

NO MATTER WHERE IT'S GOING

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

1990's



[ROBERT SANDUSKY]

by Peter Dawes

NO MATTER WHERE IT'S GOING: 1990's

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

1990's

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FRONT COVER PHOTO

1990's-1: VIA No. 45 *Rideau* arrives at Brockville ON from Ottawa on its way to Toronto, behind F40PH-2 6404 (1999/03/23) [ROBERT SANDUSKY].

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DEDICATION

to the late Brian Sullivan.

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 1990's and involves trips primarily in Ontario and Québec, but also Alberta, British Columbia, and western U.S.

This is **VERSION 16** (for changes from the previous version, please see page 112).

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.

CONTENTS

DEDICATION	3
FOREWORD	3
ABOUT THE AUTHOR	3
CONTENTS.....	4
PHOTO CREDITS.....	6
INTRODUCTION.....	6
ACKNOWLEDGEMENTS	9
GENERAL NOTES AND CAVEATS.....	10
ABBREVIATIONS	
SERVICE PROVIDERS	12
ADDITIONAL TRACK AND EQUIPMENT OWNERS	12
MISCELLANEOUS ENTITIES	13
RAIL EQUIPMENT	13
SLEEPING ACCOMMODATIONS.....	14
EQUIPMENT MANUFACTURERS.....	14
SAMPLE ENTRY	15
QUICK INDEX OF TRAINS TAKEN	
BAY AREA RAPID TRANSIT	16
CALTRAIN	16
GREAT CANADIAN RAILTOUR CO.	16
ONTARIO NORTHLAND.....	17
VIA RAIL CANADA.....	17
THE 1990's	19
OVERALL CONTEXT.....	20
TRIP DETAILS.....	21
PLACES VISITED	22
PARTICULARLY NOTEWORTHY TRIPS.....	22
ROUTE SCHEMATIC.....	24
1990: ONTARIO	25
SYNOPSIS	26
TRIPS AND CONSISTS	27

NO MATTER WHERE IT'S GOING: 1990's

1991:	ONTARIO/QUÉBEC	30
	SYNOPSIS	31
	TRIPS AND CONSISTS	33
1992:	ONTARIO/WESTERN U.S.....	36
	SYNOPSIS	37
	TRIPS AND CONSISTS	39
1993:	ALBERTA/BRITISH COLUMBIA/ONTARIO.....	44
	SYNOPSIS	45
	TRIPS AND CONSISTS	47
1994:	ONTARIO/QUÉBEC/WESTERN U.S.....	54
	SYNOPSIS	55
	TRIPS AND CONSISTS	57
1995:	ONTARIO/QUÉBEC	65
	SYNOPSIS	66
	TRIPS AND CONSISTS	67
1996:	ALBERTA.....	70
	SYNOPSIS	71
	TRIPS AND CONSISTS	72
1997:	ONTARIO/QUÉBEC	75
	SYNOPSIS	76
	TRIPS AND CONSISTS	77
1998:	ONTARIO	80
	SYNOPSIS	81
	TRIPS AND CONSISTS	83
1999:	ONTARIO	89
	SYNOPSIS	90
	TRIPS AND CONSISTS	91
	GENERAL INDEX	99
	BIBLIOGRAPHY	
	PUBLICATIONS	107
	WEBSITES	109
	LIST OF PHOTOS.....	110
	LIST OF SCANNED IMAGES.....	111
	CHANGES FROM PREVIOUS VERSION	112

PHOTO CREDITS

Dawes, Peter *[all except those credited to others];*

Dawes, Sandra *[1990's-6,23];*

Gaugl, Gerald E. *[1990's-3,5,15,16,19,20,21];*

Sandusky, Robert *[1990's-1,12].*

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*, page 10).

INTRODUCTION

Welcome to the seventh volume of my North American rail-travel project, offering detailed accounts of train trips taken during the 1990's.

Previous volumes cover the 1950's, 1960's, 1st part of the 1970's (1970-75), 2nd part of the same decade (1976-79), 1st 1980's (1980-82), and 2nd 1980's (1983-99). Later volumes deal with the 2000's, 2010's and 2020's. There is also 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 several tables providing more 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*.

NO MATTER WHERE IT'S GOING: 1990's

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

It is important to note that I only started taking train consists at the beginning of 1974. Prior to this, trips are reconstructed from memory and are therefore speculative, with timings and car types taken from public timetables and equipment lists.

BEFORE PROCEEDING...

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

Turning to the current volume, I provide **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 some **GENERAL NOTES & CAVEATS**, **ABBREVIATIONS**, a **SAMPLE ENTRY**, and a **QUICK INDEX OF TRAINS TAKEN**.

For the **decade** involved, I then provide the overall context, details of trips taken, places visited, and particularly noteworthy trips. For each **year** within that decade, I include 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 (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, any major enroute stops, and purpose of the trip. (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

NO MATTER WHERE IT'S GOING: 1990's

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 where I've had to make assumptions; 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, 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 versions of these documents.

Specifically where this 1990's volume is concerned:

- Sandra Dawes, Gerry Gaugl and Bob Sandusky for supplying photographs; and
- Phil Mason and Bob Sandusky for photo-captioning assistance, and Earl Roberts for clarification of VIA's HEP programs.

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

Finally, this volume is dedicated to Brian Sullivan, for introducing me to the world of hinterlands, service centres, and their link to public transportation, as well as for bringing me to Alberta.

Peter Dawes
Edmonton, Alberta
January, 2024.

GENERAL NOTES AND CAVEATS

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 those involving night and winter trains often were taken in adverse lighting conditions);

Train names: are shown where formally used (and as used) by the service provider (in the case of Ontario-Québec Corridor trains, they continue to be shown after VIA dropped them from its new pocket timetable format in 1998);

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**;

Diesel locomotives: are referred to as "Diesel" instead of the more technically correct "Diesel-Electric";

Snack facilities: are not usually indicated but were often available (in the Ontario-Québec Corridor, by cart in Coaches);

NO MATTER WHERE IT'S GOING: 1990's

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);

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

Cars used for other than designed purposes: are noted as such where recorded or assumed (e.g., a Club Galley 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 only, in order to give the flavour, in each year, of equipment encountered (special thanks here to the Bytown Railway Society for its annual *Canadian Trackage Guide*, Earl Roberts and Dave Stremes, editors);

Consist-taking: has resulted in some inaccuracies and omissions, due to: switching of equipment prior to my joining or leaving a train (or during the middle of the night); mistakes made in recording equipment types; late boarding or hurried exit from trains; and occasional grumpiness or sheer laziness – in which case assumptions are made regarding the particular car or locomotive (or number of units), based in some cases on photos taken at the time, and shown in *Italics*.

ABBREVIATIONS

SERVICE PROVIDERS

[Note: coloured abbreviations carry through from earlier volumes]

BART	Bay Area Rapid Transit
CALT	Peninsula Corridor Joint Powers Board (Caltrain)
GCRT	Great Canadian Railtour Co.
ONR	Ontario Northland Railway
VIA	VIA Rail Canada

ADDITIONAL TRACK AND EQUIPMENT OWNERS

ACS	Arctic Cold Storage
AM	Amtrak (National Railroad Passenger Corp.)
ASC	Aspen Crossing Railway (Mossleigh AB)
AT&SF	Atchison, Topeka & Santa Fe Railroad
BCR	BC Rail
CN	Canadian National Railways
CP	CP Rail
CTRM	Connecticut Railroad Museum (Danbury)
DES	Diesel Electric Services (Sudbury)
GO	GO Transit
GWT	Great West Tours
HVH	Heber Valley Historic Railroad (Heber City UT)
IRS	Industrial Rail Services (Moncton)
L&N	Louisville & Nashville Railroad
MILW	Chicago, Milwaukee, St. Paul & Pacific Railroad (Milwaukee Road)
NCO	North Coast Railway
NRE	National Railway Equipment (Dixmoor IL)
NRHBC	National Railroad Historical Society, BC Chapter (New Westminster)

NO MATTER WHERE IT'S GOING: 1990's

NTFT	Nagel Tours – Fun Train Canada (Edmonton)
NYC	New York Central Railroad
PC	Penn Central Railroad
PRR	Pennsylvania Railroad
RSC	Rail/Sea Cruises
SLSF	St. Louis-San Francisco Railroad (Frisco)
SOU	Southern Railway
SP	Southern Pacific Railroad
SSK	S.S. Sykes
T&NO	Texas & New Orleans Railroad (SP)
UP	Union Pacific Railroad

MISCELLANEOUS ENTITIES

CAF	Canadian Armed Forces
MLN	Muskoka Lakes Navigation & Hotel Co.
MUNI	San Francisco Municipal Railway
RMS	Royal Mail Ship

RAIL EQUIPMENT

BS	Buffet Sleeper
C	Coach
CfC	Cafe Coach
CfeL	Cafe Lounge
CfLC	Cafe Lounge Coach
CX	Coach Baggage
D	Diner
dd	Equipment deadheading
DL	Diner Lounge
DN	Dayniter
E	Engine (Diesel)
e	Electric propulsion

NO MATTER WHERE IT'S GOING: 1990's

ex-	Formerly
HEP	Head-end Electric Power
K	Club Galley
lr-	Later
LRC	Light-Rapid-Comfortable train
m	Self-propelled multiple unit train
OLS	Observation Lounge Sleeper
S	Sleeper
SnL	Snack Lounge
U	Generator
X	Baggage
XY	Baggage Dormitory
Y	Dormitory

SLEEPING ACCOMMODATIONS

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

EQUIPMENT MANUFACTURERS

AMFT	AMF Technotransport
BBD	Bombardier
Budd	Budd Co.
CCF	Canadian Car & Foundry
EMD	Electromotive Division (GM)
GE	General Electric
GMD	General Motors Diesel Division
HS	Hawker-Siddeley

NO Nippon Sharyo
 PS Pullman Standard
 Rohr Rohr Industries
 SPTA SEPTA Rail

SAMPLE ENTRY

BEFORE PROCEEDING...

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

12 JUL:

VIA 650 TORONTO-KINGSTON *Trent*

E	6409	TORONTO-KINGSTON [OTTAWA]
K	3474	"
C	[3] 3330,3361,3315	"
C	[3] 4115, 4109 ,4125[dd]	
E	6424	

To **KINGSTON** (four nights there), departing 1730, arriving 2000, with stops at Guildwood, Oshawa, Port Hope, Cobourg, Trenton Jct., Belleville and Napanee; * *Trent* was a new train for me, its refurbished HEP-2 cars attached to the rear of the *Senator's* Ottawa-bound LRC equipment as far as Kingston station; * We occupied Coach No. 4109, formerly owned by the Southern Pacific, Texas & New Orleans and Amtrak; * 254 km in 2 hrs 30 mins, or 102 km/h (159 mls/64 mph); * No. 6424 (GMD, 1987); * No. 4109 (Budd/AMFT, 1950; ex-SP 2375, T&NO 448, SP 2236, AM 4423).

Explanations:

12 JUL:

VIA 650

TORONTO-KINGSTON

Trent

E 6409

- departure date;
- service provider was VIA, train number 650;
- segment travelled, the train originating in Toronto and terminating in Kingston;
- name of train;
- Locomotive, going beyond Kingston to Ottawa;

NO MATTER WHERE IT'S GOING: 1990's

K 3474

C [3] 3330,3361,3315

C [3] 4115,4109,4125[*dd*]

E 6424

* 254 km in 2 hrs 30 mins, or 102 km/h
(159 mls/64 mph)

* No. 6424 (GMD, 1987)

* No. 4109 (Budd/AMFT, 1950; ex-SP
2375, T&NO 448, SP 2236, AM 4423)

- this Club Galley likewise;
- these three Coaches likewise;
- three Coaches going only far as Kingston, the **Bold** indicating that I occupied No. 4109, the [*dd*] that No. 4125 was deadheading;
- rear Locomotive going only as far as Kingston.

- distance travelled, elapsed time, and average speed in kilometres (*and miles*);

- built by General Motors Diesel Division in 1987;
- built by Budd Co. in 1950, later rebuilt by AMF Technotransport; formerly owned by Southern Pacific, Texas & New Orleans, SP again, and Amtrak, carrying the numbers indicated.

QUICK INDEX OF TRAINS TAKEN

<i>number</i>	<i>name/route</i>	<i>page(s)</i>
---------------	-------------------	----------------

BAY AREA RAPID TRANSIT

-	Daly City-Fremont	39,57
-	Fremont-Daly City	40,57

CALTRAIN

144	San Francisco-Tamien	57
163	Tamien-San Francisco	58

GREAT CANADIAN RAILTOUR CO.

-	<i>Rocky Mountaineer</i>	49
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NO MATTER WHERE IT'S GOING: 1990's

<i>number</i>	<i>name/route</i>	<i>page(s)</i>
ONTARIO NORTHLAND		
697	<i>Northlander</i>	93
698	<i>Northlander</i>	94
VIA RAIL CANADA		
2	<i>Canadian</i>	72
36	<i>Laurier</i>	33,59,67
41	<i>Capital</i>	62
43	<i>Lakeshore</i>	77,98
44	<i>Rideau</i>	41,48,52
45	<i>Rideau</i>	34,84
46	<i>Rideau</i>	35
46	<i>Simcoe</i>	39,42,47,59,60,67
48	<i>Senator</i>	87,91
49	<i>Senator</i>	84,98
49	<i>Simcoe</i>	48
53	<i>York</i>	85,97
56	<i>La Salle</i>	77
60	<i>Meridian</i>	83
61	<i>Meridian</i>	60,68,92
61	<i>York</i>	27,42
62	<i>La Salle</i>	27
64	<i>Renaissance</i>	61,86,91
65	<i>Meridian</i>	47,48,52,53
67	<i>Metropolis</i>	59
66	<i>Renaissance</i>	34
67	<i>Renaissance</i>	33
68	<i>Bonaventure</i>	51,96
69	<i>Bonaventure</i>	79
84	<i>Huron</i>	61

NO MATTER WHERE IT'S GOING: 1990's

<i>number</i>	<i>name/route</i>	<i>page(s)</i>
85	<i>International</i>	95
642	<i>Lakeshore</i>	97
650	<i>Trent</i>	91

NO MATTER WHERE IT'S GOING: 1990's

THE 1990's

*ONTARIO/QUÉBEC/ALBERTA
BRITISH COLUMBIA
WESTERN U.S.*



1990's-2: Great Canadian Railtour Co.'s *Rocky Mountaineer* at Banff AB, author beside lead B36-7 No. 7498 (1993/06/03) [PHOTOGRAPHER UNKNOWN].

OVERALL CONTEXT

***I took a trip on a train, and I thought about you;
I passed a shadowy lane, and I thought about you.
Two or three cars parked under the stars, a windin' stream,
Moon shining down on some little town
And with each beam, the same old dream.***

Johnny Mercer (with Jimmy Van Heusen)
(*"I Thought About You"*).

I worked for the Government of Alberta's Department of Transportation and Utilities in Edmonton during this decade, after our Transportation Services Branch was transferred there in April of 1990. (In 1999, our Department was renamed Alberta Infrastructure; the name of our group, Policy and Economic Analysis Branch.) The classic pop lyrics quoted above follow the train theme, and provide an excellent introduction to my 1990's train travels.

My job continued to involve developing policy on surface passenger transportation issues of interest to the provincial government, with aviation and accessible transportation added as the decade went on. It also featured: the coordination of Alberta's comprehensive response to the Royal Commission on National Passenger Transportation and two, statutory 5-year reviews of national transportation legislation; a review of the province's transportation regulations; and the chairing of a provincial advisory group charged with improving transportation accessibility.

Rail-passenger issues were limited mainly to the government's continuing interest in a Calgary-Edmonton high-speed rail line, VIA's *Canadian* transcontinental service, and private tourist rail services such as the *Rocky Mountaineer*. I made some interesting rail trips, supplemented by a lot of flying east for business and family visiting, also intercity buses to Calgary for meetings. Sandra and I took three overseas holidays this decade, visiting Australia and Fiji in 1990, and Europe in 1992 and 1998.

VIA discontinued services and routes on January 15, 1990 in response to the Government of Canada's decision to pretty much halve funding. Only one western transcontinental train survived, tri-weekly over the CN route but nevertheless called the *Canadian*. VIA did re-equip its conventional fleet with Head-end

NO MATTER WHERE IT'S GOING: 1990's

Electric Power, starting with the former CP stainless-steel, long-distance cars and ending with similar used vehicles obtained in the United States. Additionally, the corporation significantly reduced its subsidy requirement through more efficient operation and modest, but effective, marketing.

In the U.S., Amtrak continued in pretty much of a holding pattern, lurching from funding crisis to funding crisis. Two highlights were the continued expansion of its California intercity network (in cooperation with the state government), and a major upgrading of the Boston-New York line. The corporation expanded its parcels and mail business substantially, generating both more revenue and more expense, and compromising the convenience and on-time performance of trains so equipped.

TRIP DETAILS

I took 63 train trips and travelled 14,641 kilometres (*9,137 miles*) during the 1990's, of which just 6 trips and 174 km (*109 mls*) were on American-based service providers.

By year, the greatest distance travelled was 3,445 kilometres (*2,150 miles*) in 1993; the smallest, 209 km (*130 mls*) in 1996. Most trips were 13 in 1994; the fewest, just 1 in 1996.

All of these trips were in my "Coach" category (including 1 in Club class). Four were on self-propelled trains; none behind steam.

VIA accounted for 53 trips. Other service providers were Bay Area Rapid Transit (BART) at 4 and the following at 2 each: Great Canadian Railtour Co. (GCRT), Ontario Northland (ONR), and Caltrain.

There were 388 units in the trains I took: 70 Locomotives & Related Units and 318 cars. The latter consisted of: Coaches & Dayneters, 244; Parlor & Club Cars, 52; Sleeping & Business Cars, 10; Dining & Other Meal Cars, 3; Lounge Cars, 5; Baggage & Miscellaneous Cars, 4.

Fastest average speed by a **Canadian** service provider should have been from Montréal to Toronto on VIA's *Metropolis* in 1994, although it wasn't achieved on this trip: 135 km/h (*84 mph*). **American:** Caltrain No. 144 from San Francisco to Palo Alto, also in 1994: 59 km/h (*37 mph*). (**Note:** BART trips are excluded from these calculations.)

NO MATTER WHERE IT'S GOING: 1990's

Slowest average speed by a **Canadian** service provider was on GCRT's *Rocky Mountaineer* from Kamloops to Vancouver in 1993: 44 km/h (27 mph). **American:** Caltrain No. 163 from Palo Alto to San Francisco in 1994: 49 km/h (30 mph).

PLACES VISITED

(Note: * indicates by non-rail means)

Canada: **AB** – Banff, Calgary and Edson; **BC** – Kamloops and Vancouver; **ON** – Barrys Bay*, Clarksburg*, Gravenhurst, Guelph, Kingston, London, Ottawa and Toronto; **QC** – Montréal.

United States: **CA** – Oakland, Palo Alto and San Francisco.

PARTICULARLY NOTEWORTHY TRIPS

1992: **VIA York**, Kingston to Toronto (the last train I ever took in the Ontario-Québec Corridor made up of former CN equipment); **VIA Simcoe**, Kingston to Ottawa (longest LRC consist recorded to date, at nine Coaches and two Club Galleys powered by two F40PH-2's, although four of the cars probably were deadheading);

1993: **GCRT Rocky Mountaineer**, Calgary to Vancouver (my only daylight trip to date through the spectacular Fraser River Canyon between Kamloops and Vancouver);

1994: **VIA Metropolis**, Montréal to Toronto (scheduled for just 3 hours, 59 minutes, but spoiled by an LRC locomotive failure at Dorval, resulting in a 2-hour delay);

1996: **VIA Canadian**, Edson to Edmonton (my last trip using the old CN downtown Edmonton station, featuring 18 refurbished stainless-steel cars, including 10 Sleepers);

1997: **VIA La Salle**, Toronto to Kingston (1 hour, 57 minutes by LRC – my fastest trip to date on this segment);

NO MATTER WHERE IT'S GOING: 1990's

1998: *VIA Meridian*, Toronto to Kingston (my first trip in a consist made up of refurbished, ex-American stainless-steel equipment);

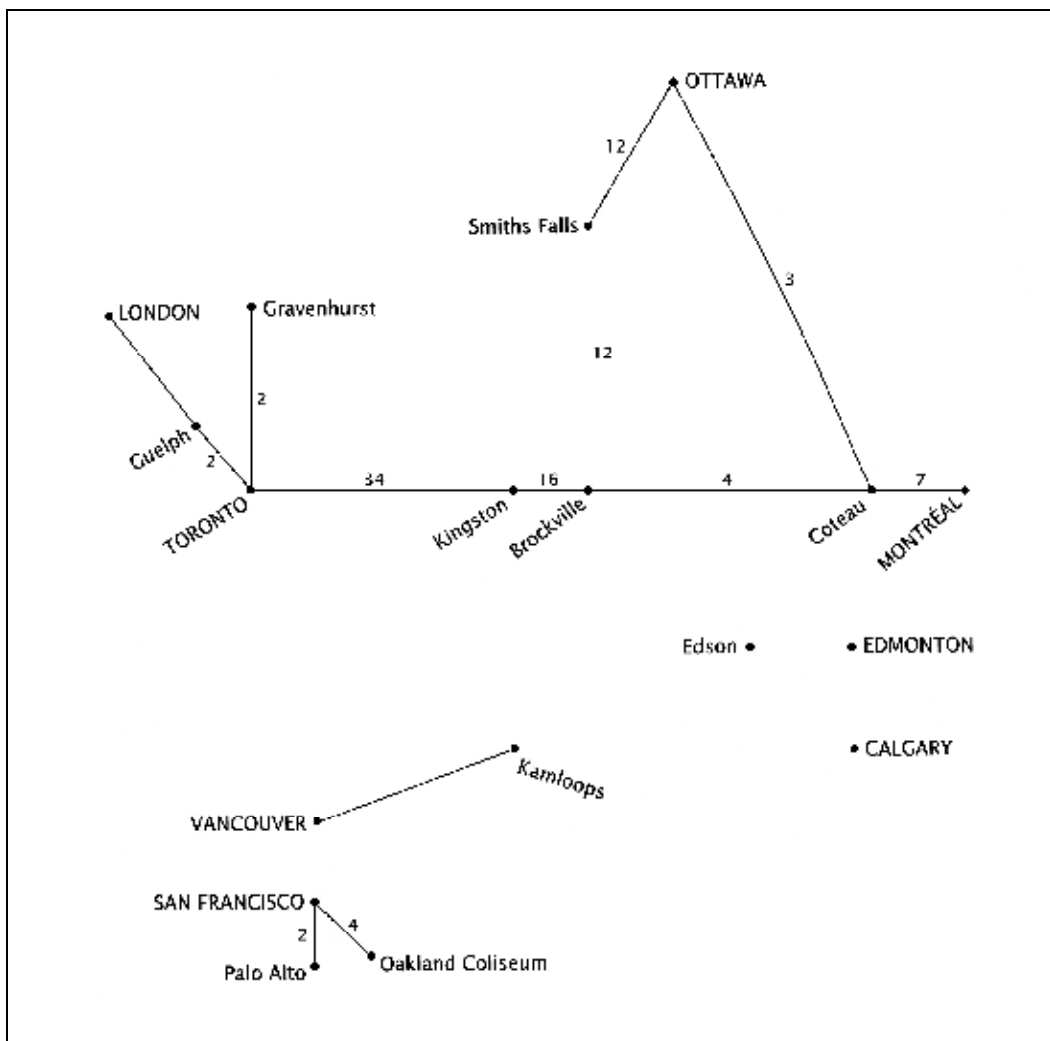
1999: *ONR Northlander*, Toronto to Gravenhurst (north into cottage country on a Cochrane-bound train operated by the ONR over CN, to sail on the restored Lake Muskoka steamship, SEGWUN); ***VIA International***, Toronto to Guelph (this Chicago-bound train made up of Amtrak bilevel Superliner equipment but hauled by a VIA locomotive).

REMINDER!

Most trips taken during this period were fully recorded, including consists. (Where gaps are concerned, these have been filled from memory. Timings and car types are taken from public timetables and equipment lists. Equipment names and numbers are based on other reference documents or memory and indicated in *Italics*.)

ROUTE SCHEMATIC

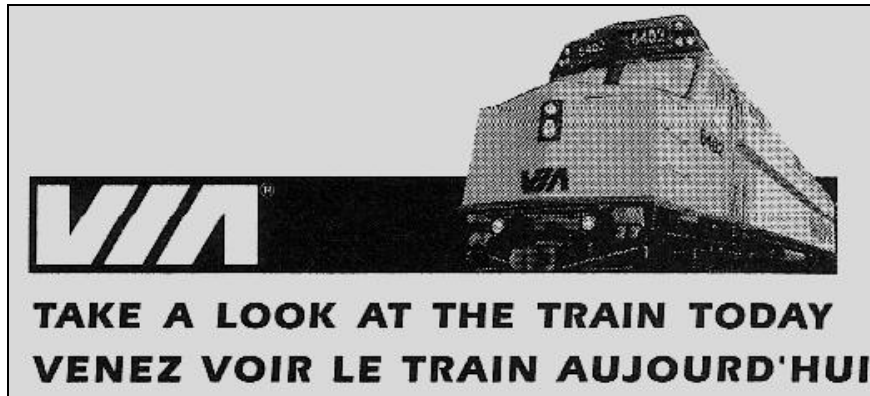
*[Showing number of one-way trips by segment
(one such trip unless shown otherwise)]*



NO MATTER WHERE IT'S GOING: 1990

1990

ONTARIO



[VIA National Timetable, 1995/10/29, 5]

SYNOPSIS

I travelled by train in 1990 to visit my parents and other family members. The above ad featuring an F40PH-2 locomotive starts off this new, train-riding decade (although the "Take a Look" slogan didn't appear until several years later), while the western transcontinental sketch, on page 28 below, shows the impact of the federal government's decision to halve VIA's funding. My work this year featured several projects in conjunction with the Royal Commission on National Passenger Transportation, including preparation of a Government of Alberta position paper anticipating the future to 2025 for all modes of transportation.

Trips taken: Only 2 trips were involved covering 508 kilometres (317 miles), both provided by VIA and in Coach class.

Equipment units: 12, made up of 2 Locomotives & Related Units and 10 cars (Coaches & Dayneters, 8; Parlor & Club Cars, 2).

Places visited: ON – Kingston and Toronto.

Noteworthy train trips: *VIA York*, Kingston to Toronto.

Fastest average speed: *VIA York*, Kingston to Toronto: 109 km/h (68 mph). **Slowest:** *VIA La Salle*, Toronto to Kingston: 101 km/h (63 mph).

Overseas: We enjoyed a particularly grand holiday this year, visiting Australia and Fiji (9 NOV to 14 DEC).

MILESTONE

VIA's 15 JAN cutbacks left only a tri-weekly transcontinental *Canadian* service (between Toronto and Vancouver over the CN route) and a six-times-per-week Maritimes service (the *Ocean* and *Atlantic* each running tri-weekly between Montréal and Halifax). There were also fewer trains in the Ontario-Québec Corridor.

TRIPS AND CONSISTS

· **4 AUG:** To **KINGSTON** via Toronto with Sandra, on Canadian Airlines International (one night in a hotel near the airport, there being no surface connection to Kingston late in the evening, other than the midnight Voyageur Colonial bus).

5 AUG:

VIA 62 TORONTO-KINGSTON [MONTRÉAL] La Salle

E	6415
K	3471
C	[4] 3301, 3323 , 3333, 3356

Depart 1110, arrive 1341 (eight nights there), with stops at Guildwood, Oshawa, Cobourg and Belleville, behind a General Motors Diesel Division F40PH-2; * We occupied seats in one of the Bombardier LRC Coaches, enjoying food and drinks from the cart, while the usual Club Galley was available to first-class passengers; * 254 km in 2 hrs 31 mins, or 101 km/h (159 mls/63 mph); * No. 6415 (GMD, 1986-7/lr-IRS); * Nos. 3323, 3471 (ex-C 3395) (both BBD; 1981-4).

13 AUG:

VIA 61 [MONTRÉAL] KINGSTON-TORONTO York

E	6423
K	3460
C	[4] 3344, 3320, 3311, 3374

Return to **EDMONTON** via Toronto, departing 1001, arriving Union Station 1220, with one stop at Guildwood; * Onward home on Canadian Airlines International; * 254 km in 2 hrs 19 mins, or 109 km/h (159 mls/68 mph).

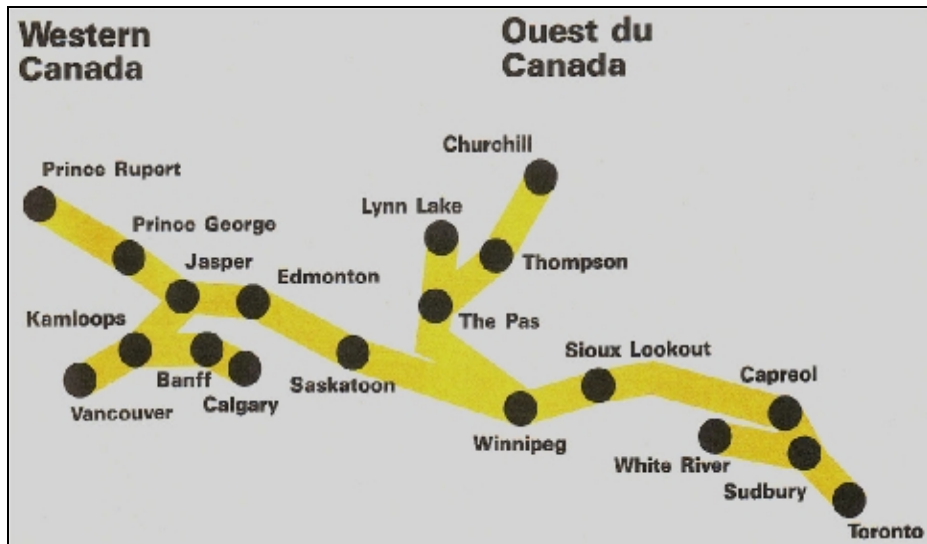


[VIA System Timetable, 1976/
10/31, 1976, front cover]

NO MATTER WHERE IT'S GOING: 1990



1990's-3: VIA's early morning No. 41 *Capital* ready to leave wintry Ottawa station for Toronto, behind F40PH-2 6415 (1992/01/20) [GERALD E. GAUGL].



[VIA National Timetable, 1990/01/15, 35].

NO MATTER WHERE IT'S GOING: 1990



1990's-4: Author's mother stepping up – for her, way up – into an LRC train at Kingston ON, bound for Toronto (1989) [PETER DAWES].

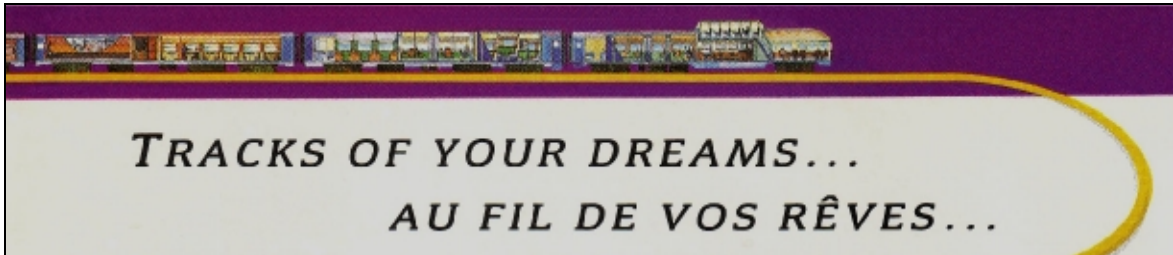
CORRIDOR FREQUENCY, POST-CUTBACKS

VIA was now offering eight trains between Toronto and Kingston on most days of the week, five serving Montréal and three Ottawa. This was two fewer than before the cutbacks, one of the casualties being the overnight *Cavalier*.

NO MATTER WHERE IT'S GOING: 1991

1991

ONTARIO/QUÉBEC



[VIA National Timetable, 1991/05/05, 26]

SYNOPSIS

I travelled by train in 1991 to visit my parents and other family members, and to attend meetings in Ottawa and Montréal.

Much of my work continued to involve the Royal Commission on National Passenger Transportation, including organizing an Alberta round table on financing and coordination and managing several consultant studies.

Trips taken: Five were involved, covering 1,170 kilometres (730 miles), all provided by VIA and in Coach class.

Equipment units: 25, made up of 5 Locomotives & Related Units and 20 cars (Coaches & Dayneters, 15; Parlor & Club Cars, 5).

Places visited: **ON** – Kingston, Ottawa and Toronto; **QC** – Montréal.

Noteworthy train trips: **VIA Renaissance**, Toronto to Kingston.

Fastest average speed: **VIA Renaissance**, Montréal to Kingston: 123 km/h (76 mph). **Slowest:** **VIA Laurier**, Ottawa to Montréal: 90 km/h (56 mph).

HIGHLIGHT!

VIA's *Renaissance* conveyed me from Toronto to Kingston in 2 hours and 2 minutes – my fastest recorded timing so far for this segment and far superior to the fastest schedule back in the final days of the Pool Agreement (2 hours, 50 minutes).

MILESTONE

The federal government directed VIA to hand over its *Rocky Mountaineer* daylight service to a private firm, Great Canadian Railtour Co.

NO MATTER WHERE IT'S GOING: 1991

MARKETING INITIATIVE

VIA was always trying to maximize ridership and revenue, partly by encouraging people to use off-peak trains through plans such as the 40% savings initiative described in the sketch immediately below – and, in doing so, continually incurring the wrath of the intercity bus carriers.

**VIA Rail's
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fares
save
you**

Yes, you can now save 40% on many VIA Rail™ routes with our new off-peak fares (based on the regular one-way adult Coach fare). Seniors 60 years and over, students and children save even more!

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Just travel on discount days – any Mon., Tues., Wed., Thurs. or Sat. Blackout periods: Easter (Thurs., Sat., Mon.), Monday of the following statutory holidays: Victoria Day, Canada Day, Labour Day, Thanksgiving; Dec. 15 – Jan. 3. Min. 5 days advance purchase.

[VIA National Timetable, 1990/05/27, 23]

TRIPS AND CONSISTS

· **25 FEB:** To **OTTAWA** on Canadian Airlines International for meetings, probably with Transport Canada (two nights there), then to Montréal and Kingston.

27 FEB:

VIA 36 OTTAWA-MONTRÉAL *Laurier*

E	6916
K	3453
C	[3] 3368,3314,3354

To **MONTRÉAL** for meetings with VIA (one night there); * Depart 1710, arrive 1915, with one major stop at Dorval QC, behind an LRC-2 – an unusual sight after the arrival of F40PH-2's in the latter 1980's; * I occupied a seat in one of the Coaches, operating this day alongside two other Coaches and a Club Galley; * 187 km 2 hrs 5 mins, or 90 km/h (117 mls/56 mph); * Nos. 6916 (*Ir-IRS*), 3368, 3453 (*ex-C 3377*) (all BBD, 1980-4).

OTTAWA-MONTRÉAL, POST CUTBACKS

VIA was now offering only three trains each direction on this route most days of the week – two less than before the 1990 cutbacks (if the *Canadian* is included) and close to token status compared to the hourly Voyageur Colonial bus service.

28 FEB:

VIA 67 MONTRÉAL-KINGSTON [TORONTO] *Renaissance*

E	6418
K	3463
C	[3] 3331,3365,3360

To **KINGSTON** to visit family (three nights there), departing 1545, arriving 1804, with one stop at Dorval, behind an F40PH-2; * 285 km in 2 hrs 19 mins, or 123 km/h (177 mls/76 mph); * No. 6418 (*GMD*, 1986-7).



1990's-5: Snow-clad LRC Coach at the rear of VIA No. 49 *Senator*, Smiths Falls ON, with CP SD40 No. 5551 lurking in the yard (1999/01/03) [GERALD E. GAUGL].

3 MAR:

VIA 45 [OTTAWA] KINGSTON-TORONTO *Rideau*

E	6424
K	3468
C	[3] 3352,3355, 3341

To **TORONTO**, departing 1911, arriving 2119, with one stop at Guildwood, followed by a night at the Royal York; * 254 km in 2 hrs 8 mins, or 119 km/h (159 mls/74 mph); · **4 MAR:** Return to **EDMONTON** on Canadian Airlines International.

8 JUN:

VIA 66 TORONTO-KINGSTON [MONTRÉAL] *Renaissance*

E	6410
C	[2] 3361, 3305

NO MATTER WHERE IT'S GOING: 1991

K 3456

To **KINGSTON** to visit family (two nights there), starting with Canadian Airlines International to Toronto, then later to Ottawa for meetings; * Depart Union Station 1545, arrive 1747, with one stop at Guildwood, on a short, 3-car train taking a bit over two hours; * 254 km in 2 hrs 2 mins, or 125 km/h (159 mls/78 mph).

10 JUN:

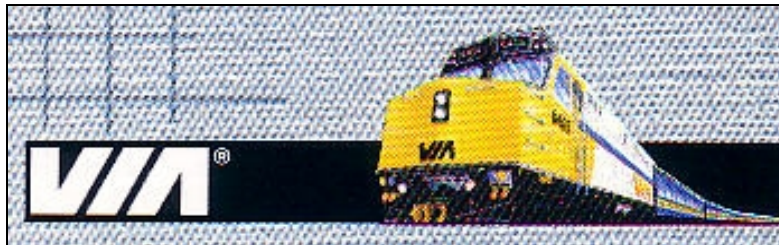
VIA 46 [TORONTO] KINGSTON-OTTAWA Rideau

E 6424

C [4] 3340,3348,3364,3304

K 3469

To **OTTAWA** (three nights there), departing 1935, arriving 2129, with stops at Brockville and Smiths Falls; * 190 km in 1 hr 54 mins, or 100 km/h (119 mls/62 mph); · **14 JUN:** Return to **EDMONTON** on Canadian Airlines International.



[VIA National Timetable, 1994/01/01, inside back cover]

NO MATTER WHERE IT'S GOING: 1992

1992

ONTARIO/WESTERN U.S.



[VIA artwork (in Doug Smith, Canadian Rail Passenger Yearbook, 1993, 8)]

SYNOPSIS

I travelled by train in 1992 to visit my parents and other family members, to attend meetings in Ottawa, and to take in a basketball game during a San Francisco holiday.

My main work involved coordinating the Government of Alberta's response to the National Transportation Act Review Commission, established to conduct a statutory, 5-year examination of federal legislation. We prepared two position papers this year, one an initial response to the Commission, the other a final kick at the can where the passenger Royal Commission was concerned – both addressing rail passenger in only a peripheral way.

Trips taken: Seven were involved, covering 1,180 kilometres (736 miles), 5 provided by VIA and 2 by Bay Area Rapid Transit (BART). Of this distance, the lone American service provider accounted for 38 km (24 m/s). All trips were in Coaches; 2 on self-propelled trains.

Equipment units: 48, made up of 8 Locomotives & Related Units and 40 cars (Coaches & Dayneters, 35; Parlor & Club Cars, 5).

Places visited in Canada: ON – Kingston, Ottawa and Toronto. **United States:** CA – Oakland and San Francisco.

Noteworthy trips (both VIA): York, Kingston to Toronto; Simcoe, Kingston to Ottawa.

Fastest average speed: VIA Rideau, Toronto to Kingston: 125 km/h (78 mph). **Slowest:** VIA Simcoe, Toronto to Kingston: 99 km/h (61 mph). (**Note:** BART trips are excluded from these calculations.)

Overseas: I took my tenth Overseas and ninth European holiday (fifth and fourth with Sandra, respectively), from 3 SEP to 3 OCT, visiting England, France, Austria, Czech Republic and Germany.

NO MATTER WHERE IT'S GOING: 1992

HIGHLIGHT!

Taking my last Ontario-Québec Corridor trip in old-style cars, from Kingston to Toronto on the *York*. VIA had been forced to withdraw all LRC cars for a month while new axles were installed – during which former CN and borrowed GO Transit cars were substituted.

MILESTONES

VIA had restored some trains in the Corridor, including a fourth between Ottawa and Toronto and a sixth joining Montréal and Toronto – the latter an express called *Metropolis* stopping only at Dorval and Guildwood, and depicted in the sketch above on page 36. VIA also introduced “Silver & Blue” class on its refurbished transcontinental *Canadian*.

Look at
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7 DAYS A WEEK Minimum 5 day advance purchase.
<small>Conditions apply. Call a travel agent or VIA Rail™</small>


[VIA National Timetable,
1992/10/25, 40]

TRIPS AND CONSISTS

· **28 APR:** To **KINGSTON** with Sandra (three nights there) to visit family before going on to Ottawa for meetings, starting with Canadian Airlines International (CAIL) to Toronto and a Trentway-Wagar bus onward from the airport, due to the unavailability of a train connection.

1 MAR:

VIA 46 [TORONTO] KINGSTON-OTTAWA *Simcoe*

E		6419
C	[5]	3358,3360,3336, 3310 ,3342
K		3462

To **OTTAWA** for meetings with Transport Canada (two nights there), departing 1937, arriving 2129, with stops at Brockville and Smiths Falls, behind an F40PH-2; * We occupied seats in one of five Coaches, while first-class service was provided by the usual Club Galley – this being a longer than usual Ottawa train; * 190 km in 1 hr 52 mins, or 102 km/h (*119 mls/63 mph*); * No. 6419 (*GMD, 1987*); * Nos. 3310, 3462 (*ex-C 3386*) (*both BBD, 1981-4*); · **3 MAR:** Return to **EDMONTON** on CAIL.

· **31? MAR:** To **SAN FRANCISCO** with Sandra on Air Canada for a spring break (six nights there), featuring the usual riding of cable cars and Light Rail Vehicles operated by the Municipal Railway, making full use of transit passes and our friend Tom Matoff's excellent *Official Guide to the Absurdities and Obscurities of the Western Metropolis*.

5 APR:

BART [DALY CITY] SAN FRANCISCO MONTGOMERY ST.-OAKLAND COLISEUM [FREMONT]

Cme	[8]	249,535,137,717, 111 ,624,543, 273
-----	-----	--

Evening excursion to **OAKLAND** to watch the Portland Trail Blazers defeat the hapless Golden State Warriors 130-122, in a building that once was home to the equally hapless California Golden Seals (later Oakland Seals) of the National Hockey League; * No trip details recorded (might have changed trains in Oakland); * No. 111 (*Rohr, 1971-3*).



1990's-6: San Francisco vista from Coit Tower, including the Golden Gate Bridge (1992) [SANDRA DAWES].

BART [FREMONT] OAKLAND COLISEUM-SAN FRANCISCO MONTGOMERY ST. [DALY CITY]

Cme [8] 259,544,174,737,142,719,526,
248

Back to San Francisco; · **6 APR:** Return to **EDMONTON** on Air Canada.

BART TO THE GAMES

The best way to get from San Francisco to watch the basketball Warriors or baseball Athletics? Take BART under the Bay, through Oakland and along to Coliseum Station, which is joined by a walkway to the arena and ballpark. As a point of interest, our 5 APR trip featured the two biggest and most heavily armed transit policemen (indeed, any type of policemen) I have ever seen!

NO MATTER WHERE IT'S GOING: 1992



1990's-7: BART train arriving at Fremont CA, having stopped earlier at Oakland Coliseum Station (1974/05/22) [PETER DAWES].



[logoserver.com]

9 APR:

VIA 44 TORONTO-KINGSTON [OTTAWA] Rideau

E	6444
U	15448
C	[3] 3244,5522,5504

To **KINGSTON** with Sandra to visit family (four nights there), starting with Canadian Airlines International to Toronto; * Depart Union Station 1500, arrive 1702, with one stop at Guildwood, behind an F40PH-2 and Steam Generator Unit, due to the LRC axle problem; * We occupied Coach No. 5522, part of my first train made up of former CN equipment in the Ontario-Québec Corridor since 1986, on a timing equal to

NO MATTER WHERE IT'S GOING: 1992

the best I'd recorded to that point with LRC equipment over this segment; * There was supposed to be a Club Galley, but perhaps there weren't enough of the old cars still available; * 254 km in 2 hrs 2 mins, or 125 km/h (159 mls/78 mph); * No. 15448 (CCF, 1956; ex-CN/lr-NRHBC, HVH); * No. 5522 (lr-NTFT Kamloops, ASC), 3244 (ex-5508/lr-GCRT) (both CCF, 1954; ex-CN).

13 APR:

VIA 61 [MONTRÉAL] KINGSTON-TORONTO York

E	6435
U	15483
K	Empire Club
C	[2] 3247, 5618

Return to **EDMONTON** via Toronto, departing 0943, arriving Union Station 1156, with stops at Trenton Jct., Oshawa and Guildwood; * EMPIRE CLUB provided first-class service on this, the last conventional train of former CN equipment I ever took in the Corridor; * Onward home on Canadian Airlines International; * 254 km in 2 hrs 13 mins, or 114 km/h (158 mls/71 mph); * EMPIRE CLUB (PS, 1954; ex-CN BS Valley Park, DL 1354/lr-CTRM).

21 NOV:

VIA 46 TORONTO-KINGSTON [OTTAWA] Simcoe

E	6418
C	[2] 3353, 3347
K	3467

To **KINGSTON** (one night there), starting with Canadian Airlines International to Toronto, then to Ottawa for another meeting with Transport Canada; * Depart Union Station 1700, arrive 1934 on the closest thing to a local in the Corridor, stopping at Guildwood, Oshawa, Port Hope, Cobourg, Trenton Jct., Belleville and Napanee; * 254 km in 2 hrs 34 mins, or 99 km/h (159 mls/61 mph).

22 NOV:

VIA 46 [TORONTO] KINGSTON-OTTAWA Simcoe

E	6422
K	3458

NO MATTER WHERE IT'S GOING: 1992

C [7] 3355,3362,**3338**,3370,3343(dd),
3324(dd),3335(dd)
K 3470(dd)
E 6425

Onward to **OTTAWA** (three nights there), departing 1928 and arriving 2120, with stops at Brockville and Smiths Falls, on an unusually robust LRC train of 11 cars – although four appeared to be deadheading; -
25 NOV: Return to **EDMONTON** on Canadian Airlines International.

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BLEU D'ARGENT

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[VIA National Timetable, 1994/04/24, 35]



[bart.gov; MUNI Cable Car Guide (1995)]

NO MATTER WHERE IT'S GOING: 1993

1993

*ALBERTA/ONTARIO
BRITISH COLUMBIA*



[Logo on side of Coach, Jasper, 2002/06/07]

SYNOPSIS

I travelled by train in 1993 to visit my parents and other family members, to take part in meetings in Ottawa, to attend a conference in Toronto, and to represent my employer on a trip to Vancouver featuring the *Rocky Mountaineer* – thus, the above logo of this train.

Most work projects this year involved the National Transportation Act Review Commission, including organizing a stakeholder round table and providing comments to the federal government on the recommendations of both this commission and the Royal Commission on National Passenger Transportation.

Trips taken: Eleven were involved, covering 3,445 kilometres (*2,150 miles*), 9 provided by VIA and 2 by Great Canadian Railtour Co. (GCRT) – all in Coaches.

Equipment units: 87, made up of 14 Locomotives & Related Units and 73 cars (Coaches & Dayneters, 61; Parlor & Club Cars, 10; Baggage & Miscellaneous Cars, 2).

Places visited: **AB** – Calgary and Banff; **BC** – Kamloops and Vancouver; **ON** – Kingston, Ottawa and Toronto.

Noteworthy trips: **GCRT Rocky Mountaineer**, Calgary to Vancouver; **VIA Meridian**, Kingston to Toronto.

Fastest average speed: **VIA Rideau**, Toronto to Kingston: 125 km/h (*78 mph*). ***Slowest:*** **GCRT Rocky Mountaineer**, Kamloops to Vancouver: 44 km/h (*27 mph*).

Memorable non-rail trips: sailing in, and around the approaches to, Vancouver harbour on the Canadian Armed Forces destroyer YUKON.

NO MATTER WHERE IT'S GOING: 1993

HIGHLIGHT!

Taking the *Rocky Mountaineer*, made up of former CN/VIA Dayniter cars, from Calgary to Vancouver, with an overnight pause in Kamloops – a service initiated by VIA but later privatized. This train offered the rare treat of viewing the Fraser River Canyon in the daytime, as opposed to the traditional overnight passage.

MILESTONES

VIA introduced its new “Easterly Class” between Montréal and Halifax (featuring rebuilt, former CP stainless-steel cars), and banned smoking on all Ontario-Québec Corridor trains.



Effective **June 1**, smoking will *not* be permitted on all trains in the Quebec City-Windsor corridor.

[VIA National Timetable, 1993/04/25, 17]

TRIPS AND CONSISTS

22 MAY:

VIA 46 TORONTO-KINGSTON [OTTAWA] *Simcoe*

E		6417
K	[2]	3462[dd],3460
C	[3]	3316,3319,3363[dd]

To **KINGSTON** to visit family (one night there), starting with Canadian Airlines International to Toronto, then back to Toronto for a conference before going on to Ottawa for meetings; * Depart Union Station 1700, arrive Kingston 1925, with stops at Guildwood, Oshawa, Port Hope, Cobourg, Belleville and Napanee, behind an F40PH-2; * I occupied a seat in one of the Coaches, operating along with two Club Galleys (one Club and one Coach deadheading); * 254 km in 2 hrs 25 mins, or 105 km/h (159 mls/65 mph); * No. 6417 (GMD, 1986-7); * Nos. 3316, 3460 (ex-C 3384) (BBD, 1981-4).

23 MAY:

VIA 65 [MONTRÉAL] KINGSTON-TORONTO *Meridian*

E		6420
K		3473
C	[3]	3365,3332,3302

To **TORONTO** (three nights there) to observe a U.S. High Speed Rail Association conference, departing 1431, arriving 1652 on the *Meridian*, with stops at Belleville, Port Hope and Guildwood.

THE AMERICAN WAY

The high-speed conference featured advocates scheming as to how to force the U.S. government into supporting everything from French *Train à grande vitesse* to German Magnetic Levitation systems – raw politics; no holds barred; what must we do to get this done? This approach was so different than our meek Canadian ways, and would lead eventually to some success (if only on a North American scale) in their Northeast Corridor.

NO MATTER WHERE IT'S GOING: 1993

26 MAY:

VIA 44 TORONTO-OTTAWA *Rideau*

E		6423
C	[2]	3320,3304
K		3454

To **OTTAWA** for meetings with Transport Canada (one night there), departing 1500, arriving 1903, with stops at Guildwood, Belleville, Kingston, Brockville and Smiths Falls; * 446 km in 4 hrs 3 mins, or 110 km/h (278 mls/68 mph).

ANOTHER RECORD TIMING

Toronto to Ottawa in 4 hours and 3 minutes on VIA's *Rideau* was my fastest timing to date on this route – so much better than all of those trips back in CN days when we'd crawl along from Brockville through Smiths Falls and into the nation's capital, in five-and-a-half to six hours.

27 MAY:

VIA 49 OTTAWA-KINGSTON [TORONTO] *Simcoe*

E		6426
K		3473
C	[2]	3365,3332

To **KINGSTON** again (three nights there), departing 1740, arriving 1932, with stops at Smiths Falls and Brockville; * 190 km in 1 hr 52 mins, or 102 km/h (119 mls/63 mph).

30 MAY:

VIA 65 [MONTRÉAL] KINGSTON-TORONTO *Meridian*

E		6412
K		3474
C	[4]	3341,3365,3332,3322

Return to **EDMONTON** via Toronto, again on the *Meridian*, departing 1431, arriving Union Station at 1652; * Onward home by Canadian Airlines International.

NO MATTER WHERE IT'S GOING: 1993

· **2 JUN:** To **CALGARY** by Red Arrow Express bus (one night there), to take part in a 2-day excursion to Vancouver organized by the Calgary Transportation Authority to sell the advantages of the Calgary-Vancouver corridor (main instigator: transportation consultant, Kells Boland).

3-4 JUN:

GCRT CALGARY TOWER-VANCOUVER MAIN ST. *Rocky Mountaineer*

E	[2]	7498,7488
XY		9488
C	[12]	5709,5703,5702,5715,5721,5718, 5701,5724,5716,5725,5717, 5720
CX		5749

To **VANCOUVER** on Great Canadian's *Rocky Mountaineer* (two nights there), departing Calgary 0700, arriving Kamloops 1820 over CP on the first day, with one stop at Banff to board the majority of passengers – behind two leased Santa Fe B36-7's; * Our Calgary Transportation Authority party occupied Coach No. 5720, while No. 5749 acted as a support/smoking car (both formerly CN/VIA Dayneters; the latter originally a Sleeper owned by the St. Louis-San Francisco); * Baggage Dormitory No. 9488 (ex-New York Central/CN Sleeper) possibly accommodated GCRT staff during the overnight stop; * There were similar timings on the second day, departing Kamloops at 0800, arriving at Vancouver Main Street Station at 1710 – my first time over CN's spectacular Kamloops-to-Vancouver line in daylight, alternating with CP's at various points on either side of the canyon; * Various government and private sector meetings took place the following day, along with a quixotic tour of the inner and outer harbour on the aging, steam-propelled, Canadian Armed Forces destroyer YUKON, as arranged by a former Royal Canadian Navy man in the Calgary group; * 627 km in 12 hrs 20 mins, or 51 km/h (391 mls/32 mph), Calgary-Kamloops; 404 km in 9 hrs 10 mins, or 44 km/h (252 mls/27 mph), Kamloops-Vancouver – using the 2004 schedule; * Nos. 7498, 7488 (both GE, 1980; leased from AT&SF/lr-BCR, NRE); * No. 5720 (CCF, 1954; ex-CN C 5477, 3244, 5477, DN 5720); * Nos. 5749 (ex-SLSF 14rm4db Thomas Hart Benton, CN, VIA Topsail Falls), 9488 (ex-22rm NYC Pigeon Bay, CN Val Rose, CN, VIA XY 14rm) (both PS, 1948); · **6 JUN:** Return to **CALGARY** on a Greyhound Lines of Canada special laid on for the group (one night there, due to a late evening arrival); · **7 JUN:** To **EDMONTON** on an early morning Canadian Airlines International flight.



1990's-8: Former CN and VIA Dayniter car on Great Canadian Railtour Co.'s *Rocky Mountaineer*, Banff (1993/06/03) [PETER DAWES].

ROCKIES BY DAYLIGHT

Our *Rocky Mountaineer* consisted of 13 former CN/VIA Dayneters and featured a decent (if cold) breakfast and lunch served at your seat, along with staff commentary. Passengers spent the night in various Kamloops hotels, while the train was parked at the old downtown CN station – this being the site of marshalling later in the season when GCRT ran Jasper as well as Calgary portions, combined west of Kamloops.

THREE VALLEY GAP

Our Calgary Transportation Authority group stopped on the way back at a railway display located in Three Valley Gap BC, just west of Revelstoke. Three Business cars were featured: ALBERTA (ex-Grand Trunk Pacific TRANSCONTINENTAL and NECHAKO; built in 1908); EATONIA (built for one of the Eaton department store clan in 1916); and No. 9 (ex-CP NEW BRUNSWICK; built in 1930).

NO MATTER WHERE IT'S GOING: 1993



1990's-9: Great Canadian Railtour Co.'s *Rocky Mountaineer* at Redgrave BC (west of Field), behind B36-7 Nos. 7498 and 7488 (1993/06/03) [PETER DAWES].



[rockymountaineer.com]

2 AUG:

VIA 68 TORONTO-KINGSTON [MONTRÉAL] Bonaventure

E		6413
C	[4]	3311,3341, 3365 ,3348
K		3460

To **KINGSTON** with Sandra to visit family (five nights there), starting with Canadian Airlines International to Toronto; * Depart Union Station 1800, arrive 2010, with stops at Guildwood and Trenton Jct.; * 254 km in 2 hrs 10 mins, or 117 km/h (159 mls/73 mph).

NO MATTER WHERE IT'S GOING: 1993



1990's-10: Cruise ships and Mackenzie Class Destroyer SASKATCHEWAN in Vancouver harbour, taken from sister ship YUKON (1993/06/05) [PETER DAWES].

7 AUG:

VIA 65 [MONTRÉAL] KINGSTON-TORONTO Meridian

E	6423
K	3453
C	[4] 3315, 3328 , 3326, 3303

Return to **EDMONTON** via Toronto, departing Kingston 1431, arriving Union Station 1652, with stops at Port Hope and Guildwood, then onward by Canadian Airlines International.

22 DEC:

VIA 44 TORONTO-KINGSTON [OTTAWA] Rideau

E	6424
K	3460
C	[5] 3305 , 3333, 3371, 3341, 3365

NO MATTER WHERE IT'S GOING: 1993

Again to **KINGSTON** with Sandra (six nights there) to visit family during an abnormally cold (for Kingston) Christmas, starting with Canadian Airlines International to Toronto; * Depart Union Station 1500, arrive 1703, with stops at Guildwood and Belleville; * 254 km in 2 hrs 3 mins, or 124 km/h (159 mls/77 mph).

FOLLOWING ME AROUND

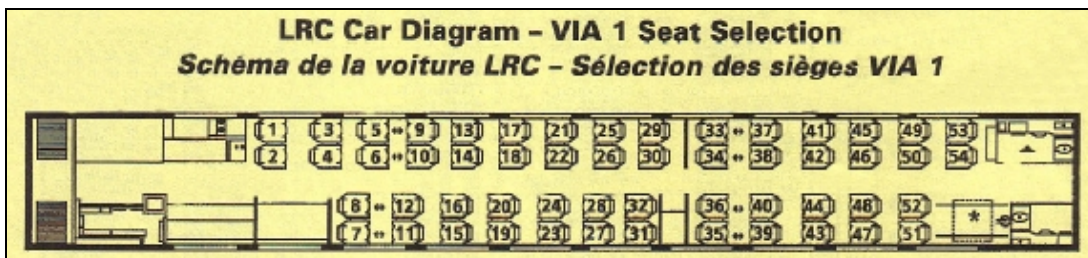
The same LRC Coach kept showing up during this jaunt – in fact, I occupied No. 3365 four times and recorded it at the other end of a fifth train. This was not a case of using the same train or train-set over and over; rather, VIA seemed to mix and match cars liberally.

28 DEC:

VIA 65 [MONTRÉAL] KINGSTON-TORONTO Meridian

E	6415
K	3460
C	[8] 3305,3325,3342, 3303 ,3313,3319, 3337,3374
E	6421

Return to **EDMONTON**, departing 1431, arriving Union Station 1641, with one stop at Guildwood; * This was a long holiday Meridian featuring eight Coaches and a Club Galley (all in revenue service), with an F40PH-2 at either end – and I somehow managed to record all of it on a cold and blustery Kingston platform; * Onward home by Canadian Airlines International.

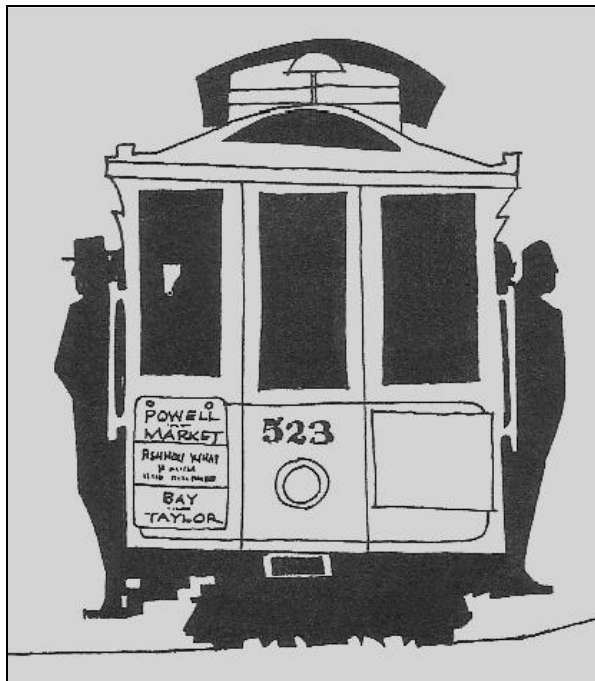


[VIA National Timetable, 1996/04/28, 22]

NO MATTER WHERE IT'S GOING: 1994

1994

ONTARIO/QUÉBEC
WESTERN U.S.



[San Francisco Municipal Railway brochure, 1967/08]

SYNOPSIS

I travelled by train in 1994 to visit my parents and other family members, to attend meetings in Ottawa and Montréal, and to take in a conference in London ON. Sandra and I again visited my favourite city, San Francisco – thus, the above cable car sketch

For the first time, my work program this year involved absolutely nothing related to passenger trains.

Trips taken: Thirteen were involved, covering 2,517 kilometres (1,571 miles): 9 provided by VIA; 2 by Caltrain; and 2 by Bay Area Rapid Transit (BART). The American service providers accounted for 136 km (85 mls) of this distance. One of the trips was in Club class; 2 on self-propelled trains.

Equipment units: 67, made up of 12 Locomotives & Related Units and 55 cars (Coaches & Dayneters, 46; Parlor & Club Cars, 9).

Places visited in Canada: **ON** – Kingston, London, Ottawa and Toronto; **QC** – Montréal. **United States:** **CA** – Oakland, Palo Alto and San Francisco.

Noteworthy trips: **VIA Metropolis**, Montréal to Toronto; **VIA Renaissance**, Toronto to Kingston; **Caltrain No. 144**, San Francisco to Palo Alto.

Fastest average speed in Canada: **VIA Metropolis**, Montréal to Toronto: 135 km/h (84 mph). **United States:** **Caltrain No. 144**, San Francisco to Palo Alto: 59 km/h (37 mph). (**Note:** BART trips are excluded from these calculations.)

Slowest average speed in Canada: **VIA Huron**, London to Toronto: 72 km/h (45 mph). **United States:** **Caltrain No. 163**, Palo Alto to San Francisco: 49 km/h (30 mph).

NO MATTER WHERE IT'S GOING: 1994

HIGHLIGHT!

Riding VIA's *Metropolis* from Montréal to Toronto, luxuriating in the Club Galley and stopping only at Dorval and Guildwood – even if our LRC locomotive began to fail shortly after leaving Central Station and was replaced at Dorval after a 2-hour delay. This leads one to question why VIA persisted in using these failure prone beasts on its premier train, given that they were prohibited from running any faster than the F40PH-2's anyway.

CHECK YOUR BAGGAGE?

VIA was providing only limited checked baggage service in the Corridor: once a day in each direction on the Montréal-Toronto and Ottawa-Montréal routes, specifically on trains connecting with the eastern and western transcontinentals.

VIA 67 "Metropolis" May 17
MONTRÉAL-TORONTO

6920 L
3317 C
3330 C
● 3475 CLB

6903 replaced 6920
at Dorval (lost
power).

[From "Train Consists", 1990-99: 1994]

TRIPS AND CONSISTS

· **26 APR:** To **SAN FRANCISCO** with Sandra for a holiday, on Canadian Airlines International (nine nights there).

28? APR:

BART [DALY CITY] SAN FRANCISCO MONTGOMERY ST.-OAKLAND COLISEUM [FREMONT]

Cme [8] 247,260,175,630,178,154,533,
270

Day excursion to **OAKLAND** on BART to watch the Boston Red Sox defeat the Athletics 4-1 on a beautiful sunny day – a game featuring my old Montréal Expos favourite, Andre Dawson, hobbling around for the Sox the end of his career; * No trip details recorded; * No. 630 (*Rohr, 1973-4*).



[logoserver.com]

BART [FREMONT] OAKLAND COLISEUM-SAN FRANCISCO MONTGOMERY ST. [DALY CITY]

Cme [8] 256,520,172,730,155,721,509,
271

Return to San Francisco, followed by an evening at the Opera House watching the San Francisco Ballet's *Romeo and Juliet* (starring Canadian dancer Rex Harrison) – topped off on 1 MAY by a “streetcar festival” staged by the MUNI.

2 MAY:

CALT 144 SAN FRANCISCO-PALO ALTO [TAMIEN]

E 916
C [4] 4014,3828,3829,4015

NO MATTER WHERE IT'S GOING: 1994



1990's-11: Caltrain No. 163 arriving at Palo Alto CA, cab-control Coach 4003 leading (1994/04/30) [PETER DAWES].

Day excursion to **PALO ALTO** to visit beautiful Stanford University, on a bilevel train operated by the Caltrain commuter agency over the former Southern Pacific peninsula line, * Depart 1000, arrive 1050, with stops including San Mateo and Redwood City, behind an F40PH-2 and occupying cab control-equipped Coach No. 4014; * 49 km in 50 mins, or 59 km/h (31 mls/37 mph), no trip details recorded, timings based on past performance on this line; * No. 916 (EMD, 1985); * Nos. 4014, 3828 (both NO, 1985).

CALT 163 [TAMIEN] PALO ALTO-SAN FRANCISCO

C [4] 4003,3816,3842,4005

E 913

Returning, depart 1600, arrive 1700; · **5 MAY:** Home to **EDMONTON** on Canadian Airlines International.

NO MATTER WHERE IT'S GOING: 1994

· **13 MAY:** To **KINGSTON** to visit family (two nights there), starting with Canadian Airlines International to Toronto and a Trentway-Wagar bus beyond – later to Ottawa, Montréal and Toronto for meetings.

15 MAY:

VIA 46 [TORONTO] KINGSTON-OTTAWA *Simcoe*

E	6416
C	[3] 3328,3304, 3370
K	3469

To **OTTAWA** for meetings with Transport Canada (one night there), departing 1956, arriving 2155, with stops at Brockville and Smiths Falls, behind an F40PH-2; * I occupied one of the Coaches, operating along with the usual Club Galley; * 190 km in 1 hr 59 mins, or 96 km/h (119 mls/60 mph); * No. 6416 (GMD, 1986-7); * No. 3370 (BBD, 1984).

16 MAY:

VIA 36 OTTAWA-MONTRÉAL *Laurier*

E	6425
K	3472
C	[3] 3373 ,3326,3318

To **MONTRÉAL** for a meeting with VIA (one night there), departing 1730, arriving 1934, with one major stop at Dorval QC and flags at Casselman and my old home town of Alexandria; * 187 km in 2 hrs 4 mins, or 90 km/h (117 mls/56 mph).

OTTAWA-MONTRÉAL, MORE OFTEN

VIA by now had restored a fourth train in both directions on most days, thereby making rail a bit more competitive on this route.

17 MAY:

VIA 67 MONTRÉAL-TORONTO *Metropolis*

E	6920	MONTRÉAL-DORVAL
E	6903	DORVAL-TORONTO

NO MATTER WHERE IT'S GOING: 1994

C [2] 3317,3330
K 3475

To **TORONTO** for several meetings, one with the Canadian Bus Association, the others forgotten (one night there), departing 1700 and slated to arrive at 2059, with stops at Dorval and Guildwood ON only – arrival being at 2240 due to a locomotive breakdown; * I occupied a seat in the Club Galley, with excellent service and a decent meal; * 539 km scheduled for 3 hrs 59 mins, or 135 km/h (336 mls/84 mph); * Nos. 6903 (*Ir-DES*), 6920, 3475 (*ex-C 3399*) (*BBD, 1980-4*).

18 MAY:

VIA 46 TORONTO-KINGSTON [OTTAWA] *Simcoe*

E 6421
C [2] 3310,3374
K 3452

To **KINGSTON** (two night there), departing 1730, arriving 1953, with stops at Guildwood, Oshawa, Port Hope, Cobourg, Belleville and Napanee; * 254 km in 2 hrs 23 mins, or 107 km/h (159 mls/66mph).

20 MAY:

VIA 61 [MONTRÉAL] KINGSTON-TORONTO *Meridian*

E 6412
K 3459
C [3] 3319,3336,3360

Return to **EDMONTON** via Toronto, departing 1431, arriving Union Station 1649, with one stop at Guildwood – then Canadian Airlines International.

· **5 JUN:** To **LONDON** ON to attend a Canadian Urban Transit Association conference (four nights there), starting with Canadian Airlines International to Toronto and Canadian Regional onward to London, then to Kingston to visit family – this after having to leave a Canada-Brazil exhibition soccer match at half-time to catch my flight (an improbable 1-1 draw before 51,000 fans at Commonwealth Stadium, against the full-strength, soon-to-repeat, World Cup champions).

NO MATTER WHERE IT'S GOING: 1994



1990's-12: VIA No. 67 *Metropolis* passing Pointe Claire QC, led by LRC-2 6902 (1998/03/24) [ROBERT SANDUSKY].

9 JUN:

VIA 84 [SARNIA] LONDON-TORONTO *Huron*

E	6428
K	3453
C	[2] 3357,3371

To **KINGSTON** via Toronto, departing 0752, arriving Union Station 1035, with stops at St. Marys, Stratford, Kitchener, Guelph, Georgetown and Brampton; * I chose a later train onward to allow a quick ferry ride over to Toronto Islands for a jog, then some reading by the water; * 195 km in 2 hrs 43 mins, or 72 km/h (122 mls/45 mph).

VIA 64 TORONTO-KINGSTON [MONTRÉAL] *Renaissance*

E	6428
K	3453
C	[2] 3357,3371

NO MATTER WHERE IT'S GOING: 1994

Depart 1545, arrive 1744 (four nights there), with one stop at Guildwood – this train utilizing the same consist as that morning's *Huron*; * 254 km in 1 hr 59 mins, or 128 km/h (159 mls/79 mph).

ANOTHER PERSONAL BEST

VIA's *Renaissance* got me from Toronto to Kingston in under two hours for the first time – 1 hour and 59 minutes, to be exact.

13 JUN:

VIA 41 [OTTAWA] KINGSTON-TORONTO Capital

E		6414
C	[3]	3359,3323,3336
K		3471

Return to **EDMONTON** via Toronto, departing 0747, arriving Union Station 1009, with stops at Belleville, Cobourg and Guildwood – this service originating in Ottawa at 0600 to provide Kingston with an early departure for T.O.; * Onward home by Canadian Airlines International.

· **21 SEP:** To **KINGSTON** with Sandra to visit family (eight nights there), starting with Canadian Airlines International to Toronto, then a Trentway-Wagar bus from the airport.

29 SEP:

VIA 41 [OTTAWA] KINGSTON-TORONTO Capital

E		6418
C	[2]	3305,3364
K		3454

Return to **EDMONTON** via Toronto; * Depart 0747 as advertised, with stops at Belleville, Cobourg and Guildwood, but the scheduled 1009 arrival stretched out to 1105 – meaning that we barely made our Canadian Airlines International flight.

NO MATTER WHERE IT'S GOING: 1994



1990's-13: Toronto Union Station main hall, taken a decade or so later but giving the timeless flavour of a great space (2004/09/30) [PETER DAWES].

STILL SOME WAY TO GO

VIA's onboard employees were normally good to very good, but not always as we discovered on our almost 1-hour late, Kingston-to-Toronto *Capital*. The VIA Conductor (formerly a Canadian National employee) made a big show of blaming CN for several delays – finger-pointing that was simply unprofessional and totally lost on most passengers, who knew nothing of the complex relationship between VIA and the track-owning railways.

NO MATTER WHERE IT'S GOING: 1994



1900's-14: Former Philadelphia PCC streetcar No. 1061, sporting a Pacific Electric colour scheme, during a "streetcar festival" staged by the San Francisco MUNI (1994/05/01) [PETER DAWES].

More value!  **Plus avantageux!**

[VIA National Timetable, 1995/10/29, 15]

NO MATTER WHERE IT'S GOING: 1995

1995

ONTARIO/QUÉBEC



[VIA National Timetable, 1993/11/01, 17]

SYNOPSIS

I travelled by train in 1995 to attend meetings in Ottawa and Montréal. Sandra and I also made one trip to visit Mom and other family members, Dad having passed away earlier in the year. VIA continued to push its first-class, Ontario-Québec Corridor service, as evidenced by the above VIA-1 logo.

My work this year included chairing the Alberta Advisory Committee on Barrier-Free Transportation, updating high-speed rail issues for the Alberta Economic Development Authority, and reviewing intercity bus regulations.

Trips taken: Only 3 were involved, covering 662 kilometres (*413 miles*), all provided by VIA and all in Coaches.

Equipment units: 17, made up of 3 Locomotives & Related Units and 14 cars (Coaches & Dayneters, 11; Parlor & Club Cars, 3).

Places visited: **ON** – Kingston, Ottawa and Toronto; **QC** – Montréal.

Noteworthy trips: **VIA Meridian**, Montréal to Kingston.

Fastest average speed: **VIA Meridian**, Montréal to Kingston: 128 km/h (*79 mph*). ***Slowest:*** **VIA Laurier**, Ottawa to Montréal: 90 km/h (*56 mph*).

THERE ARE LIMITS!

We began taking some trips by air all the way to Kingston this year, to some extent due to cheap add-on fares and the inconvenience of changing modes in Toronto – but mainly as a result of some recent cases of unreliable VIA service, as well as grouchy or incompetent onboard staff.

TRIPS AND CONSISTS

· **24 NOV:** To **KINGSTON** (two nights there), starting with Canadian Airlines International to Toronto, then Canadian Regional onward, followed by meetings in Ottawa and Montréal.

26 NOV:

VIA 46 [TORONTO] KINGSTON-OTTAWA *Simcoe*

E		6400
C	[5]	3310,3317, 3340 ,3313,3345
K		3466

To **OTTAWA** to attend a meeting of the Canadian Intercity Bus Task Force (one night there), departing 1956, arriving 2148, with stops at Brockville and Smiths Falls, behind the first F40PH-2 off the production line for VIA; * I occupied a seat in one of the Coaches, part of a heavy consist – for an Ottawa train at this time of year – of five Coaches and the normal Club Galley; * 190 km in 1 hr 52 mins, or 102 km/h (119 mls/63 mph); * No. 6400 (GMD, 1986); * Nos. 3340, 3466 (ex-C 3390) (both BBD, 1981-4).

27 NOV:

VIA 36 OTTAWA-MONTRÉAL *Laurier*

E		6412
K		3461
C	[3]	3330 ,3354,3335

To **MONTRÉAL** for further meetings of the bus task force (three nights there), departing 1730, arriving 1934, with one major stop at Dorval QC; * 187 km in 2 hrs 4 mins, or 90 km/h (117 mls/56 mph).

MONTRÉAL SATURDAYS

In a throw-back to the old CN days, VIA rescheduled Saturday Ottawa-Montréal trains during the summer months of this year, so that you could return at 2300 after an evening of entertainment in “La Cité du Fun”.

NO MATTER WHERE IT'S GOING: 1995



1990's-15: VIA No. 67 *Metropolis* passing Gananoque ON station, led by LRC-2 6919 (1996/08/15) [GERALD E. GAUGL].

30 NOV:

VIA 61 MONTRÉAL-KINGSTON [TORONTO] *Meridian*

E	6402
K	3471
C	[3] 3300,3370,3362

To **KINGSTON** for a further visit with family (two nights there), departing 1215, arriving 1428, with one stop at Dorval; * 285 km in 2 hrs 13 mins, or 128 km/h (178 mls/79 mph); · **2 DEC:** Return to **EDMONTON** on Canadian Regional to Toronto and Canadian Airlines International beyond.

RECORD TIMING

The *Meridian* took us from Montréal to Kingston in 2 hours and 13 minutes – the best timing I'd experienced on the segment to that point.

NO MATTER WHERE IT'S GOING: 1995



1990's-16: VIA No. 67 *Metropolis* pausing in the winter darkness at Dorval QC, behind LRC-3 6921 (1994/01/16) [GERALD E. GAUGL].

VIA REDEFINES THE WORD

Youth

For us at VIA, youth means anyone between 12 and 24 (student or not) can travel by train for up to 50% off economy class fares. Only now, we've stretched the definition of youth to include students (25+) with valid ID. It's that simple. It's that sweet. For conditions, call your travel agency or VIA Rail™.

[VIA National Timetable,
1995/04/30, 45]

NO MATTER WHERE IT'S GOING: 1996

1996

ALBERTA



*[VIA National Timetable, 1992/
10/25, inside back cover]*

SYNOPSIS

I travelled by train in 1996 only one time, returning to Edmonton from a regional public transportation meeting in Edson AB. My only trips east were to visit family, and were made entirely by air.

At work, I continued to chair the Alberta Advisory Committee on Barrier-Free Transportation, but had no involvement with passenger rail.

Trips taken: My one trip covered 209 kilometres (*130 miles*) and was provided by VIA, in Coach class.

Equipment units: 20, made up of 2 Locomotives & Related Units and 18 cars (Coaches & Dayneters, 3; Sleeping & Business Cars, 10; Dining & Other Meal Cars, 1; Lounge Cars, 3; Baggage & Miscellaneous Cars, 1).

Places visited: **AB** – Edson.

Noteworthy trips: **VIA Canadian**, Edson to Edmonton.

Fastest (and Slowest) average speed: **VIA Canadian**, Edson to Edmonton: 73 km/h (*45 mph*).

HIGHLIGHT!

Travelling on the *Canadian* for the first time since 1989, albeit only from Edson into Edmonton but featuring 18 cars recently equipped with Head-end Electric Power – a wonderful sight, especially for the shoulder-season month of May.

MILESTONE

Slinking eastward through Calder Yard, then backing off the main line, this *Canadian* proved to be my last use of VIA's downtown Edmonton station. A new building would be constructed adjacent to City Centre airport next to Calder Yard – actually, in the right-of-way of CN's old west-side access into downtown.

TRIPS AND CONSISTS

· **2 MAY:** To **EDSON** AB on Greyhound Lines of Canada (one night there).

3 MAY:

VIA 2 [VANCOUVER] EDSON-EDMONTON [TORONTO] *Canadian*

E	[2]	6437,6448
S	[2]	Blair Manor,Thompson Manor <i>[dd]</i>
X		8604
C	[3]	8103 ,8105,8110
CfeL		8509
Y		Dufferin Manor
CfeL		8517
S	[4]	Macdonald Manor,Brant Manor, Brock Manor,Craig Manor
D		Fairholme
S	[3]	Fraser Manor,Château Rigaud, Cornwall Manor
OLS		Strathcona Park

Return to **EDMONTON**, departing 1712, arriving 2005, with one stop at Evansburg, behind two F40PH-2's; * I nominally occupied one of three Coaches but spent most of the time in "Skyline" No. 8509 for a decent meal and views of the Alberta parkland from the dome; * The *Canadian* was made up entirely of former CP, stainless-steel cars rebuilt by AMF Technotransport under VIA's "HEP-1" initiative, the Sleepers and Diners retaining their original names and all car numbers now carrying the prefix "8"; * Most of the shower-equipped Sleepers were "MANOR" cars, the one exception being CHÂTEAU RIGAUD; * 209 km in 2 hrs 53 mins, or 73 km/h (130 mls/45 mph); * Nos. 6437, 6448 (*GMD, 1989*); * Nos. 8103 (*ex-103*), 8509 (*ex-CP CfLC 509, VIA CfeL 509*), 8604 (*ex-CP XY 3004, CP,VIA 604*), MACDONALD MANOR (*3sc4rm5db1ct*), CHÂTEAU RIGAUD (*3sc8du3db1dr*), FAIRHOLME, STRATHCONA PARK (*3db1dr*) (*all Budd/AMFT, 1954-5; ex-CP*).

NO MATTER WHERE IT'S GOING: 1996



1990's-17: A later, rear view of VIA No. 1 *Canadian* at the new Edmonton station, featuring lots of HEP-1 cars, including Observation Lounge Dome Sleeper *Tweedsmuir Park* (2002/10/14) [PETER DAWES].

MIGHT AS WELL HAVE BEEN FROM MARS

I wish I'd photographed the rebuilt *Canadian* at (or on its way in or out of) the old CN/VIA downtown Edmonton station. Instead, I'll fondly remember seeing late running, Toronto-bound No. 2 several times while waiting at Stadium Station, after football games, for an LRT train. The look on the faces of other fans was just priceless as this strange, almost alien contraption rolled by on CN's adjacent track – the *coup de grâce* surely being the sight of passengers enjoying late evening refreshments in the cozy looking, rear-end "PARK" car.



1990's-18: Another later view of the refurbished *Canadian*, this time No. 2 running late across eastern Saskatchewan, taken from Observation Lounge Dome Sleeper *Banff Park* (2005/09/27) [PETER DAWES].

CLASS SYSTEM ON THE CANADIAN

VIA was now denying Coach passengers access to cars back of the first of two Skyline cars, including the Diner – an annoying but perhaps necessary feature of the upscale Silver & Blue concept.

NO MATTER WHERE IT'S GOING: 1997

1997

ONTARIO/QUÉBEC



Book your tickets on the Internet

Réservez vos billets sur l'Internet

[VIA National Timetable, 1997/05/25, 22]

SYNOPSIS

I travelled by train in 1997 to visit Mom and other family members, and to attend a transportation forum in Montréal. As the above ad suggests, VIA reservations now could be made and tickets purchased over the Internet – evidence of a determination to keep up with the times. My work this year included chairing the Alberta Advisory Committee on Barrie-Free Transportation and managing a joint Alberta-British Columbia North West Transportation Corridor project – a minor part of the latter involving a strategy to develop tourist trains.

Trips taken: Three were involved, covering 793 kilometres (*495 miles*), all provided by VIA and all in Coaches.

Equipment units: 17, made up of 3 Locomotives & Related Units and 14 cars (Coaches & Dayneters, 11; Parlor & Club Cars, 3).

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

Noteworthy trips: **VIA La Salle**, Toronto to Kingston.

Fastest average speed: **VIA La Salle**, Toronto to Kingston: 130 km/h (*81 mph*). **Slowest:** **VIA Bonaventure**, Montréal to Kingston: 108 km/h (*67 mph*).

HIGHLIGHT!

VIA's *La Salle* got us from Toronto to Kingston in 1 hour and 57 minutes – my best timing so far over this segment.

MILESTONE

Newly rebuilt, American stainless-steel cars began appearing on Corridor trains this year, the product of VIA's "HEP-2" program.

TRIPS AND CONSISTS

· **10 MAY:** To **KINGSTON** with Sandra to visit family (five nights there), starting with Canadian Airlines International to Toronto, then Canadian Regional beyond to Kingston, and finally a side trip to Toronto to do some sightseeing and visit nieces and nephews.

15 MAY:

VIA 43 [OTTAWA] KINGSTON-TORONTO *Lakeshore*

E	6430
K	3473
C	[4] 3366,3309,3330,3372

To **TORONTO** (three nights at nephew Chris' place), departing 1335, arriving 1555, with stops at Napanee, Port Hope and Guildwood, behind an F40PH-2; * We occupied seats in one of the Coaches, with first-class service being provided in the usual Club Galley; * 254 km in 2 hrs 20 mins, or 109 km/h (159 mls/68 mph); * No. 6430 (GMD, 1989); * Nos. 3366, 3473 (ex-C 3397) (both BBD, 1984).

18 MAY:

VIA 56 TORONTO-KINGSTON [MONTRÉAL] *La Salle*

E	6421
C	[5] 3358[dd],3311[dd],3367,3335, 3371
K	3463

Back to **KINGSTON** (two nights there), departing 1000, arriving 1157, with one stop at Guildwood, in less than two hours; * 254 km in 1 hr 57 mins, or 130 km/h (159 mls/81 mph); · **20 MAY:** Return to **EDMONTON** on Canadian Regional to Toronto, then Canadian Airlines International.

· **17 NOV:** To **MONTRÉAL** with Sandra on Canadian Airlines International (two nights there), for a sustainable transportation forum (a side benefit being my first hockey game at the new Molson Centre, with the now-lowly Canadiens defeating the even-lowlower Tampa Bay Lightning 4-1), followed by a stop at Kingston to visit family.

NO MATTER WHERE IT'S GOING: 1997



1990's-19: VIA No. 45 *Rideau* passing through Nepean ON, with F40PH-2 6432 pulling four HEP-2 cars (1997/08/25) [GERALD E. GAUGL].

LE CENTRE MOLSON

The Canadiens' new home was built on the approach to CP's Windsor Station, requiring the commuter facility to be moved slightly, but conveniently adjacent to the west side of the stadium. Today's Habs now skated right on top of the very turf travelled over by trains carrying Maurice ("The Rocket") Richard, Jean Béliveau and lesser heroes to or from many a road game.



[logoserver.com]

NO MATTER WHERE IT'S GOING: 1997



1990's-20: VIA No. 69 *Bonaventure* speeding through Prescott ON with HEP-2 cars, pulled by F40PH-2 6412 (1999/05/08) [GERALD E. GAUGL].

19 NOV:

VIA 69 MONTRÉAL-KINGSTON [TORONTO] *Bonaventure*

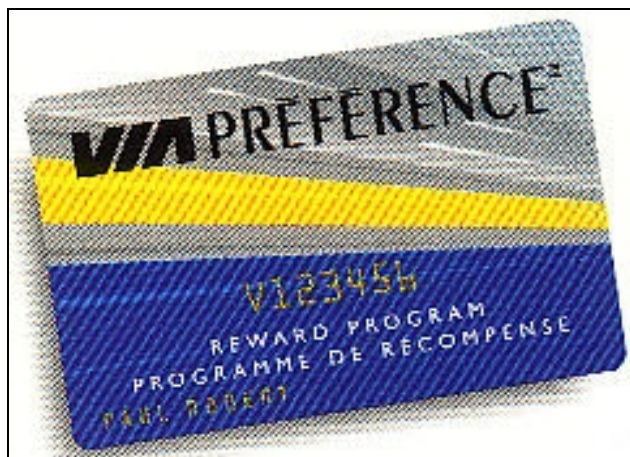
E		6400
C	[2]	3350,3360
K		3475

To **KINGSTON** (five nights there), departing 1845, arriving 2123, with stops at Dorval, Cornwall ON, Prescott and Brockville; * 285 km in 2 hrs 38 mins, or 108 km/h (178 mls/67 mph); · **24 NOV:** Return to **EDMONTON** on Canadian Regional to Toronto, then Canadian Airlines International.

NO MATTER WHERE IT'S GOING: 1998

1998

ONTARIO



*[VIA National Timetable, 1997/
05/25, inside front cover]*

SYNOPSIS

I travelled by train in 1998 to visit Mom and other family members, and to attend meetings in Ottawa. VIA's marketing efforts continued apace, including an airline style "Préférence" frequent-traveller program. My work this year included chairing the Alberta Advisory Committee on Barrier-Free Transportation and managing the North West Transportation Corridor/Western Canadian Corridors and Ports initiative, both of which involved passenger trains only to a limited extent.

Trips taken: There were six, covering 1,396 kilometres (871 miles), all provided by VIA and all in Coaches. VIA by now had stopped including train names in its timetables but sometimes did show them on station train indicators.

Equipment units: 31, made up of 6 Locomotives & Related Units and 25 cars (Coaches & Dayneters, 18; Parlor & Club Cars, 6; Baggage and Miscellaneous Cars, 1).

Places visited: **ON** – Kingston, Ottawa and Toronto.

Noteworthy trips: **VIA Meridian**, Toronto to Kingston.

Fastest average speed: **VIA Renaissance**, Toronto to Kingston: 127 km/h (79 mph). **Slowest:** **VIA Senator**, Ottawa to Kingston: 95 km/h (59 mph).

Overseas: I took my eleventh Overseas and tenth European holiday (sixth and fifth with Sandra, respectively), from 2 APR to 2 MAY, visiting England and Scotland.

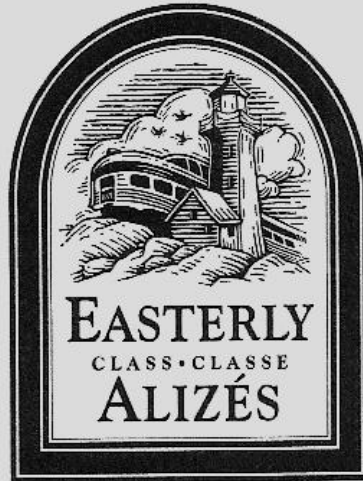
HIGHLIGHT!

Taking my first trip in VIA's refurbished, "HEP-2" stainless-steel cars fitted with LRC-style interiors and having the same excellent riding qualities – a cheap way of augmenting the bare-bones Corridor fleet. The cars originally had been owned by U.S. lines ranging from Louisville & Nashville to Texas & New Orleans; then, in many cases, Amtrak and finally tour operators

A fresh look on Eastern trains.

There's a sleek new look and a fresh feeling aboard the ***Ocean***[™] — and you're going to love it. In economy class, enjoy "at your seat" service for snacks, soft drinks and alcoholic beverages. At night, drift off to sleep with VIA pillows and blankets. Economy class services include use of the Dining and Skyline cars.

Easterly[™] class is just like a cosy "bed & breakfast" experience — with private quarters, a shower in each car and complimentary continental breakfast in the private Park Car. Plus, of course, the entire train is yours to explore. For full details, including our special youth, student and senior fares, call your travel agency or VIA Rail[™].



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[VIA National Timetable, 1995/10/29, 11]



[VIA National Timetable,
1997/05/25, inside
back cover]

TRIPS AND CONSISTS

· **18 AUG:** To **TORONTO** with Sandra on Air Canada (one night at nephew Chris' apartment) – our supertime Canadian Airlines International service being cancelled at the last minute and passengers accommodated on an Air Canada flight leaving at the same time; then onward to Kingston to visit family.

19 AUG:

VIA 60 TORONTO-KINGSTON [MONTRÉAL] *Meridian*

E		6432
X		8619
C	[4]	4107,4105,4101, 4122
K		4005

To **KINGSTON** (six nights there), departing 1200, arriving 1430, with stops at Guildwood, Oshawa, Cobourg and Belleville, behind an F40PH-2 – our first trip in the American cars rebuilt by AMF Technotransport and SEPTA Rail (the latter not to be confused with the Philadelphia-area commuter operator); * We occupied seats in Coach No. 4122 (formerly owned by the Pennsylvania, Penn Central, Amtrak and others), while first-class service was provided in Club Galley No. 4005 (ex-Louisville & Nashville, and again Amtrak and others); * Baggage cars were provided on only a few Corridor trains during the LRC era, former Union Pacific No. 8619 gracing this mid-day train; * 254 km in 2 hrs 30 mins, or 102 km/h (159 mls/63 mph); * No. 6432 (GMD, 1989); * Nos. 4122 (ex-PRR,PC 4063, AM,GWT,NCO 6806), 4005 (ex-L&N 3250, AM 5213, AM,ACS 6067) (both Budd/AMFT, 1947-9); * No. 8619 (Budd/SPTA, 1963; ex-UP 5909, 903691).

BETTER FREQUENCY

VIA was now operating 11 trains on most days of the week from Toronto to Kingston, 5 going on to Montréal, 4 to Ottawa, 1 to both Ottawa and Montréal (combined as far as Brockville), and 1 as far as Kingston for those commuting daily to and from T.O. (There were 12 in the other direction.) Additionally, *Metropolis* still ran between Toronto and Montréal, stopping only at Guildwood and Dorval.

25 AUG:

VIA 45 [OTTAWA] KINGSTON-TORONTO *Rideau*

E	6414
K	3471
C	[2] 3352,3323

Return to **EDMONTON** via Toronto, departing 1507, arriving Union Station 1737, with stops at Napanee, Belleville, Cobourg, Port Hope, Oshawa and Guildwood; * Onward home on Canadian Airlines International; * Nos. 3352, 3471 (*ex-C 3395*) (*both BBD, 1984*).

MARKETING EFFORTS

VIA introduced a new pocket-size timetable on 14 JUN, part of a concentrated marketing effort that was quite innovative – witness, elsewhere in this chapter, “Easterly” class on the *Ocean*, “Totem” class on the Jasper-Prince Rupert *Skeena*, VIA “Adventures”, and the North America Rail Pass (with Amtrak).

- **16 SEP:** To **OTTAWA** on Canadian Airlines International to take part in a National Intercity Bus Deregulation Forum (two nights there), later to Kingston to visit family.

18 SEP:

VIA 49 OTTAWA-KINGSTON [TORONTO] *Senator*

E	6411
C	[3] 3309,3358,3357
K	3452

To **KINGSTON** (three nights there), departing 1755, arriving 1956, with stops at Smiths Falls and Brockville; * 190 kmin 2 hrs 1 min, or 95 km/h (*119 mls/59 mph*).

MORE OTTAWA-TORONTO TRAINS

VIA was now providing five trains most days of the week on this route, the fifth frequency bearing the name *Senator*.

NO MATTER WHERE IT'S GOING: 1998



1990's-21: VIA No. 45 *Rideau* departing wintry Ottawa for Toronto with four rebuilt HEP-2 cars (1997/01/26) [GERALD E. GAUGL].

21 SEP:

VIA 53 [MONTRÉAL] KINGSTON-TORONTO York

E	6907
K	3451
C	[2] 3372,3321

Return to **EDMONTON** via Toronto, departing 0942, arriving Union Station 1200, with stops at Oshawa and Guildwood, behind LRC-2 No. 6907 – a rare appearance by an LRC Locomotive now on any train other than *Metropolis*; * We enjoyed a brief visit with nephews and nieces, then flew home on Canadian Airlines International; * No. 6907 (BBD, 1980-2).

CROWDED TRAIN

VIA's capacity control system occasionally failed, resulting in our 2-Coach, Sunday morning *York* from Kingston to Toronto being standing room-only out of Kingston.

NO MATTER WHERE IT'S GOING: 1998



1990's-22: Toronto Union lower level concourse, where the author has lined up many times to board trains, going as far back as 1960 (2004/10/10) [PETER DAWES].

14 NOV:

VIA 64 TORONTO-KINGSTON [MONTRÉAL] Renaissance

E	6415
K	3471
C	[3] 3356,3325,3370

To **KINGSTON** to visit family (one night there), starting with Canadian Airlines International to Toronto, then to Ottawa to attend a Minister of Transport's Advisory Committee on Accessible Transportation meeting; * Depart Union Station 1545, arrive 1745, with one stop at Guildwood; * 254 km in 2 hrs, or 127 km/h (159 mls/79 mph).

15 NOV:

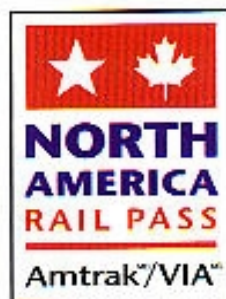
VIA 48 [OTTAWA] KINGSTON-OTTAWA Senator

E	6410
K	3472
C	[4] 3353,3338,3372,3365

To **OTTAWA** (two nights there), departing 2008 arriving 2201, with stops at Brockville and Smiths Falls; * 190 km in 1 hr 51 mins, or 103 km/h (119 mls/64 mph); · **17 NOV:** Return to **EDMONTON** on Canadian Airlines International.



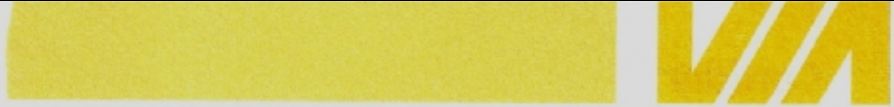
[VIA National Timetable, 1997/05/25, 15]



[VIA Discover Canada brochure, 2003/11]

ACCESSIBILITY


VIA was a leader, during this period, in improving accessibility for persons with disabilities, taking full advantage of the wider profile of rail cars relative to vehicles used by other modes of transportation.



Services for customers with special needs

Many customers have a wide variety of special needs. It could be a visual or hearing impairment, a special dietary need, a requirement to travel with an escort capable of providing assistance to someone who is not self-reliant. Perhaps you travel with a service animal or need to use a respirator or a wheelchair. Maybe you wish to send a young child on the train unaccompanied.

In most cases VIA can help. For more detail please call a VIA agent at least 48 hours in advance of your planned trip.



[VIA National Timetable, 1998/06/14, 67]

NO MATTER WHERE IT'S GOING: 1999

1999

ONTARIO



[segwun.com]

SYNOPSIS

I travelled by train in 1999 to visit Mom and other family members, to sail on a restored Lake Muskoka steamboat, to attend a wedding, and to participate in business meetings. The above logo heralds our cruises on the Royal Mail Steamer SEGWUN. At work, I continued to chair the Alberta Advisory Committee on Barrier-Free Transportation, but had no direct involvement with passenger trains.

Trips taken: Twelve were involved, covering 2,761 kilometres (1,723 miles), 10 provided by VIA and 2 by Ontario Northland (ONR). I continue to show Corridor train names, although VIA no longer included them in its timetables.

Equipment units: 64, made up of 15 Locomotives & Related Units and 49 cars (Coaches & Dayneters, 36; Parlor & Club Cars, 9; Dining & Other Meal Cars, 2; Lounge Cars, 2).

Places visited: **ON** – Barrys Bay*, Clarksburg*, Gravenhurst, Guelph, Kingston, Ottawa and Toronto. (**Note:** * indicates by non-rail means.)

Noteworthy trips: **VIA Trent**, Toronto to Kingston; **ON Northlander**, Toronto to Gravenhurst; **VIA International**, Toronto to Guelph.

Fastest average speed: **VIA Renaissance**, Toronto to Kingston: 127 km/h (79 mph). **Slowest:** **VIA International**, Toronto to Guelph: 65 km/h (40 mph).

Memorable non-rail trips: cruising out of Gravenhurst on Lake Muskoka.

HIGHLIGHT!

Taking Ontario Northland's *Northlander* from Toronto to Gravenhurst, then sailing on the SEGWUN, an authentic steamship built in 1887.

TRIPS AND CONSISTS

9 APR:

VIA 64 TORONTO-KINGSTON [MONTRÉAL] Renaissance

E	6418
K	3468
C	[3] 3351,3344,3332

To **KINGSTON** to visit family (two nights there), starting with Canadian Airlines International to Toronto, and later by train to Ottawa; * Depart 1545, arrive 1745, with one stop at Guildwood, behind an F40PH-2; * I occupied a seat in one of the LRC Coaches, while the usual Club Galley provided first-class service; * 254 km in 2 hrs, or 127 km/h (159 mls/79 mph); * No. 6418 (GMD, 1986-7); * Nos. 3351, 3468 (ex-C 3392) (both BBD, 1984).

11 APR:

VIA 48 [TORONTO] KINGSTON-OTTAWA Senator

E	6413
C	[3] 3327,3319,3304
K	3471

To **OTTAWA** to attend a Minister of Transport's Advisory Committee on Accessible Transportation meeting (three nights at the Château Laurier Hotel), departing 2008, arriving 2201, with stops at Brockville and Smiths Falls; * 190 km in 1 hr 53 mins, or 101 km/h (119 mls/63 mph); · **14 APR:** Return to **EDMONTON** on Canadian Airlines International.

· **11 JUL:** To **TORONTO** with Sandra on Canadian Airlines International (one night there), later Kingston to visit family, then Gravenhurst to sail on the SEGWUN, and finally Guelph as a staging point for nephew Christopher's wedding.

12 JUL:

VIA 650 TORONTO-KINGSTON Trent

E	6409	TORONTO-KINGSTON [OTTAWA]
---	------	---------------------------

NO MATTER WHERE IT'S GOING: 1999

K		3474	"
C	[3]	3330,3361,3315	"
C	[3]	4115, 4109 ,4125[dd]	
E		6424	

To **KINGSTON** (four nights there), departing 1730, arriving 2000, with stops at Guildwood, Oshawa, Port Hope, Cobourg, Trenton Jct., Belleville and Napanee; * *Trent* was a new train for me, its refurbished HEP-2 cars attached to the rear of the *Senator's* Ottawa-bound LRC equipment as far as Kingston station; * We occupied Coach No. 4109, formerly owned by the Southern Pacific, Texas & New Orleans and Amtrak; * No. 4109 (*Budd/AMFT, 1950; ex-SP 2375, T&NO 448, SP 2236, AM 4423*); · **16-17 JUL:** Excursion to **Barrys Bay** ON by rental car (two nights there), to visit brother Ray and family, then two more nights in Kingston.

TWO-IN-ONE

Trent was my first experience with two VIA Corridor trains joined together eastbound out of Toronto, each with its own locomotive – presumably to reduce track charges by occupying one instead of two CN scheduling “paths”. While most trains were separated at Brockville (the front portion continuing on to Montréal; the rear to Ottawa), *Trent* was split off from the Ottawa-bound *Senator* at Kingston, returning next morning to Toronto as a stand-alone train. (No trains were combined westbound, presumably to avoid delays when either the Montréal or Ottawa train was late.)

20 JUL:

VIA 61 [MONTRÉAL] KINGSTON-TORONTO Meridian

E		6407
K		3471
C	[3]	3344, 3309 ,3338

To **GRAVENHURST** ON via Toronto, departing 1438, arriving Union Station 1644, with one stop at Guildwood.

NO MATTER WHERE IT'S GOING: 1999



1990's-23: Muskoka Lakes Navigation & Hotel Co.'s RMS SEGWUN at Gravenhurst ON pier awaiting her next cruise, with former Eaton family steam yacht WANDA III in attendance (1999/07/21) [SANDRA DAWES].

ONR 697 TORONTO-GRAVENHURST [COCHRANE] Northlander

E	2000
U	204
C	600
SnL	703
C	[2] 612,609[dd]

Depart 1820, arrive 2038 (two nights there), with stops at suburban Oriole, then Washago, on Ontario Northland's Toronto-to-Cochrane service operating over CN tracks as far as North Bay and home rails beyond – led by an FP7A and Electrical Generator Unit; * We occupied one of the Coaches and purchased refreshments in what was called a “Snack” car but was more like a Cafe Lounge equipped with tables and dispensing machines – all of these being refurbished, single level, ex-GO Transit cars; * 166 km in 2 hrs 18 mins, or 72 km/h (104 mls/45 mph); * No. 2000 (GMD/ONR, 1951; ex-1502); * No. 204 (EMD, 1949; ex-MILW F7B 89B); * Nos. 612 (ex-GO 4722, 9922, 1022/lr-650), 703 (ex-GO C 4725, 9925, 1025; lr-C 654) (both HS/ONR, 1967); · **21 JUL:** Two cruises around **Lake Muskoka** on SEGWUN.

NO MATTER WHERE IT'S GOING: 1999

RMS SEGWUN

... offered easy viewing right down into the engine room for those interested in the machinery, not to mention a superb evening cruise with excellent food and wine bearing its own label. (Her name meant "Springtime" in Ojibwa.) More than a century after her construction, she still was sailing from a location which once hosted Grand Trunk (later CN) boat trains from Toronto, in pre-World War I days carrying through Sleeping cars from U.S. points such as Chicago, Pittsburgh and Detroit – their passengers using the steamers to access resort hotels and summer homes. For decades, SEGWUN accommodated Royal Mail being transferred between train and lake steamer, where it was sorted by clerks of the "Muskoka Lakes Steamer" Travelling Post Office.

22 JUL:

ONR 698 [COCHRANE] GRAVENHURST-TORONTO *Northlander*

E	2000
U	204
C	600
L	703
C	612

To **TORONTO** (one night there), departing 1400, arriving 1625, in mostly the same consist as two days earlier.

ODD SCHEDULE

The *Northlander* headed overnight from Toronto at 1820, arriving Cochrane at 0500 hours; then returned south (departing 0605) during the day – thus requiring only one set of equipment but of dubious convenience, one would think, to many prospective customers.



[ontc.on.ca]

NO MATTER WHERE IT'S GOING: 1999



1990's-24: ONR No. 698 *Northlander* arriving at Gravenhurst on its way from Cochrane to Toronto, behind F7A 2000 (1999/07/22) [PETER DAWES].

23 JUL:

VIA 85 TORONTO-GUELPH [CHICAGO] International

E	6418[VIA]
C	34051
CfC	35009
C	34137
CfC	35006

To **GUELPH**, departing 0750, arriving 0903, with stops at Brampton and Georgetown (two nights in a University of Guelph residence); * The *International* was made up of a VIA F40PH-2 hauling Amtrak bilevel cars to Chicago, with refreshments available in one of two Cafe Coaches [**equipment AM unless otherwise indicated**]; * CN had leased the segment west of Georgetown to a newly formed railway called Goderich & Exeter, in turn owned by short-line operator RailAmerica; * 79 km in 1 hr 13 mins, or 65 km/h (49 mls/40 mph); * Nos. 34051, 35009 (ex-C 34021) (both PS, 1978-81); · **24 JUL:** Day excursion by rental car to the wedding site near **Clarksburg** on beautiful Georgian Bay, stumbling upon a big Elvis festival in Collingwood along the way (no kidding!).



1990's-25: VIA No. 85 *International*, consisting of Amtrak Superliner cars, ready to leave Guelph for Chicago behind VIA F40PH-2 6418 (1999/07/23) [PETER DAWES].

SUPERLINERS IN CANADA

VIA sent the *International* over CN's former Grand Trunk "Back Line", instead of the shorter and faster route through Brantford – good for us on our way to Guelph, but frustrating for passengers going through to Chicago and other U.S. points. This might well have been a contributing factor in this train's later demise, but U.S. border delays, post-9/11, didn't help matters.

25 JUL:

VIA 68 TORONTO-KINGSTON [MONTRÉAL] Bonaventure

E	6426
C	[3] 4105,4122,4111
K	4001

Back to **KINGSTON** via Toronto (three nights there), starting with a Greyhound from downtown Guelph right to Union Station; * Depart Toronto 1810, arrive Kingston 2017, with stops at Guildwood and

NO MATTER WHERE IT'S GOING: 1999

Belleville, on another train made up of HEP-2 cars; * First-class service was provided by a former Southern Railway Coach rebuilt by VIA into a Club Galley; * No. 4001 (*Budd/AMFT, 1950; ex-SOU 824, AM 5285, SSK,RSC 824*).

28 JUL:

VIA 53 [MONTRÉAL] KINGSTON-TORONTO *York*

E	6905
K	3451
C	[2] 3374,3319

Return to **EDMONTON** via Toronto, departing 0942, arriving Union Station 1150, with stops at Oshawa and Guildwood – then onward by Canadian Airlines International; * No. 6905 (*BBD, 1980-2/Ir-DES*).

LAST TRIP

I made my last trip behind an LRC locomotive, when LRC-2 No. 6905 headed our 28 JUL *York* from Kingston to Toronto.

· **6 NOV:** To **TORONTO** by Canadian Airlines International (one night there), then to Ottawa for meetings and Kingston to visit family.

7 NOV:

VIA 642 TORONTO-OTTAWA *Lakeshore*

E	6416
C	[3] 3304,3323,3367
K	3456

To **OTTAWA** (three nights there) for another Advisory Committee on Accessible Transportation meeting and sessions concerning the Western Canadian Corridors and Gateways Initiative, departing 1100, arriving 1504, with stops at Oshawa, Cobourg, Kingston and Brockville; * 446 km in 4 hrs 4 mins, or 110 km/h (*278 mls/68 mph*).

NO MATTER WHERE IT'S GOING: 1999

FEWER STOPS

VIA had removed stops at certain intermediate points on some trains, including my *Lakeshore* which sailed right through both Guildwood and Smiths Falls on its way from Toronto to Ottawa – a first for me in all my years of travelling this route. Additionally, VIA was now numbering some weekend variants of weekday trains in the “600”-series, such as No. 642 here.

10 NOV:

VIA 49 OTTAWA-KINGSTON [TORONTO] Senator

E		6404
C	[3]	3374,3305, 3339
K		3472

To **KINGSTON** (four nights there), departing 1755, arriving 1953, with stops at Smiths Falls and Brockville.

14 NOV:

VIA 43 [OTTAWA] KINGSTON-TORONTO Lakeshore

E		6417
C	[3]	3343,3315, 3350
K		3451

Return to **EDMONTON** via Toronto, departing 1116, arriving Union Station 1320, with stops at Belleville, Oshawa and Guildwood, then onward by Canadian Airlines International.

ON TO THE 2000's!

This ends my **1990's** volume, with its concentration on family visiting and work travel. The next **2000's** volume continues in much the same vein, with plenty of interesting trains along the way.

GENERAL INDEX

[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]

Air Canada 39-40,83

Alberta Advisory Committee on Barrier Free Transportation 66,71,76,81,90

Alberta Department of Infrastructure 20

Alberta Department of Transportation & Utilities 20

Alberta Economic Development Authority 66

Alexandria ON 59

AMF Technotransport (AMFT) 72,83,92,97

Amtrak (AM) 21,23,81,83-4,92,95-7

Arctic Cold Storage (ACS) 83

Atchison, Topeka & Santa Fe Railway (AT&SF) 49,51

Atlantic (VIA) 26

Banff AB 19,22,45,49-50

Barrys Bay ON 22,90,92

Bay Area Rapid Transit (BART) 21,37,39-41,43,55,57

BC Rail (BCR) 49

Béliveau, Jean 78

Boland, Kells 49

Bombardier (BBD) 27,33,39,47,59-60,67,77,84-5,91,97

Bonaventure (VIA) 51,76,79,96

Boston Red Sox baseball club 57

Boulton, Ken 9

Brantford ON 96

Brockville ON 1-2,48,83,92

Budd Co. 72,83,92,97

NO MATTER WHERE IT'S GOING: 1990's – GENERAL INDEX

Bunting, Mark & Jennifer 9
Bytown Railway Society 11

Calgary AB 20,22,45-6,49-50
Calgary Transportation Authority 49-50
California Golden Seals hockey club 39
Caltrain (CALT) 21-2,55,57-8
Canadian (VIA) 20,22,26,33,38,43,71-4
Canadian Airlines International (CAIL) 27,33-5,39,41-3,47-9,51-3,57-60,62,67-8,77,79,83-7,91,97-8
Canadian Armed Forces (CAF) 45,49
Canadian Bus Association 60
Canadian Car & Foundry (CCF) 42,49
Canadian Intercity Bus Task Force 67
Canadian National Railways (CN) 20,22-3,38,41-2,46,48-9,63,67,71,73,92-8; "*Back Line*" 96
Canadian Regional Airlines 60,67-8,77,79
Canadian Transport Commission 3
Canadian Urban Transit Association 60
Capital (VIA) 29,62-3
Cavalier (VIA) 29
Chicago IL 23,94-6
Chicago, Milwaukee, St. Paul & Pacific Railroad (MILW) 93
Chow, Cindy 9
Churcher, Colin 9
Clark, Tom 9
Clarksburg ON 22,90,95
Cochrane ON 23,93-5
Collingwood ON 96
Connecticut Railroad Museum (CTRM) 42
CP Rail (CP) 21,34,46,49-50,72,78

Dawes, C.H. 26,31,37,45,55,66
Dawes, Charlie 9
Dawes, Chris 77,83,91

NO MATTER WHERE IT'S GOING: 1990's – GENERAL INDEX

Dawes, Kathleen 26,29,31,37,45,55,66,76,81,90
Dawes, Raymond 92
Dawes, Sandra 3,9,20,27,37,39-41,51,53,55,57,62,66,77,81,83,91,93
Dawson, Andre 57
Detroit MI 94
Diesel Electric Services (DES) 60,97
Dorin, Patrick 9
Dorval QC 22,56,60,69

Eaton family 50,93
Edmonton AB *[most pages]; Calder Yard 71; CN/VIA downtown station 71,73; City Centre Airport 71; Commonwealth Stadium 60; New VIA station 73*
Edmonton Light Rail Transit line (LRT) 73-4
Edson AB 22,71-2
Electromotive Division (EMD) 58,93

Fawcett, Shaun 9
Fraser River Canyon 22,46

Gananoque ON 68
Gaugl, Gerry 6,9,28,34,68-9,78-9,85
General Electric (GE) 49
General Motors Diesel Division (GMD) 27,33,39,47,59,67,72,77,83,91,93
Georgetown ON 95
Georgian Bay 95
Goderich & Exeter Railway 95
Golden State Warriors basketball club 39,41
Gormick Greg 9
GO Transit (GO) 38,93
Government of Alberta 3,20,26,37
Government of Canada 20,26,31,45
Grand Trunk Pacific Railway 50
Grand Trunk Railway 94,96

NO MATTER WHERE IT'S GOING: 1990's – GENERAL INDEX

Gravenhurst ON 22-3,90-5
Great Canadian Railtour Co. (GCRT) 20-2,31,42,45,49-51
Great West Tours (GWT) 83
Greyhound Canada Transportation Corp. 49,72,96
Guelph ON 22-3,90,95-6

Halifax NS 46
Harrison, Rex 57
Hawker-Siddeley (HS) 93
Holmes, Ken 9
Huron (VIA) 55,61-2

Industrial Rail Services (IRS) 27,33
International (VIA) 23,90,95-6

Jasper AB 44,50

Kamloops BC 22,45,49-50
Kingston ON 22,26-7,29,31,33-5,37-9,41-2,45,47-8,51-3,55,59-63,66-8,76-7,79,81,83-7,90-2,96-8

Lake Muskoka 23,90,93
Lakeshore (VIA) 77,97-8
La Salle (VIA) 22,26-7,76-7
Laurier (VIA) 31,33,59,66-7
London ON 22,55,60-1
Louisville & Nashville Railroad (L&N) 81,83
LRC (“Light-Rapid-Comfortable”) train 22,29,34,38,41-2,53,56,60-1,68-9,81,83,85,97

Mason, Phil 9
Matoff, Tom 9,39
Matthews, Fred 9
McQueen, Don 9
Mercer, Johnny 20

NO MATTER WHERE IT'S GOING: 1990's – GENERAL INDEX

Meridian (VIA) 22,45,47-8,52-3,60,66,68,81,83,92
Metropolis (VIA) 21-2,36-8,55-6,59-61,68-9,83,85
Minister of Transport's Advisory Committee on Accessible Transportation 86,91,97
Montréal QC 21-2,26,31,33,38,46,55-6,59-60,66-8,76-9; *Central Station* 56; *Molson Centre* 77-8;
Windsor Station 78
Montréal Canadiens hockey club 77-8
Montréal Expos baseball club 57
Mozersky, Ken 9
Muskoka Lakes Navigation & Hotel Co. (MLN) 89,93
Muskoka Lakes Steamer Travelling Post Office 94

Nagel Tours – Fun Train Canada (NTFT) 42
National Intercity Bus Deregulation Forum 84
National Railroad Historical Society, BC Chapter (NRHBC) 42
National Railway Equipment (NRE) 49
National Transportation Act Review Commission 20,37,45
Nepean ON 78
New York Central Railroad (NYC) 49
Nippon Sharyo (NO) 58
North Coast Railway (NCO) 83
Northlander (ONR) 23,90,93-5
North West Transportation Corridor Project 76,81

Oakland CA 22,37,39-41,55,57; *Coliseum Station* 39-41,57
Oakland Athletics baseball club 40,57
Oakland Seals hockey club 39
Ocean (VIA) 26,82,84
Ontario Northland Railway (ONR) 21,23,90,93-5
Ottawa ON 22,29,31,33,35,37,39,42-3,45,48,55-6,59,66-7,81,84-5,87,90-1,97-8; *Station* 28

Pacific Electric Railway 64
Palo Alto CA 21-2,55,57-8
Patenaude, Jean 9

NO MATTER WHERE IT'S GOING: 1990's – GENERAL INDEX

Penn Central Railroad (PC) 83
Pennsylvania Railroad (PRR) 83
Pittsburgh PA 94
Pointe Claire QC 61
Pool Agreement 31
Portland Trail Blazers basketball club 39,41
Prescott ON 79
Pullman Standard (PS) 42,49,95

RailAmerica 95
Rail/Sea Cruises (RSC) 97
Red Arrow Express 49
Renaissance (VIA) 31,33-4,55,61-2,81,86,90-1
Richard, Maurice ("The Rocket") 78
Rideau (VIA) 1-2,34-5,37,41,45,48,52,78,84-5
Roberts, Earl 9,11
Rocky Mountaineer (GCRT) 19-20,22,31,44-46,49-51
Rohr Industries 39,57
Royal Commission on National Passenger Transportation 20,26,31,37,45

St. Louis-San Francisco Railroad (SLSF) 49
Sandusky, Bob 1-2,6,9,61
San Francisco CA 21-2,37,39-40,54-5,57-8,64
San Francisco Ballet 57
San Francisco Municipal Railway (MUNI) 39,43,54,57,64
SASKATCHEWAN (CAF) 52
SEGWUN (MLN) 23,89-91,93-4
Senator (VIA) 34,81,84,87,91-2,98
SEPTA Rail (SPTA) 83
Simcoe (VIA) 22,37,39,42,47-8,59-60,67
Skeena (VIA) 82,84
Smith, Doug 9
Smiths Falls ON 34,48,98

NO MATTER WHERE IT'S GOING: 1990's – GENERAL INDEX

Southern Pacific Railroad (SP) 92
Southern Railway (SOU) 97
S.S. Sykes (SSK) 97
Stanford University 58
Stilgoe, John 9
Stremes, Dave 11
Sullivan, Brian 3,9
Superliner cars (AM) 23,96

Tampa Bay Lightning hockey club 77-8
Texas & New Orleans Railroad (T&NO) 81,92
Thompson, Greg 9
Three Valley Gap BC 50
Toronto ON 20-3,26-7,31,34-5,37,39,41-2,45,47-8,51-3,55-6,59-63,66,76-7,81,83-6,90-8;
Guildwood station 98; *Islands* 61; *Union Station* 27,35,41-2,47,51-3,60-3,84-6,92,97-8
Transport Canada 33,39,42,48,59
Trent (VIA) 90-2
Trentway-Wagar Inc. 39,59,62

Union Pacific Railroad (UP) 83
University of Guelph 95
U.S. High Speed Rail Association 47

Vancouver BC 20,22,26,45-6,49,52; *Harbour* 52; *Main Street Station* 49
Van Heusen, Jimmy 20
VIA Rail Canada [*most pages*]; *Accessibility* 88; *Adventures* 84,87; *Canrailpass* 64; *Easterly Class*
46,82,84; *HEP-1 program* 21,71-3; *HEP programs* 21,76,78-9,81,85,92,97; *North America Rail*
Pass 84,87; *Préférence* 80-1; *Reserinet* 75-6; *Silver & Blue Class* 38,43,70,74; *Totem Class* 82,
84; *VIA-1* 53; 65-6
Vincent, Nicholas 9
Voyageur Colonial Lines 27,33

NO MATTER WHERE IT'S GOING: 1990's – GENERAL INDEX

Walter, Dan 9

WANDA III (MLN) 89,93

Western Canadian Corridors & Gateways Initiative 81,97

Wilson, Dale 9

York (VIA) 22,26-7,37-8,42,85,97

YUKON (CAF) 45,49,52

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LIST OF PHOTOS

[Please refer to individual photo for credit and full caption]

1990's –

1:	VIA No. 45 <i>Rideau</i> , at Brockville ON, behind F40PH-2 6404 (1999).....	1
2:	GCRT's <i>Rocky Mountaineer</i> , Banff AB, led by B36-7 7498 (1993).....	19
3:	VIA No. 41 <i>Capital</i> at Ottawa station, led by F40PH-2 6415 (1992).....	28
4:	Toronto-bound LRC train, Kingston ON (1989).....	29
5:	Rear view of VIA No. 49 <i>Senator</i> at Smiths Falls ON (1999).....	34
6:	San Francisco vista from Coit Tower (1992).....	40
7:	BART train arriving at Fremont CA (1974).....	41
8:	<i>Rocky Mountaineer</i> Coach at Banff (1993).....	50
9:	<i>Rocky Mountaineer</i> , Redgrave BC, behind B36-7's 7498 and 7488 (1993).....	51
10:	Cruise ships and CAF Destroyer SASKATCHEWAN, Vancouver harbour (1993).....	52
11:	Caltrain No. 163 arriving at Palo Alto CA (1994).....	58
12:	VIA No. 67 <i>Metropolis</i> passing Pointe Claire QC, led by LRC-2 6902 (1998).....	61
13:	Main hall, Toronto Union Station (2004).....	63
14:	San Francisco MUNI streetcar festival (1994).....	64
15:	VIA No. 67 <i>Metropolis</i> , Gananoque ON, led by LRC-2 6919 (1996).....	68
16:	VIA No. 67 <i>Metropolis</i> , Dorval QC, behind LRC-3 6921 (1994).....	69
17:	Rear view VIA No. 1 <i>Canadian</i> at new Edmonton station (2002).....	73
18:	VIA No. 2 <i>Canadian</i> in eastern Saskatchewan (2005).....	74
19:	VIA No. 45 <i>Rideau</i> , Nepean ON, led by F40PH-2 6432 (1997).....	78
20:	VIA No. 69 <i>Bonaventure</i> , Prescott ON, behind F40PH-2 6412 (1999).....	79
21:	VIA No. 45 <i>Rideau</i> departing Ottawa (1997).....	85
22:	Toronto Union Station lower level departure concourse (2004).....	86
23:	RMS SEGWUN at Gravenhurst ON pier (1999).....	93
24:	ONR No. 698 <i>Northlander</i> arriving at Gravenhurst, behind F7A 2000 (1999).....	95
25:	VIA No. 85 <i>International</i> , Guelph ON, behind F40PH-2 6418 (1999).....	96

LIST OF SCANNED IMAGES

[Please refer to individual image for reference]

1990's –

Take a look at the train today (VIA) (1995)	25
VIA Rail Canada logo (1976)	27
Western Canada route sketch (VIA) (1990)	28
Tracks of Your Dreams (VIA) (1991)	30
VIA Rail's new fares save you 40 % (1990)	32
VIA F40PH-2 locomotive sketch (1994)	35
Montréal-Toronto Express Downtown to Downtown in 3 Hours 59 Minutes (VIA) (1993)	36
Look at VIA's student fares (1992)	38
Portland Trail Blazers & Golden State Warriors logos (undated)	41
Discover Canada's Classic Train Journey: Silver & Blue Class (1994)	43
BART logo (undated)	43
San Francisco cable car logo (1995)	43
Rocky Mountain Railtours logo (2002)	44
Smoking will <i>not</i> be permitted ... (VIA) (1993)	46
Rocky Mountaineer logo (undated)	51
VIA LRC 1 interior sketch (1996)	53
Cable car sketch (undated)	54
Metropolis train consist (1994)	56
Oakland Athletics & Boston Red Sox logos (undated)	57
VIA Canrailpass "More Value!" (1995)	64
VIA 1 First Class logo (1993)	65
VIA Redefines the Word Youth (1995)	69
Silver & Blue Class logo (VIA) (1992)	70
VIA Resernet: Book your tickets on the Internet (1997)	75
Montréal Canadiens & Tampa Bay Lightning logos (undated)	78
VIA Préférence card (1997)	80
Easterly Class: A fresh look on Eastern Trains (VIA) (1995)	82
Totem Class sketch (VIA) (1997)	82
VIA Adventures: The service designed for outdoor enthusiasts and adventurers (1997)	87
North America Rail Pass: Amtrak/VIA (2003)	87
Services for customers with special needs (VIA) (1998)	88
The Muskoka Lakes Navigation and Hotel Company (undated)	89
Ontario Northland logo (undated)	94

CHANGES FROM PREVIOUS VERSION

Minor stylistic changes and routine updates throughout, including percentage splits by decade (p. 7).