train shuttles back and forth with Petrosar oil for a New York State power plant.

Hamilton has been hard hit by the recession in recent years. Shippments to and from Hamilton's steel mills, Stelco and Dofasco, have declined. However, Hamilton still remains a great city for railfans.





Passenger schedules

Train No.	Direction (on Toronto line)	Frequency	Time due (24-hour clock)	Origination and destination
GO 945	West	Ex. Sat., Sun.	0617	Willowbrook-Hamilton
GO 952	East	Ex. Sat., Sun.	0644	Hamilton-Toronto
GO 957	West	Ex. Sat., Sun.	0652	Willowbrook-Hamilton
GO 958	East	Ex. Sat., Sun.	0719	Hamilton-Toronto
VIA 635/636	East	Daily	0746	Niagara Falls-Toronto
VIA 82	East	Daily	0807	Sarnia-Toronto
VIA 71	West	Daily	0907	Toronto-Windsor
VIA 181/182	West	Daily	0923	Toronto-Buffalo
VIA 70	East	Ex. Sun.	0927	Windsor-Toronto
VIA 81	West	Daily	0939	Toronto-Sarnia
VIA 637/638	West	Daily	1016	Toronto-Niagara Falls
VIA 84	East	Daily	1059	Sarnia-Toronto
VIA 72	East	Daily	1149	Windsor-Toronto
VIA 73	West	Daily	1318	Toronto-Windsor
VIA 74	East	Daily	1357	Windsor-Toronto
VIA 639/640	East	Daily	1416	Niagara Falls-Toronto
VIA 83	West	Daily	1446	Toronto-Sarnia
VIA 86	East	Daily	1605	Sarnia-Toronto
VIA 75	West	Ex. Sat.	1613	Toronto-Windsor
VIA 76	East	Daily	1732	Windsor-Toronto
GO 963	West	Ex. Sat., Sun.	1806	Toronto-Hamilton
VIA 77	West	Daily	1810	Toronto-Windsor
GO 968	East	Ex. Sat., Sun.	1819	Hamilton-Willowbrook
VIA 641/642	West	Daily	1821	Toronto-Niagara Falls
GO 971	West	Ex. Sat., Sun.	1902	Toronto-Hamilton
GO 974	East	Ex. Sat., Sun.	1914	Hamilton-Willowbrook
VIA 183/184	East	Daily	1945	Buffalo-Toronto
VIA 79	West	Daily	2022	Toronto-Windsor
VIA 88	East	Daily	2113	Sarnia-Toronto
VIA 643/644	East	Daily	2116	Niagara Falls-Toronto
VIA 78	East	Daily	2130	Windsor-Toronto
VIA 87	West	Daily	2138	Toronto-Sarnia
VIA 645/646	West	Daily	2342	Toronto-Niagara Falls
VIA 659	West	Daily	0001	Toronto-London

Notes:

Equipment: 70 series, Tempo or conventional cars; 80 series, conventional; 180 series, ex-CP RDC's; 600 series, ex-CN RDC's; 900 series, GO cars. Based on VIA's February 3, 1980, timetable.—G.R.

from July 1980 trains

Freight directory

CANADIAN NATIONAL

Train No. (Name)	Origin and Destination	Remarks
251	Montreal-Hamilton	Piggyback/container
252	Hamilton-Montreal	Piggyback/container
386	Chicago (GTW)-Fort Erie	Uses cowpath
387	Fort Erie-Chicago (GTW)	Uses cowpath
390	Chicago (GTW)-New London, Conn (CV)	
392	Chicago (GTW)-Montreal	
393	Portland, Me (GT)-Chicago (GTW)	
400	Sarnia-Hamilton	Uses cowpath
401	Hamilton-Sarnia	Backs out via Bayview Jct.
410	Sarnia-Toronto	
414	Sarnia-Toronto	
415	Toronto-Sarnia	
416	Sarnia-Toronto	
417	Toronto-Sarnia	
420	Windsor-Toronto	Autos
421	Toronto-Windsor	Empty auto racks
422	Windsor-Toronto	
423	Toronto-Windsor	
424	Windsor-Toronto	
425	Toronto-Windsor	
431	Toronto-Fort Erie	"Pulp train"
432	Fort Erie-Toronto	
433	Toronto-Fort Erie	
434	Fort Erie-Oakville turn	
436	Fort Erie-Toronto	
441	MacMillan Yard-Hamilton turn	
444	Hamilton-Malport Yard turn	
451	Toronto-Niagara Falls turn	
538	Hamilton-Mimico turn	
U806	Sarnia-Oswego, N.Y. (CR)	TankTrain, loaded; uses cowpath
U807	Oswego, N.Y. (CR)-Sarnia	TankTrain, empty; uses cowpath
U868	North Bay (ONR)-Hamilton	Ore train
U869	Hamilton-North Bay (ONR)	Ore empties

Regular extras: B411, 388, 389, oil loads, oil empties

CANADIAN PACIFIC

Starlight	Toronto-Hamilton turn	
Kinnear/CPBU	Toronto-Buffalo (TH&B/CR)	
BUCP/Kinnear	Buffalo (CR/TH&B)-Toronto	
Goderich	Hamilton-Goderich-Hamilton	Triweekly (M.W.F)

Regular extras: "Extra Hams," acid trains (2 or 3 per week)

the hot line sur le fil

A new constitution is being presented to the membership this month. Members will receive a copy of the proposed constitution and ballot with this newsletter. All returned ballots should be postmarked by April 1st, 1983.

I urge all members to consider the constitution carefully before voting. I feel that the constitution is a good one and will provide for a solid core of leadership. The appointed Secretary-Treasurer and Editor will be this core. However, the constitution insures that these officials are not so powerful that they cannot be replaced through an impeachment process.

The constitution was based on the constitution of the Central Region, TAMR, although several changes were made in the structure of our proposed constitution which will better reflect familiar parliamentary principles. These changes include different powers for the Regional Board. Our Regional Board is an elected body responsible for appointing officers and approving budgets and dues increases. The American regional boards tend to be made up of elected officers (e.g. treasurer, editor, etc.) and they tend to have less power over finances. It is my hope that this difference will make for a strong, stable Canadian Region.

* * * *

As our Canadian members are aware, the Canada Post Corporation has raised postal rates by six per cent. It now costs 32 cents to mail a letter within Canada and 37 cents to mail a letter to the United States. Thus the Canadian Region has little choice but to raise its dues. Effective April 1, 1983, dues will increase six percent to: \$4.25 in Canada; \$4.00 (U.S. funds) in the U.S.; \$6.35 in Commonwealth countries and \$6.90 overseas.

* * * *

The Sponsor Programme in 1982 has not been as successful as I had hoped that it would be, but we will be continuing it again in 1983. The Sponsor Programme works in this way. Whenever someone applies for membership in the Canadian Region for the first time, the applicant may fill in the sponsor blank on his application form with the name of someone who suggested the Canadian Region to him. The member who has sponsored the most new members will receive a prize. The winner of the 1982 prize will be announced in the next issue of the INTER-COLONIAL. So, go ahead and sponsor a new member today. Every new member makes us all winners!

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La Société canadienne des postes a augmenté récemment ses tarifs postaux par six percent. Maintenant, on paye poster une lettre au Canada, 32 cents et on paye poster une lettre aux Etats-Unis, 37 cents. Donc, la Région Canadienne doit augmenter ses cotisations par six percent. Les nouveaux cotisations n'entreront pas en vigueur avant le 1er avril, 1983. Les nouveaux cotisations seront: 4.25\$ au Canada; 4.00\$ (fonds des E.-U.) par année aux Etats-Unis; 6.35\$ aux Nations de Commonwealth (sauf le Canada); et 6.90\$ par année d'outre-mer.

HOBO'S NEW ERA

by Paul Michelson

Reprinted from the October/November 1980 issue of the Central Region's WAYFREIGHT.

The age of the hobos riding the rods or stowing away inside of dark and dirty boxcars is now over. Yes, hobos are still around, but they have given up that way of travelling the rails. The hobo now rides in comfort and style with air-conditioning, AM-FM music and vinyl interiors. The covered, tri-level auto carrier has become the new home for these "knights of the road". Since the carriers are enclosed, they offer the hobo privacy that was not available before. This also makes it easier for them to duck away from the railroad cops.

A hobo will now hop on the auto carriers, look for a car that has its door unlocked, and find the keys in the ignition. The keys have to be so the car can be started when it reaches its destination. The hobo simply turns the key and the car starts, as there is a small amount of gas in the tank so the car can be driven to the local dealership after being unloaded. When the car's running, the hobo has access to the air-conditioning or heater, radio, cigarette lighter, etc. Since there is only a limited amount of gas in the car, it will eventually run out, and the hobo will simply jump over to another one. No problem for him (or her), but it creates big headaches for the dealership when they find no gas in the tank to move the car and, ultimately, end up having to tow it to the showroom.

COVER PHOTO: VIA FP 9 #6527 idles outside Toronto's Spadina Yard Engine House on January 3, 1982. Photo by Mark Kaszniak.

PHOTO COUVERTURE: VIA FP 9 #6527 attend à côté du garage de locomotive à la gare de triage de Spadina à Toronto au 3 janvier, 1982. Photo par Mark Kaszniak.

NEXT ISSUE: We'll have the election results on the constitution, some railfan articles and "Flashes". If you have any photos or articles, please send them to the editor. See you in April.

PROCHAIN NUMERO: Nous aurions les résultats d'élection, des articles ferroviaires et "En bref". Si vous avez des photos ou des articles, veuillez envoyer les matériels à l'éditeur. Au revoir.