

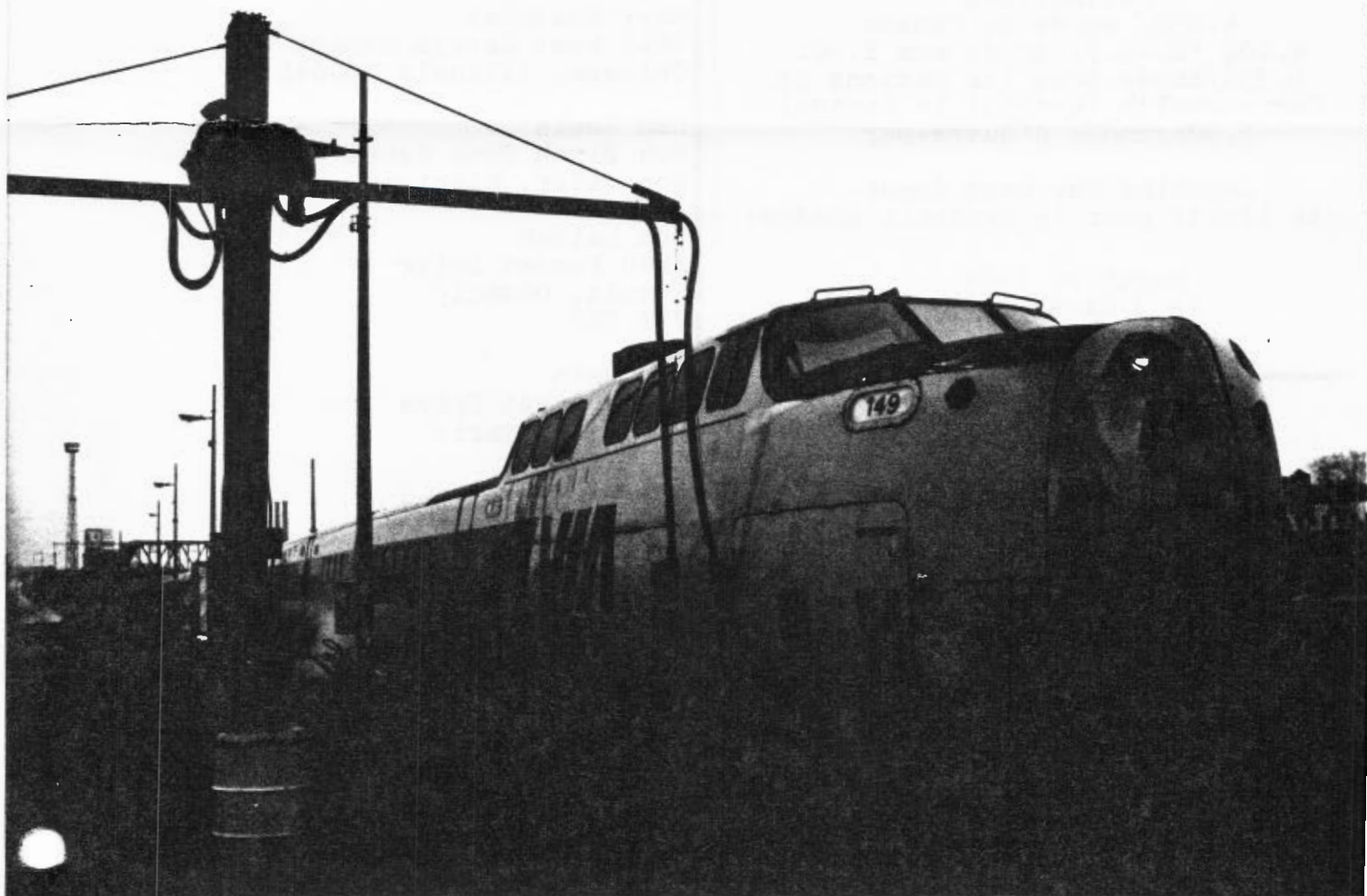
# INTERCOLONIAL

LA REGION CANADIENNE  
TAMR  
CANADIAN REGION

ISSUE 10  
NUMERO

décembre 1983/janvier 1984

December 1983/January 1984





LA REGION CANADIENNE  
TAMR/AAMF  
CANADIAN REGION

EDITOR AND REPRESENTATIVE:  
Don Leitch  
1840 Forest Drive  
Sarnia, Ontario  
N7T 7H6

EDITEUR ET REPRESENTANT:  
Don Leitch  
1840, prom. Forest  
Sarnia (Ontario)  
N7T 7H6

DUES

\$4.25/year in Canada  
\$4.00 (U.S. Funds)/ year in U.S.  
\$6.35/year in Commonwealth Nations  
(other than Canada)  
\$6.90/year Overseas

COTISATIONS

4.25\$/ année au Canada  
4.00\$ (E.-U.)/ année aux E.-U.  
6.35\$/année dans les Nations de  
Commonwealth (excepté le Canada)  
6.90\$/année d'outre-mer

Deadline for next issue:

Date limite pour le prochain numéro:

March 2, 1984  
le 2 mars, 1984

CANADIAN REGION MEMBERSHIP LIST 1983

compiled: December 30, 1983.

Hugh Davidson  
5802 B. 2nd Avenue, Rosemount  
Montréal, Québec  
H1Y 2Y8

Bruce Ford  
Box 413  
Brooks, Alberta  
T0J 0J0

Jeff Forgrave  
Champlain Block, CMR de Saint-Jean  
Richelain, Québec  
J0J 1R0

Stephen Garland  
39 Paton Street  
St. John's, Newfoundland  
A1B 3E9

Mark Kaszniak  
4818 West George Street  
Chicago, Illinois 60641

Ken Keels  
624 Birch Tree Court  
Rochester, Michigan 48063

Don Leitch  
1840 Forest Drive  
Sarnia, Ontario  
N7T 7H6

Lee Main  
1846 Forest Drive  
Sarnia, Ontario  
N7T 7H6

Claude Morelli  
2236 Dietz Place NW  
Albuquerque, New Mexico 87107

David Young  
3010 Solano Drive NE  
Albuquerque, New Mexico 87110

December 31, 1982  
Membership: 5 members

December 30, 1983  
Membership: 10 members

*The I & D Engine Shop*

Motive Power Repairs - Kadec Conversions  
N Scale Only

D. GILBERT

P.O. BOX 132  
HARRISON, AR 72601



## ONWARD THROUGH THE SNOW!

by Stephen Garland

Now that the "harsh" Canadian winter is upon us once again, I've been reminded of stories when the weather was much worse than it is today. I've heard of snow drifts burying telephone poles and houses. In my own time, I have seen snow piled up some four metres after a storm. How exactly do railways deal with this white stuff that comes at least five months of the year? One way is to shut down operations, and have everyone hide under the bed until spring thaw comes. But by far the most popular way to deal with the stuff is to put a snow plough in front of a train and go onward through the snow, keeping to schedule. But it is not always possible to stay on time. Thanks to the work of H.M. Mosdell, I have some stories about the Newfoundland Railway versus the snow.

Here in Newfoundland, we have one place on the railway where the snow can get up to five metres deep during a single storm! You can imagine the havoc this causes. Normally it took 24 hours for a train to travel the entire mainline, but in winter it took considerably longer. Mr. Mosdell writes: "Express train, with conductor Howlett and 100 passengers on board, blocked for seventeen days, February 19 to March 10, 1903; snow 15 feet (4.5 metres) deep; people short of food; terrible blizzard most of the time; relief train derailed and relief parties frostbitten; great anxiety throughout the country over fate of crew and passengers of the express." Fortunately, all were rescued soon thereafter. As I said, it took a day to travel the mainline; it took two and a half days to make a round trip. Not so in 1905, "Express train reached St. John's (eastern terminus) March 11, 1905, having been five weeks making the round trip to Port-aux-Basques (western terminus); drifts at times covered train right in and piled higher than telegraph poles; (rotary) snow plough kept operating by tearing up railroad ties for fuel."

About 130 kilometres from St. John's by rail is the branchline town of Carbonear. The 260 kilometre round trip from St. John's has taken eight hours to travel since the days of steam. Usually the train is late, but never as late as it was in the early 1900's. "Train from Carbonear reached St. John's February 13, 1905, after two days trip from Carbonear; completely buried in snowdrifts at times." It happened again in 1912: "Carbonear train reached St. John's, February 29, 1912, after having been thirteen days getting 'round the bay through heavy snow drifts."

While none of these incidents have happened in recent years, it does give you some idea of the hardships that railways have to go through each winter.



# Flashes \* En bref

\* send any railway related newspaper clippings or other information for "Flashes" to the editor.

The province of British Columbia's steam locomotive, "Royal Hudson" is for lease. Three companies have presented bids to the province's Tourism Department to lease the locomotive, which has almost become a trademark of the city of Vancouver and the west coast in general. British Columbia Tourism Minister, the Hon. Claude Richmond, has stated that: "The Royal Hudson is not for sale and never will be for sale. Proposals have come forward from three companies to enter into an operating agreement with the government and to share the profits. If a company can broaden the Royal Hudson's base of operations and save money for the taxpayers, we will take a look at it.

- the MARKER

Canadian National has applied to the Canadian Transport Commission for permission to abandon its Middleton Subdivision, which runs from Bridgewater to Middleton and Bridgetown, Nova Scotia. CN claims to be losing \$300,000 annually on the 107 kilometre line.

CN notes that alternative service to Middleton and Bridgetown could be provided by the CP Rail-operated Dominion Atlantic Rwy. and by trucking firms.

The CN Caledonia Subdivision which branches off at New Germany, Nova Scotia would be eliminated also if the Middleton Subdivision is abandoned.

- SRS NEWS

A new look has come to Canadian Pacific's Lakeshore Line in Montréal with the Commission de transport de la Communauté urbaine de Montréal assuming commuter service on the line.

CTCUM has adopted a new purple, blue and white paint scheme. Two F-units #1303 and #1305 have been painted into this new design.

Did you know that CN Marine's ferry, the Sir Frederick Carter, is the largest railcar ferry in the world?

The 34,306 cubic metre ice breaking ferry is 148 metres long and 21 metres wide. Her lower level can hold 39 loaded freight cars and her upper deck aft can hold 12 transport trucks.

The Sir Frederick Carter operates between Sydney, Nova Scotia and Channel-Port-aux-Basques, Newfoundland.

- KEEPING TRACK

GET INVOLVED IN YOUR REGION, SUPPORT THE SPONSOR PROGRAMME!

By recruiting new members, you not only help the Canadian Region increase its membership, you also put yourself in the running for the programme prize.

CANADIAN REGION / CANR / LA REGION CANADIENNE





# the hot line sur le fil

I am pleased to announce that Stephen Garland of St. John's, Newfoundland has been elected by acclamation to the Regional Board. As Stephen was the only member to accept his nomination, one vacancy on the Regional Board remains.

The Secretary-Treasurer will again call for nominations in the Spring, after the TAMR "National" Election. It is hoped that more members will choose to stand for election then. Thus, I urge anyone who is considering participating more actively in the TAMR, to consider standing for election to the Regional Board at that time. If you have any questions as to what the duties of the Regional Board Member are, please feel free to write to me.

This issue of the INTERCOLONIAL contains a financial statement for the year 1983 and a membership list. A comparison of these reports with the 1982 reports shows that things have improved greatly for the Region. We had a financial surplus and our membership doubled. And with your help, I know that we can all pull together to make 1984 an even better year.

*Don Keith*

## Regional Board Member Platforms

The Canadian Region of the Teen Association of Model Railroading is one of the smallest regions of the TAMR, but this does not mean that we, the membership, have to put up with second class services because of our small membership. As a member of the Canadian Region, and one of the nominees for the Regional Board, I would like to see our Region improve and grow. With this in mind, if I am elected, I will strive to accomplish these six goals;

1. Keep Canadian Region dues as low as possible for as long possible.
2. Improve the short-term operations of the Canadian Region by co-operating with the membership to introduce by-laws necessary to expediate these operations. In other words, I will work to increase the efficiency of the organization.
3. As a member of the Promotion Dept. TAMR, I will work to increase the membership of the Canadian Region.
4. Aid in the creation of divisions within the Region to increase the member services on a local level.
5. Improve the quality and the quantity of the INTERCOLONIAL whenever and wherever possible.
6. Always represent the views of the membership, present these views to the Regional Board and seek the opinion of the membership on all vital issues.

With your support and assistance, we can make this Region one of the most active and largest regions in the TAMR. But this cannot be done unless YOU, the membership, become involved and vote for the person who will do the most for the Region and its members.

- Stephen Garland

## FINANCIAL STATEMENT FOR THE YEAR ENDING DECEMBER 31, 1983.

Income:	Regular	29.97	
	Miscellaneous	12.25	
	Net Interest	<u>0.28</u>	
	Total Income		42.50
Expenses:	Publications	27.34	
	Financial Dept. (Operations)	<u>12.10</u>	
	Total Expenses		39.34
Balance			+3.06
Gordon Midgeley Fund (Savings Fund)			
	Balance on Hand, December 3, 1982.	72.00	
	1983 Promotion Campaign	-20.00	
	1982 Deficit	-23.50	
	1983 Budget Balance	<u>+ 3.06</u>	
	Balance, December 31, 1983.		31.56

December 31, 1983.

*Conal Pitt*  
Secretary-Treasurer

COVER PHOTO: VIA #149, a turbo train, sits on the ready tracks at Toronto's Spadina Yard in January of 1982. VIA has since retired its fleet of turbo trains. Does anyone know where #149 is now? Photo by Mark Kaszniak.

PHOTO COUVERTURE: VIA #149, un turbo train, attend à la gare de triage de Spadina à Toronto au janvier, 1982. Photo par Mark Kaszniak.

NEXT ISSUE: A look at the railways of Elgin County, Ontario, once a railfan's delight. Plus our regular features: "Flashes" and "Hot Line".

PROCHAIN NUMERO: Nous aurions un article au sujet des chemins de fers du Comté Elgin en Ontario. Aussi, notre articles réguliers: "En bref" et "Sur le fil".

HAPPY NEW YEAR!  
BONNE ET HEUREUSE ANNEE!