

NO MATTER WHERE IT'S GOING

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

1st 1970's



by Peter Dawes

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

1st 1970's

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FRONT COVER PHOTO

1st1970's-1: CP No. 2 *The Canadian* leaving Carleton Place ON for Ottawa, late on a snowy February afternoon (1973/02/25) [PETER DAWES].

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DEDICATION

to Greg Thompson.

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 first part of the 1970's, specifically 1970 through 1975, and involves trips across much of this geographic spectrum (except Costa Rica).

This is **VERSION 19** (for changes from the previous version, please see page 198).

ABOUT THE AUTHOR

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

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PHOTO CREDITS

Dawes, Peter [*all except those credited to others*];
Matoff, Tom [*1st 1970's-2, 34, 35*];
Sullivan, Brian E. (Thompson Collection) [*1st 1970's-9*];
Thompson, Gregory L. [*1st 1970's-3, 4, 5, 7, 10, 15, 18, 28, 30, 31*];
Vandesteeene, Robert [*1st 1970's-38*].

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 third volume of my North American rail-travel project, offering detailed accounts of all train trips taken between 1970 and 1975, inclusive.

Previous volumes cover the 1950's and 1960's; later ones deal with the 2nd part of the 1970's (1976-79), 1st 1980's (1980-82), 2nd 1980's (1983-89), 1990's, 2000's, 2010's and 2020's. The final volume is a comprehensive "Reprise" providing: a review of rail-passenger developments by decade; an overall summary of my travels; personal ratings of trains; interesting cars and locomotives encountered; and several tables of detailed trip information. (I've also prepared three "Companion Documents": No. 1, Trip Details; No. 2, Train Details; and No. 3, Equipment Details.)

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

NO MATTER WHERE IT'S GOING: 1st 1970's

Through **2025**, the 1970's have accounted for 33% of my North American trips over the years, compared to the other decades (in descending order): 1980's, 21%; 2000's, 12%; 2010's, 12%; 1960's, 7%; 1990's, 6%; and 1950's, 3%. (The 2020's so far: 6%).

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

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

BEFORE PROCEEDING...

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

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

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

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

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

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

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

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

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

Third, I strongly encourage feedback – everything from factual clarifications to minor typographical corrections; to representative train consists 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, Gerry Gaugl, Greg Gormick, Ken Holmes, the late Fred Matthews, Doug Smith and Nicholas Vincent for being kindred spirits;
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- Shaun Fawcett for essential help in publishing these volumes online; and
- my wife Sandra for much-appreciated companionship on many trips, for design suggestions, and for developing the route schematics, website and web version of these documents.

Specifically where this 1st 1970's volume is concerned:

- Tani Dawes, Tom Matoff, Brian Sullivan and Greg Thompson for supplying photographs;
- Charles Beck, John Day, Gerry Gaugl, Ross Gray, Ken Harrison, Doug Hately, Tom Matoff, Richard Peterson, Earl Roberts, Doug Smith, Dave Staplin, Brian Sullivan, Greg Thompson and Dale Wilson variously for providing train-consist information, equipment details, schedule timings, brochures, anecdotes or just good advice; and
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Palmieri, Ken Rattenne, "Rwyfan", Alan Schenkel, John Schumann, Steve Thorning, Steve Wagner, Craig Walker, David Warner, Chris Williams, Jerry Weisman and Toshihiko Yamada for providing assistance specifically where American and Mexican equipment was concerned, through emails and various Internet sites.

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

Finally, both 1970's volumes are dedicated to Greg Thompson, for being an excellent travelling companion and helping me to better understand the evolution of rail-passenger transportation in North America.

Peter Dawes
Edmonton, Alberta
January, 2026.

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 most included in this volume are several decades old, and that colour photos are particularly vulnerable to deterioration; also, that those involving early morning, late afternoon or night trains often were taken in adverse lighting conditions);

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*.

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

BEFORE PROCEEDING...

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

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

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

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

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

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

Equipment units: are shown in several categories, examples being "Coaches & Daynitors" 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 (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 to give the flavour, in each year, of equipment encountered (special thanks here to the Bytown Railway Society for its excellent, annual *Canadian Trackside Guide*, Earl Roberts and Dave Stremes, editors).

ABBREVIATIONS

SERVICE PROVIDERS

[Note: coloured abbreviations carry through from earlier volumes]

ACR	Algoma Central Railway
AM	Amtrak (National Railroad Passenger Corp.)
BART	Bay Area Rapid Transit
CN	Canadian National Railways
CP	CP Rail
CSS&SB	Chicago, South Shore & South Bend Railroad
C&T	Cumbres & Toltec Scenic Railroad
D&RGW	Denver & Rio Grande Western Railroad
D&S	Durango & Silverton Railroad
E&N	Esquimalt & Nanaimo Railway (CP)
GO	Government of Ontario Transit
NCC	National Capital Commission
NJT	New Jersey Transit
PSRMA	Pacific Southwest Railway Museum Association
SEPTA	South Eastern Pennsylvania Transit Authority
SOU	Southern Railway
SP	Southern Pacific Railroad
WP&Y	White Pass & Yukon Railroad

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ADDITIONAL TRACK AND EQUIPMENT OWNERS

A&B	Adrian & Blissfield Railroad (Bliss MI)
ACL	Atlantic Coast Line Railroad
AMT	Agence métropolitaine de transport (Montréal)
ARC	Arizona Rail Car (Sierra Madre Express) (Tucson AZ)
ARM	Alberta Prairie Railway Museum
ARR	Alaska Railroad
AS	Adirondack Scenic Railroad (Utica NY)
ASC	Aspen Crossing Railway (Mossleigh AB)
AT&SF	Atchison, Topeka & Santa Fe Railway
AUT	Auto Train
BCR	British Columbia Railway
BJMC	Bronco Junction Medical Center
B&M	Boston & Maine Railroad
BN	Burlington Northern Railroad
CAD	Canada Allied Diesel (Lachine QC)
CB&Q	Chicago, Burlington & Quincy Railroad
CMH	City of Medicine Hat
CMRT	Canadian Museum of Rail Travel (Cranbrook BC)
CNoR	Canadian Northern Railway
CNOTP	Cincinnati, New Orleans & Texas Pacific Railway (SOU)
C&NW	Chicago & North Western Railway
C&O	Chesapeake & Ohio Railroad
CR	Consolidated Rail Corp. (Conrail)
CRC	Classic Rail Cars (Fairlawn NJ)
CRE	Classic Rail Equipment (Wilmington DL)
CRI&P	Chicago, Rock Island & Pacific Railroad
CRT	California Rail Tours (Salinas CA)
CTA	Chicago Transit Authority
CTCUM	Commission de transport de la communauté urbaine de Montréal
CVS	Cuyahoga Valley Scenic Railroad (Peninsula OH)
DART	Dallas Area Rapid Transit
D&H	Delaware & Hudson Railroad

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DRC	Denver Railway Car
DLR	Delaware-Lackawanna Railroad (Scranton PA)
DL&W	Delaware, Lackawanna & Western Railroad
DML	Dan Marnell
DWM	D. Walmsley
ECPC	Eagle Canon Passenger Car Co. (Parkersburg WV)
E-L	Erie-Lackawanna Railroad
ERR	Eva Rothwell Resource Centre (Hamilton)
FEC	Florida East Coast Railroad
FFT	Florida Fun Train
FLK	Finger Lakes Railway (Geneva NY)
FNM	Ferrocarriles Nacionales de Mexico
FOT	Friends of the 261 (Minneapolis)
FRRS	Feather River Railroad Society (Portola CA)
FRS	FarmRail System (Clinton OK)
GC	Grand Canyon Railway (Williams AZ)
GCRT	Great Canadian Railtour Co. (Vancouver)
GMR	G. Marinier (Témiskaming QC)
GN	Great Northern Railway
GRT	Gateway Rail Tours
GRY	Gettysburg (PA) Railway
GSCR	General Scrap (Winnipeg)
GTW	Grand Trunk Western Railroad (CN)
GWT	Great West Tours
HHN	Herbert Hansen
HRV	Huron Valley Railroad (Croswell MI)
HSP	Henry S. Purnell, Jr.
IFE	IFE Leasing (Saugus CA)
IRS	Industrial Rail Services (Moncton)
ISL	Industries Soulard (Les-Cèdres QC)
ITA	Illinois Transit Assembly
JSN	Jim Stephenson
JSRB	Jack Stodelle/Robert Berray

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KCS	Kansas City Southern
KCUS	Kansas City Union Station
KJ	Keokuk (IA) Junction Railway (Pioneer Rail Corp.)
KRS	Kasten Railcar Services (St. Louis/Edwardsville IL)
KY	Kyle Railroad (Phillipsburg KS)
LMW	Loram Maintenance of Way
L&N	Louisville & Nashville Railroad
LNA&C	Louisville, New Albany & Corydon (IN) Railroad
LPF	Les Produits Forestières Mer-Can (La-Prairie QC)
LXR	Luxury Rail Car Sales (Saginaw MI)
MAR	Mid-America Railcar Leasing (Marshall WA)
M&B	Milford & Bennington Railroad (Wilton NH)
MCR	Michigan Central Railroad (MCR) (NYC)
MDK	Mandak Metal Processing (Selkirk MB)
M&E	Morristown & Erie Railroad (NJ)
MILW	Chicago, Milwaukee, St. Paul & Pacific Railroad (Milwaukee Road)
MN	Metro-North Commuter Railroad (New York)
MRM	Monticello (IL) Railroad Museum
MTCFE	Museo Technologico de la Comision Federal de Electricidad Mexico
MTR	Metropolitan Transit Authority/Region (New York)
NBEC	New Brunswick East Coast Railway
NC	Northern Central Railway (New Freedom PA)
NCTM	North Carolina Transportation Museum (Spencer)
NGTK	Naugatuck Railroad (Railroad Museum of New England) (Waterbury CT)
NH	New York, New Haven & Hartford Railroad
NKP	New York, Chicago and St. Louis Railroad (Nickel Plate)
NKTA	Nebkota Railway (Gordon NB [Nebraska])
NP	Northern Pacific Railway
NRE	National Railway Equipment (Dixmoor IL)
NRHFG	National Railroad Historical Society, Florida Gulf Chapter
NRHMH	National Railroad Historical Society, Mohawk & Hudson Chapter
NRHMI	National RR Historical Society, Michigan Chapter (Bluewater)
NRHUM	National Railroad Historical Society, Utica & Mohawk Valley Chapter

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NTFT	Nagel Tours – Fun Train Canada (Edmonton)
NVC	Nova Containers (Châteauguay QC)
N&W	Norfolk & Western Railroad
NWP	Northwestern Pacific Railroad
NYC	New York Central Railroad
OBR	Orangeville-Brampton Railway
OC	Ohio Central Railroad (Coshocton OH)
ONR	Ontario Northland Railway
ORA	Ontario Rail Association
PATH	Port Authority Trans Hudson
PC	Penn Central Railroad
PNC	Precision National Corp.
PRR	Pennsylvania Railroad
P&W	Peoria & Western Railway
QNS&L	Quebec, North Shore & Labrador Railway
RCE	Raiceks Enterprises (Rivière-des-Prairies QC)
RDG	Reading Railroad
RF&P	Richmond, Fredericksburg & Potomac Railroad
RFT	Railfan Tours (Emwood Park NJ)
RRC	Rader Rail Car (Denver)
RSC	Rail/Sea Cruises
RTA	Rail Travel Associates
RTI	Rapido Trains Inc. (Toronto)
RVL	Rail Voyages Ltd. (I. Smith) (Washington DC)
SAL	Seaboard Air Line Railroad
S-BC	Ferrocarril Sonora-Baja California
SCD	Servicio de Coches Dormitorios y Conexos (Mexico City)
SCL	Seaboard Coast Line Railroad
SCTF	Sociedad Colombiana de Transporte Ferroviario
SIL	Standard Industries Ltd.
SNC	State of North Carolina
SOO	Chicago, Minneapolis, St. Paul & Sault Ste. Marie Railroad (Soo Line)
SPC	South Pacific Coast Railroad

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SSRHC	South Simcoe Railway Heritage Corp. (Tottenham ON)
STCUM	Société de transport de la communauté urbaine de Montréal
SVPE	South Valley Scenic Railroad (Potomac Eagle)
SVRC	Silver Classics (Tampa)
TH&B	Toronto, Hamilton & Buffalo Railway
THSF	Train du Haut-Saint-François/Chemin de fer des Cantons-de-l'Est
T&NO	Texas & New Orleans Railroad (SP)
TR	Trillium Railway (Port Colborne ON)
TTCA	Trains Touristiques de Chaudière-Appalaches
TTSL	Trains Touristiques du Saint-Laurent
TVRM	Tennessee Valley Railroad Museum (Chattanooga)
UK	Unknown
UP	Union Pacific Railroad
US	United States Army
VIA	VIA Rail Canada
VRE	Village Rail Excursions
WAB	Wabash Railroad
WC	Wisconsin Central Railroad
WCR	Waterloo Central Railway
WCRA	West Coast Railway Association (Squamish BC)
W&H	Windsor & Hantsport (NS) Railway
WMS	Western Maryland Scenic Railway (Cumberland)
WP	Western Pacific Railroad
WRPS	Wainwright (AB) Railway Preservation Society
WRR	Walden's Ridge Railroad (Oak Ridge TN)
WS	Wisconsin & Southern Railroad (Milwaukee)
WSJ	Waterloo-St. Jacobs (ON) Railway
WSM	W.S. McCartney
YSR	Yolo Shortline Railroad (Woodland CA)

MISCELLANEOUS ENTITIES

BCS	British Columbia Steamship Co.
CTC	Canadian Transport Commission

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NBA National Basketball Association

RAIL EQUIPMENT

A Automobile carrier
BC Buffet Coach
BKL Buffet Club Lounge
BL Buffet Lounge
BLS Buffet Lounge Sleeper
BLY Buffet Lounge Dormitory
BP Buffet Parlor
BS Buffet Sleeper
C Coach
Cafe Cafeteria
CBL Coach Buffet Lounge
CfeC Cafe Coach
CfeL Cafe Lounge
CfLC Cafe Lounge Coach
Col Colonist car
CX Coach Baggage
CXY Coach Baggage Dormitory
D Diner
dd Equipment deadheading
DG Diner Grill
DL Diner Lounge
DN Dayniter
DnY Dinette/Lunch Counter Dormitory
D/Y Seating and Kitchen Dormitory (twin-unit)
E Engine (Diesel unless otherwise indicated)
e Electric locomotive or propulsion
ed Dual Electric/Diesel locomotive
ex- Former
H Hospital car
K Club Galley

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L	Lounge
Ir-	Later
LY	Lounge Dormitory
m	Self-propelled multiple unit train
OBS	Open Observation car
OC	Open Coach
OL	Observation Lounge
OLS	Observation Lounge Sleeper
P	Parlor
PG	Parlor Grill
PrC	Power Coach
PrCL	Power Coach Lounge
PrK	Power Club
R	Express Refrigerator car
RDC	Rail Diesel Car
S	Sleeper
SG	Sleeper Grill
Sn	Snack car
SIC	Slumbercoach
s	Steam locomotive
TIC	Track Inspection Car
TrC	Training/Classroom car
U	Generator
Wrk	Work service
X	Baggage
XM	Baggage Mail
XY	Baggage Dormitory
Y	Dormitory
Z	Business Car

SLEEPING ACCOMMODATIONS

ct	Compartment
db	Double Bedroom

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dr	Drawing Room
du	Duplex Roomette
rm	Roomette
sc	Section

EQUIPMENT MANUFACTURERS

ACF	American Car & Foundry
ALCO	American Locomotive Co.
ANF	ANF Frangeco
Brill	J.G. Brill Co.
Budd	Budd Co.
CCF	Canadian Car & Foundry
EMD	Electromotive Division (GM)
GE	General Electric
GMD	General Motors Diesel Division
H&H	Harland & Hollingsworth
HS	Hawker-Siddeley
J&S	Jackson & Sharp
LHB	Linke Hofmann Busch
MLW	Montréal Locomotive Works
NSC	National Steel Car
PS	Pullman Standard
Rohr	Rohr Industries
SLC	St. Louis Car
SSC	Standard Steel Car
SW	Schindler Waggon
UA	United Aircraft

SAMPLE ENTRY

1 DEC:

AM 31 NEW YORK PENN-PITTSBURGH [KANSAS CITY] National Limited

Ee	911	NEW YORK-HARRISBURG
E	[2] 589,472	HARRISBURG-KANSAS CITY
X	1187	
S	Rice Bird	NEW YORK-KANSAS CITY [LOS ANGELES]
S	[2] Pacific Bend,Bradenton	
DL	Tarboro	
C	[4] 5452,5422,5426,5434	
C	5606	[WASHINGTON] HARRISBURG-KANSAS CITY

Depart 1245, arrive 2129 (three nights there), on the Kansas City-bound *National Limited*, with major stops at Newark NJ, Trenton, North Philadelphia PA, Paoli, Lancaster, Harrisburg, Lewistown, Huntingdon, Altoona and Johnstown; * We occupied former Richmond, Fredericksburg & Potomac Coach No. 5422 (later acquired by VIA but never put into service), part of a consist including former Atlantic Coast Line (ACL) Sleeper RICE BIRD for Los Angeles; * We ate and lounged in TARBORO, a car once leased by then-owner ACL to CN to help with Expo 67 traffic; * CTC colleague Ken Mozersky joined us at the conference, which was held at Carnegie-Mellon University, and we spent our spare time riding streetcar lines and visiting other attractions in a city then in sharp decline as a steel-making centre; * 706 km in 8 hrs 44 mins, or 81 km/h (441 mls/50 mph); * No. 5422 (Budd, 1946; ex-RF&P 803/Ir-RSC, VIA, UK); * RICE BIRD (ACF, 1950, 7db2dr; ex-ACL 14rm2dr Manatee River, ACL,SCL/Ir-UK); * TARBORO (PS,1950; ex-ACL,SCL).

Explanations:

1 DEC:

- departure date;

AM 31

- service provider was Amtrak, train number 31;

NEW YORK PENN-PITTSBURGH

- segment travelled, with train originating in New York's Pennsylvania Station;

[KANSAS CITY]

- destination of train;

National Limited

- name of train;

Ee 911

- Locomotive operating as far as Harrisburg PA ("e" indicating Electric);

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E [2] 589,472

X 1187

S Rice Bird

S [2] Pacific Bend,Bradenton

DL Tarboro

C [4] 5452,**5422**,5426,5434

C 5606

* 706 km in 8 hrs 44 mins, or 81 km/h

(441 mls/50 mph)

* No. 5422 (*Budd, 1946, ex-RF&P 803/Ir-RSC, VIA, UK*

* RICE BIRD (*ACF, 1950, 7db2dr; ex-ACL*

14rm2dr Manatee River, ACL,SCL/Ir-UK

* TARBORO (*PS, 1950; ex-ACL,SCL*

- two Locomotives, from Harrisburg to Kansas City;
- Baggage car, operating from New York to Kansas City;
- Sleeper likewise, then to Los Angeles on another train;
- two Sleepers, New York to Kansas City;
- this Diner Lounge likewise;
- these four Coaches likewise (the **Bold** indicating that I occupied No. 5422);
- this Coach originating at Washington on another train, then added at Harrisburg for Kansas City;
- distance travelled, elapsed time and average speed in kilometres (*and miles*);
- built by Budd Co. in 1946, originally Richmond, Fredericksburg & Potomac 803; later Rail/Sea Cruises, VIA, then private car (owner unknown);
- built by American Car & Foundry in 1950, now having 7 Double Bedrooms, 2 Drawing Rooms; formerly Atlantic Coast Line 14 Roomette, 2 Drawing Room MANATEE RIVER, then ACL and later Seaboard Coast Line 7 Double Bedroom, 2 Drawing Room car; later private car (owner unknown);
- built by Pullman Standard in 1950; formerly owned Atlantic Coast Line and Seaboard Coast Line.

QUICK INDEX OF TRAINS TAKEN

<i>number</i>	<i>name or route</i>	<i>page(s)</i>
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ALGOMA CENTRAL

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NO MATTER WHERE IT'S GOING: 1st 1970's

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-	Richmond-Daly City	87,111
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2	<i>Super Continental</i>	41,45,46,132,149
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25	Québec-Montréal	74
30	Ottawa-Montréal	50,61,78,144
31	Montréal-Ottawa	123
34	Ottawa-Montréal	73,79
36	Ottawa-Montréal	123,143
37	Montréal-Ottawa	51,61,144
39	Montréal-Ottawa	105
40	<i>Lakeshore</i>	69,118,131
41	<i>Lakeshore</i>	51,131,151
44	<i>Bonaventure</i>	52,53,58,59,60,62,72
44	<i>Exec</i>	92,94,95,96,106,130,137,146,151
45	<i>Exec</i>	93,95,96,105,128,129,145,152
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48	<i>Capital</i>	129,148
49	<i>Capital</i>	69,102,147
50	<i>Lakeshore</i>	68,118,131
51	<i>Lakeshore</i>	51,131,151,152
54	<i>Bonaventure</i>	52,53,58,59,60,62,72
55	<i>Bonaventure</i>	52,57,59,60,61,67
58	<i>Cavalier</i>	129,148

NO MATTER WHERE IT'S GOING: 1st 1970's

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91	Winnipeg-Thompson	47
133	Montréal-Ottawa	86,168
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654	London-Toronto	116
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662	London-Toronto	94,95,96,103,106,128,130,137,146
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462	<i>Silverton</i>	113 [D&S]
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-	Mexicali-Puerto Peñasco	155 (& v.v.)
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NO MATTER WHERE IT'S GOING: 1st 1970's

1st 1970's



1st1970's-2: Amtrak No. 14 *Coast Starlight* being serviced at San Luis Obispo CA, with former Santa Fe 10 Roomette-6 Double Bedroom Sleeper PINE MESA on the rear (1975/11/17) [TOM MATOFF].

NO MATTER WHERE IT'S GOING: 1st 1970's

*ONTARIO/QUÉBEC/MANITOBA
SASKATCHEWAN/ALBERTA
BRITISH COLUMBIA
YUKON*

*NORTHEASTERN/MIDWESTERN
WESTERN/SOUTHERN
U.S./ALASKA*

MEXICO



[Sources: Algoma Central, cn.ca; Amtrak, New York-Philadelphia timetable (Jan. 6, 1974); bart.gov; "CP Rail Ferry Services"; South Shore: nictd.com; cumbrestoltec.com; drgw.org; gotransit.com; NCC: canadascapital.gc.ca; njtransit.com; Pacific Southwest Railway Museum: sdrm.org; septa.com; Southern, SP: McDonald, Diesel Locomotive Rosters (106, 103); WP&Y: Official Guide of the Railways (May 1970, 624)]

OVERALL CONTEXT

*There was a time in this fair land when the railroad did not run
When the wild majestic mountains stood alone against the sun.
Long before the white man and long before the wheel
When the green dark forest was too silent to be real.*

Gordon Lightfoot
(“Canadian Railroad Trilogy”).

PLEASE NOTE ...

This part deals mostly with the period covered by this volume: 1970-75. The main exception involves the **ROUTE SCHEMATICS**, which encompass the entire decade.

I spent the 1970's working for the Canadian Transport Commission (CTC)'s Research Branch, except for taking a year off early in the decade to complete my Master's degree through the Institute of Canadian Studies at Carleton University. My first trips over much of the CPR's transcontinental line, including the Rockies, were a particular thrill – thus, the above quotation from a famous Canadian song.

While my work involved a considerable amount of travel, most train trips during the first half of the decade were for pleasure and family purposes. All CTC travel was done on a pass and expenses-paid basis. In 1972, I met two Americans, Greg Thompson and Tom Matoff, who were then working in Ottawa. Greg was a colleague at the CTC while Tom was employed by the regional transit provider OC Transpo, and both encouraged me to ride trains in the United States and (to a very minor extent) Mexico. While my preferred way to travel remained the train, the time element required me to fly from time to time, and I also used intercity buses and the occasional ferry for both work and pleasure.

CN continued in its role as Canada's main passenger service provider as the decade began, although CP still ran *The Canadian* and certain other trains. The problem-plagued Turbotrains sometimes covered key Montréal-Toronto services through mid-decade; sometimes not. The subsidies required to operate passenger trains escalated relentlessly, while CN's enthusiasm waned further, given aging equipment and competition from other forms of transportation. In the U.S., a federal entity called the National Railroad

NO MATTER WHERE IT'S GOING: 1st 1970's

Passenger Corp. took over a core network of passenger-train services from the predominantly freight railroads in 1971, using the marketing name "Amtrak". Most of the inherited passenger fleet was old and dilapidated, but there were encouraging signs as new diesel and electric locomotives came into service, along with some Turbotrain sets. New "Amfleet" cars equipped with Head End Electric Power (HEP) began to be delivered in 1975.

In Canada, the first signs of a similar transfer, from CN and CP to VIA Rail, would not occur until 1976, just beyond the period covered by this volume.

TRIP DETAILS

During the 1970-75 period, I figure I took 171 trips and travelled 73,491 kilometres (*45,866 miles*) by train. American-based service providers accounted for 56 of these trips and 30,671 km (*19,142 mls*); Mexican, 2 trips and 508 km (*317 mls*).

By year, the greatest distance travelled was 26,466 km (*16,517 mls*) in 1974; the smallest 2,712 km (*1,693 mls*) in 1972. Most trips were 63 in 1974; the fewest, 10 in both 1971 and 1972.

Perhaps 147 of these trips were in my "Coach" and 24 in my "Sleeper" category. Thirty-four trips might have been on self-propelled trains; 5 were definitely on steam trains.

By service provider, the number of trips were: **91** – CN; **36** – Amtrak (AM); **19** – CP; **5** – Bay Area Rapid Transit (BART); **3** – Denver & Rio Grande Western (D&RGW); **2** – Government of Ontario Transit, National Capital Commission (NCC), Chicago, South Shore & South Bend, New Jersey Transit, Southeastern Pennsylvania Transit Authority, and Pacific Southwest Railway Museum Association (PSRMA); **1** – Algoma Central (ACR), Cumbres & Toltec (C&T), Southern (SOU), Southern Pacific (SP), and White Pass & Yukon (WP&Y).

There were perhaps 1,657 units in the trains I took: 348 Locomotives & Related Units and 1,309 cars. The latter by category: Coaches & Daynitors, 734; Parlor & Club Cars, 70, Sleeping & Business Cars, 145; Dining & Other Meal Cars, 85; Lounge Cars, 122; Baggage & Miscellaneous Cars, 153.

NO MATTER WHERE IT'S GOING: 1st 1970's

On these trips, the fastest average speed by a **Canadian** service provider was on CN *Rapido* No. 66 (a Turbotrain) from Toronto to Montréal in 1974: 128 km/h (79 mph). **American**: Amtrak's *Metroliner* No. 129 from New York to Washington, also in 1974: 121 km/h (75 mph). (**Note**: BART trips are excluded from these calculations.) **Mexican**: PSRMA, Mexicali to Puerto Peñasco in 1975: 64 km/h (40 mph).

Slowest average speed by a **Canadian** service provider was on the NCC's Ottawa to Wakefield QC steam train in 1974: 25 km/h (16 mph). **American**: D&RGW's Durango & Silverton steam train between those points, also in 1974: 21 km/h (13 mph). **Mexican**: PSRMA, Puerto Peñasco to Mexicali in 1975: 60 km/h (37 mph).

PLACES VISITED

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

Canada: **AB** – Banff, Calgary, Edmonton and Jasper; **BC** – Nanaimo, Vancouver and Victoria; **MB** – The Pas and Winnipeg; **ON** – Agawa Canyon, Arnprior, Franz Jct., Guelph, Hamilton*, Kingston, North Bay, Oakville, Owen Sound*, Pembroke, Renfrew, Sault Ste. Marie, Stratford, Sudbury, Toronto and Windsor; **QC** – Hudson, Lévis*, Montréal, Québec and Wakefield; **SK** – Prince Albert*, Regina and Saskatoon; **YT** – Whitehorse.

United States: **AL** – Skagway; **CA** – Bakersfield, Berkeley, Fremont, Oakland, Rio Vista*, San Diego, San Francisco, San Jose and Sausalito*; **CO** – Antonito, Denver, Durango, Grand Jct., Montrose* and Silverton; **DC** – Washington; **IA** – Centerville* and Dodge City*; **IL** – Chicago, Galesburg* and Joliet; **IN** – Michigan City; **LA** – New Orleans; **MA** – Boston; **MI** – Detroit and Durand*; **NJ** – Gladstone, Haddonfield, Hoboken, New Brunswick, Newark and Princeton Jct.; **NM** – Albuquerque and Chama; **NV** – Elko*; **NY** – Albany, Buffalo and New York; **PA** – Norristown, Philadelphia and Pittsburgh; **WA** – Seattle.

Mexico: **SB** – Mexicali, Puerto Peñasco and Tijuana*.

PARTICULARLY NOTEWORTHY TRIPS

1970: **CP Canadian**, Calgary to Vancouver (a spectacular first trip on this great train, all the way through the mountains to the coast over the famous transcontinental line featuring the Spiral Tunnels and Kicking Horse

NO MATTER WHERE IT'S GOING: 1st 1970's

Pass); **CN Super Continental**, Vancouver to Winnipeg (another first trip, through Yellowhead Pass and over CN's northern prairie route, with a brief stopover in Saskatoon); **WP&Y 1**, Skagway to Whitehorse (a spectacular narrow-gauge line, from sea level right up and into the heart of Yukon);

1973: AM Washingtonian, Montréal to Philadelphia (a recently restored service operated by CN and subsidiary Central Vermont as far as White River Jct. VT, Boston & Maine to Springfield MA, and Penn Central onward to Philadelphia and Washington); **C&T**, Chama to Antonito (a steam train operating over a former D&RGW narrow-gauge line amidst spectacular scenery); **AM Coast Starlight**, Oakland to Seattle (overnight on SP's Cascade Route through northern California into Oregon, then through Washington state over Burlington Northern);

1974: CP Canadian, Ottawa to Vancouver (my only trip ever from Ottawa right through to the Pacific coast on either railway, albeit with a stopover in Regina); **AM San Francisco Zephyr**, Oakland to Denver (the original Overland transcontinental route, starting with SP's line through Donner Pass to Ogden UT, then Union Pacific across Wyoming and into Denver); **D&RGW Rio Grande Zephyr**, Denver to Grand Jct. (through the Moffat Tunnel and best mountain scenery in the U.S., this train being a remnant of the famous Chicago-Oakland *California Zephyr*); **ACR 2**, Franz Jct. to Sault Ste. Marie (an old-style bush local, augmented by 16 cars for tourists over the final segment from Agawa Canyon into the Soo); **AM Broadway Limited**, New York to Chicago (over the former Pennsylvania Railroad, the "Standard Railroad of the World", on a train bearing the Pennsy's most famous name);

1975: AM Southwest Limited, Chicago to Los Angeles (through Raton Pass over Santa Fe's traditionally popular transcontinental passenger route); **PSRMA**, Mexicali to Puerto Peñasco (day excursion over the Ferrocarril Sonora-Baja California on a train featuring an eclectic assortment of cars, including old heavyweight Pullman Sleepers); **AM Coast Starlight**, Los Angeles to San Jose (my first time on this train south of the Bay Area, running over SP's ocean-hugging Coast Line); **AM Sunset Limited/SOU Southern Crescent**, Los Angeles to Washington (a fascinating cross-country trip in a through Amtrak Sleeper, following SP's Sunset Route to New Orleans, then the Southern to Washington).

PLAYBOY OF THE RAILS?

I did a lot of travelling for personal reasons during the 1970's, often to visit friends – including several of the female persuasion who lived in other places. I also spent a lot of time socializing in lounge cars, and include anecdotes in the pages ahead regarding people I met – again, some of whom were definitely female. My concern is that these anecdotes will come across as if I were some sort of *Deuce Bigelow – Train-Riding Gigolo* (opening soon on screens everywhere). I only mention these stories because they relate directly to train travel, in fact one of the very best aspects of it – especially back in the days when a wider cross-section of society used all types of trains.

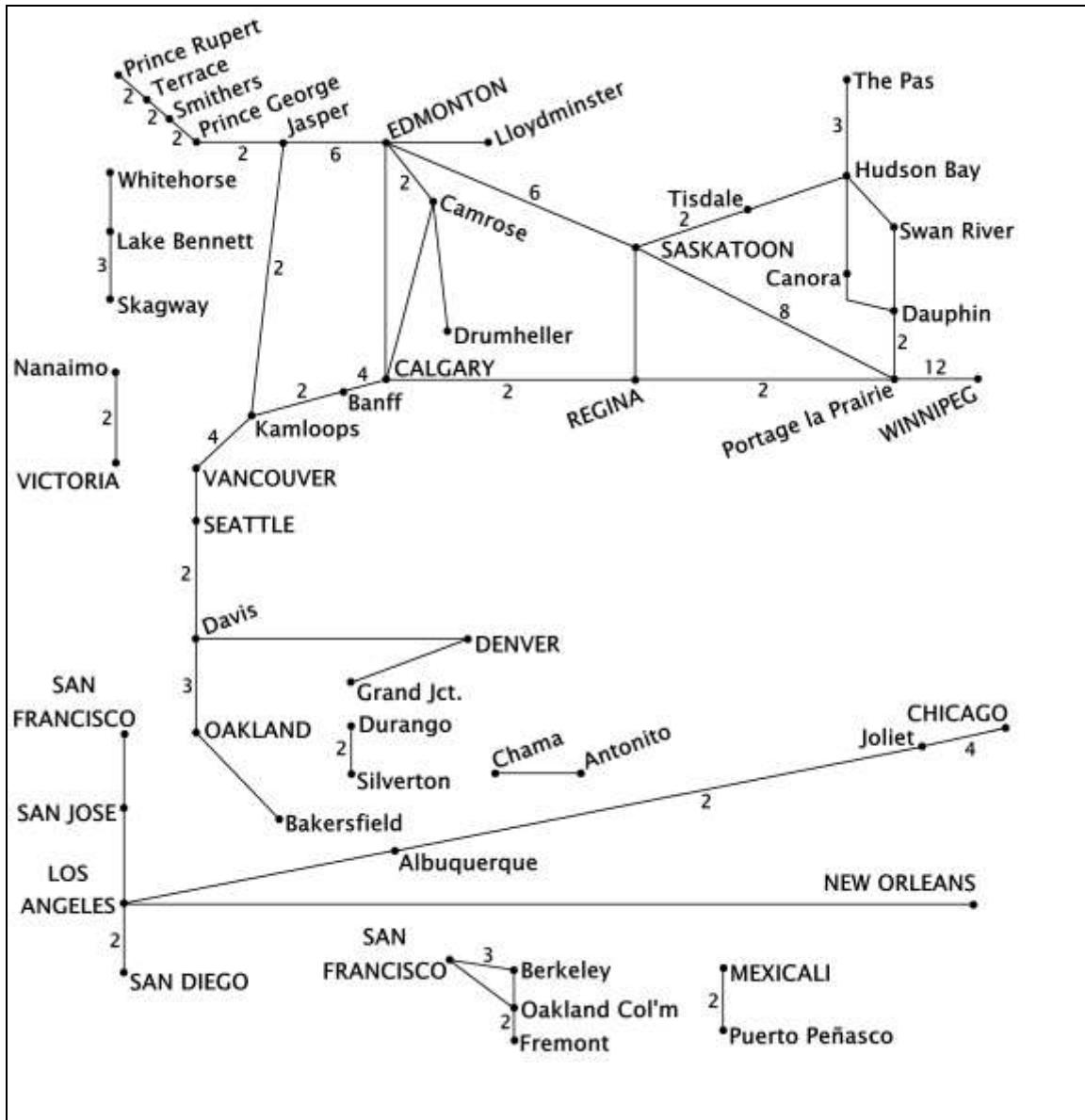
REMINDER!

Until the end of 1973: Trips and dates, in most cases, are constructed from memory and are therefore speculative. Except where noted otherwise, timings and car types are taken from public timetables and equipment lists, while equipment names and numbers are based on other reference documents or memory, and indicated in *Italics*. CN had reduced the amount of information on Sleeper, Lounge and Meal car availability in its timetables from 1966, but did restore some where Sleepers were concerned in the fall of 1971. **From 1974 onward:** In most cases, trips were fully recorded, including consists. Gaps have been filled in as described immediately above and are indicated in *Italics*.

NO MATTER WHERE IT'S GOING: 1st 1970's

ROUTE SCHEMATIC 1: WESTERN CANADA, U.S. & MEXICO
[ENTIRE DECADE]

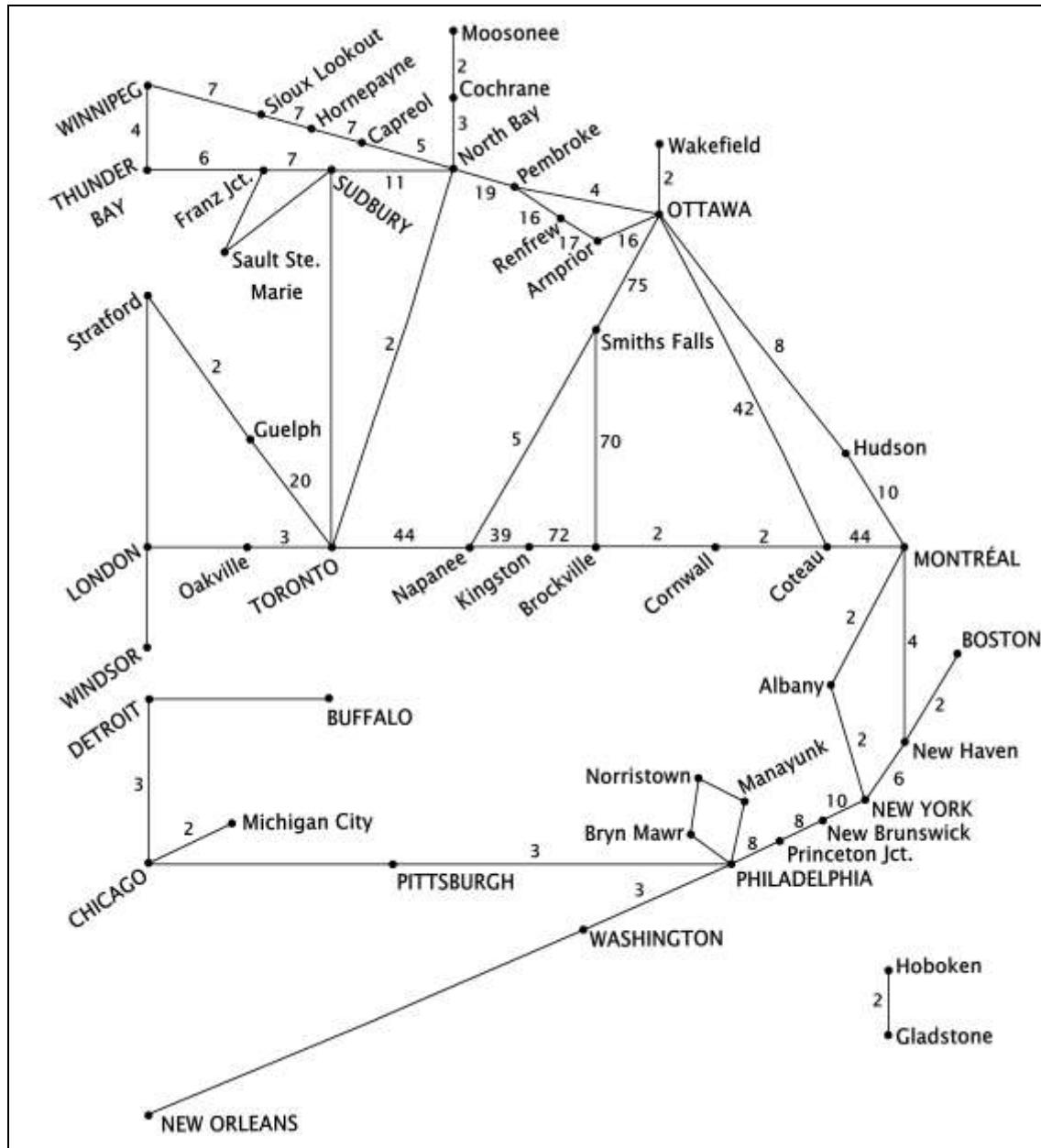
[Showing one-way rail trips by route segment
(one such trip unless shown otherwise)]



NO MATTER WHERE IT'S GOING: 1st 1970's

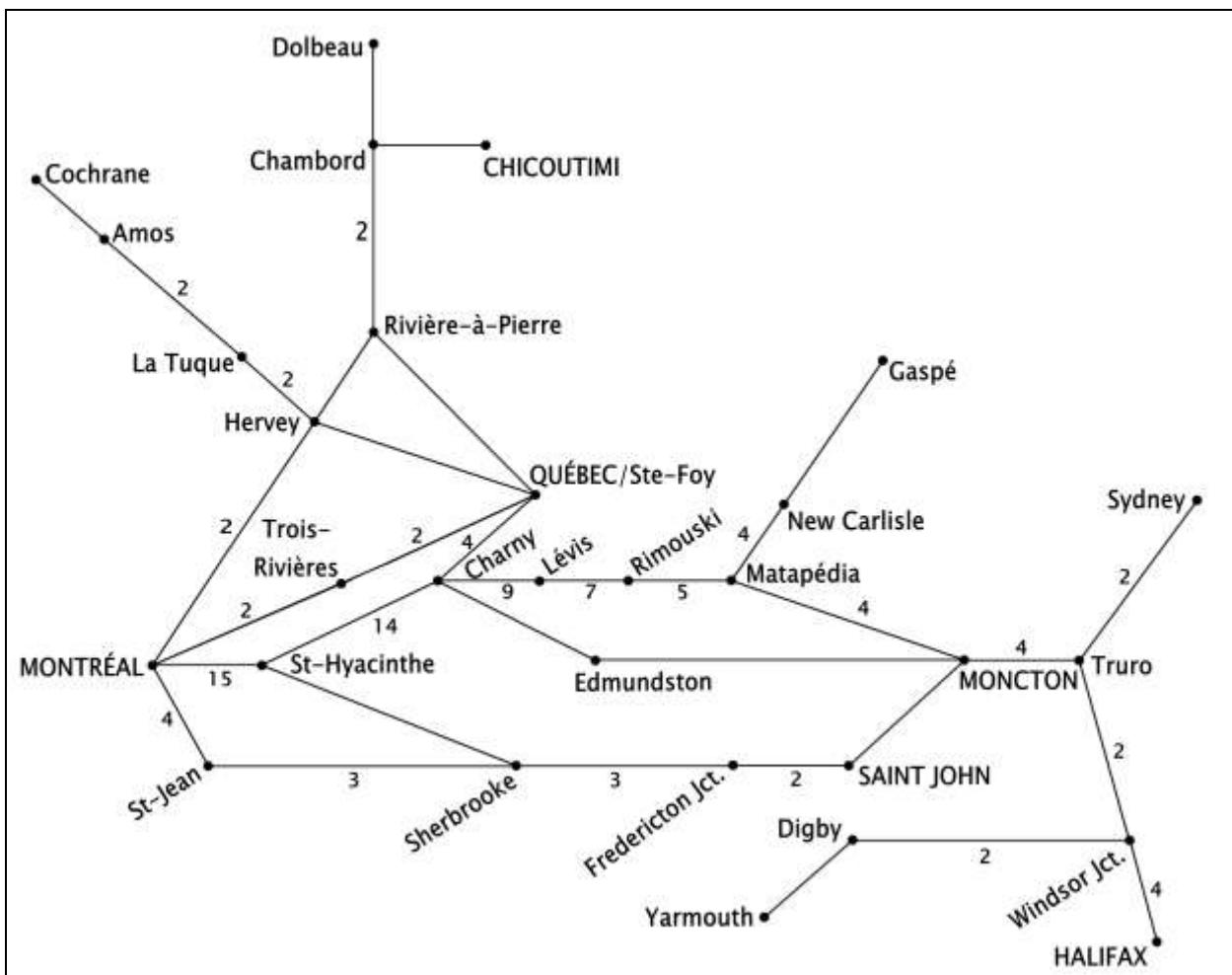
ROUTE SCHEMATIC 2: ONTARIO & EASTERN U.S. [ENTIRE DECADE]

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



ROUTE SCHEMATIC 3: QUÉBEC & ATLANTIC CANADA *[ENTIRE DECADE]*

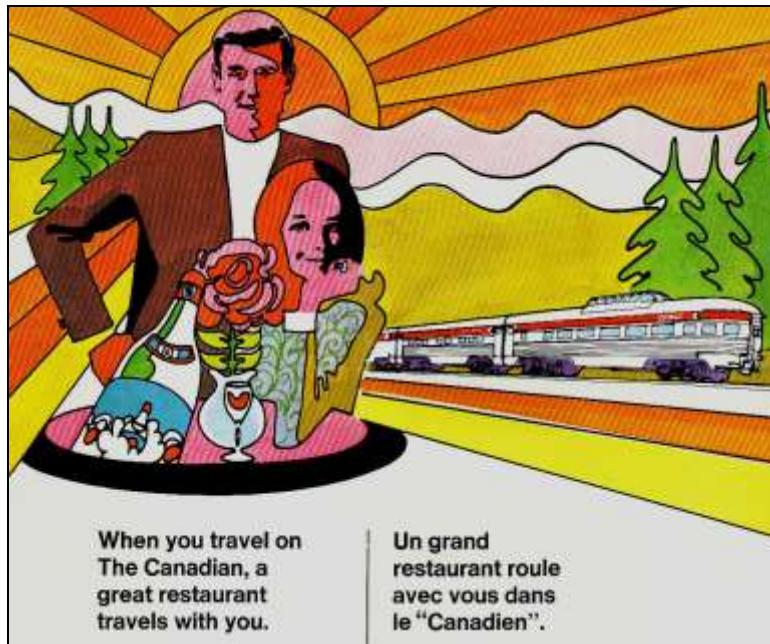
*[Showing one-way rail trips by route segment
(one such trip unless shown otherwise)]*



NO MATTER WHERE IT'S GOING: 1970

1970

*ONTARIO/QUÉBEC/MANITOBA
ALBERTA/BRITISH COLUMBIA
SASKATCHEWAN/YUKON
ALASKA*



[CP Rail Timetable, 1969/10/27, inside front cover]

SYNOPSIS

My rail travels for the CTC continued from their start in 1969 into the first three months of 1970, in connection with the ongoing Northern Air Traffic Survey. In the fall, I returned to my M.A. studies at Carleton University and made some personal trips to visit a friend. The above CP sketch tries, during these declining years, to capitalize on one of the unique attributes of rail travel: the dining experience on a great train like *The Canadian*.

Trips taken: Perhaps 17 trips were involved covering 10,211 kilometres (6,373 miles): 12 on CN; 4 on CP; and 1 on White Pass & Yukon (WP&Y). Of this distance, American service provider White Pass accounted for 180 km (112 miles). Overall, possibly 5 of these trips were in Sleepers, but they accounted for two-thirds of the distance. Only 1 trip was on a self-propelled train and none behind steam. (Please note that the dates of some trips are actual, based on receipts.)

Equipment units: possibly 242, made up of 58 Locomotives & Related Units and 184 cars (Coaches & Daynitors, 57; Parlor & Club Cars, 10; Sleeping & Business Cars, 42; Dining & Other Meal Cars, 18; Lounge Cars, 20; Baggage & Miscellaneous Cars, 37).

Places visited in Canada: **AB** – Banff, Calgary, Edmonton and Jasper; **BC** – Nanaimo*, Vancouver and Victoria*; **MB** – The Pas and Winnipeg; **ON** – Toronto; **QC** – Montréal; **SK** – Prince Albert* and Saskatoon; **YT** – Whitehorse. **United States:** **AL** – Skagway. (**Note:** * indicates by non-rail means.)

Noteworthy train trips: **CP Canadian**, Calgary to Banff, Calgary to Vancouver, Winnipeg to Ottawa; **CN Super Continental**, Edmonton to Jasper, Vancouver to Saskatoon, Saskatoon to Winnipeg; **CN 91**, Winnipeg to The Pas; **WP&Y 1**, Skagway to Whitehorse.

Fastest average speed by a Canadian Service Provider: **CN 30**, Ottawa to Montréal: 95 km/h (59 mph). **American:** **WP&Y 1**, Skagway to Whitehorse: 27 km/h (17 mph).

Slowest average speed by a Canadian Service Provider: **CP Canadian**, Calgary to Vancouver: 50 km/h (31 mph). **American:** **WP&Y 1**, Skagway to Whitehorse: 27 km/h (17 mph).

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Memorable non-rail trips: Alaska Airlines from Juneau to Haines Jct., then Skagway.

HIGHLIGHT!

Taking my first trips on CP's *The Canadian*, so fascinating when viewed occasionally at Vankleek Hill ON during my childhood days, compared to the more conservative CN trains going through Alexandria. Where better to start a long association with CP's red trimmed, stainless-steel beauty than from Calgary through the foothills to Banff; then right through the Rockies to the Pacific Coast; and later, from Winnipeg across northern Ontario and down the Ottawa Valley.

THROUGH THE WHITE PASS

My trip on the narrow-gauge White Pass & Yukon was a close second favourite, departing tidewater at Skagway, clinging and climbing along rock edges up and into the storied Yukon Territory and onward to Whitehorse, on a train having Parlor cars (albeit in Coach service) built as long ago as 1887.

CN TRANSCON UPDATE

During the summer of 1970, the *Super Continental* operated in separate Montréal and Toronto sections west of Capreol. A bare-bones remnant of the *Panorama* still ran from Montréal/Toronto west as far as Winnipeg, while the eastbound sections terminated respectively in Toronto and Ottawa (the latter rather than Montréal).

THE TURBOTRAINS

Originally promised for Expo year, 1967, there was nary a mention of these high-speed, high-tech trains in CN's Jan. 7, 1970 system timetable (the only one issued that year).

TRIPS AND CONSISTS

- **5? JAN:** To **EDMONTON** on Air Canada, to begin six weeks of air traffic survey work in Alberta, North West Territories, British Columbia, Saskatchewan and Manitoba (five nights at CN's Hotel Macdonald).

10 JAN:

CN 1 [MONTRÉAL] EDMONTON-JASPER [VANCOUVER] Super Continental

E	[4]	6535,6637,6623,6509	WINNIPEG-VANCOUVER
X		9258	[TORONTO] CAPREOL-VANCOUVER
XY		9207	
C		5478	
CfeL		760	
C	[2]	5598,5617	[TORONTO] CAPREOL-VANCOUVER
BL		Gaieté	"
S	[3]	<i>Entrance, Euclid, Sable River</i>	"
D		1361	"
OL		Athabaska	EDMONTON-VANCOUVER
S	[3]	<i>Everett, Ethelbert, Vermillion River</i>	

To **JASPER** with buddy Glen Brunton and several other CTC colleagues for sightseeing and skiing (two nights there), the *Super Continental* travelling over parts of both the original Canadian Northern and Grand Trunk Pacific lines, culminating in a highly scenic approach to the resort town – it doesn't get much better for an initial trip to the Rocky Mountains!; * Depart 1455, arrive 1940, with major stops at Edson and Hinton, perhaps behind a General Motors Diesel Division FP9A/B/B/A combo, No. 6509 having been temporarily renumbered "1967" for the Confederation Train which toured the country during that year; * We formally occupied seats in one of the Coaches but spent most of the trip in the full-length, ex-Milwaukee Road "Sceneramic" Lounge car added in Edmonton, socializing with fellow tourists and listening to a travelogue offered by the friendly conductor; * We also enjoyed dinner in the Diner, while other passengers chose the Cafe Lounge for lighter meals; * Traffic on this mid-January trip was light, despite there being three Sleepers from Montréal and another three from Toronto (in each case two "E" cars and one "River"), supported by a modernized heavyweight Buffet Lounge car; * 383 km in 4 hrs 45 mins, or 81 km/h (239 mls/50 mph); * Nos. 6535, 6509 (ex-1967/Ir-VIA 6509, VIA, IFE, MAR, ARM 6304), 6637, 6623 (all GMD, 1954-8/Ir-VIA); * No.

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5598 (CCF, 1954/Ir-VIA 5598, 3222, GCRT); * ATHABASKA (PS, 1952; ex-MILW 53/Ir-VIA, GWT, RTA, C&NW Powder River, UP, SNC Mt. Mitchell, FOT); * GAIETÉ (CCF, 1924; ex-BP St. Louis/Ir-VIA); * No. 1361 (PS, 1954/Ir-VIA); * No. 760 (CCF, 1954; ex-C 5563, CfLC 3022/Ir-VIA, DWM); * ENTRANCE (PS, 1954, 4sc8du4db; ex-PG Babine Lake/Ir-VIA, KRS); * VERMILLION RIVER (PS, 1948, 10rm6db; ex-MILW Lake Pepin/Ir-VIA, GRT); * No. 9258 (NSC, 1957/Ir-CN, VIA 9639).

12 JAN:

CN 2 [VANCOUVER] JASPER-EDMONTON [MONTRÉAL] Super Continental

E	[4]	6521,6634,6624,6519	VANCOUVER-WINNIPEG
X		9241	VANCOUVER-CAPREOL [TORONTO]
XY		9209	
C		5443	
CfeL		759	
C	[2]	5496 ,5653	VANCOUVER-CAPREOL [TORONTO]
BL		<i>Bon Soir</i>	"
S	[3]	<i>Erickson, Erinview, Pembina River</i>	"
D		1347	"
OL		Yellowhead	VANCOUVER-EDMONTON
S	[3]	<i>Extew, Estcourt, Rivière Rouge</i>	

Return to **EDMONTON** on a matching *Super*, departing 1105, arriving 1530 (four further nights in Edmonton, this time at CP's Chateau Lacombe).

16 JAN:

CN 694 EDMONTON-CALGARY

Cm	6108	
CXm	6203	EDMONTON-CAMROSE [DRUMHELLER]

To **CALGARY** by myself for further survey work, on a cold winter's evening; * Depart 1720, arrive 2210, with major stops at Hay Lakes, Camrose, Ferintosh, Bashaw, Mirror, Alix, Delburne, Trochu, Three Hills and Beiseker, following the old Canadian Northern line as far as Camrose, then Grand Trunk Pacific beyond; * I occupied a sparsely populated RDC-1 headed for Calgary, the second unit splitting at Camrose and going to Drumheller in the Alberta Badlands – refreshments provided at Camrose from a van; * 377 km in 4 hrs 50 mins, or 78 km/h (235 mls/48 mph); * No. 6108 (Budd/CCF, 1958; ex-D-108/Ir-VIA, CN 15016).

NO MATTER WHERE IT'S GOING: 1970



1st1970's-3: Two-unit CN Railiner train arriving at Edmonton, probably No. 691 from North Battleford SK, made up of RDC-1 6104 and an RDC-3 (1971/12/04) [GREGORY L. THOMPSON].

24 JAN:

CP 1 [MONTRÉAL] CALGARY-BANFF [VANCOUVER] Canadian

E	[3]	1415, 1903, 1410	WINNIPEG--VANCOUVER
X		4440	[TORONTO] SUDBURY-VANCOUVER
XY		3013	"
C		114	"
C		105	
CflC		514	
S	[2]	<i>Château Closse, Draper Manor</i>	
D		<i>Louise</i>	[TORONTO] SUDBURY-VANCOUVER
S	[2]	<i>Château Lemoyne, Abbott Manor</i>	"
OLS		<i>Waterton Park</i>	

NO MATTER WHERE IT'S GOING: 1970



1st1970's-4: CP No. 2 *Canadian* in a Rockies setting at Field BC, ready to depart for Calgary and points east (1974/11/27) [GREGORY L. THOMPSON].

To **BANFF** by myself on CP's *Canadian* (one night there); * Depart 1505, arrive 1705, twisting and turning non-stop through the foothills, possibly behind an FP9A/B/A combination and occupying one of the Coaches; * CP was operating two Sleepers from each of Montréal and Toronto during this off-peak season, the CHÂTEAU cars being named after prominent francophone Canadians, the MANORS after Anglophones; * Amenities were provided in the "Skyline" Cafe Lounge Dome Coach, Diner, and Observation Lounge Dome Sleeper – the last-mentioned cars each having a mural painted by a prominent Canadian artist; * 133 km in 2 hrs, or 67 km/h (83 mls/42 mph); * Nos. 1415, 1410 (lr-VIA), 1903 (lr-CP, VIA 4475, VIA 1963, 6652) (all GMD, 1954); * Nos. 105 (lr-VIA 105, 8105), 514 (lr-VIA CfeL 514, 8514), CHÂTEAU CLOSSE (4sc8du3db1dr), LOUISE, WATERTON PARK (3db1dr), 3013 (lr-CP 613, VIA X 613, 8613) (all Budd, 1954-5/lr-VIA); * No. 4440 (Builder?, 1927; ex-4931/lr-Wrk 404922).

25 JAN:

CP 2 [VANCOUVER] BANFF-CALGARY [MONTRÉAL] Canadian

E [3] 1408, 1905, 1412

VANCOUVER-WINNIPEG

NO MATTER WHERE IT'S GOING: 1970

X	4434	VANCOUVER-SUDBURY [TORONTO]
XY	3000	"
C	111	"
C	101	
CfLC	500	
S	[2] <i>Château Viger, Drummond Manor</i>	
D	<i>Emerald</i>	VANCOUVER-SUDBURY [TORONTO]
S	[2] <i>Château Argenson, Brock Manor</i>	"
OLS	<i>Yoho Park</i>	

Return to **CALGARY**, departing 1315, arriving 1510 (followed by five more nights at the Palliser Hotel).

30-31? JAN:

CP 1 [MONTRÉAL] CALGARY-VANCOUVER Canadian

E	[3] 1411, 1904, 1417	WINNIPEG-VANCOUVER
X	4451	[TORONTO] SUDBURY-VANCOUVER
XY	3012	"
C	115	"
C	126	
CfLC	517	
S	[2] <i>Château Brûlé, Elgin Manor</i>	
D	<i>Acadian</i>	[TORONTO] SUDBURY-VANCOUVER
S	[2] <i>Château Laval, Bayfield Manor</i>	"
OLS	<i>Kootenay Park</i>	

To **VANCOUVER** for the next work assignment, again on my own (14 nights at the Hotel Vancouver, then owned jointly by CP and CN); * Depart 1505, arrive 1045 next morning, with major stops at Banff, Lake Louise, Field BC, Golden, Revelstoke, Salmon Arm, Kamloops, North Bend, Agassiz, Mission City and Coquitlam; * Naturally, I spent many hours in the magnificent Observation Lounge Dome Sleeper during the daylight and evening hours, making sure to note our passage through the famous Spiral Tunnels, then watched from my Roomette window as the train snaked its way along the dark mountain sides of Kicking Horse Pass in a mild snowstorm; * 1,041 km in 20 hrs 40 mins, or 50 km/h (650 mls/31 mph); * **ELGIN MANOR** (Budd, 1954-5, 4sc4rm5db1ct/lr-VIA); • **5? FEB:** To **Nanaimo** for the day, this time with several colleagues, on CP's PRINCESS OF VANCOUVER, a large vessel carrying both road and rail vehicles

NO MATTER WHERE IT'S GOING: 1970

(highly functional but completely unlike the beautiful CPR coastal steamships of old on both this and the Vancouver-Victoria-Seattle triangle route).

TO EACH HIS/HER OWN

Taking the Pacific Western Airbus from Edmonton to Calgary instead of spending over five hours on an RDC would make sense to most people, but the real head-scratcher was my colleagues' decision to fly over the mountains to Vancouver, rather than riding though them on *The Canadian* – or at least that's how I viewed it.

14-15 FEB:

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

E	[4]	6539,6613,6615,6525	VANCOUVER-WINNIPEG
X		9236	VANCOUVER-CAPREOL [TORONTO]
XY		9202	
C		5467	
CfeL		762	
C	[2]	5649,5589	VANCOUVER-CAPREOL [TORONTO]
BL		Avant-Garde	"
S	[3]	Elmsdale, Escumiac, Peace River	"
D		1337	"
OL		Columbia	VANCOUVER-EDMONTON
S	[3]	Emerson, Evelyn, Riverfield	

To **SASKATOON** over CN's Yellowhead Pass route for some further survey work, on my own as the group was fanning out on various assignments throughout western Canada (one night at CN's Hotel Bessborough); * Depart 1730, arrive 2305 next evening over the old Canadian Northern route as far as Red Pass Jct., then (for the most part) Grand Trunk Pacific, with major stops at New Westminster, Chilliwack, Boston Bar, Kamloops Jct., Blue River, Valemount, Jasper AB, Hinton, Edson, Edmonton, Wainwright, Unity SK and Biggar, on a train similar to those used the previous month between Edmonton and Jasper; * I occupied a Roomette (perhaps in RIVERFIELD, formerly owned by the Nickel Plate and Norfolk & Western railroads), but spent many hours with new friends in the Sceneramic Lounge watching the mountains go by; * 1,765 km in 28 hrs 35 mins, or 62 km/h (1,102 mls/39 mph); * RIVERFIELD (PS, 1950, 10rm6db; ex-NKP, N&W City of Muncie/Ir-Wrk Pierre de la Vérendrye, La Vérendrye).

NO MATTER WHERE IT'S GOING: 1970



1st1970's-5: CN No. 1 *Super Continental* along the Thompson River, near Milepost 89 (1971/12/04) [GREGORY L. THOMPSON].

LITTLE DID I KNOW

A highlight of my Vancouver-to-Saskatoon trip on the *Super Continental* was having supper in the Diner while rolling through the beautiful prairie approaching Wainwright AB – countryside I would come to know well after moving to Alberta.

16-17 FEB:

CN 2 [VANCOUVER] SASKATOON-WINNIPEG [MONTRÉAL] *Super Continental*

E	[4]	6505, 6614, 6635, 6529	VANCOUVER-WINNIPEG
X		9243	VANCOUVER-CAPREOL [TORONTO]
XY		9212	
C		5652	
CfeL		763	
C	[2]	5478, 5587	VANCOUVER-CAPREOL [TORONTO]
BL		Élégance	"

NO MATTER WHERE IT'S GOING: 1970

S	[3]	<i>Elizabeth, Edenwold, Ecum Secum</i>	"
		<i>River</i>	
D		1347	"
S	[3]	<i>Excelsior, Entwistle, Exploits River</i>	
S		Eastview	SASKATOON-WINNIPEG

Onward to **WINNIPEG** to meet up with the entire group for further work – this after a day excursion to **Prince Albert** to review Norcanair's books, travelling north on a Saskatchewan Transportation Co. bus in the morning, returning by this airline in the evening (in both cases, due to unworkable train schedules); * Depart Saskatoon at 2330 from CN's station located out in the freight yards, arrive Winnipeg 0910 next morning, with major stops at Watrous, Melville, Rivers MB, Brandon North and Portage la Prairie (five nights at CN's Fort Garry Hotel); * I occupied a Duplex Roomette located in the "E"-series Sleeper added at Saskatoon for Winnipeg-bound passengers; * 766 km in 9 hrs 40 mins, or 79 km/h (478 mls/49 mph); * EASTVIEW (PS, 1954/lr-VIA)

SAYING GOODBYE IN SASKATOON STATION

While my *Super Continental* was being serviced prior to departure to Winnipeg, a church group sang songs and bade farewell to two colleagues heading somewhere east – a moving, timeless, railway station scene.

22-23 FEB:

CN 91 WINNIPEG-THE PAS [THOMPSON]

E	[3]	9060, 3617, 9088
U	[2]	15434, 15485
R	[5]	222601, 222619, 222608, 222603, 222624
X	[2]	9085, 9114
C	[2]	5183, 5455
D		1344
S		<i>Elk Island</i>

To **THE PAS** in northern Manitoba (one night there) with some of my colleagues (including Glen) for further work, over the former Canadian Northern line through Dauphin and Canora, then the old Hudson Bay Railway; * Depart 1730, arrive 1640 next day, with major stops at Portage la Prairie, Dauphin, Roblin,

NO MATTER WHERE IT'S GOING: 1970

Kamsack SK, Canora, Sturgis, Endeavour and Hudson Bay, possibly behind two F7A freight locomotives spliced by an RS18, followed by two Steam Generator Units; * This Thompson train was a companion to another going all the way north to Churchill, each operating three times per week over a partly common route (the latter running via Swan River MB), and each handling lots of head-end traffic in Baggage cars and Express Reefers; * I occupied a Lower Berth for the first time in the lone Sleeper (complete with curtains), possibly a modernized heavyweight such as ELK ISLAND, considering that the timetable indicates that only "Uppers, Lowers and Bedrooms" were available; * 782 km in 14 hrs 55 mins, or 52 km/h (488 mls/32 mph); * Nos. 9060 (Ir-9156), 9088 (Ir-9177, NRE) (both GMD, 1951-2); * No. 3617 (MLW, 1956-7); * Nos. 15434 (CCF, 1956), 15485 (NSC, 1960) (both Ir-VIA); * ELK ISLAND (CCF, 1923, 8sc4db; ex-12sc1dr Restigouche); * No. 222601 (details unavailable); • **24 FEB:** Return to **WINNIPEG** on TransAir (one night back at the Fort Garry).

25-26 FEB:

CP 2 [VANCOUVER] WINNIPEG-OTTAWA [MONTRÉAL] Canadian

E	[3]	1410, 1900, 1403	WINNIPEG-SUDBURY [TORONTO]
E	[2]	1409, 1402	SUDBURY-MONTRÉAL
XY		3017	"
X		4452	VANCOUVER-SUDBURY [TORONTO]
XY		3008	"
C		112	"
C		129	"
CfLC		509	
S	[2]	<i>Château Lévis, Fraser Manor</i>	
D		<i>Fairholme</i>	SUDBURY-MONTRÉAL
D		<i>Alhambra</i>	VANCOUVER-SUDBURY [TORONTO]
S	[2]	<i>Château Verchères, Hunter Manor</i>	"
OLS		<i>Banff Park</i>	"
OLS		<i>Kokanee Park</i>	SUDBURY-MONTRÉAL

Return to **OTTAWA** on *The Canadian* with Glen and several other colleagues after completing most of the air survey, my first trip around Lake Superior and through northern Ontario bush country over the original CP route; * Depart 0935, arrive next day at 1725, with major stops at Kenora ON, Dryden, Ignace, Fort William, Port Arthur, Schreiber, White River, Chapleau, Cartier, Sudbury, North Bay and Chalk River; * We occupied

NO MATTER WHERE IT'S GOING: 1970

Duplex Roomettes in the Montréal-bound CHÂTEAU car, one of four, mostly empty Sleepers on this off-peak train, and naturally spent much of our time in the Diner and rear-end Park car; * 2,108 km in 30 hrs 50 mins, or 68 km/h (1,316 mls/42 mph).

• **21 MAR:** To **CALGARY** via Toronto on Air Canada at the start of a solo “clean-up” trip to survey air carriers located there, Edmonton, Victoria and Whitehorse that were missed on our main swing through the west and north (two nights at CP's Palliser Hotel); • **23 MAR:** To **VICTORIA** by means of Pacific Western Airlines to Edmonton, then Air Canada over the mountains to Vancouver (my roughest flight ever, with the Vickers Viscount turboprop pitching up and down and lurching side to side, cutlery flying around the cabin), then the same airline again over to Victoria for two nights at CP's Empress Hotel – that company's wonderful Pacific Coast ferry PRINCESS MARGUERITE laid up for the winter in the harbour outside; • **25 MAR:** To **SKAGWAY** using Air Canada to Seattle, Western Airlines to Juneau AL, and finally Alaska Airlines featuring a spectacular approach and descent into Haines Jct. before a short hop over to Skagway, the northern turn-around port for CP and CN Alaska sailings and still filled with Klondike gold-rush memories (two nights at the – no kidding – Sourdough Inn).

26 MAR:

WP&Y 1 SKAGWAY-WHITEHORSE

E	[2]	104,103
X	[2]	?,?
C	[2]	Lake Watson, Lake Tagish
A	[2]	?,?

To **WHITEHORSE** on a White Pass & Yukon narrow-gauge train featuring ancient Parlor cars operating in Coach service and sporting the names of various lakes (three nights at the Whitehorse Inn); * Depart 0900, arrive 1540, with major stops at White Pass, Log Cabin BC, Lake Bennett and Carcross YT, behind two RSD35's which later spent time in the South American country of Columbia before returning to the White Pass, * I occupied one of the Parlor cars, let's say 1887-built LAKE TAGISH, formerly a Coach owned by the South Pacific Coast and Northwestern Pacific railroads; * This trip featured a nice meal in Bennett station, then a very slow run onward into Whitehorse; * 180 km in 6 hrs 40 mins, or 27 km/h (112 mls/17 mph); * Nos. 103 (Ir-SCTF 1103, WP&Y 103), 104 (Ir-SCTF 1104, WP&Y 104) (both MLW, 1969); * LAKE TAGISH (H&H, 1887; ex-C SPC 65, NWP 728, WP&Y 248/Ir-C); • **29? MAR:** Return to **OTTAWA**, by CP Air to Edmonton, then Air Canada's “red-eye” to Toronto and a direct connection onward.

MULTI-MODAL PIONEER

White Pass was one of the first transportation companies to push containerization of the freight carried on its railway, trucks and ships linking Yukon with the south – the centrepiece of a paper I wrote on transportation and resource development to help meet the requirements of a university geography course. My train had a couple of automobile carriers attached at the rear, given the absence of a through highway at this time. Remnants of the Canol pipeline still were evident in the rail right-of-way, built during World War II to support construction of the Alaska Highway.

14? JUL:

CN 30 OTTAWA-MONTRÉAL

E	[2]	6776,6869
X		9234
C	[3]	5295, 5493 ,5490
DL		1356
P		<i>Oromocto Lake</i>

To **MONTRÉAL** for meetings (two nights there); * Depart 0740, arrive 0939, stopping only at Dorval QC, possibly behind a Montréal Locomotive Works FPA/B-4 duo; * Although it's difficult to tell due to a continuing lack of full information in timetables, CN might still have been operating a Diner Lounge and Parlor on prime Montréal-Ottawa trains (the latter, let's say, a heavyweight such as OROMOCTO LAKE built originally as a Colonist car for the Canadian Northern, later serving as a Hospital car during World War II); * CN was now providing only four trains between these cities most days of the week, including the *Super Continental* – clear evidence that the 1960's passenger revival was pretty much over; * CN went away from the traditional spring and fall timetables this year, the Jan. 7, 1970 edition remaining valid until Feb. 1, 1971; * 188 km in 1 hr 59 mins, or 95 km/h (117 mls/59 mph); * Nos. 6776 (*lr-FRRS, GC*), 6869 (*both MLW, 1959/lr-VIA*); * No. 1356 (*PS, 1954; ex-BS Valley Mills/lr-CN, VIA K Boulevard Club, NTFT C Soft Rock, The Variety Car, ASC*); * OROMOCTO LAKE (*CCF, 1919; ex-CNoR,CN Col 2870, P Oromocto, H 15656*).

16? JUL:

CN 37 MONTRÉAL-OTTAWA

E	6793
X	9270
C	[2] 5499,5605

Return to **OTTAWA**, departing 2045, arriving 2325, with major stops at Dorval, Coteau, Alexandria ON, Maxville and Casselman; * 188 km in a slow 2 hrs 40 mins, or 70 km/h (117 mls/43 mph).

21? SEP:

CN 41 OTTAWA-BROCKVILLE Lakeshore

E	6790
C	[2] 5306,5425

To **TORONTO** to visit an Ottawa friend attending college (two nights there); * Depart 0935, arrive 1519, with stops at Smiths Falls, Brockville, Gananoque, Kingston, Napanee, Belleville, Cobourg, Oshawa and Guildwood – a change of train still being required at Brockville on this morning service; * 446 km in 5 hrs 44 mins, or 78 km/h (278 mls/48 mph); * No. 5425 (CCF, 1950/lr-VIA).

CN 51 [MONTRÉAL] BROCKVILLE-TORONTO Lakeshore

E	[2] 6501,6637
X	9299
C	[4] 5620,5586,5588,5386
DL	1351
BKL	<i>Muskoka</i>

CN was still providing first-class service out of Montréal on the *Lakeshore*, possibly by means of a Buffet Club Lounge; * **MUSKOKA** (CCF, 1930; ex-BL Cardigan Bay, P/lr-VIA, CN C 4892, ISL).

REMNANTS OF THE CANADIAN NORTHERN

Once you got west of Belleville, there was plenty of evidence of Canadian Northern's old Ottawa-Toronto line, abandoned for the most part west of Napanee by the newly formed CN in the late 1920's in favour of the double tracked, Grand Trunk thoroughfare.

23? SEP:

CN 54-44 TORONTO-OTTAWA *Bonaventure*

E	[2]	6772,6871	BROCKVILLE-OTTAWA
E	[3]	6783,6864,6790	TORONTO-BROCKVILLE [MONTRÉAL]
X		9246	"
C	[3]	5537,5624,5474	"
DL		1358	"
BKL		<i>Great Slave Lake</i>	"
P		<i>Lac Étchemin</i>	
DL		1359	
C	[3]	5197, 5579 ,5487	
X		9281	

Return to **OTTAWA**, departing 1650, arriving 2210, with stops at Guildwood, Oshawa, Cobourg, Belleville, Kingston, Brockville and Smiths Falls; * CN was no longer operating the Ottawa cars as a separate No. 44, but rather in a joint Toronto-Montréal/Ottawa *Bonaventure* – unfortunately increasing the travel time due to switching at Brockville and the need to double stop at certain stations on heavy traffic days; * 446 km in 5 hrs 20 mins, or 84 km/h (278 mls/52 mph).

15? NOV:

CN 45-55 OTTAWA-TORONTO *Bonaventure*

E	[2]	6792,6791	OTTAWA-BROCKVILLE
E	[3]	6759,6861,6862	[MONTRÉAL] BROCKVILLE-TORONTO
X		9289	"
C	[4]	5216,5649,5638,5581	"
DL		1358	"
BKL		<i>Lake Makamik</i>	"
P		<i>Namakan Lake</i>	
DL		1355	
C	[4]	5439 ,5582,5401,5640	
X		9237	

Again to **TORONTO** to visit my friend (two nights there); * Depart 1710, arrive 2235.

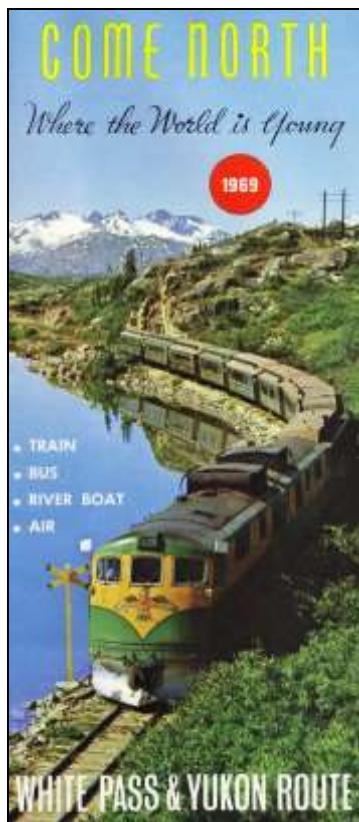
NO MATTER WHERE IT'S GOING: 1970

19? NOV:

CN 54-44 TORONTO-OTTAWA *Bonaventure*

E	[2]	6777,6863	BROCKVILLE-OTTAWA
E	[3]	6781,6870,6779	TORONTO-BROCKVILLE [MONTRÉAL]
X		9233	"
C	[4]	5531,5573,5642,5445	"
DL		1352	"
BKL		<i>Caribou</i>	"
P		Oromocto Lake	
DL		1357	
C	[4]	5535,5525, 5645 ,5490	
X		9243	

Return to **OTTAWA**, departing 1650, arriving 2210.



NO MATTER WHERE IT'S GOING: 1971

1971

ONTARIO/QUÉBEC



[VIA Accommodations brochure, 1979/04]

SYNOPSIS

I spent the first part of this year at Carleton finishing my M.A. course work before heading back to the CTC at the beginning of the summer. No work-related train trips ensued, but I did make several to visit a friend or just to get away for the day – a bit of a letdown, actually, from the previous year. Despite being from a later VIA brochure, the above sketch of a Coach interior reminds me of the many trips I spent in these comfortable, reliable cars.

Trips taken: Perhaps 10 were involved covering 3,944 kilometres (*2,461 miles*), all on CN and all in Coaches. None was on self-propelled or steam trains.

Equipment units: possibly 174, made up of 47 Locomotives & Related Units and 127 cars (Coaches & Daynitors, 71; Parlor & Club Cars, 20; Dining & Other Meal Cars, 14; Lounge Cars, 4; Baggage & Miscellaneous Cars, 18).

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

Noteworthy train trips: none.

Fastest average speed: **CN 30**, Ottawa to Montréal: 95 km/h (*59 mph*). **Slowest:** **CN Bonaventure**, Ottawa to Toronto: 80 km/h (*50 mph*).

MILESTONES!

First, I encountered two new CN car types this year: **Cafe Bar Lounges**, reconfigured from Cafe Lounge Coaches; and **Club Galleys**, rebuilt from Parlors, Sleeper Dinettes, Buffet Sleepers or in one case a Coach, and featuring airline-style meals at your seat. (The latter would replace Diners and old-style heavyweight Parlor cars on the Corridor trains.) Second, the last intercity passenger trains operated by CN subsidiary **Grand Trunk Western** ran between Detroit and Chicago. Finally, **Railway Post Offices** made their last runs in Canada.

ALL-INCLUSIVE

CN continued to provide meals at no additional cost for Sleeping and Club car passengers, as indicated directly below.

**MEAL SERVICE FOR SLEEPING
AND CLUB CAR PASSENGERS**

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

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

LUNCHEON 1200 hours to 1329 hours

DINNER 1800 hours to 1959 hours

This service does not apply for passengers boarding where the train leaves after a meal period has ended.

Please show your reserved accommodation check to the steward or waiter.

*Lunch or dinner only included in club car fares between Montreal-Toronto.

Coach passengers are invited to enjoy appetizing meals at popular prices.

Subject to change

[CNR-GTW System Timetable, 1971/02/01, 2]



Service de voitures - restaurants • Dining Car Service

[CP Rail brochure, 1970 (courtesy Gerry Gaugl)]

TRIPS AND CONSISTS

20? JAN:**CN 45-55 OTTAWA-TORONTO *Bonaventure***

E	[2]	6768,6861	OTTAWA-BROCKVILLE
E	[3]	6541,6636,6502	[MONTRÉAL] BROCKVILLE-TORONTO
X		9231	"
C	[3]	5650,5573,5498	"
DL		1357	"
BKL		<i>Great Slave Lake</i>	"
P		<i>Lac Étchemin</i>	"
DL		1351	"
C	[5]	5224,5286,5582,5562,5569	
X		9219	

To **TORONTO** to visit my friend, still attending college (two nights there); * Depart 1710, arrive 2235, with stops at Smiths Falls, Brockville, Kingston, Belleville, Cobourg, Oshawa and Guildwood, perhaps behind an FPA/B-4 combination as far as Brockville, then an FP9A/B/A lash-up on the Montréal portion (FP9A No. 6541 would one day be acquired by CP for use on its luxury train service); * I occupied a seat in one of the Coaches, possibly operating out of Ottawa along with a Diner Lounge and heavyweight Parlor; * While the other portion might have included a Buffet Club Lounge and Diner Lounge, through Montréal-Toronto passengers had access to a separate, non-stop, Club Galley-equipped *Rapido* at this time of day; * 446 km in 5 hrs 25 mins, or 82 km/h (278 mls/51 mph); * Nos. 6768 (lr-GSCR, GC), 6861 (lr-CP, WRPS) (both MLW, 1958-9/lr-VIA); * Nos. 6502 (lr-AC, WC, KJ 1750, KJ 403, 407, P&W 1750), 6541 (lr-NKTA 54, CP 1401:2), 6636 (all GMD, 1954-8/lr-VIA); * No. 5569 (CCF, 1954; ex-3249/lr-CN, VIA 5569, TTS Cap-St-Joseph, WSJ 5569, WCRA Harry and Margaret Bluck); * No. 1351 (PS, 1954; ex-BS Valleyview/lr-CN, VIA K Rideau Club, CRE, ISL); * LAC ÉTCHEMIN (CCF, 1919; ex-CNoR,CN Col 2809, P Étchemin, H 15657); * GREAT SLAVE LAKE (CCF, 1930; ex-BL Buckley Bay, P Athabaska/lr-VIA, CN C 4891, ISL); * No. 9219 (CCF, 1954).

NO MATTER WHERE IT'S GOING: 1971



1st 1970's-6: CN No. 40 *Lakeshore* arriving at Ottawa Union Station from Brockville and Smiths Falls (1973/03/23) [PETER DAWES].

BAD CONSEQUENCES

Due to the time required, consolidating westbound Ottawa and Montréal portions of the *Bonaventure* at Brockville continued to mean annoying delays when one portion was late.

22 JAN:

CN 54-44 TORONTO-OTTAWA *Bonaventure*

E	[2]	6758, 6858	BROCKVILLE-OTTAWA
E	[4]	6514, 6602, 6619, 6530	TORONTO-BROCKVILLE [MONTRÉAL]
X		9299	"
C	[5]	5398, 5395, 5410, 5560, 5512	"
DL		1354	"
BKL		<i>Lake Couchiching</i>	"
P	[2]	<i>Oromocto Lake, Des Isles</i>	"

NO MATTER WHERE IT'S GOING: 1971

DL	1357
C [5]	5400,5207, 5645 ,5649,5595
X	9301

Return to **OTTAWA**, departing 1650, arriving 2210, let's say with the consist increased to handle additional traffic caused by a snow storm, including a second heavyweight Parlor car; * DES ISLES (CCF, 1924).

14? FEB:

CN 45-55 OTTAWA-TORONTO *Bonaventure*

E [2]	6775,6782	OTTAWA-BROCKVILLE
E [3]	6539,6602,6611	[MONTRÉAL] BROCKVILLE-TORONTO
X	9260	"
C [3]	5571,5552,5542	"
DL	1355	"
BKL	<i>Lake Makamik</i>	"
P	<i>Lac Étchemin</i>	
DL	1358	
C [4]	5467,5481, 5605 ,5572	
X	9254	

Again to **TORONTO** (two nights there), departing 1710, arriving 2244.

16? FEB:

CN 54-44 TORONTO-OTTAWA *Bonaventure*

E [2]	6775,6782	BROCKVILLE-OTTAWA
E [4]	6523,6634,6620,6501	TORONTO-BROCKVILLE [MONTRÉAL]
X	9278	"
C [4]	5190,5599,5537,5609	"
DL	1354	"
BKL	<i>Great Slave Lake</i>	"
P [2]	<i>Berg,Namakan Lake</i>	
DL	1355	
C [4]	5224,5598, 5522 ,5533	

NO MATTER WHERE IT'S GOING: 1971

X 9265

Return to **OTTAWA**, departing 1710, arriving 2220, perhaps with a second heavyweight Parlor in the Montréal portion to accommodate a group; * 446 km in 5 hrs 10 mins, or 86 km/h (278 mls/53 mph).

22? MAR:

CN 45-55 OTTAWA-TORONTO *Bonaventure*

E	[2]	6759,6866	OTTAWA-BROCKVILLE
E	[4]	6516,6632,6615,6503	[MONTRÉAL] BROCKVILLE-TORONTO
X		9289	"
C	[5]	5215,5303,5225,5629,5443	"
DL		1356	"
BKL		<i>Muskoka</i>	"
P		<i>Namakan Lake</i>	
DL		1353	
C	[4]	5569,5571,5438,5544	
X		9242	

Again to **TORONTO** (the usual two nights there), departing 1710, arriving 2244.

24? MAR:

CN 54-44 TORONTO-OTTAWA *Bonaventure*

E	[2]	6759,6866	BROCKVILLE-OTTAWA
E	[3]	6519,6630,6627	TORONTO-BROCKVILLE [MONTRÉAL]
X		9225	"
C	[4]	5599,5571,5582,5642	"
DL		1356	"
BKL		<i>Ontario</i>	"
P		<i>Oromocto Lake</i>	
DL		1357	
C	[3]	5189,5537,5476	
X		9300	

Return to **OTTAWA**, departing 1710, arriving 2220.

7? AUG:

CN 30/37 OTTAWA-MONTRÉAL & RETURN

E	[2]	6759,6859
X		9300
C	[2]	5478,5479
CfLC		3009
C		5602
K		<i>Club Richelieu</i>

Day excursion to **MONTRÉAL** with friends, for some long-forgotten purpose; * Depart 0740, arrive 0939, with stops at Alexandria and Dorval QC, let's say with one of the rebuilt Club Galleys at the rear; * Returning, depart 1735, arrive 1934, stopping only at Dorval; * 188 km in 1 hr 59 mins, or 95 km/h (117 mls/59 mph); * CLUB RICHELIEU (PS, 1954; ex-P Lake Cathlyn/Ir-VIA, NRE).

13? OCT:

CN 45-55 OTTAWA-TORONTO *Bonaventure*

E	[2]	6767,6867	OTTAWA-BROCKVILLE
E	[3]	6534,6633,6510	[MONTRÉAL] BROCKVILLE-TORONTO
X		9287	"
C	[4]	5441,5452,5578,5306	"
DL		1359	"
BKL		<i>Lake Couchiching</i>	"
K		<i>University Club</i>	
C	[2]	5603,5623	
CfeL		2500	
C	[2]	5640,5439	
X		9242	

Again to **TORONTO** to visit my friend, now back attending college after a summer in Ottawa (two nights there); * Depart 1710, arrive 2244, in an Ottawa portion maybe featuring rebuilt "2500"-series Cafe Bar Lounge and Club Galley cars; * No. 2500 (CCF, 1954; ex-C 5612, CfLC 3019/Ir-VIA).



1st 1970's-7: CN No. 30 preparing to leave Ottawa Union Station for Montréal at 0740 hours, behind FPA-4's 6772 and 6768 (1973/03/31) [GREGORY L. THOMPSON].

15? OCT:

CN 54-44 TORONTO-OTTAWA *Bonaventure*

E	[2]	6765,6858	BROCKVILLE-OTTAWA
E	[3]	6520,6633,6621	TORONTO-BROCKVILLE [MONTRÉAL]
X		9248	"
C	[4]	5197,5583,5562,5576	"
DL		1351	"
BKL		Great Slave Lake	"
K		Club St. Denis	
C	[2]	5574,5580	
CfeL		2501	
C	[2]	5552,5647	
X		9220	

Return to **OTTAWA**, departing 1710, arriving 2220.

TURBOTRAINS BACK ON

Without any fanfare, CN's Jan. 7, 1971 timetable (p. 11) indicates these Turbo departures from both Montréal and Toronto, at 4-hour, 5-minute timings: 1040 (Ex. Sun.) and 1705 (Ex. Sat.). However, there would be no mention of these services in the Oct. 31 version.

ASSISTANCE REQUIRED!

CN timetables during this era continue to be notoriously unclear about train make-up in the Corridor, typically citing only "meal and lounge service available". Where trains featured Ottawa and Montréal portions, it's particularly difficult to figure out if such amenities were provided on both legs. More detailed train make-up, or better still precise consists information, would be appreciated, should readers have such information.

NORTH TO ALASKA

CN still was operating its PRINCE GEORGE on the Inside Passage route, offering 21 cruises in 1971 between Vancouver and Skagway, with calls at places like Prince Rupert, Ketchikan, Wrangell and Juneau. CP countered with its PRINCESS PATRICIA, sister ship of long-time Pacific Coast favourite, PRINCESS MARGUERITE – this in the days before the big cruise companies like Princess and Holland-America took over.

ALASKA CRUISES
CANADIAN NATIONAL STEAMSHIP CO. LTD.
Pacific Coast Services
S.S. "PRINCE GEORGE" (RADAR EQUIPPED)

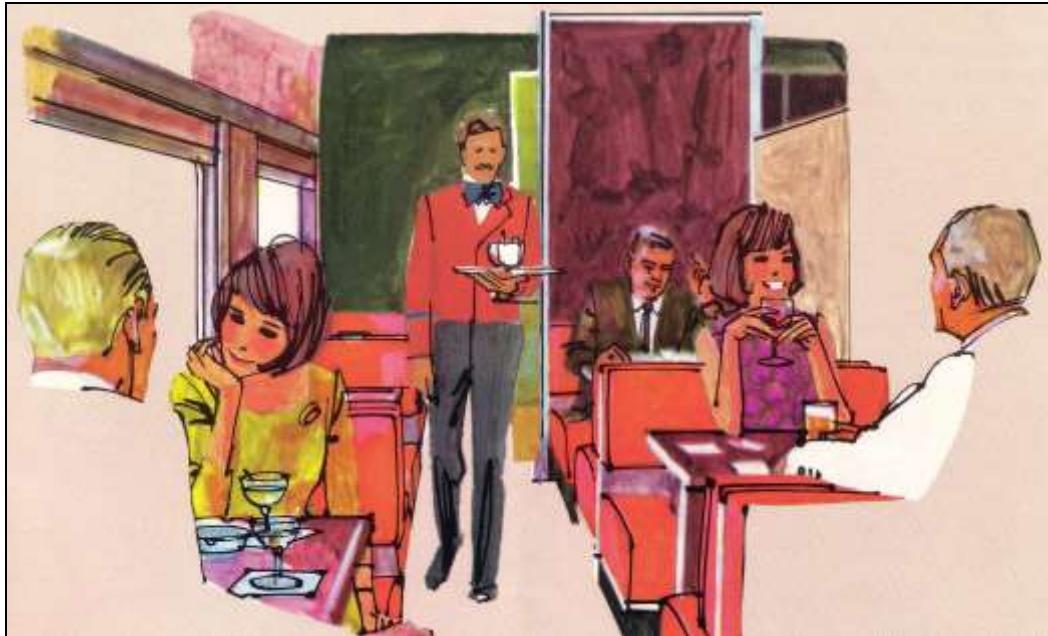
1971

[CNR-GTW System Timetable, 1971/02/01, inside front cover]

NO MATTER WHERE IT'S GOING: 1972

1972

ONTARIO/QUÉBEC



[VIA Accommodations brochure, 1979/04]

SYNOPSIS

While continuing to work for the CTC on a term basis, I completed my Master's requirements at Carleton in April of this year, including a research paper on the controversy in western Canada surrounding the 1966 discontinuance of CP's *Dominion*. I then joined the Commission full time in May and made several rail trips starting in the fall in association with a Midwestern Ontario-Bruce Peninsula Public Transport Study, then an evaluation of the impending closure of Québec City's Gare du Palais. I also visited my friend in Toronto. The above sketch approximates the bar-lounge area of the "2500"-series cars then found on CN's afternoon/evening *Bonaventure* and other Corridor trains.

Please note that some dates and consists below are actual, as provided by my CTC colleague and buddy Greg Thompson.

Trips taken: Perhaps 10 were involved covering 2,712 kilometres (1,693 miles): 7 provided by CN; 2 by GO Transit; and 1 by CP. One of these trips was in a Sleeper; another on a Rail Diesel Car train.

Equipment units: possibly 98, made up of 25 Locomotives & Related Units and 73 cars (Coaches & Daynitors, 48; Parlor & Club Cars, 6; Sleeping & Business Cars, 3; Lounge Cars, 8; Baggage & Miscellaneous Cars, 8).

Places visited: **ON** – Hamilton*, Oakville, Owen Sound*, Stratford and Toronto; **QC** – Lévis*, Montréal and Québec. (**Note:** * indicates by non-rail means.)

Noteworthy train trips: **CN Capital**, Ottawa to Toronto; **CP 156**, Montréal to Québec; **CN Rapido**, Québec to Montréal.

Fastest average speed: **CN 34**, Ottawa to Montréal: 91 km/h (57 mph). **Slowest:** **CN Capital**, Ottawa to Toronto: 52 km/h (32 mph).

HIGHLIGHT!

Taking my first trip to La Ville de Québec (surely one of the top cities in North America to visit), albeit on a pedestrian Rail Diesel Car train via CP's North Shore line through Trois-Rivières – then back through Drummondville on one of CN's crack *Rapidos*.

THE CORE BUSINESS

It's no secret that freight has always been the primary business of North American railways. Like most, CN often included advertisements in its passenger timetables designed to encourage on-line freight business, such as the one below.



[CNR-GTW System Timetable, 1971/02/01, 10]

TRIPS AND CONSISTS

22? SEPT:

CN 45-55 OTTAWA-TORONTO *Bonaventure*

E	[2]	6793,6866	OTTAWA-BROCKVILLE
E	[3]	6534,6603,6637	[MONTRÉAL] BROCKVILLE-TORONTO
X		9220	"
C	[2]	5576,5589	"
CfeL		2509	"
C		5611	"
K		Boulevard Club	"
K		Carleton Club	"
C		5652	
CfeL		2513	
C	[2]	5498,5599	
X		9269	

To **TORONTO** to visit my friend, now back attending college (two nights there), on a *Bonaventure* still operating in Ottawa and Montréal portions and – as with all major Corridor trains – now equipped with Club Galleys and Cafe Bar Lounges instead of Parlors and Diners; * Depart 1640, arrive 2224, with stops at Smiths Falls, Brockville, Kingston, Belleville, Cobourg, Oshawa and Guildwood, possibly behind a FPA/B-4 combo to Brockville, then FP9A/B/B beyond – occupying one of the Coaches; * 446 km. in 5 hrs 44 mins, or 78 km/h (278 mls/48 mph); * Nos. 6793 (lr-WMS 306, SVPE, GC 6793), 6866 (both MLW, 1958-9/lr-VIA); * Nos. 6534 (lr-VIA 6301), 6603, 6637 (all GMD, 1954-8/lr-VIA); * No. 5498 (CCF, 1954/lr-VIA 5498, 3243, AC); * No. 2513 (CCF, 1954; ex-C 5556, CfLC 3036/lr-VIA, AS 800); * CARLETON CLUB (PS, 1954; ex-BS Valleyfield, D 1352/lr-VIA, NVC, LPF); * No. 9269 (NSC, 1957; lr-CN, VIA 9648, FFT C, RRC, ARR L 552).

TURBO UPDATE

There was no sign of the Turbotrains in CN's Apr. 30 or Oct. 29, 1972 timetables, although the corporation did run these train sets without fanfare on *Rapido* schedules from time-to-time during this era (if not this year).

NO MATTER WHERE IT'S GOING: 1972



1st1970's-8: CN No. 61 *Rapido* near Johnstown ON on its winter afternoon dash from Montréal to Toronto (1973/02/25) [PETER DAWES].

24? SEP:

CN 50 TORONTO-BROCKVILLE [MONTRÉAL] Lakeshore

E	[2]	6518,6603
X		9267
C		5187
CfeL		2508
C	[2]	5617,5488
K		<i>Rideau Club</i>

Return to **OTTAWA** on the morning *Lakeshore*, still a Montréal train requiring Ottawa passengers to change at Brockville; * Depart 0920, arrive home at 1505, with the same stops as made by the

NO MATTER WHERE IT'S GOING: 1972

Bonaventure above, plus Napanee and Gananoque; * I possibly occupied a pre-war Coach such as No. 5187, these cars often featuring in Corridor trains; * 446 km in 5 hrs 45 mins, or 78 km/h (278 mls/48 mph), through to Ottawa; * No. 5187 (CCF, 1937/Ir-VIA, CN Wrk 40101).

CN 40 BROCKVILLE-OTTAWA *Lakeshore*

E	6760
C	[2] 5225, 5211

3-4 DEC:

CN 49-59 OTTAWA-TORONTO *Capital*

E	6791	
E	[2] 6767, 6870	[MONTRÉAL] BELLEVILLE-TORONTO
X	9234	"
C	[2] 5576, 5587	"
CfeL	2511	"
C	5526	"
S	[2] <i>Fortune Bay, Chaleur Bay</i>	"
C	5521	
S	Manitou	
X	9201	

To **TORONTO** at the start of a 4-day business trip checking out bus and rail services in the Midwestern Ontario-Bruce Peninsula area, with colleagues Greg Thompson, Brian Sullivan and possibly others; * Depart 2330, arrive Toronto 0730 next morning, with stops at Smiths Falls, Belleville, Cobourg, Port Hope, Oshawa and Guildwood, on a *Capital* now usually consisting of a Sleeper, Coach and Baggage car out of Ottawa merged with the Montréal-Toronto *Cavalier* at Belleville; * We occupied Roomettes in a car such as **MANITOU** (formerly owned by the Florida East Coast), while there were perhaps two BAY Sleepers in the Montréal portion; * 415 km in 8 hrs, or 52 km/h (259 mls/32 mph); * **MANITOU** (PS, 1954, 4sc4rm5db1ct; ex-FEC *Jamaica*/Ir-VIA, SVRC *Jamaica*); * **FORTUNE BAY** (PS, 1954, 10rm5db/Ir-VIA, RVL, ISL); * Onward to **OWEN SOUND** on Gray Coach Lines by myself (one night there), while the others went on different assignments.

NO MATTER WHERE IT'S GOING: 1972



1st 1970's-9: CN No. 49 *Capital* waiting to depart Ottawa Union Station for Toronto at 2330 hours on a very cold December night (1972/12/03) [BRIAN E. SULLIVAN (GREG THOMPSON COLLECTION)].

TORONTO, THE GOOD?

My mid-morning wait in the Toronto bus terminal was enlivened when a guy came up to me and produced a knife, thankfully only wanting to show it *to* me, not use it *on* me – but far worse than anything that ever happened during future waits in supposedly more dangerous American terminals.

5? DEC:

CN 154 [SARNIA] STRATFORD-TORONTO

E	3120
U	15469
X	9249
C	[3] 5402, 5394 , 5304

To **TORONTO** (two nights there), starting out by Charterways to Goderich and L&H Coachways to Stratford,

NO MATTER WHERE IT'S GOING: 1972

then CN into Union Station; * Depart Stratford 1320, arrive Toronto 1530, with stops at Kitchener, Guelph, Georgetown, Brampton and West Toronto, possibly behind an RS18 and Steam Generator Unit, and occupying one of several pre-1954 Coaches; * 144 km in 2 hrs 10 mins, or 66 km/h (90 mls/41 mph); * No. 3120 (MLW, 1959); * No. 15469 (GMD, 1958-9/lr-VIA, RCE); * No. 5394 (CCF, 1947/lr-VIA).

6? DEC:

GO [PICKERING] TORONTO-OAKVILLE

E	9803
C	[7] 9912,9933, 9940 ,9908,9917, 9930,9856

Day excursion to **HAMILTON** with Greg, starting with a GO Transit train to Oakville, perhaps behind a GP40TC, then a coordinated bus onward to Hamilton; * We visited the Toronto, Hamilton & Buffalo Railway's Hunter Street Station, underutilized and shabby but still an impressive art-deco building; * TH&B was the provider of a key link between the CP at Hamilton and Penn Central at Welland, indeed was jointly owned by those two railways before CP later became sole proprietor; * No trip details recorded; * No. 9803 (GMD, 1966; ex-603/lr-503, AM 195); * No. 9940 (HS, 1968; ex-4748/lr-1040, AMT 1248).

GO OAKVILLE-TORONTO [PICKERING]

C	[7] 9854, 9905 ,9932,9907,9938, 9931,9914
E	9801

Return by GO bus and train, with a cab-control Coach leading; * No. 9854 (HS, 1967; ex-C754/lr-GO,AMT 104).



[gotransit.com]



1st1970's-10: Great hall of Toronto Union Station, showing ticket positions and train information boards (1974/12/04) [GREGORY L. THOMPSON].

7? DEC:

CN 54-44 TORONTO-OTTAWA *Bonaventure*

E	[2]	6761,6862	BROCKVILLE-OTTAWA
E	[3]	6509,6610,6617	TORONTO-BROCKVILLE [MONTRÉAL]
X		9242	"
C	[2]	5568,5502	"
CfeL		2505	"
C	[2]	5498,5503	"
K		<i>Empire Club</i>	"
K		<i>Mount Royal Club</i>	"
C	[2]	5439,5621	
CfeL		2512	
C	[2]	5631,5651	
X		9252	

Return to **OTTAWA**, departing 1650, arriving 2229; * The Club Galley assumed here to be in our Ottawa

NO MATTER WHERE IT'S GOING: 1972

portion was unique amongst CN's 14 such cars in having been rebuilt from an ordinary Coach; * MOUNT ROYAL CLUB (CCF, 1954; ex-C 5539/Ir-VIA, NTFT *The Hollywood Car*; ASC).

PARALLEL ACTION

Trips over CN's Toronto-Ottawa line were made more interesting by CP's nearby Lakeshore line west of Belleville – tracks once used by Chicago-Montréal trains such as the *Canadian* (a fierce competitor of CN's *International Limited*) and *Dominion-Overseas* (so named because it allowed those heading from the U.S. Midwest to Europe to join CPR steamships at Montréal or, by connecting boat train, Québec or Saint John NB) – both trains operated with the Michigan Central Railroad.

27 DEC:

CN 34 OTTAWA-MONTRÉAL

E	6789
C	[2] 5626,5611
CfeL	2503
C	5624

To QUÉBEC via Montréal with Greg, to examine the role of downtown and suburban stations in supporting intercity passenger trains; * Depart 1255, arrive Montréal 1459, with major stops at Alexandria and Dorval QC; * 188 km in 2 hrs 4 mins, or 91 km/h (117 mls/57 mph); * Consist recorded by Greg.

CP 156 MONTRÉAL-QUÉBEC

CXm	9196
Cm	9062

Depart Montréal 1835, arrive 2200, with major stops at Westmount, Montréal West, Park Avenue/Jean-Talon and Trois-Rivières, occupying RDC-2 No. 9196; * This was my first trip on CP's line along the north shore of the St. Lawrence River, built as part of the Quebec, Montréal, Ottawa & Occidental Railway and now served by CP Rail Diesel Cars, in contrast with conventional CP-CN Pool trains as late as 1965; * 286 km in 3 hrs 25 mins, or 84 km/h (178 mls/52 mph); * No. 9196 (Budd/CCF, 1958/Ir-CN,VIA 6209); * Consist recorded by Greg.

FATAL DISTRACTION

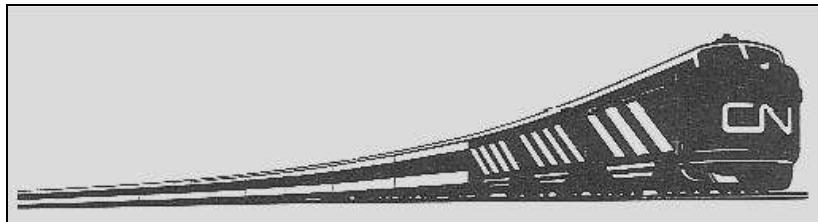
You don't want to argue with a train, not even one made up of Rail Diesel Cars – as a snowmobiler discovered near Trois-Rivières during our Montréal-to-Québec trip. He was trespassing on the CP right-of-way in the darkness of a December evening when either he ran into us or we ran over him – with tragic consequences.

28 DEC:

CN 25 QUÉBEC-MONTRÉAL *Rapido*

E	[2]	6524,6539
E	[2]	6760,6783[dd]
C	[2]	5640,5617
Cf&L		2512
C		5578
K		Club Richelieu

Return to **OTTAWA** via Montréal, after a day spent visiting Gare du Palais, riding the transit system, and taking the ferry across the St. Lawrence to Lévis and back; * Depart Palais at 1715, arrive Central Station 2019, with major stops at Ste-Foy and St-Lambert – my first trip over CN's old Intercolonial Railway main line from the Maritimes through Drummondville and St-Hyacinthe; * Our train looked a bit power-heavy with four units, but the two FPA-4's were deadheading back to their home base; * Voyageur Colonial Lines onward to Ottawa, no evening train being available; * 271 km in 3 hrs 4 mins, or 88 km/h (169 mls/55 mph); * Consist recorded by Greg.



[CNR System Timetable, 1974/10/27, 22]

NO MATTER WHERE IT'S GOING: 1973

1973

*ONTARIO/QUÉBEC/MANITOBA
BRITISH COLUMBIA/ALBERTA
SASKATCHEWAN/NORTH-
EASTERN/MIDWESTERN/
WESTERN U.S.*

THE MONTREALER/
WASHINGTONIAN



[Amtrak brochure, 1973/09]

SYNOPSIS

I made trips this year associated with both the CTC and friends, including some into the United States to ride Amtrak and transit systems – the first of three consecutive years involving a lot of travel south of the border. The Midwestern Ontario-Bruce Peninsula Public Transport Study continued to be my major work focus, culminating in the publication of two reports by the end of the year. The above excerpt from a brochure honours Amtrak's recently restored Montréal-Washington train, which was to feature in my travels over the next decade or so.

Some dates and consists below are actual, as provided by Tom Matoff and Greg Thompson. Thanks to Dave Staplin for supplying a list of cars assigned to Amtrak's New York-Philadelphia trains, and Gerry Gaugl for information concerning CP Montréal Lakeshore consists and Amtrak timetables.

Trips taken: Perhaps 33 were involved covering 10,513 kilometres (6,561 miles): 16 provided by CN; 6 by Amtrak; 4 by CP; 2 each by Bay Area Rapid Transit (BART), Southeastern Pennsylvania Transit Authority (SEPTA), and New Jersey Transit (NJT); and 1 by Cumbres & Toltec Scenic Railroad (C&T). The American service providers accounted for 3,758 km (2,345 mls) of the total. Four of the trips were in Sleepers, 12 on self-propelled trains, and 1 on a steam train.

Equipment units: possibly 231, made up of 40 Locomotives & Related Units and 191 cars (Coaches & Daynitors, 127; Parlor & Club Cars, 9; Sleeping & Business Cars, 16; Dining & Other Meal Cars, 7; Lounge Cars, 18; Baggage & Miscellaneous Cars, 14).

Places visited in Canada: **BC** – Nanaimo, Vancouver and Victoria; **MB** – Winnipeg; **ON** – Arnprior, Guelph, Renfrew and Toronto; **QC** – Hudson and Montréal. ***United States:*** **CA** – Berkeley, Oakland, San Francisco and Sausalito*; **CO** – Antonito; **IA** – Centerville*, Dodge City*; **IL** – Galesburg*; **IN** – Michigan City*; **MI** – Durand*; **NJ** – Gladstone, Haddonfield, Hoboken, Newark and Princeton Jct.; **NM** – Chama; **NV** – Elko*; **NY** – New York; **PA** – Norristown and Philadelphia. (**Note:** * indicates by non-rail means.)

Noteworthy train trips: **AM Washingtonian**, Montréal to Philadelphia; **SEPTA**, Philadelphia to Norristown ("Bullet" route); **NJT**, Hoboken to Gladstone; **C&T**, Chama to Antonito; **AM Coast**

NO MATTER WHERE IT'S GOING: 1973

Starlight, Oakland to Seattle; **Esquimalt & Nanaimo 2**, Nanaimo to Victoria; **CN Super Continental**, Vancouver to Winnipeg; **CN Exec**, Toronto to Ottawa.

Fastest average speed by a Canadian service provider: **CN 30**, Ottawa to Montréal: 87 km/h (54 mph). **American:** **AM 204**, Princeton Jct. to Newark: 88 km/h (55 mph). (**Note:** BART trips excluded from these calculations.)

Slowest average speed by a Canadian service provider: **CP 263/262**, Montréal to Hudson & return: 44 km/h (27 mph). **American:** **AM Montréal**, New York to Montréal: 53 km/h (33 mph).

Memorable non-rail trips: Ottawa to San Francisco by automobile.

HIGHLIGHT!

Heading north from Oakland on Amtrak's best long-distance train, the *Coast Starlight*, through the Cascade mountains to Portland and Seattle; then by the connecting *Pacific International* to Vancouver.



[Amtrak All-America Schedules, 1974/11/15, 51]

TURBOTRAIN UPDATE

CN's Apr. 29, 1973 timetable (p. 7) featured one Turbo service in each direction between Montréal and Toronto, departing either end at 1630 and taking 4 hours, 10 minutes – with the "Effective date to be announced". As so many times in the past, these trips soon disappeared, in this case by the next timetable, effective Oct. 28.

TRIPS AND CONSISTS

20 APR:

CP 1 [MONTRÉAL] ARNPRIOR-RENFREW [VANCOUVER] *Canadian*

E	[2]	1418,8512	
XY		2740	MONTRÉAL-SUDBURY
C		113	"
CfLC		515	
D		<i>Kent</i>	MONTRÉAL-SUDBURY
S		<i>Bell Manor</i>	
OLS		Strathcona Park	

To **RENFREW** just west of Ottawa with CTC colleague and pal Greg Thompson, starting with both us driving our cars to the Madawaska River for some canoeing, then over to Renfrew to position one car, and on to Arnprior with the other – the goal being to sample *The Canadian* as it headed up the Ottawa Valley; * Depart the "Prior" 1736, arrive the "Frew" 1800 non-stop (Ottawa Valley speak), perhaps behind an FP7A/GP9 combination and Baggage car painted to mimic stainless steel, both stops being for revenue passengers only; * We formally occupied seats in the lone full Coach, but a friendly crew allowed us to roam back to STRATHCONA PARK, carrying the markers of a proud if faded streamliner; * 30 km in 24 mins, or 75 km/h (19 mls/47 mph), date and Park car identified from slides; * Nos. 1418 (ex-4060/Ir-VIA, CMH), 8512 (Ir-1513) (both GMD, 1952-5); * No. 113 (Ir-VIA 8113), 515 (Ir-VIA CfeL 515, 8515), STRATHCONA PARK (3db1dr/Ir-VIA) (all Budd, 1954-5); * No. 2740 (CCF, 1952; ex-4740).

17 MAY:

CN 30 OTTAWA-MONTRÉAL

E	[2]	6783,6871	
X		9288	
C	[2]	5450,5490	
CfeL		2501	
C		5569	
K		<i>St. James's Club</i>	

NO MATTER WHERE IT'S GOING: 1973

To **PHILADELPHIA** via Montréal with Greg, to try out Amtrak and ride various transit services; * Depart 0800, arrive Central Station 1010, with stops at Alexandria and Dorval QC, perhaps behind an FPA/B-4 combination – CN's prime morning train featuring the usual Cafe Bar Lounge and Club Galley; * 188 km in 2 hr 10 mins, or 87 km/h (117 mls/54 mph); * Nos. 6783 (Ir-NBEC), 6871 (GSCR, GC) (both MLW, 1959/Ir-VIA); * No. 5569 (CCF, 1954; ex-3249/Ir-CN, VIA 5569, TTS Cap-St-Joseph, WSJ 5569, WCRA Harry and Margaret Bluck); * No. 2501 (PS, 1954; ex-C 5565, CfLC 3021/Ir-VIA); * ST. JAMES'S CLUB (PS, 1954; ex-P Lake O'Brien/Ir-VIA, NTFT The Western Car, ASC); * No. 9288 (NSC, 1958/Ir-CN, VIA 9659, ECPC).

CP 263/262 MONTRÉAL-HUDSON & RETURN

Cm[2] 9064,9068

CXm 9107

Side trip to **Hudson** over CP's Lakeshore commuter line, used so often by Dad when he was living in Ste-Anne-de-Bellevue and going to high school, then university in Montréal; * Depart 1215, arrive 1325, with major stops at Westmount, Montréal West, Ste-Annes and Vaudreuil, and possibly others among 16 additional flag stops; * Although this train apparently was supposed to be made up of bilevel cars, we occupied the rear RDC-2, the other cars both looking like RDC-1's; * Returning, depart 1335, arrive 1445; * We later took a CN Deux-Montagnes commuter train from Central Station through the former Canadian Northern tunnel to Mont-Royal station and back; * 52 km in 1 hr 10 mins, or 44 km/h (32 mls/27 mph), the consist being reversed on the return trip; * Nos. 9107 (Ir-VIA 6215), 9064 (Ir-VIA 6139, DART 2009; VIA, RTI) (both Budd, 1956-7).

17-18 MAY:

AM 61 MONTRÉAL CENTRAL-PHILADELPHIA 30TH ST. [WASHINGTON] *Washingtonian*

E	[2]	256,281	MONTRÉAL-NEW HAVEN
Ee		915	NEW HAVEN-WASHINGTON
XY		5030[SCL]	
S	[2]	Venice, 2697	
DL		8334	
C		7002	
BL		3300	
C		5472[SCL]	
C	[2]	1480[PC],5455[SCL]	NEW YORK-WASHINGTON

NO MATTER WHERE IT'S GOING: 1973



1st 1970's-11: CP No. 263 about to depart Montréal Windsor Station for Hudson QC, with the closest RDC-2 still in the old markings (1973/05/17) [PETER DAWES].

Depart 2025, arrive 30th Street Station 1138 next morning (two nights there), with major stops at St-Lambert, St. Albans VT, Essex Jct. (for Burlington), Waterbury, Montpelier Jct., White River Jct., Bellows Falls, Brattleboro, Springfield MA, Hartford CT, Meriden, New Haven, New York NY (Pennsylvania Station), Newark NJ and Trenton; * This service was operated for Amtrak by CN and subsidiary Central Vermont as far as White River Jct., Boston & Maine to Springfield, and Penn Central onward – the name *Washingtonian* being used initially for the southbound and *Montréal* for the northbound train, as in past years; * No. 61 had former Penn Central E8A's as far as New Haven, then a GG1 electric beyond; * Most of the cars had been owned by the Seaboard Coast Line (SCL) and predecessors (including "Le Pub" Buffet Lounge No. 3300, originally a Chesapeake & Ohio car), although we occupied Roomettes in unnamed former Southern Pacific Sleeper No. 2697 (interestingly, Amtrak had provided a Montréal-Miami Sleeper on this train from mid-December, 1972 to the end of April, 1973); * In Philadelphia, we made side trips on the Sharon Hill, Media and Chestnut Hill transit lines, as well as to Haddonfield NJ on the Lindenwold line; * We also visited Penn Central's North Philadelphia and Penn Center stations (the latter right downtown where Broad Street Station used to stand), and the magnificent, English-looking Reading

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Terminal with its high-arched train shed; * 867 km in 15 hrs 13 mins, or 57 km/h (541 mls/35 mph); * Nos. 256 (ex-NYC, PC 4036), 281 (ex-PRR 5703A, PC 4273) (both EMD, 1951-2); * No. 915 (PRR/GE, 1942; ex-PRR, PC 4916/Ir-4915); * No. 2697 (Budd, 1950, 10rm6db; ex-SP/Ir-Magnolia Grove); * No. 3300 (Budd, 1948; ex-C C&O 1500, ACL 270, SCL 5100, AM 4400); * No. 5030 (Budd, 1939; ex-FEC Indian River, Stuart, SAL 6006/Ir-1590); * Consist recorded by Greg.

JIM CROW

The *Washingtonian's* Baggage Dormitory No. 5030 had been built as a segregated "Jim Crow" car, featuring a section for the exclusive use of African-Americans in the old segregated South (effectively, beyond Washington DC). These and similar cars were openly referred to in timetables as "Colored" or "Divided", and ran until Supreme Court decisions led to their elimination in the early 1950's.

18 MAY:

SEPTA PHILADELPHIA 69TH ST.-NORRISTOWN

Cme 200

Side trip to **NORRISTOWN** on SEPTA's third-rail electric interurban line (formerly the Philadelphia & Western), through picture-perfect suburbs like Bryn Mawr; * Unique "Bullet" cars long had been used on this line, such as No. 200 here, built more than four decades earlier; * No trip details recorded; * No. 200 (*Brill, 1931*).

SEPTA NORRISTOWN-PHILADELPHIA RDG

Cme [3] 9003, **9001**, 9009

Back to Philadelphia through Conshohocken, Manayunk and other suburbs, this time into Reading Terminal on a SEPTA Electric Multiple Unit Silverliner train; * This station was once home to a Philadelphia-Toronto Pullman routed over the Reading, Lehigh Valley and CN, competing with another Pullman out of Broad Street over the Pennsylvania Railroad (PRR), New York Central (NYC), Toronto, Hamilton & Buffalo, and CP – the latter arrangement demonstrating that cooperation did occur at least occasionally between giant rivals Pennsy and Central; * No trip details recorded; * No. 9001 (*Budd, 1963*).

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1st1970's-12: Amtrak No. 60 *Montréal* passes through North Philadelphia station behind GG1 No. 922 (1973/05/18) [PETER DAWES].

DECAYING CITIES

While Philadelphia turned out to be a fascinating city, it was depressing to travel on the Market-Frankford elevated rapid transit line through slums that once had been prime residential areas, and to see formerly well-maintained railroad stations now covered in ugly graffiti – a shock, frankly, to a naive Canadian like myself, considering that there was little of this back then (and I emphasize, “back then”) in our cities.



[Amtrak *Montréal* schedule, 1972/10/29]



1st1970's-13: Southeastern Pennsylvania Transit Authority "Bullet" car speeding through the countryside on its way from Philadelphia to Norristown PA (1973/05/18) [PETER DAWES].

19 MAY:

AM 256 PHILADELPHIA 30TH ST.-PRINCETON JCT. [NEW YORK]

Ee 914[AM]
C [7] 1507, 1539, 1417, 1486, 1481,
1528, 1541

To **NEW YORK** via Princeton Jct. NJ, Newark, Hoboken and Gladstone, on one of several Amtrak Philadelphia-New York trains supplementing the Washington expresses [**equipment PC and leased to AM unless otherwise indicated**]; * Depart 0805, arrive Princeton Jct. 0855, with stops at North Philadelphia and Trenton, followed by a brief platform stopover to take Northeast Corridor trackside photos; * We possibly occupied a Coach such as No. 1417, formerly a NYC, then PRR car; * The Pennsylvania used to call these trains "Clockers" back in the days when they ran hourly; * 70 km in 50 mins, or 84 km/h (43 mls/52 mph); * No. 1417 (PS, 1946, PC; ex-NYC 3062, PRR 1417).

AM 204 [PHILADELPHIA] PRINCETON JCT.-NEWARK [NEW YORK]

Ee	921[AM]
C [6]	1422,1532,1506, 3239 ,1547, 1418

Onward to **NEWARK** to photograph New Jersey Transit (NJT) services at the combined Amtrak, NJT and Port Authority Trans Hudson (PATH) Station; * Depart 0951, arrive 1032, with one stop at New Brunswick (a New Jersey city; obviously not the Canadian province) – possibly occupying a snack-bar-equipped Coach rebuilt from a Norfolk & Western Sleeper, one of many such cars transformed into Coaches for Corridor service [**equipment PC and leased to AM unless otherwise indicated**]; * Onward by PATH train to the former Delaware, Lackawanna & Western, later Erie-Lackawanna Station in Hoboken; * 60 km in 41 mins, or 88 km/h (37 mls/55 mph); * No. 3239 (*Budd, 1950, PC; ex-N&W 10rm6db Duke University, PRR C 1497/Ir-NJT 5422*).

NJT HOBOKEN-GLADSTONE & RETURN

Cme [4]	4618,4361,4366, 4336 [E-L]
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Side trip to **Gladstone** on NJT through beautiful countryside, from a station formerly hosting intercity trains to Buffalo, Cleveland, Chicago and other major cities and still nicely kept up for commuters; * We occupied one of four Electric Multiple Unit cars originally built in 1917 and boasting “cross-over” wicker seats; * Back to Hoboken with the same consist, then through the PATH “tubes” under the Hudson River to Manhattan (one night there), the railroad ferries of past days no longer operating; * No. trip details recorded; consist reversed on the return trip; * No. 4336 (*PS, 1917; ex-DL&W 2336, E-L 3336*).

20-21 MAY:

AM 60 [WASHINGTON] NEW YORK PENN-MONTRÉAL CENTRAL *Montréal*

Ee	920	WASHINGTON-NEW HAVEN
E [2]	256,260[PC]	NEW HAVEN-MONTRÉAL
XY	1591	
S [2]	Everglades ,9000[SP]	
DL	8302	
C	4440	
BL	3302	
C [2]	7003,1510[PC]	

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1st1970's-14: New Jersey Transit Electric Multiple Unit trains at the bumper posts of the former Erie-Lackawanna Station in Hoboken NJ (1973/05/19) [PETER DAWES].

Return to **OTTAWA** via Montréal, after side trips on the Staten Island ferry and Long Island Railroad – the latter as far as the key junction point of Jamaica through slum areas featuring heavy (and I mean *really* heavy) graffiti; * Depart 2010, arrive Montréal 0945 next morning, occupying Roomettes in a former Atlantic Coast Line/SCL Sleeper which ended up going to Mexico under the Servicio de Coches Dormitorios y Conexos banner; * EVERGLADES (PS, 1954, 4sc4rm6db; ex-ACL 4sc4rm5db1ct *Camelia*, SCL/Ir-SCD 725); * Consist recorded by Greg.

CROSS BORDER, THE SLOW WAY

The *Montréal/Washingtonian* route was excruciatingly slow, particularly over the dilapidated White River Jct.-Springfield segment operated by Boston & Maine – the only compensation being ... “Le Pub”!

21 MAY:

CN 133 MONTRÉAL-OTTAWA

E	6758
C	5498
CfeL	2511
C	5488
K	<i>Hamilton Club</i>

Depart 1015, arrive 1230, with stops at Dorval, Coteau, Alexandria ON, Maxville and Casselman.

- **14-17 JUL:** To **CHAMA** NM in Greg's Volkswagen "Bug", at the start of an epic journey to San Francisco to effect his relocation to a new job in Berkeley CA, with overnight stops in Durand MI, Galesburg IL and Dodge City IA before two nights in Chama – making side trips along the way to see the Chicago, South Shore & South Bend Railroad shops in Michigan City IN and remnants of the Iowa Southern Utilities interurban in Centerville IA.

18 JUL:

C&T CHAMA-ANTONITO

Es	483
OC [6]	403,401,400,405, 404 ,402

Day excursion to **ANTONITO** CO over the Cumbres & Toltec Scenic Railroad; * Depart 1000, arrive 1630, with stops at Cumbres Pass and Osier, behind former Denver & Rio Grande Western 2-8-2 Mikado steam locomotive No. 483; * This all-day journey took us over a former Rio Grande narrow-gauge line on a train comprised of reconfigured gondolas – not very comfortable but well worth the effort, considering the spectacular mountain scenery; * Return to Chama in only 90 minutes, using buses provided by the railway; * 104 km in 6 hrs 30 mins, or 16 km/h (65 mls/10 mph); * No. 483 (ALCO, 1925, 2-8-2), identified from photos; * No. 404 (D&RGW, 1970); • **19-20 JUL:** Onward to **SAN FRANCISCO**, with one night spent in Elko NV along the way; • **20 JUL:** By transit to visit the once busy Market Street Ferry Terminal, then by ferry across San Francisco Bay to Sausalito for sightseeing, and finally by car through East Bay communities on an evening pilgrimage to view remnants of the Sacramento Northern interurban line, which once carried passengers between downtown San Fran, Sacramento, and other points via the Bay Bridge – all guided by Tom Matoff, currently working in Vancouver but visiting his home town (two nights at his parents' house).

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1st 1970's-15: Former Denver & Rio Grande Western, now Cumbres & Toltec Mikado No. 483, taking water at Osier CO (1973/07/18) [GREGORY L. THOMPSON].

21 JUL:

BART [DALY CITY] SAN FRANCISCO MONTGOMERY ST.-BERKELEY [RICHMOND]

Cme [8] 131,115,127,506,167,176,532,
153

To **BERKELEY** with Tom and Greg, on a Bay Area Rapid Transit (BART) train using a long tunnel under San Francisco Bay; * This was a sleek, roomy train built by aerospace contractor Rohr Industries – all in all, quite a contrast to the older eastern U.S. interurbans around Philadelphia; * No trip details recorded; * No. 127 (Rohr, 1971-3).

BART [RICHMOND] BERKELEY-SAN FRANCISCO MONTGOMERY ST. [DALY CITY]

Cme [8] 151,110,140,511,170,184,541,
156

Return to San Francisco on BART, followed by fascinating trips on the Municipal Railway's famous cable

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and street cars.

SAN FRANCISCO IS...

...truly one of THE great cities of the entire world, and there is no better way of experiencing it than by having native Tom Matoff show you around. Highlights included Tom reciting "The Ballad of the Hyde Street Grip" during a late night cable car ride ("Gripmen" being the eccentric cast of Municipal Railway characters who operate these historic cars), followed by a visit to the famous car barn with its giant, cable winding wheels – in Tom's words, "the true centre of the universe".

A GLORIOUS PAST

Fred Matthews' excellent book, *Northern California Railroads: The Silver Age*, uses photos to chronicle passenger-train activity in the Bay Area over the years. There is also a "Train Departures from San Francisco" chart for 1893, 1922, 1949 and 1960, featuring San Francisco's 3rd Street Station, Market Street Ferry terminal, and Oakland Pier. What a contrast with the near-token service available by the early 1970's.

22-23 JUL:

AM 14 [LOS ANGELES] OAKLAND-SEATTLE *Coast Starlight*

E	[2]	3206,3204 [SP]	LOS ANGELES-PORTLAND
E	[3]	340,9735/[GN],334	PORTLAND-SEATTLE
X		1040	
XY		1515	
C	[4]	4573,4865,4868,4484	
DnY		8115	
C	[4]	4820,4499,4543,4534	
BL		3335	
D		8037	
S	[4]	Placid Vale, Blue Grove , Pine Creek, Regal Isle	

To **VANCOUVER** with Tom, via Seattle; * Depart Oakland 2050, arrive Seattle 1720 next day, with stops at Davis, Redding, Dunsmuir, Klamath Falls OR, Eugene, Salem and Portland over the Cascade Route of

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the Southern Pacific (SP), then Vancouver WA, Kelso-Longview, Centralia and Tacoma over Burlington Northern (BN); * Our *Coast Starlight* was powered by two SP SDP45's as far as Portland, then two Amtrak E8A's plus an E9B in Great Northern (GN) colours beyond; * We occupied Roomettes in former Santa Fe Sleeper BLUE GROVE, part of a train featuring eight Coaches and four Sleepers; * Particularly enjoyable were Diner No. 8037 (formerly owned by the Santa Fe) and Buffet Lounge No. 3335 (ex-ACL, as was Baggage Dormitory No. 1515, another of the old "Jim Crow" cars); * 1,454 km in 20 hrs 30 mins, or 71 km/h (907 mls/44 mph); * Nos. 3206, 3204 (EMD, 1967, SP; leased to AM); * Nos. 340 (ex-9946A, 9946), 334 (ex-9943B, 9936/lr-464:2) (both EMD, 1950; ex-CB&Q, BN); * No. 9735 (EMD, 1950, BN; ex-GN 370B); * BLUE GROVE (PS, 1948, 10rm5db; ex-AT&SF 10rm3db2ct); * No. 8037 (Budd, 1942; ex-AT&SF 1492/lr-Wrk); * No. 3335 (Budd, 1947; ex-ACL 256, SCL 5835); * No. 1515 (Budd, 1940; ex-ACL 103, SCL 5015); * Consist recorded by Tom.

23 JUL:

AM 794 SEATTLE-VANCOUVER MAIN ST. *Pacific International*

E	418
C	1117[GN]
D	458[NP]
C [2]	Silver Wave [CB&Q],1093[GN]

Depart 1815, arrive 2230 (three nights at Tom's place), with stops at Edmunds, Mt. Vernon-Burlington, Everett, Bellingham, Blaine, White Rock BC and New Westminster, behind a former Union Pacific E9A; * We occupied ex-BN Dome Coach SILVER WAVE, still in Chicago, Burlington & Quincy colours, as we followed the twisty, slow but highly scenic former GN line right up to CN station in Vancouver; * Subsequent highlights included the Maritime Museum (especially the bell and replicated figurehead from the CPR's 1881-built liner EMPRESS OF JAPAN, which sailed between Vancouver, Victoria and the Orient for three decades) and SeaBus commuter ferry to North Vancouver; * 253 km in 4 hrs 15 mins, or 60 km/h (158 mls/37 mph); * No. 418 (EMD, 1955; ex-UP 913); * SILVER WAVE (Budd; 1947; ex-CB&Q).



[Amtrak All-America Schedules, 1974/11/15, 51]

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1st 1970's-16: Amtrak No. 14 *Coast Starlight* resting at Seattle after its long trip north from Los Angeles and Oakland, led by E8A 340 (1973/07/23) [PETER DAWES].

25 JUL:

E&N 2 [COURTENAY] NANAIMO-VICTORIA

CXm 9199

Day excursion to **VICTORIA**, starting with the CP ferry **PRINCESS OF VANCOUVER** across to Nanaimo; * Depart from there at 1450, arrive Victoria 1700 over CP's Esquimalt & Nanaimo subsidiary, with one major stop at Duncan, occupying the lone RDC-2; * CP by now was terminating this train at a suburban location rather than its downtown station; * Back to Vancouver on Pacific Stage Lines and BC Ferries after watching former CP, now BC Steamship Co. coastal liner **PRINCESS MARGUERITE**, sail for Seattle; * 118 km in 2 hours 10 minutes, or a slow 54 km/h (74 mls/34 mph); * No. 9199 (Budd/CCF, 1958/lr-RDC-5 9302, VIA RDC-1 6125, QNS&L, THSF).

26-28 JUL:**CN 4 VANCOUVER-WINNIPEG [TORONTO] *Super Continental***

E	[3]	6507,6613,6515	VANCOUVER-WINNIPEG
X		9267	
DN		5716	
C	[3]	5459,5473,5582	
CfeL		765	
S	[2]	Green Cabin, Ethelbert	
DL		1359	
OL		Athabaska	VANCOUVER-JASPER
BL		Rêverie	JASPER-TORONTO
S	[4]	Skeena River,Ennishore, Elderbank,Prairie River	
Y		Val d'Or	
BLS		Cape Rosier[dd]	VANCOUVER-JASPER

Return to **OTTAWA** via Winnipeg and Toronto, departing 1835, arriving Winnipeg 1159 two days later, only to have the train terminate there due to a labour dispute; * The *Super* effected major stops at New Westminster, Chilliwack, Boston Bar, Kamloops Jct., Blue River, Valemount, Jasper AB, Hinton, Edson, Edmonton, Wainwright, Unity SK, Biggar, Saskatoon, Watrous, Melville, Yarbo MB, St. Lazare, Rivers, Brandon North and Portage la Prairie, behind a nice FP9A/B/A lash-up; * No. 4 operated all the way from Vancouver to Toronto during the peak summer season, this day boasting a healthy 16 cars – a consist similar to that of year-round No. 2 which had left for Montréal four hours earlier; * I occupied a Duplex Roomette in **ETHELBERT** (not named for an “Ethel” and a “Bert”, but rather a place in Manitoba served by CN), enjoyed wonderful meals in the Diner Lounge, and saw lots of great scenery from the Sceneramic Lounge car, which was replaced at Jasper by a heavyweight Buffet Lounge; * CN was now offering 52-seat “Dayniters” with leg rests on transcontinental trains (such as No. 5716 here); * 2,531 km in 39 hrs 24 mins, or 64 km/h (1,580 mls/40 mph); * Nos. 6507 (lr-KCS Vicksburg, KCUS), 6613 (lr-AC, WC, GRY 1761, GRY 406, KJ 1761), 6515 (lr-VIA 6307, OC, CP) (all GMD; 1954-7/lr-VIA); * **ETHELBERT** (CCF, 1954, 4sc8du4db/lr-VIA); * No. 1359 (PS, 1954, ex-SG White Rapids/lr-CN, VIA K Club Laurier, ITA, LMW 662); * **ATHABASKA** (PS, 1952; ex-MILW 53/lr-VIA, GWT, RTA, C&NW Powder River, UP, SNC Mt. Mitchell, FOT); * **RÊVERIE** (CCF, 1924; ex-BP St. Charles/lr-VIA); * No. 5716 (CCF, 1954; ex-C 5457/lr-VIA, GCRT); * Consist recorded by Tom at Main Street Station; [**cont'd next page**]

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1st 1970's-17: Former Milwaukee Road Sceneramic Lounge ATHABASKA being removed from CN No. 4 *Super Continental* at Jasper (1973/07/27) [PETER DAWES].

- **28-29 JUL:** Greyhound Lines of Canada onward to **TORONTO**, for a visit with an old Ottawa friend (one night there).

NOT RECOMMENDED

... would be arriving in Winnipeg from Vancouver on the *Super Continental*, only to have CN workers suddenly walk off the job! It took 30 hours for the trip onward to Toronto in one of several buses hired by CN, including a horrible overnight stretch with people having nightmares and screaming in the dark – all because CN decided not to arrange flights, not even for Sleeping car passengers.

30 JUL:

CN 44 TORONTO-OTTAWA Exec

E	[2]	6510,6634
X		9256
C	[2]	5598,5631

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CfeL 2508

C 5645

K *York Club*

Depart 1730, arrive 2240, with stops at Guildwood, Oshawa, Cobourg, Belleville, Kingston, Brockville and Smiths Falls; * The *Exec* went into operation in April of this year, spun-off from the *Bonaventure*, which continued as a Montréal-only local; * 446 km in 5 hrs 10 mins, or 86 km/h (278 mls/53 mph).

EASTBOUND FLEET

Toronto Union Station now featured a modest fleet of afternoon CN trains departing eastward as follows: 1630 *Rapido* to Montréal; 1650 *Bonaventure* to Montréal; 1730 *Exec* to Ottawa; and 1900 *Ontarian* to Kingston.

1? NOV:

CN 45 OTTAWA-TORONTO *Exec*

E [2] 6510,6635

X 9299

C [2] 5487,5492

CfeL 2503

C **5506**

K *Empire Club*

To **GUELPH** via Toronto, departing 1730, arriving Union Station 2245; * This was the first of several trips on the *Exec* to visit a new friend who was attending the University of Guelph, the typical pattern being westbound Friday evening; return Sunday afternoon/evening.

1-2? NOV:

CN 657 TORONTO-GUELPH [STRATFORD]

E 6767

C [2] **5218**,5223

Depart 2305, arrive 0023 (two nights there), with stops at West Toronto, Brampton and Georgetown; * I possibly occupied an older Coach such as No. 5218, given that conventional equipment was often (always?) substituted for RDC's on this late evening service; * 79 km in 1 hr 18 mins, or a slow 61 km/h (49 mls/38 mph); * No. 5218 (CCF, 1937/Ir-VIA).

NETWORK CN – SOUTHWESTERN ONTARIO

CN operated a nice, late evening network based on Toronto during this era. Passengers were able to transfer **off** of the *Exec* from Ottawa, as well as *Rapido* and *Bonaventure* from Montréal – then **on** to No. 153 headed for Brantford and London, No. 645 for Hamilton and Niagara Falls, and No. 657 for Guelph and Stratford.

2? NOV:

CN 662 [LONDON] GUELPH-TORONTO

Cm [4] 6001, **6003**, 6113, 6117
CXm 6351

Return to **OTTAWA** via Toronto, departing Guelph 1344, arriving Union Station 1500, possibly occupying an RDC-5 (these being RDC's without controls and therefore always operated with units which had them), with an RDC-3 on the rear; * Nos. 6003 (ex-B&M 6915, CN D503/Ir-VIA, LNA&C); 6351 (ex-D351/Ir-VIA RDC-2 6225, CAD) (*both Budd, 1956-7*).

CN 44 TORONTO-OTTAWA Exec

E [2] 6529, 6634
X 9234
C [2] **5444, 5485**
CfeL 2509
C 5627
K *Hamilton Club*

Depart 1730, arrive 2240.

CONDUCTOR BULLY BOY

One of these *Exec* trips was marred by a nasty Conductor who unnecessarily bullied a teenaged boy occupying the seat next to me for temporarily misplacing his ticket – this being in contrast to the usual professional and friendly staff working CN trains.

30? NOV:

CN 45 OTTAWA-TORONTO Exec

E	[2]	6529,6603
X		9278
C	[2]	5534,5576
CfeL		2507
C	[2]	5586,5589
K		<i>Carleton Club</i>

Again to **GUELPH** (two nights there), departing 1730, arriving Toronto 2245.

30 NOV-1 DEC:

CN 657 TORONTO-GUELPH [STRATFORD]

E		6759
C	[2]	5303,5407

Depart 2305, arrive 0023.

2? DEC:

CN 662 [LONDON] GUELPH-TORONTO

Cm	[4]	6107,6108,6115,6000
CXm		6354

Return to **OTTAWA** via Toronto, departing Guelph 1344, arriving Union Station 1500, this time occupying an RDC-1; * No. 6115 (*Budd, 1955; ex-B&M 6116, CN D115/Ir-VIA, QNS&L, THSF*).

CN 44 TORONTO-OTTAWA Exec

E	[2]	6539,6601
X		9242
C	[2]	5642,5562
CfeL		2501
C	[2]	5499,5525
K		<i>St. James's Club</i>

The *Exec* was scheduled to depart 1730 and arrive 2240, but this might have the night that a severe storm

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raged from southern Ontario right through to Québec, delaying our Windsor-originating locomotives to the point where we didn't leave Toronto until around 1900 and finally got home at 0230.

BEATING THE STORM

There was nothing like the feeling of relief one got watching the traffic snarled up along parallel Highway 401 during one of these vicious Ontario snow/sleet/freezing-rain storms – especially from the window of the Cafe Bar Lounge car, with a beer in hand and an attractive lady across the table. (This scenario was known to happen, but not nearly as often as a guy would have liked!)

14? DEC:

CN 45 OTTAWA-TORONTO *Exec*

E	[2]	6542,6633
X		9255
C	[2]	5652,5472
CfeL		2510
C	[2]	5484,5562
K		<i>Empire Club</i>

Again to **GUELPH** (two nights there), departing 1730, arriving Toronto 2245.

14-15? DEC:

CN 657 TORONTO-GUELPH [*STRATFORD*]

E		6767
C	[3]	5285,5210,5304

Depart 2305, arrive 0023.

16? DEC:

CN 662 [*LONDON*] GUELPH-TORONTO

Cm	[3]	6004,6100,6108
CXm		6351

Return to **OTTAWA** via Toronto, departing Guelph 1344, arriving Union Station 1500.

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CN 44 TORONTO-OTTAWA Exec

E [2] 6530,6630

X 9302

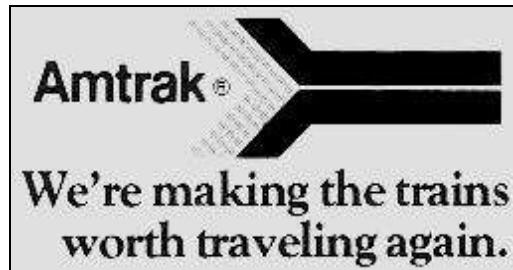
C [2] 5576,5504

CfeL 2505

C 5509

K *Rideau Club*

Depart 1730, arrive 2240.

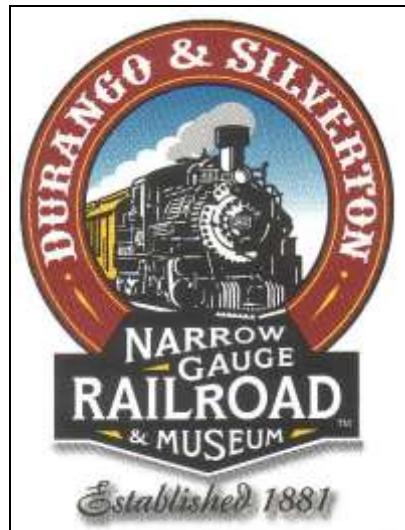


*[Amtrak National Schedules, 1973/
10/28, 1973, inside back cover]*

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1974

*ONTARIO/QUÉBEC/MANITOBA
SASKATCHEWAN/ALBERTA
BRITISH COLUMBIA/MID-
WESTERN/NORTHEAST-
ERN/WESTERN U.S.*

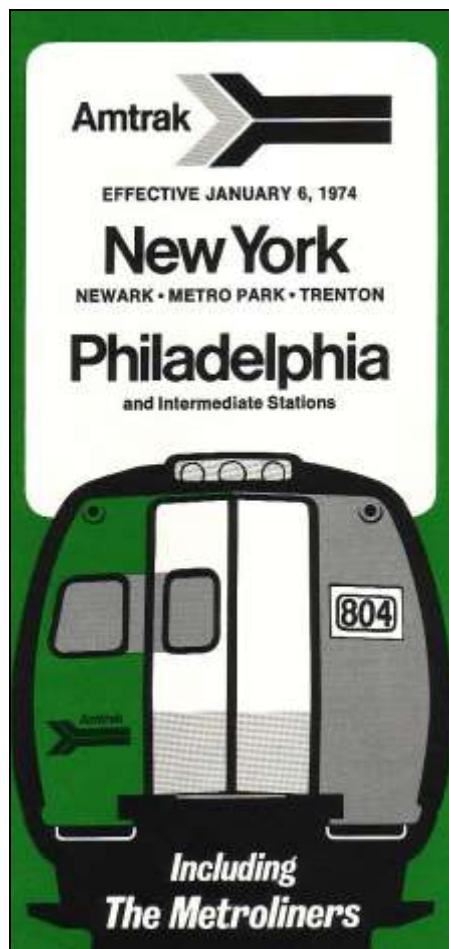


[Trains 2005 Guide to Recreational Railroading, 20]

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[D&RGW schedule, 1979/08/02]



SYNOPSIS

I took a lot of trips in 1974, either with or to visit friends in both Canada and the United States, as well as for work purposes. The Durango & Silverton logo above captures the essence of a classic narrow-gauge travel experience. At the CTC, my major project was a comprehensive evaluation of the Amtrak concept for possible use in Canada. Please note that this was the first year during which I took consists. Thanks again to Dave Staplin for providing a list of cars assigned to Amtrak's New York-Philadelphia trains, and Gerry Gaugl for checking Amtrak timetables.

Trips taken: Perhaps 63 were involved covering 26,466 kilometres (16,517 miles): 27 provided by CN; 18 by Amtrak; 7 by CP; 3 by Bay Area Rapid Transit (BART); 2 each by National Capital Commission (NCC), Durango & Silverton (D&S), and Chicago, South Shore & South Bend; and 1 each by Algoma Central (ACR) and Denver & Rio Grande Western (D&RGW). American service providers accounted for 12,417 km (7,749 mls). Overall, 8 of the trips were in Sleepers, 17 on self-propelled trains, and 4 behind steam.

Equipment units: 543, made up of 100 Locomotives & Related Units and 443 cars (Coaches & Daynitors, 278; Parlor & Club Cars, 16; Sleeping & Business Cars, 42; Dining & Other Meal Cars, 28; Lounge Cars, 37; Baggage & Miscellaneous Cars, 42).

Places visited in Canada: **BC** – Nanaimo, Vancouver and Victoria; **ON** – Agawa Canyon, Franz Jct., Guelph, London, Sault Ste. Marie, Sudbury and Toronto; **QC** – Montréal and Wakefield; **SK** – Regina. **United States:** **CA** – Berkeley, Fremont, Oakland, Rio Vista* and San Francisco; **CO** – Denver, Durango, Grand Jct., Montrose* and Silverton; **DC** – Washington; **IL** – Chicago and Joliet; **IN** – Michigan City; **MI** – Detroit; **NJ** – New Brunswick; **NM** – Albuquerque; **NY** – Albany, Buffalo and New York; **WA** – Seattle. (**Note:** * indicates by non-rail means.)

Noteworthy train trips: **CN Rapido**, Toronto to Montréal; **CP Canadian**, Ottawa to Regina, Regina to Vancouver; **AM San Francisco Zephyr**, Oakland to Denver; **D&RGW Rio Grande Zephyr**, Denver to Grand Jct.; **D&S Silverton**, Durango to Silverton; **AM Southwest Limited**, Albuquerque to Chicago; **ACR 2**, Franz Jct. to Sault Ste. Marie; **NCC**, Ottawa to Wakefield; **AM Adirondack**, Montréal to Albany; **AM 129**, New York to Washington; **AM Broadway Limited**, New York to

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Chicago; **AM Empire State Express**, Detroit to Buffalo.

Fastest average speed by a Canadian service provider: **CN 66**, Toronto to Montréal: 128 km/h (79 mph). **American:** **AM 129**, New York to Washington: 121 km/h (75 mph). (**Note:** BART trips excluded from these calculations.)

Slowest average speed by a Canadian service provider: **NCC**, Ottawa to Wakefield: 25 km/h (16 mph). **American:** **D&S Silverton**, Durango to Silverton: 21 km/h (13 mph).

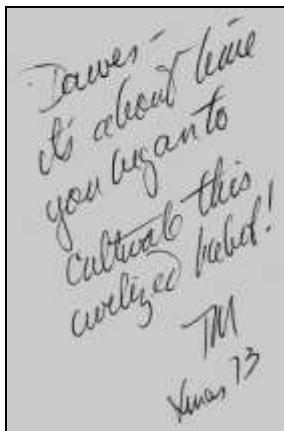
Memorable non-rail trips: BC Steamship Co. PRINCESS MARGUERITE, Victoria to Seattle; Greyhound Lines of Canada, Detroit to London.

HIGHLIGHT!

Rolling eastward across America on the *San Francisco Zephyr* following the storied Overland Route, specifically through Donner Pass and across the Wyoming plains – the last-mentioned stretch in a particularly active and fun Buffet Dome Lounge car.

... AND THE REST IS HISTORY

At Christmas, 1973, Tom Matoff sent me a pocket book suitable for recording train consists, with the following instructions:



[Translation: "Dawes – it's about time you began to cultivate this civilized habit!"]

TRIPS AND CONSISTS

28 FEB-1 MAR:**CN 49-59 OTTAWA-TORONTO *Capital***

E	6779	
E	[2] 6763,6866	[MONTRÉAL] BELLEVILLE-TORONTO
X	9225	"
X	9114	
S	Windigo	
C	5409	
C	5602	[MONTRÉAL] BELLEVILLE-TORONTO
Cf&L	2510	"
C	[2] 5643,5552	"
DN	5712	"
S	[2] <i>Glace Bay, Thunder Bay</i>	"

To **GUELPH** via Toronto to visit my Ottawa friend, back attending university there, after participating in some meetings in the big city; * Depart 2330, arrive Union Station 0730 next morning on the *Capital*, with stops at Smiths Falls, Belleville, Cobourg, Port Hope, Oshawa, and Guildwood, behind an FPA-4 out of Ottawa, possibly joined by an FPA/B-4 combination at Belleville leading the Montréal-originating *Cavalier* (which I failed to record); * I occupied a Roomette in WINDIGO, formerly owned by the Florida East Coast and operating out of Ottawa along with an older Coach and Baggage car, while *Cavalier* probably included a couple of "Bay" Sleepers and a Dayniter; * 415 km in 8 hrs, or a slow 52 km/h (259 mls/32 mph); * Nos. 6779, 6763 (*Ir-W&H, NGTK, NC, DLR, WRR*), 6866 (*all MLW, 1958-9/Ir-VIA*); * WINDIGO (*PS, 1954, 4sc4rm5db1ct; ex-FEC Nassau, Scott. M. Loftin/; NRHFG Florida Sunrise*); * No. 5409 (*CCF, 1947/Ir-VIA, RFT*); * GLACE BAY (*PS, 1954, 10rm5db; leased to Pullman until 1959/Ir-VIA*); * No. 5712 (*CCF, 1954; ex-C 5438/Ir-VIA, ONR 850*); * No. 9114 (*NSC, 1952*).

1 MAR:**CN 663 TORONTO-GUELPH [LONDON]**

CXm	6353
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Cm [4] 6001,6003,**6118**,6106

Depart 1620, arrive 1733, with stops at West Toronto, Brampton and Georgetown, occupying an RDC-1 formerly owned by the Boston & Maine (B&M) (two nights there); * Rail Diesel Car trains on CN's former Grand Trunk route to London were usually long and – at least when I rode them, which it's true was mainly at weekends – well-patronized; * 79 km in 1 hr 13 mins, or 65 km/h (49 mls/40 mph); * No. 6118 (*Budd, 1955; ex-B&M 6106, CN D118/Ir-FRS*).

3 MAR:

CN 662 [LONDON] GUELPH-TORONTO

CXm 6353

Cm [4] 6001,**6003**,6115,6101

Return to **OTTAWA** via Toronto and Montréal, specifically to use CN's Turbotrain for the first time; * Depart Guelph 1344, arrive Union Station 1500, occupying an ex-B&M RDC-5; * No. 6003 (*Budd, 1956; ex-B&M 6915, CN D503/Ir-VIA, LNA&C*).

CN 66 TORONTO-MONTRÉAL *Rapido*

PrCL 154

CfeC **257**

C [2] 254,264

CfeC 229

C 259

K [2] 204,263

PrK 129

Depart 1630, arrive approximately 2045, compared to the regular 2129 arrival time for this *Rapido* service, with stops only at Guildwood and Dorval QC – on a Turbotrain built by United Aircraft and Montréal Locomotive Works and powered by two "Power Dome" units (Coach Lounge pulling; Club Galley pushing); * I occupied one of the Cafe Coaches but spent part of the time in the lead unit, an exciting place especially if (as was all too common) an automobile, or worse a truck, decided to play chicken at one of the many grade crossings; * This was to be my fastest trip on this route for many years, at an average of 128 kilometres (79 miles) per hour; * 544 km in 4 hrs 15 mins, or 128 km/h (340 mls/79 mph); * Nos. 154 (*ex-P-204*), 129 (*ex-P-104/Ir-VIA 149*), 257 (*ex-C T-208, 257*) (*all UA/MLW, 1967-8/Ir-VIA*).



1st 1970's-18: CN No. 63 *Turbo* passing Danforth yard and GO station on its final lap from Montréal into Toronto Union Station (1974/12/05) [GREGORY L. THOMPSON].

THE TURBOS

The timetable then in effect made no mention of Turbo equipment on my *Rapido* service from Toronto to Montréal, but there it was, an impressive sight boarding on Track 1. The subsequent Apr. 28, 1974 timetable (p. 7) specified Daily 1640 departures from either end, at 4-hour, 10-minute timings. Better still, the Oct. 27 version (p. 8) specified Turbos for both this afternoon train and a morning counterpart departing both cities at 0745 Daily except Saturdays and Sundays, taking the same amount of time.



[CN System Time Table,
1968/10/27, 14]

JUST DESSERTS

My Turbo trip was spoiled by the presence of a drunken lout in our Coach who spent the last couple of hours cursing and physically threatening passengers – many of whom were fellow Maritimers intending to connect in Central Station to the *Scotian* for points east. When we arrived, half a dozen burly CN guys – recruited from the baggage room for this temporary assignment – tackled the fellow right there on the concourse and hauled him away, giving *Scotian* passengers some peace.

CN 39 MONTRÉAL-OTTAWA

E	6520
R	10556
C	[2] 5511, 5632
CfeL	2501
C	5651[dd]
K	Mount Royal Club[dd]

Depart 2115, arrive 2345 on this Friday and Sunday local, with major stops at Coteau, Alexandria ON, Maxville and Casselman – one FP9A being sufficient to handle the six cars; * I purchased refreshments in the Cafe Bar Lounge, noticing that the rear Coach and Club Galley were not in service on this late evening trip; * No. 10556 was one of two Express Reefers I recorded on Corridor trains; * 188 km in 2 hrs 30 mins, or 75 km/h (117 mls/47 mph); * No. 6520 (GMD, 1957/Ir-VIA 6520, VIA, TTSL 6306, WSJ *Pride of Waterloo*, WCRA); * Nos. 5632 (Ir-VIA, GCRT 3204); 2501 (ex-C 5565, CfLC 3021), MOUNT ROYAL CLUB (ex-C 5639/Ir-NTFT *The Hollywood Car*, ASC) (all CCF, 1954/Ir-VIA); * No. 10556 (CN, 1949).

29 MAR:

CN 45 OTTAWA-TORONTO Exec

E	[2] 6519,6631
X	9026
K	Empire Club
C	[2] 5596,5558
CfeL	2500
C	[2] 5511 ,5644

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Again to **GUELPH**, following my normal pattern of leaving Friday evening on the *Exec*, then connecting in Toronto to No. 657; * Depart 1730, arrive Union Station 2245, with stops at Smiths Falls, Brockville, Kingston, Belleville, Cobourg, Oshawa and Guildwood, behind an FP9A/B combination; * 446 km in 5 hrs, 15 mins, or 85 km/h (278 mls/53 mph); * Nos. 6519, 6631 (*both GMD, 1957-8/Ir-VIA*).

29-30 MAR:

CN 657 TORONTO-GUELPH [STRATFORD]

E	6772
C	[2] 5225,5212 [dd]
C	[2] 5415 ,5473

Depart 2305, arrive 0023 (two nights there), with major stops at West Toronto, Brampton and Georgetown – conventional equipment substituting for RDC's.

31 MAR:

CN 662 [LONDON] GUELPH-TORONTO

Cm	[4] 6106,6001,6003,6006
CXm	6354

Return to **OTTAWA** via Toronto, departing Guelph 1344, arriving Union Station 1500.

CN 44 TORONTO-OTTAWA *Exec*

E	[2] 6527,6617
X	9260
K	Union Club
C	5590
CfeL	2503
C	5652

Depart 1730, arrive 2240 in a minimal consist, me failing to record the head-end.

11-13 MAY:

CP 1 [MONTRÉAL] OTTAWA-REGINA [VANCOUVER] Canadian

E	[2] 1432,4073
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CXm	9113[dd]	
XY	606	[TORONTO] SUDBURY-VANCOUVER
X	2737	MONTRÉAL-SUDBURY
C [2]	2239,127	"
C [2]	2248,116	[TORONTO] SUDBURY-VANCOUVER
CfLC	502	
S	Château Roberval	[TORONTO] SUDBURY-VANCOUVER
D	Fairholme	"
D	Alexandra	MONTRÉAL-SUDBURY
S	Wolfe Manor	
OLS	Riding Mountain Park	

To **REGINA** at the beginning of an epic trip to Vancouver, Berkeley CA, Denver and Durango CO and Albuquerque NM, beginning with my first trip right across to Vancouver over either CP or CN, albeit with a stopover in Regina (two nights there with friends); * Depart 1600, arrive five hours late at around 1000 two mornings later, with major stops at Chalk River, North Bay, Sudbury, Cartier, Chapleau, White River, Marathon, Schreiber, Thunder Bay, Ignace, Dryden, Kenora, Winnipeg MB, Portage la Prairie, Brandon and Broadview SK, behind two FP7A's; * I occupied a Roomette in WOLFE MANOR, but spent a lot of time in the Observation Lounge Dome Sleeper and Diner; * CP's "2200" Coaches were older cars painted silver in later life to complement *The Canadian*'s stainless-steel look, although it's difficult to understand why these cars would have been needed at this point; * RDC-2 No. 9113 was probably being ferried west for service on CP's Calgary-Edmonton route or its Esquimalt & Nanaimo subsidiary; * 2,687 km in 38 hrs, or 71 km/h (1,677 mls/44 mph), based on scheduled timings; * Nos. 1432 (ex-4041/Ir-VIA), 4073 (ex-4073, 1429/Ir-CTCUM, STCUM, AMT 1303, TTCA) (both GMD, 1951-2); * WOLFE MANOR (4sc4rm5db1ct), ALEXANDRA, RIDING MOUNTAIN PARK (3db1dr/Ir-HSP,A&B), 606 (Ir-3006/Ir-VIA X 606, 8606) (all Budd, 1954-5/Ir-VIA); * No. 2239 (CCF/CP, 1949); * No. 2737 (CCF, 1952; ex-4737/Ir-Wrk 403002).

MIGHT AS WELL HAVE BEEN IN UKRAINE

Running several hours late, my *Canadian* paused in Brandon around 0530. Peering out of the window, I saw a street with a number of businesses sporting Ukrainian signs – a sight entirely foreign to me, given where I grew up, but just another example of our country's rich mosaic.



1st1970's-19: Platform activity at Medicine Hat AB after the arrival of CP No. 1 *The Canadian* (1974/05/14) [PETER DAWES].

14-15 MAY:

CP 1 [MONTRÉAL] REGINA-VANCOUVER *Canadian*

E	[2]	1408,4075	
XY		612	[TORONTO] SUDBURY-VANCOUVER
C	[2]	2293,101	"
CfLC		508	
S		Château Rouville	[TORONTO] SUDBURY-VANCOUVER
D		Champlain	"
S		Christie Manor	
OLS		Algonquin Park	

Depart 0500, arrive 1030 the following morning, with major stops at Moose Jaw, Swift Current, Medicine Hat AB, Brooks, Calgary, Banff, Lake Louise, Field BC, Golden, Revelstoke, Salmon Arm, Kamloops, North Bend, Agassiz, Mission City and Coquitlam (three nights at Tom Matoff's place); * I occupied a Roomette in

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the MANOR car, and have no excuse for failing to record the locomotives on a trip featuring a number of lengthy servicing stops; * 1,813 km in 31 hrs 30 mins, or 58 km/h (1,131 mls/36 mph); * We spent a couple of days sightseeing around Vancouver, taking the SeaBus to North Vancouver and back, and checking out Vancouver's former streetcar and interurban lines.

18 MAY:

E&N 2 [COURTENAY] NANAIMO-VICTORIA

CXm 9199

To **SEATTLE** via Nanaimo and Victoria, starting with the CP ferry PRINCESS OF VANCOUVER to Nanaimo, accompanied by Tom and fellow rail devotees Ian Graham and John Day; * Depart Nanaimo 1450, arrive Victoria 1700 over the E&N, with one major stop at Duncan, occupying the sole RDC-2; * The ultimate highlight was sailing onward with Ian to Seattle on the former CPR, now BC Steamship Co. PRINCESS MARGUERITE, more of a ferry during her last years than the Pacific coastal liner of old but still a fine, fine ship; * After arriving at Lenora Street Dock (long used by CPR ships as their Seattle terminus), we made our way to an old-style YMCA dormitory for one night – pretty basic, but right at the price; * 118 km in 2 hours 10 minutes, or a slow 54 km/h (74 mls/34 mph); * No. 9199 (Budd/CCF, 1958/lr-RDC-5 9302, VIA RDC-1 6125, QNS&L, THSF).

19-20 MAY:

AM 11 SEATTLE-OAKLAND [LOS ANGELES] *Coast Starlight*

E	[2]	532,557
X		1160
XY		1419
C	[2]	4815,4827
DnY		8116
C	[4]	4825,4531,4500,5232
BL		3335
D		8035
S	[2]	Regal Ruby,Blue Grove

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1st 1970's-20: PRINCESS MARGUERITE, formerly owned by the CPR but now BC Steamship Co., manoeuvres in Victoria's inner harbour (1973/07/25) [PETER DAWES].

To **BERKELEY** via Oakland with Ian on Amtrak, over the Burlington Northern as far as Portland, then the Cascade Route of the Southern Pacific; * Depart 1120, arrive 0745 next morning, with stops at Tacoma, Centralia, Kelso-Longview, Vancouver, Portland OR, Salem, Eugene, Klamath Falls, Dunsmuir CA, Redding and Davis – behind two fairly new SDP40F's and occupying a former Santa Fe Coach rather than a Sleeper, purely to save money; * We enjoyed lounging in the ex-Atlantic Coast Line Buffet Lounge car and breakfasting next morning in the Diner (another ex-Santa Fe car), the sunny vista of California's great Central Valley passing by; * 1,454 km in 20 hours 25 minutes, or 71 km/h (907 mls/44 mph); * Nos. 532, 557 (Ir-F40PH 235) (EMD, 1973-4); * No. 4531 (PS, 1950; ex-AT&SF 2928); * No. 3335 (Budd, 1947; ex-ACL 256, SCL 5835); * No. 8035 (Budd, 1938; ex-AT&SF 1486); * No. 1419 (SLC, 1952; ex-US 89556/Ir-1186:2); * Our mutual pal Greg Thompson, still working in the East Bay area, met us at the former SP 16th Street Station and installed us in his apartment for three nights – then acted as guide as we checked out former Key System transit routes along the East Bay and drove east to Rio Vista to visit the Western Railway Museum, which featured many fine examples of Bay Area transit equipment.

TROUBLE ON THE COAST STARLIGHT!

Having met two rather attractive California ladies in the Buffet Lounge car, I later found myself chatting with them near the vestibule of our Coach. Suddenly, they excused themselves and disappeared together into the women's washroom, saying they'd be right back. After several minutes, I was surprised to hear giggling sounds and smell a pungent whiff of the "demon weed". Figuring I wasn't going to be invited to the party, I returned to my seat and watched the darkened countryside go by until we stopped at the next station – where, alas, the local constabulary boarded and escorted the dope-sucking girls right off the train and into the Oregon night.

22 MAY:

BART [RICHMOND] BERKELEY-SAN FRANCISCO EMBARCADERO [DALY CITY]

Cme [8] 130,115,157,508,169,176,532,
149

Day excursion to **SAN FRANCISCO** with Greg and Ian on Bay Area Rapid Transit (BART), marvelling at the spacious nature of these cars – today's goal being to check out Light Rail lines, cable cars and other transit attractions, * No details recorded for these trips; * No. 149 (*Rohr, 1971-3*).

BART [DALY CITY] SAN FRANCISCO CIVIC CENTER-FREMONT

Cme [8] 132,154,177,515,172,178,530,
137

BART all the way to Fremont, southernmost station on the East Bay line, where we were able to take some photographs.

BART FREMONT-BERKELEY [RICHMOND]

Cme [8] 131,155,148,521,179,136,
539,168

Return to Berkeley, upon which Ian left as planned to return to Vancouver.

23 MAY:**AM 6 OAKLAND-DENVER [CHICAGO] *San Francisco Zephyr***

E	8987[SP]	SACRAMENTO-SPARKS
E	[3] 430[UP],453,465	
C	Silver Cinch[dd]	
XY	6007[UP]	
C	[5] Silver Bit,4595,4540,4546,5220	
BL	9370	
D	8095	
S	Silver Chasm[CB&Q]	
S	Pacific Beauty [UP]	

To **DENVER** with Greg on Amtrak's *San Francisco Zephyr* over the famous Overland Route, winding its way through Donner Pass and past Lake Tahoe on SP, then Union Pacific (UP) through Utah, Wyoming and Colorado (one night at a hotel close to Union Station); * Depart 0920, arrive 1600 next day, with major stops at Sacramento, Truckee, Reno NV, Sparks, Carlin, Ogden UT, Evanston WY, Green River, Rock Springs, Rawlins, Laramie, Cheyenne and Greeley CO, behind a former UP E9A/B/B combination, assisted by an SP SD45 as far as Sparks; * We shared a Bedroom in former UP Sleeper PACIFIC BEAUTY, no Roomettes being available, and spent a lot of time in ex-SP Buffet Dome Lounge No. 9370; * 2,251 km in 29 hrs 40 mins, or 76 km/h (1,405 mls/47 mph); * Nos. 430 (ex-957/Ir-ARR 2400, M&B, WS 10A), 453 (ex-911B), 465 (ex-965B, AM 1465) (all EMD, 1955); * No. 8987 (EMD, 1969, SP); * PACIFIC BEAUTY (Budd, 1949, 10rm6db; ex-UP/Ir-2880); * No. 9370 (PS, 1937; ex-T&NO P 700, SP 3601).

ZEPHYR LOUNGE LIZARDS

San Francisco Zephyr featured a particularly lively bunch of "loungers", including one starry eyed lady returning from seeing her heart-throb, Elvis, perform in Las Vegas (yes, the, by-then, drugged-up and obese "King of Rock 'n Roll"; it was that long ago). More importantly, an attractive, Coach-riding lady asked to borrow a pair of my socks to keep her feet warm during the cold Wyoming night – socks I quickly retrieved, for her use, from the Bedroom I unfortunately was sharing with my buddy, Thompson!

25 MAY:**D&RGW 17 DENVER-GRAND JCT. [SALT LAKE CITY] *Rio Grande Zephyr***

E	[3]	3106,5762,5763
CXY		1230
C	[6]	Silver Mustang, Silver Bronco, Silver Colt, Silver Pony , Silver Aspen, Silver Pine
D		Silver Banquet
OLS		Silver Sky
Z		Wilson McCarthy

To **MONTROSE** CO via Grand Jct., through the Moffat Tunnel and best scenery in the American Rockies; * Depart 0700, arrive the Junction 1425, with stops at Granby, Bond, Glenwood Springs and Rifle, following the Rio Grande's twisting track through the mountains behind a GP40-2 and two F9B's; * One of the few intercity passenger trains still being operated by U.S. freight railroads, *Rio Grande Zephyr* consisted largely of cars which had been part of the Grande's contribution to the Chicago-Oakland *California Zephyr* pool, including four Dome Coaches (SILVER PONY, MUSTANG, BRONCO and COLT) – this late 1940's Budd equipment being, in effect, an early version of CP's *The Canadian*; * We spent most of our time in Diner SILVER BANQUET and Observation Lounge Dome Sleeper SILVER SKY – the last-mentioned purchased later by VIA Rail Canada, tentatively named JASPER PARK, but never put into service; * Onward by Continental Trailways to Montrose (one night there); * 447 km in 7 hrs 25 mins, or 60 km/h (279 mls/37 mph); * Nos. 3106 (EMD, 1972); * Nos. 5762, 5763 (both EMD, 1955); * SILVER PONY (lr-AM, ARR, DRC 7033, GC), BANQUET, SKY (3db1dr/lr-VIA, LXR) (all Budd, 1948); * No. 1230 (PS, 1950); • **26 MAY:** To **DURANGO** CO (two nights there), again on Continental Trailways, through more spectacular mountain scenery and including one pause due to an overheated engine.

27 MAY:**D&S 461/462 DURANGO-SILVERTON & RETURN *Silverton***

Es		473
C	[5]	333,327,332,337,334
Sn		126
C	[4]	335,331,319,312



1st1970's-21: D&RGW No. 17 *Rio Grande Zephyr* in the Colorado Rockies, on its way from Denver to Salt Lake City (1974/05/25) [PETER DAWES].

To **ALBUQUERQUE** on Continental Trailways (one night there), after a wonderful steam excursion on the Durango & Silverton (while I failed to record this train, some units can be identified from slides); * Depart 0830, arrive 1200, behind Rio Grande 2-8-2 steam locomotive No. 473; * Returning, depart 1405, arrive 1730, with the consist reversed; * 73 km in 3 hrs 30 mins, or 21 km/h (46 mls/13 mph); * No. 473 (ALCO, 1923, 2-8-2); * No. 319 (J&S, 1882; ex-D&RGW 95/lr-Needleton); * No. 126 (D&RGW, 1883; ex- 27).

THE SILVERTON

Rio Grande's spectacular narrow-gauge Durango & Silverton line ran through Los Animas Canyon in the San Juan Mountains up to a former silver-mining town. Steam locomotive No. 473 hauled some Coaches built in the 1960's but others much older, such as our No. 319 constructed in 1882. The first cars were full Coaches, whereas one would have expected at least a Combine for local traffic (perhaps there was a second train that day). I don't recall there being any Parlors or open Gondola cars, but I've assumed one Snack car.

28-29 MAY:

AM 4 [LOS ANGELES] ALBUQUERQUE-CHICAGO *Southwest Limited*

E	[3]	519,508,518
X		1065
XY		9992
C	[3]	9905,9953,9936
D		9981
BL		9974
C	[2]	9942,9915
S	[3]	Indian Drum,Palm Dome,Palm Haven
BL		9352
D		8071
S		Pine Grove[AT&SF]
S		Pearl River
		LOS ANGELES-KANSAS CITY [NEW YORK]
X		1056/[Mail]
		"

Return to **OTTAWA** via Chicago, Detroit, London ON and Toronto, with Greg heading the other way; * Depart 1320, arrive Chicago 1335 next day, with major stops at Lamy, Las Vegas, Raton, Trinidad CO, La Junta, Dodge City KS, Hutchinson, Newton, Kansas City MO, Fort Madison IA, Galesburg IL, Chillicothe and Joliet – behind three SDP40F's; * No. 4 featured mainly ex- Santa Fe cars in high-level Coach and low-level Sleeper sections; * I occupied a Roomette in PINE GROVE, still in Santa Fe colours, but spent much of my time in Buffet Lounge No. 9352, which sported a "Turquoise Room" for special dinner parties; * Former Louisville & Nashville Sleeper PEARL RIVER was headed for New York via Kansas City and *National Limited*, along with a Baggage car; * 2,170 km in 23 hours 15 mins, or 93 km/h (1,354 mls/58 mph); * No. 9992 (PS, 1947; ex-AT&SF 3479); * PINE GROVE (Budd, 1949, 10rm6db/lr-Joseph V. MacDonald); * PEARL RIVER (PS, 1949; 10rm6db; ex-L&N); * No. 9352 (PS, 1950; ex-AT&SF 502/lr-KYL, DML Plaza Lamy, ARC, SFS).

THE GREAT SANTA FE SPEEDWAY

It was a real thrill rushing eastward on the *Southwest Limited*, for long stretches at 145 kilometres (90 miles) per hour and more, over what had been Santa Fe's primary Los Angeles-Chicago passenger line – the route of Hollywood stars and business tycoons travelling on trains such as the *Chief* and *Super Chief*.



1st1970's-22: Durango & Silverton No. 461 *Silverton* on the "High Line", way above Los Animas Canyon, powered by Rio Grande Mikado 473 (1974/05/27) [PETER DAWES].

29 MAY:

AM 362 CHICAGO-DETROIT *Saint Clair*

E [2] 270,262

DL 8332

C [2] **5004,5670**

Depart 1615, arrive 2305, with stops at Niles MI, Kalamazoo, Battle Creek, Jackson and Ann Arbor, possibly behind former Penn Central E8A's and definitely occupying an ex-Seaboard Coast Line Coach; * 458 km in 5 hrs 50 mins, or 79 km/h (283 mls/49 mph); * Nos. 270 (ex-4055), 262 (ex-4045) (both EMD, 1952; ex- NYC,PC); * Nos. 5004 (ex-C&O 1504, SAL 6231, SCL 5134/lr-6066), 8332 (ex-NYC 453, PC 4553/lr-D 8518, DG 8555) (both Budd, 1948); * By taxi from the largely mothballed Michigan Central Station past Tiger Stadium (home of the baseball Tigers) and much urban devastation to the Greyhound bus terminal, where I caught a post-midnight, Greyhound Lines of Canada bus onward to *London*.

NO MATTER WHERE IT'S GOING: 1974



1st1970's-23: Amtrak No. 4 *Southwest Limited* pausing at Albuquerque NM, behind three SDP40F's led by No. 519 (1974/05/28) [PETER DAWES].

30 MAY:

CN 654 LONDON-TORONTO

Cm [2] 6114,6000

XMm 6401

Depart the Forest City at 0635, arrive Toronto 0849, with major stops at Woodstock and Brantford – a Baggage/Express/Mail car bringing up the rear of this RDC train; * 187 km in 2 hrs 14 mins, or 84 km/h (117 mls/52 mph); * No. 6401 (ex-D401) (Budd, 1957/lr-VIA).

QUITE THE NIGHT

My Chicago-to-Toronto trip was one of the most interesting I ever took, involving a long wait in the Detroit Greyhound terminal until an 0100 departure to London (in the company of some “interesting characters”, to say the least), then a 3-hour wait outside CN’s locked-up London station in the darkness for the first train of the day to Toronto.

NO MATTER WHERE IT'S GOING: 1974

CN 50-40 TORONTO-OTTAWA *Lakeshore*

E	6759	BROCKVILLE-OTTAWA
E	[2] 6536,6607	TORONTO-BROCKVILLE [<i>MONTRÉAL</i>]
X	9233	"
C	[2] 5484,5488	"
CfeL	2503	"
C	[3] 5522,5503,5286	"
C	[3] 5187,5645, 5621	

Depart 0925, arrive 1515, with stops at Guildwood, Oshawa, Cobourg, Belleville, Napanee, Kingston, Gananoque, Brockville and Smiths Falls; * *Lakeshore* was largely a morning train to Montréal, with only the back three Coaches for Ottawa; * This was not too shabby a job of consist-taking, in view of the previous night's antics; * 446 km in 5 hrs 50 mins, or 77 km/h (278 mls/48 mph).

6 JUL:

NCC OTTAWA MUSEUM-WAKEFIELD & RETURN

Es	1057
CX	Chinguacousy
C	[4] Georgetown, Glen Williams, Forks of Credit, Terra Cotta

To **WAKEFIELD** QC with Glen Brunton and another friend, on a steam train operated by the National Capital Commission over CP's former Ottawa & Gatineau line alongside the scenic Gatineau River; * Depart 1000 from the National Museum of Science and Technology, arrive 1200 non-stop behind 1916-built 4-6-0 No. 1057, on a train made up mostly of former CP equipment borrowed from the Ontario Rail Association and bearing names honouring places along the old Credit Valley Railway; * We occupied former Parlor car TERRA COTTA (1930 vintage), operating alongside two ex-Buffet Parlors; * Returning, depart 1400, arrive 1600; * 49 km in 2 hrs, or 25 km/h (30 mls/16 mph), with the consist reversed for the return trip; * No. 1057 (MLW, 1916, 4-6-0; ex-CP, WSM, HHN); * TERRA COTTA (CCF/CP, 1930; ex-P 6751, C 1360/Ir-ORA 561, SSRHC, CMRT 6751); * GEORGETOWN (NSC/CP, 1926; ex-BP 6666, C 1356/Ir-SSRHC); * GLEN WILLIAMS (CCF/CP, 1929; ex-BP 6680, C 1345/Ir-SSRHC).



1st 1970's-24: Former CP 4-6-0 No. 1057 powers the NCC's Wakefield excursion train south towards Hull and Ottawa (1974/07/06) [PETER DAWES].

UP THE GATINEAU

The NCC and guys at the Bytown Railway Society provided the expertise and muscle necessary to make the Wakefield steam train an Ottawa fixture during these years. Later on, the Hull, Chelsea & Wakefield Railway carried on the tradition, albeit with a locomotive and cars acquired in Sweden of all places – not quite the same as the former CP locomotives and Parlor cars but still worth riding.

2-3 AUG:

CP 1 [MONTRÉAL] OTTAWA-FRANZ JCT. [VANCOUVER] Canadian

E	1400	[TORONTO] SUDBURY-VANCOUVER
E	[2] 1415,8561	
X	2740	MONTRÉAL-SUDBURY
X	2743	[TORONTO] SUDBURY-VANCOUVER
XY	613	"
C	[3] 2293,126,101	"

NO MATTER WHERE IT'S GOING: 1974

C	102	MONTRÉAL-SUDBURY
C	114	
CfLC	511	
S	[4] Draper Manor,Grant Manor, Carleton Manor,Château Denonville	[TORONTO] SUDBURY-VANCOUVER
D	Fairholme	"
D	Louise	MONTRÉAL-SUDBURY
S	[2] Bell Manor,Château Joliet	
OLS	Evangeline Park	

To **SAULT STE. MARIE** ON via Franz Jct. with a friend, the goal being to take the Algoma Central through the Agawa Canyon; * Depart 1600 and scheduled to arrive at 0634 next morning at the joint CP-AC Franz Jct. station, with major stops at Chalk River, North Bay, Sudbury, Cartier and Chapleau – but we pulled in closer to 0800; * Night had found us in the through Coach rather than one of the Sleepers, partly to save money but also because we expected to be off the train at such an early hour – compensation being an unexpected breakfast in the Diner; * This *Canadian* had an unusually healthy six Sleepers, due to the presence of several American tour groups (most from Georgia) beginning their transcontinental adventure across the Great Dominion; * 939 km in 14 hrs 34 mins, or 64 km/h (586 mls/40 mph); * No. 114 (*Budd, 1955/lr-VIA*).

3 AUG:

ACR 2 [HEARST] FRANZ JCT.-SAULT STE. MARIE

E	[3] 157,161,163	HAWK JCT.-SAULT STE. MARIE
E	165	
U	74	
X	[2] 203,210	
C	[2] 429, 402	
C	[8] 432,427,423,415,420,425,422, 431	CANYON-SAULT STE. MARIE
D	503	"
CfeC	501	"
C	[6] 428,424,426,419,430,416	"

NO MATTER WHERE IT'S GOING: 1974

Depart 1057, arrive 1800 (one night there), over the former Algoma Central & Hudson Bay Railway, with major stops listed for Dubreuilville, Hawk Jct., Perry, Agawa, Canyon, Betchawana and Searchmont – although some of these were actually flag stops; * This train was powered by GP7 No. 165, plus three similar but unrecorded units joining at Hawk Jct.; * We occupied ancient, 1919-built Coach No. 402, formerly owned by the Rio Grande, as were 1913-built Cafe Coach No. 501 and Diner No. 503 – these and no less than 14 ex-CP “2200”-series Coaches joining at Canyon after coming up from the Soo that morning filled mainly with Americans enjoying this beautiful part of northern Ontario; * 317 km in 7 hrs 3 mins, or 45 km/h (198 mls/28 mph); * No. 165 (GMD, 1951/Ir-102); * No. 402 (PS, 1913; ex-D&RGW 931); * Nos. 501 (ex-C 955), 503 (ex-C 901) (both PS, 1913; ex-D&RGW); * No. 432 (CCF/CP, 1949; ex-CP 2276).

THE WAY IT WAS

A friend of ours grew up in Wawa ON, and recalls travelling “south” to Toronto (to attend high school) or Georgian Bay (to the family cottage). These trips were highly multi-modal, involving a track-riding station wagon (or Bombardier snowmobile in winter), the cupola of an ACR caboose, berths in CP's *Dominion* from Franz Jct., and (where the cottage was concerned) a boat onward from Parry Sound. He particularly remembers throwing up through the curtain of his upper berth onto the floor below, to the consternation of the sleeping-car porter – a less glamorous side of sleeping-car travel!

4 AUG:

CP 428 SAULT STE. MARIE-SUDBURY

CXm 9112

Return to **OTTAWA** via Sudbury (one night there), after spending the day visiting points of interest such as the Soo locks joining lakes Superior and Huron; * Depart 1730, arrive Sudbury 2115, with major stops at Bruce, Thessalon, Blind River, Sprague, Massey, Webbwood and McKerrow, on the single RDC-2; * 291 km in 3 hrs 45 mins, or 78 km/h (182 mls/48 mph); * No. 9112 (Budd, 1957/Ir-VIA 6211).

CP SOO MEMORIES

Our Sault Ste. Marie-Sudbury RDC retraced the route of the old *Soo Express* operated by CP and its Soo Line subsidiary between Minneapolis/St. Paul and Montréal, while the Soo locks were used for decades by CP Great Lakes steamships, among them ASSINIBOIA and KEEWATIN.

NO MATTER WHERE IT'S GOING: 1974



1st1970's-25: Algoma Central No. 2 arriving at Franz Jct. on its way from Hearst to Sault Ste. Marie ON, behind GP7 No. 165 and a Steam Generator car (1974/08/03) [PETER DAWES].

5 AUG:

CP 2 [VANCOUVER] SUDBURY-OTTAWA [MONTRÉAL] Canadian

E	[2]	1414,8578
X		2701
		SUDBURY-MONTRÉAL
C		102
		"
C		124
CfLC		506
D		Wascana
		SUDBURY-MONTRÉAL
S	[2]	Bayfield Manor, Château
		Verchères
OLS		Kokanee Park

Depart 1015, arrive 1745 – as ever, a real pleasure to head down the Ottawa Valley on this train; * 530 km in 7 hrs 30 mins, or 71 km/h (331 mls/44 mph).

19 AUG:

CN 36 OTTAWA-DORVAL [MONTRÉAL]

E	6516
X	9623
C [2]	5580,5647
CfeL	2504
C	5618
K	Union Club

To **DORVAL** for meetings at a hotel near the airport; * Depart 1700, arrive 1838 non-stop, in a consist typical of morning and evening Corridor trains on this route: three Coaches; Cafe Bar Lounge; Club Galley; and Baggage car (the last-mentioned cars having been renumbered from the "9200/9300" to "9600"-series); * 169 km in 1 hr 38 mins, or 104 km/h (105 mls/65 mph); * No. 9623 (NSC, 1955; ex-9241/lr-VIA, RRC).

20 AUG:

CN 31 [MONTRÉAL] DORVAL-OTTAWA

PrK	125
K [2]	200,202
C	255
CfeC	225
C [2]	260,250
CfeC	227
PrCL	150

Return to **OTTAWA**, departing Dorval 0836, arriving 1014 non-stop on a Turbotrain.

TURBOS ON THE ALEXANDRIA SUB

CN was testing its Turbotrains on the Montréal-Ottawa route this summer, unannounced and on existing schedules. Come the fall, the Oct. 27 timetable (p. 7) would show Nos. 31 and 32 as Turbos, still on conventional schedules.

7 OCT:

AM 68 MONTRÉAL WINDSOR-ALBANY *Adirondack*

E	[2]	18,17	
C	[2]	Bulwagga Bay, Whiteface Mountain	MONTRÉAL-ALBANY [NEW YORK]
CfLC		Willsboro Point	

To **WASHINGTON** DC via Montréal and New York for meetings with Amtrak officials, the first leg requiring a Voyageur Colonial Lines bus to make the connection; * Depart Windsor Station 0930, arrive Albany 1630, with major stops at Montréal West, Rouses Point NY, Plattsburgh, Whitehall, Fort Edward and Saratoga Springs [**all equipment marked for Delaware & Hudson (D&H)**]; * Amtrak had only recently inaugurated the *Adirondack* over the scenic D&H route skirting Lake Champlain, using legendary American Locomotive Co. PA-1 Nos. 17 & 18, originally owned by the Santa Fe, sold to Ferrocarriles Nacionales de Mexico, and repatriated from a Mexico City museum – these being predecessors of CN's FPA/B's built by ALCO's Canadian affiliate, Montréal Locomotive Works; * I occupied Coach **WHITEFACE MOUNTAIN**, formerly owned by the Erie-Lackawanna and now leased along with sister car **BULWAGGA BAY** to the D&H by New York City's Metropolitan Transit Region; * Refreshments and light meals were provided in Cafe Lounge Dome Coach **WILLSBORO POINT**, actually "Skyline" No. 500 on lease from CP; * 391 km in 7 hrs, or a very slow 56 km/h (244 mls/35 mph); * Nos. 17, 18 (G.W. Hockaday) (*both ALCO, 1948; ex-AT&SF 60L, 62L/Ir-PA4, FNM, MTCFE DH-17,18*); * **WHITEFACE MOUNTAIN** (ACF, 1949, *MTR; ex-DL&W 313, E-L 1313*); * **WILLSBORO POINT** (*Budd, 1954-5; CP 500/Ir-VIA CfeL 500, 8500*).

AM 76 ALBANY-NEW YORK GRAND CENTRAL *DeWitt Clinton*

E		273/[PC]	ALBANY-CROTON/HARMON
E	[2]	5040,5020 [NH]	CROTON/HARMON-NEW YORK
C	[2]	6417,3957	
C	[2]	Bulwagga Bay, Whiteface Mountain [D&H]	[MONTRÉAL] ALBANY-NEW YORK

Depart 1700, arrive 1950, with major stops at Hudson, Rhinecliff, Poughkeepsie and Croton-Harmon, on Amtrak's *DeWitt Clinton*, named after a former mayor of New York and key sponsor of the Erie Canal [**equipment marked for Amtrak unless otherwise indicated**]; * Our train was headed by an E8A (bearing Penn Central markings) as far as Croton-Harmon, then two dual-power FL9's (leased from Penn Central but in New York, New Haven & Hartford colours) over the electrified stretch into Grand Central Terminal; * One of

NO MATTER WHERE IT'S GOING: 1974

New York's famous taxis transferred me over to Pennsylvania Station, driven by a disappointingly polite cabbie; * 229 km in 2 hrs 50 mins, or a slow 81 km/h (143 mls/50 mph); * No. 273 (EMD, 1952; ex-NYC, PC 4058/lr-452:2); * No. 5020 (EMD, 1957-60; ex-NH 2020/lr-CR, MN 2004, 509, 2044).



1st1970's-26: Amtrak No. 68 *Adirondack* set to leave Montréal's Windsor Station behind D&H ALCO PA-1's 18 and 17, with CP No. 41 *Atlantic Limited* in from Saint John NB to the left (1974/10/07) [PETER DAWES].

AM 129 NEW YORK PENN-WASHINGTON *Metroliner*

Cme [3] 802,827,866

Kme 884

Depart 2030, arrive 2330, with stops at Newark NJ, Philadelphia PA, Wilmington DL, Baltimore MD and Capital Beltway; * These Electric Multiple Unit *Metroliners* were the fastest U.S. trains of the time, this one doing the trip in three hours flat; * I occupied one of the ex-Penn Central Coaches, with first-class service being provided in the trailing Club Galley; * Two nights followed in downtown Washington with CTC colleague Everett Johnston, who had flown in earlier – our hotel located on a square garishly lit with anti-crime lights; * 364 km in 3 hrs, or 121 km/h (227 mls/75 mph); * Nos. 827 (lr-9827), 884 (lr-44553) (Budd, 1969-72; ex-PC).

NO MATTER WHERE IT'S GOING: 1974



1st1970's-27: An Amtrak Washington-to-New York *Metroliner* blasts through New Brunswick NJ (1974/12/10) [PETER DAWES].

THE CIA, EH?

One of the Amtrak officials attending our Washington meetings was a gentleman who appeared to be a government-liaison type. Several weeks later, who should turn up on U.S. television newscasts but this guy, having just been outed as a former Central Intelligence Agency officer in Viet Nam. The thing is, he was probably the most knowledgeable and helpful Amtrak employee we met!

9 OCT:

AM 132 WASHINGTON-NEW YORK PENN *Metroliner*

Kme 886

Cme [3] 808,857,807

Return to **OTTAWA** via New York and Montréal with Everett; * Depart 1700, arrive Penn Station 2002 using a *Metroliner* again instead of the slower and earlier-departing *Montréal* – the aim being to show my colleague, who previously had worked for Boeing Aircraft, that passenger trains could be more than just quaint and anachronistic things.

9-10 OCT:**AM 60 [WASHINGTON] NEW YORK PENN-MONTRÉAL CENTRAL *Montréaler***

Ee	908	WASHINGTON-NEW HAVEN
E [2]	260,261	NEW HAVEN-MONTRÉAL
XY	1570	
S [2]	Volusia County, Winter Haven	
DL	8302	
BL	3300	
C [2]	6022,5612	

Depart 2110, arrive 1005 next morning, with major stops at New Haven, Meriden, Hartford, Springfield MA, Brattleboro VT, Bellows Falls, White River Jct., Montpelier Jct., Waterbury, Essex Jct. (for Burlington), St. Albans and St-Lambert QC – behind a GG1 Electric as far as New Haven, then two E8A's beyond; * We occupied Roomettes in WINTER HAVEN, formerly owned by Seaboard Coast Line and probably used on New York-Florida trains, and socialized in "Le Pub" Buffet Lounge No. 3300; * Coach No. 6022 was purchased years later by VIA Rail, rebuilt with head-end electric power, and later converted into a Club Galley; * 721 km in 12 hrs 55 mins, or 56 km/h (450 mls/35 mph); * No. 908 (PRR/GE, 1940; ex-PRR/PC 4907/Ir-4908); * WINTER HAVEN (Budd, 1949, 10rm6db/ex-SAL,SCL/Ir-2478); * No. 3300 (Budd, 1948; ex-C C&O 1500, ACL 270, SCL 5100, AM 4400); * No. 6022 (Budd, 1947; ex-SAL 6224, SCL/AM 5209/Ir-NRHMH, RSC, VRE, VIA 4123, K 4007).

10 OCT:**CP 1 MONTRÉAL-OTTAWA [VANCOUVER] *Canadian***

E [2]	1402,1404	
XY	612	MONTRÉAL-SUDBURY
C	125	"
CfLC	503	
D	Emerald	MONTRÉAL-SUDBURY
S	Grant Manor	
OLS	Assiniboine Park	

Depart 1340, arrive 1550 over CP's "Short Line", with major stops at Westmount, Montréal West and Dorval; * The plodding *Montréaler* finally did Everett in: last time I noticed, he was in a taxi on his way to the airport for the 30-minute flight to Ottawa! * 177 km in 2 hrs 10 mins, or 82 km/h (110 mls/51 mph).

25 OCT:

CN 45 OTTAWA-TORONTO Exec

E	[2]	6787,6865
K		Club Laurier
C		5532
CfeL		2502
C	[3]	5647 ,5185,5499
Z		Burrard
R		10215

To **GUELPH** via Toronto, to visit my friend (two nights there), departing 1720, arriving Union Station 2245; * Buffet Lounge Sleeper BURRARD was either under charter or being used as a Business car (despite being one of two, 1954-built CN cars having an open platform, it was positioned between a Coach and an Express Reefer on the rear); * BURRARD (PS, 1954, 7ct/lr-VIA, YSR); * No. 10215 (*no details available*).

25-26 OCT:

CN 657 TORONTO-GUELPH [STRATFORD]

E		4100
U		15450
C	[3]	5417,5405, 5429

Depart 2305, arrive 0022, behind a GP9 and Steam Generator Unit; * Conventional equipment was still being substituted for RDC's on this train, in this case three older Coaches; * Nos. 4100 (lr-4360:2, 7254:2), 15450 (lr-AC 75) (*both GMD, 1957-9*).

27 OCT:

CN 662 [LONDON] GUELPH-TORONTO

Cm[3]	6114 ,6106,6004
CXm	6351

Return to **OTTAWA** via Toronto, departing 1252, arriving Union Station 1405.

27-28 OCT:

CN 58-48 TORONTO-OTTAWA *Capital*

E	6788	
E	[2] 6789,6869	TORONTO-BELLEVILLE [MONTRÉAL]
X	9631	
X	9069	
S	Windigo	
C	5403	
C	5627	TORONTO-BELLEVILLE [MONTRÉAL]
CfeL	2513	"
C	[3] 5517,5497,5522	"
DN	5724	"
S	[2] <i>Buckley Bay, Chaleur Bay</i>	"

Depart 2330, arrive 0630 next morning, occupying a Roomette in WINDIGO.

15 NOV:

CN 45 OTTAWA-TORONTO *Exec*

E	[2] 6759,6618	
X	9660	
K	Club de la Garnison	
C	[2] 5634,5511	
CfeL	2503	
C	[2] 5501, 5522	

Again to **GUELPH** via Toronto (two nights there); * Depart 1720, arrive Union Station 2245, behind an MLW FPA-2 and GMD F9B – the first time I recorded MLW and GMD locomotives operating in tandem

15-16 NOV:

CN 167 TORONTO-GUELPH [STRATFORD]

E	4106	
U	15470	
C	[2] 5426 ,5199	

NO MATTER WHERE IT'S GOING: 1974

Depart 2305, arrive 0025, this train now made up of conventional equipment.



1st 1970's-28: CN No. 48 *Capital*, headed by FPA-4 No. 6773, rests at Ottawa Union Station after arriving from Toronto early on a February morning, with CP No. 132 poised to depart for Montréal via the North Shore line, led by RDC-1 No. 9072 (1973/02/03) [GREGORY L. THOMPSON].

17 NOV:

CN 662 [LONDON] GUELPH-TORONTO

Cm[3] 6114,6001,6006

CXm 6302

Return to **OTTAWA** via Toronto, departing 1252, arriving Union Station 1405.

CN 44 TORONTO-OTTAWA Exec

E [2] 6537,6634

X 9660

K Club Laurier

C [2] 5442,5495

CfeL 2502

NO MATTER WHERE IT'S GOING: 1974

C [2] **5597,5596**

Depart 1730, arrive 2300.

6 DEC:

CN 41-51 OTTAWA-TORONTO Lakeshore

E	6775	OTTAWA-BROCKVILLE
E	[3] 6540,6632,6523	[MONTRÉAL] BROCKVILLE-TORONTO
X	9646	"
K	Carleton Club	"
C	[2] 5632,5603	"
CfeL	2509	"
C	[4] 5501,5645,5633,5478	"
C	5289	OTTAWA-BROCKVILLE
C	[2] 5635,5522	

To **TORONTO** for evening meetings of some sort (one night there), using CN's morning *Lakeshore*; * Depart 0900, arrive 1459, the Ottawa portion now usually being made up of a single Locomotive and local Coach as far as Brockville, plus two Toronto Coaches to be added to a much longer Montréal portion featuring a Cafe Bar Lounge and Club car.

7 DEC:

CN 50-40 TORONTO-OTTAWA Lakeshore

E	6775	BROCKVILLE-OTTAWA
E	[2] 6542,6871	TORONTO-BROCKVILLE [MONTRÉAL]
X	9646	"
K	York Club	"
C	[2] 5654,5634	"
CfeL	2511	"
C	[3] 5640,5630,5527	"
C	5289	BROCKVILLE-OTTAWA
C	[2] 5635,5638	

Return to **OTTAWA**, departing 0925, arriving 1525.

8 DEC:

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

E	[2]	6518,6527	WINNIPEG-MONTRÉAL
X		9630	
C	[2]	5441 ,5467	
DN		5722	
CfeL		756	
S		Edgeley	
D		1349	CAPREOL?-MONTRÉAL
CfLC		3039[dd]	

To **NEW YORK** via Montréal (one night there), using the D&H route as on my earlier October trip, the idea being to join Greg Thompson for a trip to Chicago on the *Broadway Limited*; * Depart 1855, arrive Montréal 2110, with one stop at Dorval QC, on a minimal, off-season *Super Continental* including two Coaches and a Dayniter, plus Cafe Bar Lounge, Diner and lone Sleeper.

9 DEC:

AM 68 MONTRÉAL WINDSOR-ALBANY *Adirondack*

E	[2]	18,17	
C		1012	
C	[2]	2454[MTR], Bulwagga Bay	MONTRÉAL-ALBANY [NEW YORK]
CfLC		Bluff Point	

Depart 0930, arrive 1630, with the ALCO PA-1's again supplying power, and the second Cafe Lounge Dome Coach leased from CP in the consist **[equipment marked for D&H unless otherwise indicated]**.

AM 76 ALBANY-NEW YORK GRAND CENTRAL *DeWitt Clinton*

E		268/[PC]	ALBANY-CROTON/HARMON
E		5043/[PC]	CROTON/HARMON-NEW YORK
C	[2]	3959,6435	
C	[2]	2454[MTR], Bulwagga Bay [D&H]	[MONTRÉAL] ALBANY-NEW YORK

Depart 1700, arrive 1950 (one night at a Manhattan hotel).

10 DEC:

AM 205 NEW YORK PENN-NEW BRUNSWICK [PHILADELPHIA]

Ee	924[AM]
C [6]	1502, 1545, 1488, 3234, 1411, 1533

Quick excursion to **New Brunswick** NJ for some Northeast Corridor photo taking, on one of Amtrak's New York-Philadelphia services; * Depart 0900, arrive 0935, stopping only at Newark, possibly in a former PRR Sleeper converted into a Coach and leased to Amtrak [**equipment PC and leased to AM unless otherwise indicated**]; * 54 km in 35 mins, or 93 km/h (33 mls/58 mph); * No. 1533 (*Budd, 1949, PC; ex-PRR 21rm Coshocton Inn, C 1533/Ir-NJT 5424*).

AM 204 [PHILADELPHIA] NEW BRUNSWICK-NEW YORK PENN

Ee	911[AM]
C [5]	1528, 1409 , 3236, 1481, 1520

Depart 1007, arrive 1047, possibly in a former NYC Coach, followed by some subway riding [**equipment PC and leased to AM unless otherwise indicated**]; * No. 1409 (*PS, 1946, PC; ex-NYC 3144, PRR 1409*).

10-11 DEC:

AM 41 NEW YORK PENN-CHICAGO *Broadway Limited*

Ee	914	NEW YORK-HARRISBURG
E [3]	599, 597, 308[dd]	HARRISBURG-CHICAGO
X	1158	[WASHINGTON] HARRISBURG-CHICAGO
X	1022	
SIC	2001[as Dorm], 2005	
C [4]	5470, 5269, 5463, 5457	
BL	3310	
D/Y [2]	8806/8807	
S [2]	Sebring, Times Square	
S	Wrigley Field	[WASHINGTON] HARRISBURG-CHICAGO
C	5618	"

To **CHICAGO** on the *Broadway Limited* (two nights there); * Depart 1655, arrive 0900 next morning in Union Station, with major stops at Newark NJ, Trenton, North Philadelphia PA, Paoli, Lancaster,

NO MATTER WHERE IT'S GOING: 1974

Harrisburg (to consolidate a modest Washington portion and change locomotives), Altoona, Johnstown, Pittsburgh, Crestline OH, Lima, Fort Wayne IN, and Gary – behind a GG1, then two SDP40F's; * We occupied Roomettes in TIMES SQUARE, a Sleeper built for the Chicago, Rock Island & Pacific's Chicago-Denver *Rocky Mountain Rocket* and briefly leased by CN for Expo 67 service; * Dinner was in former PRR/PC Nos. 8806/8807, made up of separate seating and kitchen/dormitory units, while Buffet Lounge service was provided in an ex-Southern Pacific car; * Two former NYC Slumbercoaches also were in the consist, containing rooms even smaller than Roomettes for a modest add-on to the Coach fare (in this case, one of them acting as a crew dormitory); * 1,468 km in 17 hrs 5 mins, or 86 km/h (916 mls/53 mph); * TIMES SQUARE (PS, 1954, 8rm6db; ex-CRI&P *The Broadmoor*); * No. 2005 (Budd, 1949; ex-NYC 22rm *Tonawanda Harbor*, SIC NYC 10817; PC 4207/Ir-2053); * Nos. 8806/8807 (Budd, 1949; ex-PRR, PC 462/4623); * No. 3310 (Budd, 1950; ex-SP 2988/Ir-L 3115, AUT Cfe 8701).

THE GREAT BROAD WAY

The *Broadway Limited* was once the Pennsylvania Railroad's extra-fare, all-Pullman answer to New York Central's *Twentieth Century Limited*. Contrary to popular belief, the name did not refer to New York City but rather the Pennsy's impressive, multi-track "Broad Way" between these great cities, which included that engineering wonder, Horseshoe Curve, near Altoona PA.

11 DEC:

CSS&SB CHICAGO RANDOLPH ST.-MICHIGAN CITY [SOUTH BEND] & RETURN

CX 110

C 205

CX 106

Side trip to **Michigan City** IN on the Chicago, South Shore & South Bend interurban; * We possibly occupied modernized Coach Baggage combines on both the outbound and return trips, particularly enjoying old-style, street running through Michigan City; * Pilgrimages followed to the two Chicago intercity stations still in operation in addition to Union: Chicago & North Western's Northwestern Terminal and Rock Island's La Salle Street Station (three other intercity stations – Dearborn, Central and Grand Central – were closed by now); * No trip details recorded; consist reversed on the return trip; * No. 106 (PS, 1926); * No. 110 (SSC, 1929; ex-C 10).



1st 1970's-29: Chicago, South Shore & South Bend interurban doing some street running through Michigan City IN (1973/07/15) [PETER DAWES].

AM 3 CHICAGO-JOLIET [LOS ANGELES] Southwest Limited

E	[2]	526,528
X		1022
XY		9990
C		9900
D		9980
BL		9975
C	[2]	9961,9929
S	[3]	Indian Maid,Palm Dome,Regal Dome[AT&SF]
BL		9351
D		8071
S		Pine Peak

Another side trip this day, this one to **Joliet** IL for some further train watching, utilizing Amtrak's *Southwest*

NO MATTER WHERE IT'S GOING: 1974

Limited; * Depart 1830, arrive 1920 non-stop, in a high-level Coach; * This train was truly an impressive sight in Union Station, with its former Santa Fe, low- and high-level consist similar to the combined *Super Chief/E Capitan* of pre-Amtrak years; * Baggage car No. 1022 had come in from New York on our *Broadway Limited* the previous day; * 62 km in 50 mins, or 75 km/h (39 mls/47 mph); * No. 1022 (*Budd, 1957; ex-AT&SF 3502/Ir-1247*).

AM 304 [ST. LOUIS] JOLIET-CHICAGO *Turboliner*

E	344
C	[3] 5242,6021, Silver Parlor

Depart 2035, arrive 2124 non-stop, a former Chicago, Burlington & Quincy E8A pulling conventional equipment substituting for the regularly assigned French-built *Turboliner*; * We occupied snack bar-equipped Coach SILVER PARLOR, again formerly owned by the Burlington (it had been reconfigured from a Parlor car, keeping the original name despite becoming a Coach); * 60 km in 49 mins, or 73 km/h (37 mls/45 mph); * No. 344 (*EMD, 1950; ex-CB&Q 9944B, 9950/Ir-444, 413*); * SILVER PARLOR (*Budd, 1949; ex-CB&Q/Ir-Cafe 8704*).

12 DEC:

AM 362 CHICAGO-DETROIT *Saint Clair*

E	323
X	3539/[AT&SF]
C	[2] 5426,6053
DnY	8117[dd]
C	6008 ,3952

To **DETROIT** on the *Saint Clair*, after an excursion on the Chicago Transit Authority's Skokie Swift line west from "The Loop"; * Depart Union Station 1615, arrive Detroit 2305, with meal car No. 8117 out of service despite the hour; * Sorry to be beating on Detroit again, but I spent the night in a downtown Holiday Inn replete with a Plexiglas shield protecting the front-desk clerks, who advised strongly against venturing out for a walk.

13 DEC:

AM 64 DETROIT-BUFFALO [NEW YORK] *Empire State Express*

E	262
---	-----

NO MATTER WHERE IT'S GOING: 1974

X 9141[NYC]

C [2] 6419,6415

DL 8331

X 9110[NYC]

To **GUELPH** to visit my friend (two nights there), via Buffalo NY and Hamilton, starting with a recently inaugurated Amtrak service as far as Buffalo; * Depart 0745, arrive 1245, occupying Coach No. 6415, supported by a Diner Lounge – and doing a terrible job of consist-taking; * From Buffalo, I took Canada Coach Lines buses to Hamilton, then Guelph; * 387 km in 5 hrs, or 77 km/h (242 mls/48 mph).

CANADA SOUTHERN SPEEDWAY

Amtrak's *Empire State Express* operated over the old Canada Southern route through Windsor, St. Thomas and Welland – by now mostly a single track line leased by Conrail but at one time a double track thoroughfare operated by NYC subsidiary Michigan Central and host to famous trains such as the Chicago-New York/Boston *Wolverine*.

14-15 DEC:

CN 167 TORONTO-GUELPH [STRATFORD]

E 4100

U 15474

C [3] 5206,5301,5285

Side trip to **TORONTO**, I think to attend a Dionne Warwick concert at the O'Keefe Centre, beginning with Gray Coach Lines into the city; * Returning, depart 2305 on old friend No. 167, arriving 0025.

15 DEC:

CN 662 [LONDON] GUELPH-TORONTO

Cm[4] 6117,6006,6115,6004

CXm 6302

Return to **OTTAWA** via Toronto, departing 1252, arriving Union Station 1405.

CN 44 TORONTO-OTTAWA Exec

E [2] 6506,6607

NO MATTER WHERE IT'S GOING: 1974

X	9670
K	Club Laurier
C [2]	5589,5442
CfeL	2502
C [2]	5449,5560

Depart 1730, arrive 2300.

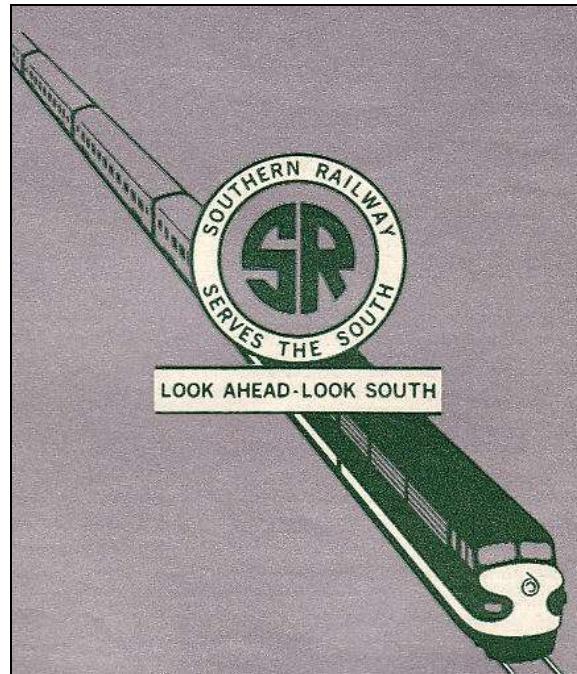
ATK 3 Chi-Joliet 11 Dec. 74
"Southwest Limited"
526 L
528 L
1022 B
9990 C
9900 C
9980 D
9975 L
9961 C
9929 C
— S "Indian Maid"
2751 S "Palm Dome"
— S "Regal Dome" (AT+SF)
9351 DomeL
8071 D
2728 S "Pine Peak"

[Sample 1970's consist, as recorded]

NO MATTER WHERE IT'S GOING: 1975

1975

*ONTARIO/QUÉBEC/WESTERN
MIDWESTERN/SOUTHERN
NORTHEASTERN U.S.
MEXICO*



[SRS Passenger Train Schedules,
1967/04/30, cover]

NO MATTER WHERE IT'S GOING: 1975

FORM 19		
10 SECTIONS-1 DRAWING ROOM- 2 COMPARTMENTS		
UPPERS	*	LOWERS
	1	
	2	
	3	
	4	
	5	
	6	
	7	
	8	
	9	
	10	
*	DRAWING ROOM A	
*	COMPART- MENT B	
*	COMPART- MENT C	

[Pullman Co., List of Cars, 1961, 69]

SYNOPSIS

I used trains this year primarily to travel around the United States with friends and to visit my parents, who retired to Kingston ON during the fall. The above sketch, from a Southern Railway timetable, represents one of the trains I took, the *Southern Crescent*, still being operated outside of Amtrak at this time.

In Canada, big changes were on the horizon for passenger trains, and the CTC would play a key role, given its responsibilities under the *Railway Act*. In response to a CN proposal for consolidated transcontinental services, we developed an interim scheme featuring these services: CP daily out of Montréal; CN daily out of Toronto; consolidated train across northern Ontario (one day on CP, the next on CN); then CP and CN daily on their respective lines west from Winnipeg. We also prepared a detailed comparison of the decline of American and Canadian passenger trains and worked on a Public Transport in the Major Corridors of Northeastern Ontario study.

Trips taken: Perhaps 38 were involved this year covering 19,645 kilometres (12,260 miles): 19 provided by CN; 12 by Amtrak; 3 by CP; 2 by Pacific Southwest Railway Museum Association (PSRMA); and 1 each by Southern Pacific and Southern Railway (SOU). American service providers accounted for 14,184 km (8,852 miles); PSRMA 508 km (317 miles) within Mexico. Overall, 6 of the trips were in Sleeper class and 3 on self-propelled trains.

Equipment units: 369, made up of 78 Locomotives & Related Units and 291 cars (Coaches & Daynitors, 153; Parlor & Club Cars, 9; Sleeping & Business Cars, 42; Dining & Other Meal Cars, 18; Lounge Cars, 35; Baggage & Miscellaneous Cars, 34).

Places visited in Canada: **ON** – Guelph, Kingston, North Bay, Pembroke, Renfrew*, Toronto and Windsor; **QC** – Montréal. **United States:** **CA** – Bakersfield, Los Angeles, Oakland, San Diego, San Francisco and San Jose; **DC** – Washington; **IL** – Chicago; **LA** – New Orleans; **MA** – Boston; **MI** – Detroit; **NY** – New York; **PA** – Pittsburgh. **Mexico:** **SB** – Mexicali, Puerto Peñasco and Tijuana*.

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

Noteworthy train trips: **AM Southwest Limited**, Chicago to Los Angeles; **AM San Diegan**, Los Angeles to San Diego; **PSRMA**, Mexicali to Puerto Peñasco; **AM Coast Starlight**, Los Angeles to San Jose; **AM San Joaquin**, Oakland to Bakersfield; **AM Sunset Limited**, Los Angeles to New Orleans; **SOU Southern Crescent**, New Orleans to Washington; **AM Minute Man**, Washington to Boston; **AM National Limited**, New York to Pittsburgh; **AM Montréal**, New York to Montréal.

Fastest average speed by a Canadian service provider: **CN 141**, London to Windsor, & **36**, Ottawa to Montréal: both 95 km/h (59 mph). **American:** **AM Southwest Limited**, Chicago to Los Angeles, & **Flying Yankee**, Boston to New York: both 89 km/h (55 mph). **Mexican:** **PSRMA**, Mexicali to Puerto Peñasco: 64 km/h (40 mph).

Slowest average speed by a Canadian service provider: **CN 49-59 Capital**, Ottawa to Toronto: 55 km/h (34 mph). **American:** **AM Montréal**, New York to Montréal, & **SP 153**, San Jose to San Francisco: both 57 km/h (25 mph). **Mexican:** **PSRMA**, Puerto Peñasco to Mexicali: 60 km/h (37 mph).

Memorable non-rail trips: Amtrak charter bus, Bakersfield to Los Angeles.

HIGHLIGHT!

Occupying Ferrocarril Sonora-Baja California's 10 Section, 1 Drawing Room, 2 Compartment Sleeper TECATE with friends during our November excursion in Mexico, even if the 1924-built car was only in day service. The Pullman "FORM 19" (p. 140 above) shows the floor plan.

MILESTONE

CN lengthened the end-to-end schedule of the *Super Continental* to four nights as opposed to the previous three, returning to the pattern followed for decades by the old *Continental Limited* – perhaps making it easier to stay on time, but requiring an extra set of equipment and longer crewing hours.

TRIPS AND CONSISTS

2 JAN:

CN 36 OTTAWA-MONTRÉAL

E	[2]	6777,6858
X		9623
K		York Club
C	[2]	5644,5560 [dd]
CfeL		2508
C	[3]	5617,5226, 5636

To **MONTRÉAL** for meetings (one night there); * Depart 1700, arrive 1859, with one stop at Dorval QC, led by a nice FPA-4/FPB-2 combo, * I occupied a seat in the rear Coach, part of a long train for this route of eight cars, even with two deadheading; * No. 36 sported amenities typical of CN's primary intercity trains now: a Cafe Bar Lounge and a Club Galley; * 188 km in 1 hr 59 mins, or 95 km/h (117 mls/59 mph); * Nos. 6777 (Ir-CVS 14), 6858 (both MLW, 1955-9/Ir-VIA); * Nos. 5636 (Ir-VIA 5636, 3206, CN, FLK), 2508 (ex-C 5608, CfLC 3015/Ir-VIA CX 9301, AC, TR,ERR C (both CCF, 1954); * YORK CLUB (PS, 1954; ex-BP Valley Road, D 1355/Ir-VIA, NTFT Soft Rock, The Variety Car, ASC); * No. 9623 (NSC, 1955; ex-9241/Ir-VIA, RRC).

3 JAN:

CP 2 MONTRÉAL-OTTAWA [VANCOUVER] *Canadian*

E	[2]	1408,1406	
XY		610	MONTRÉAL-SUDBURY
C		107	"
C		101	
CfLC		502	
D		Champlain	MONTRÉAL-SUDBURY
S		Cabot Manor	
OLS		Riding Mountain Park	

NO MATTER WHERE IT'S GOING: 1975



1st1970's-30: CP No. 1 *The Canadian* kicks up the snow at Navan ON, led by three rather than the usual two locomotives – lead FP9A 1411 having been renumbered 1867 for Confederation Train service during 1967 (1973/02/10) [GREGORY L. THOMPSON].

Return to **OTTAWA** on *The Canadian*, still my favourite train for any trip, long or short; * Depart 1340, arrive 1550, with major stops at Westmount, Montréal West and Dorval, behind two FP9A's; * I occupied the local Coach, part of a typically short off-season consist still featuring a complete array of amenities, including a "Skyline" Cafe Lounge Dome Coach and Diner available to short-distance passengers; * 177 km in 2 hrs 10 mins, or 82 km/h (110 mls/51 mph); * Nos. 1408, 1406 (lr-VIA) (both GMD, 1954); * Nos. 107 (lr-VIA 8107), 502 (lr-VIA CfeL 8502), 610 (ex-3010/lr-VIA X 610, 8610), CHAMPLAIN, CABOT MANOR (4sc4rm5db1ct), RIDING MOUNTAIN PARK (3db1dr/lr-HSP, A&B) (all Budd, 1954-5/lr-VIA).

22 JAN:

CN 30/37 OTTAWA-MONTRÉAL & RETURN

E	[2]	6776,6870
X		9060
K		Rideau Club

NO MATTER WHERE IT'S GOING: 1975

C	5631
CfeL	2508
C [2]	5603,5617

Day trip to **MONTRÉAL** for meetings, departing 0730, arriving 0934, with stops at Alexandria and Dorval QC; * Returning, depart 1735, arrive 1950, with the same consist; * No. 9060 (NSC, 1951).

14 MAR:

CN 45 OTTAWA-TORONTO Exec

E [2]	6541,6789
X	9644
K	Empire Club
C [2]	5624,5489
CfeL	2501
C [2]	5437,5221

To **GUELPH** via Toronto, to visit my friend who was still attending university there (two nights there); * Depart 1720, arrive Union Station 2245, with stops at Smiths Falls, Brockville, Kingston, Belleville, Cobourg, Oshawa and Guildwood, behind a not uncommon mix of GMD and MLW units, this time an FP9A and FPA-4; * I occupied Coach No. 5437, notable as being the first in CN's 1954 order of 218 such cars; * 446 km in 5 hrs 25 mins, or 82 km/h (278 mls/51 mph); * No. 6541 (GMD, 1958/Ir-VIA, NKTA 54, CP 1401:2); * No. 6789 (MLW, 1959/Ir-VIA, MRM); * No. 5437 (CCF, 1954/Ir-VIA, BCR Birken "Table" car, M&E).

14 MAR:

CN 167 TORONTO-GUELPH [STRATFORD]

E	6540
C [3]	5208,5189,5203

Depart 2305, arrive 0025, with major stops at West Toronto, Brampton and Georgetown; * I occupied pre-war car No. 5189, from the oldest series of Coaches still in use on major CN trains; * 79 km in 1 hr 20 mins, or a slow 59 km/h (49 mls/37 mph); * No. 5189 (CCF, 1937/Ir-VIA, CN 5066:2, HRV 5066, NRHUM, AS Kayuta).

NO MATTER WHERE IT'S GOING: 1975



1st1970's-31: Four-unit CN Rail Diesel Car train, this one originating in Niagara Falls ON, passing Long Branch on the home stretch into Toronto Union Station (1973/05/12) [GREGORY L. THOMPSON].

16 MAR:

CN 662 [LONDON] GUELPH-TORONTO

Cm [3] 6119,6117,6006

CXm 6353

Return to **OTTAWA** via Toronto, departing 1252, arriving Union Station 1405, occupying a former Boston & Maine RDC-5; * 79 km in 1 hr 13 mins, or 65 km/h (49 mls/40 mph); * Nos. 6006 (ex-B&M RDC-9 6925, CN RDC-5 D506/Ir-VIA, OBR, WCR), 6353 (ex-GTW D353, CN D303, D353/Ir-VIA RDC-1 6119) (both Budd, 1956-7).

CN 44 TORONTO-OTTAWA Exec

E [2] 6782,6622

X 9645

K Club de la Garnison

NO MATTER WHERE IT'S GOING: 1975

C	[2]	5653,5443
CfeL		2506
C	[2]	5446,5470

Depart 1730, arrive 2300, this time with an FPA-4 leading an FP9A.

17 MAY:

CP 1 [MONTRÉAL] OTTAWA-PEMBROKE [VANCOUVER] *Canadian*

E	[2]	1402,1413
XY		605
C		113
CflC		514
D		Frontenac
S		Bayfield Manor
OLS		Algonquin Park

To **RENFREW** ON, this day via Pembroke to celebrate a friend's birthday by having lunch on the train; * Depart 1335, arrive 1614, with stops only for revenue passengers at Carleton Place, Arnprior, Renfrew and Pembroke itself; * Diner FRONTENAC boasted the usual excellent CP crew, quite eager to serve despite the 1335 departure time from Ottawa; * Automobile, courtesy my friend's parents, from Pembroke to their cottage near Renfrew (two nights there); * 176 km in 2 hrs 39 mins, or 66 km/h (110 mls/41 mph); * FRONTENAC (*Budd, 1955/lr-VIA*); • **19 MAY:** Return to **OTTAWA** by automobile.

22-23 MAY:

CN 49-59 OTTAWA-TORONTO *Capital*

E		6774
E	[2]	6787,6863
X		9634
X		9604
S		Windigo
C	[2]	5628,5202
C		5530
CfeL		2513
C	[3]	5506,5593,5481

NO MATTER WHERE IT'S GOING: 1975

DN 5711 "

S [2] *Thunder Bay, Buckley Bay* "

To **TORONTO** for meetings, departing 2355, arriving 0730 next morning, with stops at Smiths Falls, Belleville, Cobourg, Port Hope, Oshawa, and Guildwood; * I occupied a Roomette in ex-Florida East Coast car WINDIGO, sleeping in a little too late to record the *Cavalier* portion from Montréal after it had joined at Belleville; * More than one Coach out of Ottawa was unusual on this rump of a once, well-patronized service; * 415 km in 7 hrs 35 mins, or 55 km/h (259 mls/34 mph); * WINDIGO (PS, 1954, 4sc4rm5db1ct; ex-FEC *Nassau, Scott. M. Loftin/Ir-VIA, NRHFG Florida Sunrise*); * THUNDER BAY (PS, 1954, 10rm5db/Ir-VIA).

23-24 MAY:

CN 58-48 TORONTO-OTTAWA Capital

E 6793

E [2] 6778,6859 TORONTO-BELLEVILLE [MONTRÉAL]

X 9617 "

X 9647

S Windigo

C 5628

C 5581 TORONTO-BELLEVILLE [MONTRÉAL]

CfeL 2507 "

C [3] 5459,5441,5499 "

DN 5711 "

S [2] *Thunder Bay, Buckley Bay* "

C 5544[dd] "

Z 94 "

Return to **OTTAWA**, departing 2330, arriving 0630 next morning, again in WINDIGO, managing this time to record the entire consist, including 1921-built, heavyweight Business car No. 94 bringing up the rear out of Toronto; * No. 94 (CCF, 1921; ex-12sc1dr New Westminster, Bonaventure:3/Ir-Gatineau).



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

TURBOTRAIN UPDATE

Montréal-Toronto: In its Apr. 27, 1975 timetable (p. 8), CN continued to indicate daily afternoon and five-days-per-week morning Turbo services. Interestingly, the corporation added a Friday and Sunday afternoon *Rapido*, suggesting heavy Turbo bookings on those days. These arrangements continued in the Oct. 26 timetable (p. 16), with minor alterations to departure times. **Montréal-Ottawa:** CN's April timetable (p. 7) added a second Turbo round trip to give westbound morning and eastbound afternoon business departures, all carded at 1 hour, 51 minutes – the best to date by any train type. Alas, there was no sign of Turbos on this route come the fall timetable.

27 MAY:

CP 1 [MONTRÉAL] OTTAWA-NORTH BAY [VANCOUVER] Canadian

E	[2]	1418,1404	
XY		612	MONTRÉAL-SUDBURY
C		102	"
CfLC		503	
D		Kent	MONTRÉAL-SUDBURY
S		Drummond Manor	
OLS		Prince Albert Park	

To **NORTH BAY** for a meeting with the Ontario Northland Transportation Commission, in the company of CTC colleague and buddy Mark Bunting (one night there); * Depart 1335, arrive 1925, with one major stop at Chalk River; * 402 km in 5 hrs 50 mins, or 69 km/h (251 mls/43 mph); • **28 MAY:** Return to **OTTAWA** on a Voyageur Colonial Lines bus, it being too late to catch the eastbound *Canadian* after an all-day meeting.

9 AUG:

CN 2 [VANCOUVER] OTTAWA-MONTRÉAL Super Continental

E	[3]	6524,6630,6533	WINNIPEG-MONTRÉAL
X		9662	
C		5459	CAPREOL?-MONTRÉAL
C	[2]	5501,5474	

NO MATTER WHERE IT'S GOING: 1975

CfeL	757	
DN	5721	
S	[2] Green Point, Elcott	
D	1367	CAPREOL?-MONTRÉAL
BLS	Cape Canso	"
Y	Grande Rivière	
S	<i>Evanston[dd]</i>	

Day trip to **MONTRÉAL** with CTC colleagues for meetings; * Depart 0725, arrive 0940, stopping only at Dorval, behind a nice FP9A/B/A lash-up; * We probably took the *Super* because No. 30, while faster and departing 10 minutes earlier, had no Dining car; * This typical off-season consist included a Dayniter, a car type now being featured on all CN transcontinental trains; * The current timetable showed a fifth Ottawa-Montréal service, including two conventional intercity trains, two intercity Turbos, and the *Super*; * 188 km in 2 hrs, 15 mins, or 84 km/h (117 mls/52 mph); * No. 1367 (PS, 1954; ex-PG Bras d'Or Lakes/Ir-VIA, CRC); * No. 5721 (ex-C 5496/Ir-VIA, GCRT); * No. 757 (ex-C 5513, CflC 3003/Ir-GMR) (both CCF, 1954); * GRANDE RIVIÈRE (PS, 1949, 10rm6db; ex-FEC Oriente/Ir-VIA DN 5740); * CAPE CANSO (PS, 1954, 2db2ct; leased to Pullman until 1959/Ir-VIA, CN TIC 15006:2).

CN 1 MONTRÉAL-OTTAWA [VANCOUVER] Super Continental

E	[3] 6541,6613,6508	MONTRÉAL-WINNIPEG?
X	9662	
C	5459	MONTRÉAL-CAPREOL?
C	[2] 5501,5474	
CfeL	757	
DN	5721	
S	[2] Green Point, Elcott	
D	1346	MONTRÉAL-CAPREOL?
BLS	Cape Canso	"
Y	Grande Rivière	

Depart 2125, arrive 2345, stopping only at Dorval; * This consist was interesting in that many of the cars arriving in Montréal on No. 1 went back out that evening on No. 2 (while I failed to record both the front and rear ends this evening, it's a good bet that the same Baggage car, Buffet Lounge Sleeper and Dormitory were in both).

SUPER REFRESHMENTS

No. 1 now departed Montréal much later than in the past due to the 4-night schedule, coincidentally allowing hard-working, thirsty bureaucrats like ourselves to enjoy late evening *boissons* in the Cafe Lounge. (Hey, bureaucrats could get thirsty too!)

26 OCT:

CN 41-51 OTTAWA-KINGSTON [TORONTO] Lakeshore

E	6535	OTTAWA-BROCKVILLE
E [3]	6526,6863,6506	[MONTRÉAL] BROCKVILLE-TORONTO
X	9613	"
K	St. James's Club	"
C [2]	5591,5627	"
CfeL	2501	"
C [3]	5631,5630,5642	"
C	5411	OTTAWA-BROCKVILLE
C [2]	5552, 5467	

Day excursion to **KINGSTON**, the first of many to see my parents in their new retirement digs; * Depart 0900, arrive 1203, with stops at Smiths Falls, Brockville and Gananoque; * This *Lakeshore* was a healthy 10 cars west of Brockville, including eight from Montréal – although end-to-end, Montréal-Toronto passengers would have used the morning *Rapido*; * A Cafe Bar Lounge and Club Galley provided amenities, both operating out of Montréal; * CN's modernistic Counter Street station had replaced the old Montréal Street building, effective October 25, 1974; * 187 km in 3 hrs 3 mins, or 61 km/h (117 mls/38 mph).

CN 44 [TORONTO] KINGSTON-OTTAWA Exec

E [2]	3107,6624
X	8016
K	Club Laurier
C [2]	5649, 5638
CfeL	2511
C	5654

Depart 2000, arrive 2300, with stops at Brockville and Smiths Falls, the sight of an RS18 leading an F9B

NO MATTER WHERE IT'S GOING: 1975

being common on these trains; * No. 3107 (*MLW, 1959*); * No. 6624 (*GMD, 1957/Ir-VIA*); * No. 8016 (*NSC, 1949; ex-9029/Ir-MDK*).

7 NOV:

CN 45 OTTAWA-KINGSTON [TORONTO] *Exec*

E	[2]	6789,6773
X		9668
K		St. James's Club
C	[2]	5603, 5644
CfeL		2509
C		5618

To **KINGSTON** again (one night there), at the start of a major trip around the United States taking in San Diego, San Francisco, New Orleans, Washington, Boston and Pittsburgh – as well as an excursion into Mexico; * Depart 1720, arrive 2005; * 187 km in 2 hrs 45 mins, or 68 km/h (117 mls/42 mph).

8 NOV:

CN 51 [MONTRÉAL] KINGSTON-TORONTO *Lakeshore*

E	[2]	6516,6524
X		9618
K		Rideau Club
C	[2]	5616 ,5654
CfeL		2511
C	[4]	5638,5630,5644,5492
C	[2]	5598,5467

[OTTAWA] BROCKVILLE-TORONTO

To **GUELPH** via Toronto, to visit my friend (two nights there); * Depart 1203, arrive Union Station 1459 on the *Lakeshore*, with stops at Napanee, Belleville, Cobourg, Oshawa and Guildwood; * 259 km in 2 hrs 56 mins, or 88 km/h (162 mls/55 mph).

CN 665 TORONTO-GUELPH [LONDON]

CXm		6353
Cm	[2]	6006 ,6114

Depart 1615, arrive 1728.

10 NOV:

CN 661 [TORONTO] GUELPH-LONDON

CXm 6351

Cm[2] 6003, **6120**

To **WINDSOR** via London; * Depart 0904, arrive London 1040 on an RDC-1, with stops at Kitchener, Stratford and St. Marys – my first time west of Stratford on this former Grand Trunk route; * 117 km in 1 hr 36 mins, or 73 km/h (73 mls/45 mph); * No. 6120 (*Budd, 1957; ex-RDC-3 D352, 6352/Ir-VIA, IRS*).

CN 141 [TORONTO] LONDON-WINDSOR *Tempo*

E 3152

C 361

CfeC **340**

C 371

Depart 1105, arrive 1255 (one night in a Windsor motel) over this former Great Western, later Grand Trunk segment, with stops at Glencoe and Chatham; * 174 km in 1 hr 50 mins, or 95 km/h (109 mls/59 mph); * No. 3152 (*MLW, 1960*); * No. 340 (*HS, 1968/Ir-VIA, CfeL, D&RGW*).

TEMPO FUGIT

VIA No. 141 proved to be my only trip on a lightweight *Tempo* train, this being a rough-riding, intercity version of GO Transit equipment built by Hawker-Siddeley and hauled by RS18's converted to provide head-end electric power.

11 NOV:

AM 353 DETROIT-CHICAGO *Turboliner*

PrC 68

C 97

BC 96

C **89**

PrC 69

To **SAN DIEGO** via Chicago and Los Angeles, beginning with an early morning taxi ride from Windsor to the

NO MATTER WHERE IT'S GOING: 1975

Michigan Central Station in Detroit; * Depart 0900, arrive 1340, with stops at Ann Arbor, Jackson, Battle Creek, Kalamazoo and Niles on a leased, French-built *Turboliner* featuring Power Coaches at either end – food and refreshments being provided in a mid-train Buffet Coach; * 458 km in 5 hrs 40 mins, or 81 km/h (283 mls/50 mph); * No. 89 (ANF/AM, 1973, ANF).

11-13 NOV:

AM 3 CHICAGO-LOS ANGELES *Southwest Limited*

E	528	KANSAS CITY-LOS ANGELES
E	[2] 507,525	
X	[2] 1054,1169	
XY	9995	
C	[2] 9907,9931	
D	9983	
C	9933	
S	Indian Drum	
BL	9353	
D	8074	
S	Pine Grove	
S	Pacific Forest	[NEW YORK] KANSAS CITY-LOS ANGELES

Depart 1830, arrive 0905 the second morning later, with major stops at Joliet, Chillicothe, Galesburg, Fort Madison IA, Kansas City MO, Emporia KS, Newton, Hutchinson, Dodge City, La Junta CO, Trinidad, Raton NM, Las Vegas, Lamy, Albuquerque, Gallop, Winslow AZ, Flagstaff, Needles CA, Barstow, San Bernardino, Pomona and Pasadena; * This train was powered by two SDP40-F's out of Chicago, joined by a third at Kansas City, and a Baggage Dormitory acted as a "transition car" to the high-level Coaches; * I occupied a Roomette in former Santa Fe Sleeper PINE GROVE, the same car I took on this train the year before in the other direction from Albuquerque to Chicago but now painted in Amtrak colours; * Former Union Pacific Sleeper PACIFIC FOREST joined us at Kansas City from New York, the only non-Santa Fe car on this train; * As always, the Buffet Lounge Dome car and Diner were welcoming havens; * 3,610 km in 40 hrs 35 mins, or 89 km/h (2,253 mls/55 mph); * Nos. 507, 525, 528 (EMD, 1973-4); * No. 9995 (PS, 1940; ex-AT&SF CXY 3482/Ir-UK); * PINE GROVE(ex-AT&SF/Ir-Joseph V. MacDonald), PACIFIC FOREST (ex-UP/Ir-2911, LY 2505) (both Budd, 1949, 10rm6db); * Nos. 9353 (ex-503/Ir-SIL, JSN, CRT Plaza Santa Fe), 8074 (ex-605) (both PS, 1950; ex-AT&SF 605).

NO MATTER WHERE IT'S GOING: 1975

♪ WOULD YOU ... GET HIP ... TO THIS KIND OF TRIP? ♪

“... Gallup New Mexico; Flagstaff Arizona, don’t forget Winona; Kingman, Barstow, San Bernardino”. I loved this trip, my only one over the entire Santa Fe Chicago-Los Angeles passenger route through Raton Pass and the fascinating desert country beyond into California – the stops sounding a lot like the towns in the famous Bobby Troup song, “Route 66”.

13 NOV:

AM 772 LOS ANGELES-SAN DIEGO *San Diegan*

E	[2]	416,451
X		1158
C		5235
CBL		3820
C		5228

Depart 1030, arrive 1305 (four nights at pal Greg Thompson’s place), with major stops at Fullerton, Santa Ana, San Clemente, Oceanside and Del Mar, behind an E9A/B combo; * This was Amtrak’s strongest corridor outside of the Northeast, located right along the beautiful Pacific Ocean for long stretches; * I occupied the Coach Buffet Lounge car, part of a consist made up entirely of former Santa Fe cars over this Santa Fe-owned line; * Now working on the “San Diego Trolley” Light Rail Transit project, Greg drove me to nearby Tijuana for my first glimpse at Mexico, during which we saw two CP box cars sitting forlornly on a siding just over the border; * 208 km in 2 hrs 35 mins, or 81 km/h (130 mls/50 mph); * No. 416 (ex-UP 911), 451 (ex-MILW 204B, 34B/Ir-474) (both EMD, 1955-6); * No. 3820 (Budd, 1938; ex-AT&SF 1398).

15 NOV:

PSRMA MEXICALI-PUERTO PEÑASCO & RETURN

E		2309/2109
X		5511
S		Caborca
C	[2]	5339,5129
BLS		Cuauhtémoc
C	[3]	5124,5123,5125

NO MATTER WHERE IT'S GOING: 1975

BL	Mexicali Rose/[PSRMA]
C [2]	5116,5126
S [2]	Tecate ,Centburne
C	5118

Day excursion **PUERTO PEÑASCO** SB, Mexico with Greg, Tom Matoff and their friend Chris Hoskins, as organized by the Pacific Southwest Railway Museum Association (PSRMA) – starting with an automobile transfer, courtesy Greg, to Mexicali; * Depart 0845, arrive 1245 over the Ferrocarril Sonora-Baja California (S-BC), which connected Mexicali with the rest of the Mexican rail system at Benjamin Hill, behind GP40-2 No. 2309 [**equipment marked for S-BC unless indicated otherwise**]; * We occupied a Section in ex-Pullman heavyweight TECATE, possibly once leased to the Chicago & North Western; * Former Pullman heavyweight CENTBURNE was also along, once assigned to the Chicago & Eastern Illinois for service to Florida points on trains such as the *Dixie Limited*, later owned by CP's Soo Line and therefore a likely visitor to Calgary, Banff and Vancouver on the summer *Mountaineer*; * Refreshments were served in ex-UP Buffet Lounge car MEXICALI ROSE; * Returning, depart 1645, arrive 2100, with the consist in reverse order except that the Baggage car was again behind the locomotive, and finally by automobile back to San Diego; * 254 km in 4 hrs, or 64 km/h (159 mls/40 mph); * Nos. 2309 (Ir-2104, FNM 7035), 2109 (Ir-FNM 7040) (EMD, 1972-3); * TECATE (PS, 1924, 10ct1dr2ct, S-BC; ex-Lake Zurich, C&NW?); * CENTBURNE (PS, 1928, 8sc1dr2ct, JSRB; ex-C&EI, SOO 1257/Ir-PSRMA *Maria Elena*); * CUAUHTÉMOC (PS, 1949, 6db; ex-NYC *Cranberry Lake* or *Oneida Lake*, Richard Dale); * MEXICALI ROSE (PS, 1924, PSRMA; ex-UP 1527, 1531, JSRB); * No. 5525 (LHB, 1952); * No. 5511 (SW, 1959); * Consist recorded by both Tom and Greg.

MEXICAN LOCOMOTIVE CONTROVERSY

Our return trip on the Sonora-Baja California from Puerto Peñasco to Mexicali probably was behind a different GP40-2 than the outbound trip, although this remains a matter of conjecture despite a careful review of photos and prolonged consultation with Mexican railway experts.



[ribbonrail.com]

NO MATTER WHERE IT'S GOING: 1975



1st1970's-32: Pacific Southwest Railway Museum Association excursion train ready to depart Puerto Peñasco SB for Mexicali, behind GP40-2 No. 2109 (1975/11/15) [PETER DAWES].

OUR MARGUERITA-VILLE

Tom Matoff subsequently wrote to the Mexican railroad authorities on our behalf, enquiring as to whether S-BC's Pullman TECATE might be purchased – an idea hatched over margueritas in a hotel courtyard during the stopover in Puerto Peñasco. The Mexicans responded politely, but nothing ever came of it.

17 NOV:

AM 771 SAN DIEGO-LOS ANGELES *San Diegan*

E	[2]	416,452
X		1158
C		5235
CBL		3820
C		5228

NO MATTER WHERE IT'S GOING: 1975



1st1970's-33: Excursionists posing in front of Sonora-Baja California sleeper TECATE at Puerto Peñasco (left-to-right, author, Tom Matoff, Greg Thompson and Chris Hoskins) (1975/11/15) [PHOTOGRAPHER UNKNOWN (AUTHOR'S COLLECTION)].

To **SAN FRANCISCO** via Los Angeles and San Jose with Tom, now working in his home town for the San Francisco Municipal Railway (i.e., the transit system); * Depart 0700, arrive Los Angeles 0935; * No. 5228 (Budd, 1941; ex-AT&SF 3141/lr-6036).

AM 14 LOS ANGELES-SAN JOSE [SEATTLE] Coast Starlight

E	[2]	570,552
X		1107
XY		1501
C	[6]	4815,4811, 4861 ,4482,4860,4852
BL		3334
D		8035
S		Pine Mesa

NO MATTER WHERE IT'S GOING: 1975



1st1970's-34: Amtrak No. 771 *San Diegan* just arrived at Los Angeles Union Passenger Terminal, with former Union Pacific E9A 416 displaying a patch job on its nose (1975/11/17) [TOM MATOFF].

Depart 1000, arrive 1844 over Southern Pacific's highly scenic Coast Line, with major stops at Glendale, Oxnard, Santa Barbara, San Luis Obispo and Salinas, in an off-season consist featuring a single Sleeper and a Coach which one day would end up on the Algoma Central; * The former SCL Buffet Lounge was an exception to the Santa Fe flavour of this train; * 687 km in 8 hrs 44 mins, or 79 km/h (429 mls/49 mph); * No. 4811 (Budd, 1953; ex-AT&SF 2817/lr-4707, 7621, AC 5654); * No. 3334 (Budd, 1947; ex-ACL 255, SCL 5834/lr-UK).

SP 153 SAN JOSE-SAN FRANCISCO

E 3010

C [2] 3724,3713

Depart 1920, arrive 2040 (four nights at Tom's place), with major stops at Santa Clara, Sunnyvale, Palo Alto, Menlo Park, Atherton, Redwood City, San Mateo and Burlingame, occupying a high-capacity, bilevel Coach on an SP commuter train pulled by a GP9; * Lots of interesting cable car and streetcar excursions followed,

NO MATTER WHERE IT'S GOING: 1975

as Tom introduced me to 'Frisco institutions such as the City Lights bookstore of "Beat" fame, the Tadich Grill, and the Blackhawk Lounge, where we lucked in on the renowned jazz saxophonist Stan Getz and pianist Phineas Newborn Jr.; * 76 km in 1 hr 20 mins, or 57 km/h (47 mls/35 mph); * No. 3010 (EMD, 1954; ex-T&NO 283, SP 3422, 5893, 3191, FRRS); * No. 3724 (ACF, 1957).



1st1970's-35: Amtrak No. 14 *Coast Starlight* climbing Cuesta Grade north of San Luis Obispo behind SDP40's 570 and 552 (1975/11/17) [TOM MATOFF].

21 NOV:

AM 710 OAKLAND-BAKERSFIELD *San Joaquin*

E	[2]	116,111
C	[2]	7518,7506
CfeL		8502
C		7515

To **WASHINGTON** DC via Oakland, Bakersfield, Los Angeles and New Orleans, starting with an Amtrak-chartered bus across the Bay Bridge to Oakland 16th Street Station; * Depart 1040, arrive Bakersfield 1710, with major stops at Martinez, Stockton, Riverbank (Modesto), Merced, Fresno and Hanford, behind two FP7A's pulling a train composed entirely of former or leased SP equipment, including a Cafe Lounge; * Los

NO MATTER WHERE IT'S GOING: 1975

Angeles passengers then boarded an ancient, bilevel "Scenicruiser" contracted from Greyhound, which had to be relieved by another bus after breaking down crossing the Tehachapi Mountains; * 507 km in 6 hrs 30 mins, or 78 km/h (316 mls/48 mph); * Nos. 116 (ex-SP 6453/Ir-376, 492, PNC 80), 111 (ex-SP 6447) (both EMD, 1953); * No. 7506 (Budd, 1952; ex-SP 2384); * No. 8502 (PS, 1949; ex-SP *Golden Trencher*/Ir-TrC 10502).

21-23 NOV:

AM 2 LOS ANGELES-NEW ORLEANS *Sunset Limited*

E	[2]	557,554
X		1155
C	[3]	9964,9951,9926
BLY		3395
D		8030
S	[2]	Silver Vale,Regal Stream
S		Pacific Peak

LOS ANGELES-NEW ORLEANS [NEW YORK]

Depart 2100 (Greg having joined from San Diego), arrive 1900 two days later over the SP's historic Sunset Route, making major stops at Pomona, Indio, Yuma AZ, Phoenix, Tucson, Lordsburg NM, Deming, El Paso TX, Alpine, Sanderson, Del Rio, San Antonio, Houston, Beaumont, Lake Charles LA, Lafayette and New Iberia; * We occupied Roomettes in New York-bound, former Union Pacific Sleeper PACIFIC PEAK, once used on the Overland Route between Chicago and west-coast destinations – part of a train featuring ex-Santa Fe hi-level Coaches; * We spent a third night in our Roomettes in New Orleans Union Station, permitting an evening in a fascinating downtown featuring a working tram line – all very sad, considering the havoc Hurricane Katrina would wreak three decades later; * 3,305 km in 44 hrs, or 75 km/h (2,063 mls/47 mph); * PACIFIC PEAK (Budd, 1949, 10rm6db/Ir-2887, 2635); * No. 3395 (PS, 1950; ex-AT&SF 1344); * No. 9964 (Budd, 1956; ex-AT&SF 724/Ir-39964).

"HAND SIGNALS" ON THE SUNSET LIMITED

While I always liked to watch the railway signals change from red to green as my train forged on, I thought I could detect signals of a different type on the *Sunset Limited* when a very attractive, Peruvian-born woman of limited English skills appeared to caress my thigh under our table in the Buffet Lounge car. But perhaps it was just the Grand Marniers and mesmerizing desert country flashing by in the night!

24-25 NOV:**SOU 2 NEW ORLEANS-WASHINGTON *Southern Crescent***

E	[4]	6916,6900,6914,6908	
XY		711	
C	[2]	845,840	
D		3309	
C	[2]	1035,816	NEW ORLEANS-WASHINGTON [NEW YORK]
S		Enoree River	"
S		Pacific Peak[AM]	[LOS ANGELES] NEW ORLEANS-WASHINGTON [NY]
C		1613	NEW ORLEANS-ATLANTA
C	[2]	1087,3659 [dd]	BIRMINGHAM-ATLANTA
OBS		Lookout Mountain[dd]	"
C		3789	ATLANTA-WASHINGTON [NEW YORK]
BLS		Crescent Harbor	ATLANTA-WASHINGTON
S	[2]	Catawba River,Royal Palm	"
C		830	"
Z		9	"

Depart 0700, arrive 0815 next morning (two nights there), on a top-notch Southern Railway train operating outside of (but in cooperation with) Amtrak; * Powered by no less than four E8A's, *Southern Crescent* made major stops at Meridian MS, Tuscaloosa AB, Birmingham, Anniston, Atlanta GA, Gainesville, Greenville SC, Spartanburg, Charlotte NC, Salisbury, Greensboro, Danville VA, Lynchburg, Monroe, Charlottesville and Alexandria; * We continued to occupy our Roomettes in PACIFIC PEAK and took meals in Diner No. 3309, one highlight being the addition, at Birmingham for Atlanta, of several cars from the railway's steam-excursion pool (including Observation car LOOKOUT MOUNTAIN); * I recorded (perhaps incorrectly) modernized, 1925-built heavyweight Coach No. 1035 amongst the cars heading beyond Washington to New York over Amtrak; * We also enjoyed lounging in former Norfolk & Western Dome Coach No. 1613 as far as Atlanta (a car which, along with Coach No. 3789, would end up on the Quebec, North Shore & Labrador), then Buffet Lounge Sleeper CRESCENT HARBOR; * Other cars of interest included Coach No. 830 (which later became a VIA Club Galley) and Business car No. 9; * Two days of visiting the Smithsonian and other attractions followed, during which we checked out the impressive Washington Metro system; * 1,874 km in 24 hrs 15 mins, or 77 km/h (1,170 mls/48 mph); * Nos. 6916 (ex-2929), 6900 (ex-2923/Ir-NCTM), 6914 (CNO&TP/Ir-NJT, TVRM 4330), 6908 (CNOTP/Ir-NJT 4335) (EMD, 1951-3); * No. 830 (Budd, 1949/Ir-AM

NO MATTER WHERE IT'S GOING: 1975

5291, SOU, NRHMI, RSC 830, VIA K 4000); * No. 1613 (PS, 1958; ex-WAB 203, N&W 1613/Ir-QNS&L 13510); * No. 1035 (PS, 1925, CNOTP; ex-10ct2dr Point Allerton); * No. 3789 (ACF, 1949/Ir-QNS&L); * CRESCENT HARBOR (PS, 1949, 3db/Ir-Wrk); * LOOKOUT MOUNTAIN (PS, 1928; possibly ex-S 1595; C 1056); * ENOREE RIVER (PS, 1949; 10rm6db/Ir-AM); * ROYAL PALM (PS, 1950, 11db; ex-CNOTP OLS/Ir-Wrk); * No. 9 (PS, 1918; ex-16sc Elmbank, OLS Moon Brook Club, C 1044/Ir-Z Alabama); * No. 711 (ACF, 1950/Ir-BJMC).



1st 1970's-36: Southern Railway No. 2 *Southern Crescent* ready for an early morning departure from New Orleans Union Station for Atlanta and Washington, led by E8A No. 6916 (1975/11/24) [PETER DAWES].

WE'LL NEVER SEE HIS LIKE AGAIN

During the evening, in rear Buffet Lounge Sleeper CRESCENT HARBOR, Southern Railway president (later Amtrak supremo and rail passenger icon) Graham Claytor Jr. circulated around, discussing railroads and passenger trains – a real gentleman who loved this train and made certain it was operated with class.

27 NOV:

AM 170 WASHINGTON-BOSTON *Minute Man*

Ee	924	WASHINGTON-NEW HAVEN
E [2]	280,277	NEW HAVEN-BOSTON
U	Auto Haven	
C [2]	21008,21006	
CfeC	20001	
C [2]	21003 ,21050	
CfeC	20003	
C [2]	21004,21031	

To **BOSTON**, departing 0705, arriving 1535 (four nights there), with major stops at Capital Beltway MD, Baltimore, Wilmington DL, Philadelphia PA, Trenton NJ, Newark, New York NY, New Haven CT, New London, Providence RI, Route 128 MA and Back Bay; * *Minute Man* was powered by former Pennsylvania locomotives, starting with a GG1 Electric as far as New Haven, then two E8A's beyond, with hotel power for the relatively new, high-capacity and utilitarian Amfleet corridor equipment being provided by a former Auto Train unit; * We stayed at a small hotel in the Back Bay area and spent days and evenings riding Boston streetcars and heavy transit lines, while cultural activities included a Boston Pops concert at Symphony Hall and a National Basketball Association game at the Garden, in which the storied Celtics defeated the Atlanta Hawks 114-107; * 741 km in 8 hrs 30 mins, or 87 km/h (462 mls/54 mph); * No. 924 (PRR/GE, 1943; ex-PRR, PC 4931, AM 931/lr-4924); * Nos. 280 (ex-PRR 5701A, PC 4271/lr-448), 277 (ex-PRR 5769A, PC 4250/lr-447) (both EMD, 1952); * No. 21003 (Budd, 1975-7); * AUTO HAVEN (PS, 1942; ex-UP C 5351; AUT 300/lr-690).

NORTH STATION AND THE GAAA-DEN

Boston's North Station held particular appeal for me, because right on top of it was the Boston Garden, site of many an epic battle over the years between the Bruins and Montréal Canadiens. For decades each evening, Boston & Maine had operated an overnight train made up of B&M, CP, CN and Pullman cars headed for Montréal – some via White River Jct. (Central Vermont and parent CN); others via Wells River (CP).



[logoserver.com]

1 DEC:

AM 151 [BOSTON] BACK BAY-NEW YORK PENN *Flying Yankee*

PrC	51
C	72
CfeC	71
C	70
PrC	50

To **PITTSBURGH** via New York to attend a major conference on the future of rail-passenger service; * Depart 0705 from Back Bay Station, arrive Penn Station 1118, making the same stops as above for *Minute Man*, plus Old Saybrook CT, on an American-built *Turboliner* pulled and pushed by Power Dome Coaches; * 377 km in 4 hrs 13 mins, or 89 km/h (235 mls/55 mph); * Nos. 51 (Ir-151), 71 (Ir-171) (UA/PS, 1968).

AM 31 NEW YORK PENN-PITTSBURGH [KANSAS CITY] *National Limited*

Ee	911	NEW YORK-HARRISBURG
E	[2] 589,472	HARRISBURG-KANSAS CITY
X	1187	
S	Rice Bird	NEW YORK-KANSAS CITY [LOS ANGELES]
S	[2] Pacific Bend, Bradenton	
DL	Tarboro	
C	[4] 5452, 5422 , 5426, 5434	
C	5606	[WASHINGTON] HARRISBURG-KANSAS CITY

Depart 1245, arrive 2129 (three nights there), on the Kansas City-bound *National Limited*, with major stops at Newark NJ, Trenton, North Philadelphia PA, Paoli, Lancaster, Harrisburg, Lewistown, Huntingdon, Altoona and Johnstown; * We occupied former Richmond, Fredericksburg & Potomac Coach No. 5422 (later acquired by VIA but never put into service), part of a consist including ex-Atlantic Coast Line (ACL) Sleeper RICE

NO MATTER WHERE IT'S GOING: 1975

BIRD for Los Angeles; * We ate and lounged in TARBORO, a car once leased by then-owner ACL to CN to help with Expo 67 traffic; * CTC colleague Ken Mozersky joined us at the conference, held at Carnegie-Mellon University, and we spent our spare time riding streetcar lines and visiting other attractions in a city by then in sharp decline as a steel-making centre; * 706 km in 8 hrs 44 mins, or 81 km/h (441 mls/50 mph); * No. 5422 (Budd, 1946; ex-RF&P 803/Ir-RSC, VIA, UK 800189); * RICE BIRD (ACF, 1950, 7db2dr; ex-ACL 14rm2dr Manatee River, ACL, SCL/Ir-UK); * TARBORO (PS, 1950; ex-ACL, SCL).

5 DEC:

AM 30 [KANSAS CITY] PITTSBURGH-NEW YORK PENN *National Limited*

E	[2]	593,450	KANSAS CITY-HARRISBURG
Ee		4938/[PRR]	HARRISBURG-NEW YORK
X		1070	
S		Pacific Range	[LOS ANGELES] KANSAS CITY-NEW YORK
S		Union County	
D		8060	
C	[3]	5472,5441,5416	
C		4407	KANSAS CITY-HARRISBURG [WASHINGTON]
X		1301	"

Return to **OTTAWA** via New York and Montréal with Ken – Greg having headed the other way back to San Diego; * Depart 0908, arrive Penn Station 1820, making sure to take photos of Horseshoe Curve, that monument to big-time railroading on the Pennsy; * An SDP40/E9B combination took us as far as Harrisburg, replaced there by GG1 Electric No. 4938 sporting period PRR colours; * No. 4938 (PRR/GE, 1943; ex-PRR, PC 4938, AM 929/Ir-4929); * No. 593 (EMD, 1973-4/Ir-F40PH 265, M&E); * No. 450 (EMD, 1956; ex-MILW 202B, 32B/Ir-473).

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Amtrak's America without changing
sleeping cars.**

**The Mid-American Transcontinental
Route via St. Louis and Kansas City.**

**The Washington-Sunset Route via
New Orleans.**

[Amtrak All-America Schedules, 1974/05/19, 35]

NO MATTER WHERE IT'S GOING: 1975



1st 1970's-37: Amtrak No. 30 *National Limited* negotiating Horseshoe Curve PA on its way from Kansas City to New York, led by SDP40F 593 and E9B 450, passing on-display Pennsylvania K-4 Pacific 1361 (1975/12/05) [PETER DAWES].

5-6 DEC:

AM 60 [WASHINGTON] NEW YORK PENN-MONTRÉAL CENTRAL *Montréal*

Ee	916	WASHINGTON-NEW HAVEN
E [2]	308,281	NEW HAVEN-MONTRÉAL
XY	1592	
S [2]	Okefenokee, Snohomish River	
DL	8300	
BL	3301	
C [4]	4405,7259,5605,4459	

Depart 2110, arrive 0945 next morning, with major stops at New Haven CT, Meriden, Berlin, Hartford, Springfield MA, Brattleboro VT, Bellows Falls, White River Jct., Montpelier Jct., Waterbury, Essex Jct. (for Burlington) and St. Albans – an even slower trip than in 1973 due mostly to worsening track conditions over the Boston & Maine segment; * We occupied Roomettes in former Atlantic Coast Line OKEFENOKEE (which would end up in Mexico) and lounged in “Le Pub” Buffet Lounge; * Former “Jim Crow” Baggage

NO MATTER WHERE IT'S GOING: 1975

Dormitories, such as No. 1592 here, were common on *Montréal*; * I visited an old friend now working in Montréal (one night there), while Ken went directly on to Ottawa; * 721 km in 12 hrs 35 mins, or a very slow 57 km/h (450 mls/35 mph); * OKEFENOKEE (PS, 1954, 4sc4rm6db; ex-ACL 4sc4rm5db1ct *Gardinia*, ACL, SCL/Ir-SCD *Rubi*); * No. 3301 (*Budd*, 1948; ex-C C&O 1602, ACL 272, SCL 5102, AM 4402); * No. 1592 (*Budd*, 1940; ex-SAL 6005, SCL 5032).



[sdrm.org; Ken Houghton Rail Images]

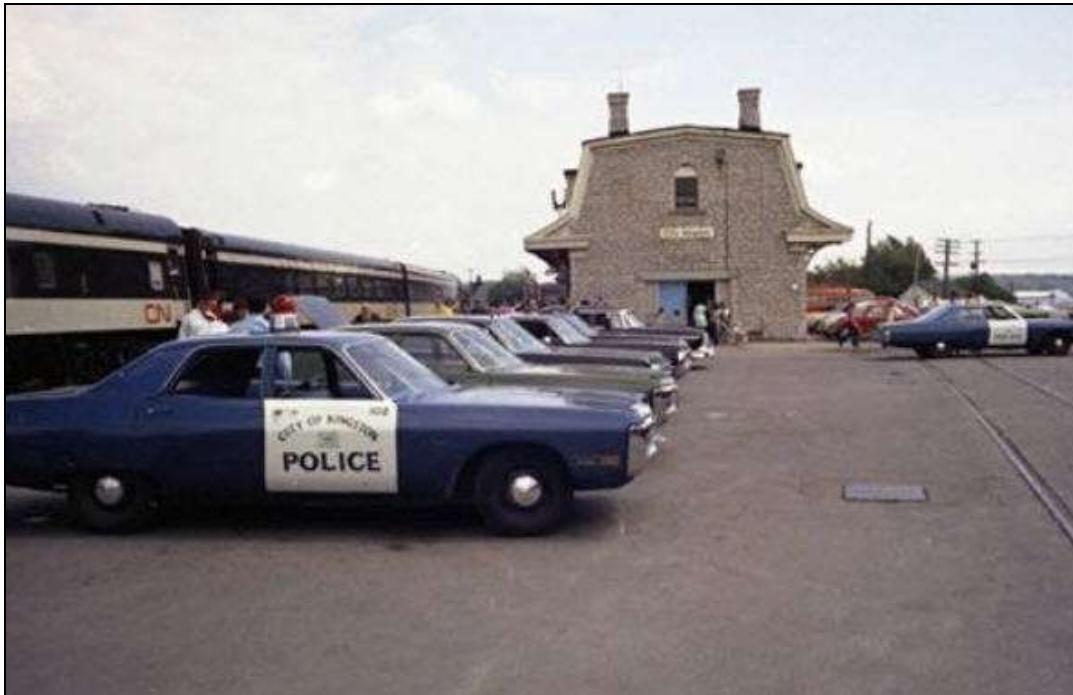
7 DEC:

CN 133 MONTRÉAL-OTTAWA

E	6541
X	9619
C	5641
CfeL	2505
C	5652

Depart 1015, arrive 1224 on Sunday-only No. 133, stopping at Dorval, Coteau, Alexandria, Maxville and Casselman; * 188 km in 2 hrs 9 mins, or 87 km/h (117 mls/54 mph).

NO MATTER WHERE IT'S GOING: 1975



1st 1970's-38: VIP's arrive at CN's Montréal Street station, Kingston, from Montréal, on No 51 Lakeshore, to discuss arrangements for sailing events during 1976 Summer Olympics, 1972/08/09 [ARCHIVES VILLE DE MONTREAL] [ROBERT VANDENSTEENE].

BIG CHANGES COMING!

This brings my **1st 1970's** volume to a close, with its focus on visiting and holiday travel, much of it in the United States. The next volume in this series, **2nd 1970's**, concentrates on travel associated with the birth of VIA Rail Canada and the restructuring of this country's passenger-rail system, from 1976 through '79.

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]

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CHANGES FROM PREVIOUS VERSION

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