WHITE PASS + YUKON
WYE AT CALEDONIA p 18

Newsletter

INCORPORATED 1952

NUMBER 366 APRIL 1980

Will the White Pass and Yukon route's 3-foot gauge trains continue to operate between Skagway and Whitehorse? The company says it can no longer operate the railway without subsidy, while the C.T.C. says the line is essential to the public interest. See story Page 3.

UPPER CANADA RAILWAY SOCIETY
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The Newsletter is published monthly by the Upper Canada Railway Society, Box 122, Terminal "A", Toronto M5W 1A2

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OUR COVER: WP&Y Train No. 1 near Kelly Lake, June 1974. By Ted Wickson.

- The newly formed Canadian Locomotive Company Heritage Society of Kingston, Ont. is searching for documents, artifacts and photographs depicting the history and products of the Company. Membership in the Society is $5.00 per annum; cheques, payable to the CLC Heritage Society, may be sent to John Corbett, Secretary-Treasurer, P.O. Box 942, Morrisburg, Ont. K0C 1X0.

- Wanted for future article in progress: Photos of the various types of CPR lightweight passenger equipment, including head end cars; contact Raymond L. Kennedy, P.O. Box 8, Station D, Toronto, Ont. M6P 3J5 (241-1980).

- Bangor and Aroostook BL-2 Fantrip: On Saturday and Sunday, May 31-June 1, 1980, the 470 Railroad Club will operate a fantrip over the freight only Bangor and Aroostook Railroad from Bangor to Caribou, Maine, via Presque Isle. Motive power will consist of one of the BAR's rare BL-2 diesels, built in 1949 (the BAR and the Western Maryland are the only railroads still operating these unusual locomotives). This will be the first coach excursion on the BAR since passenger service disappeared in 1961. The 400-mile trip will cover some of Maine's most spectacular wilderness scenery. Runpasts and branch line running are included. The trip will leave Northern Maine Junction (outside Bangor, on Highway 2-100) at 8:30 A.M. Saturday, will lay over overnight in Presque Isle, and will arrive back at the starting point at 4:00 P.M. Sunday. Fare is $80.00 U.S., including hotel accommodation and two box lunches. Train capacity is 160, so order early from Trip Committee, 470 Railroad Club, P.O. Box 2468, South Portland, Maine, U.S.A. 04106.

- Adirondack Railway Fantrip: May 3rd and 4th, 1980 (Saturday and Sunday); the first fantrip is being operated over the new Adirondack Railway from Utica to Lake Placid, New York. This beautiful ex-NYC branch is being operated as a new short line. Leave Utica at 9:00 A.M. Saturday, return trip leaving Lake Placid midday Sunday. Travel is entirely by daylight. Runpasts and other amenities, dining and club car. Price of approximately $90 includes trip, hotel, meals (except lunches) and taxes. For further details contact RRE Convention, P.O. Box 418, Schenectady, N.Y., U.S.A. 12301, Phone (518) 377-4390.

- Saturday April 12, Sunday April 13- Lindsay Model Railway Show at the Armouries on Kent St., Lindsay, Ont. The UCRS will operate a booth.

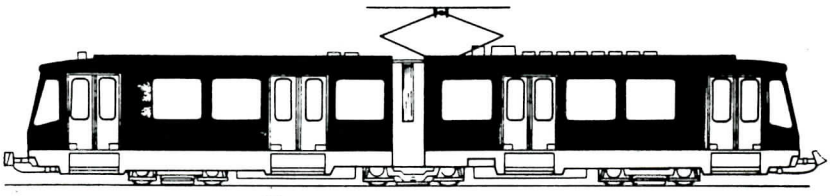
FUTURE OF WHITE PASS AND YUKON IN DOUBT

A Canadian Transport Commission inquiry into the financial affairs of the 115-mile narrow gauge railway between Skagway, Alaska and Whitehorse, Y.T. operated by the White Pass and Yukon Corporation has resulted in a report concluding that the line should be retained in the public interest and that financial aid should be extended on an immediate basis. The report, however, tends to commit the financial resources of other governments to a greater extent than those of the government which authored the report: The proposal is that repayable loans be extended by the government of the Yukon Territory and that of the U.S.A., although it is indicated that the Government of Canada may provide interim financing. The Federal Government had already (January 1979) turned down a request by Federal Industries Ltd. of Winnipeg, owner of the WP&Y, for a capital grant and operating subsidy. The rejection was based on a task force report indicating that it would cost the Federal Government between $30 million and $50 million to operate the railway over the next five years. The White Pass and Yukon Corporation has stated that capital grants are necessary to upgrade the equipment on the line.

The crisis in WP&Y finances has occurred most directly as the result of the closure in 1978 of Yukon's only asbestos mine, that of Cassiar Asbestos Corp., located at Clinton Creek, causing a $14 million loss of traffic to the railway. The WP&Y takes the attitude that the profits from its trucking and fuel oil distribution operations cannot be used to meet deficits on railway operations. The company has indicated in defence of this position that 350 of its total of 1000 employees were laid off in 1979, that it had problems meeting payrolls, and that a reduced head office staff has been moved from Vancouver to Whitehorse. It further points out that it is one of the few railway operations in North America that at present receives no form of governmental financial assistance whatsoever.

In answer to the company's position, the Y.T. Government points out that truck and air shipments out of Whitehorse are more expensive than rail haulage and that the line is a major tourist attraction, for both historic and scenic reasons. While tourist traffic accounts for only some 10% of the revenues attributed to rail operations, the tourist business is highly important to the economy of the Territory. Also quite at odds with the motion of closure of the railway is the Territorial Government's posture that the line should be extended further into the interior to permit the opening of new mines; at least three major lead and zinc ore bodies have been proved in the Central Yukon, and further deposits exist in the region of the Yukon-Northwest Territories border. Also, abandonment of the railway would cost the Territorial Government $16 million to upgrade the paralleling highway to the point where it could accept the heavy trucks required to carry the products of existing and future mines, as well as an additional $1 million per annum in road maintenance costs.

All in all, the current state of affairs surrounding the WP&Y appears to constitute the repeat of an old story: private enterprise cannot see its way clear to keeping a line of railway in operation, while the economy of the region served cannot afford to have the line abandoned. The only solution to the dilemma is governmental assistance, and it is to be hoped that a fair and workable formula will soon be found such as to enable dissipation of the present crisis situation surrounding a railway important to many people and interests.



VANCOUVER LRT PLANS

In April, 1978 the Greater Vancouver Regional District Board of Directors authorized a study of rapid transit for Vancouver. The 20-month study process, undertaken at a cost of nearly $600,000, was directed, inter alia, to determining what form of rapid transit is best suited to the main travel corridors in the region and to deciding upon an order of priority for construction based upon ridership potential, cost and service standards. Also developed were preliminary designs for the first and second priority routes, estimates of construction costs, and ways of financing and staging construction. Finally, a short term bus plan was developed and assessed against the timing for introduction of rapid transit.

The study reports that, despite slower population growth in the area, there continues to be a 4% to 5% increase in travel during peak hours; the present transit system has carried the major share of the overall increase in urban travel since 1972, during which period its share of peak hour travel has increased from 21% to 24%; the system is now considered "mostly full" during peak periods and buses are forced to leave passengers at stops during such periods on certain routes; the peak travel period is lengthening for all modes because of increasing congestion on the arterial street system.

The study reaches a significant set of conclusions: even with growth directed away from downtown Vancouver and with traffic measures to make the most effective use of existing streets, transit operating costs will increase rapidly in the next five years; LRT can reduce transit operating costs, if capital costs are excluded; and in the long term a combined LRT-bus system, even including capital costs, will be less expensive than a bus-only system.

The study dismissed heavy rapid transit at the outset, as simply "too expensive for the area". Extensive examination was, however, given to LRT, busways and, rather surprisingly in this day and age, monorails. The principal conclusions from this comparative examination are: (a) LRT is the most suitable rapid transit technology for the Downtown-New Westminster and Downtown-Richmond corridors. Potential ridership for both routes would exceed the practical capacity of a busway or monorail soon after opening day. Busways would require more grade separations at major streets and would have both higher operating and higher capital costs than LRT. (b) LRT should be used for extensions to Surrey and the Northeast Sector as well, although there is not a significant difference between the capital costs of LRT, monorail or busways in these corridors. However, selecting a technology other than LRT would necessitate separate maintenance facilities and a complex and expensive interchange in downtown New Westminster. (c) High capacity rapid transit of any type directly between downtown and the Northeast Sector would attract a relatively small number of riders and cannot be viewed as cost effective. However, commuter rail service on CPR tracks may become a cost effective alternative to bus service by the late 1980's. (d) The passenger capacity of an LRT line is greater than that of a major freeway, and without an LRT system there would be strong pressures for extensive highway improvements at considerably greater costs than those of an LRT system. (e) An LRT system will produce travel time savings for transit riders, motorists and

the movers of goods of the roads, and will make for overall reductions in noise, air pollution and the use of fossil fuels.

DESCRIPTION OF ALIGNMENTS--

1. The first priority corridor is Downtown-Burnaby-New Westminster-Surrey. The LRT line in this corridor would be 15 miles long, comprised of between 9 and 11 miles of surface level trackage, 3 miles on elevated structure and some 1 to 2 miles of subway. Overall travel time on the route between the Bridgeview area in Surrey and downtown would be about 35 minutes, compared to 50 minutes by Fastbus and 40 minutes by automobile in 1978. The line would leave downtown near the Georgia Viaduct, overpass Main Street and proceed along Terminal Ave. to the Grandview Cut. Near John Hendry Park several alternative routings lead to the right-of-way of the former Central Park interurban line of the British Columbia Electric Railway, which would be reincarnated as the LRT line through Burnaby to New Westminster.

The line would split in downtown New Westminster, with a 3 3/4 mile Northeast Sector branch proceeding parallel to the CP Rail right-of-way along the Fraser River, thence via the Trans-Canada Highway and North Road to the Lougheed Mall area. Travel time between New Westminster and the Mall would be 7 minutes.

The other branch would cross the Fraser River and terminate initially at the Scott Road interchange. An earlier plan to use the Pattullo Bridge to cross the Fraser River was discarded because of the conclusion that adding to the bridge would increase the risk of structural damage in an earthquake. The LRT line would thus cross the river on what the study describes as a "new freight railway bridge" or a "bridge that combines LRT, freight tracks and additional highway capacity".

2. Downtown-Richmond, also known as the Arbutus Line, would be the second priority LRT project. It would proceed from Granville Ave. in Richmond through Richmond Centre and across the North Arm of the Fraser River on a new high level bridge; it would then follow the right-of-way of the Vancouver and Lulu Island Railway through Marpole and Kerrisdale, and thence under Broadway to enter downtown Vancouver via the Granville Street Bridge. The line would be about 12 miles long, comprised of 7½ miles of surface running, 4 miles of elevated structure and about a half mile of subway in the downtown area.

3. Third Priority Extensions: These elongations of the outer branches of the Downtown-Surrey line would not necessarily be constructed immediately after the completion of the other lines, as they are not expected to be cost effective over bus operation for some time to come. Their rights-of-way would nevertheless be protected and their construction costs have been estimated. The Whalley extension would be about 3 miles long, proceeding from Scott Road Terminal via the King George Highway and through a station at 104th Ave. to a new terminal south of 100th Ave.

The Northeast Sector extension, only about a mile in length, would proceed along North and Clarke Roads to a terminal station at Burquitlam Plaza. Also, a right-of-way plan has been prepared for a still later extension beyond this point through Port Moody and Coquitlam Town Centre to Port Coquitlam.

The report describes several subway and surface routings for LRT in downtown Vancouver. Underground parking and shopping malls, the CPR

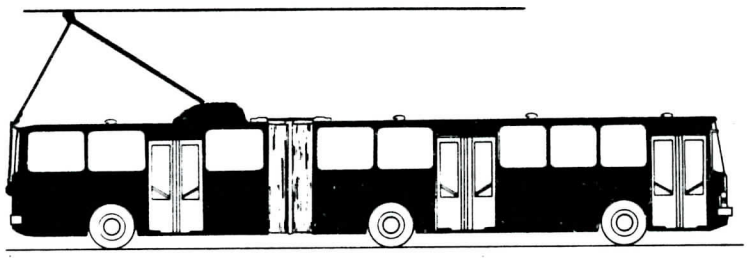
Dunsmuir Tunnel and topography all place significant limitations on subway routings. Generally, two subway alignments are feasible from Victory Square, passing under either Hastings or Cordova Streets and turning south to go underneath either Hornby or Burrard Streets. Stations could be placed at Victory Square, at the foot of Granville Bridge, near the Golden Triangle and at the Provincial Court complex. A surface alignment, obviously considerably less expensive than a subway, would follow Robson Street and the Granville Mall. The study concludes, however, that only one of the two LRT routes could be adequately handled on a surface alignment. No reasons for this seemingly peculiar conclusion are given in the summary report.

Train sizes and headways have been estimated under a variety of circumstances. These range from 3-car trains on a 3'00" peak hour headway on the Central Park Line to 2-car trains on a 20'00" evening headway on the Lougheed Mall Branch. Extensive study has been given to fare collection systems, and it has been proposed to use what the study report calls a "self-service" (essentially European) fare system, requiring passengers to carry a pass, a ticket purchased from a vending machine, or a transfer; roving inspectors would check for valid tickets and would issue citations on the spot for unauthorized riding.

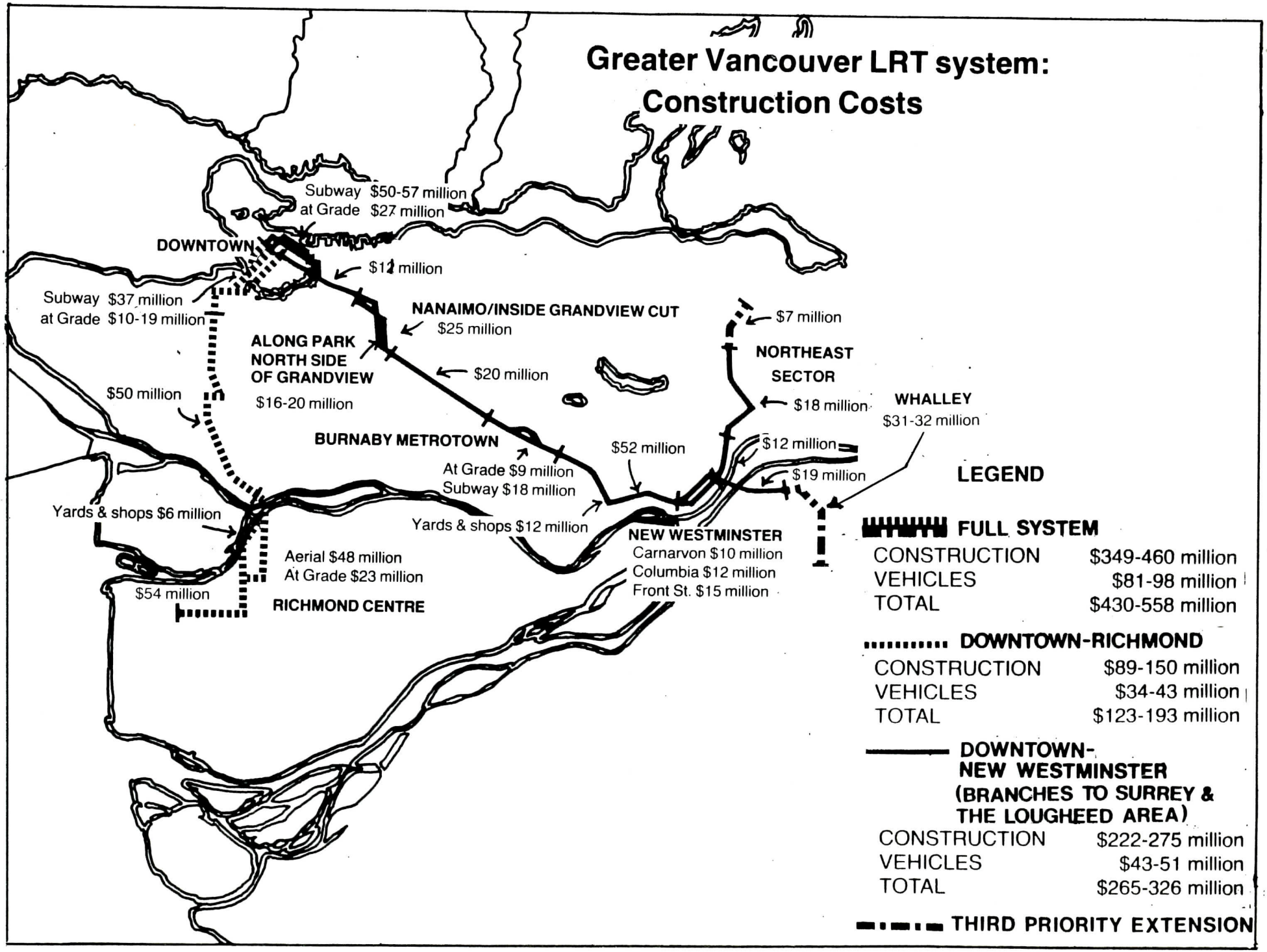
Power distribution would be from substations of the same type as those now used for Vancouver's trolley bus system. Carhouses and shops are planned for each line, one located in Burnaby and one in Richmond, as shown on the accompanying map. A Transit Control Centre would also be installed, with 2-way mobile radio connecting the Centre with each train.

The system will be financed under a recently consummated cost sharing agreement between the Greater Vancouver Regional District and the B.C. government. The Federal Government will be urged to share in the capital costs on the strength of the energy saving aspects of the system. The first line could be in operation in six years.

The study report also investigates free-wheeled vehicle requirements for the system up to 1986. The highlight of the proposals consists of the purchase of 60 articulated trolley buses as well as 150 standard trolley buses; 50 Flyer vehicles in the present fleet will be reconstructed with solid state controls (as already authorized by the Urban Transit Authority), while 73 other trolley buses hand picked from the present 285-vehicle fleet would be retained. With 162 retirements, the trolley bus roster would thus consist of 333 vehicles in 1986.



- The New York City Transit Authority is undertaking the coating of its 6500-strong subway car fleet with a urethane chemical in order to facilitate the removal of graffiti without damaging the body finish. The coating, which dries to a hard mirror-like finish, cannot be penetrated by most dyes, paints and other colouring agents nor by most solvents. The product is supplied by Coatings for Industry, Inc. of Souderton, Pa. and formulated with urethane chemicals manufactured by Mobay Chemical Corporation of Pittsburgh.


Greater Vancouver LRT system:
Construction Costs
Subway $50-57 million
at Grade $27 million
DOWNTOWN
$12 million
Subway $37 million
at Grade $10-19 million
NANAIMO/INSIDE GRANDVIEW CUT
$25 million
ALONG PARK
NORTH SIDE
OF GRANDVIEW
$16-20 million
$20 million
$7 million
NORTHEAST
SECTOR
$18 million
WHALLEY
$31-32 million
$50 million
BURNABY METROTOWN
$52 million
$12 million
At Grade $9 million
Subway $18 million
$19 million
Yards & shops $6 million
Yards & shops $12 million
NEW WESTMINSTER
Carnarvon $10 million
Columbia $12 million
Front St. $15 million
Aerial $48 million
At Grade $23 million
$54 million
RICHMOND CENTRE
LEGEND
FULL SYSTEM
CONSTRUCTION $349-460 million
VEHICLES $81-98 million
TOTAL $430-558 million
DOWNTOWN-RICHMOND
CONSTRUCTION $89-150 million
VEHICLES $34-43 million
TOTAL $123-193 million
DOWNTOWN-
NEW WESTMINSTER
(BRANCHES TO SURREY &
THE LOUGHEED AREA)
CONSTRUCTION $222-275 million
VEHICLES $43-51 million
TOTAL $265-326 million
THIRD PRIORITY EXTENSION

CP RAIL DIESELIZATION - PAST AND PRESENT
PART TWO

by Raymond L. Kennedy

A diesel locomotive first appeared on the Canadian Pacific Railway in 1937. Number 7000 was a "one of a kind" switcher built by National Steel Car Corp. of Hamilton with a 600 H.P. diesel engine provided by Harland and Wolff Ltd. of Belfast, Northern Ireland (the same Harland and Wolff's shipyards constructed the ill-fated Titanic). This first diesel was sold in October, 1944 to Marathon Pulp and Paper Co., located in what was then Peninsula, Ontario (later renamed Marathon). It operated through various company name changes, being re-engined in 1951 with a Caterpillar diesel, and was finally retired in 1964. It was donated in November of that year to the Canadian Railway Museum at Delson, Quebec where it is to-day, restored to its original appearance.

1000 H.P. Alco S-2 yard switchers built in Schenectady, N.Y. (7010-7014) began arriving in May, 1943, followed by equally small quantities throughout 1944-1947, for a total of 55 units. First used in Montreal and Toronto, they spread out to other points as more were received. This model and the later S-4 were then built by MLW in Canada from 1948 to 1953. A rugged, well liked locomotive, it soon proved itself capable of handling anything in the yards. These dependable engines are still an important part of the power roster.

Baldwin 1000 H.P. yard switchers (11) were built in 1948, but, in addition to the similar 1000 H.P. road switchers, these were the only Baldwins obtained from Canadian Locomotive Co., no large road switchers or A and B units such as the famous shark nose covered wagons were ever to become CPR power.

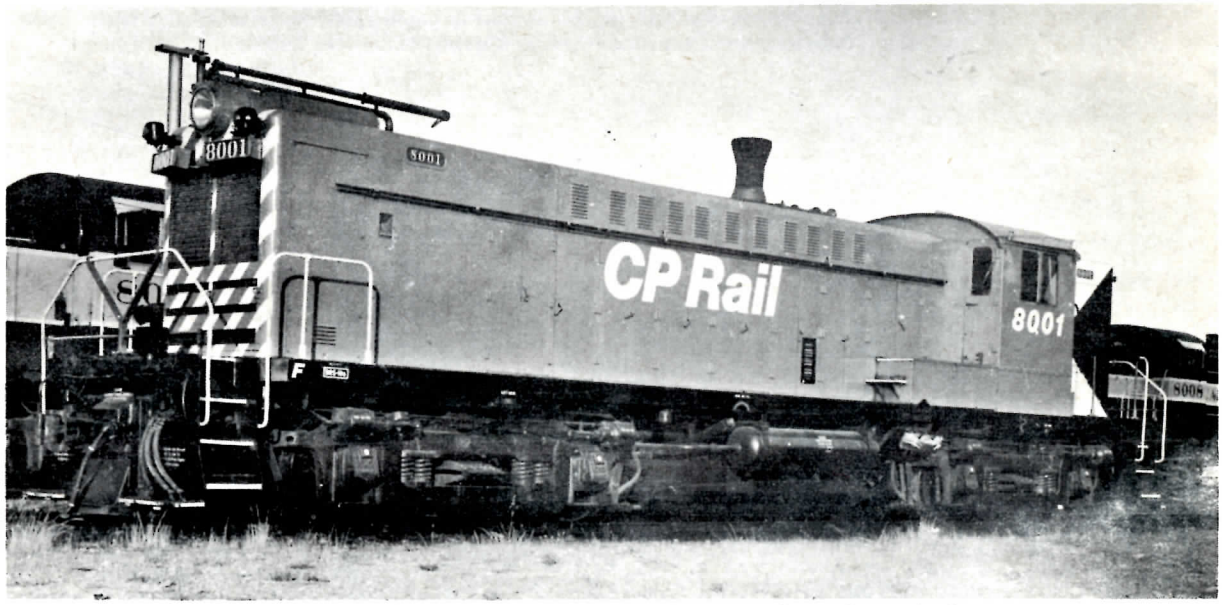
The first "dieselization" took place in 1948 when Canadian Pacific ordered from CLC 13 Baldwin 1000 H.P. road switchers to fully dieselize its subsidiary Esquimalt and Nanaimo Railway on Vancouver Island. 20 steam locomotives were replaced, forest fires reduced, and a closely watched experiment began, to see how well diesels would function on a railway devoid of steam locomotives. It was a captive situation and, if something went wrong, the main operations would not be affected. Diesels were at this period not totally trusted. The units had steam generators for passenger trains and later MU equipment was added because of higher tonnages.

The next dieselization took place on the 179 miles between Montreal and Wells River, Vermont. 23 units were ordered, all U.S. built, for 1949 delivery:

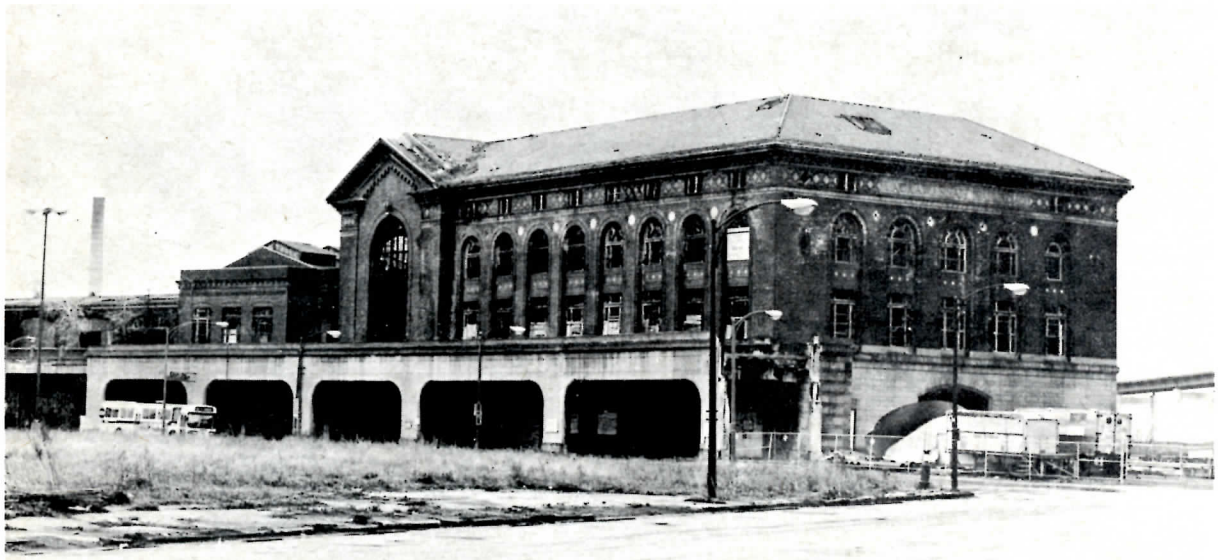
8 ALCO A Units (4000-4007)
4 ALCO B Units (4400-4403)
5 ALCO RS Units (8400-8404) *
3 ALCO SW Units (7096-7098)
3 EMD E8 Units (1800-1802)
*steam generator equipped

The first passenger A units and the only EMD units on the CPR (in addition to being the only E units of Canadian ownership) joined a power pool of Boston and Maine E7 units, running between Montreal and Boston, no doubt the first such CPR run-through operation, something which in later years became common all over North America. The diesels stayed, and stayed, and stayed! Even to-day, the remaining two E units have

ONR Northlander Train 121, with rebuilt FP7 1985 on the point, clears Bathurst St., Toronto, at the start of its 487 mile, 12 hour trip to Timmins. The date: Mar. 9, 1980.

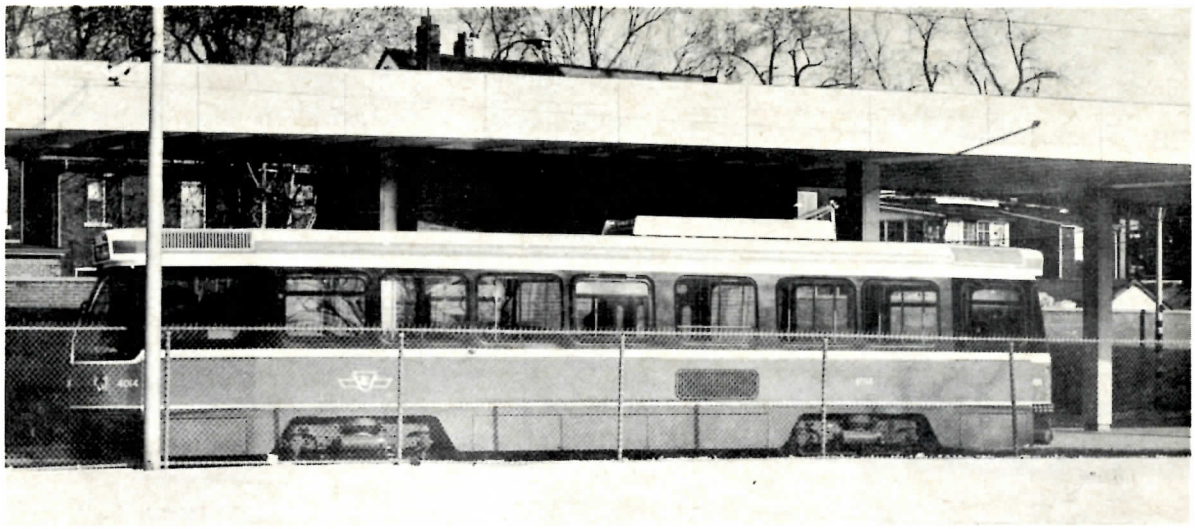


CP Rail Baldwin-CLC Road Switcher 8001 was the second unit in the order which helped dieselize the railway's Vancouver Island division in 1948. Photographed at Nanaimo, B. C., June 16, 1970.



The recently demolished Erie-Lackawanna Station, Buffalo, is seen in its abandoned state, Nov. 1978. The elevated stub end trainshed, left, is being retained for conversion to an LRV carhouse. The station was at the foot of Main St.

Photos this page by John D. Thompson



TTC CLRV 4014, newly arrived on the Bathurst route, departs Bathurst Station Loop, at the Bloor Subway, northern terminal of the line. Mar. 9, 1980.
John D. Thompson photo.

Kipling Subway Terminal, as seen looking west from the Kipling Avenue overpass. The upper platform, left, is for the proposed Central Etobicoke LRT line. The CPR Toronto-Windsor main line is on the left (south) side of the station. GO Transit's Milton trains will stop here. Feb. 8, 1980.
TTC photo

TTC 4549, the Commission's newest PCC (Canadian Car & Foundry, 1951) sports a set of the new front and side route numbers. The beautiful car, resplendent in fresh red and cream paint, was photographed at Exhibition Loop, southern terminus of 511-Bathurst.
TTC photo

been rebuilt and upgraded after being sold to Via Rail Canada. They are presently operating on the Canadian in transcontinental passenger service. While the A and B units are gone from the Wells River service, the RS-2 and S-4 units are still at daily work right where they began in 1949.

A major challenge to the diesel on the CPR was the 517-mile Schreiber Division in Northern Ontario, a rugged and sparsely populated area with 60° below winters, and a tough place to railroad. One of the worst problem areas when construction of the Pacific Railway struggled across Canada, it would be a real proving ground for diesels; if they could meet the challenge here, they would survive anywhere--and make it they did.

58 units were ordered for 1950 delivery at a cost of $12 million (in a year when $1 million really bought something--now it buys one unit!) to replace 68 steam locomotives and fully dieselize the Schreiber Division:

20 MLW A Units (4008-4027)
20 MLW B Units (4404-4423)
10 GMD A Units (4028-4037)
4 GMD SW Units (6700-6703)

MLW was now building Alco units at its Montreal plant and GMD's new diesel plant at the east edge of London, Ontario was turning out the products of its parent EMD organization in the U.S. The CPR had bought only the three E-8 units from EMD, although the CNR and TH&B had bought units from EMD prior to the opening of GMD in 1950.

New steam locomotives continued to be purchased at the same time as diesels were still being proven. 1943-1949 saw large quantities of steam locomotives arrive, including G-3 class heavy Pacifics (2400's) up to 2472 and P-2 class 2-8-2's 5417-5473. The last order was for six modern 2-10-4 Selkirks 5930-5935 (MLW, 1949). Angus Shops built its last new locomotives in 1944 (1200,1201), light modern engines of dependable design with a minimum of fancy equipment or untried appliances, light enough to operate over almost any track, fast enough (70 M.P.H.) to handle passenger trains and simple enough to be maintained at any shop no matter how small. The 1200's were capable of replacing hundreds of aging D-10 class 4-6-0's still in widespread usage all over the C.P.R. In fact, if one compares specifications it will be seen how the G-5 Pacific was indeed just a modern D-10, a design itself long proven to be a most versatile locomotive.

When satisfied that the 1200's were what was wanted, the CPR let orders to MLW (1944-1947) and CLC (1948) for 100 of a planned 600 identical locomotives. The final acceptance of the diesel engines prevented the remaining 500 steam locomotives from ever being built.

The next decade (1950-1959) saw increasing numbers of diesels spreading out across Canada. FP7A, F7B, FP9A,F9B, SW8, SW900, SW9, GP7 and GP9 units came from GMD. MLW supplied RS-3, RS10 (many equipped with steam generators) in addition to FA-1, FA-2, FPA-2, FPB-2, FB-2 units, then 251 model prime movers replaced 244 engines and RS-18 units arrived. Yard work was taken over by MLW S3, S10 and S11 660 H.P. diesels with the same 539 engine as in S2 and S4 1000 H.P. units but without the turbochargers.

Passenger units were often dual purpose units equipped with steam generators. Many RS-10 road switchers (with normal 75 M.P.H. gearing) plus A and B units were used mostly on passenger but also worked freight trains. GMD A and B units and GP9's geared for the usual 65 M.P.H. were likewise assigned. The E8 units were 85 M.P.H. passenger units not suitable for freight. 1400(A) and 1900(B) passenger units geared for 89 M.P.H. were seldom used on freight because of low tonnage ratings.

The arrival in 1955 of the new stainless steel Canadian transcontinental passenger train required many diesels to handle the seven full sets of equipment plus two smaller Toronto-Sudbury consists. The latter were usually powered by MLW FPA-2 units and RS-10s while the main train was all 1400/1900 A and B units except west of Calgary where 65 M.P.H. GMD units were usually substituted. The other transcontinental train, the Dominion, was also operating in those years, as well as many other passenger trains both large and small.

Several 65 M.P.H. 1500 H.P. 4000/4400 S.G. equipped units were regeared and renumbered in the 1400 and 1900 series to augment newer 1750 H.P. F9 units in passenger service. Most of the covered wagons remain to this day although many were sold in 1978 to Via Rail Canada (all 89 M.P.H. now) while a number of RS-10 and GP9 S.G. equipped units protect Via requirements.

Canadian Locomotive Company began building diesels to the designs of Fairbanks-Morse, and in 1951 the famous C-liners first appeared on the CPR as a demonstration set (A-A) #7005,7006 "City of Kingston", later bought and renumbered 4064 and 4065. Purchachased new were CPA16-4 and CPB16-4 A and B units for passenger service and CFA16-4, CFB16-4 freight units. H16-44 model road switchers were also bought, as well as a total of 20 Trainmasters (2400 H.P. C-C (6-axle)), famous diesels of unprecedented power. 1957 was the last year in which CLC purchases were made. Nelson, B.C. became the maintenance point known for exclusive assignment of CLC-FM power as these diesels went about their duties on the famed Kettle Valley Railway lines of the CPR. Not generally known was the fact that RS-3 units first worked out of Nelson before Alco/MLW power was moved east. While most CLC units spent their entire lives in B.C., the Trainmasters were used at various times all over the country, being assigned fully to Winnipeg-Fort William at one time due to problems of heavy weight (this line had the system's heaviest rail) and with the long wheel-base 6-axle trucks. The units were also assigned at various times and with varying numbers to St. John, N.B. for winter wheat movements, to Toronto for Hamilton trains and transfers, to Trail, B.C. in later years, and finally Alyth Hump Yard in Calgary. There were 672 diesel units on the CPR by July 1, 1956.

System dieselization began in B.C. and worked east across the Prairies (Western Lines always got the best power, even in steam days). An order for 73 GP9 units in 1957 was the largest group of units ordered and this type unit eventually totaled 200 (1954-1959), more than any other model until the SD40 units of recent times. Although there were still 1200 steam locomotives on the roster on March 1, 1957, 1958-59 saw the last big stand of steam. Large diesel orders and an economic decline combined to rapidly eliminate steam locomotives. They held on in small numbers in Ontario until the spring of 1960. The last location to be fully dieselized, Lambton Roundhouse handled a few steam locomotives to that time. Port McNicoll had three old 2-8-0's in its

last days (no diesels), with the last of them (3722) working its final run on April 30, 1960, one of the very last steam runs anywhere. A few passenger excursions were operated afterwards to say good-bye to steam. One of the most famous was the triple-header from Toronto to Orangeville and return on Sunday, May 1, 1960, featuring 1883-built 4-4-0 136 as well as 4-6-0's 815 and 1057. 1100 persons rode this "Sentimental Journey" and thousands more stood at trackside.

That such old hand-fired locomotives as D10's and 3700's remained to the end (along with some of the newest engines), while many newer stoker engines had been scrapped was fortunate for rail enthusiasts. This situation can be explained by the fact that CP sought to assign expensive new diesels where they would be most effective in cutting costs and would receive maximum utilization. Steam was left to fill spots of lower priority and lower utilization; diesels paid for themselves by being in constant use, while old steam locomotives could be allowed to stand idle for many hours waiting to be dispatched on one-train-a-day runs.

Starting in 1963, older diesels were traded in to GMD and MLW for more modern and more powerful units. The Second Generation of diesels began to arrive. Most traded-in units were due for a major overhaul (some wrecked), having accumulated 1½ million miles in a few short years. MLW built 51 C424 units from 23 FA-1 A-units (8 Alco, 15 MLW), 6 FA-2, 1 FPA2 (wrecked), 16 FB1 B-units (4 Alco, 12 MLW), 2 RS-2, 1 RS-3 and 2 wrecked RS-10 units. Originally to have been the 8300 series, only the first unit was so numbered, and the 4200 series was then assigned. This rebuild program resulted in the first total retirement of a CPR diesel class, the entire twelve original Alco A and B units having gone (some MLW-built F1 units remained).

GMD also provided re-manufactured diesels; 14 traded in units including 3 FP7A (2 damaged), 2 F9B (both wrecked), 6 F7B (1 wrecked) and 3 GP7 units were replaced by 2 GP30 (only ones) and 12 GP 35 units (a further 12 GP35's were all new). Again a renumbering was involved: 8200, 8201 and 8202-8213 became 5000-5013.

Branch Line Units were delivered in 1959 and 1960 to fill certain niches in the power requirements which had previously been handled by 1000 H.P. yard switchers (some of which were MU equipped and able to operate on the main line) or by 1500/1600 H.P. road switchers. MLW provided 34 Canadian only design 1000 H.P. RS23 units including 6 light units for use on light branches. These units are nicknamed "rockets", and while they have a loud roaring exhaust, they do not take off like rockets, but quite to the contrary. They load up and start away slowly but are very good pullers. Because of their front fans for cooling they suffered overheating problems when operated as trailing units, not being able to draw in enough air at all times.

GMD built 72 1200 H.P. road switchers, another unique Canadian design, being basically a yard switcher with Flexicoil road trucks. Nicknamed "pups", these very popular units are capable of performing a variety of jobs, main line, branch line, yard, way freight, etc. They could be said to be the diesel equivalent of the D10 4-6-0.

Diesel-hydraulic units (13) were built between 1957 and 1960, also to fill special assignments, mostly small one-engine yards having a minimum of maintenance facilities and staff. The latter consideration was reflected in the interest in eliminating electric traction motors

(and the need for an electrician) in favour of a drive shaft. Another factor was their light weight (44 tons) for branches. They were scattered systemwide. Rated at only 500 H.P, their ability was limited but they served their purpose well prior to early retirement (many were resold to industry, some still exist). The last unit (#22) ran on the same branch as 4-4-0's 29, 136 and 144, such light power being dictated by a frail bridge, light rail and a minimum of business that did not warrant upgrading.

Self-propelled passenger cars have been around the CPR for many years, dating back to an early steam powered coach, through gasoline powered cars and big gas-electric cars (doodlebugs) pulling trailers such as "Sparky" (9004) that shuttled between Guelph and Guelph Junction. Modern Budd RDC units entered Canada in 1953 and from then passenger service was greatly changed. Fast (90 M.P.H.), inexpensive, dependable and capable of MU operation, these Rail Diesel Cars (with drive shaft instead of electric traction motors) replaced steam locomotives on runs all over Canada and replaced conventional trains of diesel-hauled equipment. Equally at home on branches or main lines, RDC's saved money on losing passenger services.

Built in four models, RDC-1, all coach(23), RDC-2 coach-baggage(22), RDC-3 half coach, half baggage/express(5) and RDC-4 all baggage/express(3), a total of 55 RDC's were bought between 1953 and 1958. These included two second hand RDC-2's from the Lehigh Valley and one RDC-1 from the Duluth, South Shore and Atlantic (#500). One car (9194) tested Rolls-Royce diesels for an extended period but was eventually returned to standard Budd-applied Detroit Diesel (GM) power.

Two cars were originally lettered for the subsidiary Dominion Atlantic (9058 and 9059) but were lettered Canadian Pacific in later years when they were no longer confined to the DAR. The only other diesels lettered for any subsidiary were 6560 and 6561 (also Dominion Atlantic), which were the only yard switchers built with MU equipment for main line operation.

(In the third and concluding part of this article we will look at CPR diesel development in recent years, the present situation, and the future).

BUFFALO LRRT

- Demolition of the former Delaware, Lackawanna and Western passenger station and signal tower in Buffalo commenced on January 21st. The station was erected in 1917 as the work of architect Kenneth M. Murchison. The double deck trainsheds are considered to be a significant early example of the use of reinforced concrete. The station was vacated by the Erie Lackawanna Railroad in 1962, and in 1977 the Niagara Frontier Transportation Authority chose the station site for the carhouse and shops for Buffalo's now building Light Rail Rapid Transit Line. While the passenger terminal portion of the station is being demolished to make way for a ladder track leading from the street trackage of the transit line, the trainshed structure will remain standing to accommodate storage tracks for the light rail cars. While the DL&W terminal was rejected for "landmark" status after consideration by local and State historic preservation officials, there is little doubt that the historic trainsheds, in their new role, will be one of Buffalo's greatest landmarks insofar as both local and visiting railfans are concerned.

TTC Introducing Monthly Pass

The TTC began selling a monthly transit pass (called Metropass) to the public in mid-April. The pass sells for $26. This means that a buyer must ride the TTC an additional 8-10 times per month, on top of the usual twice-a-day to and from work journey, before a saving is realized. However, the TTC is negotiating with major employers in Metro, to have them buy the passes, then resell them at a discount or give them to their employees as a benefit. This practise has been very successful in cities such as Boston. In any event, many people will likely buy the pass to avoid bothering with tickets and transfers, and for using the subway at lunch hours.

Introduction of the pass is estimated to cost the TTC about $3 million in lost revenue the first year. The pass should fill a broad goal of increasing ridership, thus reducing traffic congestion, gasoline consumption, and pollution. An estimated annual increase of six million new riders is forecast.

Metropass is in two parts: a permanent card with the owner's name and photo, and a colour-coded portion good for the month of issue. The pass will be sold in the subway; by TTC Guides; and certain of the independent Metro-wide ticket agencies.

Subway Extensions Progressing Well

Work on the TTC's one-and-a-half mile Kennedy and one-mile Kipling extensions to the Bloor-Danforth subway is in the final stages. Opening of both extensions is scheduled for late November, 1980.

The Kennedy Extension is structurally complete with track laid throughout. Some special work at Kennedy, and parts of the signal system remain to be completed. At the station itself, work is well advanced on installation of tiles, lighting, windows, etc. The Collectors booths and turnstiles will soon follow. This spring will see the paving of the 585 car parking lot immediately south of the station. Much progress has also been made on the LRT facilities at Kennedy. As of March 31, all but two of the piers for the elevated loop had been poured, and formwork was in place for these. Excavation for the piers for the ramp on the station's east side appeared to be completed. The installation of the deck of the loop will come next. The TTC expects to have most of the LRT work at Kennedy completed by November, to avoid conflict with operations when the subway opens.

In the west end, the Kipling extension is also well underway. The tunnel structure west from Islington Terminal and the bridge over Bloor Street are completed. Track has been laid from Islington, as far as the Kipling Avenue overpass. The new station is structurally complete, with finishing work less advanced than at Kennedy. Track has been installed here also. The above-ground terminal has provision for a third, run-through track on its north side, which will be used if a yard is built on vacant land east of Kipling at some future date.

Kipling features two parking lots with a total capacity of 1330 cars. These will greatly reduce congestion at Islington. The terminal's highlight is a connection to a new GO Train station on the adjacent CPR, for the new Toronto-Milton service. Another feature is the Kiss-'N'-Ride Carousel, which has been highly successful at Finch and Wilson Terminals.

MOTIVE POWER DELIVERIES
by Pierre Patenaude

- Canadian National SD40-2W's from GMD:

ROAD NOS.	SERIAL	DATE	ROAD NOS.	SERIAL	DATE
5314	A3843	Dec 13	5319	A3848	Dec 17
5315	A3844	Dec 13	5320	A3849	Dec 19
5316	A3845	Dec 14	5321	A3850	Dec 19
5317	A3846	Dec 14	5322	A3851	Dec 21
5318	A3847	Dec 17	5323	A3852	Dec 21

These units, of Class GF-30s, are based at Calder, have pacesetter controls and have extended range dynamic braking. They are intended for unit train service in the mountain region.

CP Rail SD40-2's from GMD:

ROAD NOS.	SERIAL	DATE*	ROAD NOS.	SERIAL	DATE*
5915	A3808	Oct 23	5933	A3826	Nov 14
5916	A3809	Oct 23	5934	A3827	Nov 14
5917	A3810	Oct 24	5935	A3828	Nov 15
5918	A3811	Oct 24	5936	A3829	Nov 15
5919	A3812	Oct 26	5937	A3830	Nov 19
5920	A3813	Oct 26	5938	A3831	Nov 19
5921	A3814	Oct 27	5939	A3832	Nov 21
5922	A3815	Oct 27	5940	A3833	Nov 21
5923	A3816	Oct 30	5941	A3834	Nov 23
5924	A3817	Oct 30	5942	A3835	Nov 23
5925	A3818	Oct 31	5943	A3836	Nov 27
5926	A3819	Oct 31	5944	A3837	Nov 27
5927	A3820	Oct 31	5945	A3838	Nov 29
5928	A3821	Oct 31	5946	A3839	Nov 29
5929	A3822	Nov 7	5947	A3840	Nov 29
5930	A3823	Nov 7	5948	A3841	Nov 30
5931	A3824	Nov 9	5949	A3842	Nov 30
5932	A3825	Nov 9			

* Date as accepted by Railway.

These units are classified DRF-30t, are equipped with extended range dynamic braking and are assigned as follows:

5915-5934: Winnipeg
5935-5949: Toronto

The units are used in general freight service. All dates given above are 1979.

Diesel Division
General Motors of Canada Limited

LOCOMOTIVE ORDER
by Don McQueen

Builder's Nos.	Order	Quantity	Model	Buyer	Road Nos.
A3853-A3858	C-421	6	G26CW	Yugoslavia	664-059 to 664-064

- The Toronto Area Transit Operating Authority announced on March 10th that a detailed study will be conducted on the cost of extending the GO Transit Lakeshore rail service easterly from the present Pickering terminus through Ajax and Whitby to Oshawa, a distance of 10 miles. TATOA had decided at its previous meeting to ask CN for a report on the capital costs involved, while Durham Regional Government officials were to be asked to report on anticipated passenger demand. The previously estimated $56 million cost of the extension (new parallel trackage would presumably have to be constructed for the entire distance) had previously been regarded as prohibitive. However, spiralling energy costs have justified a reassessment of this position.

The municipalities of Oshawa, Whitby, Newcastle and Durham Region have all pressured the Ontario Government for the extension, at least on a peak hours basis, part of the reason for the pressure being dissatisfaction with the present Pickering-Oshawa GO Transit bus service on Highway 401 which is subject to slowdowns due to traffic congestion. More than 15 000 signatures have been collected on a petition urging Ontario Premier William Davis and Transportation Minister James Snow to approve the rail service extension. . GO Transit officials are expected to meet with Durham Regional Council during April to discuss the matter.

In the meantime the new $400 000 GO Transit station at Pickering was, at time of writing, expected to open on March 10th. The facility enables ticket purchases to be made at a heated inside location, with passengers then proceeding through a heated passageway to the platforms, where many can be accommodated within a heated enclosure. The latter is not as large as those at some of the other reconstructed stations, as the trains themselves form a waiting area at terminal stations. Additional land for parking has been acquired at Pickering, a point where some 3 800 passengers board GO Trains daily, with about 3 600 alighting.

- The Ontario Government has established a task force on provincial rail policy whose mandate includes a study of the potential for electrifying GO Transit lines. The nine-member task force, led by former Cabinet minister Margaret Scrivener, also will examine the Nov. 10 derailment of CP Rail freight train 54 at Mississauga. Premier William Davis said in a statement that a provincial perspective on rail transportation is needed as Ontario implements a transportation plan in this decade. "A number of critical issues will be facing the province, such as the potential need to develop alternative energy sources with the knowledge that abundant electrical energy exists for transportation services in Ontario." Both passenger and freight transport will be reviewed and the task force will be provided with two other rail-related reviews now being conducted by the Ministry of Transportation and Communications: a study of the Toronto Area Transit Operating Authority and a study of the potential for electrifying parts of the GO Transit system. Mrs. Scrivener said the task force will do an inventory of the rail lines and rolling stock of the four rail companies in the province. - CP Rail, Canadian National Railways, Ontario Northland Railway and the Algoma Central Railway. It also plans to study the potential for the U.T.D.C. intermediate capacity transit system and light-rail operations.

NOTES BY BRIAN C. NICKLE

• On February 20th six of the GMD units bound for Egypt (see order details in Newsletter 365) were on the north siding at London Junction on the Dundas Sub., completely tarped except for the B-B trucks. The units, appearing to be somewhat smaller than a GP-9, were placarded as destined for the Egyptian Railroad.

• Due to the lack of a significant snowfall in the snowbelt areas of Southwestern Ontario, it appeared that this past winter might slip by without a snow plow operating out of Stratford. However, the blowing and drifting snow from squalls over the first days of March necessitated the ordering of a plow extra out of Stratford to Owen Sound, this being the first plow of the winter season. The extra worked north out of Stratford to Owen Sound, and returned to Palmerston on March 12. After laying overnight at Palmerston, it plowed the various branch lines, and returned to Stratford late on March 13.

• A recent trip to London revealed several Canadian National locomotives on the dead-line, having been stripped of most useable parts. It appeared that these units have been on hand at London East for quite some time; a listing of them is as follows:

MLW RSC-13's 1709, 1710, 1717
MLW S-2 8139
MLW S-3's 8459, 8496, 23 (originally 8471)
MLW S-4's 8021, 8025, 8016

• The additional passenger traffic caused by the traditional March winter school break saw increased equipment on VIA Rail trains operating out of Toronto. The resulting demand for equipment saw some of VIA's trains which are normally equipped with RDC's having the Budds replaced by conventional equipment. Toronto to London train No. 659, which returns to Toronto in the morning as No. 662, was an example of this. On March 19 the RDC's were replaced by an FP9/F9B lash-up with 8 coaches. March 20 saw a similar consist of 5 coaches headed by an RS-18/FPA-4 combination. No. 659 leaves Toronto at 2315 and operates via the Oakville and Dundas Subdivisions, arriving in London at 0135. The equipment and crew returns to Toronto in the morning as 662, leaving London at 0905, operating via Stratford and Guelph, and arriving back in Toronto at 1200. On Sundays, No. 662 does not operate, so the equipment and crew from No. 659 returns to Toronto as No. 664, leaving London at 1205 and arriving at Toronto Union at 1500.

• Canadian National Railways has announced the following construction programs for 1980 in the Southwestern Ontario area: (1) The installation of C.T.C. in the area of the London Terminal, a project which is to be started during 1980, and finished during 1981; (2) The building of the wye track between the Dunnville and Hagersville Subdivisions at Caledonia to accomodate the traffic from the Nanticoke Industrial Project. (Already planned at Caledonia are the relocation of a highway overpass for the new No. 6 Highway by-pass); (3) The installation of C.T.C. on portions of the Newmarket and Weston Subdivisions.

• The year 1979 saw the following Southwestern Ontario railway station buildings disappear: CN Galt--Demolished; CP Gorrie--Demolished; and CP Blyth--Sold and removed.

- TTC Small Witt 2766 was outshopped from Hillcrest on March 7th after receiving extensive body and electrical overhauls and a new paint job.

- Car 4023, originally intended as the third CLRV to be shipped to Boston for testing on the MBTA system, was substituted for by 4027 at the last moment. The testing, which began on March 18th, thus involves cars 4027, 4029 and 4031.

SOCIETY NEWS AND COMING ACTIVITIES

by Ed Campbell

The Annual Meeting of the UCRS was held at the Strollers' Club on March 21st. The three members elected as Directors were Harold Glover, Chris Spinney and Ron Layton. The officers of the Society are now:

PRESIDENT:	PETER OEHM
VICE-PRESIDENT, EXCURSION AND PERIODICAL DIRECTOR:	RON LAYTON
TREASURER:	TONY VIGERS
RECORDING SECRETARY:	CHRIS SPINNEY
MEMBERSHIP SECRETARY:	GEORGE ROE
PUBLICATION SALES DIRECTOR:	MIKE BAILEY
ENTERTAINMENT CHAIRMAN:	GEORGE MEEK
MEMBERSHIP MARKETING CHAIRMAN:	HAROLD GLOVER
PUBLIC RELATIONS CHAIRMAN:	JIM WALTHER

To the retiring Directors a warm thanks is extended for service rendered. Other members of the Society with special duties include:

SPECIAL PROJECTS CONSULTANT:	ART EYRES
NEWSLETTER EDITOR:	STUART I. WESTLAND
TRACTION EXCURSION CO-ORDINATOR:	DAVE MORGAN
SAFETY SUPERVISOR:	DAVE SPAULDING
CN 6213 CURATOR:	GRANT KINGSLAND
CAPE RACE (UCRS #13):	MAL MARCHBANK

A lively discussion on topical matters was held at the Annual Meeting before the election of Directors, with a number of ideas put forward and discussed. A particular subject of discussion was the difficulty in getting replies on planned excursions from VIA Rail Canada, and the resultant non-finalization of such excursions.

Nevertheless, two trips using CAPE RACE are detailed below.

Friday May 9 to Sunday May 11--Cape Race to Chicoutimi: Leaves Toronto Union Station at 4:20 P.M. Overnight and morning in Montreal; daytime run through the Laurentians to Chicoutimi. Overnight at the latter point, followed by daytime run back to Montreal on Sunday and arrival back in Toronto at 7:30 A.M. Monday. Fare of $350 includes meals, rail fare, accommodation and some drinks. Tickets are selling fast, so reserve early with Ron Layton, 46 Sir Bodwin Place, Markham, Ont. L3P 2X8 or phone (416) 294-1925. If there is sufficient interest, a second trip will be operated two weeks later.

Monday June 2 to Sunday June 8--Cape Race to Halifax: Leave Toronto Union at 9:00 A.M. Monday, giving the afternoon and evening in Montreal; arrive Halifax next evening; 3 days in Halifax; leave Halifax Saturday June 7 with some time in Montreal on June 8 and arriving in Toronto that evening. Fare of $780 includes all fares, accommodations, meals and drinks. Please reserve through Mal Marchbank, 23 Kenneth Avenue, Toronto M6P 1J1 or phone him at (416) 761-8920. This promises to be a superlative trip.

- Friday April 18- Regular Toronto UCRS meeting, Stroller's Club, 92 Adelaide St. West, 8 P.M. sharp (door open at 7 P.M.). Lloyd Baxter will present his delayed slide show depicting Conrail action at Horseshoe Curve and scenes in the Port Hope area.

- The Society owes a debt of gratitude to the many members who helped at the UCRS booth at the recent Sportmen's Show in Toronto. Thanks to all who participated.

- George Meek will arrange a walking tour of the eastern extension of the Bloor-Danforth Subway for interested members. The tour, unfortunately, can occur only between 9 A.M. and 5 P.M. on a weekday. Phone Mr. Meek at 532-5617 or write to him at the UCRS Box Number as soon as possible if you are interested.

- Those who have joined or renewed their membership in the Society during the last few weeks will receive their back copies of the Newsletter shortly. Members generally are asked to record the dates upon which they receive their copies of issues of the Newsletters, which is sent by first class mail, for purposes of future discussion.

- Friday April 25--Regular Hamilton Chapter meeting at the CNR Hamilton Station, 8 P.M. The program will consist of members' 35 mm slides--all members are always welcome and urged to bring their slides.

- Friday, April 25- UCRS Trip Committee meeting at home of Ron Layton, 46 Sir Bodwin Place, Markham, (416) 294-1925.

- Saturday April 26- Forest City Model Railroad Show in the National Travellers' Hotel, York and Adelaide Streets, London, Ontario (about one half mile east of the CN Station).

- Saturday May 3- reserve this date for excursion.

- Saturday May 24- Northlander afternoon trip, reserve date.

- Friday June 20- Regular Toronto UCRS Meeting: Ray Kennedy will conduct an auction if enough members are interested; please call him as soon as possible at (416) 241-9180.

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