

NO MATTER WHERE IT'S GOING

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

1st 1980's



by Peter Dawes

NO MATTER WHERE IT'S GOING: 1st 1980's

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

1st 1980's

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FRONT COVER PHOTO

1st1980's-1: VIA No. 1 Canadian arriving in Banff on a fine July afternoon, on its way to Vancouver, led by FP7A No. 1432 (1980/07/??) [PETER DAWES].

Enquiries to the author at:

West Wind Press

#304, 5805 – 112 Street

Edmonton, Alberta

T6H 3J4

(780) 434-4362

dawesio@my-train-travels.org

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DEDICATION

to Tom Matoff.

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 1980's, specifically 1980 through 1982, and involves trips mostly in Canada, but to a minor extent in the U.S. as well.

This is **VERSION 17** (for changes from the previous version, please see page 142).

ABOUT THE AUTHOR

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

CONTENTS

DEDICATION	3
FOREWORD	3
ABOUT THE AUTHOR	3
CONTENTS.....	4
PHOTO CREDITS.....	5
INTRODUCTION.....	6
ACKNOWLEDGEMENTS	8
GENERAL NOTES AND CAVEATS.....	9
ABBREVIATIONS	
SERVICE PROVIDERS	11
ADDITIONAL TRACK AND EQUIPMENT OWNERS	12
MISCELLANEOUS ENTITIES	15
RAIL EQUIPMENT	15
SLEEPING ACCOMMODATIONS.....	16
EQUIPMENT MANUFACTURERS.....	17
SAMPLE ENTRY	17
QUICK INDEX OF TRAINS TAKEN	
AMTRAK.....	21
CANADIAN NATIONAL.....	21
TERRA TRANSPORT.....	21
VIA RAIL CANADA.....	21
1st 1980's	23
OVERALL CONTEXT.....	25
TRIP DETAILS.....	26
PLACES VISITED	27
PARTICULARLY NOTEWORTHY TRIPS.....	27
ROUTE SCHEMATICS [<i>ENTIRE DECADE</i>]	
1: WESTERN CANADA & U.S.....	29
2: ONTARIO & EASTERN U.S.....	30
3: QUÉBEC & ATLANTIC CANADA	31

NO MATTER WHERE IT'S GOING: 1st 1980's

1980:	ONTARIO/QUÉBEC/NEW BRUNSWICK/NOVA SCOTIA/BRITISH COLUMBIA/ALBERTA/SASKATCHEWAN/MANITOBA/WESTERN U.S.	32
	SYNOPSIS	33
	TRIPS AND CONSISTS	35
1981:	ONTARIO/QUÉBEC/NEW BRUNSWICK/NOVA SCOTIA/BRITISH COLUMBIA/ALBERTA/SASKATCHEWAN/MANITOBA	63
	SYNOPSIS	65
	TRIPS AND CONSISTS	67
1982:	ONTARIO/QUÉBEC/NEW BRUNSWICK/NOVA SCOTIA/NEWFOUNDLAND/MANITOBA/SASKATCHEWAN/ALBERTA/BRITISH COLUMBIA/NORTHEASTERN U.S.....	95
	SYNOPSIS	96
	TRIPS AND CONSISTS	98
	GENERAL INDEX	124
	BIBLIOGRAPHY	
	PUBLICATIONS	135
	WEBSITES	139
	LIST OF PHOTOS.....	140
	LIST OF SCANNED IMAGES.....	141
	CHANGES FROM PREVIOUS VERSION	142

PHOTO CREDITS

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

Linley, Bill *[1st 1980's-9, 11, 12, 23];*

Matoff, Tom *[1st 1980's-6];*

Newton, C.W. *[1st 1980's-2, 3, 10, 25];*

Sandusky, Robert *[1st 1980's-14, 21];*

Sullivan, Brian E. *[1st 1980's-4, 20, 24].*

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 9).

INTRODUCTION

Welcome to the fifth volume of my North American rail-travel project, offering detailed accounts of all train trips taken between 1980 and 1982, inclusive.

Previous volumes cover the 1950's, 1960's, 1st part of the 1970's (1970-75), and 2nd part of the same decade (1976-79). Later ones deal with 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*.

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

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

BEFORE PROCEEDING...

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

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

NO MATTER WHERE IT'S GOING: 1st 1980's

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.

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,

NO MATTER WHERE IT'S GOING: 1st 1980's

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 additional car and locomotive information; and to photographs that might fill in gaps (or, where my efforts are concerned, improve on what I've included). Please contact me using the information shown on page 2 above.

ACKNOWLEDGEMENTS

Many thanks to the following:

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

NO MATTER WHERE IT'S GOING: 1st 1980's

Specifically where this 1st 1980's volume is concerned:

- Bill Linley, Tom Matoff, Charlie Newton, Bob Sandusky and Brian Sullivan for supplying photographs;
- Gerry Gaugl, Tom Matoff, Earl Roberts, Bob Sandusky and Doug Smith variously for providing train-consist and photo-caption information, equipment details, schedule timings, or just good advice; and
- CTC officials for including me in teams reviewing Canada's rail passenger system from 1976 to 1982, especially commissioners David Jones, John Magee, Jim McDonough, Guy Roberge, the late Jack Walter and the late Bernie Wolfe; also lawyer Jean Patenaude.

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

Finally, both 1980's volumes are dedicated to Tom Matoff, for enhancing my awareness of the finer things about riding the trains, and for ordering me to begin taking consists back in 1974.

Peter Dawes
Edmonton, Alberta
January, 2024.

GENERAL NOTES AND CAVEATS

Photographs: have been chosen to support the text, ***remain the property of the individual photographer and/or collection, are protected by copyright, and must not be used in any fashion without permission*** (please bear in mind that those involving night and winter trains often were taken in adverse lighting conditions);

VIA Rail Canada: had taken full control of most CN and CP passenger services by the start of the 1980's, but some of its equipment remained in CN or CP colours (such equipment is shown in this volume as VIA unless known to be owned by someone else);

NO MATTER WHERE IT'S GOING: 1st 1980's

Snack facilities: are not usually indicated but often were available in at least one car per train, or by cart in all LRC Coaches;

Train names: are shown where formally used (and as used) by the service provider, except that I sometimes employ a popular, unofficial name (e.g., in this volume, *Campers Special* for VIA's Winnipeg-Farlane service, because this was what everybody called it);

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");

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

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

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

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

NO MATTER WHERE IT'S GOING: 1st 1980's

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

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

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

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

ABBREVIATIONS

SERVICE PROVIDERS

[Note: coloured abbreviations carry through from earlier volumes]

AM	Amtrak (National Railroad Passenger Corp.)
CN	Canadian National Railways
TT	Terra Transport (CN)
VIA	VIA Rail Canada

NO MATTER WHERE IT'S GOING: 1st 1980's

ADDITIONAL TRACK AND EQUIPMENT OWNERS

A&B	Adrian & Blissfield Railroad (Bliss MI)
AC	Algoma Central Railway
AER	AllEarth Rail
ALC	Allegheny Central Railroad
AS	Adirondack Scenic Railroad (Utica NY)
ASC	Aspen Crossing Railway (Mossleigh AB)
AT&SF	Atchison, Topeka & Santa Fe Railway
AUT	Auto Train
B&A	Bangor & Aroostook Railroad
BCR	BC Rail
B&M	Boston & Maine Railroad
CC&RG	Canon City & Royal Gorge (CO) Railroad
CDCL	Clayton D. Cook Lopp Railway (Trinity NL)
CMH	City of Medicine Hat
CMRT	Canadian Museum of Rail Travel (Cranbrook BC)
C&O	Chesapeake & Ohio Railroad
CP	CP Rail
CRM	Canadian Railway Museum (St-Constant/Delson QC)
CSE	California Sun Express (Princess Tours)
DART	Dallas Area Rapid Transit
DWM	D. Walmsley
ECPC	Eagle Canon Passenger Car Co. (Parkersburg WV)
E&LS	EsCANaba & Lake Superior Railroad (Wells MI)
E&N	Esquimalt & Nanaimo Railway (CP)
FEC	Florida East Coast Railroad
FGC	Florida Gulf Coast Railroad Museum (Tampa)
FLK	Finger Lakes Railway (Geneva NY)
FRRC	Fox River Rail Car (Burlington WI)
FRRS	Feather River Railroad Society (Portola CA)
GARE	Golden Age Railroad Equipment (Bellevue OH)
GC	Grand Canyon Railway (Williams AZ)

NO MATTER WHERE IT'S GOING: 1st 1980's

GCRT	Great Canadian Railtour Co. (Vancouver)
GMR	G. Marinier (Témiskaming QC)
GSCR	General Scrap (Winnipeg)
GTW	Grand Trunk Railroad
GVC	Government of Canada
GWWD	Greater Winnipeg Water District
HAWT	Holland America-Westours/McKinley Explorer Tours
HBV	Hudson Bay Railway
HVR	Huron Valley Railroad (Croswell MI)
ICL	Intercolonial Railway (Stellarton NS)
IRS	Industrial Rail Services (Moncton)
ISL	Industries Soulanges (Les-Cèdres QC)
ITA	Illinois Transit Assembly
JBR	John Boehner
LV	Lehigh Valley Railroad
MCRH	Mid-Continent Railway Historical Society (New Freedom WI)
MILW	Chicago, Milwaukee, St. Paul & Pacific Railroad (Milwaukee Road)
MKT	Missouri-Kansas-Texas Railroad
MN	Metro-North Commuter Railroad (New York)
MRM	Monticello (IL) Railroad Museum
MTEC	Mattawa-Temiskaming Excursion Co. (Mattawa ON)
MTM	Memphis Transportation Museum
NBEC	New Brunswick East Coast Railway
NF	Newfoundland Railway
NKTA	Nebkota Railway (Gordon NB [Nebraska])
NP	Northern Pacific Railway
NPRA	Northwest Pennsylvania Railroad Authority (Corry PA)
NRC	Northern Rail Car (Cudahy WI)
NRE	National Railway Equipment (Dixmoor IL)
NRHUM	National Railroad Historical Society, Utica & Mohawk Valley Chapter
NTFT	Nagel Tours – Fun Train Canada (Edmonton)
NYC	New York Central Railroad
NY&E	New York & Erie Railroad

NO MATTER WHERE IT'S GOING: 1st 1980's

NY&LE	New York & Lake Erie Railroad (Gowanda NY)
OC	Ohio Central Railroad (Coshocton OH)
ONR	Ontario Northland Railway
PC	Penn Central Railroad
QNS&L	Quebec, North Shore & Labrador Railway
RLP	R. Longpré (Montréal)
RMT	Ride My Train (Barstow CA)
RRE	Rail Road Equipment (Port Washington WA)
RSR	Renaissance Rail (IL)
RTV	Railway Tavern (Mildmay ON)
RVL	Rail Voyages Ltd. (I. Smith) (Washington DC)
SAL	Seaboard Air Line Railroad
SCL	Seaboard Coast Line Railroad
SEMTA	Southeastern Michigan Transportation Authority
SLN	Sleeperline (Davenport IA)
SLSF	St. Louis-San Francisco Railroad (Frisco)
SOU	Southern Railway
STCUM	Société de transport de la communauté urbaine de Montréal
TAL	Tour Alaska
TA&S	Trans-Alpine & Sierra Railroad (Bozeman MT)
TC	Tioga Central Railroad (Wellsboro PA)
THSF	Train du Haut-Saint-François/Chemin de fer des Cantons-de-l'Est
T&S	Tuscola & Saginaw (MI) Railroad
TSI	Train Station Inn (Tatamagouche NS)
TTSL	Trains Touristiques du Saint-Laurent
UP	Union Pacific Railroad
US	United States Army
WC	Wisconsin Central Railroad
WSJ	Waterloo-St. Jacobs (ON) Railway
YDH	York-Durham Heritage Railway (Uxbridge ON)
YSR	Yolo Shortline Railroad (Woodland CA)

MISCELLANEOUS ENTITIES

CTC	Canadian Transport Commission
GG	Governor General
MTOC	Metro Transit Operating Co. (Vancouver)
STC	Saskatchewan Transportation Co.

RAIL EQUIPMENT

APC	Auxiliary Power Control unit
BL	Buffet Lounge
BLS	Buffet Lounge Sleeper
Box	Box car
BS	Buffet Sleeper
C	Coach
CfeC	Cafe Coach
CfeL	Cafe Lounge
CfLC	Cafe Lounge Coach
Col	Colonist car
CX	Coach Baggage
D	Diner
dd	Equipment deadheading
DG	Diner Grill
DL	Diner Lounge
DN	Dayniter
Dn	Dinette
DnC	Dinette Coach
DnL	Dinette Lounge
DnY	Dinette Dormitory
E	Engine (Diesel unless otherwise indicated)
e	Electric locomotive
ENT	Entertainment car
ex-	Former

NO MATTER WHERE IT'S GOING: 1st 1980's

F	Freight car
K	Club Galley
KIT	Kitchen car
lr-	Later
LRC	Light-Rapid-Comfortable train
m	Self-propelled multiple unit train
MTG	Marketing car
OLS	Observation Lounge Sleeper
P	Parlor
PG	Parlor Grill
PrCL	Power Coach Lounge
PrK	Power Club
R	Express Refrigerator car
RDC	Rail Diesel Car
S	Sleeper
SDn	Sleeper Dinette
SGU	Steam Generator Unit
SIC	Slumbercoach
TIC	Track Inspection Car
TrC	Training car
W	Caboose
Wrk	Work service
X	Baggage
XY	Baggage Dormitory
XYS	Baggage Dormitory Sleeper
Y	Dormitory
Z	Business Car

SLEEPING ACCOMMODATIONS

ct	Compartment
db	Double Bedroom
dl	Double Room

NO MATTER WHERE IT'S GOING: 1st 1980's

dr	Drawing Room
du	Duplex Roomette
rm	Roomette
sc	Section
sn	Single Room

EQUIPMENT MANUFACTURERS

BBD	Bombardier
Budd	Budd Co.
CCF	Canadian Car & Foundry
EMD	Electromotive Division (GM)
GE	General Electric
GMD	General Motors Diesel Division
HS	Hawker-Siddeley
MLW	Montréal Locomotive Works
NSC	National Steel Car
PS	Pullman Standard
PSC	Pressed Steel Car
SLC	St. Louis Car
UA	United Aircraft

SAMPLE ENTRY

BEFORE PROCEEDING...

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

24 MAY:

VIA 1 [MONTRÉAL] OTTAWA-WINNIPEG [VANCOUVER] *Canadian/Super Continental*

E	[2]	6526,6515	MONTRÉAL-SUDBURY
E	[3]	1423,1899,1406	[TORONTO]SUDBURY-CALGARY?

NO MATTER WHERE IT'S GOING: 1st 1980's

Z	5	OTTAWA-WINNIPEG [CHURCHILL]
X	9662	[TORONTO] SUDBURY-VANCOUVER
X	604	MONTRÉAL-SUDBURY
Y	Draper Manor	"
C	102	"
C	5534	[TORONTO] SUDBURY-VANCOUVER
C	125	
CfeL	502	
DN	5734	
S	Cabot Manor	
S	[2] Rivière Raquette, Elmsdale	[TORONTO] SUDBURY-VANCOUVER
D	1366	"
S	Emperor	[TORONTO] SUDBURY-WINNIPEG [EDM-VAN]
S	Château Dollard	MONTRÉAL-WINNIPEG [EDMONTON-VANCOUVER]
OLS	Banff Park	

To **CHURCHILL** MB via Winnipeg for a Hudson Bay service restructuring hearing; * Depart 2305, arrive Winnipeg 0945 two mornings later on the *Canadian*, with major stops at Carleton Place, Chalk River, North Bay, Sudbury, Cartier, Chapleau, White River, Marathon, Schreiber, Nipigon, Thunder Bay, Ignace, Dryden and Kenora – a rare, former CP E8A (No. 1899) assisting west of Sudbury; * I occupied a Duplex Roomette in CABOT MANOR for the first night, then a similar accommodation in EMPEROR for the second due to the former's space being sold out west of Sudbury – while higher CTC officials used Prime Minister's car No. 5; * Former CP Sleeper DRAPER MANOR was in Dormitory service, a first in my experience as ex-CN Sleepers were normally used; * 2,087 km in 35 hrs 40 mins, or 59 km/h (1,302 mls/37 mph); * No. 1899 (EMD, 1949; ex-CP, VIA 1802); * Nos. 102 (Ir-8102), 604 (ex-CP XY 3004/Ir-8604), CABOT MANOR (4sc4rm5db1ct) (all Budd, 1954-5; ex-CP); * No. 5 (CCF, 1929, CN leased to GVC; ex-12sc1dr Rosetown, Z 94, 100:6/Ir-RRE, FRRC Point St. Charles).

Explanations:

24 MAY:

VIA 1

[MONTRÉAL]

- departure date;
- service provider was VIA, train number 1;
- origin of train;

NO MATTER WHERE IT'S GOING: 1st 1980's

OTTAWA-WINNIPEG

[VANCOUVER]

Canadian/Super Continental

E [2] 6526,6515

E [3] 1423,1899,1406

Z 5

X 9662

X 604

Y Draper Manor

C 102

C 5534

C 125

CfeL 502

DN 5734

S **Cabot Manor**

S [2] Rivière Raquette, Elmsdale

D Palliser

S **Emperor**

S Château Dollard

- segment travelled;
- destination of train;
- name of train (combined here);
- two Locomotives travelling from Montréal only as far as Sudbury;
- three Locomotives originating in Toronto, travelling as far as Calgary (the ? indicating these units might have been removed elsewhere than Calgary);
- Business car travelling from Ottawa to Winnipeg, then Churchill on another train;
- Baggage car, originating in Toronto, travelling to Vancouver on this train;
- Baggage, Montréal to Sudbury only;
- this Dormitory likewise;
- this Coach likewise;
- Coach, originating in Toronto, travelling to Vancouver on this train;
- Coach travelling all the way from Montréal to Vancouver on this train;
- this Cafe Lounge likewise;
- this Dayniter likewise;
- this Sleeper likewise (the **Bold** indicating that I occupied this car at least part of the way);
- two Sleepers originating in Toronto, travelling to Vancouver on this train;
- this Diner likewise;
- Sleeper originating in Toronto, travelling to Vancouver via Edmonton (the **Bold** indicating that I occupied this car part way);
- Sleeper originating in Montréal, travelling to

NO MATTER WHERE IT'S GOING: 1st 1980's

OLS Banff Park

Winnipeg, then to Vancouver on another train via Edmonton;

- Observation Lounge Sleeper travelling all the way from Montréal to Vancouver on this train.

* 2,087 km in 35 hrs 40 mins, or 59 km/h
(1,302 mls/37 mph)

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

* No. 1899 (EMD, 1949; ex-CP, VIA 1802)

- built by Electromotive Division of General Motors in 1949, formerly CP and VIA No. 1802;

* CABOT MANOR (Budd, 1954-5, 4sc4rm
5db1ct; ex-CP)

- build by Budd Co. in 1954-5, with 4 Sections, 4 Roomettes, 5 Double Bedrooms, 1 Compartment; formerly owned by CP;

* EMPEROR (PS, 1954-5, 4sc8du4db;
ex-CN/lr-B&A)

- built by Pullman-Standard in 1954 with 4 Sections, 8 Duplex Roomettes, 4 Double Bedrooms; formerly owned by CN, later by Bangor & Aroostook Railroad;

* No. 5 (CCF, 1929, GVC; ex-CN 12sc1dr
Rosetown, Z 94, 100:6/lr-RRE,
FRRC Point St. Charles)

- built by Canadian Car & Foundry in 1929, leased to Government of Canada; formerly CN 12 Section, 1 Drawing Room Sleeper ROSETOWN, reconfigured as Business car No. 94, then 100:6; later sold to Rail Road Equipment and on to Fox River Rail Car as POINT ST. CHARLES.

QUICK INDEX OF TRAINS TAKEN

<i>number</i>	<i>name/route</i>	<i>page(s)</i>
AMTRAK		
11	<i>Coast Starlight</i>	47
61	<i>Montréal</i>	98
793	<i>Pacific International</i>	46
CANADIAN NATIONAL		
M295	Gillam-Churchill	104
TERRA TRANSPORT		
M232	Carbonear-St. John's	102
VIA RAIL CANADA		
1	<i>Canadian</i>	39,55,59,78,83,86,109
2	<i>Canadian</i>	36,42,49,51,59,60,70,80,88,89,110
4	<i>Super Continental</i>	41
7	Capreol-Winnipeg	54
9	<i>Skeena</i>	118
10	<i>Skeena</i>	118
11	<i>Atlantic</i>	38,56
12	<i>Atlantic</i>	67,77,90
14	<i>Ocean</i>	37,101,114,116,117
15	<i>Ocean</i>	57,92
28	<i>Ville Marie</i>	111
30	Ottawa-Montréal	44,67,74,82,92
31	Montréal-Ottawa	93
33	<i>Rideau</i>	58

NO MATTER WHERE IT'S GOING: 1st 1980's

<i>number</i>	<i>name/route</i>	<i>page(s)</i>
34	Ottawa-Montréal	67,76,89,98
35	Montréal-Ottawa	111
36	<i>Laurier</i>	101
37	Montréal-Ottawa	44,67,74,78,82
43	<i>Capital</i>	35,40,43,45,52,71,75,81,91,94,100,112,117,120
44	<i>Capital</i>	82,120
46	<i>Exec</i>	35,40,44,53,72,75,92,94,100
61	Montréal-Toronto	56
64	<i>Meridian</i>	99,113
91	Winnipeg-Thompson	84
92	<i>Hudson Bay</i>	105
93	<i>Hudson Bay</i>	79,84,88
94	<i>Hudson Bay</i>	85,105
95	<i>Hudson Bay</i>	79,85
104	Edmonton-Saskatoon	118
109	Winnipeg-Saskatoon	107
148	<i>Campers Special</i>	54
151	Halifax-Yarmouth	68,72,77,92,102
152	Yarmouth-Halifax	57,69,72,77,91
194	Edmonton-Calgary	109
196	Edmonton-Calgary	108
198	Victoria-Courtenay	70
199	Courtenay-Victoria	70
621	Gaspé-Matapédia	116
622	Matapédia-Gaspé	114,116
639-640	Niagara Falls-Toronto	46
641-642	Toronto-Niagara Falls	45
680	Prince Albert-Regina	74
681	Saskatoon-Edmonton	107
683	Regina-Prince Albert	73

NO MATTER WHERE IT'S GOING: 1st 1980's

1st 1980's



1st1980's-2: VIA's Toronto-to-Ottawa No. 44 *Capital* switching from CP onto CN at Smiths Falls ON, led by FPA-4 No. 6778 (CN's by now disused Napanee line stretching off into the distance) (1981/09/??) [C.W. NEWTON].

NO MATTER WHERE IT'S GOING: 1st 1980's

*ONTARIO/QUÉBEC/MANITOBA
SASKATCHEWAN/ALBERTA
BRITISH COLUMBIA/NEW
BRUNSWICK/NOVA
SCOTIA/NEW-
FOUNDLAND*

*NORTHEASTERN
WESTERN U.S.*



*[Sources: Amtrak: New York, Philadelphia timetable
(Jan. 6, 1974); cn.ca; Terra Transport: Angus,
Canadian Rail No. 407 (193); VIA:
National Timetable (Oct.
29, 1995, cover)]*

OVERALL CONTEXT

***The sigh of midnight trains in empty stations,
Silk stockings thrown aside, dance invitations,
Oh, how the ghost of you clings,
These foolish things remind me of you.***

Holt Marvell (with Jack Strachey, Harry Link)
("These Foolish Things").

The beginning of the 1980's found me still working in the Research Branch of the CTC in Hull QC, but effectively seconded to the Railway Transport Committee. It wasn't long before I was formally transferred to the Committee, given my focus on rail-passenger matters. For me, "The sigh of midnight trains in empty stations" is one of the most haunting lines of any love song ever written – even if it refers to a once common experience that is rare today.

The Committee held hearings on regional services in most parts of the country, and directed that two such trains be kept on an experimental basis, one in Nova Scotia and one in Saskatchewan. I was assigned to chair stakeholder advisory groups established to monitor improvements in schedules, on-board catering, stations and marketing – all as directed by the Committee. The Halifax-Kentville-Yarmouth service did well, its traffic increasing from negligible to an average of over 100 per trip; but similar improvements failed on the Regina-Saskatoon-Prince Albert service.

Then, in 1981, a bombshell: the Government of Canada ordered significant cutbacks to VIA's network as of November 15. VIA discontinued the *Super Continental* and *Atlantic*, and began operating the *Canadian* between Toronto and Vancouver only, with Montréal cars handled in Corridor trains. Of particular interest, the corporation placed token day services on the Winnipeg-Regina-Saskatoon and Saskatoon-Edmonton routes, and extended the Prince Rupert-Jasper *Skeena* to Edmonton; in the east, it introduced a Halifax-Saint John-Fredericton RDC service. Where the experimental services were concerned, the Halifax-Yarmouth train was spared while the Regina-Prince Albert version was discontinued. On the positive side, I took my first trip on a "Light Rapid Comfortable" (LRC) train in 1982, a sign that improvements were underway, at least in the Ontario-Québec Corridor. The end was near for 1950's-era equipment in the Corridor, as well as the Turbos.

NO MATTER WHERE IT'S GOING: 1st 1980's

In the fall of 1982, I moved to Edmonton to work for the Government of Alberta's Department of Economic Development and Trade, whose Transportation Services Branch had responsibility for most transportation issues except those pertaining to the provision and operation of highways. My job involved developing policy on surface passenger transportation issues of interest to the provincial government. Where rail-passenger service was concerned, the main focus was on the Calgary-Edmonton Corridor and its suitability for high-speed rail, as well as tourist trains in the mountains.

While most of my travel during the early 1980's continued to be by rail, I still did a lot of flying and used the occasional bus and ferry, both in connection with work and for pleasure or visiting purposes. I also made two trips to Europe in 1980 and 1981, involving a lot of rail travel.

In the U.S., Amtrak further re-equipped and upgraded its fleet during the early part of the decade, with additional bilevel "Superliner" cars, rebuilt "Heritage" cars equipped with HEP (Head-end Electric Power), and electric locomotives. The corporation still attracted strong ridership in the Northeast Corridor and, in cooperation with the state of California, became a meaningful player in the Los Angeles-San Diego market. Alas, it continued to live a precarious existence, due to inadequate and uncertain funding.

TRIP DETAILS

During the 1980-82 period, I took 118 trips and travelled 60,682 kilometres (*37,872 miles*) by train, with American-based service providers accounting for just 3 of these trips and 1,630 km (*1,017 mls*).

By year, the greatest distance travelled was 26,834 km (*16,747 mls*) in 1981; the smallest, 13,993 km (*8,733 mls*) in 1982. Most trips were 52 in 1981; the fewest, 33 in both 1980 and 1982.

Eighty-eight of these trips were in my "Coach" category (including 1 in Club and 1 in Dayniter class), and 30 in "Sleeper" (including 4 in Business cars). Twenty-two were on self-propelled trains; none behind steam.

VIA dominated the number of trips by service provider, at 113, while Amtrak and CN had 3 each. (CN's total included 1 by subsidiary, Terra Transport.)

NO MATTER WHERE IT'S GOING: 1st 1980's

There were 1,212 units in the trains I took: 255 Locomotives & Related Units and 957 cars. The latter consisted of: Coaches & Dayneters, 418; Parlor & Club Cars, 39; Sleeping & Business Cars, 197; Dining & Other Meal Cars, 50; Lounge Cars, 117; Baggage & Miscellaneous Cars, 136.

Fastest average speed during this period by a **Canadian** service provider was on VIA's *Meridian* (a Turbotrain) from Kingston to Montréal in 1982: 118 km/h (73 mph). **American:** Amtrak's *Coast Starlight* from Seattle to Portland in 1980: 75 km/h (47 mph).

Slowest average speed during this period by a **Canadian** service provider was on Terra Transport's Carbonear-to-St. John's mixed in 1982: 33 km/h (21 mph). **American:** Amtrak's *Pacific International* from Vancouver to Seattle in 1980: 56 km/h (35 mph).

PLACES VISITED

(Note: * indicates by non-rail means)

Canada: **AB** – Banff, Calgary, Edmonton, Lake Louise, Ma-Me-O Beach* and Wetaskiwin; **BC** – Nanaimo, Prince Rupert, Qualicum Beach, Vancouver and Victoria; **MB** – Churchill, Dauphin, Gillam, Portage la Prairie, The Pas, Thompson and Winnipeg; **NB** – Moncton; **NL** – Carbonear and St. John's; **NS** – Annapolis Royal, Halifax, Kentville and Truro; **ON** – Chapleau, Cornwall, Kingston, Malachi, Niagara Falls, Ottawa, Smiths Falls, Sudbury, Toronto, White River and Winchester*; **QC** – Matapédia, Montréal, New Carlisle, Paspébiac* and Percé; **SK** – Plunkett*, Prince Albert, Regina and Saskatoon.

United States: **DC** – Washington; **OR** – Portland; **WA** – Seattle.

PARTICULARLY NOTEWORTHY TRIPS

1980: **VIA Atlantic**, Moncton to Montréal (my first trip on VIA's new Halifax-Montréal service, over CN to Saint John, CP through the State of Maine to Sherbrooke, then CN again); **Amtrak Coast Starlight**, Seattle to Portland (still a healthy, full-service train destined for Oakland and Los Angeles); **VIA Canadian**, Banff to Ottawa (a train much revived under VIA, but lacking in aesthetics due to the mixing of former CN equipment with CP's stainless-steel fleet); **VIA Campers Special**, Winnipeg to Malachi ON (a unique, weekend train used to reach isolated northwestern Ontario cottage country); **VIA Canadian/Super Continental**, White

NO MATTER WHERE IT'S GOING: 1st 1980's

River to Chapeau ON (enjoying a wonderful pre-Christmas turkey dinner, served by former CP Dining car pros, against a snowy northern Ontario backdrop);

1981: *VIA Atlantic*, Montréal to Halifax (my last trip over CP's "Short Line" through Maine, prior to discontinuance later in the year); *VIA Hudson Bay*, Winnipeg to The Pas, Thompson and Gillam, then back to Thompson (in the Governor General's 2-car set, chartered by the CTC for these trips); *VIA Canadian*, Winnipeg to Ottawa (in the Drawing Room of the Observation Lounge Dome Sleeper);

1982: *Amtrak Montréaler*, Montréal to Washington (over the traditional route via White River Jct. VT, Springfield MA, New Haven CT, New York and Philadelphia); *Terra Transport M232*, Carbonear to St. John's (a narrow-gauge mixed train partly over the route of the famous *Newfie Bullet*); *CN M295*, Gillam to Churchill (in the caboose of a mixed train supplementing the *Hudson Bay* with daytime service over this segment); *VIA Ville Marie*, Ottawa to Montréal (my first trip on an LRC train); *VIA Skeena*, Edmonton to Prince Rupert (my first time on a through service between Edmonton and Rupert line points, following elimination of the *Super Continental*).

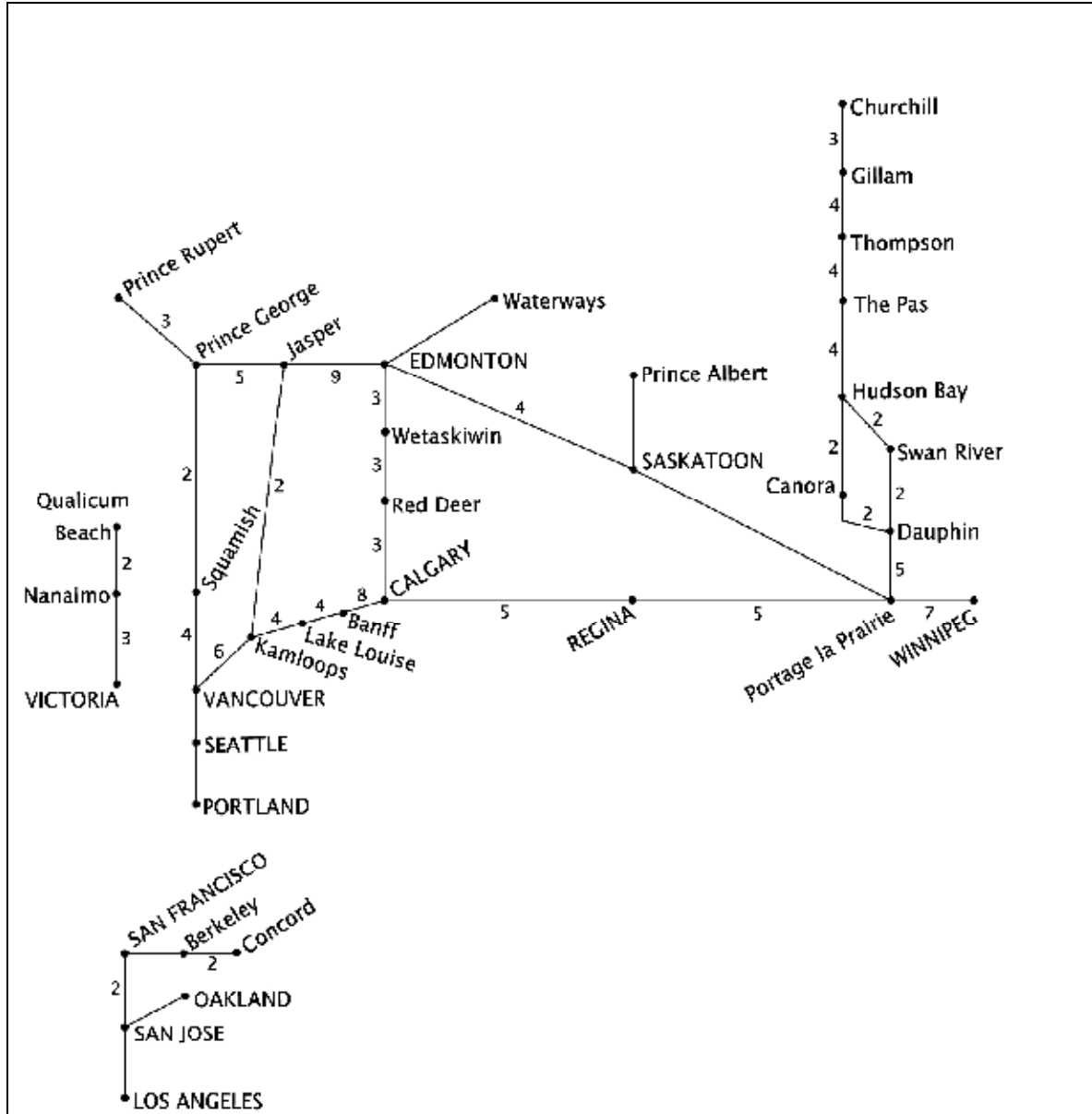
REMINDER!

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

ROUTE SCHEMATIC 1: WESTERN CANADA & U.S.

[ENTIRE DECADE]

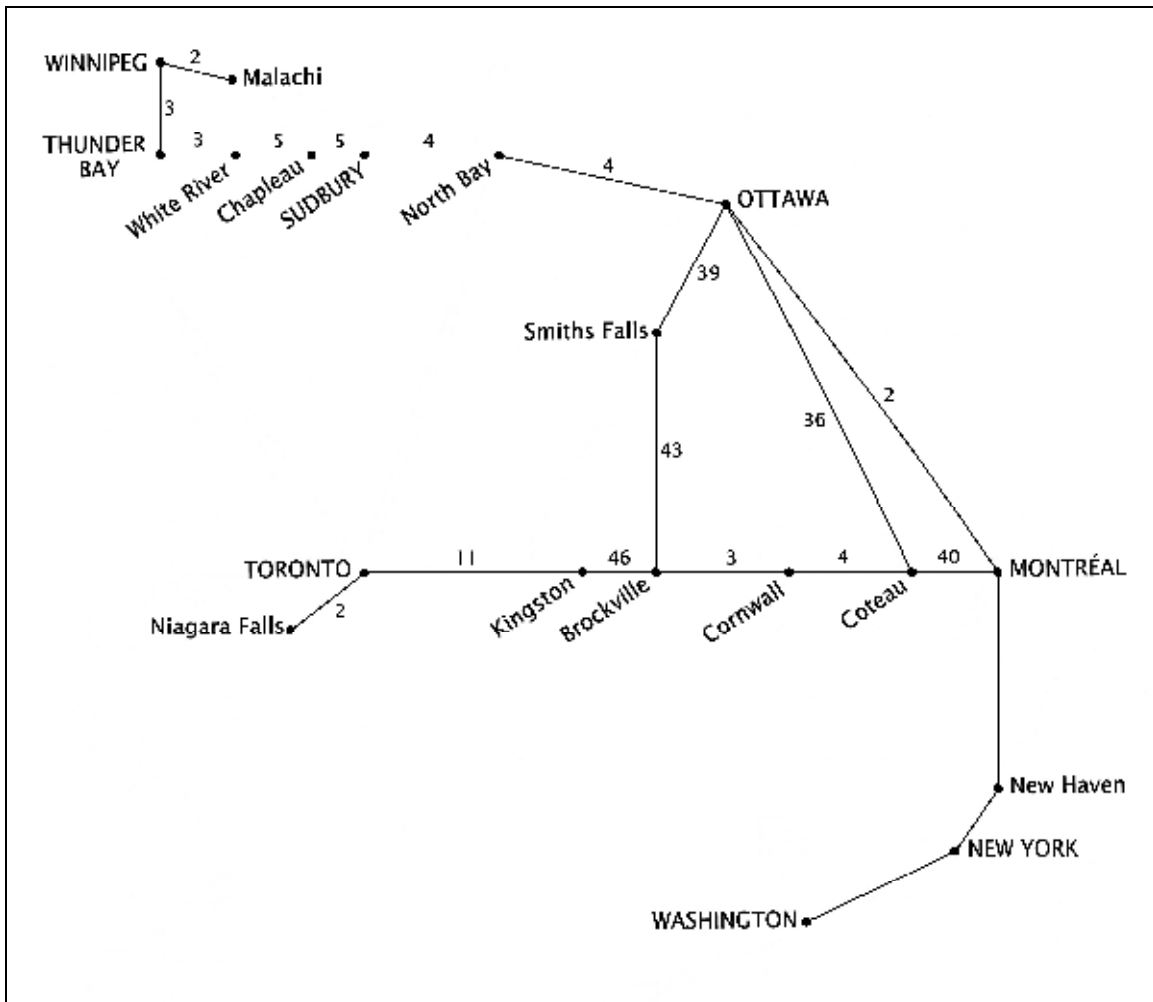
[Showing number of one-way trips by segment
(one such trip unless shown otherwise)]



ROUTE SCHEMATIC 2: ONTARIO & EASTERN U.S.

[ENTIRE DECADE]

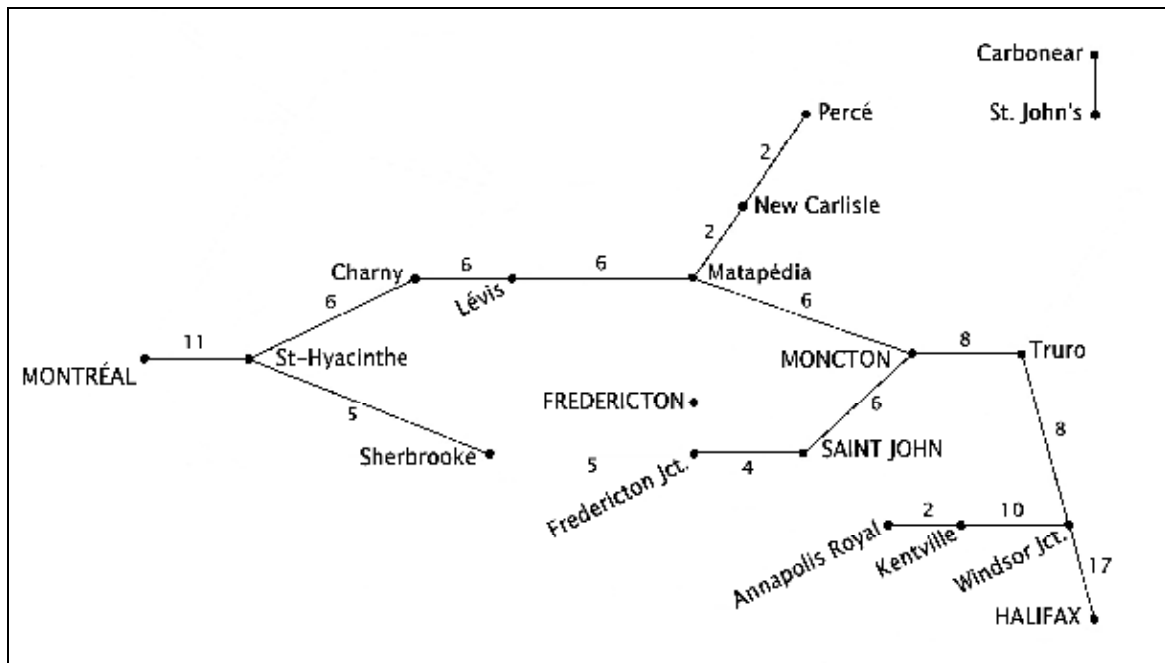
[Showing number of one-way trips by segment
(one such trip unless shown otherwise)]



ROUTE SCHEMATIC 3: QUÉBEC & ATLANTIC CANADA

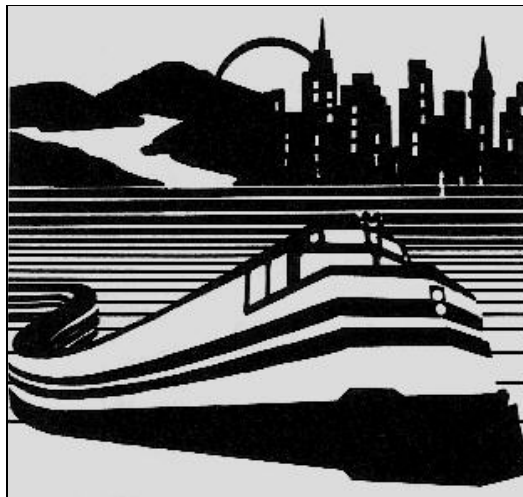
[ENTIRE DECADE]

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



1980

ONTARIO/QUÉBEC/NEW BRUNSWICK/NOVA SCOTIA/BRITISH COLUMBIA/ALBERTA/SASKATCHEWAN/MANITOBA WESTERN U.S.



[Amtrak System Train Timetables, 1992/04/05, 58]

SYNOPSIS

I travelled by train in 1980 both with friends and to visit friends, also to see my parents and other family members. Where work was concerned, I took trains in connection with relatively minor CTC rail passenger restructuring hearings involving the Winnipeg-Farlane *Campers Special* and Sudbury-White River remote service, as well as to chair advisory group meetings in connection with the Halifax-Yarmouth experimental service mandated by the CTC. There was one foray into the United States – therefore, the stylized F40PH locomotive above.

This year, Research Branch prepared implementation reports for the Halifax-Yarmouth and Regina-Prince Albert experimental services, whereby these trains would be upgraded and given 12-month trials to see whether they should be retained. Another major project was the development of *The Passenger Train Service Order*, a document which established a “Minimum Frequency” for each federally regulated service based on current frequency and past Committee decisions. The intent was to allow service providers, in the new VIA era, to reduce service on a route to a Minimum Frequency without the Committee’s approval, while establishing rules if the intention was to go below that base. This involved researching all past Committee decisions to determine what conditions had been set for each route, including those covered by the western and eastern transcontinental plans.

Trips taken: Thirty-three trips were involved covering 19,855 kilometres (*12,392 miles*), 31 provided by VIA and 2 by Amtrak (AM). Of this distance, AM accounted for 550 km (*343 mls*). Overall, eight of the trips were in Sleepers and 1 in a Dayniter, while three were on self-propelled trains.

Equipment units: 427, made up of 82 Locomotives & Related Units and 345 cars (by category: Coaches & Dayneters, 159; Parlor & Club Cars, 12; Sleeping & Business Cars, 71; Dining & Other Meal Cars, 21; Lounge Cars, 46; Baggage & Miscellaneous Cars, 36).

Places visited in Canada: **AB** – Banff, Edmonton and Lake Louise*; **BC** – Vancouver and Victoria*; **MB** – Winnipeg; **NB** – Moncton; **NS** – Halifax and Kentville; **ON** – Chapleau, Cornwall, Kingston, Malachi, Niagara Falls, Sudbury, Toronto and White River; **QC** – Montréal. ***United States:*** **OR** – Portland; **WA** – Seattle. (***Note:*** * indicates by non-rail means.)

NO MATTER WHERE IT'S GOING: 1980

Noteworthy train trips (VIA unless otherwise indicated): *Atlantic*, Moncton to Montréal; **No. 152**, Kentville to Halifax; *Ocean*, Halifax to Montréal; **No. 641-642**, Toronto to Niagara Falls; **AM Pacific International**, Vancouver to Seattle; **AM Coast Starlight**, Seattle to Portland; *Canadian*, Banff to Ottawa; **Campers Special**, Winnipeg to Malachi; **Canadian/Super Continental**, White River to Chapleau.

Fastest average speed by a Canadian Service Provider: *VIA No. 33*, Montréal to Ottawa: 90 km/h (56 mph). **American:** **AM Coast Starlight**, Seattle to Portland: 75 km/h (41 mph).

Slowest average speed by a Canadian Service Provider: *VIA Canadian*, Vancouver to Banff: 49 km/h (30 mph). **American:** **AM Pacific International**, Vancouver to Seattle: 56 km/h (35 mph).

Memorable non-rail trips: BC Steamship Co., Seattle to Victoria.

Overseas: I took my fourth European holiday this year, 18 SEP to 11 OCT, visiting England, France, Germany, Isle of Man and Switzerland.

HIGHLIGHT!

Enjoying a wonderful, pre-Christmas turkey dinner in the Diner of No. 2, the *Canadian/Super Continental*, between White River and Chapleau ON – served up by former CP (now VIA) pros while snow swirled by the windows.

MILESTONE

From 8 JUN to 28 SEP, the otherwise combined *Super Continental* and *Canadian* ran as separate trains on CP's line between Sudbury and Winnipeg – the former running just ahead of the latter eastbound; just behind westbound. As of 29 SEP, the end-to-end schedule of both trains was lengthened from three to four nights.

TRIPS AND CONSISTS

10 FEB:

VIA 43 OTTAWA-KINGSTON [TORONTO] *Capital*

E	[2]	6518,6866	
C		5519	
CfeL		2502	
C	[2]	5488 ,5631	
K		York Club	
C	[2]	5225,5189	[MONTRÉAL] BROCKVILLE-TORONTO
CfLC		3035	"
C	[2]	5303,5476	"
X		9613	"

Day excursion to **KINGSTON** on the *Capital* to visit family; * Depart 0930, arrive 1237, with stops at Smiths Falls, Brockville and Gananoque, behind a General Motors Diesel Division FP9A/Montréal Locomotive Works FPA-4 combo; * I occupied a seat in one of the three Coaches operating out of Ottawa along with a Cafe Bar Lounge and Club Galley, while the Montréal portion featured a Cafe Coach Lounge; * VIA continued to provide three Ottawa-Toronto trains on most days of the week, often assigning older pre-war and wartime Coaches (three of them here); * 190 km in 3 hrs 7 mins, or 61 km/h (119 mls/38 mph); * No. 6518 (GMD, 1957); * No. 6866 (MLW, 1958); * Nos. 5488 (Ir-MTEC, AS 7601), 2502 (ex-C 5615, CfLC 3018/Ir-A&B), 3035 (ex-C 5604/Ir-ECPC) (all CCF, 1954); * YORK CLUB (PS, 1954; ex-BS Valley Road, DL 1355/Ir-NTFT Soft Rock, The Variety Car, ASC); * No. 5189 (CCF, 1937/Ir-CN 5066:2, HVR 5066, NRHUM); * No. 9613 (NSC, 1954; ex-9218) – all equipment ex-CN.

VIA 46 [TORONTO] KINGSTON-OTTAWA *Exec*

E	[3]	6758,6858,3102[CN]
X		9617
C	[3]	5193,5203,5644
CfeL		2504
C	[2]	5532, 5530
K		Mount Royal Club

NO MATTER WHERE IT'S GOING: 1980

C	5447	TORONTO-BROCKVILLE [MONTRÉAL]
CfeL	2506	"
C	[4] 5516,5226,5421,5599	"
X	9611	"

Returning, depart 1905, arrive 2215 on an *Exec* featuring five coaches to Ottawa and another five to Montréal; * Supplementing the regular units was a CN freight locomotive, as was often the case during this period (here an RS18); * No. 3102 (*MLW, 1959*).

TURBOTRAIN UPDATE

Timetables suggest that, throughout 1980, VIA continued to provide an afternoon Montréal-Toronto Turbo in each direction, daily except Saturdays and taking 4 hours, 30 minutes.

23 APR:

VIA 2 [VANCOUVER] OTTAWA-MONTRÉAL *Canadian*

E	[2] 6526,6625	SUDBURY-MONTRÉAL
X	604	"
C	101	"
C	124	
CfeL	516	
DN	5741	SUDBURY-MONTRÉAL
S	Château Denonville	
D	Acadian	
S	Aylmer Manor	[VANCOUVER-EDMONTON] SUDBURY-MONTRÉAL
OLS	Sibley Park	

To **MONCTON** via Montréal to visit a friend; * Depart 1930, arrive Central Station 2150 on a *Canadian* making one major stop at Dorval QC and led by an FP9A/B lash-up; * I nominally occupied the local Coach but spent most of the trip in the "Skyline" Cafe Dome Lounge; * The *Super Continental* was still operating from Toronto, the *Canadian* from Montréal using CP's "Short Line" until Vaudreuil, then CN; * 180 km in 2 hrs 20 mins, or 77 km/h (112 mls/48 mph); * Nos. 6526 (*lr-6313, OC, CP*), 6625 (*both GMD, 1957; ex-CN*); * Nos. 101 (*lr-8101*), 516 (*ex-CfLC/lr-8516*), 604 (*ex-CP XY 3004/lr-8604*), ACADIAN, SIBLEY PARK (*3db1dr*) (*all Budd, 1954-5; ex-CP*).

NO MATTER WHERE IT'S GOING: 1980



1st1980's-3: VIA No. 45 Exec departing Brockville for Toronto behind FPA-4 No. 6791 (1980/10/20) [C.W. NEWTON].

23-24 APR:

VIA 14 MONTRÉAL-MONCTON Ocean

E	[2]	6777,6860	MONTRÉAL-ST-LAMBERT
E	[2]	6780,6867	ST-LAMBERT-HALIFAX
X		9649	
Y		<i>Exploits River</i>	
C	[3]	5472,5610,5527	
CfeL		750	
DN		5723	
DL		1357	
S	[2]	Greenway, Erwood	
XY		9483[dd]	

Depart 2340, arrive 1700 next day (three nights there), with major stops at St-Lambert, St-Hyacinthe,

NO MATTER WHERE IT'S GOING: 1980

Drummondville, Charny, Lévis, Montmagny, Rivière-du-Loup, Trois-Pistoles, Rimouski, Mont-Joli, Sayabec, Amqui, Causapschal, Matapédia, Campbellton NB, Bathurst, Newcastle and Rogersville; * The *Ocean* continued to be the only service left on the historic Intercolonial route along the Baie des Chaleurs and ran on the *Scotian's* old schedule, while the *Atlantic* went through the State of Maine and Saint John; * Our train started out with an FPA/B-4 combination, replaced almost immediately by similar locomotives at St-Lambert for mechanical reasons; * I occupied a Duplex Roomette in ERWOOD (unusual in that "E"-series Sleepers weren't normally seen on Maritime trains) and enjoyed the amenities provided in the Cafe Lounge and Diner Lounge; * 1,048 km in 16 hrs 20 mins, or 64 km/h (654 mls/40 mph); * Nos. 6777, 6860 (MLW, 1958-9); * ERWOOD (PS, 1954, 4sc8du4db); * No. 750 (CCF, 1954; ex-C 5601, CfLC 3000/lr-RLP, RSR); * No. 1357 (PS, 1954; ex-SDn White Sands/lr-E&LS) – all equipment ex-CN.

ISLAND REGRET

New Brunswick's tidal bores and reversing falls were great, but I regret never having taken the time to visit Prince Edward Island across the straight – the only province I've yet to experience. Now, if only CN had still been operating its Moncton-Charlottetown train via the Cape Tormentine-Borden ferry, especially with the Montréal-Charlottetown through Sleeper – things definitely would have been different.

27-28 APR:

VIA 11 [HALIFAX] MONCTON-MONTRÉAL *Atlantic*

E	[2]	6768,6864
X		9645
C	[2]	5402,5642
CfLC		3032
DN		5719
D		1369
BLS		Cape Canso
S	[3]	Greenshields, Green Bank , Pyramid Falls

Return to **OTTAWA** on the *Atlantic* over CP's Maine "Short Line", via Montréal; * Depart 1640, arrive Central Station 0700 next morning, with major stops at Sussex and Saint John (over CN), then Fredericton Jct., Harvey, McAdam, Vanceboro ME, Mattawamkeag, Brownville Jct., Greenville, Jackman, Mégantic QC and

NO MATTER WHERE IT'S GOING: 1980

Sherbrooke (CP), and finally Richmond, St-Hyacinthe and St-Lambert (CN again); * I occupied a Roomette in GREEN BANK, but spent a lot of time in Buffet Lounge Sleeper CAPE CANSO (the latter formerly leased to the Pullman Co. for service on ex-Grand Trunk lines); * This was a strong consist for the off-season (two Coaches, three Sleepers, Dayniter, and Buffet Lounge Sleeper), although Coach and Dayniter passengers now had only a Cafe Coach Lounge instead of a full Cafe Lounge in the "750"-series; * The VIA notice below alludes to procedures relating to this train's passage through Maine, although the U.S. authorities didn't wake me or, as far as I know, other Sleeping car passengers during the night; * 906 km in 15 hrs 20 mins, or 59 km/h (565 mls/37 mph); * GREEN BANK (6sc6rm4db/lr-JBR), CAPE CANSO (2db2ct; leased to Pullman until 1959/lr-CN TIC 15006:2) (both PS, 1954; ex-CN).

Passengers who travel between Halifax and Montreal on trains #11 and #12 are reminded that these trains pass through the United States and are subject to Customs and Immigration formalities. A complete inspection is scheduled and all passengers will be given a form to fill out.

Travellers on these trains are reminded that they are solely responsible for providing proof of nationality or other documentation to U.S. Customs inspectors. VIA assumes no liability for passengers found to be inadmissible to the U.S.A. In some cases VIA may provide re-routing to the nearest Canadian station for passengers rejected by Customs officials.

You are strongly advised to obtain further information by consulting a VIA ticket office or to clarify your citizenship status by consulting your nearest U.S. Consulate.

[VIA System Timetable, 1985/10/27, 16]

28 APR:

VIA 1 MONTRÉAL-OTTAWA [VANCOUVER] Canadian

E	[2]	6520,6622	MONTRÉAL-SUDBURY
X		608	"
C		129	"
C		105	
CfeL		507	
DN		5735	
S		Château Varennes	

NO MATTER WHERE IT'S GOING: 1980

D	York	
S	Douglas Manor	MONTRÉAL-WINNIPEG [EDMONTON-VANCOUVER]
OLS	Tremblant Park	

Depart 1015, arrive 1240.

OUT OF MOTHBALLS?

I began encountering a number of former CP stainless-steel cars for the first time during these years. Had these cars been placed in storage as traffic declined in the 1960's and 1970's? (Examples from my 28 APR trip above: CHÂTEAU VARENNES, DOUGLAS MANOR, and TREMBLANT PARK.)

11 MAY:

VIA 43 OTTAWA-KINGSTON [TORONTO] Capital

E	[3]	6778,6859,6870	
C	[3]	5648,5432,5437	
CfeL		2502	
C	[2]	5589 ,5621	
K		Carleton Club	
C		5633	[MONTRÉAL] BROCKVILLE-TORONTO
CfeL		2508	"
C		5395	"
X		9656	"

Another day excursion to **KINGSTON**, departing 0930, arriving 1237; * VIA assigned either a Cafe Coach Lounge or (as here) a full Cafe Lounge to the Montréal portion of this train – not always according to traffic.

VIA 46 [TORONTO] KINGSTON-OTTAWA Exec

E	[2]	6765,6860
X		9643
C		5500
CfeL		2510
C	[2]	5458 ,5455
K		Mount Royal Club

NO MATTER WHERE IT'S GOING: 1980

C	5465	TORONTO-BROCKVILLE [MONTRÉAL]
CfLC	3024	"
C	5562	"
X	9632	"

Returning, depart 1905, arrive 2215, with a Cafe Coach Lounge instead of the usual full Cafe Lounge assigned to the Montréal end of the *Exec*.

· **27 MAY:** To **EDMONTON** on Air Canada to attend a transportation conference (four nights at the Chateau Lacombe), with accompanying trips during breaks on the Edmonton LRT line (operational since 1978) and some of the trolley bus routes, courtesy of knowledgeable friends such as Brian Sullivan.

31 MAY-1 JUN:

VIA 4 [VANCOUVER] EDMONTON-WINNIPEG *Super Continental*

E	[3]	4100[CN],6604,6507
X		9637
Y		Euclid
DN		5740 VANCOUVER-WINNIPEG [TORONTO]
DN		5721
C		5446 VANCOUVER-WINNIPEG [TORONTO]
OL		Jasper
D		1372
S		Edmonton
S		Edwardsville VANCOUVER-WINNIPEG [TORONTO]
S		Cameron Manor VANCOUVER-WINNIPEG [MONTRÉAL]
S		Emerson

Return to **OTTAWA** via Winnipeg; * Depart 1255, arrive Winnipeg 0730 next morning, with major stops at Wainwright, Unity SK, Biggar, Saskatoon, Watrous, Raymore, Melville, Ituna, Yarbo, St. Lazare MB, Rivers, Brandon North and Portage la Prairie – led by a CN GP9; * I occupied a Roomette in CAMERON MANOR, operating through to Ottawa/Montréal, but enjoyed socializing in former Milwaukee Road Sceneramic Lounge JASPER and meals in Diner No. 1372, rebuilt from an older Coach; * 1,279 km in 17 hrs 35 mins, or 73 km/h (798 mls/45 mph); * No. 4100 (GMD, 1957, CN/lr-4360:2, 7254:2); * CAMERON MANOR (Budd, 1954-5, 4sc4rm5db1ct; ex-CP); * JASPER (PS, 1952; ex-MILW 50, CN/lr-TAL Mt. Foraker, CSE, AUT 9310, HAWT

NO MATTER WHERE IT'S GOING: 1980

Kenai, CC&RG; * No. 1372 (*CCF, 1947; ex-CN C 5391/lr-TC*).

1-2 JUN:

VIA 2 [VANCOUVER]WINNIPEG-OTTAWA [MONTRÉAL] *Canadian/Super Continental*

E	[3]	1410,8558,8513	WINNIPEG-SUDBURY [TORONTO]
E	[2]	6541,6627	SUDBURY-MONTRÉAL
D		Fairholme[<i>dd</i>]	WINNIPEG-MONTRÉAL
X		604	"
Y		Iroquois	VANCOUVER-SUDBURY [TORONTO]
X		9663	"
DN		5740	[VANCOUVER-EDM] WINNIPEG-SUDBURY [TOR]
C		5446	"
C		125	SUDBURY-MONTRÉAL
C		107	
CfeL		501	
DN		5741	
S		Château Denonville	
S		Edenwold	VANCOUVER-SUDBURY [TORONTO]
D		1360	"
S		Edwardsville	[VANCOUVER-EDM] WINNIPEG-SUDBURY [TOR]
D		Palliser	SUDBURY-MONTRÉAL
S		Cameron Manor	[VANCOUVER-EDMONTON] WINNIPEG-MONTRÉAL
OLS		Sibley Park	

Depart 0915, arrive 1920 next day, with major stops at Kenora ON, Dryden, Ignace, Thunder Bay, Nipigon, Schreiber, White River, Chapleau, Cartier, Sudbury, North Bay, Chalk River and Carleton Place – powered by an FP9ARS10/GP9 lash-up as far as Sudbury, then an FP9A/B combo; * The *Canadian* and *Super Continental* were still being combined across northern Ontario, but soon would begin running as separate trains for the summer period; * 2,087 km in 33 hrs 5 mins, or 63 km/h (1,302 mls/39 mph); * Nos. 1410 (*ex-CP*), 8513 (*CP/lr-1551*) (*GMD, 1954-5*); * No. 8558 (*MLW, 1956; ex-CP*); * IROQUOIS (*CCF, 1950, 24du; ex-CN*).

NO MATTER WHERE IT'S GOING: 1980



1st1980's-4: VIA No. 4 *Super Continental* at Edmonton station on a peak summer July day, featuring a *mélange* of equipment (1980/07/01) [BRIAN E. SULLIVAN].

A VIA ODDITY

VIA leased or borrowed a number of CP and CN freight units to supplement cab types on its longer trains, but the only one it purchased outright was former CP RS10 No. 8558, as encountered on my 1 JUN combined *Canadian/Super Continental*.

15 JUN:

VIA 43 OTTAWA-KINGSTON [TORONTO] Capital

E	[2]	6520,6612	
C		5517	
CfeL		2506	
C	[2]	5640 ,5498	
K		Hamilton Club	
C		5594	[MONTRÉAL] BROCKVILLE-TORONTO
CfLC		3038	"

NO MATTER WHERE IT'S GOING: 1980

C	5428	"
X	9630	"

Another day excursion to **KINGSTON**, departing 0930, arriving 1237.

VIA 46 [TORONTO] KINGSTON-OTTAWA Exec

E	[2]	6785,6635	
X		9610	
C		5644	
CfeL		2502	
C	[2]	5648 ,5574	
K		Carleton Club	
CfLC		3024	TORONTO-BROCKVILLE [MONTRÉAL]
C	[2]	5616,5409	"
X		9659	"

Returning, depart 1905, arrive 2215.

8 JUL:

VIA 30 OTTAWA-MONTRÉAL Rapido

E	[2]	6789,6861
K		Club de la Garnison
C		5501
Dn		435
C		5542

Day trip to **MONTRÉAL** for meetings, departing 0720, arriving 0935, with major stops at Alexandria and Dorval QC; * VIA still was using Dinettes on Ottawa-Montréal trains instead of the "2500"-series Cafe Bar Lounges common on the Ottawa-Toronto route – a practice begun (I believe) in 1979; * This route now saw five trains on most days of the week, with the *Canadian* available as a sixth frequency via Vankleek Hill; * 187 km in 2 hrs 15 mins, or 83 km/h (117 mls/52 mph); * No. 435 (CCF, 1957; ex-CN DnY).

VIA 37 MONTRÉAL-OTTAWA Rapido

E		6774
K		Club de la Garnison

NO MATTER WHERE IT'S GOING: 1980

C 5533
 Dn 425
 C **5595**

Returning, depart 1720, arrive 1935.

14 JUL:

VIA 43 OTTAWA-TORONTO *Capital*

E [2] 6516,6619
 C **5483**
 CfeL 2502
 C [2] 5503,5532
 K Carleton Club
 C 5501 [MONTRÉAL] BROCKVILLE-TORONTO
 CfeL 2508 "
 C [2] 5419,5283 "
 X 9651 "

To **NIAGARA FALLS** ON via Toronto, at the beginning of a cross-continent trip with a friend, taking in Vancouver, Seattle, Victoria, Portland and Banff; * Depart 0930, arrive Union Station 1535, with stops at Smiths Falls, Brockville, Gananoque, Kingston, Napanee, Belleville, Cobourg, Oshawa and Guildwood; * 446 km in 6 hrs 5 mins, or 73 km/h (278 mls/45 mph).

VIA 641-642 TORONTO-NIAGARA FALLS

CXm 6204
 Cm[2] 6002,6115

Depart 1735, arrive 1930 (one night there), with stops at Oakville, Burlington West, Hamilton, Grimsby and St. Catharines, this train having a double number due to a reversal of direction near Hamilton; * We occupied former Boston & Maine (B&M) RDC-1 No. 6115 on this, my first trip over the former Great Western, later Grand Trunk line south of Hamilton; * 133 km in 1 hr 55 mins, or 69 km/h (83 mls/43 mph); * Nos. 6115 (ex-B&M 6116, CN D115/lr-QNS&L, THSF), 6204 (ex-GTW, CN D204/lr-IRS) (both Budd, 1955-7; ex-CN).

NO MATTER WHERE IT'S GOING: 1980

SUSPENSION BRIDGE ROUTE

The CN route through Hamilton and beyond to Suspension Bridge at Niagara Falls was once used by trains originating in both Chicago and Toronto and terminating in New York and Philadelphia, involving the Grand Trunk, Lehigh Valley and Reading railroads. Crossing the twin-lane Welland Canal segment of the St. Lawrence Seaway was particularly interesting, given that this canal joined lakes Ontario and Erie and was used by both lake and ocean-going vessels.

15 JUL:

VIA 639-640 NIAGARA FALLS-TORONTO

Cm[2] 6115,6002

CXm 6204

To **VANCOUVER** via Toronto, after spending the morning viewing the falls from one of the famous *Maid of the Mist* boats; * Depart 1310, arrive Union Station 1505 with the same consist as the day before, occupying RDC-5 No. 6002, another car formerly owned by the B&M; * CP Air onward to Vancouver (two nights there), followed by visits to the usual Vancouver tourist attractions and, by means of the *SeaBus*, the always interesting harbour; * No. 6002 (*Budd, 1956; ex-B&M RDC-9 6902, CN RDC-5 D502/Ir-ISL*).

17 JUL:

AM 793 VANCOUVER-SEATTLE *Pacific International*

E 215

C [3] 34038,34011,34084

To **VICTORIA** via Seattle, beginning with Amtrak's *Pacific International*; * Depart from VIA's Main Street Station at 0700, arrive King Street Station 1130, with stops at New Westminster, Blaine WA, Bellingham, Mt. Vernon-Burlington, Everett and Edmonds, behind an F40PH; * We occupied one of three Superliner Coaches, enjoying the former Great Northern (now Burlington Northern) line as it snaked alongside beautiful Puget Sound; * Riding the famous World's Fair monorail spiced up an afternoon tour of the city, before BC Steamships took us north to Victoria for two nights (can't believe I failed to record the name, but it might have been QUEEN OF PRINCE RUPERT, borrowed from BC Ferries); * After a day spent visiting the Inner Harbour, CP's Empress Hotel and other attractions, my friend took an evening Pacific Coach Lines bus to Vancouver, then a Greyhound to Kelowna for a get-together with friends living there, with the intention of

NO MATTER WHERE IT'S GOING: 1980

meeting up with me later as the *Canadian* passed through Kamloops heading east; * 250 km in 4 hrs 30 mins, or 56 km/h (156 mls/35 mph); * No. 215 (EMD, 1976); * No. 34084 (PS, 1978-81).



1st1980's-5: Metro Transit Operating Co.'s *SeaBus* crossing the harbour to North Vancouver (1980/07/16) [PETER DAWES].

19 JUL:

AM 11 SEATTLE-PORTLAND [LOS ANGELES] Coast Starlight

E	[2]	275,279
U		670
X		1110
XY		1517
C	[4]	5430,5680,9476[Dome], 828[SOU]
DL		8331
C	[6]	9478[Dome],5290[SOU],4510, 4505,4532,4525
BL		9354[Dome]

NO MATTER WHERE IT'S GOING: 1980

D 8040
S [4] Indian Lake, Silver Plateau,
Silver Butte, Pacific Waters

To **PORTLAND** to visit my old friend Tom Matoff (two nights at his acreage outside the city), starting with an early morning Pacific Western Airlines flight to Seattle; * Depart King Street Station 1150, arrive Union Station 1550, with stops at Tacoma, Centralia, Kelso-Longview and Vancouver WA – behind what might have been two F40PH's and a Steam Generator Unit; * I occupied former Santa Fe Coach No. 4532 and spent time in ex-Northern Pacific Dome Coach No. 9478, also ex-New York Central Diner Lounge No. 8331 – all in all, an exotic mixture of equipment including two cars still in Southern Railway colours and a Baggage Dormitory which started life as a segregated Seaboard Air Line “Jim Crow” car; * Portland featured a new LRT line, thanks in part in Tom's efforts as the consummate transit professional; * 300 km in 4 hrs, or 75 km/h (187 mls/47 mph); * Nos. 275, 279 (EMD, 1977); * No. 670 (EMD, 1955; ex-UP E9B 466/lr-1920); * No. 4532 (PS, 1950; ex-AT&SF 2929); * No. 9478 (Budd, 1954; ex-NP 551/lr-9400); * No. 8331 (Budd, 1948; ex-NYC 452, PC 4552/lr-D 8516, DG 8553); * No. 8040 (Budd, 1942, ex-AT&SF 1495); * INDIAN LAKE (PS, 1947, 11db; ex-AT&SF 24du Indian Arrow, 11db Indian Lake); * No. 1517 (Budd, 1940; ex-SAL C 6003, SAL, SCL XY 6065, SCL 5017).

RECORDING FAILURE

The *Coast Starlight* was an awesome sight waiting to depart from Seattle, but a close connection from plane to train meant that I failed to record the power – this despite being on my way to visit my consist-taking mentor, Mr. Matoff. I did note that there were two locomotives and what appeared to be a Steam Generator Unit (SGU), suggesting that this train was pulled – as was my earlier *Pacific International* – by relatively new F40PH's, designed to be used with electrically heated cars and therefore requiring an SGU. However, Tom's photo of the *Starlight* at Portland (next page) was taken in January of the following year and still featured the older SDP40's.



[National Train Timetables, 1980/
10/26, inside back cover]

NO MATTER WHERE IT'S GOING: 1980



1st 1980's-6: Amtrak No. 14 *Coast Starlight* at Portland Union Station, this version behind SDP40F 530 and two sisters (1981/01/05) [TOM MATOFF].

21-22 JUL:

VIA 2 VANCOUVER-BANFF [MONTRÉAL] Canadian

E		5774[CP]	REVELSTOKE-CALGARY
E	[3]	8514,8511,8525 [CP]	VANCOUVER-CALGARY
E		1406	"
X		9664	
Y		Ingonish	
C	[2]	116,5645	VANCOUVER-WINNIPEG
C		5583	VANCOUVER-SUDBURY [TORONTO]
DN		5743	"
DN		5750	
CfeL		512	
S	[2]	Abbott Manor,Douglas Manor	

NO MATTER WHERE IT'S GOING: 1980

D	Wascana	
S	[3] Eastport, Elliston, Edmundston	VANCOUVER-SUDBURY [TORONTO]
OLS	Evangeline Park	

Return to **OTTAWA** via Banff (three nights there), starting with a United Airlines flight to Vancouver; * Depart Main Street Station 1305, arrive Banff 0910 next morning, with major stops at Port Coquitlam, Mission City, Agassiz, North Bend, Kamloops (my friend showing up by bus from Kelowna, right on cue), Salmon Arm, Revelstoke, Golden, Field and Lake Louise AB; * We occupied Dayniter No. 5750, formerly owned by the St. Louis-San Francisco, and enjoyed great, early morning views of the Spiral Tunnels and other landmarks from the Cafe Dome Lounge; * 894 km in 18 hrs 5 mins, or 49 km/h (558 mls/30 mph); * No. 5774 (GMD, 1976, CP/lr-NRE); * No. 5750 (PS, 1948; ex-SLSF 14rm4db Gasconade River, CN Horseshoe Falls/lr-GWWD C 2000); · **24 JUL:** Day excursion to **Lake Louise** by Brewster Transport bus, returning via the Columbia Icefields.

AGING POWER

Our Vancouver-to-Banff *Canadian* was powered by no less than three CP GP9's, an ex-CP (but VIA-owned) FP9A, and a CP SD40-2 added at Revelstoke to help with the mountain grades. (I seem to recall one unit breaking down and having to be replaced at North Bend BC, but failed to get the numbers involved.) VIA would not be able to replace the former CP and CN units assigned to transcontinental and regional trains until 1987-89, when a fleet of F40PH-2's arrived from GMD.

THAT EFFICIENCY THING

The myriad locomotives fronting our Vancouver-Banff *Canadian* were needed to haul an impressive 15 cars, including three Coaches, two Daynitters and five Sleepers – all of which were well filled during this, the peak summer season. My only quibble was with the hodge-podge of equipment, the former CN “Blue” cars sticking out like sore thumbs amidst the ex-CP stainless-steel units. Of course, the efficiency experts would point out that running one non-revenue for every two revenue cars helped make these trains big money losers – a basic problem Amtrak already had moved to address with its bilevel, multi-purpose Superliner cars.

NO MATTER WHERE IT'S GOING: 1980



1st1980's-7: VIA No. 2 *Canadian* approaching CP's Field BC division point, with the Kicking Horse River to the left and Mount Field overlooking things (1980/07/25) [PETER DAWES].

25-27 JUL:

VIA 2 [VANCOUVER] BANFF-OTTAWA [MONTRÉAL] *Canadian*

E	[3]	1425,1961,1963	VANCOUVER-CALGARY
E	[3]	1407,1964,1424	CALGARY-MONTRÉAL
C		111[<i>dd</i>]	VANCOUVER-CALGARY
X		9658	
Y		Inkerman	
C	[2]	108,5635	VANCOUVER-WINNIPEG
C		5464	VANCOUVER-WINNIPEG [TORONTO]
DN		5735	"
C		112	WINNIPEG-MONTRÉAL
C		106	[VANCOUVER-EDMONTON] WINNIPEG-MONTRÉAL
DN		5711	"

NO MATTER WHERE IT'S GOING: 1980

DN	5741	
CfeL	507	
S	[2]	Allan Manor, Blair Manor
D		York
S	[3]	Equity, Elrose, Estcourt VANCOUVER-WINNIPEG [TORONTO]
S	[3]	Château Dollier, Château Closse, [VANCOUVER-EDMONTON] WINNIPEG-MONTRÉAL Cornwall Manor
OLS		Laurentide Park

Depart 0920, arrive 1850 two days later, with major stops at Calgary, Brooks, Medicine Hat, Swift Current SK, Moose Jaw, Regina, Broadview, Brandon MB, Portage la Prairie and Winnipeg – then the same stops as on the 1 JUN trip described above; * BLAIR MANOR was another car I'd never recorded before VIA's arrival on the scene, while LAURENTIDE PARK was a great place for watching the Big Land roll by; * 3,559 km in 55 hrs 30 mins, or 64 km/h (2,221 mls/40 mph); * BLAIR MANOR (Budd, 1954-5, 4sc4rm5db1ct; ex-CP).

16 AUG:

VIA 43 OTTAWA-KINGSTON [TORONTO] Capital

E	[3]	6779,6634,6761	
X		9639	
C	[2]	5508,5586	
CfeL		2506	
C	[2]	5443, 5287	
K		University Club	
C	[2]	5439,5180	[MONTRÉAL] BROCKVILLE-TORONTO
CfLC		3034	"
C	[3]	5284,5409,5424	"

Another day excursion to **KINGSTON**, departing 0930, arriving 1237, in one of five, pre-1954 Coaches on this train – VIA providing only a Cafe Coach Lounge for Montréal passengers, despite there being five, full-length Coaches; * The Baggage car for some reason was operating out of Ottawa this day instead of Montréal, as was customary during this period.

NO MATTER WHERE IT'S GOING: 1980



1st 1980's-8: VIA No. 2 *Canadian* at Banff after arriving from Vancouver behind CP SDP40 No. 5774, three CP GP9's, and a VIA FP9A (still in CP colours) (1980/07/22) [PETER DAWES].

VIA 46 [TORONTO] KINGSTON-OTTAWA Exec

E	[2]	6518,6871	
X		9657	
CfeL		2505	
C	[3]	5611,5532,5596	
K		Union Club	
CfLC		3035	TORONTO-BROCKVILLE [MONTRÉAL]
C		5644	"
X		9629	"
C	[3]	5301,5198,5289 [dd]	"

Returning, depart 1905, arrive 2215, with the Cafe Bar Lounge unusually placed at the head of the Ottawa coaches instead of amongst them, and with three Coaches deadheading at the rear of the Montréal portion.

· **27 AUG:** To **WINNIPEG** on Air Canada for a hearing on the *Campers Special* (three nights there).

29 AUG:

VIA 148 WINNIPEG-MALACHI [FARLANE] Campers Special

E	[2]	6511,4100[CN]
X	[2]	9674,9634
C	[8]	5545 ,5619,5185,5285,5291, 5189,5286,5209

Day excursion to **MALACHI** to inspect this Friday-out, Sunday-back summer train, my CTC lawyer colleague Jean Patenaude along for the ride; * Depart 1750, arrive 2010, with stops at Transcona, Elma, Brereton Lake, Ophir, Winnitoba, Rice Lake ON and Copeland's Landing; * Malachi was our destination, based on the crew's assurance that westbound No. 7 was operating late enough to enable an immediate return to Winnipeg (technically, a stop was made at Malachi for revenue passengers only – which we were not); * 158 km in 2 hrs 20 mins, or a respectable 68 km/h (99 mls/42 mph).

A MANITOBA INSTITUTION

The *Campers Special*, as it was informally known, served northwestern Ontario cottage country out of Winnipeg as far east as Farlane ON, its customers including a fair number of CN employees working in (and living nearby) the railway's extensive Transcona shops – thus, the stop there. A festive atmosphere prevailed, everyone appearing to know everyone else and secure in the knowledge that their supplies, canoes and pets were safely stored in the two Baggage cars up front.

VIA 7 [CAPREOL] MALACHI-WINNIPEG

E	6508
XYS	9480
C	5632
D	1341

Depart 2030, arrive 2240, approximately two hours behind schedule – this train being required because the *Super Continental* was using the CP line across northwestern Ontario; * The 14 Roomettes of Baggage Dormitory No. 9480 (originally a New York Central car) were partly on sale to the public and partly used by

NO MATTER WHERE IT'S GOING: 1980

the crew; * No. 9480 (PS, 1948, 14rm; ex-22rm NYC Delaware Bay, CN Valpoy/Ir-RVL, ISL); · **30 AUG:**
Return to **OTTAWA** on Air Canada.

6-7 SEP:

VIA 1 [MONTRÉAL]OTTAWA-WINNIPEG [VANCOUVER] Canadian

E	[3]	1410,1963,1403	MONTRÉAL-WINNIPEG?
X		9670	
Y		Irondale	
C		115	
C		103	MONTRÉAL-SUDBURY [EDMONTON-VANCOUVER]
DN		5752	"
C		129	[TORONTO]SUDBURY-VANCOUVER
DN		5740	"
DN		5747	
CfeL		512	
S	[2]	Osler Manor,Hunter Manor	
D		Louise	
S	[3]	Château Radisson ,Château Viger,Cameron Manor	MONTRÉAL-SUDBURY [EDMONTON-VANCOUVER]
S	[3]	Eastport ,Elliston,Elnora	[TORONTO]SUDBURY-VANCOUVER
OLS		Strathcona Park	

To **WINNIPEG** for meetings (one night there); * Depart 1250, arrive 2135 next day, occupying a Duplex Roomette in CHÂTEAU RADISSON from Ottawa to Sudbury, then EASTPORT beyond; * CHÂTEAU RADISSON (Budd, 1954, 4sc8du3db1dr; ex-CP); * EASTPORT (PS, 1954, 4sc8du4db; ex-CN); · **8 SEP:**
Return to **OTTAWA** on Air Canada.

BUSY SUMMER TRANSCONS

My 6 SEP *Canadian* across northern Ontario featured three Coaches, two Dayneters, and eight Sleepers, essentially matched by a separate *Super Continental* running just ahead. It was disappointing to have to vacate a CHÂTEAU Sleeper in favour of a run-of-the-mill CN "E" car, due to the former being sold out west of Sudbury.

NO MATTER WHERE IT'S GOING: 1980

· **10 SEP:** To **MONCTON** on Air Canada for meetings (two nights at the Hôtel Beauséjour).

12-13 SEP:

VIA 11 [HALIFAX] MONCTON-MONTRÉAL Atlantic

E	[2]	6781,6871
X		9620
C	[2]	5472,5501
CfLC		3032
DN		5726
D		1369
BLS		Cape Rosier
S	[5]	Greenfield,Green Brook, Alexandra Falls ,Naiscoot River, Rivière Raquette

Return to **OTTAWA** via Montréal and Cornwall, the latter to visit old Ottawa buddy, Glen Brunton; * Depart 1640, arrive Central Station 0700 next morning, occupying a Roomette in ALEXANDRA FALLS, another car formerly owned by the St. Louis-San Francisco and one of five Sleepers in a healthy, mid-September consist; * Lounge facilities were provided to first-class passengers in the Buffet Lounge Sleeper, and to others in the Cafe Coach Lounge; * ALEXANDRA FALLS (PS, 1948, 14r6db; ex-SLSF Neosho River, CN); * NAISCOOT RIVER (PS, 1949, 10r6db; ex-FEC Honduras/Ir-RLP, SLN) – all equipment ex-CN.

13 SEP:

VIA 61 MONTRÉAL-CORNWALL [TORONTO] Rapido

E	[2]	6780,6627
C	[3]	5226, 5414 ,5537
CfeL		2514
C		5495
K		Union Club

Depart 0745, arrive 0900 (one night there), with a single stop at Dorval; * 111 km in 1 hr 15 mins, or 89 km/h (69 mls/55 mph); · **14 SEP:** Return to **OTTAWA** by automobile, courtesy Glen, four days before leaving on my European vacation.

NO MATTER WHERE IT'S GOING: 1980

ON THE RAPIDO?

My *Rapido* headed for Toronto featured four Coaches, three of which were older units built between 1937 and 1950 – surprising, considering this was VIA's primary Montréal-Toronto morning train.

- **29 OCT:** To **KENTVILLE** to chair a Halifax-Yarmouth experimental service advisory group meeting (two nights there), a couple of weeks after my return from Europe – using Air Canada to Halifax, then an Acadian Lines bus onward.

31 OCT:

VIA 152 [YARMOUTH] KENTVILLE-HALIFAX

Cm[2] 6113,6131

Return to **OTTAWA** via Halifax and Montréal, departing 1030, arriving Halifax 1220, with major stops at Wolfville, Hantsport, Windsor and Windsor Jct.; * I occupied RDC-1 No. 6131, one of several former CP cars acquired and refurbished by VIA, and in this case to be sold eventually to Dallas Area Rapid Transit; * The average speed of only 63 kilometres (39 miles) per hour was evidence of poor track quality on CP's Dominion Atlantic line, even with these sprightly, lightweight units; * 116 km in 1 hr 50 mins, or 63 km/h (72 m/s/39 mph); * No. 6131 (Budd/CCF, 1958; ex-CP 9070/lr-DART 2001).

31 OCT-1 NOV:

VIA 15 HALIFAX-MONTRÉAL Ocean

E	[2]	6528,6633	
U		15421	
XY		9486	
S		Erickson	CAMPBELLTON-MONTRÉAL
C		5650	"
C	[2]	5389,5481	
CfeL		752	
DN		5719	
D		1348	
S		Green Brook	

NO MATTER WHERE IT'S GOING: 1980



1st1980's-9: VIA No. 15 *Ocean* passes Rogersville NB on its way from Halifax to Montréal, led by FPA-4 No. 6775 (1981/05/07) [BILL LINLEY].

Depart 1325, arrive 0915 next morning, with major stops at Truro, Springhill Jct. and Moncton NB, then the same stops as my 23 APR trip above – with a Steam Generator Unit included (can't recall but perhaps it was unseasonably cold); * I occupied a Roomette in the lone Sleeper out of Halifax, part of a bare-bones, off-peak consist bolstered slightly by the addition of two cars at Campbellton to handle traffic off the Gaspé line, which was now being served by RDC's; * 1,352 km in 20 hrs 50 mins, or 65 km/h (844 mls/40 mph); * No. 15421 (CCF, 1956; ex-CN/Ir-MRM).

1 NOV:

VIA 33 MONTRÉAL-OTTAWA Rideau

E	6539
X	9641
C	5482

NO MATTER WHERE IT'S GOING: 1980

Dn 425
C 5476

Depart 1200, arrive 1405, with one stop at Dorval; * 187 km in 2 hrs 5 mins, or 90 km/h (117 mls/56 mph).

13 DEC:

VIA 1 [MONTRÉAL] OTTAWA-WHITE RIVER [VANCOUVER] Canadian/Super Continental

E	[3]	1409,8508[CP],1407	[TORONTO] SUDBURY-WINNIPEG
E	[2]	1405,1414	MONTRÉAL-SUDBURY
X		605	"
X		9665	[TORONTO] SUDBURY-VANCOUVER
Y		Inwood	"
C		5449	"
C		109	MONTRÉAL-SUDBURY
C		118	
CfeL		509	
DN		5713	
S		Cabot Manor	
S	[2]	Elliston,Terra Nova River	[TORONTO] SUDBURY-VANCOUVER
D		1370	[TORONTO] SUDBURY-WINNIPEG
S		Edmundston	[TORONTO] SUDBURY-WINNIPEG [EDMONTON-VAN]
S		Château Radisson	MONTRÉAL-WINNIPEG [EDMONTON-VANCOUVER]
OLS		Waterton Park	

To **WHITE RIVER** for a hearing on the Sudbury-White River remote service (two nights there), followed by further sessions at Chapleau and Sudbury; * Depart 2305, arrive 1715 next day, occupying Roomettes in CABOT MANOR, part of an off-peak *Canadian/Super Continental* running on a 4-night schedule to Vancouver approximating that of the old *Dominion* and handling all through cars across northern Ontario; * I didn't do a very good job of recording equipment on this trip, my twin excuses being that it was late at night and cold at Ottawa station, and that I slept through the switching at Sudbury the next morning.

16 DEC:

VIA 2 [VANCOUVER] WHITE RIVER-CHAPLEAU [MONTRÉAL] Canadian/Super Continental

E [3] 1418,1962,8557?[CP] WINNIPEG-SUDBURY [TORONTO]

NO MATTER WHERE IT'S GOING: 1980

X	9670	VANCOUVER-SUDBURY [TORONTO]
Y	Ingramport	"
C	[2] 5487,112	"
C	108	
CfeL	513	
DN	5739	
S	Abbott Manor	
S	[2] Eastport, Ecum Secum River	VANCOUVER-SUDBURY [TORONTO]
D	1370	WINNIPEG-SUDBURY [TORONTO]
S	Elrose	[VANCOUVER-EDM] WINNIPEG-SUDBURY [TOR]
S	Château Dollier	[VANCOUVER-EDMONTON] WINNIPEG-MONTRÉAL
OLS	Prince Albert Park	

Back eastward to **CHAPLEAU** for the next hearing (two nights there), departing 1400, arriving 1800, and enjoying a pre-Christmas turkey dinner in the Diner.

18 DEC:

VIA 2 [VANCOUVER] CHAPLEAU-SUDBURY [MONTRÉAL] Canadian/Super Continental

E	[3] 1403,8508[CP],1423	WINNIPEG-SUDBURY [TORONTO]
X	9660	VANCOUVER-SUDBURY [TORONTO]
Y	Irma	"
C	[2] 5597,103	"
C	126	
CfeL	506	
DN	5748	
S	Hearne Manor	
S	[2] Endeavour, Enterprise	VANCOUVER-SUDBURY [TORONTO]
D	1360	WINNIPEG-SUDBURY [TORONTO]
S	Ethelbert	[VANCOUVER-EDM] WINNIPEG-SUDBURY [TOR]
S	Equity	[VANCOUVER-EDMONTON] WINNIPEG-MONTRÉAL
OLS	Kokanee Park	

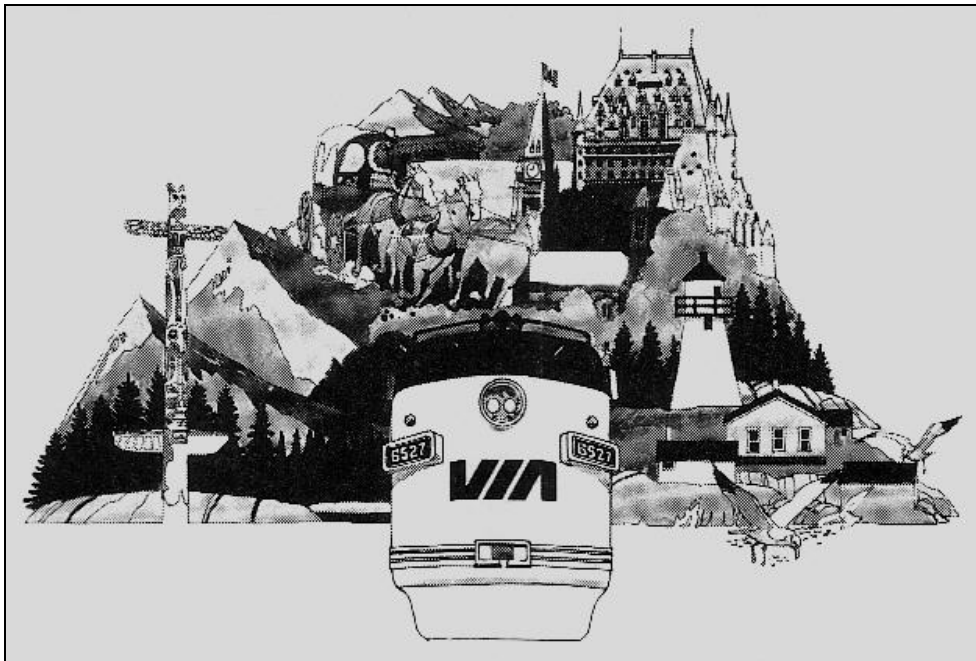
To **SUDBURY** for the final hearing on this trip (one night there); * Depart 1810, arrive 2320, with HEARNE MANOR the only former CP sleeper in the consist; · **19 DEC:** Return to **OTTAWA** on First Air, frankly

NO MATTER WHERE IT'S GOING: 1980

because everyone wanted to get home that day rather than wait around Sudbury for the eastbound *Canadian*, which was now departing at midnight.

CHRISTMAS OFFERINGS

VIA's Sept. 29, 1980 timetable contained a "Season's Greetings ... to meet your Holiday Travel Needs" section, outlining these trains: **Montréal-Gaspé Nos. 16/17** operating through on 8 days in each direction, instead of requiring a change at Matapédia (as was now the normal practice); **Halifax-Toronto Nos. 111/112** on 4 days, making intermediate stops west of Montréal only at Guildwood and Kingston; **Montréal-Toronto Nos. 655/652**, extra trains operating on 11 days; **Toronto-Winnipeg Nos. 7/8** operating Dec. 18 to Jan. 3 inclusive, extending these Capreol-Winnipeg trains from and to Toronto; and **Edmonton-Prince Rupert Nos. 9/10** operating on 6 days, extending these Jasper-Prince Rupert trains from and to the Alberta capital.



[VIA Eastern Transcontinental Services Timetable, 1978/04/30, 11]

NO MATTER WHERE IT'S GOING: 1980



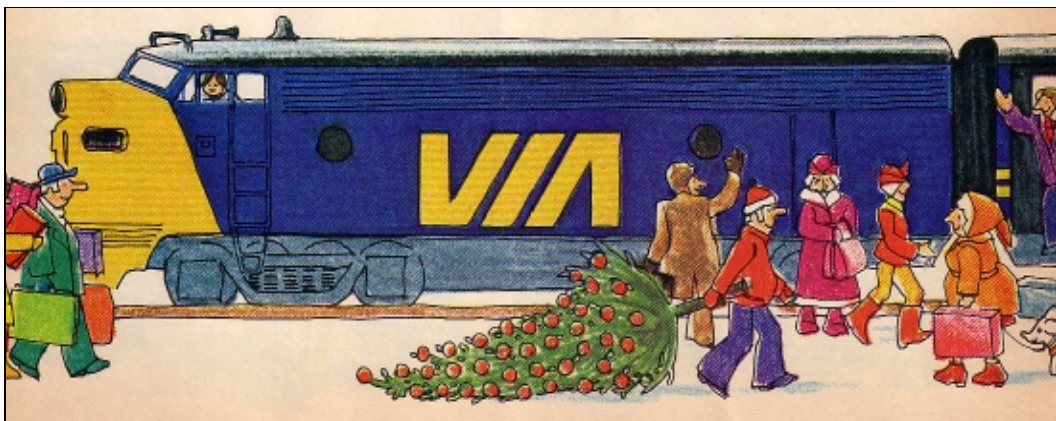
1st 1980's-10: VIA Windsor-to-Toronto train eastbound at Lynden ON, between Brantford and Bayview Jct. (1982?) [C.W. NEWTON].



[Amtrak National Train Timetables, 1980/10/26, inside back cover]

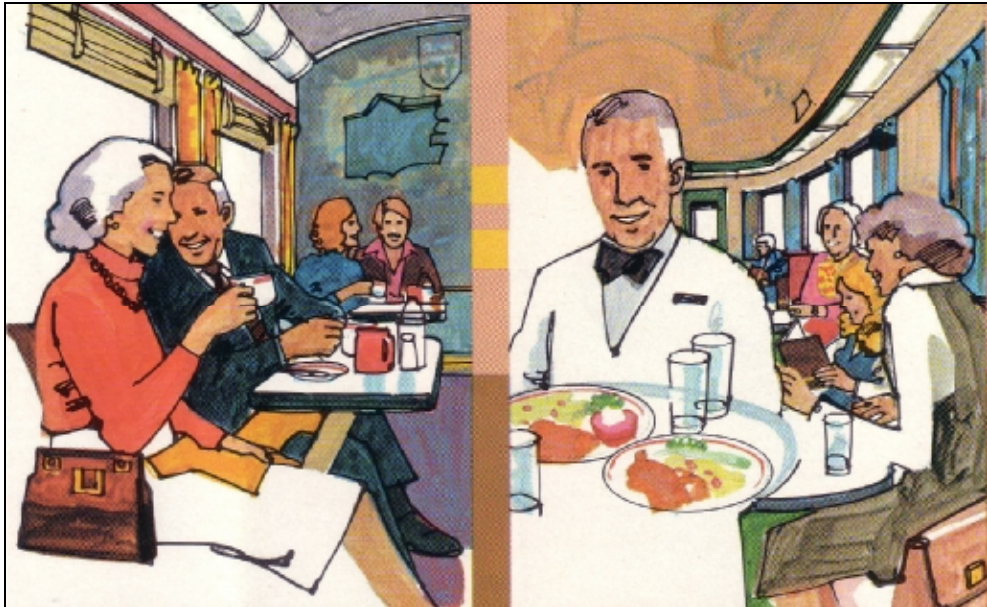
1981

ONTARIO/QUÉBEC/NEW BRUNSWICK/NOVA SCOTIA/BRITISH COLUMBIA/ALBERTA SASKATCHEWAN MANITOBA



[VIA System Timetable, 1980/09/29, insert]

NO MATTER WHERE IT'S GOING: 1981



[Park car scenes (VIA Accommodations brochure, 1979/04)]



[VIA System Timetable, 1980/04/27, 44]

SYNOPSIS

I travelled by train in 1981 to visit my parents and other family members, also to attend meetings in connection with VIA's Halifax-Yarmouth and Regina-Prince Albert experimental services, tariffs on the Esquimalt & Nanaimo route, and restructuring of northern Manitoba trains. The locomotive sketch on the opening page for this year captures the spirit of the Christmas season, while that on the page immediately above conveys the ambiance found in "PARK" observation car lounges. CTC Research Branch prepared several reports this year in connection with the experimental services, dealing with intermodal coordination, recreational service, commuter trains, energy efficiency and financing. We also assisted in preparing a Railway Transport Committee staff report on the scheduling of VIA's Sydney-Halifax trains.

Special thanks to Bill Linley and Bob Sandusky for supplying photographs in support of trips made this year and 1982, after I'd somehow lost most of mine.

Trips taken: Fifty-two were involved covering 26,834 kilometres (*16,747 miles*), the greatest distance of any year of my rail travels – all provided by VIA Rail. Sixteen of these trips were in Sleepers and 1 in Club class, while 12 were on self-propelled trains.

Equipment units: 479, made up of 109 Locomotives & Related Units and 370 cars (Coaches & Daynites, 153; Parlor & Club Cars, 18; Sleeping & Business Cars, 88; Dining & Other Meal Cars, 16; Lounge Cars, 48; Baggage & Miscellaneous Cars, 47).

Places visited: **AB** – Banff; **BC** – Nanaimo, Qualicum Beach, Vancouver and Victoria; **MB** – Churchill, Dauphin, Gillam, Portage la Prairie, The Pas, Thompson and Winnipeg; **NS** – Annapolis Royal, Halifax and Kentville; **ON** – Kingston, Smiths Falls and Winchester*; **QC** – Montréal; **SK** – Prince Albert, Regina and Saskatoon. (**Note:** * indicates by non-rail means.)

Noteworthy trips (all VIA): **No. 34**, Ottawa to Montréal; **Atlantic**, Montréal to Halifax; **No. 151**, Halifax to Annapolis Royal; **No. 199**, Victoria to Qualicum Beach; **Canadian/Super Continental**, Ottawa to Winnipeg; **Hudson Bay**, Winnipeg to The Pas, Thompson and Gillam; **Canadian**, Winnipeg to Ottawa.

NO MATTER WHERE IT'S GOING: 1981

Fastest average speed: No. 37, Dorval to Ottawa: 91 km/h (57 mph). **Slowest: Hudson Bay**, Winnipeg to Churchill: 41 mph (25 mph).

Overseas: I took my fifth European holiday, 17 SEP to 18 OCT, visiting Austria, England, France, Germany, Scotland and Switzerland.

HIGHLIGHT!

Occupying the Governor General's Lounge Sleeper No. 1, on charter to the CTC along with sister Diner Lounge No. 2, from Ottawa to Winnipeg, The Pas, Thompson, Gillam, and back to Thompson – my accommodation being an end-of-car cubby hole probably intended for one of the GG's staff. While expensive, it was always good for the Commissioners and staff to experience a service first hand – if in somewhat better accommodation than the usual – before judging its merits.

A CLOSE SECOND

Occupying the Drawing Room in the *Canadian's* Observation Lounge Dome Sleeper TREMBLANT PARK on a trip from Winnipeg to Ottawa, due to all other sleeping accommodation being sold-out – the only trip I've ever taken in this largest of room types and right in my favourite car.

MILESTONE

The Government of Canada imposed major cutbacks on VIA effective, November 15, 1981, discontinuing both the *Super Continental* and *Atlantic*, and cutting back the *Canadian* to operate only between Toronto and Vancouver, with Montréal cars handled in Corridor trains – essentially gutting the CTC's western and eastern "Final Plans".

LRC'S SUPPLANT TURBOS

VIA's Oct. 25 *Corridor Timetable* (pp. 1; 6-7) trumpeted the introduction of new LRC's between Montréal and Toronto, not specifically but probably on the afternoon train – which now ran Daily, was called *Renaissance*, and took the same 4 hours and 30 minutes.

TRIPS AND CONSISTS

27 JAN:**VIA 30/37 OTTAWA-MONTRÉAL & RETURN *Rapido***

E		6537/6536
C	[2]	3206, 5610
K		Mount Royal Club

Day trip to **MONTRÉAL** for meetings, departing 0730, arriving 0945, with major stops at Alexandria and Dorval QC, behind a single FP9A; * I occupied Coach No. 5610, operating along with No. 3206 – the latter being one of a reconfigured “3200”-series featuring a modern snack bar (these having replaced Dinettes on Ottawa-Montréal trains which, in turn, had supplanted “2500”-series Cafe Bar Lounges); * Returning, depart 1730, arrive 1940; * 187 km in 2 hrs 10 mins, or 86 km/h (117 mls/53 mph), on No. 37; * Nos. 6536, 6537 (both GMD, 1958); * Nos. 5610 (ex-5610, 3211, 5610/lr-AC), 3206 (ex-5636/lr-leased to CN, FLK) (both CCF, 1954) – all equipment ex-CN.

3 FEB:**VIA 34 OTTAWA-MONTRÉAL**

E		6758
X		9672
C	[2]	3203, 5624

To **KENTVILLE** via Montréal and Halifax, to chair a Halifax-Yarmouth experimental service meeting; * Depart 1400, arrive Central Station 1615, behind an FPA-2; * No. 6758 (MLW, 1955; ex-6711, 6755/lr-SEMTA, NY&E, NPRA, NY&LE); * No. 9672 (NSC, 1958; ex-9301/lr-GCRT) – all equipment ex-CN.

3-4 FEB:**VIA 12 MONTRÉAL-HALIFAX *Atlantic***

E	[2]	6768,6624
X		9611
C		5518
CfLC		3034

NO MATTER WHERE IT'S GOING: 1981

DN	5702
D	1369
BLS	Cape Chignecto
S	[3] Green Cabin , Green Bush, Rainbow Falls

Depart 1830, arrive 1555 next day, with major stops at St-Lambert, St-Hyacinthe, Richmond, Sherbrooke, Mégantic, Jackman ME, Greenville, Brownville Jct., Mattawamkeag, Vanceboro, McAdam NB, Harvey, Fredericton Jct., Saint John, Sussex, Moncton, Sackville, Amherst NS and Truro; * I occupied a Roomette in GREEN CABIN and spent time in Buffet Lounge Sleeper CAPE CHIGNECTO (both former CN cars leased to the Pullman Co. for service on ex-Grand Trunk lines), while Diner No. 1370 provided meals; * 1,210 km in 20 hrs 25 mins, or 59 km/h (751 mls/37 mph); * GREEN CABIN (6sc6rm4db/lr-ONR), CAPE CHIGNECTO (2db2ct/lr-CN MTG Tawaw) (both PS, 1954; leased to Pullman until 1965/66); * No. 1370 (CCF, 1947; ex-C 5385/lr-ISL); * No. 3034 (ex-C 5572/lr-MTEC, AS 3600), 5702 (ex-C 5510/lr-GCRT) (both CCF, 1954) – all equipment ex-CN.

DUH!!!

Heading east to Halifax in Buffet Lounge Sleeper CAPE CHIGNECTO in the evening darkness, I embarrassed myself by assuring some American tourists that the lights on the other side of the river meant we were approaching beautiful and historic Québec City (“there’s the St. Lawrence ... we’ll soon be at Lévis ... Wolfe and Montcalm ... Bonhomme Carnival ... the Château Frontenac” ...and so on) – when, in fact, we were nearing Sherbrooke on the *Atlantic*, not Québec on the *Ocean*.

4 FEB:

VIA 151 HALIFAX-KENTVILLE [YARMOUTH]

Cm	6136
CXm	6200

Depart 1730, arrive 1925 (two nights there), with major stops at Windsor Jct., Windsor, Hantsport and Wolfville, occupying an RDC-2; * 116 km in 1 hr 55 mins, or 60 km/h (73 mls/37 mph); * No. 6200 (Budd, 1955; ex-CN D250, D200/lr-IRS).

NO MATTER WHERE IT'S GOING: 1981



1st 1980's-11: VIA No. 11 *Atlantic* passing Fredericton Jct. on its way from Halifax to Montréal, led by FPA-4 No. 6789 (1981/09/03) [BILL LINLEY].

6 FEB:

VIA 152 [YARMOUTH] KENTVILLE-HALIFAX

Cm [2] 6132,6128

Return to **OTTAWA** via Halifax and Air Canada; * Depart 1030, arrive Halifax 1220, occupying a former CP RDC-1 which was later to go to the British Columbia Railway; * No. 6128 (*Budd, 1953; ex-CP 9051/Ir-BCR 16, IRS*).

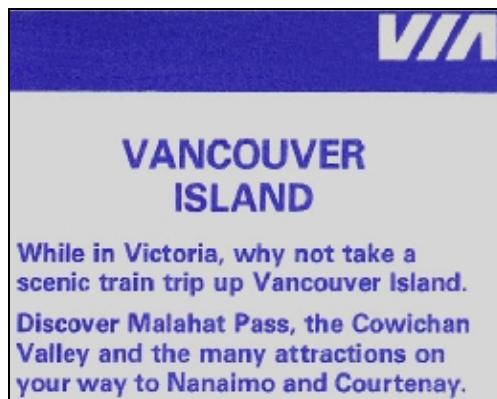
- **9 FEB:** To **VICTORIA** on Air Canada for a hearing convened to hear complaints regarding VIA fares on the Esquimalt & Nanaimo route (three nights at the Empress Hotel in Victoria – no sacrifice, this!), then to Saskatoon to chair a Regina-Prince Albert experimental service meeting.

12 FEB:

VIA 198 VICTORIA-QUALICUM BEACH [COURTENAY]

Cm 9306

To **SASKATOON** via Qualicum Beach, Nanaimo, Vancouver and Regina; * Depart 0815, arrive the Beach at 1140, with major stops at Duncan, Ladysmith, Nanaimo and Parksville – following the E&N over beautiful Malahat Pass, another Canadian railway scenic gem; * I occupied RDC-1 No. 9306, at one time owned by the Lehigh Valley; * 163 km in 3 hrs 25 mins, or a slow 48 km/h (101 mls/30 mph); * No. 9306 (Budd, 1951; ex-RDC-2 LV 41, CP 9116, CP RDC-5 9306/lr-RDC-1 6143, IRS).



[VIA System Timetable, 1984/06/03, 49]

VIA 199 [COURTENAY] QUALICUM BEACH-NANAIMO [VICTORIA]

Cm 9306

Depart 1358 on flag, arrive 1450, on the same RDC-1 – then by Pacific Coach Lines and BC Ferries to Vancouver.

12-13 FEB:

VIA 2 VANCOUVER-REGINA [MONTRÉAL] Canadian

E	[2]	6553,8527[CP]	VANCOUVER-CALGARY
E		1413	VANCOUVER-PORT COQUITLAM
E		8516[CP]	PORT COQUITLAM-CALGARY
E	[3]	1424,8576[CP],8570[CP]	CALGARY-SUDBURY [TORONTO]
S		Butler Manor[dd]	VANCOUVER-CALGARY

NO MATTER WHERE IT'S GOING: 1981

X	9666	VANCOUVER-SUDBURY [TORONTO]
C	5495	"
CfeL	505	
DN	5740	
S	Brant Manor	
S	Elderbank	VANCOUVER-SUDBURY [TORONTO]
D	Emerald	"
S	Clearwater River	"
OLS	Kokanee Park	

Depart 2145, arrive 0835 on the second morning, with major stops at Port Coquitlam, Mission City, Agassiz, North Bend, Kamloops, Salmon Arm, Revelstoke, Golden, Field, Lake Louise AB, Banff, Calgary, Brooks, Medicine Hat, Swift Current SK and Moose Jaw; * This *Canadian* was powered by rebuilt FP9A No. 6553 and two CP GP9's as far as Calgary (one of the latter having replaced an FP9A at Port Coquitlam), then an FP7A and two CP RS10's beyond; * I occupied a Duplex Roomette in ELDERBANK, enjoying meals in the Diner and social time in KOKANEE PARK; * 1,791 km in 32 hrs 50 mins, or 55 km/h (1,118 mls/34 mph); * Nos. 6553 (ex-CP 4103, CP, VIA 1404/Ir-AC, WC 1756), 1413 (Ir-STCUM APC), 1424 (ex-CP 4068, 1424, 4068/Ir-CMH) (all GMD, 1952-4; ex-CP); * Nos. 8527 (Ir-1632), 8516 (Ir-1572, 8250) (both GMD, 1954-5; CP); * Nos. 8576, 8570 (both MLW, 1956; CP); * ELDERBANK (PS, 1954, 4sc8du4db; ex-CN, leased to Pullman until 1959); * No. 505 (ex-CP CfLC/Ir-8505), EMERALD (both Budd, 1954-5; ex-CP); · **14 FEB:** To **SASKATOON** by Saskatchewan Transportation Co. (STC) bus for the experimental service meeting (two nights there); · **16 FEB:** Return to **OTTAWA** on Air Canada.

MECHANICAL PROBLEMS

Breakdowns continued to be a problem on the *Canadian* heading east from Vancouver into the mountains, involving former and still CP power – a real problem for VIA during this transitional phase.

14 MAR:

VIA 43 OTTAWA-KINGSTON [TORONTO] Capital

E	[3]	6540,6637,3118[CN]
CfeL		2500
C	[3]	5596,5447,5440

NO MATTER WHERE IT'S GOING: 1981

K	Union Club	
CfLC	3033	[MONTRÉAL] BROCKVILLE-TORONTO
C	5527	"
X	9624	"

Day trip to **KINGSTON** to visit family; * Depart 0930, arrive 1237, with stops at Smiths Falls, Brockville and Gananoque, behind an FP9A, F9B and RS18 – a common line-up on these Corridor trains; * The Cafe Bar Lounge's placement right behind the locomotives was unusual, and served to ensure a longer walk for many customers; * 190 km in 3 hrs 7 mins, or 61 km/h (118 mls/38 mph); * No. 3118 (MLW; 1959; CN); * No. 2500 (CCF, 1954, ex-CN C 5612, CfLC 3019/lr-CX 5095.2, CN Wrk 40116).

VIA 46 [TORONTO] KINGSTON-OTTAWA Exec

E	[2]	6784,6620	
X		9657	
CfeL		2512	
C	[3]	5442,5622,5558	
K		Club Richelieu	
CfLC		3032	TORONTO-BROCKVILLE [MONTRÉAL]
C		4888	"
X		9654	"

Returning, depart 1905, arrive 2215, with stops at Brockville and Smiths Falls – the Cafe Bar Lounge again placed in front of the revenue cars.

25 MAR:

VIA 151 HALIFAX-KENTVILLE [YARMOUTH]

Cm [2] 6132,6137

To **KENTVILLE** to chair another Halifax-Yarmouth experimental service meeting (two nights there), starting with an Air Canada flight to Halifax; * Depart there at 1730, arrive 1925, somehow failing to record the consist of this *and* my return train, each made up of just two units.

27 MAR:

VIA 152 [YARMOUTH] KENTVILLE-WINDSOR JCT. [HALIFAX]

Cm [2] 6137,6132

NO MATTER WHERE IT'S GOING: 1981



1st1980's-12: VIA's Halifax-to-Yarmouth No. 151 standing at the impressive station at Kentville, once a Dominion Atlantic division point (1981/08/01) [BILL LINLEY].

Return to **OTTAWA**, via Windsor Jct. and Halifax International Airport; * Depart 1030, arrive Windsor Jct. 1155, followed by a taxi transfer direct to the airport and Air Canada home – the only time I used the plane in both directions on these Nova Scotia trips.

. **1 APR:** To **SASKATOON** on Air Canada, to chair a Regina-Prince Albert experimental service meeting (one night there).

2 APR:

VIA 683 [REGINA] SASKATOON-PRINCE ALBERT

CXm **6212**

To **PRINCE ALBERT**, departing 2100, arriving 2310, with no major stops (one night there); * I must have been going through the late winter blues, what with failing to record the number of a *single* RDC this time; *

NO MATTER WHERE IT'S GOING: 1981

148 kms in 2 hrs 10 mins, or 68 km/h (92 mls/42 mph)

3 APR:

VIA 680 PRINCE ALBERT-SASKATOON [REGINA]

Return to **OTTAWA** via Saskatoon, departing 0700, arriving 0910, on an STC bus substituting due to mechanical problems with the previous evening's RDC; * Air Canada onward to Ottawa.

OH, TO BE YOUNG AND STUPID AGAIN

Up to Prince Albert SK on the RDC to visit a friend; back to Saskatoon early the next morning by bus; then a flight to Ottawa in time to join my team in a hockey "beer league" playoff game that evening – the things a guy does at that age, except, in my case, there happened to be this *train* angle to much of it.

16 APR:

VIA 30 OTTAWA-MONTRÉAL Rapido

E	6769
C	[2] 5517,3206
K	Mount Royal Club

"Day tripper" to **MONTRÉAL** for meetings, departing 0730, arriving 0945, on a primary business train having only three cars.

VIA 37 MONTRÉAL-OTTAWA Rapido

E	6769
C	[3] 5483,3202,5474
K	Mount Royal Club

Returning, depart 1730, arrive 1940, going first-class this time in MOUNT ROYAL CLUB, rebuilt from a Coach rather than Diners or "Lake"-series Parlors as was the case with the other 13 Club Galleys; * MOUNT ROYAL CLUB (CCF, 1954; ex-CN C 5639/Ir-NTFT The Hollywood Car, ASC).

NO MATTER WHERE IT'S GOING: 1981

· **9 MAY:** To **KINGSTON**, via Winchester and Smiths Falls, driving first to Winchester to visit my brother Ray and family (one night there), the intention being to take nephew Charlie the next morning to visit his grandparents for several days.

10 MAY:

VIA 43 [OTTAWA] SMITHS FALLS-KINGSTON [TORONTO] Capital

E	[2]	6758,6870	
C	[2]	5454,5442	
CfeL		2504	
K		Club Richelieu	
C	[3]	5640, 5305 ,5399	
CfeL		2501	[MONTRÉAL] BROCKVILLE-TORONTO
C		5569	"
X		9672	"

Onward with Charlie to catch the train at Smiths Falls, leaving the car at the station; * Depart the Falls 1037, arrive Kingston 1237, with stops at Brockville and Gananoque – occupying a wartime Coach; * No. 5305 (CCF, 1942; ex-CN/Ir-CN Wrk 40111).

CAFE LOUNGE ASSIGNMENTS

VIA continued to make some odd equipment decisions on the Montréal portion of Corridor trains. On one *Capital*, they provided a full Cafe Bar Lounge (with its greater serving capacity) instead of the usual Cafe Coach Lounge, despite there being only one Coach. On that evening's *Exec*, they offered a Cafe Coach Lounge instead of a Cafe Bar Lounge, despite there being three Coaches to serve.

VIA 46 [TORONTO] KINGSTON-SMITHS FALLS [OTTAWA] Exec

E	[3]	6530,6624,6529
X		9628
C	[3]	5296,5489,5206
CfeL		2500
C	[2]	5448, 5476

NO MATTER WHERE IT'S GOING: 1981

K	St. James's Club	
CfLC	3033	TORONTO-BROCKVILLE [MONTRÉAL]
C	[3] 5512,5411,5464	"
X	9626	"

Returning, depart 1905, arrive 2045, then back to Ottawa by automobile; * This train was fully 13 cars long out of Kingston, including eight Coaches, two Lounge cars, two Baggage cars, and a single Club Galley.

BUDDING RAIL FAN

Charlie was a 3-year-old train enthusiast and therefore quite partial to his favourite uncle. He was one excited little boy on our Smiths Falls-to-Kingston trip, bombarding me with questions about everything going on, not only inside the train but outside as well.

18 MAY:

VIA 34 OTTAWA-MONTRÉAL

E	[2]	6783,6860
X		9646
C	[2]	5483 ,3201
BKL		Caribou[as Coach]
C		5542
K	[2]	Empire Club,Rideau Club[as Coach]

To **ANNAPOLIS ROYAL** via Montréal and Halifax, to chair a Halifax-Yarmouth experimental service meeting, followed by another session in Kentville; * Depart 1415, arrive Central Station 1630; * **CARIBOU** (CCF, 1930; ex-CN BL Burlington Bay, P/Ir-CN C 4895, ISL).

BUS STRIKE

VIA occasionally had to pick up the slack during labour disputes affecting the bus and airline industries, so when Voyageur Colonial was shut down during May of 1981, the corporation added extra cars to its Montréal-Ottawa trains. On my 18 MAY trip, this involved Buffet Club Lounge CARIBOU (built way back in 1930) and two Club Galleys – all in Coach service.

18-19 MAY:

VIA 12 MONTRÉAL-HALIFAX *Atlantic*

E	[2]	6790,6862
X		9611
C		5599
CfLC		3037
DN		5719
D		1365
BLS		Cape Tormentine
S	[3]	Greenfield ,Green Cabin, Greenbrier

Depart 1830, arrive 1555 next day, occupying a Roomette in one of three "GREEN" cars.

19 MAY:

VIA 151 HALIFAX-ANNAPOLIS ROYAL [YARMOUTH]

Cm [2] 6136,**6113**

Depart 1730, arrive 2053, with the usual major stops as far as Kentville, then Middleton beyond; * I spent one night at the Bread & Roses bed-and-breakfast inn (corny name – nice place!) and toured the sites of this historic town.

20 MAY:

VIA 152 [YARMOUTH] ANNAPOLIS ROYAL-KENTVILLE [HALIFAX]

Cm [2] 6113,**6136**

Back east to **KENTVILLE** for a further meeting (one night there), departing 0905, arriving 1025.

21 MAY:

VIA 152 [YARMOUTH] KENTVILLE-HALIFAX

Cm [2] **6137**,6139

Return to **OTTAWA** via Halifax and Montréal; * Depart 1030, arrive Halifax 1220, then Air Canada onward as far as Dorval and a taxi transfer over to the VIA station, presumably because there was no through

NO MATTER WHERE IT'S GOING: 1981

flight to Ottawa at that time of the day.

VIA 37 [MONTRÉAL] DORVAL-OTTAWA

E		6537
C	[3]	3201,5652,5498
BKL		Lake Makamik

Depart 1550, arrive 1740, with another veteran Club-like car operating as a Coach, due to the continuing bus strike (failed to record the name but let's say LAKE MAKAMIK, sister car of the aforementioned CARIBOU).

24-26 MAY:

VIA 1 [MONTRÉAL] OTTAWA-WINNIPEG [VANCOUVER] Canadian/Super Continental

E	[2]	6526,6515	MONTRÉAL-SUDBURY
E	[3]	1423,1899,1406	[TORONTO]SUDBURY-CALGARY?
Z		5	OTTAWA-WINNIPEG [CHURCHILL]
X		9662	[TORONTO]SUDBURY-VANCOUVER
X		604	MONTRÉAL-SUDBURY
Y		Draper Manor	"
C		102	"
C		5534	[TORONTO]SUDBURY-VANCOUVER
C		125	
CfeL		502	
DN		5734	
S		Cabot Manor	
S	[2]	Rivière Raquette,Elmsdale	[TORONTO]SUDBURY-VANCOUVER
D		1366	"
S		Emperor	[TORONTO]SUDBURY-WINNIPEG [EDM-VAN]
S		Château Dollard	MONTRÉAL-WINNIPEG [EDMONTON-VANCOUVER]
OLS		Banff Park	

To **CHURCHILL** via Winnipeg for a Hudson Bay service restructuring hearing; * Depart 2305, arrive Winnipeg 0945 two mornings later, with major stops at Carleton Place, Chalk River, North Bay, Sudbury, Cartier, Chapleau, White River, Marathon, Schreiber, Nipigon, Thunder Bay, Ignace, Dryden and Kenora – a rare, former CP E8A (No. 1899) assisting west of Sudbury; * I occupied a Duplex Roomette in CABOT

NO MATTER WHERE IT'S GOING: 1981

MANOR for the first night, then a similar accommodation in EMPEROR for the second due to the former's space being sold out west of Sudbury – while higher CTC officials used Prime Minister's car No. 5; * Former CP Sleeper DRAPER MANOR was in Dormitory service, a first in my experience as ex-CN Sleepers were normally used; * 2,087 km in 35 hrs 40 mins, or 59 km/h (1,302 mls/37 mph); * No. 1899 (EMD, 1949; ex-CP, VIA 1802); * Nos. 102 (Ir-8102), 604 (ex-CP XY 3004/Ir-8604), CABOT MANOR (4sc4rm5db1ct) (all Budd, 1954-5; ex-CP); * No. 5 (CCF, 1929, CN to leased to GVC; ex-CN 12sc1dr Rosetown, Z 94, 100:6/Ir-RRE, FRRC Point St. Charles).

ALL CHANGE

VIA was now requiring Coach passengers travelling from points on the Montréal/Ottawa-Sudbury route segment to change cars during the off-peak when heading to places west of Winnipeg (or vice versa). Technically, this was a violation of the CTC's *Final Plan*, which required through Coaches and Sleepers from both Toronto and Ottawa/Montréal through to both Calgary/Vancouver and Edmonton/Vancouver; but was probably sensible given lower traffic levels during these months.

26-28 MAY:

VIA 93-95 WINNIPEG-CHURCHILL Hudson Bay

E	[2]	9150,9154 [CN]	
U		15490	
U		15411	THE PAS-CHURCHILL
U		15400	THE PAS-THOMPSON
R	[2]	222618,222604 [CN]	WINNIPEG-GILLAM?
R	[3]	222600,222617,222609 [CN]	THOMPSON-CHURCHILL?
Z		Burrard[dd]	
X		9640	
C	[2]	5587,5653	
D		1338	
S		Erinview	
Z		5	[OTTAWA]WINNIPEG-CHURCHILL

Depart 1730, arrive 0720 two mornings later, with major stops at Portage la Prairie, Dauphin, Swan River,

NO MATTER WHERE IT'S GOING: 1981

Hudson Bay SK, The Pas MB, Cormorant, Wabowden, Thicket Portage, Thompson, Gillam, Weir River and Herchmer; * *Hudson Bay* was powered by two CN F7A freight locomotives, supported by up to three VIA Steam Generator Units; * Three CN Express Reefer cars were still in the train upon arrival at Churchill, demonstrating the multi-purpose role of this unusual service; * I occupied a Duplex Roomette for two nights in ERINVIEW, while both No. 5 and BURRARD were along, the latter possibly deadheading to Churchill for future use by CN staff (who apparently still borrowed this car from time to time); * 1,573 km in 38 hrs 50 mins, or a very slow 41 km/h (982 mls/25 mph); * Nos. 9150 (ex-9084/lr-F7B 9108), 9154 (ex-9096/lr-F7B 9104) (both GMD, 1951-2; CN); * No. 15490 (NSC, 1960; ex-CN); * BURRARD (PS, 1954, 7ct; ex-CN/lr-YSR); · **28-29 MAY:** Back to **OTTAWA**, starting with Pacific Western Airlines to Winnipeg (overnight there), then Air Canada.

TUNDRA TRAIN

Our end-of-May *Hudson Bay* had one Steam Generator Unit out of Winnipeg, three leaving The Pas, and two from Thompson. Don't remember how cold it was, but temperatures can be extreme up there even this late in the spring.

· **17 JUN:** To **SASKATOON** on Air Canada to chair a Regina-Prince Albert experimental service meeting (one night there); · **19 JUN:** To **WINNIPEG** on Air Canada, perhaps for a further Hudson Bay service hearing (two nights there).

20 JUN:

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

E	[3]	1423,1961,6653	CALGARY-SUDBURY
E	[2]	6788,6614	SUDBURY-MONTRÉAL
C	[2]	121,118 [dd]	?-MONTRÉAL
X		606	
Y		Rivière au Renard	
C	[2]	117,123	
CfLC		509	
DN		5713	
S		Hunter Manor	
D		Acadian	WINNIPEG-MONTRÉAL

NO MATTER WHERE IT'S GOING: 1981

S [3] Christie Manor, **Château** [VANCOUVER-EDMONTON] WINNIPEG-MONTRÉAL
Maisonneuve, Château Radisson
OLS Strathcona Park



1st1980's-13: VIA Hudson Bay trains meeting at Wabowden MB, with Sleeper *Excelsior* on the rear of No. 94 and an unidentified CN F7A leading No. 95 (1982/04/28) [PETER DAWES].

Return to **OTTAWA**, departing 2030, arriving 0745 two mornings later, with rebuilt F9B No. 6653 contributing power along with an FPA-4 – the latter, a rare MLW product to be as far west as Winnipeg; * I occupied a Duplex Roomette in CHÂTEAU MAISONNEUVE, on a *Canadian* still using the CP line while the *Super Continental* was back on the CN route across northern Ontario from 1 JUN for the summer season only (instead of running over CP as during the summer of 1980); * No. 6653 (GMD, 1954; ex-CP 1905, 4477, VIA 4477, 1964); * CHÂTEAU MAISONNEUVE (Budd, 1954, 4sc8du3db1dr; ex-CP).

1 JUL:

VIA 43 [OTTAWA] SMITHS FALLS-KINGSTON [TORONTO] *Capital*

E [2] 6790,6631

NO MATTER WHERE IT'S GOING: 1981

CfeL		2509	
C	[2]	5611,5532	
K		York Club	
C	[2]	5207,5304	[MONTRÉAL] BROCKVILLE-TORONTO
CfeL		2511	"
C	[2]	5421,5419	"
X		9618	"

To **KINGSTON** to visit family (one night there), again driving first to Winchester to pick up nephew Charlie and then on to Smiths Falls to catch the train; * Depart the Falls 1037, arrive Kingston 1239, all Coaches in the Montréal portion being of older vintage, including one built before the war; * No. 5207 (CCF, 1937; ex-CN/r-CN, HVR, RTV 5068:2).

2 JUL:

VIA 44 [TORONTO] KINGSTON-SMITHS FALLS [OTTAWA] Capital

E	[2]	6790,6631	
CfeL		2507	
C	[2]	5474,5527	
K		Boulevard Club	
CfLC		3039	TORONTO-BROCKVILLE [MONTRÉAL]
C	[3]	3202,5405,5560	"
X		9646	

Return to **OTTAWA**, departing 1201, arriving Smiths Falls 1345, then by automobile to Winchester to drop off Charlie and finally home.

7 JUL:

VIA 30 OTTAWA-MONTRÉAL Rapido

E		6771	
C	[2]	5529,3205	

Day trip to **MONTRÉAL** for an early afternoon meeting, departing 0930, arriving 1200.

VIA 37 MONTRÉAL-OTTAWA

E		6769	
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NO MATTER WHERE IT'S GOING: 1981

C [2] 5618,3209

Returning, depart 1530, arrive 1800.

OTTAWA-MONTRÉAL MALAISE

Nos. 30 and 37 were now mid-morning/afternoon trains with no Club Galley – at two cars each, the shortest trains I'd ever recorded on this route. There was some good news: VIA now offered six trains most days of the week on the Alexandria route, plus the *Canadian* via Vankleek Hill. But timings had deteriorated to 2 hours, 30 minutes on a local such as No. 30, and 2:15 or 2:20 for some expresses. Let's face it: the private automobile and the bus were tough competitors on short intercity routes like this, especially with the Ottawa station no longer being downtown.

17-19 JUL:

VIA 1 [MONTRÉAL] OTTAWA-WINNIPEG [VANCOUVER] *Canadian*

E	[3]	6539,6613,6622	MONTRÉAL-SUDBURY
E	[3]	1424,1962,1961	SUDBURY-CALGARY
Z	[2]	1,2	OTTAWA-WINNIPEG [THE PAS]
X		608	
Y		Rivière Rouge	
C	[2]	101,127	
CfeL		757	
DN	[2]	5733,5708	
S	[2]	Lorne Manor, Monck Manor	
D		Frontenac	
S	[3]	Château Verchères, Château Dollard, Carleton Manor	MONTRÉAL-WINNIPEG [EDMONTON-VANCOUVER]
OLS		Tweedsmuir Park	

To **THE PAS** via Winnipeg for resumed *Hudson Bay* service hearings, with further sessions at Thompson, Gillam and Winnipeg; * Depart 2320, arrive Winnipeg 0920 two mornings later, occupying the Governor General's Lounge Sleeper No. 2, which had been chartered by the CTC along with sister Diner Lounge No. 1; * This *Canadian* featured an ex-CN Cafe Lounge instead of the usual Skyline Cafe Dome Lounge for Coach and Dayniter passengers; * Nos. 1, 2 (HS, 1967; GVC); * No. 757 (CCF, 1954; ex-CN C 5513,

CfLC 3003:2/lr-GMR).

19 JUL:

VIA 93 WINNIPEG-THE PAS [CHURCHILL] Hudson Bay

E	[2]	9155,9152 [CN]	
U		15483	
R		222617 [CN]	
X		9621	
C		5547	
CfLC		3032	
C		5574	
D		1337	
S	[2]	Eldorado, Glace Bay	
BLS		Cape Race	
S	[2]	Buckley Bay, Mount Edith Cavell	
Z	[2]	1,2	[OTTAWA] WINNIPEG-THE PAS

Depart 1730, arrive 0845 next morning, again in Car No. 2, on a *Hudson Bay* featuring a strong, peak-season consist aimed at the tourist market, including four Sleepers and a Buffet Lounge Sleeper on the rear; * VIA assigned two, less frequently used Sleeper types to this train, from the "BAY" and "MOUNT" series; * There was only one Express Reefer at the head end this time, compared to five on our 26 MAY trip; * We held our hearing, then spent the night in the same cars parked at the station; * GLACE BAY (10rm5db; leased to Pullman until 1959), MOUNT EDITH CAVELL (5ct3dr/lr-E&LS) (both PS, 1954; ex-CN); * No. 222617 (CN; details unavailable).

21 JUL:

VIA 91 [WINNIPEG] THE PAS-THOMPSON

E		6509	
U		15451	
X		9640	
C	[2]	5545,5625	
Z	[2]	1,2	THE PAS-THOMPSON

To **THOMPSON** for the next hearing (one night there), this time on No. 91, a companion train to the

NO MATTER WHERE IT'S GOING: 1981

Hudson Bay operating via Canora SK rather than Swan River MB, as did No. 93; * Depart 0710, arrive 1420, again in the Governor General's cars.



1st1980's-14: Governor General's cars, in this case on the rear of CP No. 233 at Westmount QC a decade before the author's trips (1970/02/20) [ROBERT SANDUSKY].

CAR ASSIGNMENTS

During 1981, VIA was assigning "modern", 1954-built Coaches to lightly occupied regional trains such as those on the Hudson Bay line, while older (even pre-war) Coaches were still being used frequently on Ottawa/Montréal-Toronto Corridor trains.

22/24 JUL:

VIA 95/94 [WINNIPEG] THOMPSON-GILLAM [CHURCHILL] & RETURN Hudson Bay

E	[2]	9150,9154 [CN]	
U		15490	
R		222604[CN]	
R		222609[CN]	WINNIPEG-GILLAM

NO MATTER WHERE IT'S GOING: 1981

R	222626[CN]	THOMPSON-CHURCHILL
X	9625	
C	5587	
CfLC	3034	
C	5653	
D	1338	
S	[2] Erinview,Hudson Bay	
BLS	Cape Tormentine	
S	[2] Chaleur Bay,Mount Resplendent	
Z	[2] 1,2	THOMPSON-GILLAM

Side trip to **GILLAM** for the next hearing, on the rear of *Hudson Bay*; * Depart 1830, arrive 2330, the Governor General's cars being parked overnight at Gillam station, then attached the next night to the southbound train departing 0240, arriving Thompson 0745; * This train appropriately included Sleeper HUDSON BAY, and there were more Express Reefers this time; * Onward to **WINNIPEG** that morning on Pacific Western Airlines (one night there).

25-26 JUL:

VIA 1 [MONTRÉAL]WINNIPEG-BANFF [VANCOUVER] Canadian

E	[3] 1416,1962,8528[CP]	SUDBURY-CALGARY
E	[4] 1425,8514[CP],8525[CP],1403	CALGARY-VANCOUVER
X	606	
Y	Margaree River	
C	[3] 125,126,3211	
CfeL	510	
DN	[2] 5718,5744	
S	[2] Butler Manor ,Brock Manor	
D	Louise	
S	Laird Manor	
S	[3] Edwardsville,Essex,Emperor	[TORONTO]WINNIPEG-VANCOUVER
OLS	Strathcona Park	

To **DAUPHIN** via Banff [!] and Portage la Prairie during a weekend break from hearings; * Depart Winnipeg 1330, arrive Banff 1240 the next day, with major stops at Portage la Prairie, Brandon,

NO MATTER WHERE IT'S GOING: 1981

Broadview SK, Regina, Moose Jaw, Swift Current, Medicine Hat AB, Brooks and Calgary; * I occupied a Roomette in BUTLER MANOR, part of a healthy consist including six Sleepers, three Coaches, and two Dayneters (passengers in the two latter car types now being able to use the snack bar of a "3200"-series Coach); * 1,472 km in 24 hrs 10 mins, or 61 km/h (919 mls/38 mph).



1st1980's-15: Vista from Sulphur Mountain overlooking Banff, with CP's famous transcontinental line and the Trans-Canada highway heading east towards Calgary on the left-hand side (1984) [PETER DAWES].

TO BANFF FOR AN AFTERNOON

Facing a weekend in Winnipeg (no insult intended, 'Peggery!'), I decided to make a round trip to Banff on the *Canadian*, with a friend joining the train in Calgary for an afternoon of mountain scenery, followed on the return trip by supper in Diner ACADIAN – surely one of my more quixotic trips.

... AND QUALITY WORK TIME, TOO

Honestly, it wasn't all fun and games. Travelling by train afforded lots of time for preparing briefings for Commissioners, writing draft decisions and reports, and catching up on the heavy reading that comes with this type of work – not to mention a wonderful break from the office.

NO MATTER WHERE IT'S GOING: 1981

26-27 JUL:

VIA 2 [VANCOUVER] BANFF-PORTAGE LA PRAIRIE [MONTRÉAL] Canadian

E	[4]	1413,8516[CP],8523[CP],1407	VANCOUVER-CALGARY
E	[3]	6506,1962,1418	CALGARY-SUDBURY
X		604	
Y		Rivière au Renard	
C	[3]	107,104,3218	
CfeL		511	
DN	[2]	5730,5748	
S	[2]	Hearne Manor, Draper Manor	
D		Acadian	
S	[3]	Elmsdale, Exeter, Elrose	VANCOUVER-WINNIPEG [TORONTO]
OLS		Evangeline Park	

Depart 1835, arrive 1640 the next afternoon, occupying a Duplex Roomette in ELMSDALE back across the Prairies – the *Canadian* switching at Portage from CP over to adjacent CN for its final run into Winnipeg.

27 JUL:

VIA 93 [WINNIPEG] PORTAGE LA PRAIRIE-DAUPHIN [CHURCHILL] Hudson Bay

E	[2]	9150,9154 [CN]	
U		15490	
R		222618[CN]	
X		9625	
C		5587	
CfLC		3034	
C		5653	
D		1338	
S	[2]	Erinview, Hudson Bay	
BLS		Cape Porcupine	
S	[2]	Buckley Bay, Mount Fitzwilliam	

Depart 1850, arrive 2130, in the Cafe Coach Lounge (one night there); · **28 JUL:** To **WINNIPEG** on Calm Air for the next hearing (three nights there).

NO MATTER WHERE IT'S GOING: 1981

31 JUL-2 AUG:

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

E	[3]	6553,8529[CP],1418	CALGARY-SUDBURY
E	[2]	6515,6621	SUDBURY-MONTRÉAL
X		607	
Y		Pembina River	
C	[2]	120,100	
CfeL		517	
DN	[2]	5705,5728	
S	[2]	Fraser Manor,Thompson Manor	
D		Palliser	
S	[3]	Château Rouville,Château Argenson,Rogers Manor	[VANCOUVER-EDMONTON]WINNIPEG-MONTRÉAL
OLS		Tremblant Park	

Return to **OTTAWA**, departing 2030, arriving 0745 two mornings later, occupying the Drawing Room of TREMBLANT PARK.

8 AUG:

VIA 34 OTTAWA-MONTRÉAL

E	[2]	6785,6859
X		9651
C	[2]	3206, 4886

Evening trip to **MONTRÉAL** for dinner with friends; * Depart 1415, arrive 1630, in former Grand Trunk Western Coach No. 4886, returning on the midnight bus operated by Voyageur Colonial Lines – this involving street loading because, although Colonial employees were back at work, those of its sister company, Voyageur Inc., were members of a different union and had shut down the Montréal terminal; * No. 4886 (PS, 1953; ex-GTW,CN/Ir-ALC).

11 AUG:

VIA 34 OTTAWA-MONTRÉAL

E		6519
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NO MATTER WHERE IT'S GOING: 1981

X 9661
 C [2] 5560,3206

To **HALIFAX** via Montréal, to chair Halifax-Yarmouth experimental service meetings in both Halifax and Kentville; * Depart 1415 and scheduled to arrive at 1630, but pulled in at 1800 hours due to signal problems.

11 AUG:

VIA 12 MONTRÉAL-HALIFAX *Atlantic*

E 3674[CN] ?-HALIFAX
 E [3] 6778,6636,6861
 X 9611
 C 5305 MONTRÉAL-?
 C 5225 ?-HALIFAX
 C [4] 5464,5589,5512,5518
 CfeL 760
 DN [2] 5747,5724
 S [2] Greenhurst,**Greenshields**
 D 1363
 BLS Cape Rosier
 S [3] Rivière Raquette,Kakabeka
 Falls,Rideau River

Depart 1830, arrive 1555 next day on VIA's *Atlantic*, a CN RS18 being added (and one Coach removed and replaced) somewhere during the night; * I occupied a Roomette in GREENSHIELDS, part of a healthy, peak-season consist including five Coaches, two Dayneters, a Buffet Lounge Sleeper, and five Sleepers – two of the last-mentioned having an American lineage: RIVIÈRE RAQUETTE (New York Central) and KAKABEKA FALLS (St. Louis-San Francisco); * The Diner served the needs of mainly Sleeping car passengers; the Cafe Lounge, Coach and Dayniter clients – although there were no restrictions, during this initial VIA era, as to who could use the former; * No. 3674 (*MLW, 1957; CN*); * RIVIÈRE RAQUETTE (*10rm6db; ex-NYC St. Francis River/lr-MTM Dolly Wurtzbarger*), KAKABEKA FALLS (*14rm4db; ex-SLSF Niangua River*) (both *PS, 1948-9*); * No. 1363 (*PS, 1954; ex-PG Moose Lake/lr-VIA TrC, ECPC*); * No. 760 (*CCF, 1954; ex-CN C 5563, CfeLC 3022/lr-DWM*) – all cars ex-CN; · **12 AUG:** Acadian Lines bus from Halifax to Kentville (two nights there).

NO MATTER WHERE IT'S GOING: 1981

LAST CALL FOR THE ATLANTIC

The 11 AUG trip from Montréal to Halifax on the *Atlantic* proved to be my last over CP's "Short Line" through the State of Maine and Saint John, as this train would be discontinued on 15 NOV.

14 AUG:

VIA 152 [YARMOUTH] KENTVILLE-HALIFAX

Cm[2] 6140,6113

Return to OTTAWA, departing Kentville 1030, arriving Halifax 1220, then Air Canada onward.

TRAFFIC UPTURN ON THE DAR

By now, VIA's Halifax-Yarmouth RDC service was averaging over 100 passengers per trip as an experimental train, compared to the handful formerly riding under CP – due to its new and convenient, day-return schedule into Halifax, good quality snack-bar service (for example, excellent subs instead of mediocre hamburgers), modest local advertising, spruced-up stations, new shelters, and other improvements.

6 SEP:

VIA 43 OTTAWA-KINGSTON [TORONTO] Capital

E	[2]	6764,6637	
CfeL		2502	
C	[2]	5646,5654	
K		Club de la Garnison	
C	[2]	5223,5306	[MONTRÉAL] BROCKVILLE-TORONTO
CfLC		3037	"
C		5217	"
X		9629	"

Day excursion to KINGSTON, departing 0930, arriving 1239.

VIA 46 [TORONTO] KINGSTON-OTTAWA Exec

E	6791	
E	6611	TORONTO-BROCKVILLE
X	9657	
CfeL	2504	
C	[2]	5437,5467
K		Club Richelieu

Returning, depart 1939, arrive 2245, on an *Exec* no longer having a Montréal portion and therefore providing better service to Ottawa; * F9B No. 6611 was removed at Brockville due to a mechanical problem, leaving FPA-4 No. 6791 to carry on alone with the modest, 5-car consist; * This was my last domestic trip before leaving on 17 SEP for a month in Europe.

18 NOV:

VIA 30 OTTAWA-DORVAL [MONTRÉAL]

E	6760	
C	[2]	3208,5467

To **KENTVILLE** via Dorval and Halifax, to chair another Halifax-Yarmouth experimental service meeting; * Depart 0930, arrive Dorval 1128, followed by a taxi transfer to the adjacent airport for an Air Canada flight onward.

VIA 151 HALIFAX-KENTVILLE [YARMOUTH]

Cm[2]	6138,6136	
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Depart 1730, arrive 1915 (two nights there).

20-21 NOV:

VIA 15 HALIFAX-MONTRÉAL Ocean

E	[3]	3665[CN],6867,6772	
X		9641	
S		<i>Greenview</i>	CAMPBELLTON-MONTRÉAL
C		5586	"
C	[3]	5651,5603,5593	

NO MATTER WHERE IT'S GOING: 1981

CfeL 755
DN 5702
D 1369
BLS Cape Breton
S [4] **Green Point**,Greenwich,
Green Court,Naiscoot River
Z [2] *Burrard,93[CN]*

Return to **OTTAWA** via Halifax and Montréal, starting with Acadian Lines into Halifax; * Depart there at 1330, arrive Central Station 0915 next morning, occupying a Roomette in GREEN POINT; * Two Business cars were on the rear out of Halifax, and a Sleeper and Coach were added at Campbellton for Gaspé line passengers joining down the way at Matapédia – none of which I managed to record; * The *Ocean* was now the only Halifax-Montréal service, following discontinuance of the *Atlantic* as of 15 NOV; * No. 93 (*NSC, 1959, CN; ex-23/Ir-RMT Tioga Pass*).

21 NOV:

VIA 31 MONTRÉAL-OTTAWA

E 6780
C [2] **3208,5481**

Depart 1020, arrive 1240.

THE AMHERST SHUFFLE

Maritimers still rode their trains. Many years later, I worked with a native Prince Edward Islander who used to take VIA between Amherst NS and Halifax (where she was attending university), making use of the Charlottetown-Amherst connecting bus. This one time, she and a bunch of fellow students were returning home to the Island at the start of the Easter holidays, camped out in the bar car and engrossed in discussion. In fact, they were so focused on the task at hand that they only realized they'd reached Amherst when they saw the station sign receding in the distance! One back-up move later (thanks to an understanding Conductor), they were finally making their way over to the Charlottetown bus and home.

28 NOV:

VIA 43 OTTAWA-KINGSTON [TORONTO] Capital

E	6758	OTTAWA-BROCKVILLE
E	[2] 6778,6628	[MONTRÉAL]BROCKVILLE-TORONTO
X	9662	"
C	5500	"
CfLC	3024	"
CfeL	2506	
C	[2] 5517,5437	
K	Rideau Club	

Another day excursion to **KINGSTON**, departing 0830, arriving 1147, with the Ottawa portion now being attached to the Montréal portion but for some reason retaining the old train number 43 right through.

VIA 46 [TORONTO] KINGSTON-OTTAWA Exec

E	6758	
X	9646	
K	Hamilton Club	
C	[2] 5611, 5624	
CfeL	2507	

Returning, depart 1935, arrive 2235, on a short, end-of-November consist.



[Amtrak National Train Timetables, 1981/04/26, front cover]

1982

*ONTARIO/QUÉBEC/NEW BRUNSWICK
NOVA SCOTIA/NEWFOUNDLAND
MANITOBA/BRITISH COLUMBIA
SASKATCHEWAN/ALBERTA
NORTHEASTERN U.S.*



[VIA System Timetable, 1983/05/29, 20]

SYNOPSIS

I travelled by train in 1982 to visit my parents, other family members and friends – also to attend meetings with Amtrak, participate in scheduling hearings, conduct one final meeting of the Halifax-Yarmouth experimental service group, and evaluate several western services for the CTC's Western Division. Edmonton became my home base from September. As the above sketch demonstrates, VIA was promoting its "Canrailpass" at this time, modelled on the Eurailpass but tailored to the relatively small number of trains offered compared to Europe. This year at work, we prepared: final reports on the Halifax-Yarmouth and Regina-Prince Albert experimental services; reviews of VIA's *Canadian*, *Hudson Bay*, Winnipeg-Regina-Saskatoon, Saskatoon-Edmonton, and Edmonton-Calgary services; an evaluation of the Commission's regulation of passenger trains since 1976; and an update of *The Passenger Train Service Order*. I also participated in a comparison of Amtrak and VIA costing approaches, and reviews of Sydney and Gaspé line schedules.

Trips taken: Thirty-three were involved covering 13,993 kilometres (8,733 miles): 30 provided by VIA; 1 by CN; 1 by CN's Newfoundland subsidiary Terra Transport (TT); and 1 by Amtrak (AM). The AM trip accounted for 1,080 kms (674 mls). Overall, 6 of the trips were in Sleepers, 7 on self-propelled trains, and 2 on Mixed trains.

Equipment units: 306, made up of 64 Locomotives & Related Units and 242 cars (Coaches & Dayneters, 106; Parlor & Club Cars, 9; Sleeping & Business Cars, 38; Dining & Other Meal Cars, 13; Lounge Cars, 23; Baggage & Miscellaneous Cars, 53).

Places visited in Canada: **AB** – Banff, Calgary, Edmonton, Ma-Me-O Beach* and Wetaskiwin; **BC** – Prince Rupert; **MB** – Churchill, Gillam and Winnipeg; **NB** – Moncton; **NL** – Carbonear and St. John's; **NS** – Halifax, Kentville and Truro; **ON** – Kingston, Ottawa, Smiths Falls, Toronto and Winchester*; **QC** – Matapédia, Montréal, New Carlisle, Paspébiac* and Percé; **SK** – Plunkett* and Saskatoon. **United States:** **DC** – Washington. (**Note:** * indicates by non-rail means.)

Noteworthy trips (VIA unless otherwise indicated): **AM Montréaler**, Montréal to Washington; **TT M232**, Carbonear to St. John's; **CN M295**, Gillam to Churchill; **Hudson Bay**, Churchill to Winnipeg; **No. 109**, Winnipeg to Saskatoon; **No. 681**, Saskatoon to Edmonton; **Ville Marie**, Ottawa

NO MATTER WHERE IT'S GOING: 1982

to Montréal; **Meridian**, Kingston to Montréal; **No. 622**, New Carlisle to Percé; **Skeena**, Edmonton to Prince Rupert; **Capital**, Kingston to Ottawa.

Fastest average speed by a Canadian Service Provider: VIA Meridian, Kingston to Montréal: 118 km/h (73 mph). **American: AM Montréal**, Montréal to Washington: 67 km/h (42 mph).

Slowest average speed by a Canadian Service Provider: TT No. M232, Carbonear to St. John's: 33 km/h (21 mph). **American: AM Montréal**, Montréal to Washington: 67 km/h (42 mph).

HIGHLIGHT!

Taking trips along the Gaspé coast on VIA RDC trains in 1982 with my Saskatoon friend Sandra – although I was tempted to choose my trip on Terra Transport's narrow-gauge Carbonear mixed.

MILESTONE

My last trip on a TurboTrain (*Meridian* from Kingston to Montréal), and first on an LRC (*Ville Marie* from Ottawa to Montréal), signalled the beginning of a new era. The Turbos were no longer mentioned in timetables but showed up – this day at least – on the mid-day *Meridian*. Built by MLW-Worthington, Alcan and Dofasco, the LRC offered no cafe or lounge facilities but rather food and refreshments dispensed at-seat from a cart – thus putting an end to the ritual of “going to the bar car”. This equipment suffered from serious teething problems, never operated to its promised capability of 200 kilometres (125 miles) per hour, and eventually had the tilting mechanisms disabled – but the cars went on to serve VIA and travellers in the Ontario-Québec Corridor for more than two decades and counting.

THE VALUE OF INCENTIVES

A key finding of our VIA-Amtrak costing comparison was that the American approach – namely, requiring the track-owning railways to meet performance standards in return for a meaningful part of their compensation – had the potential to reduce substantially the overall VIA subsidy requirement *and* provide better service to travellers.

TRIPS AND CONSISTS

5 JAN:

VIA 34 OTTAWA-MONTRÉAL

E	6761
X	9636
C	[2] 5581,3206

To **WASHINGTON** DC via Montréal for meetings with Amtrak associated with the CTC's comparison of VIA and Amtrak cost structures; * Depart 1415, arrive Central Station 1625, with one major stop at Dorval QC, behind a single FPA-4; * I occupied the full Coach, operating in a typical, minimal consist alongside a snack bar-equipped, "3200"-series Coach; * VIA was still providing six trains most days of the week on this route, three of them now bearing train names and the "Rapido" label – but there was no longer an additional transcontinental train on the Vankleek Hill route since the *Canadian's* discontinuance in that part of the country; * 187 km in 2 hrs 10 mins, or 86 km/h (117 mls/53 mph); * No. 6761 (MLW, 1958/lr-NBEC); * Nos. 5581 (lr-T&S), 3206 (ex-5636/lr-leased to CN, FLK) (both CCF, 1954); * No. 9636 (NSC, 1954; ex-9255/lr-RLP, YDH) – all equipment ex-CN.

5-6 JAN:

AM 61 MONTRÉAL CENTRAL-WASHINGTON *Montréal*

E	308	MONTRÉAL-NEW HAVEN
Ee	956	NEW HAVEN-WASHINGTON
XY	1454	
S	2887	
SIC	2087	
DnC	20208	
DnL	28301	
C	[2] 21833,21835	
C	21093	NEW YORK-WASHINGTON
X	1365	"

Depart 1855, arrive 1106 next morning (two nights there), with major stops at St. Albans VT, Essex Jct.,

NO MATTER WHERE IT'S GOING: 1982

Waterbury, Montpelier Jct., White River Jct., Bellows Falls, Brattleboro, Northampton MA, Springfield, Hartford CT, New Haven, Bridgeport, Stamford, New York NY, Newark NJ, Metropark, Trenton, Philadelphia PA, Wilmington DE, Baltimore MD and Capital Beltway; * This *Montréal*er was powered by an F40PH as far as New Haven, then an E60CP electric beyond, the core being relatively new, long-distance "Amfleet" cars such as Dinette Lounge No. 28301; * I occupied a Roomette in retrofitted "Heritage" Sleeper No. 2887, formerly Union Pacific PACIFIC PEAK and my home from Los Angeles to Washington on the *Sunset Limited* and *Southern Crescent* back in 1975; * Slumbercoach No. 2087 (originally Northern Pacific) was also along, offering rooms smaller than even a Duplex Roomette for Coach fare plus a small supplement; * 1,080 km in 16 hrs 11 mins, or 67 km/h (674 mls/42 mph); * No. 308 (EMD, 1979/lr-MN 4193); * No. 956 (GE, 1975); * No. 2887 (Budd, 1950, 10rm6db; ex-UP, AM Pacific Peak/lr-2625); * No. 2087 (Budd, 1959, 24sn8dl; ex-NP Loch Ness, AM 2027); * Nos. 20208, 21833, 28301 (ex-DnC 20201) (all Budd; 1975-7); * Nos. 1365 (ex-KIT 89648), 1454 (ex-89543/lr-1633) (both SLC, 1952; ex-US); · **8 JAN:** To **TORONTO** on US Air (one night there), to visit friends before returning to Ottawa.



[Amtrak National Train Time-tables, 1986/04/27, 31]

9 JAN:

VIA 64 TORONTO-KINGSTON [MONTRÉAL] Meridian

E	[2]	6765,6860
DN		5751
CfeL		2511
C	[3]	5495,5589,5560

NO MATTER WHERE IT'S GOING: 1982

Return to **OTTAWA** via Kingston, on the Toronto-Montréal *Meridian*, then VIA's chartered bus No. 564 onward; * Depart 1300, arrive Kingston 1512, with stops at Guildwood, Cobourg and Belleville – my fastest trip over this segment to date at 2 hours, 15 minutes; * The normally assigned Club Galley was absent this trip, but a “2500”-series Cafe Lounge car offered snacks and drinks and the Dayniter (formerly a Sleeper owned by the St. Louis-San Francisco) was in Coach service; * 254 km in 2 hrs 12 mins, or 115 km/h (159 mls/71 mph); * No. 5751 (PS, 1948; ex-14rm4db SLSF Osage River, CN Pine Falls); * No. 2511 (CCF, 1954; ex-CN C 5553, CfLC 3016/lr-XY 9300, TTSL, WSJ, OC).

VIA BUS TO OTTAWA

VIA was now offering two buses in each direction most days of the week between Kingston and Ottawa in connection with Toronto-Montréal trains – the purpose being to expand the frequency available on this route without adding more trains.

13 FEB:

VIA 43 OTTAWA-KINGSTON [TORONTO] Capital

E	6784	OTTAWA-BROCKVILLE
E	[2] 6774,6616	[MONTRÉAL] BROCKVILLE-TORONTO
X	9661	"
C	5516	"
CfLC	3024	"
K	Mount Royal Club	
C	[2] 5500,5501	
CfeL	2513	

Day excursion to **KINGSTON** to visit family, departing 0830, arriving 1147, with stops at Smiths Falls, Brockville and Gananoque; * VIA still was offering first-class service out of Ottawa on this morning train, by means of a Club Galley; * 190 km in 3 hrs 17 mins, or 58 km/h (118 mls/36 mph); * No. 3024 (CCF, 1954; ex-CN C 5546/lr-ONR ENT 1410), MOUNT ROYAL CLUB (ex-CN C 5639/lr-NTFT The Hollywood Car, ASC) (both CCF, 1954).

VIA 46 [TORONTO] KINGSTON-OTTAWA Exec

E	6770
X	9639

NO MATTER WHERE IT'S GOING: 1982

K Carleton Club
 C [2] 5633,5468
 CfeL 2504

Depart 1935, arrive 2235, with the usual *Exec* stops at Brockville and Smiths Falls; * 190 kms in 3 hrs, or 63 km/h (118 mls/39 mph).

SHORTEST EXEC

At only five cars, my 13 FEB *Exec* was the shortest I ever recorded on this train prior to its going LRC – meaning that VIA either was doing a better job of matching capacity with demand, or that traffic was declining on what was still a frustratingly slow route. For example, the *Exec* covered the Brockville-to-Ottawa segment at roughly half the average speed of my previous train from Toronto to Kingston.

29 MAR:

VIA 36 OTTAWA-MONTRÉAL Laurier

E 6519
 C [2] 3217,5527
 K Union Club

To **KENTVILLE** via Montréal and Moncton, to chair the final meeting of the Halifax-Yarmouth experimental service group; * Depart 1700, arrive Central Station 1915, with one stop at Dorval QC, behind an FP9A; * 187 km in 2 hrs 15 mins, or 83 km/h (117 mls/52 mph); * No. 6519 (GMD, 1957; ex-CN); * No. 3217 (CCF, 1954; ex-CN C 5492/lr-GCRT).

29-30 MAR:

VIA 14 MONTRÉAL-MONCTON [HALIFAX] Ocean

E [3] 6782,6871,6864
 XY 9488
 S Green Hill MONTRÉAL-CAMPBELLTON
 C 5647 "
 C [2] 5599,5579
 CfeL 761
 DN 5728

NO MATTER WHERE IT'S GOING: 1982

D	1360	
BLS	Cape Tormentine	
S	[2] Green Court, Hudson Bay	
C	[2] 5518,3214 [dd]	CAMPBELLTON?-HALIFAX
X	9624[dd]	"

Depart 2050, arrive 1345 next day, with major stops at St-Lambert, St-Hyacinthe, Drummondville, Charny, Lévis, Montmagny, Rivière-du-Loup, Trois-Pistoles, Rimouski, Mont-Joli, Sayabec, Amqui, Causapscal, Matapédia, Campbellton NB, Bathurst, Newcastle and Rogersville – behind a nice FPA/B/B-4 lash-up; * I occupied a Roomette in HUDSON BAY, took meals in the Diner, and socialized in the Buffet Lounge Sleeper; * The two Campbellton cars were intended for passengers switching at Matapédia to the RDC connection for Gaspé line points; * Baggage Dormitory No. 9488 was a former New York Central and CN Sleeper; * 1,046 km in 15 hrs 55 mins, or 66 km/h (653 mls/41 mph); * Nos. 6782, 6871 (Ir-GSCR, GC), 6864 (all MLW, 1958-9); * No. 1360 (ex-PG Francois Lake/Ir-ECPC), HUDSON BAY (10rm5db; leased to Pullman until 1959), CAPE TORMENTINE (2db2ct/Ir-FGC) (all PS, 1954); * No. 760 (CCF, 1954; ex-C 5563, CflC 3032/Ir-DWM); * No. 9488 (PS, 1948, 14rm; ex-22rm NYC Pigeon Bay, CN Val Rose/Ir-GCRT) – all equipment ex-CN.

30 MAR:

VIA 151 [HALIFAX] ROCKINGHAM-KENTVILLE [YARMOUTH]

Cm	[2] 6140, 6139
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Onward to Kentville (three nights there), after a meeting in Moncton concerning the Yarmouth service with VIA Atlantic region officials, who then drove me onward to Halifax; * Depart Rockingham (a flag stop 10 kilometres [6 miles] out of Halifax station, adjacent to a shopping centre) at 1730, arrive Kentville 1915, with major stops at Windsor Jct., Windsor, Hantsport and Wolfville, occupying a former CP RDC-1; * 106 km in 1 hr 45 mins, or 61 km/h (66 mls/38 mph); * No. 6139 (Budd, 1957; ex-CP 9064/Ir-DART 2009);

APR: To **ST. JOHN'S** via Halifax, to visit my old Ottawa friend Shaun Fawcett, now living there, starting with an Acadian Lines bus to Halifax, then Eastern Provincial Airways (three nights there).

3 APR:

TT M232 CARBONEAR-ST. JOHN'S

E	[3] 805,804,802
F	[4-8]

NO MATTER WHERE IT'S GOING: 1982

CX

757



1st1980's-16: Combine No. 757 at Carbonear NL, on the rear of Terra Transport No. M232 waiting to depart for St. John's (1982/04/03) [PETER DAWES].

Day trip to **CARBONEAR** to ride one of the few remaining mixed trains in Canada, operated by CN subsidiary Terra Transport over the former Newfoundland Railway; * Outward by automobile, courtesy Shaun, then depart Carbonear 1320, arrive St. John's 1715, with one major stop at Brigus Jct. on the mainline, behind three G8's; * This trip occurred during the final years of narrow-gauge rail service in Newfoundland, following part of the route once taken by the cross-island *Caribou* (popularly known as the *Newfie Bullet*); * I occupied the Combine, painted in CN colours but sporting Terra Transport logos; * 129 km in 3 hrs 55 mins, or 33 km/h (81 mls/21 mph); * Nos. 805 (*Ir-CRM*), 804, 802 (*Ir-CDCL*) (all GMD, 1956); * No. 757 (*CCF, 1943; ex-NF 40*); . **5 APR:** Return to **OTTAWA** on Air Canada.

MIXED MEAL SERVICE

My Carbonear-to-St. John's trip in Combine No. 757 was enlivened when the only other passengers – two young St. John's ladies amazingly just out to ride the train for the day – insisted on sharing their lunch with the "fellow from away" (local parlance for someone from the Canadian mainland).

NO MATTER WHERE IT'S GOING: 1982

· **24 APR:** To **WINNIPEG** (one night there) at the start of an evaluation of western passenger rail services, destinations being Gillam, Churchill, Winnipeg, Saskatoon, Edmonton and Calgary – starting with Air Canada to Winnipeg; · **25 APR:** To **GILLAM** on Pacific Western Airlines (one night there).

26 APR:

CN M295 GILLAM-CHURCHILL

E	[2]	4282,4291
F	[21]	
CX		7209
W		79858

To **CHURCHILL** (one night there) on a weekly mixed train supplementing the *Hudson Bay* with daytime service over this isolated segment, pausing anywhere along the way on flag; * No. M295 was scheduled to depart 0800 and arrive 1535 behind two GP9's, with major stops at Weir River and Herchmer, but the crew ambled out of the Gillam beanery at around 0930 to begin work – as was apparently the practice; * Two adults and one child made up the paying clientele in the 1928-built Combine, decked out in CN colours despite being owned by VIA – while I spent much of the trip in the Caboose, thanks to a friendly crew; * 296 km in 7 hrs 35 mins, or 39 km/h (185 mls/24 mph); * Nos. 4282 (*lr-7046*), 4291 (*lr-7251:2*) (*GMD, 1959*); * No. 7209 (*NSC, 1928; ex-Col 2922/lr-ICL, TSI Cabot*); * No. 79858 (*PSC/CN, 1976; ex-Box/lr-HBY*).

MIXED TRAIN NEGLECT

The VIA-owned Combine on CN's Gillam-Churchill mixed featured a non-functioning toilet, a heater which (according to the crew) broke down regularly, no first-aid kit, and dirty, scratched windows – this despite a 1981 CTC Western Division directive calling for repairs and improvements, and despite the subsidy VIA was receiving for its minimal role in delivering this service.



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

NO MATTER WHERE IT'S GOING: 1982



1st1980's-17: CN Mixed train No. M295 waiting to depart Gillam MB for Churchill, powered by GP9's 4282 and 4291 (1982/04/27) [PETER DAWES].

27-29 APR:

VIA 94-92 CHURCHILL-WINNIPEG Hudson Bay

E	[2]	9152,9151 [CN]	
U	[2]	15410,15445	
R		222600[CN]	CHURCHILL-THOMPSON
X		9097[CN]	"
X		9670	
C	[2]	5583,5441	
D		1362	
S		Excelsior	

NO MATTER WHERE IT'S GOING: 1982



1st1980's-18: VIA Combine No. 7209 and CN Caboose No. 79858 at Churchill MB, bringing up the rear of No. M295 in the late afternoon sunshine (apologies for the poor quality) (1982/04/27) [PETER DAWES].

To **WINNIPEG**, at first ambling slowly over the tundra, then running more quickly across the prairie into the Manitoba capital (one night back at the Fort Garry); * Depart 1800, arrive 0730 two mornings later, with major stops at Herchmer, Weir River, Gillam, Thompson, Thicket Portage, Wabowden, Cormorant, The Pas, Hudson Bay SK, Endeavour, Sturgis, Canora, Kamsack, Roblin MB, Dauphin and Portage la Prairie – behind two CN F7A freight locomotives, supported by a like number of VIA Steam Generator Units; * I occupied a Duplex Roomette in EXCELSIOR, part of an off-season consist including a full Diner for the sparse clientele (serving moose steaks, no less); * The CN Express Reefer and Baggage car went only as far as Thompson; * 1,697 km in 37 hrs 30 mins, or 45 km/h (1,059 mls/28 mph); * Nos. 9152 (ex-9034/lr-F7B 9103), 9151 (ex-9094) (GMD, 1951-2; CN); * Nos. 15410 (lr-GSCR), 15445 (lr-B&A) (CCF, 1956; ex-CN); * EXCELSIOR (PS, 1954, 4sc8du4db; ex-CN/lr-GARE); * No. 9097 (NSC, 1952; CN); * No. 222600 (CN; details unavailable).

30 APR:

VIA 109 WINNIPEG-SASKATOON

E	6501
U	[2] 15481,15482
X	604
CfLC	3032
C	5616
Cm	6101[<i>dd</i>]

To **SASKATOON** to work on my western services evaluation and other projects (five nights there), routed over CP to Regina, then CN onward; * Depart 1100 (after arrival of the *Canadian* from the east), arrive 2215, with major stops at Portage la Prairie, Brandon, Broadview SK and Regina, behind a steam generator-equipped FP9A and no less than two Steam Generator Units – hauling a train of only four cars, including a deadheading RDC-1 on the rear; * 837 km in 11 hrs 15 mins, or 74 km/h (522 mls/46 mph).

IN TOUGH AGAINST GREYHOUND

Running from Winnipeg to Regina and Saskatoon, VIA's No. 109 was a consolation prize to Manitoba and Saskatchewan for the recently eliminated *Super Continental*. Alas, it pretty much duplicated the following *Canadian* as far as Regina and took roughly twice as long as Greyhound, end-to-end. At least the Cafe Coach Lounge was a nice touch.

5 MAY:

VIA 681 SASKATOON-EDMONTON

E	6508
X	9662
C	3226

To **EDMONTON** to evaluate another short-lived VIA daytime replacement service over CN's transcontinental main line (one night there); * Depart 0900, arrive 1440, with major stops at Biggar, Unity, Wainwright AB and Viking, with conventional equipment instead of what was originally intended to be an RDC, if the train number is any indication; * 520 km in 6 hrs 40 mins, or 78 km/h (325 mls/48 mph).

NO MATTER WHERE IT'S GOING: 1982



1st1980's-19: VIA No. 109 at Broadview SK, on its round-about way from Winnipeg through Regina to Saskatoon, behind FP9A 6501 (1982/04/30) [PETER DAWES].

NOT LONG FOR THIS WORLD

The lonely Snack Coach at least provided refreshments for the handful of passengers onboard VIA's No. 681 from Saskatoon to Edmonton. No wonder the veteran CN on-board crew openly expressed their hope that this pathetic excuse of a train – running over the route of the once proud *Continental Limited* and *Super Continental* – would last long enough for them to retire early.

6 MAY:

VIA 196 EDMONTON-WETASKIWIN [CALGARY]

Cm 6105

To **MA-ME-O BEACH** via Wetaskiwin, as part of my continued evaluation of VIA services and to visit friends (one night there); * Depart 1725, arrive non-stop at 1803 over CP, then by automobile to this resort community located on beautiful Pigeon Lake; * 64 km in 38 mins, or 102 km/h (40 mls/63 mph).



1st 1980's-20: VIA No. 196 near Innisfail AB, on its way from Edmonton to Calgary, consisting of former CP RDC-1 6147 (1983/08/16) [BRIAN E. SULLIVAN].

7 MAY:

VIA 194 [EDMONTON] WETASKIWIN-CALGARY

Cm 6129

To **CALGARY** (two nights there), beginning with an automobile transfer back to catch the train; * Depart Wetaskiwin 0838, arrive Calgary 1125, with stops at Red Deer, Innisfail, Olds and Didsbury; * 245 km in 2 hrs 47 mins, or 88 km/h (153 mls/55 mph).

8 MAY:

VIA 1 [TORONTO] CALGARY-BANFF [VANCOUVER] Canadian

E	[3]	6550,1962,1414	CALGARY-VANCOUVER
X		617	[MONTRÉAL] TORONTO-VANCOUVER
C	[2]	5649,5571	"
CfeL		754	"

NO MATTER WHERE IT'S GOING: 1982

DN	5732	"
DN	5711	
Y	Ingramport	
S	[3]	Estcourt, Everett, Evandale
D	1342	
S	[2]	Château Richelieu, Château Roberval [MONTRÉAL] TORONTO-VANCOUVER
OLS	Revelstoke Park	"

Side trip to **BANFF** on the *Canadian* with a Calgary friend, departing 1030, arriving 1240 non-stop, behind FP9A Nos. 6550 and 1414, spliced by F9B No. 1962 – the lead unit having been rebuilt by VIA; * This was a healthy, off-season consist including two Coaches, two Dayneters, and five Sleepers – one disappointment being that Cafe Lounge No. 754 was providing amenities for Coach and Dayneter passengers instead of a Skyline Cafe Dome Lounge; * The Montréal cars were now being handled in Corridor trains between there and Toronto, due to the removal of direct service via Sudbury; * 130 km in 2 hrs 10 mins, or 60 km/h (81 mls/37 mph); * Nos. 6550 (ex-CP 4099, CP, VIA 1400/lr-NKTA 54, CP 1400), 1962 (ex-CP 1901, CP, VIA 4474/lr-6551, CMRT 1901), 1414 (lr-STCUM APC) (all GMD, 1953-4; ex-CP); * No. 617 (ex-CP XY 3017/lr-8617), CHÂTEAU RICHELIEU (4sc8du3db1dr), REVELSTOKE PARK (3db1dr) (all Budd, 1954-5; ex-CP); * No. 754 (CCF, 1954; ex-CN C 5543, CflC 3006/lr-FRRS); * INGRAMPORT (CCF, 1950; ex-CN/lr-NRC, MCRH).

VIA 2 [VANCOUVER] BANFF-CALGARY [TORONTO] Canadian

E	[3]	1406,1965,1423	VANCOUVER-CALGARY
X		609	VANCOUVER-TORONTO [MONTRÉAL]
C	[2]	105,123	"
CfeL		509	"
DN		5747	"
Y		Grand Codroy River	
S	[3]	Endako, Escumiac, Elmira	
D		1372	
S	[2]	Château Rigaud, Château Dollard	VANCOUVER-TORONTO [MONTRÉAL]
OLS		Evangeline Park	"

Depart 1835, arrive 2040 non-stop, on a *Canadian* sporting a bit more of a CP flavour, including the Coaches and Skyline car, but most of our time was spent in the former CN Diner as we descended

NO MATTER WHERE IT'S GOING: 1982

through the foothills; * No. 1372 (CCF, 1947; ex-CN C 5391/lr-TC); * Nos. 123 (lr-8123), 509 (ex-CP CfLC/lr-8509) (both Budd, 1954-5; ex-CP); * GRAND CODROY RIVER (PS, 1949, 10rm6db; ex-FEC Argentina; ex-CN/lr-TA&S Glacier Park); · **9 MAY:** To **WINNIPEG** (one night at the Fort Garry) after Air Canada realized they'd overbooked my Ottawa flight and put me onto a plane to the Manitoba capital, minus baggage; · **10 MAY:** Finally home to **OTTAWA** on the same airline.

21 JUN:

VIA 28 OTTAWA-MONTRÉAL Ville Marie

E	6914
C	[4] 3339,3304, 3307 ,3326[as Club]

Day trip to **MONTRÉAL** for meetings on one of VIA's newly named trains on this route; * Depart 0730, arrive 0929, with one major stop at Dorval QC, behind LRC-2 No. 6914 – my first trip on a Bombardier LRC train, and the first timing I'd recorded under two hours between these two cities since 1975; * I occupied Coach No. 3307, while No. 3326 was being operated as a Club Galley – one of several "3300"-series Coaches utilized this way at the start of the LRC era; * 187 km in 1 hr 59 mins, or 94 km/h (117 mls/58 mph); * Nos. 6914, 3307, 3326 (BBD, 1980-2).

VIA 35 MONTRÉAL-OTTAWA

CXm	[3] 6357,6212, 6208
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Depart 1450, arrive 1700, with major stops at Dorval, Coteau, Alexandria ON, Maxville and Casselman; * I occupied RDC-2 No. 6208 and possibly mis-recorded No. 6357 (sources have this unit being wrecked in Alberta in 1981 and rebuilt into RDC-2 No. 6224 in this same month of that year); * No. 6208 (Budd/CCF, 1958; ex-CP 9195/lr-IRS); * No. 6357 (ex-CP RDC-3 9023/lr-RDC-2 6224, IRS).

LRC'S AND RDC'S

My June round trip to Montréal involved an LRC outbound and an RDC train on the return – both types now operating on this route, along with conventional, locomotive hauled trains.

NO MATTER WHERE IT'S GOING: 1982



1st1980's-21: VIA No. 62 La Salle departing Kingston ON for Montréal behind LRC-3 No. 6928 (1987/03/17) [ROBERT SANDUSKY].

7 AUG:

VIA 43 OTTAWA-KINGSTON [TORONTO] Capital

E	6773	OTTAWA-BROCKVILLE
E	[2] 6789,6618	[MONTRÉAL] BROCKVILLE-TORONTO
X	9642	"
C	5610	"
CfLC	3035	"
C	[2] 3212,5485	
K	Club Laurier	

To **NEW CARLISLE** via Kingston, Montréal and Matapédia, for a hearing on Gaspé line passenger-train schedules, then onward to a similar hearing in Truro on the Sydney line; * Depart 0830, arrive Kingston 1147, in time for lunch with my parents.

NO MATTER WHERE IT'S GOING: 1982



1st 1980's-22: Toronto-bound VIA TurboTrain pauses at Kingston ON, with a charter bus waiting to take tour passengers to the Thousand Islands cruise at Gananoque (1982/08/07?) [PETER DAWES].

TRUNCATED CAPITAL

VIA's morning *Capital* no longer had either a Cafe Bar Lounge or Cafe Coach Lounge out of Ottawa, although the Montréal portion at least had the latter.

VIA 64 [TORONTO] KINGSTON-MONTRÉAL *Meridian*

PrK		146[Dome]
K	[2]	201,203
C		256
CfeC		226
C	[2]	261,251
CfeC		228
PrCL		151[Dome]

Depart 1515, arrive 1740, with stops at Cornwall and Dorval QC – my last trip on a TurboTrain; * I

NO MATTER WHERE IT'S GOING: 1982

occupied Coach No. 251, part of a set pulled by a Power Dome Club Galley and pushed by a Power Dome Coach Lounge; * 285 km in 2 hrs 25 mins, or 118 km/h (178 mls/73 mph); * Nos. 146 (ex-CN P-101, CN, VIA 126), 201 (ex-CN T-101), 151 (ex-P-201), 251 (ex-CN T-203) (all UA/MLW, 1967-8).

VIA 14 MONTRÉAL-MATAPÉDIA [HALIFAX] Ocean

E	[4]	6791,6613,6871,6770	
X		9661	
Y		Nashwaak River	MONTRÉAL-CAMPBELLTON
S		Green Court	"
DN		5730	"
C		3207	"
C	[4]	5582,5490,5519,5586	
CfeL		751	
DN	[3]	5727,5713,5700	
D		1360	
BLS		Cape Tormentine	
S	[4]	Greenview,Chaleur Bay,Rivière Cloche,Greening	

Depart 2050, arrive 0735 next morning, occupying a Roomette in the Campbellton-bound "GREEN" Sleeper, at one time leased to the Pullman Co. for service over former Grand Trunk lines; * GREEN COURT (PS, 1954, 6sc6rm4db; ex-CN, leased to Pullman until 1965/66).

BIG SUMMER CONSIST

My 7 AUG trip on the Ocean featured (as far as Campbellton) five Coaches, five Sleepers, four Dayneters, and a Buffet Lounge Sleeper – this being the largest number of Dayneters I'd ever recorded on a single train.

8 AUG:

VIA 622 MATAPÉDIA-NEW CARLISLE [GASPÉ]

Cm	6112
CXm	6220

NO MATTER WHERE IT'S GOING: 1982



1st1980's-23: VIA No. 622 arriving at New Carlisle QC, consisting of RDC-2 6218 and RDC-1 6118 (1983/05/28) [BILL LINLEY].

Depart 0745, arrive 1045, with major stops at Pointe-à-la-Croix, Nouvelle, Carleton, Maria, New Richmond, Caplan and Bonaventure, occupying the RDC-2; * Sandra joined me a few days later (having visited friends in the Québec City area, then taken the *Ocean* from Lévis to Matapédia and No. 622 onward), and we spent three further vacation days, after the hearings ended, in the resort town of Paspébiac, located right next to New Carlisle on the beautiful Baie des Chaleurs; * 158 km in 3 hrs, or 53 km/h (99 mls/33 mph).

SCHEDULING HEARINGS

The hearings held on the Gaspé and Sydney lines were aimed at achieving faster and more convenient VIA schedules. Timings remained basically the same as for the previous conventional trains, despite the RDC's making far fewer stops, handling no express or mail, and possessing superior acceleration.

14 AUG:

VIA 622 [MATAPÉDIA] NEW CARLISLE-PERCÉ [GASPÉ]

CXm 6221

Cm 6112

To **MATAPÉDIA** via Percé, to visit that famous Gaspesian landmark, Percé Rock; * Depart 1045, arrive Percé 1244, with major stops at Port-Daniel, Chandler and Grande-Rivière, on a former Boston & Maine RDC-1; * No. 6112 (*Budd, 1955; ex-B&M 6110, CN D112/lr-DART 2005, AER*).

VIA 621 [GASPÉ] PERCÉ-MATAPÉDIA

CXm 6221

Cd 6112

Depart 1659, arrive 2215, occupying RDC-2 No. 6221, formerly owned by the Missouri-Kansas-Texas and Chesapeake & Ohio railroads; * Sandra took the *Ocean* westward to Lévis before flying home to Saskatoon, while I spent the night in Matapédia; * I took a good photo of the RDC's leaning into the curve as they approached Percé station, but subsequently misplaced it along with many of my other 1981-82 slides; * No. 6221 (*Budd, 1956; ex-RDC-3 MKT 20, 162, C&O 9082, CN D356, 6356/lr-IRS*).

15 AUG:

VIA 14 [MONTRÉAL] MATAPÉDIA-TRURO [HALIFAX] *Ocean*

E	6760	MONTRÉAL-CAMPBELLTON
E	[4] 6770,6860,6870,3105[CN]	
X	9664	
Y	Terra Nova River	MONTRÉAL-CAMPBELLTON
S	Green Cabin	"
DN	5751	"
C	3210	"
C	[4] 5458, 5558 ,5473,5599	
CfeL	757	
DN	[3] 5706,5743,5728	
D	1364	
BLS	Cape Race	
S	[4] Green Point,Hudson Bay,Grand	

NO MATTER WHERE IT'S GOING: 1982

Codroy River, Greenshields

To **TRURO** for the next scheduling hearing (four nights there); * Depart 0735, arrive 1700, with major stops as outlined above for my 29 MAR trip, plus Sackville, Amherst NS and Springhill Jct. – behind two FPA-4's, two FPB-4's, and one CN RS18 (although one of the FPA-4's was removed at Campbellton); * VIA was using older Sleepers, including "RIVER" series cars as above, either in revenue service or as Dormitories; * 521 km in 8 hrs 25 mins, or 62 km/h (325 mls/39 mph); * No. 3105 (MLW, 1959; CN).

19 AUG:

VIA 14 [MONTRÉAL]TRURO-HALIFAX Ocean

E	[3]	6780,6635,6624
X		9664
C	[4]	5506,5455,5647,5508
CfeL		753
DN	[3]	5724,5737,5727
D		1337
BLS		Cape Breton
S	[4]	Green Hill, Thunder Bay, Clearwater River, Green Lane

Return to **OTTAWA**, departing 1710, arriving Halifax 1840 non-stop, then onward by Air Canada.

6 SEP:

VIA 43 OTTAWA-SMITHS FALLS [TORONTO] Capital

E		6782	OTTAWA-BROCKVILLE
C	[3]	3225,5478,5519	
K		Club Laurier	

Day excursion to **WINCHESTER** via Smiths Falls, to return nephew Charlie and niece Pamela to their parents in style, after a stay with their uncle and future aunt in Ottawa; * Depart 0830 on the *Capital*, arrive Smiths Falls 0937 non-stop, then onward to Winchester by automobile, Sandra having followed the train out from Ottawa in my car; * Return home, again by automobile.

NO MATTER WHERE IT'S GOING: 1982

NEW HOME BASE

I made my big move west on 7 SEP to take a job with the Government of Alberta in Edmonton, preceded by Sandra who had registered at the University of Alberta. Most future trips were to take place from this base.

10 SEP:

VIA 104 EDMONTON-SASKATOON

E	6513
X	9662
C	3227

To **PLUNKETT** SK to visit Sandra's folks, via Saskatoon (one night there); * Depart 1300, arrive 1950, in the lone, snack bar-equipped Coach; · **11 SEP:** Onward by Greyhound to Plunkett, a village located an hour east of Saskatoon in the middle of pool and co-op country (United Grain Growers and Saskatchewan Wheat Pool elevators), and served by CP's Winnipeg-Saskatoon-Wetaskiwin-Edmonton line, formerly the route of perhaps Canada's best-named train, the *Great West Express* (two nights at the nearby family farm); · **13 SEP:** Return to **EDMONTON** on Greyhound, commitments making it impossible to use the Saskatoon-Edmonton train.



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

15/17 OCT:

VIA 9/10 EDMONTON-PRINCE RUPERT & RETURN Skeena

E	6513
U	15448
XY	9482
C	5446
D	1346
S	Englee
BLS	Fitzwilliam

NO MATTER WHERE IT'S GOING: 1982



1st 1980's-24: VIA No. 9 *Skeena* at Edmonton station, behind FP9A 6514 (1982/10/10) [BRIAN E. SULLIVAN].

To **PRINCE RUPERT** and back with my parents (one night there), on the scene to check out their son and future daughter-in-law in their Edmonton surroundings; * Depart 1630, arrive 1830 next day, my first time ever on a through service between Edmonton and Rupert line points following elimination of the *Super Continental*, with major stops at Evansburg, Edson, Hinton, Jasper, McBride BC, Penny, McGregor, Prince George, Vanderhoof, Endako, Burns Lake, Houston, Smithers, New Hazelton, Kitwanga and Terrace; * I occupied a Duplex Roomette in ENGLEE while my folks had a Double Bedroom in Buffet Lounge Sleeper FITZWILLIAM, rebuilt by VIA from 5 Compartment-3 Drawing Room Sleeper MOUNT FITZWILLIAM; * This was purely a train-riding and sightseeing trip over the former Grand Trunk Pacific line to tidewater, with Dad in particular getting a real thrill out of both the train and the wonderful scenery; * Returning, depart 0830 in the morning, arriving back in Edmonton at 1200 the next day; * 1,540 km in 26 hrs 30 mins, or 58 km/h (961 mls/36 mph), on No. 10; * ENGLEE (4sc8du4db), FITZWILLIAM (3db; ex-5ct3dr Mount Fitzwilliam/lr-ITA) (both PS, 1954; ex-CN).

NO MATTER WHERE IT'S GOING: 1982

TOP-RATE STAFF

Our October excursion to Prince Rupert on the *Skeena* featured some fine VIA staff, including the attendant in Buffet Lounge Sleeper FITZWILLIAM who, without any prompting, set up two, ensuite Double Bedrooms for my parents on the return trip.

· **23 DEC:** To **WINCHESTER** with Sandra for Christmas at brother Ray's place, beginning with an Air Canada flight to Ottawa, then automobile courtesy Ray onward (three nights there).

26 DEC:

VIA 43 [OTTAWA] SMITHS FALLS-KINGSTON [TORONTO] Capital

E	[3]	6758,6637,3109[CN]	[MONTRÉAL] BROCKVILLE-TORONTO
E		6765	OTTAWA-BROCKVILLE
C	[2]	3235,3208	
K		Club Laurier	
X		9673	[MONTRÉAL] BROCKVILLE-TORONTO
CfLC		3037	"
C	[6]	5537,5437,5512,5444,3324,5628	

To **KINGSTON** (one night there), beginning with Ray driving us over to Smiths Falls to catch the train; * Depart 0937, arrive Kingston 1147, in a strong Boxing Day consist featuring eight Coaches, Club Galley, and Cafe Coach Lounge; * VIA's placement of the Ottawa portion in front of the Montréal cars resulted in the Baggage car sitting in the middle of the train.

27 DEC:

VIA 44 [TORONTO] KINGSTON-OTTAWA Capital

E		6527	BROCKVILLE-OTTAWA
E	[3]	6779,6620,3113[CN]	TORONTO-BROCKVILLE [MONTRÉAL]
X		602	[VANCOUVER] TORONTO-BROCKVILLE [MONTRÉAL]
K		Club Laurier	
C	[3]	3208,3235, 5440	
C	[2]	5599,5653	TORONTO-BROCKVILLE [MONTRÉAL]
C	[2]	122,104	[VANCOUVER] TORONTO-BROCKVILLE [MONTRÉAL]

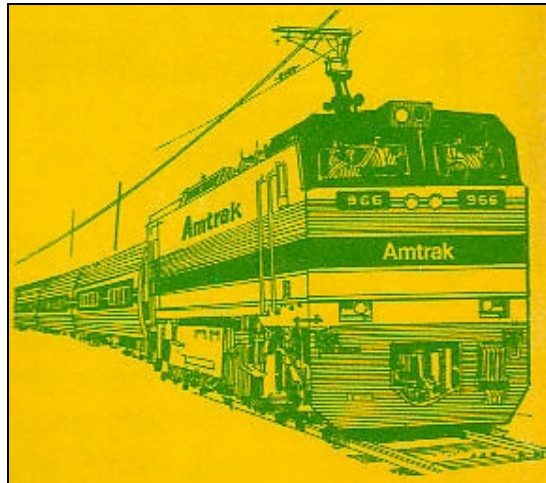
NO MATTER WHERE IT'S GOING: 1982

CfeL	515	"
DN	5745	"
S	[2] Château Dollier,Château Lemoyne	"
OLS	Evangeline Park	"

Back to **OTTAWA** to stay with my old friend Glen Brunton, departing 1142, arriving 1500 (one night there);
· **28 DEC:** Return to **EDMONTON** on Air Canada, squeezed in the back of a noisy old and crowded DC-9 in the midst of several heavy cigarette smokers – in retrospect, making one wonder why smoking was ever allowed in such confined quarters.

PARK CARS IN KINGSTON

If you'd ever suggested that Observation Lounge Dome Sleepers and other former CP stainless-steel equipment would serve Kingston and the Ontario-Québec Corridor regularly, I'd have said you were dreaming. But our end-of-December *Capital* incorporated the *Canadian's* Vancouver-Montréal cars, subsequent to elimination of direct service via the Ottawa Valley – this day, two Coaches, two Sleepers, Dayniter, Skyline, and EVANGELINE PARK (but no Diner).



[General Electric E60CP locomotive
(Amtrak National Train Timetables,
1976/06/15, front cover)]

NO MATTER WHERE IT'S GOING: 1982



1st1980's-25: VIA No. 44 *Capital* at Trenton ON on a beautiful fall day, incorporating Vancouver cars off the *Canadian* at Toronto (1982/10/14) [C.W. NEWTON].



[VIA System Timetable, 1981/04/26, 29]



1st 1980's-26: Late afternoon Skeena River vista from VIA No. 9 approaching Prince Rupert from Edmonton (1982/10/16) [PETER DAWES].

FURTHER CHANGES COMING!

This brings my **1st 1980's** volume to a close, with its continuing focus on the restructuring of this country's passenger-rail system during the years 1980-82. The next volume in this series, **2nd 1980's**, concentrates on more limited, but still considerable, travel during the remaining years of this decade, associated with family and my job with the Government of Alberta.

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]

Acadian Lines 57,90,93,102
Adirondack Scenic Railroad (AS) 35,68
Adrian & Blissfield Railroad (A&B) 35
Air Canada 41,54-7,69,71-4,77,80,91-2,103-4,111,117,120-1
Alberta Department of Economic Development & Trade 26
Alcan (Aluminum Co. of Canada) 97
Alexandria ON 83
Algoma Central Railway (AC) 67,71
AllEarth Rail (AER) 116
Allegheny Central Railroad (ALC) 89
Amfleet (AM) 99
Amherst NS 93
Amtrak 24,26-8,32-4,46-50,62,94,96-9,121
Annapolis Royal NS 27,65,76-7
Atchison, Topeka & Santa Fe Railway (AT&SF) 48
Atlantic (VIA) 25,27-8,34,38-9,56,65-9,77,90-1,93
Auto Train (AUT) 42

Baie des Chaleurs 38,115
Banff AB 1-2,27,33-4,49-51,53,65,86-8,96,109-110
Bangor & Aroostook Railroad (B&A) 106
BC Ferries 46,70
BC Rail (BCR) 69
BC Steamship Co. (BCS) 34,46
Bombardier (BBD) 111

NO MATTER WHERE IT'S GOING: 1st 1980's – GENERAL INDEX

Boston & Maine Railroad (B&M) 45-6,116
Boulton, Ken 8
Brewster Transport 50
Broadview MB 108
Brockville ON 37,92
Brunton, Glen 56,121
Budd Co. 36,42,45-6,48,52,55,57,68-71,79,81,99,102,110-1,116
Bunting, Mark & Jennifer 8
Burlington Northern Railroad 46
Bytown Railway Society 11

Calgary AB 26-7,87,96,109-10
California Sun Express (Princess Tours) (CSE) 42
Calm Air 88
Campers Special (VIA) 10,27,33-4,54
Canadian (VIA) 1-2,25,27-8,34,36,39,42-4,47,49-51,53,55,59-61,65-6,70-1,80-1,78,80-1,83,86-9,
96,98,107,109-10,121-2
Canadian Car & Foundry (CCF) 35,38,42,44,57-8,67-8,72,74-6,79,82-3,90,98,100-3,106,110-1
Canadian Museum of Rail Travel (CMRT) 110
Canadian National Railways (CN) 9,23-4,26-7,35-6,38-9,41-6,50,54-6,58,67-8,71-2,74-6,79-85,88-
90,92-3,96-8,100-8,110-1,114,116-7,119-20
Canadian Pacific Railway/CP Rail (CP) 9,23,27-8,34,36,38-40,42-3,49-55,57,59-60,69-71,73,78-9,
81,85-9,91,102,107-11,118,121; *Short Line (Maine)* 27-8,38-9,91; *Short Line (Ottawa-Montréal)*
36
Canadian Railroad Historical Society (*Canadian Rail*) 24
Canadian Railway Museum (CRM) 103
Canadian Transport Commission (CTC) 3,25,28,33,54,65-6,78-9,83,96,98,104; *Costing study* 96-7;
Experimental passenger services 25,33,57,65,67,69,71-3,76,80,90,92,96,101; *Passenger Train*
Service Order 33,96; *Western Division* 96,104
Canon City & Royal Gorge Railroad (CC&RG) 42
Capital (VIA) 23,35,40,43,45,52,71,75,81-2,91,94,97,100,112-3,117,120-2
Carbonear NL 27-8,96-7,102-3
Caribou (CN) 103

NO MATTER WHERE IT'S GOING: 1st 1980's – GENERAL INDEX

Chapleau ON 27-8,33-4,59-60
Charlottetown PE 38,93
Chesapeake & Ohio Railway (C&O) 116
Chicago, Milwaukee, St. Paul & Pacific Railroad (Milwaukee Road) (MILW) 41-2,102
Chow, Cindy 8
Churcher, Colin 8
Churchill MB 27-8,64-6,78-80,96,104-6
City of Medicine Hat (CMH) 71
Clark, Tom 8
Clayton D. Cook Lopp Railway (CDCL) 103
Coast Starlight (AM) 27,34,47-9
Columbia Icefields 50
Continental Limited (CN) 108
Cornwall ON 27,33,56
CP Air 46

Dallas Area Rapid Transit (DART) 57,102,116
Dauphin MB 27,65,86,88
Dawes, Charlie 8,75-6,82,117
Dawes, C.H. & Kathleen 33,65,75,96,112,119-20
Dawes, Pamela 117
Dawes, Raymond 75,117,120
Dawes, Sandra 3,8,97,115-20
Dofasco (Dominion Foundries and Steel Co.) 97
Dominion (CP) 59
Dominion Atlantic Railway (CP) 57,73,91
Dorin, Patrick 8
Dorval QC 66,77-8,92
D. Walmsley (DWM) 90,102

Eagle Canon Passenger Car Co. (ECPC) 35,90,102
Eastern Provincial Airways 102
Edmonton AB 25-8,33,41,43,61,96-7,107-8,118,121

NO MATTER WHERE IT'S GOING: 1st 1980's – GENERAL INDEX

Edmonton Light Rail Transit 41
Electromotive Division (EMD) 47-8,79,99
Escanaba & Lake Superior Railroad (E&LS) 38,84
Esquimalt & Nanaimo Railway (E&N) 65,69-70
Exec (VIA) 35-7,40-1,44,53,72,75,92,94,100-1

Farlane ON 33,54
Fawcett, Shaun 8,102-3
Feather River Railroad Society (FRRS) 110
Finger Lakes Railway (FLK) 67,98
First Air 60
Florida East Coast Railway (FEC) 56,111
Florida Gulf Coast Railroad Museum (FGC) 102
Fox River Rail Car (FRRC) 79

Gaspé QC 61
Gaspésie (La) 58,93,96-7,102,112,115-6
Gaugl, Gerry 9
General Electric (GE) 99
General Motors Diesel Division (GMD) 35-6,42,50,67,71,80-1,101,103-4,106,110
General Scrap (GSCR) 102,106
Gillam MB 27-8,65-6,85-6,96,104-5
G. Marinier (GMR) 83
Golden Age Railroad Equipment (GARE) 106
Gormick, Greg 8
Government of Alberta 3,26,118,123
Government of Canada (GVC) 25,66,79,83
Governor General's cars 28,66,83-6
Grand Canyon Railway (GC) 102
Grand Trunk Pacific Railway 119
Grand Trunk Railway 39,45-6,68,114
Grand Trunk Western Railroad (GTW) 45,89
Great Canadian Railtour Co. (GCRT) 67-8,101-2

NO MATTER WHERE IT'S GOING: 1st 1980's – GENERAL INDEX

Great Northern Railway 46
Greater Winnipeg Water District (GWWD) 50
Great West Express (CP) 118
Great Western Railway 45

Halifax NS 25,27-8,33-4,57-8,61,65,67-9,72-3,76-7,90-3,96,101-2,117; *International Airport* 73
Hamilton ON 45-6
Hawker-Siddeley (HS) 83
Holland America-Westours/McKinley Explorer Tours (HAWT) 42
Holmes, Ken 8
Hudson Bay (VIA) 28,64-6,79-81,83-6,88,96,104-6
Hudson Bay Railway (HBY) 104
Hull QC 25
Huron Valley Railroad (HVR) 35,82

Illinois Transit Assembly (ITA) 119
Industrial Rail Services (IRS) 45,68-70,111,116
Industries Soulonges (ISL) 46,55,68,76
Innisfail AB 109
Intercolonial Railway 38
Intercolonial Railway (Stellarton NS) (ICL) 104

Jim Crow 48
John Boehner (JBR) 39
Jones, Commissioner David 9

Kelowna BC 46,50
Kentville NS 25,27,33-4,57,65,67-9,72-3,77,90-1,92-3,96,101-2
Kicking Horse River 51
Kingston ON 27,33,35,40,43-4,52-3,65,71-2,75-6,81-2,91-2,94,96-7,99-100,112-3,120-1

Lake Louise AB 27,33,50
La Salle (VIA) 112

NO MATTER WHERE IT'S GOING: 1st 1980's – GENERAL INDEX

Laurier (VIA) 101
Lehigh Valley Railroad (LV) 46,70
Lévis QC 68,115-6
Link, Harry 25
Linley, Bill 5,9,58,65,69,73,115
LRC ("Light-Rapid-Comfortable") train 10,25,28,66,97,101,111-2
Lynden ON 62

Maid of the Mist (Niagara Falls) 46
Magee, Commissioner John 9
Malachi ON 27,33-4,54
Malahat Pass BC 70
Ma-Me-O Beach AB 27,96,108-9
Marvell, Holt 25
Matapédia QC 27,61,93,96,102,114-17
Matoff, Tom 3,5,8-9,48-9
Mattawa-Temiskaming Excursion Co. (MTEC) 35,68
Matthews, Fred 8
McDonough, Commissioner Jim 9
McQueen, Don 8
Memphis Transportation Museum (MTM) 90
Meridian (VIA) 27,97,99,101,113
Metro Transit Operating Co. (MTOC) 47
Mid-Continent Railway Historical Society (MCRH) 110
Missouri-Kansas-Texas Railroad (MKT) 116
Moncton NB 27,33-4,36-8,56,96,101-2
Monticello Railroad Museum (MRM) 58
Montréal QC 27-8,33-4,36-9,44,56-8,61,65,67,74,76,78,82-3,89-93,96-8,101,111,113-4; *Central Station* 36,38,56,67,76,93,98,101; *International Airport (Dorval)* 77,92
Montréal (AM) 28,97-9
Montréal Locomotive Works/MLW Worthington (MLW) 35-6,38,42,67,71-2,81,90,97-8,102,114,117
Mozersky, Ken 8

NO MATTER WHERE IT'S GOING: 1st 1980's – GENERAL INDEX

Nagel Tours – Fun Train Canada (Edmonton) (NTFT) 35,74,100
Nanaimo BC 27,65,70
National Railroad Historical Society, Utica & Mohawk Valley Chapter (NRHUM) 35
National Railway Equipment (NRE) 50
National Steel Car (NSC) 35,67,80,93,98,104,106
Nebkota Railway (NKTA) 110
New Brunswick East Coast Railway (NBEC) 98
New Carlisle QC 27,96-7,112,114-6
Newfie Bullet (CN) 28,103
Newfoundland Railway (NF) 103
Newton, C.W. 5,9,23,37,62,122
New York Central Railroad (NYC) 48,54-5,90,102
New York & Erie Railroad (NY&E) 67
New York & Lake Erie Railroad (NY&LE) 67
Niagara Falls ON 27,33-4,45-6
North Bend BC 50
Northern Pacific Railway (NP) 48,99
Northern Rail Car (NRC) 110
North Vancouver BC 47
Northwest Pennsylvania Railroad Authority (NPRA) 67

Ocean (VIA) 34,37-8,57-8,68,92-3,101-2,114-7
Ohio Central Railroad (OC) 36,100
Ontario Northland Railway (ONR) 67-8,100
Ottawa ON [*most pages*]; *Station* 59,83

Pacific Coach Lines 46,70
Pacific International (AM) 27,34,46,48
Pacific Western Airlines 48,80,86,104
Paspébiac QC 27,96,115
Patenaude, Jean 8-9,54
Penn Central Railroad (PC) 48
Percé QC 27,96-7,116

NO MATTER WHERE IT'S GOING: 1st 1980's – GENERAL INDEX

Plunkett SK 27,96,118
Portage la Prairie MB 27,65,88
Port Coquitlam BC 71
Portland OR 27,33-4,47-9; *Union Station* 48
Pressed Steel Car (PSC) 104
Prince Albert SK 25,27,33,65,69,73-4,80,96
Prince Edward Island 38,93
Prince Rupert BC 27-8,61,96-7,118-20,123
Puget Sound 46
Pullman Co. 39,68,71,84,102,114
Pullman Standard (PS) 35,38-9,42,47-8,50,55-6,68,71,80,84,89-90,100,102,104,106,111,114,119

Qualicum Beach BC 27,65,70
Québec QC 68,115
Quebec, North Shore & Labrador Railway (QNS&L) 45
QUEEN OF PRINCE RUPERT (BCS) 46

Rail Road Equipment (RRE) 79
Rail Voyages Ltd. (RVL) 55
Railway Tavern (RTV) 82
Rapido (VIA) 44,56-7,67,74,82,98
Reading Railroad 46
Regina SK 25,27,33,65,69,70-1,73,80,96,107
Renaissance (VIA) 66
Renaissance Rail (RSR) 38
Revelstoke BC 50
Rideau (VIA) 58
Ride My Train (RMT) 93
R. Longpré (RLP) 38,56,98
Roberge, Commissioner Guy 9
Roberts, Earl 8-9,11
Rockingham NS 102
Rogersville NB 58

NO MATTER WHERE IT'S GOING: 1st 1980's – GENERAL INDEX

Saint John NB 27,38,91
St. John's NL 27-8,96-7,102-3
St-Lambert QC 38
St. Lawrence River/Seaway 46,68
St. Louis Car (SLC) 99
St. Louis-San Francisco Railroad (Frisco) (SLSF) 50,56,90,100
Sandusky, Bob 5,9,65,85,112
Saskatchewan Transportation Co. (STC) 71,74
Saskatchewan Wheat Pool 118
Saskatoon SK 27,65,70-1,73-4,80,96,107,118
Scotian (VIA) 38
Seaboard Air Line Railroad (SAL) 48
Seaboard Coast Line Railroad (SCL) 48
SeaBus (MTOC) 46-7
Seattle WA 27,33-4,46-8; *King Street Station* 46,48
Sherbrooke QC 27,68
Skeena (VIA) 25,28,97,118-20,123
Sleeperline (SLN) 56
Smith, Doug 8-9
Smiths Falls ON 23,27,65,75-6,81-2,96,117,120
Société de transport de la communauté urbaine de Montréal (STCUM) 71,110
Southeastern Michigan Transportation Authority (SEMTA) 67
Southern Crescent (SOU) 99
Southern Railway (SOU) 47-8
Spiral Tunnels 50
Stilgoe, John 8
Strachey, Jack 25
Stremes, Dave 11
Sudbury ON 27,33,55,60-1,110
Sullivan, Brian 5,9,41,43,109,119
Sunset Limited (AM) 99
Super Continental (VIA) 25,27-8,34,36,41-3,54-5,59-60,65-6,78,107-9,119

NO MATTER WHERE IT'S GOING: 1st 1980's – GENERAL INDEX

Superliner cars (AM) 26,46,50
Suspension Bridge ON/NY 46
Sydney NS 96,112,115

Terra Transport (CN) 24,26-8,96-7,102-3
The Pas MB 27-8,65-6,80,83-4
Thompson MB 27-8,65-6,80,84-6
Thompson, Greg 8
Tioga Central Railroad (TC) 42,111
Toronto ON 27,33-4,45-6,61,96,99; *Union Station* 45-6
Tour Alaska (TAL) 42
Train du Haut-Saint-François/Chemin de fer des Cantons-de-l'Est (THSF) 45
Train Station Inn (TSI) 104
Trains Touristiques du Saint-Laurent (TTSL) 100
Trans-Alpine & Sierra Railroad (TA&S) 111
Trenton ON 122
Truro NS 27,96,116-7
Turbotrain (VIA) 27,36,66,97,113-4
Tuscola & Saginaw Railroad (T&S) 98

Union Pacific Railroad (UP) 48,99
United Aircraft (UA) 114
United Airlines 50
United Grain Growers 118
United States Army (US) 99
University of Alberta 118
US Air 99

Vancouver BC 27,33-4,46-7,49-50,65,70-1; *Main Street Station* 46,50
Vankleek Hill ON 44,83,98
VIA Rail Canada [*most pages*]; *Canrailpass* 95-6; *VIA-1* 122
Victoria BC 27,33-4,46,48,65,69-70
Ville Marie (VIA) 28,96-7,111

NO MATTER WHERE IT'S GOING: 1st 1980's – GENERAL INDEX

Vincent, Nicholas 8
Voyageur Colonial Lines/Voyageur Inc. 76,89

Wabowden MB 81
Walter, Dan 8
Walter, Commissioner Jack 9
Washington DC 27-8,96-9
Waterloo-St. Jacobs Railway (WSJ) 100
Welland Canal 46
Westmount QC 85
Wetaskiwin AB 27,96,108-9
White River ON 27,33-4,59-60
Wilson, Dale 8
Winchester ON 27,65,75,82,96,117,120
Windsor Jct. NS 72-3
Winnipeg MB 27-8,33-4,41-2,54-5,61,65-6,78-81,83-4,86-9,96,104-7,111; *Transcona Shops* 54
Wisconsin Central Railroad (WC) 71
Wolfe, Commissioner Bernie 9

Yolo Shortline Railroad (YSR) 80
York-Durham Heritage Railway (YDH) 98

BIBLIOGRAPHY

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LIST OF PHOTOS

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

1st 1980's –

1: VIA No. 1 <i>Canadian</i> arriving at Banff, led by FP7A 1432 (1980).....	1
2: VIA No. 44 <i>Capital</i> , Smiths Falls ON, behind FPA-4 6778 [1981].....	23
3: VIA No. 45 <i>Exec</i> , Brockville ON, led by FPA-4 6791 (1980).....	37
4: VIA No. 4 <i>Super Continental</i> , Edmonton (1980).....	43
5: SeaBus commuter ferry departing for North Vancouver (1980).....	47
6: Amtrak No. 14 <i>Coast Starlight</i> at Portland, led by SDP40F 530 (1981).....	49
7: VIA No. 2 <i>Canadian</i> arriving Field BC (1980).....	51
8: VIA No. 2 <i>Canadian</i> at Banff AB, led by CP SDP40 5774 (1980).....	53
9: VIA No. 15 <i>Ocean</i> , Rogersville NB, led by FPA-4 6775 (1981).....	58
10: VIA Windsor-Toronto train, Lynden ON (1982).....	62
11: VIA No.11 <i>Atlantic</i> passing Fredericton Jct., behind FPA-4 6789 (1981).....	69
12: VIA RDC train No. 151, Kentville NS (1981).....	73
13: VIA <i>Hudson Bay</i> trains at Wabowden MB (1982).....	81
14: Governor General's cars, Westmount QC (1970).....	85
15: Transportation corridors, Banff AB, from Sulphur Mountain (1984).....	87
16: Terra Transport Combine No. 757, Carbonear NL (1982).....	103
17: CN Mixed No. M295 at Gillam MB, led by GP9's 4282 and 4291 (1982).....	105
18: VIA Combine and CN Caboose, Churchill MB (1982).....	106
19: VIA No. 109 at Broadview SK, behind FP9A 6501 (1982).....	108
20: VIA No. 196 near Innisfail AB, consisting of RDC-1 6147 (1983).....	109
21: VIA No. 62 <i>La Salle</i> departing Kingston ON (1987).....	112
22: VIA Turbotrain at Kingston ON (1982).....	113
23: VIA RDC train No. 622 arriving New Carlisle QC (1983).....	115
24: VIA No. 9 <i>Skeena</i> at Edmonton station, behind FP9A 6514 (1982).....	119
25: VIA No. 44 <i>Capital</i> , Trenton ON, with <i>Canadian</i> cars (1982).....	122
26: Skeena River vista from VIA No. 9 (1982).....	123

LIST OF SCANNED IMAGES

[Please refer to individual image for reference]

1st 1980's –

Amtrak F40PH locomotive sketch (1992)	32
U.S. Customs and Immigration formalities on <i>Atlantic</i> (VIA) (1985).....	39
Amtrak pointless arrow logo (1980)	48
VIA tourism sketch featuring FP9A locomotive (1978).....	61
America's Getting into Training (1980).....	62
VIA Christmas sketch featuring locomotive (1980).....	63
Park car interior sketch (VIA) (1979).....	64
Hudson Bay Explorer sketch (VIA) (1980).....	64
Vancouver Island advertisement (VIA) (1984).....	70
Amtrak's Tenth Anniversary: The Dawn of a New Decade (1981).....	94
Canrailpass train sketch (VIA) (1983)	95
Live Music in Le Pub on Your Way to Montréal! (AM) (1986).....	99
CN wet-noodle logo (1961)	104
VIA logo (1976).....	118
E60CP electric locomotive sketch (AM) (1976).....	121
Take it easy. Take the train (VIA) (1981).....	122

CHANGES FROM PREVIOUS VERSION

Minor stylistic changes and routine updates, including percentage splits by decade (p. 6).