

NO MATTER WHERE IT'S GOING

*Travelling by train in Canada
and elsewhere in North America*

1960's



[BRUCE CHAPMAN]

by Peter Dawes

No Matter Where It's Going:
Travelling by train in Canada and elsewhere in North America

1960's

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FRONT COVER PHOTO

1960's-1: CP No. 4 *Dominion* being serviced at Ottawa Union Station, led by RS10 No. 8564, RS18 No. 8764 and FPA-2 No. 4082, with a CN train in the background (1965/08/15) [BRUCE CHAPMAN].

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DEDICATION

to Ken Mozersky.

FOREWORD

This project documents my extensive train travels over the years in most parts of Canada served by rail, and to a much lesser extent in the United States, Mexico and Costa Rica.

The current volume covers the 1960's, and involves trips in Ontario, Québec and the northeastern United States.

This is **VERSION 18** (for changes from the previous version, please see page 137).

ABOUT THE AUTHOR

PETER DAWES worked as a transportation policy researcher, analyst, project manager and advisor for the Canadian Transport Commission and Government of Alberta until taking early retirement. He has had a lifelong personal and professional interest in railways and passenger trains, and resides with his wife Sandra in Edmonton, Alberta.

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PHOTO CREDITS

Brian Browne Trio [1960's-3];
Canada Science and Technology Museum/Canadian National Collection [1960's-12];
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Dawes, Peter [1960's-19,25];
Linley, Bill [1960's-4,6];
Linley, Bill (Chapman Collection) [1960's-16];
Matoff, Tom [1960's-20,26];
Sandusky, Robert [1960's-27];
Staplin, Dave [1960's-22,23];
Steven, Peel O. [1960's-11];
Thompson, Gregory L. [1960's-24];
Vollrath, Harold (Collection) [1960's-21].

IMPORTANT!

Please see **GENERAL NOTES AND CAVEATS** below for important information regarding copyright, ownership, use and acquisition of photos appearing in this document (specifically under **Photographs** and **Photo credits**, page 10).

INTRODUCTION

Welcome to the second volume of my North American rail-travel project, offering detailed accounts of all train trips taken during the 1960's.

A previous volume covers the 1950's; further ones deal with 1st 1970's (1970-75), 2nd 1970's (1976-79), 1st 1980's (1980-82), 2nd 1980's (1983-89), 1990's, 2000's, 2010's and 2020's. The final volume is a comprehensive "Reprise" providing: a review of rail-passenger developments by decade; an overall summary of my travels; personal ratings of trains; interesting cars and locomotives encountered; and

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several tables of detailed trip information. (I've also prepared three "Companion Documents": No. 1, Trip Details; No. 2, Train Details; and No. 3, Equipment Details.)

Please note that I've also travelled extensively by train in Europe and, to a much lesser extent, Australia, Fiji, India and Sri Lanka, Japan and Hong Kong – the subject of a separate project called *La Grande Allure: Travelling by train in Europe and elsewhere Overseas*.

Through **2023**, the 1960's have accounted for 7% of my North American trips over the years, compared to the other decades (in descending order): 1970's, 34%; 1980's, 21%; 2000's, 13%; 2010's, 12%; 1990's, 7%; and 1950's, 3%. (The 2020's so far: also 3%.)

It is important to note at the outset that I only started taking train consists at the beginning of 1974.

Prior to this, most trips are reconstructed from memory and are therefore speculative, with timings and car types taken from public timetables and equipment lists (in most cases, names and numbers are based on reference documents and indicated in *Italics* – the exceptions being a number of consists supplied by others).

BEFORE PROCEEDING...

Those already familiar with these volumes might wish to skip over the rest of this section.

Turning to the current volume, I begin by providing **ACKNOWLEDGEMENTS** of those persons without whose assistance this project never could have happened. To assist readers as they go through the year-by-year accounts, I also offer **GENERAL NOTES & CAVEATS, ABBREVIATIONS**, a **SAMPLE ENTRY**, and a **QUICK INDEX OF TRAINS TAKEN**.

For the **decade** involved, I then provide the overall context, summary of trips taken, places visited, and particularly noteworthy trips. For each **year** within that decade, I begin with a **SYNOPSIS** covering: the context; trips taken and distance travelled; types and numbers of cars and locomotives making up the trains; places visited; noteworthy train trips; fastest and slowest average speeds; and any memorable associated trips by other modes of transport.

Then, under the heading **TRIPS AND CONSISTS** and for each train trip, I provide the date and (in a headline) service provider, train number, embarkation point, disembarkation point, origin and final destination

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(if different), and train name (where applicable). I go on to show the detailed train consist in a darkly shaded box, followed by departure time, arrival time, purpose of the trip, and in some cases major enroute stops. (If more than one leg was involved, I mention the ultimate destination and connecting points at the start of the first leg.) I then describe any interesting aspects about the train and route taken, and things that happened along the way. I also provide a brief account of any relevant events that occurred before the train departed or after it arrived at my destination.

At the end of the entry (lightly shaded), I often provide the distance in both kilometres and miles, elapsed time and average speed, as well as further details on the train itself, including configuration and history of selected cars and locomotives. Unless circumstances dictate otherwise, I do this only for the first trip, during that year and over that route, of a certain train or type of train.

Now for an important explanation. I fully reference every point-to-point, inter-community *rail* trip taken, including excursions on both regular lines and preserved railways – also commuter rail trips provided they went beyond the city or region concerned. I note, but do not fully reference, associated marine, road and air trips, as well as intra-community trips by main-line railways.

At the end of the volume, I provide a **GENERAL INDEX** by subject, **BIBLIOGRAPHY**, **LIST OF PHOTOS**, **LIST OF SCANNED IMAGES**, and note describing **CHANGES FROM PREVIOUS VERSION**.

Three final points. First, please bear in mind that this is a *personal* account of rail and associated travel. It will appeal mainly to people who already enjoy train travel or might want to try it out; to railway modellers, photographers, historians or researchers; and perhaps to those who are just interested in the evolution of rail travel in Canada and (to a much lesser degree) the United States during this era. While trip purpose, references to travelling companions, and anecdotes are included, I present this information in such a manner as to be easily avoided by those looking strictly for train consists.

Second, more knowledgeable readers will find many comments and explanations to be old hat and obvious. If you fit this bill, please understand that you will be a lot more familiar with this subject area than others.

Third, I strongly encourage feedback – everything from factual clarifications to minor typographical corrections; to representative train consists if you have them; to additional car and locomotive information; and to photographs that might fill in gaps (or, where my efforts are concerned, improve on what I've

included). Please contact me using the information shown on page 2 above.

ACKNOWLEDGEMENTS

Many thanks to the following:

- the late Mark Bunting, Tom Matoff, Ken Mozersky, John Stilgoe, the late Brian Sullivan, and Greg Thompson for being key influences where both my interest in trains and career in transportation are concerned (as cited in the initial 1950's volume);
- Ken Boulton, Tom Clark, Gerry Gaugl, Greg Gormick, Ken Holmes, the late Fred Matthews, Doug Smith and Nicholas Vincent for being kindred spirits;
- Ken Boulton, the late Jennifer Bunting, Cindy Chow, Colin Churcher, Charlie Dawes, the late Patrick Dorin, Don McQueen, Jean Patenaude, Earl Roberts, Doug Smith, Dan Walter and the late Dale Wilson for providing valuable advice concerning this project;
- Shaun Fawcett for essential help in publishing these volumes online; and
- my wife Sandra for much-appreciated companionship on many trips, for design suggestions, and for developing the route schematics, website and web version of these documents.

Specifically where this 1960's volume is concerned:

- the late Bruce Chapman, Bill Linley, Tom Matoff, Bob Sandusky, Dave Staplin, Peel D. Steven, Greg Thompson, and the late Harold Vollrath for supplying photographs; and
- Jerry Britton, Bruce Chapman, Tom Curtin, Wayne Drummond, Fred Freitas, Gerry Gaugl, Ross Gray, Doug Hately, Peter Kilburn, Mike Palmieri, Earl Roberts, Dave Staplin and Dale Wilson for providing train-consist information, equipment details, schedule timings, sports scores, or just good advice.

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Despite the assistance provided, the author remains entirely responsible for errors or omissions.

Finally, this volume is dedicated to Ken Mozersky, for being an excellent supervisor at Carleton University and boss at the Canadian Transport Commission, not to mention a good train-travelling companion.

Peter Dawes
Edmonton, Alberta
January, 2024.

GENERAL NOTES AND CAVEATS

Multiple Unit Trains: are indicated by the addition of an "m" (e.g., "Cm" means Coach multiple unit train, usually made up of Rail Diesel Cars);

Equipment units: are shown in several categories, examples being "Coaches & Dayneters" and "Sleeping & Business Cars" (please note that not all car types mentioned under these category titles were necessarily encountered in every decade or period);

Photographs: have been chosen to support the text, **remain the property of the individual photographer and/or collection, are protected by copyright, and must not be used in any fashion without permission** (please bear in mind that most included in this volume are four or five decades old, and that colour photos are particularly vulnerable to deterioration; also, that those involving early morning, late afternoon or night trains often were taken in adverse lighting conditions);

Photo credits: are given to the photographer and/or collection as applicable (please note that the original version of some photos may have been sold on or given to collectors without this author's knowledge; that some collectors who provided photos did not always know who the original photographer was; and that the author would appreciate receiving any information that would enable him to obtain formal permission and provide full credit in future updates or versions).

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BEFORE PROCEEDING...

Those familiar with other volumes might wish to skip over the rest of this section.

Timings: are shown in standard or daylight savings time, whichever was in effect;

Travel by non-rail means: is highlighted by a bullet, either on its own if it occurred at the start of a journey on a non-rail travel day, otherwise within the normal text;

Car occupied: is indicated in **Bold**;

Locomotive origins and destinations: are sometimes assumed, especially beyond the segment travelled (furthermore, the term "Diesel" is used instead of the more technically correct "Diesel-Electric");

Snack-bar facilities: are not usually indicated but were often available in at least one car per train;

Equipment deadheading: is indicated by *[dd]*;

Cars used for other than designed purposes: are noted as such (e.g., a Sleeper being used as a Coach carries the notation, *[as Coach]*);

Major stops: refers to full revenue stops and omits Flag or Conditional stops except where these are of special interest;

Distances and average speeds: are rounded to the nearest full kilometre or mile (distances may vary from timetables especially where conversion back and forth between the two measures was necessary and where the service provider used a different ratio; also, average speeds reflect the scarcity of dedicated, high-speed passenger trackage in North America, as well as the often considerable time required for operational, servicing, passenger access, express handling, and crewing purposes);

Equipment details: are provided for selected cars and locomotives to give the flavour, in each year, of equipment encountered (special thanks here to the Bytown Railway Society for its excellent, annual *Canadian Trackside Guide*, Earl Roberts and Dave Stremes, editors);

ABBREVIATIONS

SERVICE PROVIDERS

[Note: coloured abbreviations carry through from the first volume]

CN	Canadian National Railways
CP	Canadian Pacific Railway/CP Rail
PRR	Pennsylvania Railroad

ADDITIONAL TRACK AND EQUIPMENT OWNERS

AC	Algoma Central Railway
ACL	Atlantic Coast Line Railroad
ACRM	Alberta Central Railway Museum (Westaskiwin)
AJW	Alan J. Williams Jr. (Dwight IL)
ALC	Allegheny Central Railroad
AM	Amtrak (National Railroad Passenger Corp.)
APRE	Alberta Prairie Railway Excursions (Stettler)
ARM	Alberta Railway Museum (Edmonton)
ARO	American Rail Odysseys
ARR	Alaska Railroad
AS	Adirondack Scenic Railroad (Utica NY)
B&A	Bangor & Aroostook Railroad
BCR	British Columbia Railway
B&M	Boston & Maine Railroad
B&SV	Boone (IA) & Scenic Valley Railroad
CB&Q	Chicago, Burlington & Quincy Railroad
CC&RG	Canon City & Royal Gorge (CO) Railroad
C&GS	Conklin & Garratt Shows (Toronto)
CNoR	Canadian Northern Railway
C&NW	Chicago & Northwestern Railway
CR	Consolidated Rail Corp. (Conrail)

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CRCS	Colonist Rail Car Society (Edmonton)
CRE	Classic Rail Equipment (Wilmington DE)
CRM	Canadian Railway Museum (St-Constant/Delson QC)
CV	Central Vermont Railway
CVS	Cuyahoga Valley Scenic Railroad (Peninsula OH)
D&H	Delaware & Hudson Railroad
DLR	Delaware-Lackawanna Railroad (Scranton PA)
D&RGW	Denver & Rio Grande Western Railroad
DWM	D. Walmsley
ECPC	Eagle Canon Passenger Car Co. (Parkersburg WV)
E-L	Erie-Lackawanna Railroad
E&LS	Escanaba & Lake Superior Railroad (Wells MI)
ERR	Erie Railroad
FDC	Ferrocarriles de Cuba
FEC	Florida East Coast Railway
FFT	Florida Fun Train
FPD	Fargo (ND) Park District
GC	Grand Canyon Railway (Williams AZ)
GCRT	Great Canadian Railtour Co. (Vancouver)
GEX	Goderich-Exeter Railway
GL	Georgetown Loop Railroad (CO)
GRY	Gettysburg (PA) Railway
GSCR	General Scrap (Winnipeg)
GTRS	Grand Trunk Railway System (CN)
GTW	Grand Trunk Western Railroad (CN)
GWWD	Greater Winnipeg Water District Railway
HVH	Heber Valley Historic Railroad (Heber City UT)
IFE	IFE Leasing (Saugus CA)
ISL	Industries Soutonges (Les-Cèdres QC)
ITA	Illinois Transit Assembly
ITI	Impulsaria Tlaxcalteca de Industrias (Mexico City)
KCS	Kansas City Southern Railway
KJ	Keokuk (IA) Junction Railway (Pioneer Rail Corp.)

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KRHP	Kaministiquia River Heritage Park (Thunder Bay ON)
KRS	Kasten Railcar Services (St. Louis/Edwardsville IL)
LMW	Loram Maintenance of Way
LPF	Les Produits Forestières Mer-Can (La-Prairie QC)
LSEI	Lake Superior Eastern Industries (White River ON)
MCRHS	Mid-Continent Railway Historical Society (New Freedom WI)
MHS	M4 Holdings
MN	Mackenzie Northern Railway (Rail America)
MRC	Milwaukee Rail Car
MSFC	MS Fire Center
MTEC	Mattawa-Témiskaming Excursion Co. (Mattawa ON)
NCR	Northern Central Railway (New Freedom PA)
NGTK	Naugatuck Railroad (Railroad Museum of New England) (Waterbury CT)
NH	New York, New Haven & Hartford Railroad
NKRM	Northeast Kansas Railroad Museum (Atchison KS)
NMST	National Museum of Science and Technology (Ottawa)
NRC	Northern Rail Car (Cudahy WI)
NRHBC	National Railroad Historical Society, BC Chapter (New Westminster)
NRHFG	National Railroad Historical Society, Florida Gulf Chapter
NTFT	Nagel Tours – Fun Train Canada (Edmonton)
NVC	Nova Containers (Châteauguay QC)
NVWT	Napa Valley Wine Train (Napa CA)
N&W	Norfolk & Western Railroad
NYC	New York Central Railroad
OC	Ohio Central Railroad (Conshocton OH)
ONR	Ontario Northland Railway
PC	Penn Central Railroad
PIC	Piché & Sons Scrapyard (North Bay ON)
PRC	Pioneer Rail Corp (Keokuk IA)
P&W	Peoria & Western Railway
QNS&L	Québec, North Shore & Labrador Railway
QRS	Quiat Resources (Denver)
RF&P	Richmond, Fredericksburg & Potomac Railroad

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RLP	R. Longpré (Montréal)
RMRS	Rocky Mountain Rail Society (Calgary)
RRC	Rader Railcar (Denver)
SAL	Seaboard Air Line Railroad
SCD	Servicio de Coches Dormitorios y Conexos (Mexico City)
SCL	Seaboard Coast Line Railroad
S&H	Salem & Hillsborough (NB) Railway
SLSF	St. Louis-San Francisco Railroad (Frisco)
SOU	Southern Railway
SPW	Springwood Productions (Orillia ON)
SVRC	Silver Classics (Tampa)
TC	Tioga Central Railroad and Transportation Museum (Wellsboro PA)
TTSL	Trains Touristiques du Saint-Laurent
UJS	Uncommon Journeys (Walnut Creek CA)
VIA	VIA Rail Canada
WC	Wisconsin Central Railroad
WCL	Waccamau Coastline Railroad (Conway SC)
WCRA	West Coast Railway Association (Squamish BC)
W&H	Windsor & Hantsport (NS) Railway
WP	Western Pacific Railroad
WRR	Walden's Ridge Railroad (Oak Ridge TN)
WSJ	Waterloo-St. Jacobs (ON) Railway
WT&B	West Texas & Buffalo Steamship & Railway (Joe Goodell)

MISCELLANEOUS ENTITIES

CFL	Canadian Football League
CGT	Compagnie Générale Transatlantique (French Line)
CTC	Canadian Transport Commission
NBA	National Basketball Association
NHL	National Hockey League

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RAIL EQUIPMENT

BKL	Buffet Club Lounge
BL	Buffet Lounge
BLS	Buffet Lounge Sleeper
BP	Buffet Parlor
BPW	Baggage Power car
BS	Buffet Sleeper
C	Coach
Cafe	Cafeteria
CfeL	Cafe Lounge
CfeP	Cafe Parlor
CfLC	Cafe Lounge Coach
Col	Colonist
CRM	Classroom car
CX	Coach Baggage
D	Diner
dd	Equipment deadheading
DL	Diner Lounge
DN	Dayniter
DnY	Dinette Dormitory
E	Engine (Diesel unless otherwise indicated)
e	Electric locomotive
ex-	Former
H	Hospital car
K	Club Galley
KL	Club Galley Lounge
L	Lounge
L/D	Lounge/Kitchen and Diner (twin-unit)
Ir-	Later
M	Mail
m	Self-propelled multiple unit train
MTG	Marketing car

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OLS	Observation Lounge Sleeper
OPL	Observation Parlor Lounge
P	Parlor
PG	Parlor Grill
PL	Parlor Lounge
RDC	Rail Diesel Car
S	Sleeper
SG	Sleeper Grill
T	Tourist or Dormette Sleeper
TIC	Track Inspection car
V	Battery Charger car
Wrk	Work service
X	Baggage
XML	Baggage Mail (Railway Post Office)
XPL	Baggage Parlor Lounge
XY	Baggage Dormitory

SLEEPING ACCOMMODATIONS

ct	Compartment
db	Double Bedroom
dr	Drawing Room
du	Duplex Roomette
fr	Family Room
rm	Roomette
sc	Section

EQUIPMENT MANUFACTURERS

ACF	American Car & Foundry
Budd	Budd Co.
CCF	Canadian Car & Foundry
GE	General Electric

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GMD General Motors Diesel Division
 MLW Montréal Locomotive Works
 NSC National Steel Car
 PS Pullman Standard

SAMPLE ENTRY

BEFORE PROCEEDING...

Those already familiar with these volumes might wish to skip over this section.

12 OCT:

CP 8 [VANCOUVER] OTTAWA-MONTRÉAL *Dominion*

E	[2]	1419,1905	
XML		3701	OTTAWA-MONTRÉAL
BP	[2]	6630,6664 [dd]	"
X		5801	WINNIPEG-MONTRÉAL
M		29087	MOOSE JAW--MONTRÉAL
M		29040	
X	[2]	4902,4706	
X		4776	SUDBURY-MONTRÉAL
XML		3622	[SAULT STE. MARIE] SUDBURY-MONTRÉAL
X		4711	
CfLC		502	WINNIPEG-MONTRÉAL
C	[2]	2166,2274	SUDBURY-MONTRÉAL
S	[2]	Château Varennes,Château Maisonneuve	"

Saturday excursion to **MONTRÉAL** with friends to watch the Rough Riders defeat the Alouettes at Molson stadium – the Riders on their way to another Grey Cup under the leadership of their great Canadian quarterback, Russ Jackson; * Depart 0815, arrive 1030, with flag stops at Vankleek Hill, Ste-Anne-de-Bellevue QC and Dorval, then full stops at Montréal West and Westmount, behind only an FP7A and F7B despite 16 cars; * The off-season *Dominion* was still handling a lot of mail and express but not many

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passengers, as reflected by the presence of Sleepers only on overnight segments like Sudbury-Montréal – but the “Skyline” Cafe Lounge Dome Coach was a nice place to have breakfast; * The 11-car, head-end section included two Box Express cars used for storage mail and two Railway Post Offices, while the two Buffet Parlors were probably deadheading back to Montréal after arriving in revenue service the previous (Friday) evening; * 181 km in 2 hrs 15 mins, or 80 km/h (113 mls/50 mph); * Nos. 1419 (ex-4061/lr-4061), 1905 (lr-CP, VIA 4477, VIA 1964, 6653) (both GMD, 1952-4); * No. 2274 (CCF/CP, 1950); * No. 502 (lr-VIA CfeL 502, 8502), CHÂTEAU VARENNES (4sc8du3db1dr) (both Budd, 1954-5/lr-VIA); * No. 3701 (CCF, 1950; ex-3645, 4816); * No. 29087 (details unavailable).

Explanations:

12 OCT:

CP 8

[VANCOUVER]

OTTAWA-MONTRÉAL

Dominion

E [2] 1419,1905

XML 3701

BP [2] 6630,6664 [dd]

X 5801

M 29087

M 29040

X [2] 4902,4706

X 4776

XML 3622

X 4711

CfLC 502

- actual departure date (an “?” here would indicate assumed);
- service provider was CP; train number 8;
- originating point of train;
- segment travelled, with train terminating in Montréal;
- name of train;
- two Locomotives travelling from Vancouver to Montréal (this train was recorded, but *Italics* here and below would indicate an assumed consist);
- Railway Post Office added at Ottawa;
- two Buffet Parlors likewise added in Ottawa, dead-heading to Montréal;
- Baggage car running from Winnipeg to Montréal;
- Mail car, added at Moose Jaw;
- Mail car, Vancouver to Montréal;
- two Baggage cars likewise;
- Baggage car added at Sudbury;
- Railway Post Office originating in Sault Ste. Marie on another train, then added at Sudbury;
- Baggage car, Vancouver to Montréal;
- Cafe Lounge Coach added at Winnipeg;

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C [2] 2166, 2274	<ul style="list-style-type: none"> two Coaches added at Sudbury (the Bold indicating that I occupied the latter);
S [2] Château Varennes,Château Maisonneuve	<ul style="list-style-type: none"> two Sleepers added at Sudbury.
* 181 km in 2 hrs 15 mins, or 80 km/h (113 mls/50 mph)	<ul style="list-style-type: none"> distance travelled, elapsed time and average speed in kilometres (<i>and miles</i>);
* Nos. 1419 (ex-4061/lr-4061), 1905 (lr-CP VIA 4477, VIA 1964, 6653 (both GMD, 1952-4)	<ul style="list-style-type: none"> both built by General Motors Diesel Division between 1952 and 1954 (No. 1419 formerly No. 4061; later renumbered 4061) (No. 1905 later CP and VIA No. 4477, then VIA 1964, then 6653);
* No. 2274 (CCF/CP, 1950)	<ul style="list-style-type: none"> built by Canadian Car & Foundry and CP in 1950;
* No. 502 (lr-VIA CfeL 502, 8502), CHÂT- EAU VARENNES (4sc8du3db1dr) (both Budd, 1954-5/lr-VIA)	<ul style="list-style-type: none"> both built by Budd Co. in 1954-5, later to VIA (No. 502 later VIA Cafe Lounge 502, then 8502) (CHÂTEAU VARENNES having 4 Sections, 8 Duplex Roomettes, 3 Double Bedrooms and 1 Drawing Room);
* No. 3701 (CCF, 1950; ex-3645, 4816)	<ul style="list-style-type: none"> Railway Post Office built by CC&F in 1950, formerly numbered 3645, then 4816;
No. 29087 (details unavailable)	<ul style="list-style-type: none"> No information available to the author.

QUICK INDEX OF TRAINS TAKEN

<i>number</i>	<i>name or route</i>	<i>page(s)</i>
CANADIAN NATIONAL		
2	<i>Super Continental</i>	41,62,69,110
3	<i>Continental</i>	54
4	<i>Continental</i>	39,48
5	<i>Panorama</i>	69,78,80,86
7	<i>Panorama</i>	107
9	<i>Panorama</i>	64
15	<i>International Limited</i>	33
30	<i>Gatineau</i>	77,79,86
30	Ottawa-Montréal	98,108
36	Ottawa-Montréal	107
39	Montréal-Ottawa	109
40	<i>Lakeshore</i>	112
41	<i>Lakeshore</i>	87,97,113
44	Toronto-Ottawa	92,97,116
45	Ottawa-Toronto	116
47	Montréal-Ottawa	32,35,42,47
48	Ottawa-Montréal	35,54,63
48	<i>Capital</i>	117
49	<i>Capital</i>	115,117
49	Montréal-Ottawa	63
50	Ottawa-Montréal	32,35,42,47,48
50	<i>Lakeshore</i>	112
51	<i>Lakeshore</i>	97,113
51	Montréal-Ottawa	40,47
58	<i>Cavalier</i>	114

NO MATTER WHERE IT'S GOING: 1960's

<i>number</i>	<i>name or route</i>	<i>page(s)</i>
59	<i>Cavalier</i>	111
82	London-Toronto	32
105	<i>Panorama</i>	98
133	Montréal-Ottawa	115
153	Montréal-Ottawa	35,49
158	<i>Maple Leaf</i>	114
 CANADIAN NATIONAL-CANADIAN PACIFIC POOL		
6-264	<i>Inter-City Limited</i>	71
33	Ottawa-Toronto	70
 CANADIAN PACIFIC/CP RAIL		
7	<i>Dominion</i>	56
8	<i>Dominion</i>	55
133	Montréal-Ottawa	109
232	Ottawa-Montréal	109
233	Montréal-Ottawa	40
 PENNSYLVANIA		
141	<i>Gulf Coast Special</i>	91
153	<i>Afternoon Congressional</i>	90
170	<i>Colonial</i>	89

NO MATTER WHERE IT'S GOING: 1960's

THE 1960's

*ONTARIO/QUÉBEC
NORTHEASTERN U.S.*



1960's-2: CN train inbound from Montréal to Ottawa at Innes, behind FP9A No. 6507, with trailing Box Express and heavyweight Parlor cars still in the old colours (1966/07/29) [BRUCE CHAPMAN].

OVERALL CONTEXT

You leave the Pennsylvania Station 'bout a quarter to four

Read a magazine and then you're in Baltimore;

Dinner in the diner, nothing could be finer

Than to have your ham and eggs in Carolina.

Mack Gordon/Harry Warren
(*"Chattanooga Choo Choo"*).

Our family remained in Alexandria ON until August of 1962, then relocated to Metcalfe ON when Dad became minister of the Metcalfe-Edwards charge. I was fortunate enough to take a small number of train trips in the United States this decade – thus, the above lines from one of the greatest railroad songs ever written.

Metcalfe was a small farming centre and bedroom community of perhaps 400 located in Carleton County, 30 kilometres (*19 miles*) south of Ottawa and just east of Highway 31. The village had never been on a railway, but there were three lines close by: CN (Montréal-Ottawa) serving Casselman to the east; CP (Ottawa-Prescott) running through Osgoode station to the west; and CP (Montréal-Toronto) serving Winchester to the south. For many years, the New York Central's Cornwall-Ottawa line ran through Edwards to the north and Russell to the east, but it had been abandoned in 1958.

I switched to Osgoode Township High School in Metcalfe and graduated in 1964, whereupon I took a Bachelor of Arts degree at Ottawa's Carleton University, working summers on farm drainage survey crews around eastern Ontario. (This furthered my interest in trains, due to the close proximity of railways to several projects, examples being CP's Ottawa-Montréal "Short Line" near Navan and CN's Ottawa-Napanee line near Fallowfield.) Although I took no dedicated transportation courses in university, a concurrent fascination with geography and communication led to my selecting transportation themes wherever possible for research projects and papers.

After graduating, I took a year off and worked full-time at Metropolitan Life of Canada's Ottawa head office, before returning to Carleton in September of 1968 to take a 2-year, Master of Arts degree in the Institute of Canadian Studies. Upon completing the first year of this program in May, I spent the rest of

NO MATTER WHERE IT'S GOING: 1960's

1969 working for the Research Branch of the Canadian Transport Commission (CTC), a body recently established in Ottawa to regulate transportation activities falling under the jurisdiction of the federal government. The head of the Institute, the late Dr. Pauline Jewett, secured this job for me based on my various transportation-related projects, and I was soon added to a team conducting a comprehensive Ontario-Québec Intercity Passenger Transport Study. In September, I hung around to work on a CTC Northern Air Traffic Survey, postponing the second year of my M.A. in favour of travelling extensively in northern and western Canada.

As in the previous decade, most of my trips in the early 1960's were from Alexandria to Ottawa to see our dentist or to Montréal to visit brother David, then taking graduate studies at McGill. After moving to Metcalfe, most trips were from Ottawa to Montréal for sporting or other events, spiced up in 1967 by a sampling of the Pennsylvania Railroad (PRR) while David was working for the E.I. DuPont de Nemours company in Wilmington DE. Finally, my early work for the CTC during 1969 led to a number of trips in the Ontario-Québec Corridor.

In addition to the trains, I also used Voyageur Colonial Lines occasionally, from Metcalfe corner to visit a friend in Long Sault ON, and from Ottawa to attend packaged events in Montréal. Around this time, my sister Dorothy became the first family member to fly when she took British Overseas Airways Corp. to London for a holiday. My inaugural flight occurred in 1969, in connection with a last-minute CTC work assignment at Toronto International Airport.

Where the passenger train was concerned, this decade saw the demise of CP as an active competitor and emergence of CN as an aggressive, innovative operator on the North American scene. The latter introduced its "Red-White-Blue" pricing system in 1963 to both spread out demand and maximize revenue. In 1965, the two railways ended their Ontario-Québec Corridor Pool Agreement, essentially freeing CP to wind down its involvement and CN to introduce new and faster intercity services. On transcontinental routes, CN replaced its secondary *Continental* with a *Panorama* equal to the primary *Super Continental*, while CP kept its *Canadian* and discontinued the *Dominion*. Where the city of Ottawa was concerned, old Union Station was replaced by a new one on the fringe of the downtown mid-way through 1966. As the Expo 67 World's Fair in Montréal approached, CN purchased fast Turbotrains for the Montréal-Toronto route, as well as a significant number of surplus cars from American railroads. Although the fair boosted train travel, CN began, by the end of decade, to reign in its aggressive approach to passenger service, as increased traffic and revenue failed to offset costs. Even so,

NO MATTER WHERE IT'S GOING: 1960's

Canadians continued to benefit from vastly improved service and more innovative pricing compared to a decade earlier.

In the United States, some railroads continued to operate fine trains, among them the Seaboard Coast Line and predecessors (with partners) down the east coast to Florida, and both the Atchison, Topeka & Santa Fe and Union Pacific-led Overland consortium on western routes. But there was no CN south of the border trying to modernize the passenger train, meaning that traffic continued to decline and more and more trains were discontinued, to the point where only a skeletal network survived the decade.

TRIP DETAILS

I took possibly 64 trips and travelled 12,925 kilometres (*8,066 miles*) by train during the 1960's, of which American-based service providers accounted for 3 trips and 384 km (*240 mls*). Perhaps 55 of the trips were on CN, 6 on CP, and definitely 3 on PRR.

Sixty trips were likely in Coaches and 4 in Sleepers. One was on a self-propelled train; none behind steam.

By year, the greatest distance travelled was perhaps 5,724 km (*3,572 mls*) in 1969; the smallest, 541 km (*338 mls*) in 1962. Most trips were 17 in 1969; the fewest, 4 in 1963, 1964, 1965, 1966 and 1968.

There were perhaps 680 units in these trains: 138 Locomotives & Related Units and 542 cars. The latter by category: Coaches & Dayneters, 208; Parlor & Club Cars, 50; Sleeping & Business Cars, 66; Dining & Other Meal Cars, 35; Lounge Cars, 31; Baggage & Miscellaneous Cars, 152.

On these trips, the fastest average speed by a **Canadian** service provider was on CN No. 50 from Ottawa to Alexandria in both 1961 and 1962: 106 km/h (*66 mph*). **American:** PRR *Afternoon Congressional* from New York to Philadelphia in 1967: 100 km/h (*62 mph*).

Slowest average speed by a **Canadian** service provider was on CP-CN Pool No. 33 from Ottawa to Toronto in 1965: 49 km/h (*30 mph*). **American:** PRR's *Colonial* from Wilmington to New York in 1967: 89 km/h (*55 mph*).

PLACES VISITED

*(Note: * indicates by non-rail means)*

Canada: **ON** – Brantford, Brockville, Burford*, Kingston, Kitchener, Niagara Falls*, Ottawa and Toronto; **QC** – Montréal and Valleyfield*. **United States:** **DE** – Wilmington; **NY** – New York; **PA** – Philadelphia.

PARTICULARLY NOTEWORTHY TRIPS

1960: CN International Limited, Toronto to Brantford (this famous Chicago-bound service passing into the U.S. farther west at the Sarnia/Port Huron gateway, by means of CN's Grand Trunk Western subsidiary);

1961: CN Super Continental, Ottawa to Alexandria (my first trip on CN's premier, cross-Canada train, which by now was picking up some local stops);

1963: CP Dominion, Ottawa to Montréal (over the "Short Line" on a truncated, off-season version of CP's former premier, now secondary transcontinental);

1964: CN Panorama, Montréal to Ottawa (this was CN's ambitious, 1960's running mate to the *Super Continental*, offering mostly the same amenities);

1965: CP-CN Pool 33, Ottawa to Toronto (an historic overnight service using CP tracks via Bedell, Smiths Falls and Peterborough, under the 1933 Pool Agreement); **CN-CP Pool Inter-City Limited**, Toronto to Ottawa (via Brockville on a heavy Sunday afternoon service featuring both Ottawa and Montréal portions);

1967: PRR Colonial, Wilmington to New York (a Boston-bound express over the PRR's famous, electrified multi-track line, with its busy mix of commuter, local, intercity and long-distance trains); **PRR Gulf Coast Special**, Philadelphia to Wilmington (a late evening service carrying three Sleepers for points south of Washington);

NO MATTER WHERE IT'S GOING: 1960's

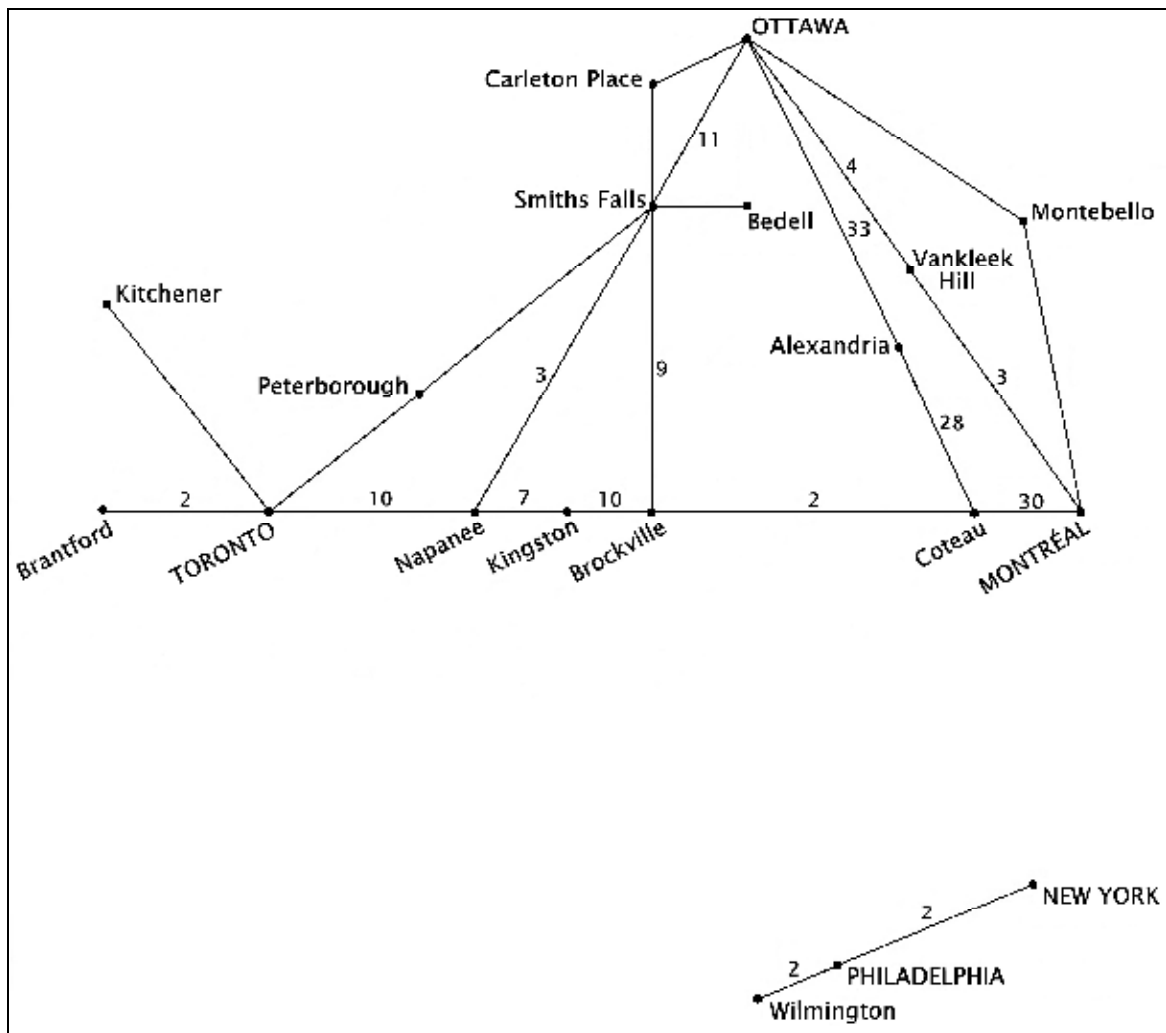
1969: *CN Maple Leaf-Cavalier*, Kitchener to Montréal (my first trip in a Sleeper, forming part of a Chicago-to-Toronto day train before being placed in CN's overnight train onward to Montréal); ***CN Capital***, Ottawa to Toronto (again in a Sleeper, part of an overnight train operated by CN subsequent to the Pool Agreement's demise).

REMINDER!

In most (but not all) cases, trips and dates for this decade are reconstructed from memory and are therefore speculative. Except where noted otherwise, timings and car types are taken from public timetables and equipment lists, while equipment names and numbers are based on other reference documents and indicated in *Italics*.

ROUTE SCHEMATIC

*[Showing one-way rail trips by route segment
(one such trip unless shown otherwise)]*



NO MATTER WHERE IT'S GOING: 1960

1960

ONTARIO/QUÉBEC



[CNR-GTRS System Time Table, 1960/10/30, back cover]

SYNOPSIS

I recall making train journeys in 1960 to visit our family dentist, and to attend baseball, soccer and football games. The above sketch is taken from CN's fall timetable, and appears to be a preview of the railway's soon-to-be-introduced "wet noodle" symbol.

Trips taken: Perhaps 8 were involved covering 764 kilometres (*477 miles*), all on CN and all in Coaches.

Equipment units: possibly 66, made up of 16 Locomotives & Related Units and 50 cars (by category: Coaches & Dayneters, 25; Parlor & Club Cars, 4; Sleeping & Business Cars, 2; Lounge Cars, 1; Baggage & Miscellaneous Cars, 18).

Places visited: **ON** – Brantford, Burford*, Niagara Falls*, Ottawa and Toronto; **QC** – Montréal.
(Note: * indicates by non-rail means.)

Noteworthy train trips: *CN International Limited*, Toronto to Brantford.

Fastest average speed: **CN 82**, Brantford to Toronto, **CN 47**, Alexandria to Ottawa, both 84 km/h (*52 mph*). **Slowest:** **CN 48**, Alexandria to Montréal, 50 km/h (*31 mph*).

Memorable non-rail trips: Automobile, Burford to Alexandria (via Niagara Falls and New York state).

HIGHLIGHT!

Taking one of CN's most famous trains, the *International Limited*, from Toronto to Brantford. I recall three things: calling in at Hamilton's James Street Station; American immigration officers going through the Coaches; and the conductor waking up two very tired boys approaching their destination.

TRIPS AND CONSISTS

15? APR:

CN 47/50 [MONTRÉAL] ALEXANDRIA-OTTAWA & RETURN

E	[2]	6760,6858
X	[2]	9238,9302
C	[2]	5500,5596
PG		Moose Lake

Day excursion to **OTTAWA** with other family members to visit our dentist; * Depart 1031, arrive 1135, with stops at Maxville and Casselman, possibly behind a Montréal Locomotive Works FPA-4/FPB-2 pairing; * We occupied seats in the local Coach, with first-class service being provided by a Parlor Grill; * Returning, depart 1640, arrive 1748; * 90 km in 1 hr 4 mins, or 84 km/h (56 mls/52 mph), on No. 47; * Nos. 6760 (Ir-VIA, NVWT), 6858 (ex-6811, 6855) (both MLW, 1955-8); * No. 5500 (CCF, 1954/Ir-3253, CN, VIA 5500, SPW); * MOOSE LAKE (PS, 1954/Ir-CN, VIA D 1363, VIA CRM, ECPC); * No. 9238 (NSC, 1955).

· **7? JUL:** To **BURFORD** ON west of Toronto with a buddy (four nights there), courtesy of a favourite teacher and football coach who drove us over the recently completed Highway 401 to his family farm located in the middle of Ontario tobacco country near Brantford – the intention being to see more of our home province and take in baseball and soccer games in Toronto, using the farm as a base.

9? JUL:

CN 82 [SARNIA] BRANTFORD-TORONTO

E	[2]	6535,6610
X	[2]	9201,9058
C	[3]	5620,5499,5487

Day excursion into **TORONTO**, our teacher driving us into Brantford to catch CN's Sarnia-Toronto morning service; * Depart there at 0901, arrive Toronto 1010, over the original Great Western line, pausing only at Sunnyside (with following No. 80 making the local stops and calling in at Hamilton) – perhaps behind a General Motors Diesel Division FP9A/B combination * We walked to the baseball stadium to watch the Toronto Maple Leafs (yes, the same name as the hockey team) lose to the Newark Bears in an International

NO MATTER WHERE IT'S GOING: 1960

League game (playing second base for the Leafs: later-to-be famous manager Sparky Anderson), then took the Yonge Street subway north to Varsity Stadium to watch two local soccer clubs play a professional summer league match featuring stars imported from Europe (including the great English winger, Stanley Matthews); * 97 km in 1 hr 9 mins, or 84 km/h (61 mls/52 mph).

ALONG THE LAKESHORE

Both CN and CP operated commuter as well as intercity trains between Hamilton and Toronto during these pre-GO Transit days, with CP exercising running rights over CN.

9-10? JUL:

CN 15 TORONTO-BRANTFORD [CHICAGO] International Limited

E	[2]	6519,6632	TORONTO-PORT HURON
X	[2]	9251,9061	
XML		7846	
X		9234	
C	[3]	5617,4886[GTW],5455	
S	[2]	Green Point,Green Court	
BLS		Cape Chignecto	

Depart 2300, arrive after midnight at 0043, with stops at Sunnyside, Oakville, and Hamilton; * We occupied one of the Coaches, possibly a Grand Trunk Western car such as No. 4886, operating along with a couple of "Green" Sleepers and a Buffet Lounge Sleeper; * This train handled considerable head-end traffic, and included a Railway Post Office; * Automobile back to Burford; * 105 km in 1 hr 43 mins, or 61 km/h (66 mls/38 mph); * No. 4886 (PS, 1953/lr-CN,VIA, ALC); * GREEN POINT (6sc6rm4db), CAPE CHIGNECTO (2db2ct/lr-VIA; CN MTG Tawaw) (both PS, 1954; leased to Pullman until 1965-6); * No. 7846 (NSC, 1948/lr-Wrk 59100); · 11? JUL: Return to ALEXANDRIA by automobile (an interesting, day-long trip via Niagara Falls and Rochester NY, then over the Ivy Lea bridge back into Canada near Prescott ON).



[gtwhs.org; logoserver.com (Maple Leafs baseball logo)]

NO MATTER WHERE IT'S GOING: 1960



1960's-3: Toronto Union Station night scene featuring, to the lower right, CP cars being loaded with mail and express, possibly on Montréal-bound Pool No. 22 (late 1950's/early 1960's) [BRIAN BROWNE TRIO, *THE TORONTO SCENE* (ALBUM COVER; NO PHOTO CREDIT PROVIDED)].

CN AND THE PULLMAN COMPANY

Our *International Limited's* "Green" Sleepers and "Cape" Buffet Lounge Sleeper were still under lease to the U.S.-based Pullman Co. for operation over this route, a long-standing arrangement on CN's former Grand Trunk lines only (amongst them, Montréal-Toronto). Pullman's main role was to staff and provision the cars on behalf of CN, which took some of these cars back off lease in 1959; the rest by 1966. (CP mostly operated its own Sleepers, but did lease cars to Pullman for service over the St. Paul-Vancouver route operated in conjunction with the railway's Soo Line subsidiary.)

3? OCT:

CN 47/50 [MONTRÉAL] ALEXANDRIA-OTTAWA & RETURN

E	[2]	6792,6788
X	[2]	9071,9019
C	[3]	5193,5604,5479
PG		Bras d'Or Lakes

Another day excursion to **OTTAWA** to visit our dentist; * Depart 1031, arrive 1135; returning, depart 1725, arrive 1828, perhaps occupying a pre-war Coach; * No. 5193 (CCF, 1937/lr-Wrk 40102).

8? OCT:

CN 48 [OTTAWA] ALEXANDRIA-MONTRÉAL

E	[2]	6542,6618
X	[2]	9269,9030
C	[4]	5301,5639,5443,5409[dd]

To **MONTRÉAL** on Thanksgiving Day weekend to visit David, now studying for his doctorate at McGill (two nights there); * Depart 1008, arrive 1210, on a local train having major stops at Glen Robertson, Ste-Justine QC, De Beaujeu, St-Polycarpe, Coteau, Ste-Anne-de-Bellevue and Lachine; * We spent Monday afternoon watching the Ottawa Rough Riders wallop the Alouettes 51-21 in a Canadian Football League game played at Percival Molson stadium, located right on the McGill campus, with star Canadian running back Ronnie Stewart racking up close to 300 yards and scoring four touchdowns as the Riders geared up toward a Grey Cup victory over the Edmonton Eskimos in Vancouver; * 101 km in 2 hrs 2 mins, or only 50 km/h (63 mls/31 mph); * Nos. 6542, 6618 (GMD, 1957-8/lr-VIA); * No. 9030 (NSC, 1949/lr-8017, Wrk 59121).

10? OCT:

CN 153 MONTRÉAL-ALEXANDRIA [OTTAWA]

E	[2]	6530,6625
X	[2]	9029,9278
C	[5]	5291,5402,5438,5621,5600

Return to **ALEXANDRIA**, departing 1730, arriving 1913, on this longer than usual, end of the holiday weekend train.

NO MATTER WHERE IT'S GOING: 1960



1960's-4: CN No. 6 *Inter-City Limited*, a companion of the *International Limited*, west of Toronto at Oakville ON, behind Grand Trunk Western GP9's 4900 and 4909 (1964/01/01) [BILL LINLEY].



[Pullman Co. brochure, 1957]

NO MATTER WHERE IT'S GOING: 1961

1961

ONTARIO/QUÉBEC



[CNR-GTRS System Time Table, 1961/04/30, front cover]

SYNOPSIS

I possibly made journeys this year to visit my brother David, attend the Central Canada Exhibition, and see our family dentist.

Trips taken: Perhaps 6 were involved covering 555 kilometres (346 miles), 5 on CN and 1 on CP, all in Coaches.

Equipment units: possibly 54, made up of 12 Locomotives & Related Units and 42 cars (Coaches & Dayneters, 16; Parlor & Club Cars, 3; Sleeping & Business Cars, 6; Dining & Other Meal Cars, 3; Lounge Cars, 2; Baggage & Miscellaneous Cars, 12).

Places visited: **ON** – Ottawa; **QC** – Montréal.

Noteworthy train trips: **CP 233**, Vankleek Hill to Ottawa; **CN Super Continental**, Ottawa to Alexandria; **CN 50**, Ottawa to Alexandria.

Fastest average speed: **CN 50**, Ottawa to Alexandria, 106 km/h (66 mph). **Slowest:** **CN Continental**, Alexandria to Montréal, 52 km/h (32 mph).

HIGHLIGHT!

Taking CP No. 233 into Ottawa over the “Short Line” – this after being greeted by the sight of eastbound No. 8, the *Dominion* from Vancouver, in the hole at Vankleek Hill with a long summer consist of new stainless-steel and old heavyweight cars (including Diner, Skyline Cafe Dome Lounge Coach, Tourists, Sleepers, and Park Observation Lounge Dome Sleeper at the rear).

MILESTONE

CN introduced its “wet noodle” symbol in 1961, while CP was content to modernize its stylized, “Canadian Pacific” logo.

TRIPS AND CONSISTS

13? JUL:**CN 4 [VANCOUVER] ALEXANDRIA-MONTRÉAL *Continental***

E	[3]	6525,6636,6624	
X	[2]	9025,9302	
XML		7847	WINNIPEG-MONTRÉAL
XY		9209	
C	[2]	5603,5531	
Cafe		499	
T		<i>Pointe du Chêne</i>	
S		<i>Westgate</i>	WINNIPEG-MONTRÉAL
BLS		<i>Fort Steele</i>	
S		<i>Watrous</i>	NORTH BAY-MONTRÉAL
C	[2]	5534,5461	OTTAWA-MONTRÉAL

To **MONTRÉAL** to visit David, still attending McGill (two nights there); * Depart 0951, arrive 1145 on the *Continental*, pausing at Glen Robertson, Ste-Justine QC, St-Polycarpe, Coteau, Vaudreuil, Ste-Anne-de-Bellevue and Dorval – stops, for the most part, formerly made by the now, non-stop No. 48; * No. 4 might have been hauled this day by an FP9A and two F9B's, and there was still a lot of head-end traffic, including a Railway Post Office; * I occupied a seat in one of the Coaches added at Ottawa to a peak summer train featuring several heavyweight cars built between 1919 and 1923, namely the Cafeteria, Tourist Section Sleeper (with kitchen), Standard Section Sleeper, and Buffet Lounge Sleeper; * Roomette Sleeper WESTGATE was of a later vintage (1938), having been acquired from the New York Central; * Baggage No. 9302 was rebuilt later into a Lounge car for the Alaska Railroad, while FORT STEELE was modernized as Buffet Lounge BON VOYAGE; * 99 km in 1 hr 54 mins, or 52 km/h (62 mls/32 mph); * Nos. 6525 (*Ir-AC,WC,KJ 1754, KJ 408, P&W, KJ 1754*), 6636, 6624 (*all GMD, 1957-8/ir-VIA*); * No. 5534 (*CCF, 1954/ir-VIA, DWM*); * No. 499 (*CCF, 1920; ex-D 1248*); * POINTE DU CHÊNE (*CCF, 1919, 14sc; CNoR,CN 2231*); * FORT STEELE (*CCF, 1924, 4db/ir-CN,VIA BL Bon Voyage*); * WESTGATE (*PS, 1938, 17rm1sc; ex-NYC City of Detroit*); * WATROUS (*CCF, 1923, 8sc1dr2ct; ex-12sc1dr*); * No. 9302 (*NSC, 1958/ir-CN,VIA 9673, FFT C, RRC, ARR L*); * No. 9209 (*NSC, 1954, ex-X*); * No. 7847 (*NSC, 1948*).

NO MATTER WHERE IT'S GOING: 1961

CN DORVAL

Further to a line relocation, Dorval by now had replaced Lachine as the final pause before Montréal Central Station for trains coming in from the west.

15? JUL:

CN 51 MONTRÉAL-ALEXANDRIA [OTTAWA]

E		6766
X		9268
C	[3]	5395,5498,5199

Return to **ALEXANDRIA**, departing 1730, arriving 1913, possibly led by an FPA-4 pulling very much a local service operating just behind the non-stop *Super Continental*; * No. 6766 (*MLW*, 1958).

2? AUG:

CP 233 [MONTRÉAL] VANKLEEK HILL-OTTAWA

E	[2]	1408,1903
X	[2]	4715,4241
C	[2]	2239,2250
BP		6668

Day excursion to **OTTAWA** to take in the Central Canada Exhibition ("Ottawa Ex") with younger brother Ray, cousin Ken Boulton, and a buddy, starting with an automobile trip 27 kilometres (17 miles) north to intersect the CPR at Vankleek Hill; * Depart there at 0929, arrive Ottawa 1030 non-stop, possibly behind an FP9A/B duo and occupying the local Coach, with first-class service being provided in a heavyweight Buffet Parlor car; * This line still featured intercity trains as well as *The Canadian* and *Dominion* transcontinentals, but Vankleek Hill was now the only intermediate point beyond the Montréal commuter belt still having meaningful service; * 87 km in 1 hr 1 min, or 86 km/h (54 mls/53 mph); * Nos. 1408, 1903 (*Ir-CP*, *VIA* 4475, *VIA* 1963, 6652) (*both GMD*, 1954); * No. 2239 (*CCF/CP*, 1949/*Ir-VIA*); * No. 6668 (*CCF/CP*, 1926); * No. 4241 (*CCF*, 1947).

NO MATTER WHERE IT'S GOING: 1961



1960's-5: CP No. 232 at Hurdman, outbound from Ottawa Union Station for Montréal, behind FP9A No. 1408 (1965/08/27) [BRUCE CHAPMAN].

HIGHLY RECOMMENDED

The reader might want to check out Duncan Dufresne's "Steam on the Main Line" article for a description of CP's Montréal & Ottawa Subdivision (please refer to **BIBLIOGRAPHY** for reference). True, it involves one of CP's magnificent Hudson's during the recently ended steam era, but you won't find a better account of railroading from the cab, including the final "dash to Hurdman".

CN 2 [VANCOUVER] OTTAWA-ALEXANDRIA [MONTRÉAL] Super Continental

E	[2]	6510,6634
X		9218
C	[2]	5498,5533
DnY		427
BLS		Fort Qu'Appelle
T		Indigo

NO MATTER WHERE IT'S GOING: 1961

DL	1350	CAPREOL-MONTRÉAL
S	[2] <i>Ellerslie, Endcliffe</i>	
C	5615	OTTAWA-MONTRÉAL

Depart 1705, arrive 1808, this being my first trip on the *Super Continental*, which was now adding a Coach at Ottawa Union and stopping at Casselman and Moose Creek; * No. 2 featured what CN was calling a "Tourist Roomette Sleeper", two "E" Sleepers, Dinette Dormitory, and "Tourist Lounge" (let's say a "Fort" car); * INDIGO (CCF, 1950, 24du/lr-VIA, E&LS); * FORT QU'APPELLE (CCF, 1924, 4db; ex-Fort Howe/lr-CN, VIA BL Avant Garde, MHS, NRHBC); * No. 427 (PS, 1954/lr-VIA, S&H 42); * ELLERSLIE (PS, 1954, 4sc8du4db; leased to Pullman until 1959/lr-VIA, B&A).

24? OCT:

CN 47/50 [MONTRÉAL] ALEXANDRIA-OTTAWA & RETURN

E	[2] 6788,6865
X	[2] 9019,9273
C	[2] 5578,5612
PG	<i>Luster Lake</i>

Day excursion to **OTTAWA** with other family members to visit our dentist; * Depart 1021, arrive 1125, stopping at Maxville and Casselman; * Returning, depart 1630, arrive 1721, with Alexandria now the only stop all the way into Central Station on this afternoon business train – my fastest timing so far on this segment; * 90 km in 51 minutes, or 106 km/h (56 mls/66 mph), on No. 50.

HITTING THE GROUND

I can't remember if this was the year, but once when my cousin Ken was visiting, the eastbound *Continental* inadvertently took the siding west of Alexandria station at speed and smashed into a string of coal hoppers – rumour having it that a disgruntled, ex-CN employee was to blame. Lots of excitement for us, and the local newspaper.

NO MATTER WHERE IT'S GOING: 1961



1960's-6: CN No. 47 at Hurdman on the final stretch from Montréal into Ottawa Union Station, behind FPA-4 No. 6768 (1962/04/22) [BILL LINLEY]



[ribbonrail.com]

NO MATTER WHERE IT'S GOING: 1961



1960's-7: Pool No. 263 departing Ottawa West station for Brockville, trailed by Refrigerator car No. 280764 in mail service (1965/10/30) [BRUCE CHAPMAN].

BAD WEATHER TRAINS

Alexandria bore the brunt of some awful winter storms, as the weather systems moved east along Lake Ontario and down the St. Lawrence towards Montréal. I recall standing on the platform one windy, sleety Friday evening, waiting for my sister Dorothy (who was working in Ottawa at the time) to arrive home on No. 50. I struck up a conversation with two American seminarians who were trying to return to Hartford CT after some church business in town. They were getting quite concerned about their chances of connecting to CN's overnight *Washingtonian*, scheduled to depart Montréal Central Station at 2035 hours for Hartford, New York City, and the U.S. capital. They should have had a 2-hour cushion, but No. 50 was already more than an hour late, with half of its run to go. One thing's for certain: the roads would have been impassible that evening, leaving the trains as the only things moving.

NO MATTER WHERE IT'S GOING: 1962

1962

ONTARIO/QUÉBEC



[CP System Time Table, 1961/04/30, 32]

SYNOPSIS

I possibly made journeys this year to attend a swimming course, see our family dentist, visit my brother David, and go to a National Hockey League game – all of this before our family moved from Alexandria to Metcalfe. The above ad demonstrates Canadian Pacific at the height of its multimodal glory, here featuring airplanes, ships and trains.

Trips taken: Perhaps 6 were involved covering 541 kilometres (338 miles), all on CN and all in Coaches.

Equipment units: possibly 46, made up of 11 Locomotives & Related Units and 35 cars (Coaches & Dayneters, 17; Parlor & Club Cars, 3; Sleeping & Business Cars, 1; Baggage & Miscellaneous Cars, 14).

Places visited: **ON** – Ottawa; **QC** – Montréal.

Noteworthy train trips: **CN Continental**, Alexandria to Dorval.

Fastest average speed: **CN 50**, Ottawa to Alexandria, 106 km/h (66 mph). **Slowest:** **CN Continental**, Alexandria to Dorval, 52 km/h (32 mph).

HIGHLIGHT!

Taking the *Continental* into Montréal for a hockey game, this short, off-peak version having no meal car but plenty of head-end cars and a North Bay-Montréal Sleeper.

MILESTONE

Some CN passenger cars were now sporting a new, white-with-black trim look – part of CN's "re-imaging" but, frankly, not nearly as classy as the recent green, gold and black scheme.

TRIPS AND CONSISTS

1? MAR:

CN 47/50 [MONTRÉAL] ALEXANDRIA-OTTAWA & RETURN

E	[2]	6763,6865
X	[2]	9278,9287
C	[3/4]	5611,5499,5507, 5538[No. 50 only]
PG		Babine Lake

Day excursion to **OTTAWA** with other family members to visit our dentist; * Depart 1031, arrive 1135, with stops at Maxville and Casselman, possibly behind an FPA/B-4 combination; * We occupied seats in the local Coach, operating along with a Parlor Grill for government and business types; * Returning, depart 1630, arrive 1721 non-stop; * 90 km in 51 mins, or 106 km/h (56 mls/66 mph), on No. 50; * Nos. 6763 (*Ir-W&H, NGTK, NCR, DLR, WRR*), 6865 (*both MLW, 1958/Ir-VIA*); * No. 5611 (*CCF, 1954/Ir-TTSL Cap-Brûlé, WSJ,GCRT, RMRS 5611*); * BABINE LAKE (*PS, 1954/Ir-CN, VIA D 1361*); * No. 9278 (*CCF, 1958/Ir-CN, VIA 9649, RRC*).

7? MAR:

CN 51 [MONTRÉAL] ALEXANDRIA-OTTAWA

E	[2]	6766,6864
X	[2]	9287,9065
C	[3]	5188,5604,5503

To **OTTAWA** with a buddy to attend a swimming course, departing 2013, arriving 2135 (two nights at the YMCA).

BEACH BLANKET BINGO TRAIN TRIP

This trip into Ottawa on No. 51 materialized because I'd lined up a job as a lifeguard and swimming instructor at the local beach, and wanted to upgrade my skills. No dramatic rescues ensued that summer, but it proved to be great for girl-watching!

NO MATTER WHERE IT'S GOING: 1962



1960's-8: CN train outbound from Ottawa Union Station to Montréal, passing the site of the almost completed new station, behind FPA-2 No. 6754 and Box Express car in the old colours (1966/06/07) [BRUCE CHAPMAN].

9? MAR:

CN 50 OTTAWA-ALEXANDRIA [MONTRÉAL]

E	[2]	6537,6633
X	[2]	9226,9229
C	[3]	5604 ,5617,5439
PG		Bras d'Or Lakes

Depart 1730, arrive 1821, perhaps this time featuring an FP9A/B combination rushing us home in time for a late supper, * Nos. 6537, 6633 (both GMD, 1958/Ir-VIA).

23? MAR:

CN 4 [VANCOUVER] ALEXANDRIA-DORVAL [MONTRÉAL] Continental

E	[2]	6534,6629
XML	7822	WINNIPEG-MONTRÉAL

NO MATTER WHERE IT'S GOING: 1962

X	[2]	9023,9269	
XY		9211	
C	[2]	5523,5598	
S		South Porcupine	NORTH BAY-MONTRÉAL

To **MONTRÉAL** to attend a hockey game and visit David, then finishing his doctorate at McGill and living temporarily in Lachine (two nights there); * Depart 0936, arrive Dorval 1110, with major stops at Glen Robertson, Ste-Justine QC, De Beaujeu, St-Polycarpe, Coteau, Vaudreuil, Ste-Anne-de-Bellevue and Dorval; * The *Continental* was now an all-stops local from Ottawa to Montréal, taking just more than an hour-and-a-half from Alexandria into Central Station – my slowest trip ever on this segment; * CN was no longer providing a meal car during off-peak months and offered only one Sleeper (a North Bay-Montréal Roomette car), in contrast to the soon-to-be-augmented summer version – but there was still a fair amount of head-end traffic, including Baggage, Baggage Dormitory, and Railway Post Office cars; * I took a CP commuter train next day into the city to see the Canadiens defeat the Chicago Blackhawks 5-3 at the Forum, returning afterwards to Lachine by bus as there was no commuter train that late in the evening, not even on Saturdays; * 82 km in 1 hr 34 mins, or 52 km/h (51 mls/32 mph); * SOUTH PORCUPINE (PS, 1938, 18rm; ex-NYC City of South Bend); * Nos. 9211 (ex-X), 9023 (both NSC, 1949-54); * No. 7822 (CCF, 1937/lr-Wrk 60336).

25? MAR:

CN 153 MONTRÉAL-ALEXANDRIA [OTTAWA]

E		6777	
X	[2]	9057,9028	
C	[2]	5567,5528	

Return to **ALEXANDRIA**, starting with a CP commuter train into Montréal for the day, then CN home; * Depart 1850, arrive 2035.

SAYING GOODBYE AT OTTAWA UNION

After moving to Metcalfe, I invited two of my best Alexandria buddies to take the train into Ottawa for a Rough Riders game. It was just like old times, but when they disappeared through the gate to catch No. 50 back home, it really hit me that I lived in a new town now, and would have to develop new friendships. Train stations! You can't beat 'em for emotional goodbyes.

NO MATTER WHERE IT'S GOING: 1962



1960's-9: Toronto-to-Ottawa Pool No. 34 at Smiths Falls ON, led by CP RS10 No. 8562 and attended by a Royal Mail van (1965/09/04) [BRUCE CHAPMAN].

WHEN SPORTS TEAMS USED THE TRAINS

My trip into Montréal for a hockey game triggers memories, from 1950's Alexandria days, of attending a Canadiens versus New York Rangers match-up at the Forum, courtesy of a buddy whose father had season tickets. The game ended in a rare "Broadway Blue Shirts" victory (1-0) over the powerful Canadiens, and my friend's dad had sufficient influence to get us into a happy dressing room afterwards, the idea being to get a souvenir stick or two. No dice, however, as team staff were frantically packing away equipment and cajoling the players into getting ready to vacate the Forum as soon as possible. They were catching the overnight Delaware & Hudson-New York Central *Montréal Limited* to "The Big Apple", and it was scheduled to depart in just 15 minutes from CP's Westmount station. This was another tradition soon to fall by the wayside, what with shifting travel patterns and the NHL's 1967 expansion to places as far away as Los Angeles and Oakland.

NO MATTER WHERE IT'S GOING: 1963

1963

ONTARIO/QUÉBEC



[CP System Time Table, 1956/04/29, inside front cover]

SYNOPSIS

I possibly made two excursions this year, one to attend a football game and the other just get away for the day. While the above ad is from the mid-1950's, CP's still was operating two, dome-equipped transcontinentals in 1963, and I got to ride on one of them.

The CP consists are actual, taken from information kindly provided by Bruce Chapman, based on records in his possession. My dates are chosen to match those records.

Trips taken: Perhaps 4 were involved covering 744 kilometres (*464 miles*), 2 on CN and 2 on CP, all in Coaches.

Equipment units: possibly 52, made up of 8 Locomotives & Related Units and 44 cars (Coaches & Dayneters, 8; Parlor & Club Cars, 3; Sleeping & Business Cars, 6; Dining & Other Meal Cars, 1; Lounge Cars, 3; Baggage & Miscellaneous Cars, 23).

Places visited: QC – Montréal.

Noteworthy train trips: *CP Dominion*, Ottawa to Montréal.

Fastest average speed: *CN 48*, Ottawa to Montréal, 88 km/h (*55 mph*). **Slowest:** *CP Dominion*, Ottawa to Montréal, 80 km/h (*50 mph*).

HIGHLIGHT!

Taking the *Dominion* to Montréal, this off-peak version featuring lots of head-end cars, two deadheading Buffet Parlors, two Coaches, two Sudbury-Montréal Sleepers (instead of the usual one), and a Skyline Cafe Dome Lounge Coach from Winnipeg – the last-mentioned allowing CP still to claim this as a Scenic Dome train.

NO MATTER WHERE IT'S GOING: 1963

MILESTONE

CN introduced its innovative “Red-White-Blue” pricing system this year, designed to boost overall traffic but in such a way as to encourage travel on off-peak days and seasons. CP had little choice but to follow suit with its “Faresaver Plan”.



*[CNR System Time Table,
1963/10/27, back cover]*

THE BUDD COMPANY

CP turned to the American Budd Co. when re-equipping its fleet in the early 1950's, given that Budd's stainless-steel technology had enabled it break Pullman Standard's domination in the U.S.. The result was CP's beautiful *Canadian* and large fleet of self-propelled Rail Diesel Cars. CN also purchased Budd RDC's, but stuck with Montréal-based Canadian Car & Foundry for its Coaches and Pullman Standard for Sleepers, Diners and other specialty cars.



*[Canadian Rail No. 491,
2002/11-12, 209]*

TRIPS AND CONSISTS

13? JUL:

CN 48 OTTAWA-MONTRÉAL

E	[2]	6791,6858
X	[2]	9251,9279
C	[3]	5283, 5439 ,5477
PG		Severn Lake

To **MONTRÉAL** for the day with friends; * Depart Ottawa 0745, arrive 0955, with stops at my old home town of Alexandria, Coteau QC and Dorval, possibly behind an FPA-4/FPB-2 combination; * We occupied seats in the local Coach, and the usual Parlor Grill rounded out the train; * 191 km in 2 hrs 10 mins, or 88 km/h (119 mls/55 mph); * Nos. 6791, 6858 (ex-6811, 6855) (both MLW, 1955-9/lr-VIA); * No. 5439 (CCF, 1954/lr-VIA, CN, CC&RG); * SEVERN LAKE (PS, 1954/lr-CN,VIA D 1364, FPD); * No. 9251 (CCF, 1955/lr-CN,VIA, GCRT 9632).

13-14? JUL:

CN 3 MONTRÉAL-OTTAWA [VANCOUVER] *Continental*

E	[2]	6523,6616	
X	[2]	9026,9253	
XML		7843	MONTRÉAL-WINNIPEG
XY		9207	
C	[2]	5629, 5597	
Cafe		495	
T		Pointe Basse	
BLS		Fort William	
S		Flin Flon	MONTRÉAL-WINNIPEG

Depart 2230, arrive 0050, with stops at Dorval, Ste-Anne-de-Bellevue and Alexandria, on a secondary CN transcontinental now down to bare essentials, despite it being mid-summer; * No. 3 featured several modernized heavyweights, and there was still lots of head-end traffic on this train, including a Railway Post Office; * 191 km in 2 hrs 20 mins, or 82 km/h (119 mls/51 mph); * Nos. 6523 (lr-VIA 6312, MN, GEX 1401),

NO MATTER WHERE IT'S GOING: 1963

6616 (*Ir-VIA, KCS Pittsburg*) (*GMD, 1957*); * *POINTE BASSE* (14sc; *CNoR, CN 2226*), *FLIN FLON* (12sc1dr; *ex-Tupper*), *FORT WILLIAM* (4db/*Ir-Wrk 60510*) (*all CCF, 1919-27*); * No. 495 (*CCF, 1920; ex-D 1255*); * Nos. 9026 (*NSC, 1949/Ir-Wrk 70778:2*); * No. 9207 (*NSC, 1954; ex-X*); * No. 7843 (*NSC, 1948*).

12 OCT:

CP 8 [VANCOUVER] OTTAWA-MONTRÉAL *Dominion*

E	[2]	1419,1905	
XML		3701	OTTAWA-MONTRÉAL
BP	[2]	6630,6664 [<i>dd</i>]	"
X		5801	WINNIPEG-MONTRÉAL
M		29087	MOOSE JAW--MONTRÉAL
M		29040	
X	[2]	4902,4706	
X		4776	SUDBURY-MONTRÉAL
XML		3622	[<i>SAULT STE. MARIE</i>] SUDBURY-MONTRÉAL
X		4711	
CfLC		502	WINNIPEG-MONTRÉAL
C	[2]	2166,2274	SUDBURY-MONTRÉAL
S	[2]	Château Varennes, Château Maisonneuve	"

Saturday excursion to **MONTRÉAL** with friends to watch the Rough Riders defeat the Alouettes at Molson stadium – the Riders on their way to another Grey Cup under the leadership of their great Canadian quarterback, Russ Jackson; * Depart 0815, arrive historic Windsor Station 1030, with flag stops at Vankleek Hill, Ste-Anne-de-Bellevue QC and Dorval, then full stops at Montréal West and Westmount, behind only an FP7A and F7B despite 16 cars; * The off-season *Dominion* was still handling a lot of mail and express but not many passengers, as reflected by the presence of Sleepers only on overnight segments like Sudbury-Montréal – but the “Skyline” Cafe Lounge Dome Coach was a nice place to have breakfast; * The 11-car, head-end section included two storage mail cars and two Railway Post Offices, while the two Buffet Parlors were probably deadheading back to Montréal after arriving in revenue service the previous (Friday) evening; * 181 km in 2 hrs 15 mins, or 80 km/h (113 mls/50 mph); * Nos. 1419 (*ex-4061/Ir-4061*), 1905 (*Ir-CP, VIA 4477, VIA 1964, 6653*) (*both GMD, 1952-4*); * No. 2274 (*CCF/CP, 1950*); * No. 502 (*Ir-VIA CfeL 502, 8502*), CHÂTEAU VARENNES (4sc8du3db1dr) (*both Budd, 1954-5/Ir-VIA*); * No. 3701 (*CCF, 1950; ex-3645, 4816*).

NO MATTER WHERE IT'S GOING: 1963



1960's-10: CP No. 4 *Dominion* passing Deep Cut after departing from Ottawa Union Station for Montréal, behind FP7A No. 1402 and GP9 No. 8508 (1965/08/27) [BRUCE CHAPMAN].

ADVANCE DOMINION

Until early 1960, CP operated what was loosely referred to as the *Advance Dominion*, although these trains variously ran before or after the real thing, depending upon era and direction. On the Montréal-Ottawa-Sudbury segment, Nos. 9 & 10 handled mainly head-end and local Coach traffic. In fact, for many years, Coach passengers had no choice but to use westbound No. 9 between points east of Sudbury as they were not allowed to travel on the *Dominion* proper (no such restriction on No. 10, though).



[logoserver.com]

NO MATTER WHERE IT'S GOING: 1963

CP 7 MONTRÉAL-OTTAWA [VANCOUVER] *Dominion*

E	[2]	1406,1911	
M		29042	MONTRÉAL-MOOSE JAW
M		29043	
X		5611	MONTRÉAL-WINNIPEG
X	[2]	4725,4703	
X		4747	MONTRÉAL-SUDBURY
XML		3621	MONTRÉAL-SUDBURY [SAULT STE. MARIE]
X		4711	
CfLC		502	MONTRÉAL-WINNIPEG
C		2274	MONTRÉAL-SUDBURY
S	[2]	Château Varennes, Château Maisonneuve[dd]	"

Returning, depart 2105, arrive 2315, with pretty much the same car types; * On every other day of the week, CP attached at least one heavyweight Buffet Parlor car to No. 7 as far as Ottawa.

A ROMANTIC DOMINION MEMORY

On a cold December's night just before Christmas, 1965, I drove a Carleton University friend to Union Station to catch the *Dominion* back to her home town of Medicine Hat AB. Her father worked for CP and she was travelling on a pass not honoured on *The Canadian*. I can still see the train standing on Track 2, shrouded in steam escaping from the hoses linking the cars. Alas, the *Dominion* would be discontinued in the early days of 1966 – just a few weeks away.



[CP System Time Table, 1956/
04/29, inside front cover]

NO MATTER WHERE IT'S GOING: 1963



1960's-11: CP No. 8 *Dominion* resting at Montréal's Windsor Station after completing its journey from Vancouver, with Delaware & Hudson-New York Central's *Montréal Limited* in the background (impossible to identify CP cars, but NYC sleeper was 10 Roomette-5 Double Bedroom CASCADE WATERS, built by Pullman Standard in 1940) (1959/10/??) [PEEL O. STEVEN].

TWILIGHT OF ANCILLIARY SERVICES

While CN and CP both continued to operate ships on the Inside Passage to Alaska (the former using PRINCE GEORGE, as pictured below; the latter PRINCESS PATRICIA), the days of railways engaging in non-rail activities were coming to an end.



[CN System Time Table, 1964/
10/25, inside back cover]

NO MATTER WHERE IT'S GOING: 1963



1960's-12: CN No. 2 *Super Continental* alongside the Rideau Canal after leaving Ottawa Union Station for Montréal, behind an FP9A/B combo (1963) [CANADA SCIENCE AND TECHNOLOGY MUSEUM, CSTM/CN COLLECTION NO. CN000562].

NO MATTER WHERE IT'S GOING: 1964

1964

ONTARIO/QUÉBEC



[VIA Accommodations brochure, 1979/04]

SYNOPSIS

I possibly made journeys this year to watch hockey and football games. The above sketch demonstrates the joys of having dinner in the Dining car, especially as a family.

Trips taken: Perhaps 4 were involved covering 764 kilometres (477 miles), all on CN and all in Coaches.

Equipment units: possibly 40, made up of 8 Locomotives & Related Units and 32 cars (Coaches & Dayneters, 9; Parlor & Club Cars, 4; Sleeping & Business Cars, 5; Dining & Other Meal Cars, 3; Lounge Cars, 3; Baggage & Miscellaneous Cars, 8).

Places visited: QC – Montréal.

Noteworthy train trips: *CN Panorama*, Montréal to Ottawa.

Fastest average speed: *CN 49*, Montréal to Ottawa, 92 km/h (57 mph). **Slowest:** *CN Panorama*, Montréal to Ottawa, 85 km/h (53 mph).

HIGHLIGHT!

Taking the *Panorama* from Montréal back to Ottawa, my first trip on this new transcontinental train offering mostly the same amenities as the *Super Continental*, although this was a modest off-season version.

MILESTONE

CN's passenger-train revival got into full swing this year, the highlights including some big improvements on the Montréal-Ottawa route and introduction of the aforementioned *Panorama*.

TRIPS AND CONSISTS

9? APR:

CN 2 [VANCOUVER] OTTAWA-MONTRÉAL *Super Continental*

E	[3]	6540,6632,6531	
X		9274	
C	[2]	5617,5477	
DnY		433	
S	[2]	Exeter,Ingramport	
D		1344	CAPREOL-MONTRÉAL
BL		Joie de Vivre	
S		Battleford	
P		Charleston Lake	OTTAWA-MONTRÉAL
C		5440	"

To **MONTRÉAL** with some buddies to watch the hated Toronto Maple Leafs eliminate my Canadiens from the playoffs with a 3-1 victory; * Depart Ottawa 1230, arrive 1440 on the *Super Continental* from Vancouver, with one stop at Dorval QC, possibly behind two FP9A's spliced by an F9B; * CN still was using modernized heavyweights such as the Section Sleeper and Buffet Lounge car here (the latter one of several rebuilt from "Fort"-series cars), as well as a Parlor such as former Colonist and Hospital car CHARLESTON LAKE, added in Ottawa along with a Coach; * 191 km in 2 hrs 10 mins, or 88 km/h (119 mls/55 mph); * Nos. 6540 (Ir-NKRM, B&SV), 6531 (Ir-VIA 6531, AC,WC,GRY 1755, GRY 405, PRC,KJ 1755), 6632 (all GMD, 1957-8/Ir-VIA); * No. 5440 (CCF, 1954/Ir-VIA, NTFT, GCRT); * CHARLESTON LAKE (CCF, 1919, 1dr; ex-CNoR,CN Col 2879, P Charleston, H 15659/Ir-K, Wrk 58990); * BATTLEFORD (CCF, 1923, 8sc1dr2ct; ex-12sc1dr); * EXETER (PS, 1954, 4sc8du4db/Ir-VIA, UJS); * INGRAMPORT (CCF, 1950, 24du/Ir-VIA, NRC, MCRHS); * JOIE DE VIVRE (CCF, 1920; ex-BLS Fort Dunvegan); * No. 9274 (NSC, 1958).



[habs.com; logoserver.com]

NO MATTER WHERE IT'S GOING: 1964

SUNSET ON THE CONTINENTAL

Nos. 3 and 4 by now had been relegated to a mail-and-express role between Montréal and Saskatoon, albeit offering Coach accommodation. Furthermore, No. 3 left Dorval at 2307 just ahead of the *Panorama*, after coming straight from the yard, not Central Station.

9-10? APR:

CN 49 MONTRÉAL-OTTAWA

E		6766
X		9264
C	[2]	5284, 5537
PG		Grand Lake

Depart 2330, arrive 0135 on a late night train added the previous fall as part of CN's efforts to improve service on this route – stopping at Alexandria but not Dorval; * The timetable specifies a Parlor Grill, which is surprising considering this train started its journey close to midnight; * 191 km in 2 hrs 5 mins, or 92 km/h (119 mls/57 mph); * GRAND LAKE (PS, 1954/lr-CN, VIA D 1366, E&LS).

25? OCT:

CN 48 OTTAWA-MONTRÉAL

E	[2]	6790, 6868
X	[2]	9245, 9219
C	[3]	5476, 3249 , 5604
CfeP		Gatineau
P		Bigwin

Saturday excursion to **MONTRÉAL** with friends to watch the Rough Riders lose a close one (23-21) to the Alouettes; * Depart Ottawa 0740, arrive 0950, with major stops at Alexandria, Coteau QC and Dorval; * We possibly occupied a snack-bar-equipped Coach, one of many retrofitted with counters and renumbered in the 3200's, only to be given back their original numbers by 1969; * No. 3249 (CCF, 1954; ex-5569/lr-CN, VIA 5569, TTSL Cap-St-Joseph, WSJ 5569, WCRA Harry and Margaret Bluck); * GATINEAU (1928), BIGWIN (1919; ex-CNoR, CN Col 2874) (both CCF).

25-26? OCT:

CN 9 MONTRÉAL-OTTAWA [VANCOUVER] Panorama

E	[2]	6510,6610	
X	[2]	9299,9019	
XML		7815	MONTRÉAL-WINNIPEG
XY		9203	
C		5617	
CfLC		3037	MONTRÉAL-CAPREOL
D		1348	
BL		<i>Entente</i>	
S	[2]	<i>Elrose, Val d'Amour</i>	

Depart 2320, arrive 0135, with one stop at Dorval, the timetable indicating only a single Cafe Lounge Coach for ordinary passengers, although later consists suggest that a full Coach probably was operated as well; * A Railway Post Office car still operated year-round as far as Winnipeg (here, let's say No. 7815, which ended up in Edmonton at the Alberta Railway Museum), and "E" and "Val" Sleepers prevailed in off-season consists such as this; * Nos. 5617 (*Ir-AC*), 3037 (*ex-C 5600/Ir-MTEC, AS*) (*both CCF, 1954/Ir-VIA*); * VAL D'AMOUR (*PS, 1948, 22rm; ex-NYC Huntington Bay/Ir-CN, VIA XY 9483*); * Nos. 9203 (*ex-X*), 9019 (*both NSC, 1949-54*); * No. 7815 (*CCF, 1937/Ir-NMST, ARM*).

THE JET AGE

At this time, CP was vigorously challenging government-owned Air Canada's near-monopoly of the transcontinental aviation market – confirming the huge impact the Douglas DC-8, Boeing 707, and other long-range jets were having on both railway and steamship companies.



[CP Time Table, 1961/04/30, 13]

NO MATTER WHERE IT'S GOING: 1964



1960's-13: CP No. 233 at Ottawa Union Station, just in from Montréal, with a CN FP9A on the next track (1966/07/05) [BRUCE CHAPMAN].

COLLECTING BIG SIS

By now, my sister Dorothy was working in Montréal, and one of my duties was to drive the short distance east to Casselman, perhaps one Friday a month, to meet her off of CN's evening train No. 51. Between Russell and Embrun, the road paralleled the abandoned, Cornwall-Ottawa right-of-way of the New York Central.



[CN package tour logo, French version (System Time Table, 1965/10/31, inside back cover)]

NO MATTER WHERE IT'S GOING: 1964



1960's-14: Brockville-bound Pool No. 263 along Scott Street, Ottawa, headed by CP RS10 No. 8481 (1965/06/06) [BRUCE CHAPMAN].

1965

ONTARIO/QUÉBEC



[CP-CN joint brochure, undated, 1950's/60's]

SYNOPSIS

As in 1964, I possibly made journeys this year to watch hockey and football games. Perhaps CP and CN designed the above ad to promote rail travel in general, not just the intercity routes still operated on a Pool basis.

Some consists this year (or parts thereof) are actual, taken from information kindly provided by Bruce Chapman and Doug Hately, based on records in their possession. Some of my dates have been chosen to match these actuals.

Trips taken: Perhaps 4 were involved covering 1,273 kilometres (794 miles), 2 entirely on CN and 2 on CP-CN Pool trains, all in Coaches.

Equipment units: possibly 64, made up of 12 Locomotives & Related Units and 52 cars (Coaches & Dayneters, 19; Parlor & Club Cars, 7; Sleeping & Business Cars, 6; Dining & Other Meal Cars, 4; Lounge Cars, 5; Baggage & Miscellaneous Cars, 11).

Places visited: **ON** – Toronto; **QC** – Montréal.

Noteworthy train trips (both Pool): **No. 33**, Ottawa to Toronto; **Inter-City Limited**, Toronto to Ottawa.

Fastest average speed: **CN Super Continental**, Ottawa to Montréal, 88 km/h (55 mph). **Slowest:** **Pool 33**, Ottawa to Toronto, 49 km/h (30 mph).

HIGHLIGHT!

Taking a long *Inter-City Limited* out of Toronto heading back to Ottawa, featuring mostly (but not entirely) CN equipment to Montréal and CP cars to Ottawa – including two Diners and five Parlors this Sunday afternoon.

TRIPS AND CONSISTS

20? MAR:**CN 2 [VANCOUVER] OTTAWA-MONTRÉAL *Super Continental***

E	[2]	6537,6617	
X		9256	
C	[3]	5587,5499,5592	
S	[2]	<i>Emerald, Val Alain</i>	
D		1344	CAPREOL-MONTRÉAL
BL		<i>Diplomate</i>	"
P		<i>Namakan Lake</i>	OTTAWA-MONTRÉAL
CfeP		<i>Yamaska</i>	"
C		5492	"

Saturday excursion to **MONTRÉAL** with friends to watch the Canadiens defeat the Chicago Blackhawks 3-2; * Depart Ottawa 1415, arrive 1625 on the *Super Continental*, with one stop at Dorval QC, possibly behind an FP9A/B combination and occupying seats in the local Ottawa-Montréal Coach; * CN also added Parlor and Cafe Parlor cars for the run to Montréal (let's say modernized heavyweights), while further amenities were provided by a similarly upgraded Buffet Lounge and a Diner; * 191 km in 2 hrs 10 mins, or 88 km/h (119 mls/55 mph); * Nos. 6537, 6617 (both GMD, 1957-8/lr-VIA); * No. 5492 (CCF, 1954/lr-VIA 5492, VIA, GCRT 3217); * NAMAKAN LAKE (1919, 1dr; ex-CNoR, CN Col 2878, P Namakan, H 15655), YAMASKA (1928/lr-Wrk 15042) (both CCF); * EMERALD (PS, 1954, 4sc8du4db/lr-VIA); * VAL ALAIN (PS, 1948, 22rm; ex-NYC Caminada Bay/lr-CN, VIA DN 5733, QRS); * No. 1344 (PS, 1954); * DIPLOMATE (CCF, 1927, ex-BLS Fort Crevier, Fort Lennox/lr-C&GS); * No. 9256 (CCF, 1957/lr-CN, VIA 9637, RRC, GWWD 2001).

20-21? MAR:**CN 5 MONTRÉAL-OTTAWA [VANCOUVER] *Panorama***

E	[2]	6521,6631	
X	[2]	9287,9018	
XML		7851	MONTRÉAL-WINNIPEG
XY		9208	

NO MATTER WHERE IT'S GOING: 1965

CfLC	3019	
D	1303	
S	[2]	<i>Edson, Valrita</i>
BL		<i>Fête</i>
C	[2]	5488,5624 MONTRÉAL-OTTAWA

Depart 2320, arrive 0135, with stops at Dorval and Alexandria; * I recall local Coaches being added as far as Ottawa, given the *Panorama's* role as a Montréal-Ottawa "clean-up" train, despite there being no mention of this in the timetable; * Hockey fans like ourselves enjoyed refreshments in the Buffet Lounge car; * Nos. 9018, 9208 (*ex-X*) (*both NSC, 1949-54*); * No. 7851 (*NSC, 1953/Ir-Wrk 57635, 57826:2*).

24-25 SEP:

CP/CN 33 OTTAWA-TORONTO

E	[2]	8574,8569
X	[2]	9086[CN],4705
XML		3766
X		4220
C	[3]	2116,2245, 2255
S	[2]	<i>Westwold[CN], Tracy</i>
OLS		<i>Mountain View</i>

Weekend excursion to **TORONTO** with some buddies to watch the Riders tangle with the Argonauts; * Depart 2300, arrive 0745 the next morning, over CP tracks with major stops at Kemptville, Smiths Falls, Perth, Sharbot Lake, Tweed, Havelock, Peterborough, Leaside and Don, behind RS10's 8574 and 8569 (these being the only numbers or names confirmed for this train) [**equipment CP except where shown for CN**]; * We spent the night in one of the Coaches, forsaking berths due our status as impoverished students; * No. 33 usually now offered a modernized CP heavyweight Section Sleeper (let's say TRACY, which ended up on Alberta Prairie Railway Excursions), a pre-war lightweight CN Roomette Sleeper (perhaps WESTWOLD, formerly a New York Central car), and a stainless-steel Observation Lounge Sleeper (maybe MOUNTAIN VIEW, one of four purchased from the NYC for CP-operated, Ottawa-Toronto and Montréal-Toronto overnight trains, and later owned by Algoma Central); * Photos suggest lots of head-end traffic on this train (Saturday nights excepted), including Baggage and similar cars owned by both railways and a CP Railway Post Office – but the records indicate this version had just 10 cars; * As you might imagine, this was a great adventure, including the game, Saturday night in a hotel, trips on the Toronto subway and streetcars

NO MATTER WHERE IT'S GOING: 1965

– and, of course, the trains; * 429 km in 8 hrs 45 mins, or 49 km/h (268 mls/30 mph); * Nos. 8574, 8569 (MLW, 1956); * No. 2255 (CCF/CP, 1949/Ir-AC 426); * TRACY (CCF/CP, 1931, 12sc1dr; ex-Solsgirth/Ir-CRCS Commonwealth, ARM 1002, APRE Tracy); * WESTWOLD (PS, 1938, 17rm1sc; ex-NYC City of Toledo); * MOUNTAIN VIEW (Budd, 1949, 5db; ex-NYC Singing Brook/Ir-AC Canyon View, MRC, WT&B Dagny Taggart); * No. 4705 (CCF, 1952/Ir-Wrk 411725W); * No. 3766 (CP, 1917); * No. 9086 (NSC, 1952/Ir-Wrk 70609).

26 SEP:

CN-CP 6-264 TORONTO-OTTAWA Inter-City Limited

E	[2]	8783,8574	BROCKVILLE-OTTAWA
E	[4]	6511,6619,6637,6542 [CN]	TORONTO-BROCKVILLE [MONTRÉAL]
X		4738	"
C		2265	"
C	[3]	5403,5533,5588 [CN]	"
CfLC		3010[CN]	"
D		1368[CN]	"
P	[3]	Lake Chapleau,Lake Kathlyn, Lake Verde [CN]	"
P		6761	"
X		4707	
C	[4]	2200,2223,2207,2237	
D		1331[CN]	
BP		6616	
C	[2]	2124,2125	BROCKVILLE-OTTAWA

Return to **OTTAWA**, departing 1630, arriving 2220, with major stops at CN's Oshawa, Port Hope, Belleville and Kingston stations, then Brockville Union and finally CP's Smiths Falls, Carleton Place and Ottawa West stations – No. 264 finishing its voyage by heading north over the Prince of Wales bridge, transiting Hull, then turning back south over the Interprovincial Bridge into Union Station; * CN possibly supplied an FP9A/B/B/A lash-up as far as Brockville, then CP definitely two RS18's onward to Ottawa – the entire Ottawa section being confirmed from records **[equipment CP except where shown for CN]**; * We occupied a CP Coach, one of several operating in the Ottawa section along with a CN Diner, CP Buffet Parlor, and CP Baggage car; * As a point of interest, No. 6 would end its journey by switching over to CP at Dorval and arriving at Windsor

NO MATTER WHERE IT'S GOING: 1965

Station – its westbound equivalent, No. 15 *International Limited*, making the same move in the other direction; * 462 km in 5 hrs 50 mins, or 79 km/h (288 mls/49 mph); * No. 6616 (CCF/CP, 1930; ex-P 6754); * No. 6761 (CCF/CP, 1930); * No. 1331 (CCF, 1938/Ir-Wrk 60509); * No. 1368 (PS, 1954; ex-PG *Luster Lake/Ir-VIA, ONR Moose River, PIC*); * LAKE CHAPLEAU (PS, 1954/Ir-CN, VIA K Club St. Denis, GL).

MILESTONE

CN and CP cancelled the Pool Agreement as of October 31, 1965, ending three decades of cooperation designed to contain financial losses on the Québec-Montréal, Montréal-Toronto, and Ottawa-Toronto routes. Under this Agreement, conductors honoured tickets of both railways, and space in the Parlors and Sleepers was allocated to give each company a range of accommodations, regardless of who owned the car(s) involved. By the early 1960's, CN had big plans for these routes while CP did not share this vision.

THE POST-POOL OTTAWA DEBACLE

CN went on to vastly improve rail travel on the Montréal-Québec and Montréal-Toronto routes. Alas, Ottawa-Toronto was left to CP, which provided only a morning Rail Diesel Car through train via Peterborough and an afternoon RDC service connecting at Smiths Falls with a Montréal-Toronto *Royal York/Château Champlain* running via Belleville. The latter was nicely made up of *Canadian* stainless-steel cars (including a rear-end Observation Lounge Dome Sleeper), but considerably slower than its CN competition. Late running, overcrowding, the Smiths Falls transfer, restricted checked baggage, and lack of overnight service led to an avalanche of complaints, whereupon CN took over and pretty much restored the Pool-era pattern of service.



[CP 1965 brochure]

NO MATTER WHERE IT'S GOING: 1965



1960's-15: Last Pool No. 34 approaching Ottawa Union Station from Toronto in the early morning light, featuring lots of CN as well as CP cars, some possibly deadheading (1965/10/31) [BRUCE CHAPMAN].

POOL 33 SIGHTINGS

Because our Metcalfe-situated high school drew students all the way from the Russell County border in the east to the Rideau River in the west, my friends and I spent many weekend evenings cruising the entire area. This led to occasional sightings of Pool 33 rushing through Osgoode station or Manotick station at the start of its nighttime passage to Toronto – more interesting, frankly, to me than my friends. One time in Ottawa, I was attending a party in some girl's backyard near Billings Bridge when No. 33 stole by – one locomotive easily handling the four cars of a truncated Saturday night version. This was in stark contrast to the mid-1950's when CP and CN provided up to nine Sleepers on week nights, split between No. 33 and a *second* overnight Pool train, No. 23 – the latter also operating over CP via Bedell, but taking the Lakeshore line through Belleville (Saturday nights excepted) until cancelled in 1959.

NO MATTER WHERE IT'S GOING: 1965



1960's-16: Last Ottawa-bound Pool No. 264 at Brockville ON, led by CP RS10 No. 8572 and standing beside Toronto-Montréal Pool No. 6 (1965/10/30) [BILL LINLEY (CHAPMAN COLLECTION)].

**TORONTO — MONTREAL
MONTREAL — TORONTO**

MORE TRAINS

	RAPIDO	
BONAVENTURE		CAVALIER
LAKESHORE		PREMIER

FASTER TRAINS

RAPIDO — under 5 hours — non-stop — all reserved. Fastest rail intercity service on the Continent.

**ALL CN TRAINS LEAVE AND ARRIVE CN
CENTRAL STATION IN MONTREAL**

[CNR System Time Table, 1965/10/31, 13]

NO MATTER WHERE IT'S GOING: 1966

1966

ONTARIO/QUÉBEC

Coming in '67

CN TURBOS

[CNR System Time Table, 1966/10/30, 25]

SYNOPSIS

I possibly made excursions this year to attend a football game and a concert. As the above notice indicates, CN had begun to promote the planned introduction of Turbo trains the following year.

All consists for this year are actual, taken from information provided by Bruce Chapman, based on records. My dates have been chosen to match these actuals.

Trips taken: Perhaps 4 were involved covering 752 kilometres (469 miles), all on CN and all in Coaches.

Equipment units: possibly 49, made up of 10 Locomotives & Related Units and 39 cars (Coaches & Dayneters, 13; Parlor & Club Cars, 2; Sleeping & Business Cars, 7; Dining & Other Meal Cars, 4; Lounge Cars, 4; Baggage & Miscellaneous Cars, 9).

Places visited: QC – Montréal.

Noteworthy train trips (both CN): *Gatineau*, Ottawa to Montréal; *Panorama*, Montréal to Ottawa.

Fastest average speed: *CN Panorama*, Montréal to Ottawa, 87 km/h (54 mph). **Slowest:** *CN Gatineau*, Ottawa to Montréal, 84 km/h (52 mph).

MILESTONE!

Ottawa Union Station was replaced effective July 31 by a modern version on the fringe of downtown, as part of a comprehensive urban redevelopment scheme. This prompted the rerouting of some trains within the capital region and placed all of them at a disadvantage versus intercity buses, whose terminal remained downtown.

TRIPS AND CONSISTS

6 AUG:

CN 30 OTTAWA-MONTRÉAL *Gatineau*

E	[3]	6774,6529,6605
X		11115
C	[4]	5203,5186,3223, 5500
DL		1357
P		Windermere

Day excursion to **MONTRÉAL** with friends, possibly to take in a now-forgotten concert, leaving from the new Ottawa Union Station on a train called *Gatineau*, now that CN had given names to some Ottawa-Montréal runs; * Depart 0740, arrive 0955, with stops at Alexandria and Dorval QC, behind an FPA-4, FP9A and F9B, followed by a Box Baggage; * We occupied seats in one of the Coaches, while first-class service was offered in full Parlor car WINDERMERE (originally a Canadian Northern Colonist car), supported by a Diner Lounge; * There were now six trains in each direction on this route: two intercity expresses; two locals; and two transcontinentals; * 188 km in 2 hrs 15 mins, or 84 km/h (117 mls/52 mph), although timetables for this and several years ahead show the distance into old Union Station; * No. 6774 (MLW, 1959/lr-VIA); * Nos. 6529 (lr-IFE, ARM 6311), 6605 (both GMD, 1954-7/lr-VIA); * No. 5500 (CCF, 1954/lr-3253, CN, VIA 5500, SPW); * No. 1357 (PS, 1954; ex-SG White Sands/lr-ECPC); * WINDERMERE (CCF, 1919; ex-CNoR, CN Col 2876).

RETURN OF THE DINING CAR

Although its timetables now just said “meal and lounge facilities”, CN apparently had reinstated full dining service on its main Ottawa-Montréal trains – perhaps a dubious move financially, but one appreciated by the clientele.



[canadiannorthern.ca]

NO MATTER WHERE IT'S GOING: 1966



1960's-17: CP No. 233 arriving at the new Ottawa Union Station from Montréal, E8A No. 1802 easily handling five cars (1967/09/02) [BRUCE CHAPMAN].

6-7 AUG:

CN 5 MONTRÉAL-OTTAWA [VANCOUVER] Panorama

E	[3]	6508,6632,6500	
X		9016	
XML		7837	MONTRÉAL-WINNIPEG
XY		9212	
C		3231	
CfLC		3030	MONTRÉAL-CAPREOL
T	[2]	Summerland,Canora	
S	[2]	Invermay,Entwistle	
D		1372	
BL		Matinée	
S		Greendale[dd]	MONTRÉAL-WINNIPEG
C		5090[dd]	MONTRÉAL-CAPREOL

Depart 2320, arrive 0130, with one stop at Dorval, probably occupying the Capreol-bound Cafe Lounge

NO MATTER WHERE IT'S GOING: 1966

Coach; * CN was now making older Sleepers available as "Dormette" cars (in this case, 1920's-built heavyweights SUMMERLAND and CANORA), for a modest supplement compared to the Standard Sleeper charge; * *Panorama* still carried a Railway Post Office, although most storage mail and express was now being handled on Nos. 201/202 operating between Ottawa and Saskatoon, a remnant of the old *Continental* (passenger accommodation no longer offered); * 188 km in 2 hrs 10 mins, or 87 km/h (117 mls/54 mph); * No. 3030 (CCF, 1954; ex-C 5609/lr-VIA, GCRT); * No. 1372 (CCF, 1947; ex-C 5391/lr-VIA, TC); * SUMMERLAND (1929, 10sc1dr1ct), CANORA (1921, 12sc1dr) (both CCF); * INVERMAY (CCF, 1950, 24du/lr-VIA); * ENTWISTLE (PS, 1954, 4sc8du4db/lr-VIA); * MATINÉE (CCF, 1920; ex-BLS Fort Simpson/lr-VIA); * No. 5090 (NSC, 1927); * No. 7837 (CCF, 1937); * No. 9016, 9212 (ex-X) (both NSC, 1949-54).

26 NOV:

CN 30 OTTAWA-MONTRÉAL *Gatineau*

E	[2]	6770,4104
X		9113
P		Lac Flamand
DL		1356
D		1373
C	[4]	5393,5507,3209,5479

Saturday excursion to **MONTRÉAL** with friends to attend the CFL's second-leg eastern final between the Rough Riders and Hamilton – the game having been relocated, due to reconstruction of Ottawa's Lansdowne Park, to Montréal's Autostade, built for the upcoming Expo 67 World's Fair; * Depart 0740, arrive 0955 behind an FPA-4 and GP9, the latter a freight locomotive equipped with steam line for operation with passenger units; * The sight of a Diner plus Diner Lounge seems odd on an Ottawa-Montréal train, especially considering that only one Parlor was along; * The good news was that the Riders crushed the hated Tiger-Cats 42-16; the bad news that they went on the lose the Grey Cup to Saskatchewan a week later in Vancouver; * No. 4104 (GMD, 1957/lr-4364:2, Slug 240); * No. 5393 (CCF, 1947); * LAC FLAMAND (CCF, 1919, 1dr; ex-CNoR,CN Col 2839, P Flamand, H 15653).



[CN System Time Table, 1961/
10/29, inside front cover]

NO MATTER WHERE IT'S GOING: 1966



1960's-18: CP No. 4, the last eastbound *Dominion*, passing Riverside/Hurdman, Ottawa, behind FP7A 1418, GP9 8502 and RS10 8473 (1966/01/09) [BRUCE CHAPMAN].

26-27 NOV:

CN 5 MONTRÉAL-OTTAWA [VANCOUVER] Panorama

E	[2]	6516,6637	
X		9128	MONTRÉAL-OTTAWA
X		8778	MONTRÉAL-WINNIPEG
XML		7821	"
XY		9204	
CfLC		3026	
T		Point Comfort	
S		Emerson	
D		1349	
BL		Débonnaire	
C	[3]	5198,5302,5189	MONTRÉAL-OTTAWA

Depart 2320, arrive 0130, with CN adding extra Ottawa Coaches on busy Saturday nights, including ours

NO MATTER WHERE IT'S GOING: 1966

right next to the Buffet Lounge – an arrangement very much appreciated by celebrating football fans; * CN by now had restored full transcontinental train equipment details to its timetables, specifying “E” Sleepers and “Dormette” cars, as well as a 44-seat Cafe Lounge Coach for other passengers; * POINT COMFORT (CCF, 1919; ex-CNoR, CN 2233); * DÉBONNAIRE (CCF, 1920; ex-BLS Fort Cumberland, Fort Beauséjour); * No. 8778 (NSC, 1940).

LOUNGES FOR THE MASSES

CN's Cafe Lounge facilities served the needs of ordinary Coach passengers, thereby improving the travel experience well beyond what the “Newsies” used to provide.

**YOUR RED,
WHITE and BLUE
TRAVEL BONUSES**

CN gives you travel bonuses with its money-saving Red (Bargain), White (Economy) and Blue (Standard) fares—every day. Red, White and Blue stretches your travel dollar—lets you go farther, stay longer and have more to spend on fun.

Save on meals—

complimentary with sleeping and parlor car accommodation.

Save by sharing

sleeping accommodation.

No charge

for coach seat reservations on principal trains.

"Traveliving" extras—

Bingo, Kiddies' hours, Hospitality hours—help make CN transcontinental travel a treat.

And save time too

with CN Tickets By Mail.

Go CN—take the family—and save.

[CNR System Timetable, 1966/04/24, 19]

NO MATTER WHERE IT'S GOING: 1966



1960's-19: CP No. 1 *The Canadian* arriving at the new Ottawa Union Station from Montréal, with CN No. 36 to the right waiting to depart eastward (1973/03/23) [PETER DAWES].

1967

*ONTARIO/QUÉBEC
NORTHEASTERN U.S.*



[Scanned from front cover]

SYNOPSIS

I made journeys this year to visit Expo 67 and to help brother David – who had been living and working in the United States – complete his move back to Canada, during which I was able to take some Northeast Corridor trains. In this regard, the Pennsylvania Railroad heavily used the “right in the heart” slogan, given the prime, downtown location of its stations in New York and other large cities.

Thanks to Dale Wilson for providing sample Ottawa-Montréal and Ottawa-Brockville consist formats for this era, similarly Tom Curtin, Fred Freitas and Wayne Drummond for information regarding the *Colonial*.

Trips taken: Perhaps 7 were involved covering 1,058 kilometres (660 miles), 4 on CN and definitely 3 on PRR, all in Coaches. PRR accounted for 384 kilometres (240 miles) of the distance.

Equipment units: possibly 76, made up of 11 Locomotives & Related Units and 65 cars (Coaches & Dayneters, 30; Parlor & Club Cars, 9; Sleeping & Business Cars, 8; Dining & Other Meal Cars, 6; Lounge Cars, 1; Baggage & Miscellaneous Cars, 11).

Places visited in Canada: **ON** – Brockville and Kingston; **QC** – Montréal and Valleyfield*. **United States:** **DE** – Wilmington; **NY** – New York; **PA** – Philadelphia. (Note: * indicates by non-rail means.)

Noteworthy train trips: **CN Lakeshore**, Ottawa to Brockville; **PRR Colonial**, Wilmington to New York; **PRR Gulf Coast Special**, Philadelphia to Wilmington.

Fastest average speed by a Canadian service provider (both CN): **Gatineau**, Ottawa to Montréal, **Panorama**, Montréal to Ottawa, both 87 km/h (54 mph). **American:** **PRR Afternoon Congressional**, New York to Philadelphia, 100 km/h (62 mph).

Slowest average speed by a Canadian service provider: **CN Lakeshore**, Ottawa to Brockville, 63 km/h (39 mph). **American:** **PRR Colonial**, Wilmington to New York, 89 km/h (55 mph).

NO MATTER WHERE IT'S GOING: 1967

Memorable non-rail trips: Automobile, Brockville to Philadelphia.

HIGHLIGHT!

Taking the Washington-Boston *Colonial* from Wilmington to New York City, during the final months before the merger of the Pennsylvania and New York Central railroads into the ill-fated Penn Central.

TURBO UPDATE

CN's Apr. 30 timetable showed Montréal-Toronto departures at 0830, 1315 and 1830 from either end, each scheduled to take 3 hours, 59 minutes – with an “Effective Date of TURBO SERVICE to be Announced” notation (p. 25). These planned services were nowhere to be found in the subsequent Oct. 29 timetable, but there was a note promising that the “King of the Road” would be “Coming to you soon from CN” (p. 13).

THE TIMES, THEY WEREN'T A CHANGING FOR EVERYONE

The 1960's! Decade of protest, drugs, sex, rock 'n roll, the Viet Nam War, Bob Dylan, and the fight for women's rights. The following promo, which appeared in a New York, New Haven & Hartford Railroad timetable under the heading, “Let's Face It Fellows”, suggests that some U.S. railroads weren't quite keeping up with the times: *“Your little woman would just love to accompany you on some of your business trips. While you're in conference in New York, let's say – she can busy herself (as only a woman can) around the city – shopping, book-browsing, matineeing, gallery-going. Later, you can do The Town together. She'll love you even more (if that's possible) if you invite her along on your next trip. Try it and see what happens. We're co-partners in this conspiracy – we sell Family Fare tickets!”* [Timetable, 1967/04/30, 9 (quoted rather than scanned for quality reasons).]

TRIPS AND CONSISTS

19? JUN:

CN 30 OTTAWA-MONTRÉAL *Gatineau*

E	[2]	6768,6868
X		9235
C	[4]	5541, 3220 ,5448,5599
DL		1352
P		<i>Namakan Lake</i>

To **MONTRÉAL** with a pal to visit Expo 67, basing ourselves with relatives in nearby Valleyfield for two nights and using special buses back and forth to the site; * Depart 0740, arrive 0950, with stops at Alexandria and Dorval QC, possibly behind an FPA/B-4 combination; * We might have occupied seats in the snack-bar Coach, part of a consist perhaps including a Diner Lounge and Parlor providing “Club” service – this being CN’s new marketing term for first-class day travel; * There were now seven trips each way on this route: three intercity expresses; two locals; and two transcontinentals; * 188 km in 2 hrs 10 mins, or 87 km/h (117 mls/54 mph); * Nos. 6768 (*Ir-GSCR, GC*), 6868 (*both MLW, 1959/Ir-VIA*); * Nos. 3220 (*CCF, 1954; ex-5523/Ir-CN, VIA 5523, DN 5717, GCRT 2003*); * No. 1352 (*PS, 1954; ex-BS Valleyfield/Ir-CN, VIA K Carleton Club, NVC, LPF*); * **NAMAKAN LAKE** (*CCF, 1919, 1dr; ex-CNOR, CN Col 2843, P Namakan, H 15655*); * No. 9235 (*CCF, 1955/Ir-CN, VIA 9618, BCR BPW Shalalth, CC&RG*).

EXPO 67 AND CN

CN was a railfan’s delight during Canada centennial birthday party and year in the world spotlight, with just about every piece of equipment being placed in service, including a whole fleet of surplus cars purchased or leased from American railroads. Even CP caught the spirit with a summer reincarnation of the *Dominion*, called *Expo Limited*.

21-22? JUN:

CN 5 MONTRÉAL-OTTAWA [VANCOUVER] *Panorama*

E	[3]	6530,4102,6539
X	[2]	9285,9014

NO MATTER WHERE IT'S GOING: 1967

XML		7835	
XY		9215	
CfLC		3005	
C	[2]	5627,5449	
T	[2]	Sioux Lookout, Sherbrooke	
D		1367	
S	[3]	Kakabeka Falls, Englee, Isabella	
C	[2]	5183,5302	MONTRÉAL-OTTAWA

Return to **OTTAWA**, departing 2310, arriving 0120, with one stop at Dorval, possibly behind an FP9A/GP9/F9B combination; * This *Panorama* featured three standard Sleepers (including, let's say, KAKABEKA FALLS, purchased from the St. Louis-San Francisco) and two "Dormette" Sleepers (modernized heavyweight cars like SIOUX LOOKOUT and SHERBROOKE, each of whose Drawing Room was now called a "Family Room"); * Nos. 6530, 6539 (*lr-VIA 6303, MN, GEX 1400*) (*both GMD, 1957-8/lr-VIA*); * No. 4102 (*GMD, 1957/lr-4362:2, Slug 223*); * KAKABEKA FALLS (*PS, 1948, 14rm4db; ex-SLSF Niangua River/lr-VIA*); * ISABELLA (*CCF, 1950, 24du; leased to Pullman until 1959/lr-C&GS*); * SIOUX LOOKOUT (*CCF, 1927, 12sc1fr*); * Nos. 9014, 9215 (*ex-X*) (*both NSC, 1949-54*); * No. 7835 (*CCF, 1937*).

25? NOV:

CN 41 OTTAWA-BROCKVILLE [TORONTO] Lakeshore

E		6758	
C	[2]	5295,5537	OTTAWA-BROCKVILLE [TORONTO]

To **WILMINGTON** with now Kingston-based David (five nights there), taking the train to meet him at Brockville; * Depart Ottawa 0925, arrive Brockville 1110, with one stop at Smiths Falls; * Onward to Wilmington by car, a long but interesting trip south on Interstate 81 through New York and Pennsylvania, during which I noticed a lot of badly maintained rail infrastructure in a part of the U.S. now being called the "Rust Belt"; * 111 km in 1 hr 45 mins, or 63 km/h (*69 mls/39 mph*), the timetable for this and subsequent years incorrectly showing the old CP distance via Carleton Place, not CN to Smiths Falls and CP beyond to Brockville.



1960's-20: Inside the new Ottawa Union Station, showing CN's position in the ticket rotunda (1973/03/23) [TOM MATOFF].

OTTAWA-TORONTO BY CN

This was my first trip on the twice daily, post-Pool, Ottawa-Toronto day route, entirely equipped and operated by CN over its own tracks as far as Smiths Falls, CP's onward to Brockville, then CN's again westward to Kingston and Toronto. A third train ran overnight, daily except Saturdays, all the way over CN via Yarker instead of Brockville.

ALMOST OBSCENE LAKESHORE

According to the timetable, No. 41 had "coupling connections" with Montréal-Toronto No. 51 at Brockville – an awkward way of indicating that the Ottawa cars were attached to the Montréal train there.

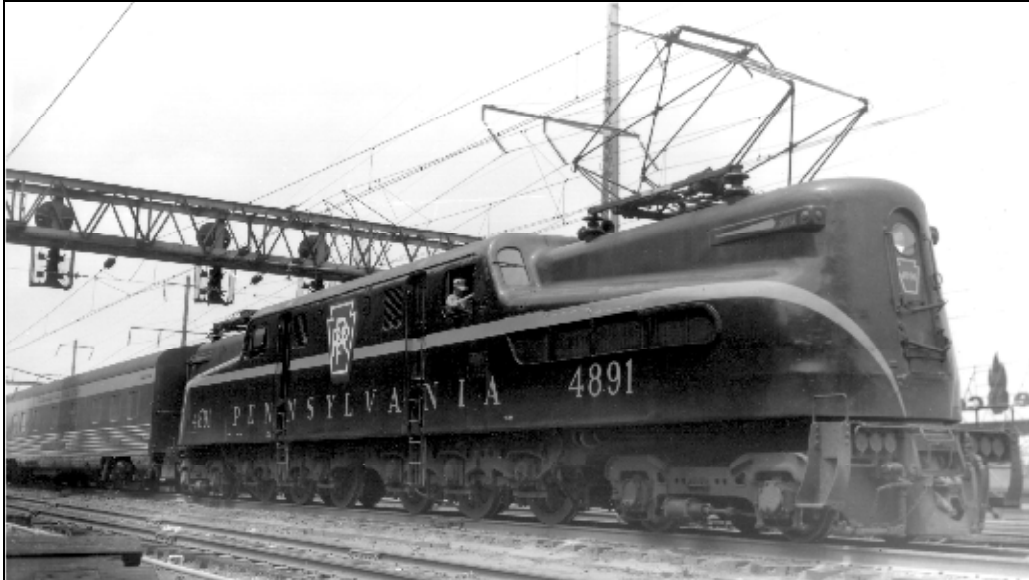
NO MATTER WHERE IT'S GOING: 1967

29 NOV:

PRR 170 [WASHINGTON] WILMINGTON-NEW YORK [BOSTON] Colonial

Ee	4929	WASHINGTON-NEW YORK
X	6598	"
C	[3] 1572, 1580 , 1593	"
C	[4] 1496, 1575, 1594, 1578	
D	4521	
P	[2] General Lafayette, Robert Morris	
PL	Essex County[NH]	

Day excursion to **PHILADELPHIA** via New York, starting with PRR's *Colonial* headed for New York and beyond to Boston over the New York, New Haven & Hartford Railroad – my idea being to ride exotic trains and visit famous stations in the “Big Apple”, then take in a 76ers basketball game that evening; * Depart Wilmington 0846, arrive New York 1055, with stops at Philadelphia PA, North Philadelphia, Trenton NJ, and Newark, behind a powerful GG1 locomotive built by General Electric and PRR – my train being part of an hourly, Washington-New York express service operated at relatively slow average speeds, considering the multi-track nature of this electrified route **[equipment PRR unless otherwise indicated]**; * I occupied a Coach in the Washington-New York portion, while first-class was offered in perhaps two Parlors and a New Haven Parlor Lounge (both car types featuring Drawing Room accommodation; the latter also “Day Roomettes”); * Pennsylvania Station was now located in the basement of a huge building incorporating the new Madison Square Garden, home of the hockey Rangers and basketball Knicks – a far cry from its past grandeur as one of the world’s great railroad stations; * A walk across town brought me to what was still a magnificent railroad shrine, New York Central’s Grand Central Terminal, as well as other attractions such as the Empire State Building and ocean-liner piers along the Hudson River (in this regard, Cunard’s QUEEN MARY had made her final sailings to New York in 1967, QUEEN ELIZABETH earlier this very month (November); * 192 km in 2 hrs 9 mins, or 89 km/h (120 mls/55 mph), distances here and ahead based on Amtrak’s Jan. 16, 1972 Nationwide Schedules, due to the absence of 30th Street distances in available PRR timetables; * No. 4929 (PRR/GE, 1943/lr-PC 4929, AM 923, 4923); * No. 1580 (Budd, 1952/lr-PC, AM 1580, AM 7411, 7603); * No. 4521 (Budd, 1949); * GENERAL LAFAYETTE (Budd, 1952, 1dr/lr-PC, AM, AM KL, L, MSFC); * ESSEX COUNTY (Budd, 1948; ex-XPL/lr-PC, CR 7176); * No. 6598 (ACF, 1949).



1960's-21: Pennsylvania Railroad GG1 Electric No. 4891 passing North Philadelphia station, with a Chesapeake & Ohio Sleeper right behind (1959/07/??) [COLLECTION OF HAROLD K. VOLLRATH].

COLONIAL CONTROVERSY

PRR's Oct. 29, 1967 Washington-Philadelphia-Boston timetable shows "Day Roomettes" on this train, suggesting the assignment of a New Haven Parlor Lounge – although experts contacted through PRR and New Haven websites believe that, on a regular basis, this was entirely a PRR train south of New York City.

PRR 153 NEW YORK-PHILADELPHIA 30TH ST. [WASHINGTON] *Afternoon Congressional*

Ee		4931
OPL		<i>George Washington</i>
P	[2]	<i>Betsy Ross, Paul Revere</i>
L/D	[2]	4624/4625
C	[5]	1587, 1582, 1491, 1598 , 1576

Depart 1630, arrive 1759 at 30th Street Station on the *Afternoon Congressional*, with stops at Newark and North Philadelphia, followed by court-side seats at the Spectrum to watch the San Francisco Warriors defeat the 76ers (featuring the famous Wilt "The Stilt" Chamberlain) 113-95 in a National Basketball Association game; * I purchased refreshments in the Snack-bar Coach (perhaps No. 1491, formerly a Norfolk & Western

NO MATTER WHERE IT'S GOING: 1967

Sleeper), operating alongside a Kitchen Lounge and Diner set, Drawing Room-equipped Parlors, and an Observation Parlor Lounge; * PRR's hourly Washington-bound expresses were supplemented by frequent New York-Philadelphia *Clockers*, sharing tracks with locals, passenger trains to and from the U.S. South and Midwest, not to mention freights – a bit mind-boggling to someone used to Canada's modest corridor routes; * 148 km in 1 hr 29 mins, or 100 km/h (92 mls/62 mph); * No. 1491 (Budd, 1950; ex-N&W 10rm6db Mingo County); * Nos. 4624/4625 (Budd, 1952); * GEORGE WASHINGTON (Budd, 1952).



[logoserver.com]

CHATTANOOGA CHOO CHOO: A PEDANT WRITES

The famous song refers to a train once operated by the Pennsylvania Railroad from New York to Washington, then the Southern and Norfolk & Western beyond. While you could “read a magazine” before you reached Baltimore, you couldn't have “your ham and eggs in Carolina” because the train avoided those states. A pop classic, nevertheless!

PRR 141 [NEW YORK] PHILADELPHIA 30TH ST.-WILMINGTON [JACKSONVILLE] Gulf Coast Special

Ee	4914	NEW YORK-WASHINGTON
X	[2] 152,103 [ACL]	
X	[2] 6595,6596	NEW YORK-WASHINGTON
C	[2] 1528, 1579	"
C	[2] 857[RF&P],234[ACL]	
S	Okefenokee[ACL]	
S	Sturgeon Rapids	NEW YORK-RICHMOND
S	Tugalo River[SOU]	NEW YORK-WASHINGTON [GREENSBORO]

Depart 2301, arrive 2329 non-stop on the *Gulf Coast Special* [equipment PRR except where shown for other railroads]; * Three Sleepers were assigned regularly to this train, destined for Jacksonville FL on the Atlantic Coast Line, Greensboro SC on the Southern, and Richmond VA on the Richmond, Fredericksburg & Potomac; * More glamorous sister trains such as the *Silver Meteor* and winter *Florida Special* were still well

NO MATTER WHERE IT'S GOING: 1967

patronized, right up to the creation of Amtrak in 1971; * 44 km in 28 mins, or 94 km/h (27 mls/58 mph); * OKEFENOKEE (PS, 1954, 4sc4rm6db; ex-Gardinia/lr-SCL, AM, SCD Rubi); * TUGALO RIVER (PS, 1949, 10rm6db/lr-Wrk); * STURGEON RAPIDS (Budd, 1949, 10rm6db/lr-PC Toronto Harbour, C&NW).

30? NOV:

CN 44 [TORONTO] KINGSTON-OTTAWA

E	[2]	6786,6862
X		9286
C	[4]	5619,5621, 3200 ,5593
DL		1355
P		Oromocto Lake
BKL		Muskoka

Return to **OTTAWA**, starting with an automobile trip from Wilmington to Kingston; * Depart from CN's Montréal Street Station at 1931, arrive Ottawa 2159, with stops at Brockville and Smiths Falls, on an Ottawa-only service (i.e., no Montréal portion); * No. 44 perhaps featured a Parlor such as OROMOCTO LAKE and Buffet Club Lounge like MUSKOKA, the latter one of several heavyweight Parlors reconfigured to this new format; * 187 km in 2 hrs 28 mins, or 76 km/h (117 mls/47 mph); * OROMOCTO LAKE (CCF, 1919, 1dr; ex-CNoR Col 2870, P Oromocto, H 15656); * MUSKOKA (CCF, 1930; ex-BL Cardigan Bay, P/lr-VIA, CN C 4892, ISL).



[CNR System Time Table, 1966/10/30, 61 (centre, Centennial of Canadian Confederation logo; bottom right, 1967 Winnipeg Pan-American Games logo)]

NO MATTER WHERE IT'S GOING: 1967



1960's-22: Former PRR Observation Parlor Lounge MARTHA WASHINGTON, in later Penn Central markings (1970) [DAVE STAPLIN].

ALL RESERVED FOR YOU

CN was now offering reserved Coaches on some trains: *“Coaches too are reserved on the Super Continental and Panorama (Montréal/Toronto-Vancouver)*, the Rapido (Toronto-Montréal), the Champlain (Montréal-Québec City) and the Ocean Limited (Montréal-Halifax). And at no extra cost! Reserve early. Then forget the hurry. Board at your leisure and relax. There’ll be a seat waiting for you. (* except locally between Montréal and Ottawa.)”* Despite what the promo suggests, the lack of specifically assigned seats led to the usual scramble at boarding time. [CNR System Time Table, 1966/04/24, 27 (quoted rather than scanned for quality reasons).]

NO MATTER WHERE IT'S GOING: 1967



1960's-23: Penn Central 10 Roomette-6 Double Bedroom Sleeper STURGEON RAPIDS, still in PRR colours (1970) [DAVE STAPLIN].

NO MATTER WHERE IT'S GOING: 1968

1968

ONTARIO/QUÉBEC



[VIA Accommodations brochure, 1979/04]

SYNOPSIS

I possibly made journeys this year to visit my brother David and to attend a concert. The above Diner Lounge sketch illustrates one of CN's more versatile cars.

Trips taken: Perhaps 4 were involved covering 750 kilometres (*468 miles*), all on CN and all in Coaches.

Equipment units: possibly 46, made up of 11 Locomotives & Related Units and 35 cars (Coaches & Dayneters, 15; Parlor & Club Cars, 4; Sleeping & Business Cars, 3; Dining & Other Meal Cars, 4; Lounge Cars, 2; Baggage & Miscellaneous Cars, 7).

Places visited: **ON** – Kingston; **QC** – Montréal.

Noteworthy train trips: none.

Fastest average speed: **CN Panorama**, Montréal to Ottawa, 90 km/h (*56 mph*). **Slowest:** **CN Lakeshore**, Ottawa to Kingston, 68 km/h (*42 mph*).

MILESTONE!

As part of a "re-branding" exercise, Canadian Pacific was now calling its railway "CP Rail", alongside "CP Ships", "CP Air", "CP Trucks", and so on.



[CP Timetable, 1968/
10/27, back cover]

TRIPS AND CONSISTS

20? APR:

CN 41-51 OTTAWA-KINGSTON [TORONTO] Lakeshore

E		6777	OTTAWA-BROCKVILLE
E	[3]	6542,6634,6605	[MONTRÉAL] BROCKVILLE-TORONTO
X		9256	"
C	[4]	5558,3200,5303,5450	"
DL		1359	"
BKL		Caribou	"
C	[3]	5621,5580, 5489	

To **KINGSTON** to visit David and family (one night there); * Depart 0925, arrive 1211, with stops at Smiths Falls and Brockville, joining the main Montréal portion at the latter point – let's say behind an FPA-4 as far as Brockville, then FP9A/B/B combination out of Montréal; * I occupied a seat in one of the Coaches, while a Buffet Club Lounge and Diner Lounge possibly originated in Montréal (no such amenities for passengers departing Ottawa); * 187 km in 2 hrs 46 mins, or 68 km/h (117 mls/42 mph); * No. 6777 (MLW, 1959/lr-VIA, CVS 14); * Nos. 6542, 6634, 6605 (all GMD, 1954-8/lr-VIA); * No. 5489 (CCF, 1954/lr-VIA, CN, ITI); * CARIBOU (CCF, 1930; ex-BL Burlington Bay, P/lr-VIA, CN C 4895, ISL); * No. 1359 (PS, 1954; ex-SG White Rapids/lr-CN, VIA K Club Laurier, ITA, LMW 622); * No. 9256 (CCF, 1957/lr-CN, VIA 9637, RRC, GWWD 2001).

21? APR:

CN 44 [TORONTO] KINGSTON-OTTAWA

E	[2]	6754,6858
X		9246
C	[4]	5618, 3240 ,5567,5578
DL		1353
P		Namakan Lake
BKL		Lake Couchiching

Return to **OTTAWA**, departing 1931, arriving 2159 with stops at Brockville and Smiths Falls, on a through but

NO MATTER WHERE IT'S GOING: 1968

unnamed Toronto-Ottawa train running on a faster schedule than the morning service, due in part to the absence of a Montréal portion; * I possibly occupied a snack-bar-equipped Coach such as No. 3240, while let's assume CN provided two first-class cars on this train, including a modernized heavyweight Parlor; * 187 km in 2 hrs 28 mins, or 76 km/h (117 mls/47 mph); * No. 3240 (CCF, 1954; ex-5642/lr-CN, VIA 5642, BCR Kelly Lake, OC); * NAMAKAN LAKE (CCF, 1919, 1dr; ex-CNoR, CN Col 2878, P Namakan, H 15655).

24? AUG:

CN 30 OTTAWA-MONTRÉAL

E	[2]	6781,6866
X		9255
C	[3]	5519,3202,5470
DL		1354
P		Lac Flamand

Day excursion to **MONTRÉAL** with friends, perhaps to attend a since forgotten concert; * Depart 0740, arrive 0950, with stops at Alexandria and Dorval QC – CN having stopped naming Ottawa-Montréal trains in its timetable; * 188 km in 2 hrs 10 mins, or 87 km/h (117 mls/54 mph).

24-25? AUG:

CN 105 MONTRÉAL-OTTAWA [WINNIPEG] Panorama

E	[3]	6536,6603,6610	
X	[2]	9289,9018	
XML		7835	
XY		9214	
C		5591	MONTRÉAL-CAPREOL
CfLC		3018	
BL		Entre-Nous	
S		Green Gables	
D		1347	
S	[2]	Endeavour, Battle River	

Depart 2315, arrive 0120 with one stop at Dorval, on a *Panorama* now operating as No. 105 and only as far as Winnipeg; * This train offered but one line Sleeper, despite this being August (let's say GREEN GABLES, formerly owned by the Bangor & Aroostook), but perhaps two other Sleepers were along on this trip, including

NO MATTER WHERE IT'S GOING: 1968

BATTLE RIVER (ex-Erie-Lackawanna); * Amenities included a Diner and modernized Buffet Lounge; * 188 km in 2 hrs 5 mins, or 90 km/h (117 mls/56 mph); * GREEN GABLES (6sc6rm4db; ex-B&A North Twin Lake/Ir-KRS), ENDEAVOUR (4sc8du4db) (both PS, 1954/Ir-VIA); * BATTLE RIVER (PS, 1949, 10rm6db; ex-ERR, E-L James Gore King/Ir-VIA); * No. 1347 (PS, 1954/Ir-VIA, NRHBC, HVH; CP); * ENTRE-NOUS (CCF, 1924; ex-BP St. Francis/Ir-VIA); * Nos. 9019, 9214 (ex-X) (both NSC, 1949-54); * No. 7835 (CCF, 1937).

A LOSING BATTLE

The following advertisement, for the Chicago-San Francisco *California Zephyr*, is characteristic of railway attempts to counter air and road competition at this time.



[D&RGW Time Tables, 1968/11/01 (for small print, please see box, next page)]

NO MATTER WHERE IT'S GOING: 1968



1960's-24: CN Buffet Lounge BON VOYAGE, on No. 2 *Super Continental* between Jasper and Edmonton (1970/07/12) [GREGORY L. THOMPSON].

SMALL PRINT IN CALIFORNIA ZEPHYR ITEM (PREVIOUS PAGE)

["The CZ is for people who like the smooth ride"; "Going our way?"; "Chicago Denver Salt Lake City Oakland San Francisco via Burlington, Rio Grande and Western Pacific Railroads"]

AUTUMN OF THE REVIVAL

CN's enthusiasm for passenger trains had lost its momentum with the closing of Expo 67, but was still impressive within a gloomy North American context. For instance, the railway continued to provide seven expresses, locals and transcontinentals between Montréal and Ottawa during the summer of 1968 – a level never to be matched again (or at least, not as this is written).

NO MATTER WHERE IT'S GOING: 1968



1960's-25: CN No. 60 *Rapido* making a late winter afternoon crew change at Brockville ON, on its way from Toronto to Montréal, led by an FPA-4 (1973/02/25) [PETER DAWES].

THEY'RE EVERYWHERE, THEY'RE EVERYWHERE

You meet transportation buffs in the most unusual places. Before returning to university in September, 1968, I was invited by my immediate boss at Met Life to come over and view his model train collection. Better still, the manager of our section was an older English gentleman who, during the late 1920's, worked as a cabin boy on the largest liner of the day, White Star's MAJESTIC, plying the glamorous New York run in competition with famous vessels such as Cunard's MAURETANIA and Compagnie générale transatlantique's ÎLE DE FRANCE. You'd better believe that not all of the discussion around work pertained to "Loans, Surrenders and Maturities" (the name of our division)!

NO MATTER WHERE IT'S GOING: 1968



1960's-26: Passenger ramp leading from the underpass to concourse of the new Ottawa Union Station (1973/03/23) [TOM MATOFF].

TURBO UPDATE

While CN's Apr. 28 timetable included a "Coming in '68" promise (p. 14), the Oct. 27 version featured two actual departures (at 1245 and 1810 from either end), as well as this promo: "**Swoosh!** Ride the Fabulous Turbos between Montréal and Toronto. Under four hours downtown to downtown" (also p. 14).

I CURSE CN!

... for failing to make clear, in its timetable equipment listings during this era, what types of Lounge, Club and Meal cars were being operated on Corridor trains – leaving one to make educated guesses. Anyone have consists or train make-up information?

NO MATTER WHERE IT'S GOING: 1969

1969

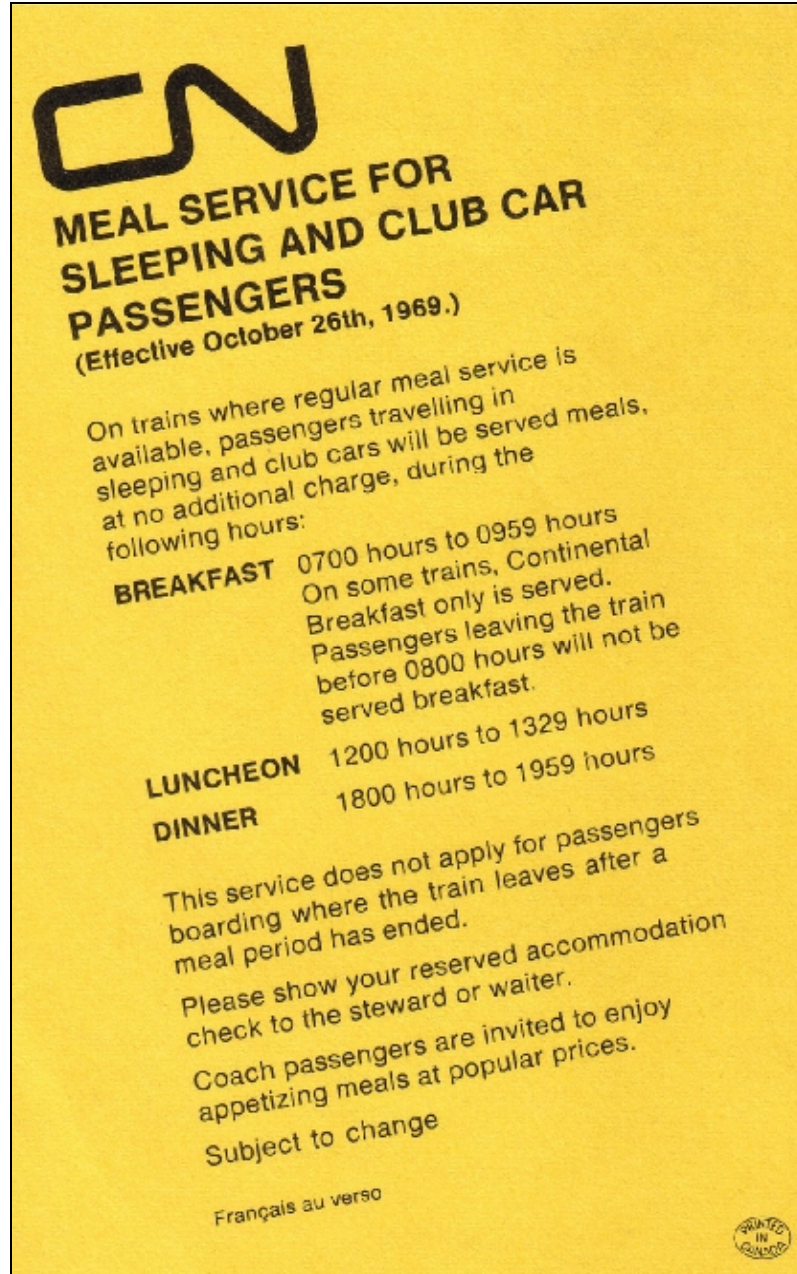
ONTARIO/QUÉBEC



Cafe Lounge
A pleasant setting for hearty
meals, snacks and refreshments.

Le café-bar
Repas, casse-croûte et
consommations dans un décor
accueillant.

[VIA Accommodations brochure, 1979/04]



CN

**MEAL SERVICE FOR
SLEEPING AND CLUB CAR
PASSENGERS**
(Effective October 26th, 1969.)

On trains where regular meal service is available, passengers travelling in sleeping and club cars will be served meals, at no additional charge, during the following hours:


BREAKFAST 0700 hours to 0959 hours
On some trains, Continental Breakfast only is served.
Passengers leaving the train before 0800 hours will not be served breakfast.

LUNCHEON 1200 hours to 1329 hours

DINNER 1800 hours to 1959 hours

This service does not apply for passengers boarding where the train leaves after a meal period has ended.
Please show your reserved accommodation check to the steward or waiter.
Coach passengers are invited to enjoy appetizing meals at popular prices.
Subject to change

Français au verso



[CN brochure, 1969/10/26]

SYNOPSIS

My rail travels expanded considerably in 1969, due to a summer job at the Canadian Transport Commission which stretched into the fall and winter. I also went to a cousin's wedding and visited a friend attending college in another city. The above sketch illustrates long-distance Cafe Lounge cars, while the notice describes complimentary meal service for sleeping and club car passengers.

All but one of the trip dates are assumed, the lone exception being confirmed by the CN sleeping-car receipt shown on the following page.

Trips taken: Perhaps 17 were involved covering 5,724 kilometres (3,572 miles), 15 on CN and 2 on CP. Fourteen would have been in Coaches and 4 in Sleepers. One was on a self-propelled Rail Diesel Car.

Equipment units: possibly 187, made up of 39 Locomotives & Related Units and 148 cars (Coaches & Dayneters, 56; Parlor & Club Cars, 11; Sleeping & Business Cars, 22; Dining & Other Meal Cars, 10; Lounge Cars, 10; Baggage & Miscellaneous Cars, 39).

Places visited: **ON** – Kitchener and Toronto; **QC** – Montréal.

Noteworthy train trips: **CP 133**, Montréal to Ottawa (North Shore); **CN Cavalier**, Montréal to Toronto; **CN Maple Leaf-Cavalier**, Kitchener to Montréal; **CN Capital**, Ottawa to Toronto.

Fastest average speed: **CN 36 & 30**, Ottawa to Montréal, both 95 km/h (59 mph). **Slowest:** **CN Capital**, Ottawa to Toronto, 55 km/h (34 mph).

HIGHLIGHT!

Taking my first trip in a Sleeper, from Kitchener to Montréal on the *Maple Leaf* and *Cavalier*, occupying a Roomette. This has been my only trip ever between points west and east of Toronto not involving a change in Union Station.

NO MATTER WHERE IT'S GOING: 1969

MILESTONE

CN was now operating full Cafe Lounge cars on some of its long-distance trains, offering better food and refreshment service to passengers who preferred not to use the Diner but nevertheless wanted something more substantial than a snack.

CN		receipt reçu	form formule 7
D-738015			
from de	OTTAWA	ONT	
to à	TORONTO	ONT	
adults adultes	ONE	children 5 to 11 yrs incl. enfants 5 à 11 ans incl.	X
		under 5 yrs. moins de 5 ans.	X
Reserved Accommodation de	OTT	Place Réservée accommodation place	
to à	TOR	RTE-12	
date time heure	DEC-15 2330	train code	car voiture 4930 1342-1906
from de		accommodation place	
to à			
date time heure		train code	car voiture
from de		accommodation place	
to à			
date time heure		train code	car voiture
endorsements mentions spéciales	RDT-2152 A/R 6805		
sold subject to conditions on back of this receipt conditions de vente au verso			
J. J. Lavoie			
agent's stamp timbre de l'agent			
			total \$ logage bagages
			16.40

[CN Ottawa-Toronto Sleeper ticket (1969)]

TRIPS AND CONSISTS

9? JUL:

CN 36 OTTAWA-MONTRÉAL

E	[2]	6788,6865
X		9288
C	[4]	5197,3231, 5622 ,5478
DL		1351
P		<i>Oromocto Lake</i>

Evening excursion to **MONTRÉAL** with fellow summer students (including buddy Glen Brunton) to attend a concert; * Depart 1640, arrive 1839, stopping at Dorval QC only, possibly behind an FPA/B-4 combination such as Nos. 6788 and 6865 – my fastest trip over this route to date at 1 hour, 59 minutes; * While nominally occupying a Coach, we spent most of the time in the Diner Lounge, while Club service might have been provided by a heavyweight Parlor; * CN was now offering five trains in each direction on this route: three intercity expresses and locals (the split depending on day of the week and direction); and two transcontinentals; * 188 km in 1 hr 59 mins, or 95 km/h (117 mls/59 mph); * Nos. 6788, 6865 (both MLW, 1958-9/Ir-VIA); * No. 5622 (CCF, 1954/Ir-VIA, RLP, WSJ); * No. 1351 (PS, 1954; ex-BS Valleyview/Ir-CN, VIA K Rideau Club, CRE, ISL); * OROMOCTO LAKE (CCF, 1919; ex-CNoR,CN Col 2870, P Oromocto, H 15656); * No. 9286 (CCF, 1958/Ir-CN, VIA 9657, QNS&L 13522).

IT DOESN'T GET MUCH BETTER!

Impressing my colleagues, that is, with dinner in the Diner Lounge of CN No. 36, while racing through my former Alexandria and wider Glengarry haunts – on the way to see the “Ike & Tina Turner Review” at the Expo 67 site. OK, it was a long time ago! But Tina was still going strong decades later, and who said life is wasted on the young?

9-10? JUL:

CN 7 MONTRÉAL-OTTAWA [JASPER] Panorama

E	[2]	6534,6632
XML	9733	MONTRÉAL-NORTH BAY

NO MATTER WHERE IT'S GOING: 1969

X	9222	
C	5539	MONTRÉAL-CAPREOL
C	5499	
CfLC	3018	
T	<i>Val Marie</i>	
S	<i>Greenhurst</i>	
D	1344	
S	<i>Greenock</i>	
S	<i>Rivière Cloche</i>	MONTRÉAL-WINNIPEG

Depart 2315, arrive 0115 on the *Panorama*, stopping only at Dorval and now designated as No. 7; * The basic consist out of Montréal featured two “Green” Sleepers (perhaps including GREENHURST, formerly Boston & Maine), a “River” Sleeper (possibly RIVIÈRE CLOCHE, ex-Florida East Coast), and a Dormette Sleeper (let’s say all-room VAL MARIE, ex-New York Central); * No. 7 was still carrying a Railway Post Office as far as North Bay; * Nos. 6534 (*Ir-VIA 6301*), 6632 (*both GMD, 1958/Ir-VIA*); * GREENHURST (*PS, 1954; ex-B&M Rye Beach/Ir-VIA, AJW*); * RIVIÈRE CLOCHE (*PS, 1949, 10rm6db; ex-FEC Caparra/Ir-VIA, ARO Cascade Nights*); * VAL MARIE (*PS, 1948, 22rm; ex-NYC James Bay/Ir-CN, VIA DN 5737, TTSL Cap-Blanc, WSJ 5737*); * No. 9733 (*NSC, 1941*).

A BAD OMEN

CN had begun to downgrade the *Panorama*, a certain sign of its eventual demise. It was now operating as separate Montréal/Toronto-Winnipeg and Winnipeg-Vancouver trains, the latter full service year-round, the former bare-bones except during the summer – although (keep working with me!) this “eastern” portion was extended three times per week during the summer as a second *Panorama* as far as Jasper.

14? JUL:

CN 30 OTTAWA-MONTRÉAL

E	[2]	6759,6858
X		9281
C	[3]	5225,3231, 5534
DL		1355
P		<i>Lac Échemin</i>

NO MATTER WHERE IT'S GOING: 1969

Day trip to **MONTRÉAL** for meetings, departing 0740, arriving 0939, with one stop at Dorval; * The Conductor accepted my CTC pass (No. RDT-2152) without blinking an eye, the railways obliged by law to provide free basic transportation to employees of their regulator – also to Members of Parliament, amongst others.

CN 39 MONTRÉAL-OTTAWA

E	6765
X	9243
C	5541
CfLC	3033
C	5625

Depart 2045, arrive 2315 on this off-peak local service, with major stops at Dorval, Coteau, Alexandria, Maxville and Casselman, possibly occupying a Cafe Lounge Coach rebuilt from a Coach; * 188 km in 2 hrs 30 mins, or 75 km/h (117 mls/47 mph); * No. 3033 (CCF, 1954; ex-C 5606/lr-VIA, GCRT).

23? JUL:

CP 232 OTTAWA-MONTRÉAL

E	1413
X	4739
C	[2] 100,105
CfLC	517
P	6621

Day trip to **MONTRÉAL** for meetings; * Depart 0800, arrive 1005, with major stops at Ste-Anne-de-Bellevue QC, Dorval, Montréal West and Westmount, possibly behind an FP9A; * This train was made up largely of *Canadian* equipment, including Coaches, a “Skyline” Cafe Lounge Dome Coach, and a Parlor reconfigured (temporarily, as it turned out) from a stainless-steel Coach; * 177 km in 2 hrs 5 mins, or 85 km/h (110 mls/53 mph); * No. 1413 (GMD, 1954/lr-VIA); * Nos. 100 (lr-VIA 100, 8100), 517 (lr-VIA CfeL 517, 8517), 6621 (ex-C 119/lr-CP, VIA C 119, VIA 8119) (all Budd, 1954-5); * No. 4739 (CCF, 1952/lr-2739).

CP 133 MONTRÉAL-OTTAWA

Cm	9055
CXm	9108

NO MATTER WHERE IT'S GOING: 1969

Return along the North Shore of the Ottawa River on a self-propelled Rail Diesel Car train following the old Québec, Montréal, Ottawa & Occidental Railway, CP's original route before the "Short Line" was built south of the river – the RDC's and route both being firsts for me; * Depart 1825, arrive 2140, with major stops at Park Avenue/Jean-Talon, Bordeaux, Ste-Thérèse, Ste-Scholastique, Lachute, Montebello (site of the famous CP resort hotel), Papineauville, Thurso, Masson-Buckingham Jct., Hull West and Ottawa West; * I possibly occupied an RDC-1 (which eventually ended up on the Ferrocarriles de Cuba), operating along with an RDC-2 (which CP later turned into a "marketing car"); * 200 km in 3 hrs 15 mins, or 62 km/h (125 mls/39 mph); * Nos. 9055 (Ir-VIA 6132, FDC 2305), 9108 (Ir-MTG 91, ACRM 9108) (both Budd, 1953-6).

8? AUG:

CN 2 [VANCOUVER] OTTAWA-MONTRÉAL Super Continental

E	[3]	6510,6628,6527	WINNIPEG-MONTRÉAL
X		9245	
C	[3]	5535,5587,5630	
CfeL		753	
T		Ingonish	
S		Edmonton	
D		1366	
BL		Sans-Souci	CAPREOL-MONTRÉAL
S	[2]	Ernestown, Terra Nova River	

To **TORONTO** via Montréal, on a triangle trip designed to better familiarize myself with rail passenger services, given that I was now working on the CTC's Ontario-Québec Intercity Passenger Transport Study; * Depart 1820, arrive Montréal 2035, with one stop at Dorval, on a train having pretty much the same amenities as the Jasper-bound *Panorama* above but with the addition of a Cafe Lounge and Buffet Lounge; * Line Sleepers included two "E", one "River", and one Dormette car; * 188 km in 2 hrs 15 mins, or 84 km/h (117 mls/52 mph); * No. 753 (CCF, 1954; ex-C 5564, CflC 3005/Ir-VIA, KRHP); * SANS-SOUCI (CCF, 1924; ex-BP St. Peter/Ir-VIA, WCL); * EDMONTON (PS, 1954, 4sc8du4db/Ir-VIA, LSEI, CRM); * INGONISH (CCF, 1950, 24du/Ir-VIA); * TERRA NOVA RIVER (PS, 1949, 10rm6db; ex-FEC Guatemala/Ir-VIA).



[CN System Time Table, 1968/10/27, inside front cover].

NO MATTER WHERE IT'S GOING: 1969



1960's-27: CP No. 132 approaching Papineauville QC on its way over the North Shore line from Ottawa to Montréal, featuring RDC-1 No. 9072 and RDC-2 No. 9102 (1971/09/11) [ROBERT SANDUSKY].

8-9? AUG:

CN 59 MONTRÉAL-TORONTO Cavalier

E	[3]	6519,6636,6532	
XML		7822	
X		9267	
C	[2]	5467, 5599	
CfLC		3039	
C		5543	
S	[2]	<i>Valcartier, Valhalla</i>	
BL		<i>Happy Haven</i>	
S	[2]	<i>Saskatchewan River, Renfrew</i>	
S		<i>Greenshields</i>	MONTRÉAL-TORONTO [PORT HURON]

Depart 2355, arrive 0730 next morning, with stops at Dorval, Cornwall ON, Brockville, Kingston, Belleville, Cobourg, Port Hope, Oshawa and Guildwood; * I spent the night in one of the Coaches, while the Sleepers

NO MATTER WHERE IT'S GOING: 1969

included a modernized heavyweight Section car featuring a Family Room (such as RENFREW) and a standard Sleeper formerly destined for Chicago but now going only as far as Port Huron MI (perhaps GREENSHIELDS, once leased to the Pullman Co. for service over this route); * Also in the consist was a Buffet Lounge, possibly a modernized heavyweight car such as HAPPY HAVEN; * 544 km in 7 hrs 35 mins, or 72 km/h (340 mls/45mph); * RENFREW (CCF, 1927, 12sc1fr); * GREENSHIELDS (PS, 1954, 6sc6rm4db; leased to Pullman until 1965/6/lr-VIA); * HAPPY HAVEN (CCF, 1925; ex-OLS Cape Traverse, Zephyr, SG White Glen).

LESSON LEARNED

The *Cavalier* still boasted a decent number of Sleepers, despite summer being off-peak for these overnight business trains. My decision to settle for a Coach seat taught me an early lesson regarding night trains: go Sleeper whenever possible!

9? AUG:

CN 50 TORONTO-BROCKVILLE [MONTRÉAL] Lakeshore

E	[2]	6540,6631
X		9247
C	[4]	5487,5507,5537, 5627
DL		1356
BKL		Ontario

Return to **OTTAWA**, departing 0930, arriving home at 1505, with stops at Guildwood, Oshawa, Cobourg, Belleville, Napanee, Kingston, Gananoque, Brockville and Smiths Falls, with a change of trains now required at Brockville on this morning service; * CN possibly was offering a modernized heavyweight Buffet Club Lounge and Diner Lounge on these trains, although it's still difficult to tell from the timetable; * 446 km in 5 hrs 35 mins, or 80 km/h (278 mls/50 mph), through to Ottawa; * ONTARIO (CCF, 1930; ex-BL English Bay, P/lr-VIA, CN C 4894, ISL).

CN 40 BROCKVILLE-OTTAWA Lakeshore

E		6767
C	[2]	5290,5534

NO MATTER WHERE IT'S GOING: 1969



1960's-28: CN No. 141 *Lakeshore* arriving at Smiths Falls on its snowy way from Ottawa to Brockville, behind FPA-4 No. 6764 – this train variously numbered 41 or 141 during these years (1972) [BRUCE CHAPMAN].

16? AUG:

CN 41 OTTAWA-BROCKVILLE *Lakeshore*

E		6758
C	[2]	5194, 5477

To **KITCHENER** via Brockville and Toronto, to attend a cousin's wedding; * Depart 0945, arrive Toronto 1529.

CN 51 [MONTRÉAL] BROCKVILLE-TORONTO *Lakeshore*

E	[2]	6541,6635
X		9288
C	[4]	5578,5544, 5591 ,5532
DL		1354
BKL		<i>Lake Makamik</i>

NO MATTER WHERE IT'S GOING: 1969

Onward to Kitchener by Gray Coach Lines, there being no train at this time of the day.

CN 158 [CHICAGO] KITCHENER-TORONTO *Maple Leaf*

E	[2]	6534,6627	
X		9235	
C	[3]	4888[GTW],5470,5584	
DL		1351	
BKL		Great Slave Lake	
S		Green Brook	PORT HURON-TORONTO [MONTRÉAL]

Return to **OTTAWA** the same evening, via Toronto and Montréal given that the Toronto-Ottawa *Capital* didn't run Saturday nights; * Depart Kitchener on the *Maple Leaf* at 2126, arriving Union Station 2310 over CN's former Grand Trunk "Back Line", with stops at Guelph, Georgetown, Brampton and West Toronto; * I occupied a Roomette in the Port Huron-Montréal Sleeper, perhaps GREEN BROOK, while it's possible that a heavyweight Buffet Club Lounge supplied first-class service; * CN power was apparently now running through between Toronto and Chicago, and perhaps one of the Coaches was owned by Grand Trunk Western; * 102 km in 1 hr 44 mins, or a very slow 59 km/h (64 mls/37mph); *GREEN BROOK (PS, 1954, 6sc6rm4db; leased to Pullman until 1965/6/1r-VIA).

16-17? AUG:

CN 58 TORONTO-MONTRÉAL *Cavalier*

E	[3]	6537,6630,6523	
XML		7846	
X		9289	
C	[2]	5489,5602	
CfLC		3024	
C		5621	
S	[2]	Val Alain, Val St. Michel	
BL		Harmony Haven	
S	[2]	Grand Codroy River, Granby	
S		Green Brook	[PORT HURON] TORONTO-MONTRÉAL

Depart 2355, arrive 0730 next morning, with GREEN BROOK being switched from train-to-train in Union Station.

17? AUG:

CN 133 MONTRÉAL-OTTAWA

E	[2]	6768,6871
X		9228
C	[3]	5591,5552,5227
DL		1353
P		Lac Flamand

Depart 0940, arrive 1159, stopping at Dorval, Coteau, Alexandria ON, Maxville and Casselman.

9-10? SEP:

CN 49 OTTAWA-TORONTO *Capital*

E	[3]	6778,6864,3110
X	[4]	11133,11109,9026,9060
XML		7840
X	[2]	9114,9143
C	[2]	5306,5496
S		Manitou
BLS		Cape Rosier

To **TORONTO** for meetings, with several CTC colleagues including Glen Brunton (one night there); * Depart 2330, arrive 0700 next morning over the old Canadian Northern route through Yarker to Napanee, then the former Grand Trunk line beyond, with stops at Smiths Falls, Belleville, Cobourg and Guildwood; * As was often the case with CN, a freight locomotive (assumed here to be an RS18) might have been on the point, along with an FPA-4 and FPB-4; * *Capital* was mostly a mail and parcels train (including a Railway Post Office), providing overnight service since the demise of CP-operated Nos. 33/34 when the Pool Agreement ended in 1965; * We occupied Roomettes and Bedrooms in the Sleeper (possibly MANITOU, ex-Florida East Coast), operating along with a Buffet Lounge Sleeper (such as CAPE ROSIER, which much later became a CN Track Inspection Car); * 415 km in 7 hrs 30 mins, or 55 km/h (259 mls/34 mph); * No. 3110 (MLW, 1959); * MANITOU (4sc4rm5db1ct; ex-FEC Jamaica/lr-SVRC Jamaica), CAPE ROSIER (2db2ct/lr-CN TIC 15008:3) (both PS, 1954/lr-VIA); * Nos. 7840 (NSC, 1948/lr-CN, VIA V 15205, ISL); * No. 11133 (CCF, 1943/lr-Wrk 43042).

NO MATTER WHERE IT'S GOING: 1969

WRONG WAY CAPITAL

Our *Capital* was set up to leave eastward from Ottawa Union Station instead of the expected westward, but we soon turned in the latter direction through Walkley Yard and resumed the usual route. Whether this was common practice or due to some operational problem, I don't know. Although not indicated in the timetable, I definitely remember having drinks in a Buffet Lounge Sleeper – and deny, to this day, that this caused me to get the direction mixed up!

11? SEP:

CN 44 TORONTO-OTTAWA

E	[2]	6505,6626
X		9267
C	[4]	5407, 5439 ,5537,5445
DL		1355
P		Lac Étchemin
BKL		Lake Makamik

Return to **OTTAWA**, departing 1700, arriving 2159 on a dedicated Ottawa service stopping at Guildwood, Oshawa, Cobourg, Belleville, Kingston, Brockville and Smiths Falls; * 446 km in 4 hrs 59 mins, or 90 km/h (278 mls/56 mph).

26? SEP:

CN 45 OTTAWA-TORONTO

E	[2]	6518,6634
X		9245
C	[4]	5293, 5633 ,5605,5532
DL		1354
P		Namakan Lake
BKL		Lake Couchiching

To **TORONTO** to visit a friend attending college in "Hog Town" (two nights there), departing 1700, arriving 2159.

NO MATTER WHERE IT'S GOING: 1969

FASTER SCHEDULE

Nos. 44 and 45 both were now making the journey between Ottawa and Toronto in 4 hours, 59 minutes – 51 minutes faster than the old Pool service had managed four years earlier and despite the excruciatingly slow segment between Ottawa and Brockville, which included hand-thrown switches at Smiths Falls.

28-29? SEP:

CN 48 TORONTO-OTTAWA Capital

E	[2]	6758,3109
X	[3]	11125,9034,9057
XML		7816
X	[2]	9037,9143
C	[2]	5294,5451
S		Manitou

Return to **OTTAWA** on the *Capital*, departing 2345, arriving 0620 next morning, occupying a Roomette – possibly again in MANITOU; * My colleagues and I then headed west and north in mid-October to Edmonton, then Watson Lake and Whitehorse in Yukon to work on the CTC's Northern Air Traffic Survey, returning in early December – no rail travel being involved during this initial leg of the project.

15-16 DEC:

CN 49 OTTAWA-TORONTO Capital

E	[3]	6790,6871,3105
X	[6]	11109,9057,9037,9041,9058, 9086
XML		7816
X	[2]	9143,9034
C	[2]	5631,5461
S	[2]	Sisiboo Falls, Windigo

To **TORONTO** on a Monday night with a few colleagues on CTC air-traffic survey business, with the added benefit of being able to visit my friend (four nights there); * Depart 2330, arrive 0700 next morning, occupying (according to my reservation receipt) Roomette No. 12 in Car 4930, suggesting a 14 Roomette-4 Double

NO MATTER WHERE IT'S GOING: 1969

Bedroom car such as SISIBOO FALLS, formerly owned by the St. Louis-San Francisco – operating (let's also assume) as a second Sleeper this night alongside MANITOU's sister car WINDIGO; * SISIBOO FALLS (PS, 1948, 14rm4db; ex-SLSF Auguste Chouteau/Ir-VIA); * WINDIGO (PS, 1954, 4sc4rm5db1ct; ex-FEC Nassau, Scott M. Loftin/Ir-VIA, NRHFG Florida Sunrise).

- **20? DEC:** Return to **OTTAWA**, for some forgotten reason on a Voyageur Colonial Lines bus.

NO SWOOSH

There was no mention of Turbo trains in CN's spring or fall timetables, indicating serious, ongoing problems with these unreliable beasts as the decade came to a close.

RED-WHITE-BLUE

CN continued to use its innovative pricing system in 1969, the highest Blue fares applying for much of a holiday month like December.

DEC.	DÉC.					
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

[CNR-GTW System Time Table, 1969/04/27, back cover]

NOW FOR THE SEVENTIES!

This brings my **1960's** volume to a close. Canadian National's great passenger revival might have been running out of gas as the decade ended, but CN, Amtrak, VIA Rail, and other service providers (even CP) would offer plenty of great train-riding in the future. Due to the number of trips involved, the next decade is covered in two volumes: **1st 1970's** (next up in this series) and **2nd 1970's** (following).

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[Please note: (i) named trains have their own entry; (ii) stations and other landmarks are indexed under the city or town concerned; and (iii) places are indexed only where they were start or end points of specific trips, or where they were of special interest]

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