

NO MATTER WHERE IT'S GOING

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

2000's



[SANDRA DAWES]

by Peter Dawes

No Matter Where It's Going: Travelling by train in Canada and elsewhere in North America 2000's

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FRONT COVER PHOTO

2000's-1: VIA No. 1 *Canadian* passing Malachi ON, looking back from Skyline Cafe Dome Lounge 8517 (2002/10/13) [SANDRA DAWES].

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DEDICATION

to the late Mark Bunting.

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 2000's, and involves trips from Alberta across to Ontario, Québec and into New York state; from Halifax to Montréal; and from Chicago to San Francisco, stopping along the way to ride the Durango & Silverton tourist line in Colorado.

This is **VERSION 21** (for changes from the previous version, please see page 177).

ABOUT THE AUTHOR

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

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PHOTO CREDITS

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

Dawes, Sandra *[2000's-1,10,13,17,19,38];*

Sandusky, Robert *[2000's-11].*

Hadfield, Gary *[2000's-23];*

Pullen, Ian W. *[2000's-22].*

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 eighth volume of my North American rail-travel project, offering detailed accounts of all train trips taken during the 2000's.

Previous volumes cover the 1950's, 1960's, first part of the 1970's (1970-75), second part of that decade (1976-79), 1st 1980's (1980-82), second part of that decade (1983-89), and 1990's. Later volumes deal with the 2010's and 2020's. There is also a comprehensive "Reprise" providing: a review of rail-passenger developments by decade; an overall summary of my travels; personal ratings of trains; interesting cars and locomotives encountered; and several tables providing more detailed trip information. (I've also prepared three "Companion Documents": No. 1, Trip Details; No. 2, Train Details; and No. 3, Equipment Details.)

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

NO MATTER WHERE IT'S GOING: 2000's

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

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 could not have happened. To assist readers as they go through the year-by-year accounts, I also offer some **GENERAL NOTES & CAVEATS**, **ABBREVIATIONS**, a **SAMPLE ENTRY**, and a **QUICK INDEX OF TRAINS TAKEN**.

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

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

At the end of the entry (lightly shaded), I often provide the distance in both kilometres and miles, elapsed time and average speed, as well as further details on the train itself, including configuration and history of selected

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cars and locomotives. Unless circumstances dictate otherwise, I do this only for the first trip, during that year and over that route, of a certain train or type of train.

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

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

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

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

Third, I strongly encourage feedback – everything from factual clarifications to minor typographical corrections; to 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);

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- 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, the late Earl Roberts, Doug Smith, Dan Walter and the late Dale Wilson for providing valuable advice concerning this project;
- Shaun Fawcett for essential help in publishing these volumes online; and
- my wife Sandra for much-appreciated companionship on many trips, for design suggestions, and for developing the route schematics, website and web versions of these documents.

Specifically where this 2000's volume is concerned:

- Sandra Dawes, Gary Hadfield, Ian Pullen and the late Bob Sandusky for photographs; and
- several people for providing information: Earl Roberts on directional running, VIA HEP programs and Renaissance cars; Doug Smith also on the HEP programs and Renaissance cars, and dormitory arrangements on the *Canadian*; and David Warner on Amtrak Club Dinettes; and
- Tom Matoff for gifting me a copy of Jack London's *The Road*, and above all for organizing the Colorado trip.

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

Finally, this volume is dedicated to my friend, the late Mark Bunting, who demonstrated throughout his career that it was possible to maintain one's integrity while making a difference in the field of transportation policy.

Peter Dawes
Edmonton, Alberta
January, 2026.

GENERAL NOTES AND CAVEATS

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

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

BEFORE PROCEEDING...

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

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

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

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

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

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

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

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

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

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

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

Equipment details: are provided for selected cars and locomotives only, in order to give the flavour, in each year, of equipment encountered (special thanks here to the Bytown Railway Society for its annual *Canadian Trackside 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.)
AMT	Agence métropolitaine de transport
APRE	Alberta Prairie Railway Excursions
D&S	Durango & Silverton Narrow Gauge Railroad

GO GO Transit
VIA VIA Rail Canada

ADDITIONAL TRACK AND EQUIPMENT OWNERS

ACL	Atlantic Coast Line Railroad
ACS	Arctic Cold Storage
AM	Amtrak (National Railroad Passenger Corp.)
AMZI	American Zephyr Inc.
ARM	Alberta Railway Museum (Edmonton)
BCR	BC Rail
CAN	Cinco Animas Corp.
C&EI	Chicago & Eastern Illinois
CN	Canadian National Railways
CNoR	Canadian Northern Railway
C&O	Chesapeake & Ohio Railroad
CP	Canadian Pacific Railway
CRCS	Colonist Rail Car Society (Edmonton)
CWR	Central Western Railway (Stettler AB)
D&H	Delaware & Hudson Railroad
D&RGW	Denver & Rio Grande Western Railroad
ECPC	Eagle Canon Passenger Car Co.
ETR	EnterTRAINment
GATX	General American Marks
GRR	Georgia Railroad
GVA	Government of Alberta
GWT	Great West Tours
IHR	Indiana High Rail
JDY	Jack Desey
JLC&E	Jonesboro, Lake City & Eastern Railroad
L&N	Louisville & Nashville Railroad
MM	Midland Maryland Railroad (Union Bridge MD)

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MRL	Mississippian Railway (Fulton MS)
NARC	North Alabama Railroad Club
NCO	North Coast Railway
NRHMH	National Railroad Historical Society, Mohawk & Hudson Chapter
NRHMI	National Railroad Historical Society, Michigan Chapter (Bluewater)
NYC	New York Central Railroad
PC	Penn Central Railroad
PRR	Pennsylvania Railroad
RBL	RB Leasing (Lachine QC)
RDV	Rail Diversified
RF&P	Richmond, Fredericksburg & Potomac Railroad
RMRS	Rocky Mountain Rail Society (Calgary)
RSC	Rail/Sea Cruises
RW	Rail World Locomotive Leasing (Chicago)
SAL	Seaboard Air Line Railroad
SCL	Seaboard Coast Line Railroad
SLF	S.L. Feilhauer
SLSF	St. Louis-San Francisco Railroad
SNC	State of North Carolina
SOU	Southern Railway
SP	Southern Pacific Railroad
SSK	S.S. Sykes
STCUM	Société de transport de la communauté urbaine de Montréal
T&NO	Texas & New Orleans Railroad
TTR	Titan Transit/Iowa Northern Railway
UP	Union Pacific Railroad
VRE	Village Rail Excursions
WRA	Western Railway of Alabama

RAIL EQUIPMENT

C	Coach
CDn	Coach Dinette

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Cfe	Cafe
CfeL	Cafe Lounge
CfLC	Cafe Lounge Coach
Col	Colonist car
CX	Coach Baggage
D	Diner
Dn	Dinette
dd	Equipment deadheading
E	Engine (Diesel)
e	Electric propulsion
ex-	Formerly
HEP	Head-end Electric Power
K	Club Galley
KDn	Club Dinette
Kr	Club (Renaissance)
L	Lounge car
Ir-	Later
LRC	Light-Rapid-Comfortable train
LS	Lounge Sleeper
OBS	Open Observation car
OC	Open Coach
OLS	Observation Lounge Sleeper
Pay	Pay car
S	Sleeper
s	Steam locomotive
Sn	Snack car
SvL	Service Lounge car
SY	Sleeper Dormitory
X	Baggage
XY	Baggage Dormitory
W	Caboose
WA	Water auxiliary
Wrk	Work service

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X	Baggage
XM	Baggage Mail
XT	Baggage Transition car
XY	Baggage Dormitory
Z	Business car

SLEEPING ACCOMMODATIONS

ct	Compartment
db	Double Bedroom
de	Deluxe Room
di	Room for mobility device users
dr	Drawing Room
du	Duplex Roomette
ec	Economy Room
fm	Family Room
rm	Roomette
sc	Section

EQUIPMENT MANUFACTURERS

ALCO	American Locomotive Co.
AMFT	AMF Technotransport
BBD	Bombardier
BLW	Baldwin Locomotive Works
B&S	Billmeyer & Small
Budd	Budd Co.
CCF	Canadian Car & Foundry
CRC	Colorado Railcar
EMD	Electromotive Division (GM)
GE	General Electric
GMD	General Motors Diesel Division
HS	Hawker-Siddeley

JS	Jackson & Sharp
MC	Metropolitan-Cammell
MLW	Montréal Locomotive Works
PS	Pullman Standard
SPTA	SEPTA Rail
UTDC	Urban Transportation Development Corp./Lavalin

SAMPLE ENTRY

BEFORE PROCEEDING...

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

11 OCT:

VIA 52 [TORONTO] KINGSTON-MONTRÉAL *York*

E	915	
K	3461	
C	[5]	3347,3312,3337,3345,3329
K	[2]	3600 ,3475 [<i>as Coach</i>]
E	919	
E	905	TORONTO-BROCKVILLE [OTTAWA]
K	3462	"
C	[2]	3361,3326 "

Return to **EDMONTON** all the way by train as a "retirement present" to myself, but first to Montréal for some sightseeing and an evening with Shaun; * Scheduled to depart Kingston at 0912 and arrive Montréal at 1148 with stops at Brockville, Cornwall and Dorval, No. 52 was half-an-hour late throughout; * We occupied Club Galley No. 3600, operating as a Coach – this car being one of two Coaches recently reconfigured as Club Galleys to handle an anticipated increase in business travel, post-9/11; * 285 km in 2 hrs 36 mins, or 110 km/h (178 mls/68 mph); * No. 915 (GE, 2001); * Nos. 3600 (ex-C 3373; Ir-K 3477), 3347, 3461 (ex-C 3376) (all BBD, 1981-4).

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Explanations:

11 OCT:

VIA 52

[TORONTO]

KINGSTON-MONTRÉAL

York

E 915

K 3461

C [5] 3347,3312,3337,3345,3329

K [2] 3600,3375 [as Coach]

E 919

E 905

K 3462

C [2] 3361,3326

*** 285 km in 2 hrs 36 mins, or 110 km/h (178 mls/68 mph)**

*** No. 915 (GE, 2001)**

*** Nos. 3600 (ex-C 3373; Ir-K 3477), 3347, 3461 (ex-C 3376) (all BBD, 1981-4)**

- departure date;
- service provider was VIA, train number 52;
- origin of train;
- segment travelled, with this train terminating at Montréal;
- name of train;
- Locomotive travelling all the way from Toronto to Montréal;
- this Club Galley likewise;
- these five Coaches likewise;
- these two Club Galleys likewise (both operating as Coaches; the **Bold** indicating that we occupied No. 3600);
- this Locomotive likewise;
- Locomotive travelling from Toronto to Ottawa, detached at Brockville;
- this Club Galley likewise;
- these two Coaches likewise.
- distance travelled, elapsed time, and average speed in kilometres (*and miles*);
- built by General Electric in 2001;
- No. 3600 formerly Coach 3373, later Club Galley 3476; No. 3461 formerly Coach 3376; all three cars built by Bombardier between 1981 and 1984.

QUICK INDEX OF TRAINS TAKEN

<i>number</i>	<i>name/route</i>	<i>page(s)</i>
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AGENCE MÉTROPOLITAINE DE TRANSPORT

13	Montréal-Pincourt/T. Vaudreuil	75
24	Pincourt/T. Vaudreuil-Montréal	75
931	Montréal-Deux Montagnes	123
942	Deux Montagnes-Montréal	123

ALBERTA PRAIRIE RAILWAY EXCURSIONS

-	Stettler-Big Valley (& v.v.)	43,67,153
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AMTRAK

5	<i>California Zephyr</i>	134,140
68	<i>Adirondack</i>	120
71	<i>Adirondack</i>	132

DURANGO & SILVERTON

461	<i>Silverton</i>	138
462	<i>Silverton</i>	138
465	<i>Silverton</i>	139
466	<i>Silverton</i>	139

GO TRANSIT

841	Toronto-Georgetown	35
845	Toronto-Georgetown	35

VIA RAIL CANADA

1	<i>Canadian</i>	59,107,151
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<i>number</i>	<i>name/route</i>	<i>page(s)</i>
2	<i>Canadian</i>	40,77,87,129
7	<i>Snow Train Express</i>	128
14	<i>Ocean</i>	99
15	<i>Ocean</i>	147
16	<i>Chaleur</i>	114
17	<i>Chaleur</i>	117
20	<i>Champlain</i>	91
27	<i>Frontenac</i>	93,101
33	<i>Vanier</i>	123,131
34	<i>Vanier</i>	42
36	<i>Laurier</i>	45,51,90
40	<i>Capital</i>	89,90
41	<i>Capital</i>	46,51
42	<i>Lakeshore</i>	36,119
43	<i>Lakeshore</i>	33,42,80,87,133
44	<i>Rideau</i>	34
45	<i>Rideau</i>	35,123,150
46	<i>Simcoe</i>	45
47	<i>Simcoe</i>	32,53,54
51	<i>Enterprise</i>	45,51,56,66,76
52	<i>York</i>	55,131
53	<i>York</i>	103,119
56	<i>La Salle</i>	31,65,80,86,131
57	<i>La Salle</i>	42,80,94,102,104
60	<i>Meridian</i>	74,75,117,119
61	<i>Meridian</i>	64,117
64	<i>Renaissance</i>	105
65	<i>Renaissance</i>	53,54,95
66	<i>Metropolis</i>	99,103,114
68	<i>Bonaventure</i>	55,65

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<i>number</i>	<i>name/route</i>	<i>page(s)</i>
69	<i>Bonaventure</i>	86,105,118
84	Kitchener-Toronto	74
86	<i>Huron</i>	36,86
87	Toronto-Georgetown	150
88	Georgetown-Toronto	150
634	Alexandria-Montréal	132
635	Montréal-Ottawa	132,149
642	<i>Lakeshore</i>	40,50
648	<i>Senator</i>	31,44
652	<i>York</i>	52
668	<i>Bonaventure</i>	118
682	<i>Huron</i>	50
683	<i>Huron</i>	50,74

2000's

*ALBERTA/SASKATCHEWAN/MANI-
TOBA/ONTARIO/QUÉBEC/NOVA
SCOTIA/NEW BRUNSWICK
NORTHEASTERN/MIDWEST-
ERN/WESTERN U.S.*



2000's-2: D&S No. 465 *Silverton* just arrived at its namesake town from Durango, behind K-36 class 486 (2008/08/07) [PETER DAWES].

OVERALL CONTEXT

Beauty returned to the scene as we proceeded through the bush land. The forests were made up of typically Canadian evergreens which tended to become monotonous, leaving the water as the outstanding scenery for hundreds of miles. Lake after lake, streams and rivers galore passed by, all deliciously blue One tiny Indian village, Biscotasing ("a body of water with long arms"), featured two small churches sitting on the hills. Farther on was Missanabie, a name once borne by a proud C.P.R. Atlantic steamship.

C.H. Dawes
("Still Carrying On", 157).

The dawn of the 2000's found me still working for the Government of Alberta's Department of Transportation, in the Policy and Economic Analysis Branch. In view of our cross-Canada train trips during the decade, I'm quoting a passage from one of Dad's books, in which he describes the view from the window of the *Canadian* heading west across northern Ontario during the fall of 1984. It demonstrates his love of the sprawling, beautiful country that became his home.

My job responsibilities included the coordination of an Alberta government position in response to the latest statutory review of national transportation legislation, further initiatives designed to improve accessibility, and support for Alberta's airport authorities in their dealings with the federal government. Rail-passenger matters were of minor importance, but there were work-related opportunities to travel by train revolving around meetings in Ontario and a conference in Winnipeg. In June of 2002, I took early retirement, after which my rail trips primarily involved visits to see family and friends in both Ontario and Québec, trips on the *Canadian* and *Ocean*, and forays into the U.S. (*California Zephyr* and Durango & Silverton tourist line in Colorado). In September, 2003, Sandra and I took Cunard's QUEEN ELIZABETH 2 from New York to Southampton at the start of a 6-week European holiday.

During the early 2000's, the federal government provided additional funding which enabled VIA to further renew its fleet through the introduction of new General Electric "Genesis" locomotives and second-hand "Renaissance" cars originally built in Britain for use through the Chunnel to continental destinations but never placed in service. These cars were assigned to the *Ocean* and Ontario-Québec Corridor, allowing modest

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increases in frequency where the latter was concerned. By the end of this period, the jury was still out regarding the Renaissance fleet, which required more cars to provide the same capacity as Light-Rapid-Comfortable (LRC) cars, featured only heat-up meals and limited lounge space when used in long-distance service, and was less accessible to people with mobility restrictions than VIA's other equipment. Later in the decade, the corporation added "Wi-Fi" (Wireless Fidelity) to Coach and Club cars in the Corridor, as well as VIA-1 station lounges, allowing passengers to connect with the Internet. To the east, two of the three *Ocean* train sets came to be made up of Renaissance cars, plus a venerable PARK Observation Lounge Dome Sleeper during the peak season. Displaced Budd equipment helped to create an additional set for the *Canadian*, a necessity given deteriorating on-time performance caused by freight congestion over its predominantly Canadian National route. By the end of the decade, Conservative minority governments had announced a succession of programs designed to allow VIA to improve stations, rebuild rolling stock and reduce trip times – mainly in the Corridor, but nothing approaching true high-speed rail. Over \$400 million of the close to \$1 billion cost involved "stimulus" money, subsequent to the 2008 global financial crisis.

In the U.S., on bright spot was the new, high-speed *Acela Express* trains in the Northeast Corridor, despite ongoing technical problems. A new Amtrak management team decided to abandon the corporation's attempts to diversify into parcels and mail in favour of concentrating on the core passenger business. The second George W. Bush administration elected in 2004 proposed the complete elimination of rail-passenger subsidies – a time worn tactic having more to do with the American system of government than any expectation that Amtrak could ever be fully "profitable", when other modes were not expected to be. Meal service was required to become a cost-recovery centre, a strategy which has proven many times in the past to drive down revenue rather than improve the bottom line. Eventually, technical problems with the *Acela* trains were overcome, but further investment – more in line with highway and air funding – was needed to transform the Northeast Corridor into a true, high-speed system. Other corridors (most notably in California) were upgraded, thanks largely to state funding. In 2007, Amtrak was able to play a minor role in evacuating New Orleans after Katrina. At the close of the decade, the Obama administration seemed more sympathetic to passenger rail, but real progress depended on myriad competing interests, huge projected annual deficits, and the byzantine nature of U.S. government.

TRIP DETAILS

I took 117 train trips and travelled 48,174 kilometres (*30,065 miles*) by train during the 2000's. Nine of the trips were in the United States.

Of the total, 102 were in my "Coach" category and 15 in Sleepers. Eleven were behind steam; 2 were on self-propelled trains. VIA accounted for 96 trips; D&S, 5; APRE, 6; AM and AMT, 4 each; and GO, 2.

By year, the greatest distance travelled was 6,926 kilometres (*4,323 miles*) in 2002; the smallest, 1,146 km (*715 mls*) in 2003. Most trips were 16 in both 2002 and 2007; the fewest, 5 in 2003.

There were 1,025 units in these trains: 152 Locomotives & Related Units and 873 cars. The latter consisted of: Coaches & Dayneters, 482; Parlor & Club Cars, 121; Sleeping & Business Cars, 135; Dining & Other Meal Cars, 21; Lounge Cars, 73; Baggage & Miscellaneous Cars, 41.

Fastest average speed during this decade by a **Canadian** service provider was from Belleville to Kingston on VIA's *Renaissance* in 2006: 131 km/h (*81 mph*). **American:** Chicago to Grand Jct. on Amtrak's *California Zephyr* in 2008: 79 km/h (*49 mph*).

Slowest average speed by a **Canadian** service provider was on APRE from Stettler to Big Valley in 2009: 18 km/h (*11 mph*). **American:** D&S *Silverton* between Durango & Silverton in 2008: 21 km/h (*13 mph*).

PLACES VISITED

(Note: * indicates by non-rail means)

Canada: **AB** – Big Valley, Edmonton, Jasper and Stettler; **MB** – Winnipeg; **NS** – Baddeck*, Halifax, Peggy's Cove*, Sydney* and Terence Bay*; **ON** – Alexandria, Barrys Bay*, Belleville, Brockville, Cobourg, Georgetown, Kingston, Niagara Falls, Oshawa, Ottawa and Toronto; **QC** – Charny, Deux-Montagnes, Gaspé, Lévis*, Montréal, Pincourt/Terrace-Vaudreuil and Québec City. **United States:** **CA** – San Francisco and Sausalito; **CO** – Durango, Grand Jct. and Silverton; **IL** – Chicago; **NY** – Plattsburgh.

PARTICULARLY NOTEWORTHY TRIPS

2000: VIA Senator, Kingston to Ottawa (a Sunday evening service combined with the Montréal-bound *Bonaventure*, split at Brockville);

2001: VIA Canadian, Edmonton to Winnipeg (my first trip on this train since 1989, when it was still operating over CP through Calgary); **VIA Enterprise**, Montréal to Kingston (on a restored overnight train featuring Sleepers and other stainless-steel cars); **APRE**, Stettler to Big Valley and return (over part of the former Canadian Northern, Edmonton-Drumheller-Calgary line and featuring 11 cars behind 2-8-0 Consolidation No. 41);

2002 (both VIA): Enterprise, Montréal to Oshawa (featuring a night time departure from the Big City in a PARK Observation Lounge Dome Sleeper), later Montréal to Toronto (now featuring Renaissance cars); **Canadian**, Toronto to Edmonton (a well-utilized, 20-car, mid-October train, occupying Lower and Upper Berths in one of the 11 Sleepers and meeting plenty of interesting people);

2004: VIA Canadian, Edmonton to Toronto (east this time, on a 24-car, late September train, again occupying Lower and Upper Berths); **AMT 13**, Montréal to Pincourt/Terrasse-Vaudreuil (a commuter train stopping at familiar West Island suburbs).

2005 (all VIA): Canadian, Edmonton to Toronto (a late September trip, spending an extra night in our Lower and Upper Berths due to being 9 hours late into Toronto); **Champlain**, Montréal to Québec City (first time east of Montréal in a couple of decades, on a train equipped with Renaissance cars); **La Salle**, Toronto to Montréal (pampered all the way in VIA-1 Club class).

2006 (all VIA): Metropolis, Toronto to Montréal (VIA's premier Corridor train in 4 hours, 15 minutes, with one stop at Dorval, 127 kilometres [79 miles] per hour); **Ocean**, Montréal to Charny (renewing acquaintances with this Maritimes institution, now featuring Renaissance cars plus a seasonal PARK car on the rear); **Maple Leaf**, Toronto to Niagara Falls (an all-Amtrak train bound for New York City, operated by VIA as far as the border); **Canadian**, Toronto to Edmonton (this time in the westward direction).

NO MATTER WHERE IT'S GOING: 2000's

2007: VIA Chaleur, Montréal to Gaspé (fine scenery along the Baie des Chaleurs on a sparsely patronized VIA regional train, part of the Halifax-bound *Ocean* as far as Matapédia); **AM Adirondack**, Montréal to Plattsburgh (an interesting, if slow, Amtrak train, held for 70 minutes at the border by American customs and immigration, with Canadian officials taking just as long on the northbound return trip).

2008: VIA Snow Train Express, Edmonton to Jasper (the second winter for this tourist-based service, running Friday evening out to the mountains and Sunday evening back, featuring luxury Coaches acquired from BC Rail); **AM California Zephyr**, Chicago to Grand Junction, later Grand Jct. to San Francisco (probably Amtrak's best train for scenery, travelling through the Colorado Rockies and Donner Pass in daylight, equipped with bilevel Superliner cars); **D&S Silverton**, Durango to Silverton (up and into the San Juan Mountains of southwestern Colorado behind vintage steam locomotives, featuring spectacular views, most notably when negotiating the "High Line" through Los Animas Canyon).

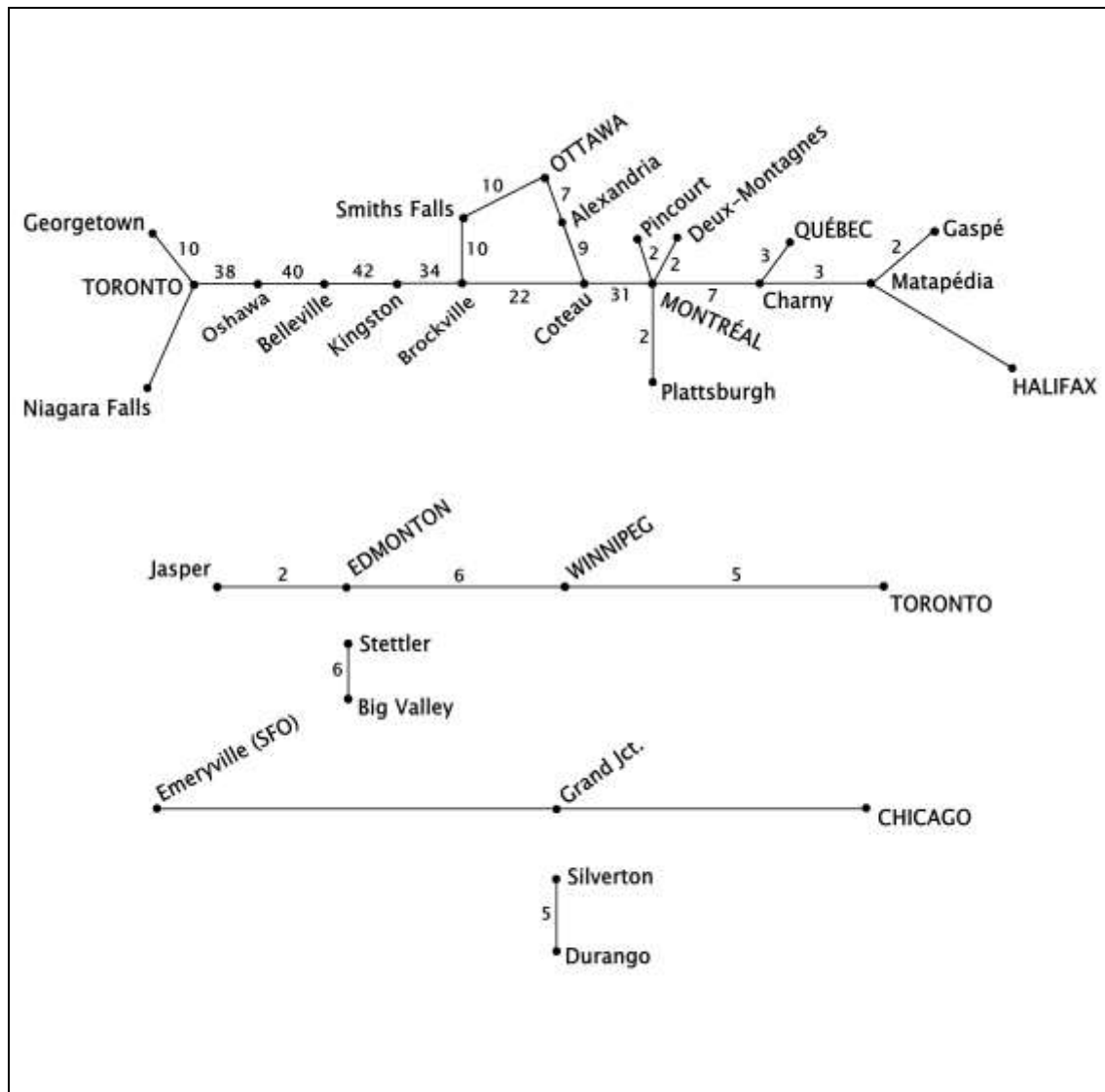
2009: VIA Ocean, Halifax to Montréal (my first trip in over two decades on this famous route, in a shoulder-season, Renaissance train); **VIA Canadian**, Toronto to Edmonton (four hours late out of T.O. on a recently lengthened schedule, but another excellent trip regardless); and **APRE's** Stettler-Big Valley steam excursion (starring former CN Mountain locomotive No. 6060).

REMINDER!

All trips taken during this period were fully recorded, including consists.

ROUTE SCHEMATIC

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



2000

ONTARIO



[VIA Destinations, Spring 2005, back cover]

SYNOPSIS

I travelled by train in 2000 to visit Mom and other family members, and to attend business meetings. Strongly featuring the maple leaf, the above logo was used by VIA during this period.

My work this year included managing the Government of Alberta's response to the Canada Transportation Act Review – the latest statutory, 5-year examination of all federal legislation which involved a lot of rail-freight issues but had little to do with passenger service. I also continued to chair the Alberta Advisory Committee on Barrier-Free Transportation.

Trips taken: Nine trips were involved covering 1,744 kilometres (*1,088 miles*), 8 provided by VIA and 1 by GO Transit. All were in my “Coach” category.

Equipment units: 63, made up of 11 Locomotives & Related Units and 52 cars (Coaches & Dayneters, 41; Parlor & Club Cars, 11).

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

Noteworthy train trips: **VIA Senator**, Kingston to Ottawa; **VIA Lakeshore**, Toronto to Kingston; **GO 845**, Toronto to Georgetown.

Fastest average speed: **VIA Rideau**, Toronto to Kingston: 130 km/h (*81 mph*). ***Slowest:*** **GO 845**, Toronto to Georgetown: 48 km/h (*30 mph*).

HIGHLIGHT!

Watching trains at Kingston station, by now the scene of lots of activity – well, for Canada at least. For half-an-hour or so in mid-afternoon, the eastbound *Meridian* to Montréal arrived/departed at 1401/1404, its westbound counterpart at 1415/1418, *Rideau* to Ottawa at 1427/1430, and its westbound counterpart at 1429/1432.

MILESTONE

VIA continued to introduce new marketing ploys, one of the more interesting being "Discover Romance by Rail".



On our overnight trains

Discover Romance by Rail

Rekindle the romance in luxurious comfort. Two bedrooms converted to one spacious suite. Fresh flowers. "His" and "Hers" washrooms. Toast the journey with complimentary sparkling wine. *Romance by Rail* is available all year long on most of our overnight trains.

[VIA National Timetable, 2000/10/29, 44]



[Georgetown Bus & Train Timetable, 2002/01/05, cover]

TRIPS AND CONSISTS

- **15 APR:** To **TORONTO** with Sandra on Canadian Airlines International (one night at nephew Chris' place), then to Kingston to visit family and Ottawa for meetings.

16 APR:

VIA 56 TORONTO-KINGSTON [MONTRÉAL] La Salle

E	6428
C	[3] 3357,3303, 3308
K	3462

To **OTTAWA** via Kingston, departing Union Station 0930, arriving Kingston 1144, with stops at Guildwood, Oshawa, Cobourg and Belleville, behind an F40PH-2 built by General Motors Diesel Division; * We occupied seats in one of the Coaches, while the usual Club Galley provided first-class service; * 254 km in 2 hrs 14 mins, or 114 km/h (159 mls/71 mph); * No. 6428 (GMD, 1987); * Nos. 3308, 3462 (ex-C 3386) (both BBD, 1981-4).

FREQUENT SERVICE, TORONTO TO KINGSTON

VIA was now operating nine trains from Toronto to Kingston most days of the week: 4 going on to Montréal; 3 to Ottawa; and 2 more to both Ottawa and Montréal. Included was a revived Toronto-Montréal overnight train named *Enterprise*, but the *Trent* commuter service originating and terminating in Kingston had been discontinued. (As a point of interest, *Metropolis* also continued to run non-stop between Toronto and Montréal suburban stations.)

VIA 648 [TORONTO] KINGSTON-OTTAWA Senator

E	6401	TORONTO-BROCKVILLE [MONTRÉAL]
C	[3] 4109,4113,4105	"
K	4003	"
E	6412	
K	3465	
C	[3] 3331,3334,3351	

NO MATTER WHERE IT'S GOING: 2000

Depart alone at 2039, arrive 2245 for meetings of the federal Minister of Transport's Advisory Committee on Accessible Transportation (Sandra remaining behind with Mom but following on the Monday evening train), with stops at Gananoque, Brockville and Smiths Falls – five trains now serving this route most days of the week; * Three nights ensued at the Château Laurier Hotel (site of my meetings); * 190 km in 2 hrs 6 mins, or 90 km/h (119 mls/56 mph).

CONSOLIDATING TRAINS

Consolidating my Ottawa-bound *Senator* (LRC cars) with the Montréal-bound *Bonaventure* (HEP-2) caused some passengers destined for Brockville to be delayed in the Ottawa coaches with the station almost in sight, as we waited for the lead Montréal portion to clear. This arrangement was presumably an attempt by VIA to reduce CN track charges, but was done only on some eastbound trains (to do so on westbounds would have caused a delay if one of the two trains arrived late into Brockville).

OTTAWA NOSTALGIA

We visited the newly opened Museum of Civilization in Hull, walking over the Alexandra (popularly known as Interprovincial) bridge once used by CP trains accessing old Union Station from the Montréal North Shore, Maniwaki, Waltham and Carleton Place lines – including the *Canadian*, *Dominion* and Toronto daytime Pools.

19 APR:

VIA 47 OTTAWA-KINGSTON [TORONTO] *Simcoe*

E	6420
K	3475
C	[4] 3358,3345,3361,3357

To **KINGSTON** for more visiting (four nights there), departing 1645, arriving 1835, with stops at Smiths Falls and Brockville; * 190 km in 1 hr 50 mins, or 104 km/h (119 mls/65 mph).



2000's-3: VIA No. 42 *Lakeshore* passing Ernestown ON behind F40PH-2 6416, this train being attached to the rear of No. 56 *La Salle* (2004/10/08) [PETER DAWES].

23 APR:

VIA 43 [OTTAWA] KINGSTON-TORONTO *Lakeshore*

E	6404
K	3456
C	[3] 3302,3356,3324

Return to **EDMONTON** via Toronto, departing 1040, arriving Union Station 1244, with one stop at Guildwood – one of 11 trains from Kingston to Toronto on most days of the week; * 254 km in 2 hrs 4 mins, or 123 km/h (159 mls/76 mph); * Onward home by Air Canada, then in the process of merging its schedules with those of recently absorbed Canadian Airlines International.



2000's-4: VIA No. 60 *Meridian* passes Collins Bay with HEP cars, on its final dash towards Kingston station (2004/10/07) [PETER DAWES].

• **8 SEP:** To **TORONTO** with Sandra on Canadian Airlines International (one night at Chris' place), then onward to Kingston to visit more family.

9 SEP:

VIA 44 TORONTO-KINGSTON [OTTAWA] Rideau

E	6405
K	3454
C	[3] 3340,3345,4120

To **KINGSTON** (seven nights there), departing 1230, arriving 1427 without pause, the usual Guildwood stop now being omitted by this train – the 1 hour, 57 minute timing matching my best-ever on this segment; * *Rideau* featured refurbished HEP-2 Coach No. 4120 (formerly owned by Chesapeake & Ohio, Atlantic Coast Line, Seaboard Coast Line, Amtrak and others) at the end of an LRC consist; * 254 km in 1 hr 57 mins, or

NO MATTER WHERE IT'S GOING: 2000

130 km/h (159 mls/81 mph); * No. 4120 (Budd/AMFT, 1948; ex-C&O 1605, ACL 274, SCL 5104, AM 4404, 4832, AM,RDV,JDY 6065, MM,ETR 60, RSC 6065).

17 SEP:

VIA 45 [OTTAWA] KINGSTON-TORONTO Rideau

E	6415
K	3456
C	[4] 3352,3320,3326,3363

Return to **EDMONTON** via Toronto, departing 1432, arriving Union Station 1657, with stops at Napanee, Belleville, Cobourg, Port Hope, Oshawa and Guildwood; * Onward home by Canadian Airlines International.

DEATH THROWS OF AN AIRLINE

Our flight home involved long line-ups and surly Canadian Airlines International staff at Pearson's Terminal 2 as their company was forcibly gobbled up by Air Canada – one agent telling a disgruntled passenger that he should “go tell Milton” if he didn't like it, the reference being to Air Canada supremo, Robert Milton.

28 DEC:

GO 845 TORONTO-GEORGETOWN

C	[10] 204,2226,2404,2143,2155,2311,
	2432,2304,2421,2207
E	534

To **GEORGETOWN** with Sandra to visit Chris at his newly purchased house, whose backyard fronted right on the CN line (one night there), starting with Air Canada to Toronto and later Kingston to visit family and Ottawa on business; * Depart Union Station 1715, arrive Georgetown 1813 on GO Transit, with stops at Bloor, Weston, Etobicoke North, Malton, Bramalea and Brampton – a Coach equipped with cab controls leading and an F59PH pushing from the rear; * 47 km in 58 mins, or 48 km/h (29 mls/30 mph); * No. 534 (GMD, 1988; Ir-RBL, SNC 1859 City of High Point); * Nos. 2226 (UTDC, 1988-9), 204 (HS, 1983).

RUSH-HOUR GO TRAIN

Our commuter service from Toronto to Georgetown was one of four peak-hour trains now being operated in each direction on this route, with coordinated buses available to Guelph and other points.

29 DEC:

VIA 86 [LONDON] GEORGETOWN-TORONTO Huron

E	6435
K	4005 <i>[as Coach]</i>
C	[2] 4122,4113

To **KINGSTON** via Toronto, departing 0735, arriving Union Station 0820, with one stop at Brampton; * We occupied rebuilt Club Galley No. 4005, formerly owned by the Louisville & Nashville, Amtrak and another outfit, this day operating as a Coach; * 47 km in 45 mins, or 63 km/h (29 m/s/39 mph); * No. 4005 (*Budd/AMFT, 1949; ex-L&N C 3250, AM 5213, 6067, ACS 6067*).

VIA 42 TORONTO-KINGSTON [OTTAWA] Lakeshore

E	6412	
K	3452	
C	[3] 3311, 3360 ,3323	
E	6436	TORONTO-BROCKVILLE [MONTRÉAL]
K	3464	"
C	[3] 3304,3339,3321	"
K	3456 <i>[as Coach]</i>	"

Depart 0930 arrive 1144 (one night there), with stops at Guildwood, Oshawa, Cobourg and Belleville, this Ottawa-bound train being combined with the Montréal-destined *La Salle* as far as Brockville; • **30 DEC:** Onward to **Barrys Bay** ON to visit brother Ray and family (one night there), then back to Kingston for seven nights, including New Year's Eve at our favourite Hotel Belvedere.

[NOTE: please see Year 2001 below for the conclusion of this journey.]

2001

*ONTARIO/QUÉBEC/ALBERTA
SASKATCHEWAN
MANITOBA*



[APRE brochure, 1998, front cover]

SYNOPSIS

I travelled by train this year to visit Mom and other family members, as well as to attend meetings and a symposium. There was also an Alberta Prairie Railway Excursions (APRE) steam excursion – thus, the handsome logo above.

My work this year included the Alberta Advisory Committee on Barrier-Free Transportation, airport and airline issues, and the ongoing Canada Transportation Act Review.

Trips taken: Twelve were involved covering 3,434 kilometres (*2,143 miles*), 10 provided by VIA and 2 by APRE. One trip was in a Sleeper; 2 behind steam.

Equipment units: 93, made up of 16 Locomotives & Related Units and 77 cars (Coaches & Dayneters, 43; Parlor & Club Cars, 10; Sleeping & Business Cars, 10; Dining & Other Meal Cars, 1; Lounge Cars, 9; Baggage & Miscellaneous Cars, 4).

Places visited: **AB** – Big Valley and Stettler; **ON** – Barrys Bay*, Kingston, Ottawa and Toronto; **QC** – Montréal. (**Note:** * indicates by non-rail means.)

Noteworthy train trips (VIA unless indicated otherwise): **Canadian**, Edmonton to Winnipeg; **Vanier**, Ottawa to Montréal; **Enterprise**, Montréal to Kingston; **APRE**, Stettler to Big Valley.

Fastest average speed: **VIA Capital**, Kingston to Toronto: 117 km/h (*73 mph*). ***Slowest:*** **APRE**, Big Valley to Stettler: 24 km/h (*15 mph*).

HIGHLIGHT!

Taking the *Canadian* from Edmonton to Winnipeg during February, enjoying for the first time VIA's "Silver & Blue" Sleeper class in former CP stainless-steel cars – even if their interiors were starting to look a bit worn a decade after the HEP-1 refurbishment program.

MILESTONE

VIA had purchased the CN line from De Beaujeu (a bit beyond Coteau) through my old home town of Alexandria to just short of Ottawa station, with plans to upgrade the track for faster Montréal-Ottawa service. (A short line called Ottawa Central handled freight.)

CANRAILPASS

For many years, VIA had offered a pass valid for travel on its trains during a set period – a sort of Eurailpass, except that the coverage of passenger trains wasn't quite the same as over there.



[VIA Discover Canada by Train brochure, 2003/11]

TRIPS AND CONSISTS

[NOTE: Please see Year 2000 above for earlier segments of the following journey.]

7 JAN:**VIA 642 [TORONTO] KINGSTON-OTTAWA Lakeshore**

E		6435
K		3468
C	[4]	3307,3351, 3345 ,3366

To **OTTAWA** alone for meetings of the Minister of Transport's Advisory Committee on Accessible Transportation and national Aviation Standing Committee (three nights at the Delta Hotel), Sandra having returned the previous day to Edmonton due to work commitments; * Depart 1310, arrive 1500, with one stop at Brockville, behind an F40PH-2 – Smiths Falls no longer being an automatic stop for Toronto-Ottawa trains; * I occupied a seat in one of the Coaches, while first-class service was provided by the usual Club Galley; * 190 km in 1 hr 50 mins, or 104 km/h (119 mls/65 mph); * No. 6435 (GMD, 1989); * Nos. 3345, 3468 (ex-C 3392) (both BBD, 1981-4); • **10 JAN:** Return to **EDMONTON** on Air Canada.

24-25 FEB:**VIA 2 [VANCOUVER] EDMONTON-WINNIPEG [TORONTO] Canadian**

E	[2]	6454,6438
X		8616
C	[2]	8110,8129
CfeL		8509
S	[4]	Sherwood Manor,Drummond Manor,Grant Manor,Mackenzie Manor [dd]
D		Imperial
S	[3]	Cabot Manor ,Abbot Manor, Brock Manor
OLS		Tremblant Park



2000's-5: VIA No. 2 *Canadian* heading east to Winnipeg through wintry Manitoba farmland, captured from Observation Lounge Dome Sleeper TREMBLANT PARK (2001/02/25) [PETER DAWES].

To **WINNIPEG** with Sandra, to attend a rail symposium staged by the Canada Transportation Act Review panel, taking the opportunity to visit some old Edmonton friends now living there; * Depart 1830, arrive 1110 next morning, with stops at Viking, Wainwright, Unity SK, Biggar, Saskatoon, Watrous, Melville, Rivers MB, Brandon North and Portage la Prairie – behind two F40PH-2's; * We occupied a Bedroom in shower-equipped CABOT MANOR, enjoying superb meals in wonderfully restored Diner IMPERIAL; * Several exotic Australian, English – even Saskatchewan – types made for a wonderful evening in TREMBLANT PARK, whose Drawing Room I'd been privileged to occupy on a 1981 Winnipeg-to-Ottawa trip; * Four of the seven Sleepers (those in front of Diner) were deadheading back east; * 1,280 km in 15 hrs 40 mins, or a respectable 82 km/h (799 m/s/51 mph); * Nos. 8110 (ex-110), 8510 (ex-CP CfLC 510, VIA 510), 8616 (ex-CP XY 3016, CP, VIA 616), CABOT MANOR (3sc4rm5db1ct), IMPERIAL, TREMBLANT PARK (3db1dr) (all Budd/AMFT, 1954-5; ex-CP).

● **27 FEB:** Return to **EDMONTON** via Calgary on WestJet, a highly successful, Cowtown-based discount airline based on the U.S. Southwest Airlines model.

• **24 APR:** To **OTTAWA** on Air Canada for meetings (three nights there), then Montréal to see an old Ottawa buddy, Shaun Fawcett, and Kingston to visit family – Sandra joining me there.

27 APR:

VIA 34 OTTAWA-MONTRÉAL *Vanier*

E	6402
K	3463
C	[3] 3370,3333,3352

To **MONTRÉAL** (one night at the Queen Elizabeth Hotel), departing 1505, arriving 1708, with major stops at Alexandria and Dorval QC – VIA still providing five trains in each direction on most days of the week over this route; * 187 km in 2 hrs 3 mins, or 91 km/h (117 mls/57 mph).

28 APR:

VIA 57 MONTRÉAL-KINGSTON [TORONTO] *La Salle*

E	6417
X	8622
K	4008
C	[5] 4102,4100,4105,4107,4114[dd]

To **KINGSTON** (three nights there), departing 0940, arriving 1228, with stops at Dorval, Cornwall ON and Brockville; * I occupied Coach No. 4102, ex-Louisville & Nashville and Amtrak, part of a rare VIA Corridor train still carrying a Baggage car, in this case formerly owned by Union Pacific; * 285 km in 2 hrs 48 mins, or 102 km/h (178 mls/63 mph); * No. 4102 (*Budd/AMFT, 1953; ex-L&N 3252, AM 5804*); * No. 8622 (*Budd/SPTA, 1963; ex-UP 5903, 903685*); • **1 MAY:** Side trip to **Barrys Bay** ON by rental car to visit brother Ray and family for one night, then five nights back in Kingston.

6 MAY:

VIA 43 [OTTAWA] KINGSTON-TORONTO *Lakeshore*

E	6428
K	3455
C	[3] 3331,3337,3342

NO MATTER WHERE IT'S GOING: 2001

Return to **EDMONTON** via Toronto, departing 1035, arriving Union Station 1253, with stops at Napanee, Cobourg, Port Hope and Guildwood – then home on Air Canada; * 254 km in 2 hrs 18 mins, or 110 km/h (159 mls/68 mph).

2 SEP:

APRE STETTLER-BIG VALLEY & RETURN

Es	41
WA	80946
L	Lone Star
S	Tracy[as Coach]
C [3]	6603,5080, 7279
OBS	663045
C	6744
CX	2808
C	6741
LS	Glen Sutton[as Coach]
W	79146

Day excursion with Sandra and friends to **BIG VALLEY** on Alberta Prairie Railway Excursions, starting with an automobile trip to Stettler; * Depart there at 1100, arrive Big Valley 1235, with one unscheduled stop at a grade crossing just outside of Stettler to pick up some late arrivals – behind 2-8-0 Consolidation No. 41 (formerly owned by the St. Louis-San Francisco, Central Western and others), supported by a Water Auxiliary car; * We occupied ancient Coach No. 7279, built in 1919 as a Colonist car for the Canadian Northern, now equipped with a snack bar; * Two former CP cars were of particular interest, Sleeper TRACY (built in 1931 but mostly intact and incredibly “stenchy”, as my American friend Tom Matoff would say) and Lounge Sleeper GLEN SUTTON (built in 1921 and much transformed over the decades); * Returning, depart 1430, arrive 1555 in reverse order, with the Auxiliary and Locomotive at the front running backwards and Caboose at the other end – then back to Edmonton by car; * 34 km in 1 hr 25 mins, or 24 km/h (21 mls/15 mph), in the return direction; * No. 41 (BLW, 1920; ex-JLC&E 41, SLSF,MRL,NARC 77, CWR 9); * No. 80946 (Builder & year unavailable; ex-GATX,CWR 5496); * No. 7279 (CCF, 1919; ex-Col CNoR 7279, CN 2829, CN C 5165, 4975); * TRACY (CCF/CP, 1931, 12sc1dr; ex-CP Solsgirth, Tracy, CRCS Commonwealth, ARM 1002); * GLEN SUTTON (CCF, 1921, 4sc; ex-CP 10ct Glen Orchard, 8sc4db Virden, Verdun, Wrk 411293, CWR 1920).



2000's-6: Alberta Prairie Railway Excursions Consolidation No. 41, trailed by Water Auxiliary 80946, at Stettler AB, after returning from Big Valley (2001/09/02) [PETER DAWES].

NOT FOR THE PURIST!

Our Stettler-Big Valley excursion featured a bizarre mixture of equipment pulled at a very slow rate by a steam locomotive which had worked most of its life in the southern United States – not to mention on-board crooners, a mock train robbery, and a “shoot-out” just before Big Valley. Hardly representative of past trains on this line, but well worth it, nonetheless!

13 OCT:

VIA 648 TORONTO-KINGSTON [OTTAWA] Senator

E	6446	TORONTO-BROCKVILLE [MONTRÉAL]
C	[3] 4111,4117,4108	"
K	4007	"
E	6433	

NO MATTER WHERE IT'S GOING: 2001

K		3461
C	[2]	3328,3370

To **KINGSTON** to visit family (one night there), starting with Air Canada to Toronto, then onward to Ottawa for meetings, Montréal to visit Shaun and nephew Charlie, and Kingston for a family reunion – Sandra again joining me there; * Depart Union Station 1810, arrive Kingston 2036, with stops at Guildwood, Oshawa, Cobourg and Belleville on a Saturday evening – the Ottawa-bound *Senator* (LRC) combined with Montréal-destined *Bonaventure* (HEP-2) as far as Brockville; * I'd first recorded No. 4007 way back in 1974 on Amtrak's *Montréal* as Coach 6022 – originally built for the Seaboard Air Line Railroad but purchased by VIA and refurbished as a Coach, then turned into a Club Galley; * No. 4007 (*Budd/AMFT, 1947; ex-C SAL 6224, SCL,AM 5209, AM,NRHHM,RSC,VRE 6022, VIA 4123*).

14 OCT:

VIA 46 [TORONTO] KINGSTON-OTTAWA *Simcoe*

E		6420
K		3458
C	[3]	3333,3356,3337
K		3463[as Coach]

To **OTTAWA** to participate in another Advisory Committee on Accessible Transportation meeting (three nights at the Crowne Plaza), departing 1723, arriving 1920, with stops at Brockville and Smiths Falls.

17 OCT:

VIA 36 OTTAWA-MONTRÉAL *Laurier*

E		6411
K		3458
C	[2]	3351,3310

To **KINGSTON** via Montréal, departing 1645, arriving Central Station 1852, with one stop at Dorval QC, followed by an evening on the town.

17-18 OCT:

VIA 51 MONTRÉAL-KINGSTON [TORONTO] *Enterprise*

E		6421
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NO MATTER WHERE IT'S GOING: 2001

C	4121
S	Château Lasalle
OLS	Yoho Park

Depart 2330, arrive 0315 next morning (six nights there), with stops at Dorval, Cornwall ON and Brockville; * I occupied Coach No. 4121, formerly owned by the Richmond, Fredericksburg & Potomac, Amtrak and others, with ex-CP Sleeper CHÂTEAU LASALLE and Observation Lounge Dome Sleeper YOHO PARK providing first-class service; * No. 4121 (*Budd/AMFT, 1947; ex-RF&P 851, AM 5217, AM,SLF 6028*); * CHÂTEAU LASALLE (*Budd/AMFT, 1954, 3sc8du3db1dr; ex-CP*).

RETURN OF THE OVERNIGHT

VIA's *Enterprise* was an attempt to entice business travellers back to the rails and fill in the Montréal-Toronto gap between the *Ocean* and *Canadian*, but it was a far cry from the old CN and CP overnight Pool trains, each with a dozen or so Sleepers.



[VIA brochure, 2000]

23 OCT:

VIA 41 [OTTAWA] KINGSTON-TORONTO *Capital*

E	6427
C	[3] 3302, 3371 ,3341
K	3455

Return to **EDMONTON** via Toronto, departing 0755, arriving Union Station 1005, with stops at Belleville, Cobourg and Guildwood, then onward home on Air Canada; * 254 km in 2 hrs 10 mins, or 117 km/h (159 mls/73 mph).

2002

*ONTARIO/QUÉBEC/MANITOBA
SASKATCHEWAN
ALBERTA*



[VIA Silver & Blue ticket jacket, 2003/06]

SYNOPSIS

I travelled by train in 2002 to visit Mom, other family members and friends, also to attend meetings in connection with various projects before retiring in June.

My final work efforts this year involved the Canada Transportation Act Review, a federal "Transportation Blueprint" initiative, the federal Advisory Committee on Accessible Transportation, the Alberta Advisory Committee on Barrier-Free Transportation, and the national Aviation Standing Committee.

Trips taken: Sixteen were involved covering 6,926 kilometres (4,323 miles), all provided by VIA. Three were in Sleepers.

Equipment units: 120, made up of 21 Locomotives & Related Units and 99 cars (54 Coaches & Dayneters; 20 Parlor & Club Cars; 16 Sleeping & Business Cars; 2 Dining & Other Meal Cars; 6 Lounge Cars; 1 Baggage & Miscellaneous Cars).

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

Noteworthy trips (all VIA): **Lakeshore**, Toronto to Kingston; **Enterprise**, Montréal to Oshawa, and Montréal to Toronto; **York**, Kingston to Montréal; **Canadian**, Toronto to Edmonton.

Fastest average speed: **Renaissance**, Kingston to Toronto: 125 km/h (78 mph). ***Slowest:*** **Huron**, Toronto to Georgetown: 63 km/h (39 mph).

Memorable non-rail trips: by rental car to Ottawa, to see a football game.

NO MATTER WHERE IT'S GOING: 2002

HIGHLIGHT!

Taking the *Canadian* all the way from Toronto to Edmonton as a retirement present, particularly enjoying the excellent meals and camaraderie in the PARK car. Our fellow travellers included American seniors on various tours, a smattering of English people from the "Old Country", some rather eccentric younger Canadians trying out rail travel, even an Irish lass on her way to New Zealand and Australia – all well taken care of by VIA's superb onboard staff.

MILESTONES

VIA introduced Renaissance cars on the overnight *Enterprise*, quiet and smooth-riding but offering low capacity and limited space compared to North American equipment. Furthermore, I took my first trip behind a new Genesis P42DC locomotive, hauling the *Lakeshore* from Toronto to Kingston.

DAWES/PETER		FDT	
services			
MONTREAL.....	QC	date 11 Oct	time 2330
TORONTO.....	ON	date 12 Oct	time 0820
VIA 051	double bedroom	car/volunté 4	07
TORONTO.....	ON	date 12 Oct	time 0900
EDMONTON.....	AB	date 14 Oct	time 0810
VIA 001	LOWER/BAS	car/volunté 121	02L
1029.00	72:03	82:58	1183.61
GST No./N° P.S.	105521785	1001106674	PXQ
VI4538013077651020		1183.61CAD	
payment 20/06/02			
discount ant. 100% av rabais 1			
discount ant. 300% av rabais 2			
travel credit/réduit voyage		VIA PRÉF	
ref. inf.			
MMO		BTRSSV 17Jul	1649
UCZ451	17JUL02	38621	1 / 1
CAR 4 - Room 7		RECEIPT RECU	

[VIA ticket receipt for *Enterprise*
and *Canadian* (2002)]

TRIPS AND CONSISTS

2 FEB:

VIA 683 TORONTO-GEORGETOWN [SARNIA] Huron

E	6441
C	[4] 3317,3308,3326,3313[dd]
K	3453[dd]

To **GEORGETOWN** with Sandra to visit nephew Chris and wife Marcia (one night there), starting with Air Canada to Toronto – then on to Kingston next morning to visit family; * Depart Toronto 1740, arrive Georgetown 1825, with one stop at Brampton, behind an F40PH-2; * We occupied seats in one of the Coaches, while a deadheading Club Galley brought up the rear; * 47 km in 45 mins, or 63 km/h (29 m/s/39 mph); * No. 6441 (GMD, 1989); * No. 3317 (BBD, 1981-2).

3 FEB:

VIA 682 [SARNIA] GEORGETOWN-TORONTO Huron

E	6441
C	[4] 3317,3308,3326,3313[dd]
K	3453[dd]

To **KINGSTON** via Toronto; departing 0928, arriving Union Station 1008, with one stop at Brampton, in the same consist and Coach as on No. 683 the previous evening.

VIA 642 TORONTO-KINGSTON [OTTAWA] Lakeshore

E	905
C	[4] 3338,3370,3361,3369
K	3469

Depart 1100, arrive 1307 (eight nights there), with stops at Oshawa and Cobourg, for the first time behind a new Genesis locomotive; * 254 km in 2 hrs 7 mins, or 120 km/h (159 m/s/75 mph); * No. 905 (GE, 2001).

11 FEB:

VIA 41 [OTTAWA] KINGSTON-TORONTO *Capital*

E		6410
C	[2]	3323,3372
K	[3]	3474 [as Coach],4009[as Coach], 4005

Return to **EDMONTON** via Toronto, departing Kingston 0755, arriving Union Station 1005, with stops at Belleville, Cobourg and Guildwood, on a train featuring both LRC and HEP-2 equipment; * We occupied Club Galley No. 3474, in Coach service along with refurbished Club Galley No. 4009 (the latter formerly owned by Seaboard Air Line, Amtrak and others before becoming a VIA Coach, then Club Galley); * Onward home on Air Canada; * No. 3474 (*BBD, 1984; ex-C 3398*); * No. 4009 (*Budd/AMFT, 1949; ex-C SAL 6216, SCL,AM 5201, AM,NRHMI,RSC 6014, VIA 4125*).

- **5 MAR:** To **OTTAWA** by Air Canada for meetings concerning the federal Transportation Blueprint initiative (three nights there), then Montréal to visit buddy Shaun and niece Andrea, and finally Kingston to visit more family.

8 MAR:

VIA 36 OTTAWA-MONTRÉAL *Laurier*

E		6412
C	[2]	3351, 3363
K		3451

To **KINGSTON** via Montréal and Oshawa; * Depart 1645, arrive Central Station 1852, with one stop at Dorval QC, followed by an evening out at a jazz club; * 187 km in 2 hrs 7 mins, or 89 km/h (*117 mls/55 mph*).

8 MAR:

VIA 51 MONTRÉAL-OSHAWA [TORONTO] *Enterprise*

E		6411
C		4111
S	[2]	Château Viger, Château Richelieu
OLS		Waterton Park

NO MATTER WHERE IT'S GOING: 2002

Depart 2330, arrive next morning at 0742, with stops at Dorval, Cornwall ON, Brockville, Kingston, Belleville, Cobourg and Port Hope; * I occupied a Duplex Roomette in shower-equipped CHÂTEAU RICHELIEU, passengers being greeted by beds already down in the sleeping position and covered with various promotional material and gadgetry – which was kind of silly as it meant having to remove the stuff and raise the bed in order to get ready to retire, then lower it again; * 488 km in 5 hrs 57 mins, or 82 km/h (305 mls/51 mph), after removing 2 hrs 15 mins for a layover in Kingston (see box immediately below); * CHÂTEAU RICHELIEU (3sc8du3db1dr), WATERTON PARK (3db1dr) (both Budd/AMFT, 1954; ex-CP).

DEPARTING MONTRÉAL IN STYLE

Drifting out of Central Station at 2330 hours on the *Enterprise* – in the dome of WATERTON PARK, with a beer in hand – was a novel experience, particularly as Waterton just happened to be my favourite Rocky Mountain park. Strangely, No. 51 was scheduled to spend 2 hours and 30 minutes parked in a siding just east of Kingston station, presumably to allow for a convenient arrival time in Toronto – although eastbound No. 52 must have *really* poked along, considering it made only a 15-minute stop in the Limestone City.

9 MAR:

VIA 652 [TORONTO] OSHAWA-KINGSTON [MONTRÉAL] York

E		918	
C	[6]	3330,3313,3352,3371,3345, 3305	
K	[2]	3464[as Coach],3454	
E		906	
E		6401	TORONTO-BROCKVILLE [OTTAWA]
C	[2]	3360,3332	"
K		3458	"

Depart 0834, arrive 1040 (compared to scheduled timings of 0819 and 1000), stopping at Cobourg and Belleville, on a combined Montréal/Ottawa train powered by three locomotives; * Oshawa was fast becoming a key suburban station due to the sprawling out of Toronto eastward, but was an awkward stop as trains in both directions had to use the lone, north-side platform; * 203 km scheduled for 1 hr 41 mins, or 121 km/h (127 mls/75 mph).

OVERNIGHT CAPER

No, I'm not talking about someone from Cape Breton taking an overnight train, but rather my Montréal-to-Kingston-via-Oshawa trip. This was the first time in North America that I employed a trick learned in Europe: using a Sleeper as hotel accommodation to a place having a relatively convenient arrival time (in this case, Oshawa), then back-tracking to destination.

CONSOLIDATION PROBLEMS

My combined *York/Capital* was 15 minutes behind schedule by Oshawa, and 40 minutes late into Kingston, apparently due to the need to double stop this unwieldy beast of 11 cars and 3 locomotives at Cobourg and Belleville. To further complicate matters on this surprisingly busy Saturday morning, VIA's Oshawa staff directed Ottawa passengers to the Montréal end, and vice-versa, causing mass confusion until the onboard crew straightened things out.

VIA 65 [MONTRÉAL] KINGSTON-TORONTO *Renaissance*

E		904
K		3455
C	[3]	3310, 3337 , 3307

To **TORONTO** (one night at the Royal York Hotel), departing 1807, arriving 2009, with one stop at Oshawa; * 254 km in 2 hrs 2 mins, or 125 km/h (159 mls/78 mph); • **10 MAR:** Return to **EDMONTON** on Air Canada.

• **2 APR:** To **OTTAWA** on Air Canada for a meeting of the Minister of Transport's Advisory Committee on Accessible Transportation (three nights at the Westin), then Kingston to visit family.

5 APR:

VIA 47 OTTAWA-KINGSTON [TORONTO] *Simcoe*

E		6427
C	[3]	3358, 3314, 3374
K		3452

To **KINGSTON** (one night there), departing 1645, arriving 1835, with one stop at Brockville; * 190 km in 1 hr

50 mins, or 104 km/h (119 mls/65 mph).

6 APR:

VIA 65 [MONTRÉAL] KINGSTON-TORONTO Renaissance

E	909
K	3470
C	[4] 3340, 3341 , 3333, 3305

Depart 1807, arrive 2009, with one stop at Oshawa (overnight at the Royal York); • **7 APR:** Return to **EDMONTON** on Air Canada.

• **30 APR:** To **OTTAWA** on Air Canada for Aviation Standing Committee and Transportation Blueprint meetings (three nights at the Delta), then Kingston to visit family.

3 MAY:

VIA 47 OTTAWA-KINGSTON [TORONTO] Simcoe

E	902
K	3463
C	[3] 3303 , 3317, 8140

To **KINGSTON** (one night there), departing 1645, arriving 1835, with one stop at Brockville; * Refurbished HEP-1 Coach No. 8140 brought up the rear, a car formerly owned by the Richmond, Fredericksburg & Potomac, Amtrak and others, and now used mainly on transcontinental trains; * No. 8140 (*Budd/AMFT, 1946; ex-RF&P 801, AM 5420, AM, AMZI, RSC 6077*).

6 MAY:

VIA 65 [MONTRÉAL] KINGSTON-TORONTO Renaissance

E	905
K	3451
C	[3] 3344 , 3319, 3301

Depart 1807, arrive 2009, the lone stop being Oshawa (one night at the Royal York); • **7 MAY:** Return to **EDMONTON** on Air Canada.

3 OCT:

VIA 68 TORONTO-KINGSTON [MONTRÉAL] Bonaventure

E	912
K	4007
C	[2] 4105, 4106

To **KINGSTON** with Sandra (eight nights there), to celebrate Mom's 90th birthday, starting with WestJet to Toronto; * Depart Union Station 1810, arrive Kingston 2025, with stops at Guildwood and Cobourg; * We occupied refurbished Coach No. 4106, formerly owned by the Southern Pacific, its subsidiary Texas & New Orleans, and Amtrak; * No. 4106 (*Budd/AMFT, 1950; ex-SP 2366, T&NO 439, SP 2227, AM 4414*); • **6 OCT:** Day excursion by rental car to **Ottawa** to watch the Edmonton Eskimos shade the home town Renegades (by then having replaced the defunct Rough Riders) 34-31 in a Canadian Football League thriller, in the company of brother Ray and family members, plus Kingston friend Jennifer Bunting.



[logoserver.com]

11 OCT:

VIA 52 [TORONTO] KINGSTON-MONTRÉAL York

E	915	
K	3461	
C	[5] 3347,3312,3337,3345,3329	
K	[2] 3600 ,3475 [<i>as Coach</i>]	
E	919	
E	905	TORONTO-BROCKVILLE [OTTAWA]
K	3462	"
C	[2] 3361,3326	"

Return to **EDMONTON** all the way by train, but first to Montréal for some sightseeing and an evening with Shaun; * No. 52 was scheduled to depart Kingston at 0912 and arrive Central Station at 1148, with stops at Brockville, Cornwall and Dorval, but was half-an-hour late throughout; * We occupied Club Galley No. 3600,

NO MATTER WHERE IT'S GOING: 2002

operating as a Coach – this car being one of two Coaches reconfigured as Club Galleys to handle an anticipated increase in business travel, post-9/11; * No. 3600 (*BBD*, 1984; ex-*C 3373*; *Ir-K 3477*).

LE VIEUX PORT

The much-revived “Old Port” area of Montréal proved to be an excellent place to spend an afternoon. Host to ocean liners owned by Cunard, Canadian Pacific and other companies decades ago, this area now featured shops, restaurants, historic sites, and the excellent Pointe-à-Callière archaeological museum.



[reservia.viarail.ca]

A BUSY GARE CENTRALE

This was the start of Thanksgiving Day weekend and Central Station was crowded at supper time, with the normally combined *Ocean* for Halifax and *Chaleur* for Gaspé operating as separate trains – a wonderful sight in a nicely redeveloped facility.

11-12 OCT:

VIA 51 MONTRÉAL-TORONTO *Enterprise*

E		6426
C	[2]	7204,7210
SvL		7306
S	[3]	7506 ,7509,7514[<i>dd</i>]

Depart 2330, arrive next morning at 0820, with stops at Dorval, Cornwall, Brockville, Kingston, Belleville, Trenton Jct., Cobourg, Port Hope, Oshawa and Guildwood, this train now featuring Renaissance cars powered by an F40PH-2 fitted to accommodate this British-designed equipment (including a special coupler);

* We occupied a Bedroom, one of four “Standard” rooms offered in these Sleepers alongside another six “Deluxe” versions featuring individual showers; * Nos. 7506 (*10db*), 7204, 7306 (*1di*) (*all MC*, 1995-6).



2000's-7: Renaissance Sleeper No. 7506 in Central Station, part of Mont-réal-Toronto No. 51 *Enterprise* (2002/10/11) [PETER DAWES].

THE ENTERPRISE

[VIA brochure, 2000]

THE RENAISSANCE CARS

... were built in the mid-1990's by Metropolitan-Cammell for "Nightstar" service between British and continental European points through the Chunnel, only to be mothballed and later sold to VIA, some as completed units, others as shells. Canadian regulators had ordered that the rear car be kept unoccupied due to concern about buffing strength (basically, the cars failed to meet North American crash-worthiness standards). The corporation later would reconfigure some of the shells into Club Galleys and Baggage cars for use in the Corridor, also Diners and transition cars for the *Ocean*.



2000's-8: Author's wife Sandra in Upper Berth of Renaissance Sleeper No. 7506 (2002/10/11) [PETER DAWES].

THE ACCESSIBILITY CONTROVERSY

The Renaissance cars had a familiar feel to them, given my extensive travel by Sleeper in Britain. The aisles were narrow and baggage space at a premium. The “Service car” featured a small lounge, crew room, baggage compartment, and one “handicapped room”, the last-mentioned being the only space accessible to those using wheelchairs or scooters. This already had become a huge bone of contention at the Minister of Transport’s Advisory Committee meetings – a pity, given VIA’s considerable past efforts at improving accessibility, both onboard and in stations.



[viarail.ca/classes]



2000's-9: VIA No. 1 *Canadian* ready to depart Toronto Union Station on a rainy fall day, led by F40PH-2's 6448 and 6440 (2002/10/12) [PETER DAWES].

12-14 OCT:

VIA 1 TORONTO-EDMONTON [VANCOUVER] *Canadian*

E	[2]	6448,6440
X		8604
C	[2]	8106,8112
CfeL		8517
S	[3]	Mackenzie Manor,Monck Manor, Butler Manor
CfeL		8509
D		Princess
S	[5]	Sherwood Manor,Craig Manor, Stuart Manor,Fraser Manor, Douglas Manor
CfeL		8510

NO MATTER WHERE IT'S GOING: 2002

D	Fairholme
S	[3] Bell Manor, Osler Manor , Jarvis Manor
OLS	Tweedsmuir Park

Depart 0900, arrive 0810 two mornings later, including major stops at Washago, Parry Sound, Sudbury Jct., Capreol, Hornepayne, Longlac, Armstrong, Savant Lake, Sioux Lookout, Red Lake Road, Reditt, Minaki, Winnipeg MB, Portage la Prairie, Brandon North, Melville SK, Saskatoon and Biggar – behind two F40PH-2's; * This 20-car *Canadian* featured 11 MANOR Sleepers, two Diners, three Skyline Cafe Dome Lounges, and a PARK Observation Lounge Dome Sleeper, and we occupied Upper and Lower Berths in shower-equipped OSLER MANOR; * As always, my two favourite places were the Diner and rear-end PARK car; * 3,226 km in 49 hrs 10 mins, or 66 km/h (2,013 mls/41 mph); * Nos. 8106 (ex-106), 8604 (ex-CP XY 3004, CP, VIA 604), 8510 (ex-CP CfLC 510, VIA 510), OSLER MANOR (3sc4rm5db1ct), FAIRHOLME (all Budd/AMFT, 1954-5; ex-CP).

BUCKING BRONCO

While Sandra slept like a baby, my beauty rest was limited by the over-the-wheels, bucking-bronco ride and rattling fixtures in OSLER MANOR – the problem continuing when we switched berths for the second night. Mind you, there was no such trouble in the same accommodation on future trips.

BUDD VERSUS PULLMAN STANDARD

Our first evening in TWEEDSMUIR PARK was enlivened when a young tour guide, who was in charge of a group of seniors from the U.S. mid-west, swore up and down that the stainless-steel cars used on the *Canadian* had been built by Pullman Standard – a notion he refused to accept even when I showed him one of the Budd builder plates.



[From Wilson, *A National Passenger Chronicle*, 52]



2000's-10: Westbound VIA No. 1 *Canadian* meeting its eastbound No. 2 counter-part near Brereton MB, as seen from Budd-built Observation Lounge Dome Sleeper TWEEDSMUIR PARK (2002/10/13) [SANDRA DAWES].

THE ROAD

During this year (2002), the actor/director/writer T.J. Dawe brilliantly adapted and performed episodes from Jack London's *The Road* at fringe theatre festivals across Canada, under the title, *Tracks*. Having jumped ship in Montréal during the 1890's, London plays cat and mouse with the CPR train crew while riding "the transcontinental" up the Ottawa Valley. Here's a quote (p. 34): "As I wait in the darkness I am conscious of a big thrill of pride. The [Canadian Pacific] overland has stopped twice for me – for me, a poor hobo on the bum. I alone have twice stopped the overland with its many passengers and coaches, its government mail, and its two thousand steam horses straining in the engine. And I weigh only one hundred and sixty pounds, and I haven't a five-cent piece in my pocket!"

2003

ONTARIO/QUÉBEC



*[VIA Discover Canada by Train
brochure, 2003/11]*

SYNOPSIS

We travelled by train in 2003 to visit Mom, other family members and friends, and again took the Alberta Prairie Railway Excursions (APRE) steam train. As the above logo suggests, VIA was now branding the Sleepers of its Montréal-Toronto overnight *Enterprise* service as “Constellation” class.

Trips taken: Five were involved covering 1,146 kilometres (715 miles), 3 provided by VIA and 2 by APRE. One of these trips was in Sleeper class; two behind steam.

Equipment units: 46, made up of 6 Locomotives & Related Units and 40 cars (Coaches & Dayneters, 24; Parlor & Club Cars, 2; Sleeping & Business Cars, 4; Lounge Cars, 7; Baggage & Miscellaneous Cars, 3).

Places visited: **AB** – Big Valley and Stettler; **ON** – Kingston and Toronto; **QC** – Montréal.

Noteworthy trips: **VIA Enterprise**, Montréal to Toronto; **APRE**, Stettler to Big Valley.

Fastest average speed: **VIA La Salle**, Kingston to Montréal, and **Bonaventure**, Toronto to Kingston: 113 km/h (70 mph). ***Slowest:*** **APRE**, Big Valley to Stettler: 19 km/h (12 mph).

Overseas: I took my twelfth Overseas and eleventh European holiday (seventh and sixth with Sandra, respectively), from 24 SEP to 3 NOV, visiting England, Scotland, France, Spain and Portugal.

HIGHLIGHT!

Occupying former Canadian Pacific 12 Section, 1 Drawing Room Sleeper TRACY with Sandra and old buddy Greg Thompson, in Coach service on Alberta Prairie Railway Excursions Big Valley train – to top it off, powered by former CN Mountain steam locomotive No. 6060.

NO MATTER WHERE IT'S GOING: 2003

MILESTONE

It hardly seemed possible, but VIA celebrated its 25th anniversary this year, using 1978 as its official inaugural year.



[Ticket cover, 2003]

VIA 51 Enterprise Jun. 8
MONTREAL-TORONTO

6431	L	
3328	C	
3325	C	} (In service, KGS-TOR only.)
3358	C	
3341	C	
6428	L	
7004	B	
7216	C	
7206	C	
7304	Lge	
•7507	S	
7505	S	

[Sample recorded consist, 2003]

TRIPS AND CONSISTS

- **29 MAY:** To **KINGSTON** with Sandra, beginning with a WestJet flight to Toronto.

29 MAY:

VIA 68 TORONTO-KINGSTON [MONTRÉAL] Bonaventure

E	6404
K	4008
C	[2] 4109,4105
S	[2] Château Radisson,Château Rigaud [dd]

Depart 1810, arrive 2025 (11 nights there), with stops at Guildwood and Cobourg, an F40PH-2 pulling three rebuilt stainless-steel cars, plus two deadheading Sleepers; * We occupied seats in rebuilt Coach No. 4109 (ex-Southern Pacific, Texas & New Orleans and Amtrak), while VIA Club Galley No. 4008 provided Club car service (ex-Pennsylvania, Penn Central, Amtrak and VIA Coach); * 254 km in 2 hrs 15 mins, or 113 km/h (159 mls/70 mph); * No. 6404 (GMD, 1986-7); * No. 4109 (Budd/AMFT, 1950; ex-SP 2375, T&NO 448, SP 2236, AM 4423); * No. 4008 (Budd/AMFT, 1949; ex-C PRR,PC 4059, AM 5281, AM,NARC,RSC 6069, VIA 4124); * CHÂTEAU RADISSON (Budd/AMFT, 1954, 3sc8du3db1dr; ex-CP).

8 JUN:

VIA 56 [TORONTO] KINGSTON-MONTRÉAL La Salle

E	902
K	3473
C	[4] 3372,3334,3311,3329

Back to **EDMONTON** via Montréal and Toronto, beginning with a visit to Montréal to see family members and buddy Shaun; * Depart Kingston 1144, arrive Central Station 1415, with stops at Brockville, Cornwall and Dorval – this time a Genesis P42DC pulling LRC cars; * 285 km in 2 hrs 31 mins, or 113 km/h (178 mls/70 mph); * No. 902 (GE, 2001); * Nos. 3372 (Ir-K 3476), 3473 (ex-C 3397) (both BBD, 1984).

8-9 JUN:

VIA 51 MONTRÉAL-TORONTO *Enterprise*

E		6431
C	[4]	3328,3325,3358,3341
E		6428
X		7004
C	[2]	7216,7206
SvL		7304
S	[2]	7507 ,7505

Depart 2330, arrive 0820, with stops at Dorval, Cornwall, Brockville, Kingston, Belleville, Trenton Jct., Cobourg, Port Hope, Oshawa and Guildwood; * We occupied a Standard compartment in Renaissance Sleeper No. 7507 (the rear car apparently also in service this trip), and enjoyed continental breakfast in the adjacent Service car, * No. 7004 was one of several shells made into Baggage cars, required due to the lack of space for this purpose in other cars; * Nos. 7507 (10db), 7304 (1di), 7216, 7004 (all MC, 1995-6); • **9 JUN:** Back to **EDMONTON** by WestJet after a nice lunch with nephew Chris and family.

PLAY BALL!

The London ON Monarchs baseball team occupied our *Enterprise* Sleepers, a reminder of the old days when professional sports clubs travelled mainly by train. A member of the short-lived Canadian Baseball League, the Monarchs employed Americans, Latin Americans, Japanese and Canadians, and were returning home from playing in Trois-Rivières QC. Although VIA was a sponsor of this league, these beefy guys made it clear the next morning, in a good-humoured way, that they were none too impressed by the cramped space and freezing temperature in the cars.

COMMUTER PORTION

No. 51 *Enterprise* now featured a Kingston-Toronto LRC portion up front to handle early morning demand into the Big City, complete with its own locomotive. Most days, this portion was added to No. 51 at Kingston, having arrived there from Toronto the previous evening attached to No. 48. (On weekends, it was returned to Montréal on Friday night for servicing; then deadheaded back as far as Kingston on Sunday evening, where it was opened to commuters.)



2000's-11: VIA No. 51 *Enterprise* at Whitby ON, with F40PH-2 6452 leading three HEP-2 cars and 6424 mid-train in charge of five Renaissance units (2002/08/28) [ROBERT SANDUSKY].

14 SEP:

APRE STETTLE- BIG VALLEY & RETURN

E	6060
W	79146
L	Lone Star
S	Tracy <i>[as Coach]</i>
C	[3] 6603,5080,7279
OBS	663045
C	6744
CX	2808
C	6741
LS	Glen Sutton <i>[as Coach]</i>



2000's-12: Alberta Prairie Railway Excursions train at Big Valley station (2003/09/14) [PETER DAWES].

Day excursion to **BIG VALLEY** AB on APRE, starting with an automobile transfer down to Stettler, with Sandra and Greg Thompson along; * Depart Stettler 1100, arrive Big Valley 1255, behind former CN 4-8-2 Mountain type No. 6060, owned by the Rocky Mountain Rail Society; * We occupied former CP Sleeper TRACY, built in 1931 and in revenue service until the mid-1960's, still featuring what appeared to be the original smoking room; * Returning, depart 1500, arrive 1645, with the equipment running in reverse order – then back to Edmonton by car to continue preparations for our fast-approaching trip to Europe; * 34 km in 1 hr 45 mins, or 19 km/h (21 mls/12 mph), on the return trip; * No. 6060 (MLW, 1944, 4-8-2, RMRS; ex-CN, GVA); * TRACY (CCF/CP, 1931, 12sc1dr; ex-CP Solsgirth, Tracy, CRCS Commonwealth, ARM 1002); * GLEN SUTTON (CCF, 1921, 4sc; ex-CP 10ct Glen Orchard, 8sc4db Virden, Verdun, Wrk 411293; CWR 1920).




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

NO MATTER WHERE IT'S GOING: 2003



2000's-13: Former CN Mountain No. 6060 on the point of Alberta Prairie Railway Excursions train heading back to Stettler AB (2003/09/14) [SANDRA DAWES].

 Alberta Prairie Steam Tours	
Phone (403) 742-2811 Stettler, Alberta	
5209 DAWES	
No. 1001	Date 09/14/03
<input type="checkbox"/> WARDEN <input type="checkbox"/> WARDEN SOUTH <input type="checkbox"/> FENN <input type="checkbox"/> CAPRONA <input type="checkbox"/> Big VALLEY <input type="checkbox"/> SCOLLARD <input type="checkbox"/> RUMSEY <input type="checkbox"/> ROWLEY <input type="checkbox"/> MORRIN <input type="checkbox"/> DINOSAUR GST: R122226616	<div style="writing-mode: vertical-rl; transform: rotate(180deg); font-weight: bold; font-size: 2em;">TICKET</div> <div style="display: flex; justify-content: space-between;"> <div> FERLOW JCT. VIEWPOINT EDBERG MEETING CREEK DONALDA RED WILLOW LEAHURST STETTLER SOUTH STETTLER +GST 4.65 Price 69.00 </div> <div> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> REG </div> </div>



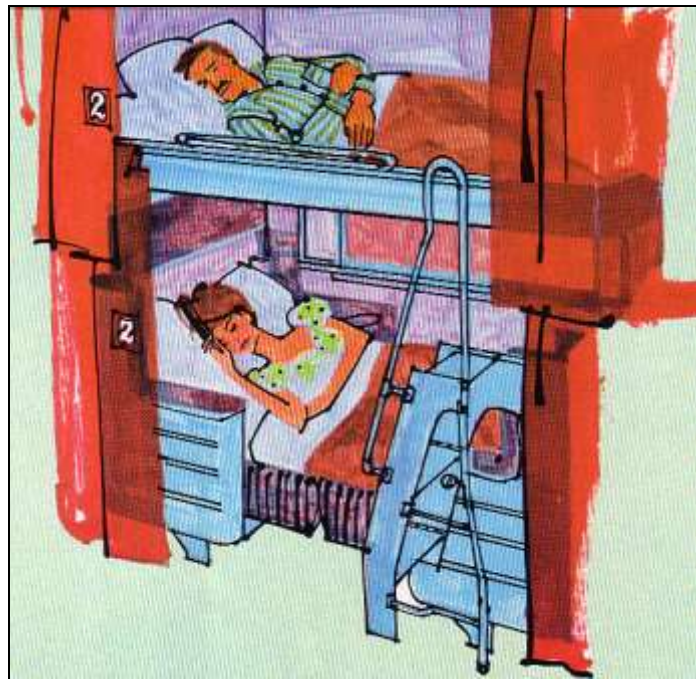
2000's-14: No. 6060 at Stettler AB after the day's excursion, with Greg Thompson and author's wife in front, and steam-shrouded engineer and long-time 6060 advocate Harry Home in the background (2003/09/14) [PETER DAWES].



[APRE brochure, 1998,
front cover]

2004

*ONTARIO/QUÉBEC/ALBERTA
SASKATCHEWAN
MANITOBA*



[Upper & Lower Berth Section (VIA Accommodations brochure, 1979/04)]

SYNOPSIS

We travelled by train in 2004 to visit Mom, other family members, and friends.

Trips taken: Eleven were involved covering 5,550 kilometres (*3,464 miles*), 9 provided by VIA and 2 by Montréal's Agence métropolitaine de transport (AMT). Two were in Sleepers.

Equipment units: 103, made up of 15 Locomotives & Related Units and 88 cars (Coaches & Dayneters, 47; Parlor & Club Cars, 12; Sleeping & Business Cars, 18; Dining & Other Meal Cars, 2; Lounge Cars, 5; Baggage & Miscellaneous Cars, 4).

Places visited: **ON** – Georgetown, Kingston and Toronto; **QC** – Montréal and Pincourt/Terrace-Vaudreuil.

Noteworthy trips: **VIA Enterprise**, Montréal to Toronto; **VIA Canadian**, Edmonton to Toronto; **AMT 13**, Montréal to Pincourt/Terrace-Vaudreuil.

Fastest average speed: **VIA Lakeshore**, Kingston to Toronto: 115 km/h (*71 mph*). ***Slowest:*** **AMT 13**, Montréal to Pincourt/Terrace-Vaudreuil: 44 km/h (*27 mph*).

HIGHLIGHT!

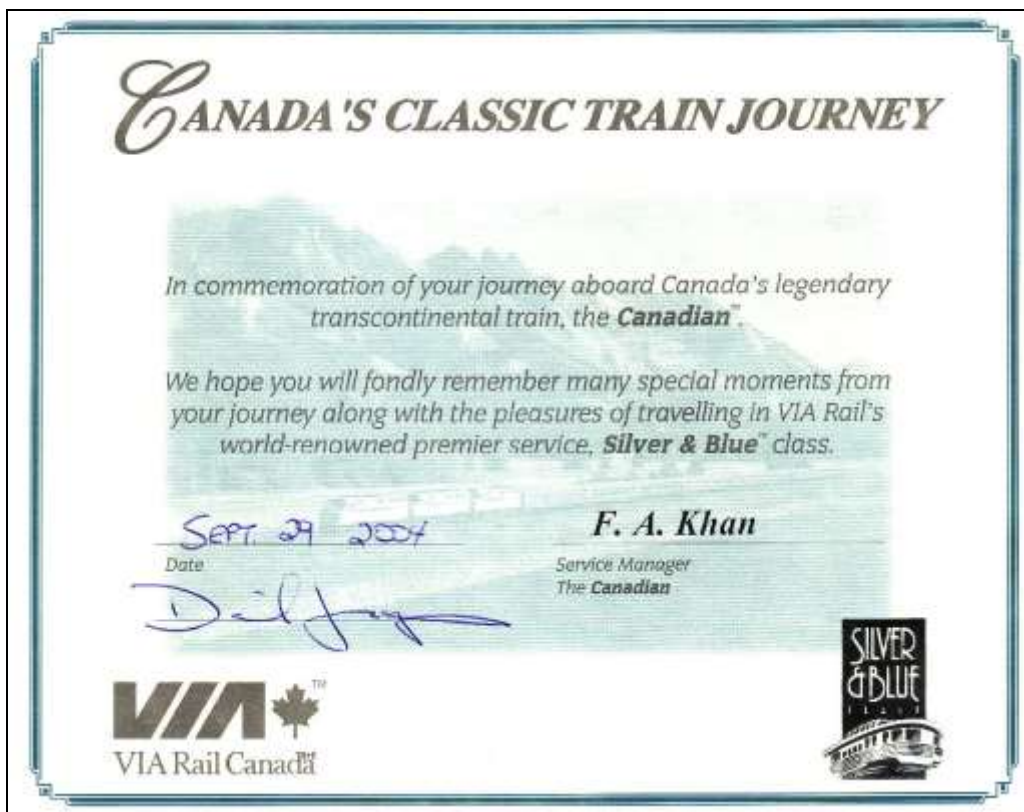
Taking the *Canadian* from Edmonton to Toronto, again using a Section (as portrayed in the sketch above) and meeting a diverse group of characters, including some wonderful Germans and Sri Lankan-born Australians.

MILESTONE

L'Agence métropolitaine de transport continued to improve commuter rail service in an attempt to relieve motor-vehicle congestion in the Montréal area, as we were to notice this year on our West Island trip.



[amt.qc.ca]



[VIA Silver & Blue certificate, 2004]

TRIPS AND CONSISTS

18 APR:

VIA 683 TORONTO-GEORGETOWN [SARNIA] Huron

E		908
K	[2]	3466[dd], 3462[as Coach]
C	[3]	3327, 3326[dd], 3357[dd]

To **GEORGETOWN** with Sandra (one night there with nephew Chris and family), starting with a WestJet flight to Toronto, later onward to Kingston and Montréal to visit more family and friends; * Depart 1740, arrive 1825, with one stop at Brampton, behind a Genesis P42DC; * We occupied seats in one of two Club Galleys, this one acting as a Coach, the other deadheading on this sparsely populated train; * 47 km in 45 mins, or 63 km/h (29 mls/40 mph); * No. 908 (GE, 2001); * No. 3462 (BBD, 1984; ex-C 3386).

19 APR:

VIA 84 [KITCHENER] GEORGETOWN-TORONTO

E		909
K		3453[as Coach]
C	[3]	3364, 3316[dd], 3350[dd]

To **KINGSTON** via Toronto, departing Georgetown 1009, arriving Union Station 1053, with one stop at Brampton, occupying one of two cars in revenue service; * No. 3364 (BBD, 1984).

VIA 60 TORONTO-KINGSTON [MONTRÉAL] Meridian

E		6407
X		8623
K	[2]	4008[dd], 4003
C	[4]	4115, 4107, 4118, 4100

Depart 1130, arrive 1401 (nine nights there), with stops at Guildwood, Oshawa, Cobourg and Belleville, an F40PH-2 pulling six rebuilt HEP-2 cars, as well as a former Union Pacific Baggage HEP-1 car; * We occupied Coach No. 4107 (formerly owned by Southern Pacific, Texas & New Orleans, and Amtrak), while No. 4003 provided Club service (ex-Louisville & Nashville, Amtrak and others); * 254 km in 2 hrs 31 mins, or 101 km/h

(159 mls/63 mph); * No. 6407 (GMD, 1986-7); * No. 4107 (Budd/AMFT, 1950; ex-SP 2369, T&NO 442, SP 2230, AM 4417); * No. 4003 (Budd/AMFT, 1949; ex-C L&N 3251, AM 5214, AM,IHR,RSC 6068); * No. 8623 (Budd/SPTA, 1963; ex-UP 95905, 903687).

28 APR:

VIA 60 [TORONTO] KINGSTON-MONTRÉAL *Meridian*

E	6433
X	8618
K	4005
C	[3] 4101,4109,4118

To **MONTRÉAL** (one night at Shaun's), departing 1404 and arriving 1656, with stops at Brockville, Cornwall and Dorval QC; * We spent the evening visiting with sister Dorothy and other relatives; * 285 km in 2 hrs 52 mins, or 99 km/h (178 mls/62 mph).

ASLEEP AT THE SWITCH?

Approaching Central Station from Dorval, our *Meridian* unexpectedly ended up on the Victoria Bridge, before stopping and backing north into the station – not too annoying as we were a bit early, but a first in my experience.

29 APR:

AMT 13/24 MONTRÉAL-PINCOURT/TERRASSE VAUDREUIL [DORION] & RETURN

C	[7] 708,734,732,730,701,728,722
E	243

Day excursion to **PINCOURT**, located on Île-Perrot just west of the island of Montréal, on an Agence métropolitaine de transport suburban train, the purpose being to visit cousin Ken Boulton; * Depart Lucien-L'Allier Station 1000, arrive Pincourt/Terrasse-Vaudreuil 1051, powered by a former Amtrak F40PHR on lease from an American owner and making 14 stops – some peak-hour trips being considerably faster due to their serving fewer places; * We occupied control cab-equipped Coach No. 708 as far as our stop, which was the last one before Dorion for all but a couple of trains which started or terminated beyond at Rigaud; * Returning, depart 1402, arrive 1455, in the same consist but this time with the locomotive leading; * 37 km in 51 mins, or 44 km/h (23 mls/27 mph), on the outbound trip; * No. 243 (EMD, 1977, TTR; ex-AM, RW); * Nos. 708, 722 (BBD, 1989; ex-STCUM).



2000's-15: Agence métropolitaine de transport No. 13 set to leave Montréal's Lucien-L'Allier Station for Dorion QC (2004/04/29) [PETER DAWES].

ALONG THE MONTRÉAL LAKESHORE

After departing from Lucien-L'Allier Station, our AMT Dorion commuter train followed the CP line Dad used when he lived in Ste-Anne-de-Bellevue all those years ago, stopping at familiar places such as Montréal West, Dorval, Pointe-Claire and Beaconsfield. This station was located adjacent to the Bell Centre (home of the Montréal Canadiens; formerly called Molson Centre), which in turn had been built just west of old Windsor Station.

29-30 APR:

VIA 51 MONTRÉAL-TORONTO *Enterprise*

E	6414	KINGSTON-TORONTO
K	3451[as Coach]	"
C	[3] 3358,3309,3363	"
E	6420	
X	7002	

NO MATTER WHERE IT'S GOING: 2004

C [2] 7203,7206
 SvL 7304
 S [3] **7507**,7511,7505[dd]

Back to **EDMONTON** via Toronto, departing 2330, arriving Union Station 0820, with stops at Dorval, Cornwall ON, Brockville, Kingston, Belleville, Trenton Jct., Cobourg, Port Hope, Oshawa and Guildwood – the 4-car LRC portion being added at Kingston for commuters; * We occupied a Standard compartment in No. 7507 and enjoyed continental breakfast in the adjacent, but cramped, “Service” car; * Nos. 7507 (10db), 7203, 7304 (1di), 7002 (all MC, 1995-6); • **30 APR:** We spent the day visiting friends and relatives, then riding streetcars before catching our WestJet flight home.

27-29 SEP:

VIA 2 [VANCOUVER] EDMONTON-TORONTO *Canadian*

E [3] 6437,6442,6438
 X 8600
 C [2] 8105,8120
 CfeL 8501
 S [3] Christie Manor,Lorne Manor,
 Dunsmuir Manor
 CfeL 8504
 D Annapolis
 S [9] Mackenzie Manor,**Bliss Manor**,
 Dawson Manor,Grant Manor[dd],
 Wolfe Manor[dd],Elgin Manor,
 Franklin Manor,Château Latour,
 Château Cadillac
 CfeL 8517
 D Emerald
 S [3] Bayfield Manor[dd],Butler
 Manor[dd],Abbot Manor
 OLS Glacier Park



2000's-16: VIA No. 2 *Canadian* meeting a CN freight headed by brand new Dash 9-44CW 2680 between Foleyet and Capreol ON, photo taken from Skyline Cafe Dome Lounge 8504 (2004/09/29) [PETER DAWES].

To **TORONTO** with Sandra, at the start of a trip taking in Montréal and Kingston, beginning with the *Canadian*; * Depart 1820, arrive 45 minutes late at 2045 two evenings later, with major stops at Biggar SK, Saskatoon, Melville, Brandon North MB, Portage la Prairie, Winnipeg, Sioux Lookout ON, Armstrong, Longlac, Hornepayne, Capreol, Sudbury Jct., Parry Sound and Washago – behind three F40PH-2's; * No. 2 featured 13 MANOR and two CHÂTEAU Sleepers, two Diners, three Skyline Cafe Dome Lounges, and a PARK Observation Lounge Dome Sleeper; * We occupied Upper and Lower Berths in BLISS MANOR, yours truly sleeping much better than during our similar 2002 trip westbound (due to *this* car's quiet, smooth-riding characteristics), and spent most of our time in the Diner and ever-welcoming, rear-end PARK car; * 3,226 km scheduled for 47 hrs 40 mins, or 68 km/h (2,013 mls/42 mph); * Nos. 8105 (ex-105), 8517 (ex-CP CfLC 517, VIA 517), 8600 (ex-CP XY 3000, CP, VIA 600), BLISS MANOR (3sc4rm5db1ct), CHÂTEAU LATOUR (3sc8du3db1dr), ANNAPOLIS, GLACIER PARK (3db1dr) (all Budd/AMFT, 1954-5; ex-CP).



2000's-17: VIA Diner ANNAPOLIS ready for the lunch crowd on No. 2 *Canadian* (2004/09/28) [SANDRA DAWES].

NEW NOTCHES IN MY BELT

I'd recorded neither BLISS MANOR nor GLACIER PARK before this trip, despite all my *Canadian* journeys over the years. As for the CHÂTEAU cars, they normally were found on the *Ocean/Chaleur*, but might have been available due to the partial introduction of Renaissance equipment on the former.

DROPPING THE BALL?

In keeping with past trips, our Edmonton-Toronto *Canadian* featured a number of deadheading Sleepers, which appeared to be fully staffed. VIA had told me six weeks before that there were no Bedrooms available, nor any on the *Enterprise* to Montréal – raising questions about their reservation system, and the way they determined the value of adding cars in one direction that would have to return empty.

30 SEP:

VIA 56 TORONTO-MONTRÉAL *La Salle*

E	913	
K	3456	
C	[3] 3316,3365,3358	
E	902	TORONTO-BROCKVILLE [OTTAWA]
K	3453	"
C	[2] 3330,3370	"

To **MONTRÉAL** (two nights at Shaun's place), departing 0930 and arriving 15 minutes late at 1430, with stops at Guildwood, Oshawa, Cobourg, Belleville, Kingston, Brockville, Cornwall and Dorval QC; * We spent most of our time in Montréal visiting sister Dorothy and other relatives, hiking along the revitalized Lachine Canal, and taking photos from Mount Royal; * 539 km scheduled for 4 hrs 45 mins, or 113 km/h (336 mls/70 mph).

GOOD PERFORMANCE

La Salle's scheduled 113 kilometres (70 miles) per hour performance from Toronto to Montréal was creditable, especially with nine stops – including two at Brockville, one to detach Ottawa-bound cars, the other to handle passengers.

2 OCT:

VIA 57 MONTRÉAL-KINGSTON [TORONTO] *La Salle*

E	6404	
K	[2] 3463,4007	
C	[5] 4122,4114,4119,4100,4111	

To **KINGSTON** for more visiting (eight nights there), departing 0940, arriving 1228.

10 OCT:

VIA 43 [OTTAWA] KINGSTON-TORONTO *Lakeshore*

E	918	
K	3468	
C	[3] 3305,3326,3361	



2000's-18: VIA Sleeper BLISS MANOR during a servicing stop at Capreol ON, with author's wife on the steps (2004/09/29) [PETER DAWES].

Return to **EDMONTON**, starting with the Ottawa-originating *Lakeshore* to Toronto, departing 1037 and arriving Union Station at 1249; * We spent the afternoon riding Toronto Transit Commission streetcars up Spadina Avenue to Chinatown, then out along the inter-urbanish Long Branch line, before heading out to the airport to catch our WestJet flight home; * 254 km in 2 hrs 12 mins, or 115 km/h (159 mls/71 mph).



[3ttc.ca]

2005

*ONTARIO/QUÉBEC/ALBERTA
SASKATCHEWAN
MANITOBA*



[Le Corridor Québec-Windsor, 2004/04, 3]

SYNOPSIS

Sandra and I travelled by train in 2005 to visit Mom, other family members, and friends in Georgetown, Kingston and Montréal, while I added Ottawa and Québec City on my own. The above logo promotes VIA-1 first-class Club service, which we sampled from Toronto to Montréal.

Trips taken: Thirteen trips were involved, covering 6,088 kilometres (3,800 miles), 12 provided by VIA, one by GO Transit. One of these trips was in Club; one in Sleeper class.

Equipment units: 116, made up of 18 Locomotives & Related Units and 98 cars (Coaches & Dayneters, 54; Parlor & Club Cars, 20; Sleeping & Business Cars, 12; Dining & Other Meal Cars, 2; Lounge Cars, 6; Baggage & Miscellaneous Cars, 4).

Places visited: **ON** – Georgetown, Kingston, Ottawa and Toronto; **QC** – Lévis*, Montréal and Québec City. (**Note:** * indicates by non-rail means.)

Noteworthy trips (all VIA): **Canadian**, Edmonton to Toronto; **La Salle**, Toronto to Montréal; **Laurier**, Ottawa to Montréal; **Champlain**, Montréal to Québec City.

Fastest average speed: **VIA Lakeshore & Renaissance**, both Kingston to Toronto: 114 km/h (71 mph). ***Slowest:*** **GO 841**, Malton to Georgetown: 46 km/h (29 mph).

HIGHLIGHT!

Taking VIA's Montréal-Québec City route, testing out the Renaissance cars in *Champlain* and *Frontenac* day service.

MILESTONE

VIA's Montréal-Toronto overnight Nos. 50/51 (*Enterprise*) made their last departures on 14 SEP, cancelled due to low-traffic levels. Coach-only trains (nameless and renumbered 650/651) continued to operate between Kingston and Toronto, using the same schedule westbound (depart Kingston 0530), but returning earlier (depart Toronto 2200 instead of 2330).

GARE CENTRALE

As the ad below suggests, CN did not sell Montréal Central Station to VIA, preferring to operate it as a lucrative shopping and food court.



[VIA Destinations, 2005/04-05, 49]

TRIPS AND CONSISTS

25 MAY:

GO 841 [TORONTO] MALTON-GEORGETOWN

C	[10]	200,2132,2450,2322,2203,2500,
		2043,2108,2067,2241
E		525

To **GEORGETOWN** ON with Sandra (one night there with nephew Chris and family), starting with WestJet to Toronto and a taxi to the nearby Malton GO station – later to Montréal and Kingston to visit other family and friends; * Depart Malton 1643, arrive Georgetown 1713, with stops at Bramalea, Brampton and the recently opened Mount Pleasant station, a Coach equipped with cab controls leading and a General Motors Diesel Division F59PH pushing; * We occupied one of the bilevel Coaches, well-populated as were many of the other cars; * 23 km in 30 mins, or 46 km/h (14 mls/29 mph); * No. 525 (GMD, 1988); * No. 200 (UTDC, 1983); * No. 2043 (HS, 1977-8).

NO SLEEPERS TONIGHT

I had booked that evening's No. 88 departing Georgetown at 2218 for Toronto, in order to connect with the overnight *Enterprise* to Montréal, only to have VIA call the day before we left Edmonton to advise that, for unspecified reasons, no Sleepers would be available – thus, an unanticipated sleep-over in Georgetown.

26 MAY:

VIA 86 [LONDON] GEORGETOWN-TORONTO *Huron*

E		907
K		3451[as Coach]
C	[3]	3358,3317,3309

To **MONTREAL** via Toronto, departing Georgetown 10 minutes late at 0745, arriving Union Station at 0825, only 5 minutes down, with one stop at Brampton, behind a General Electric Genesis P42DC; * We occupied LRC Club Galley No. 3451, in Coach service this day – an interesting car in that it had started out as a Coach, was converted to Club, then Coach again (between 1986 and 1991), then back to Club; * 47 km

scheduled for 45 mins, or 63 km/h (29 mls/39 mph); * No. 907 (GE, 2001); * No. 3451 (BBD, 1984; ex-C 3375, K 3451, C 3375).

VIA 56 TORONTO-MONTRÉAL *La Salle*

E	919	
K	3466	
C	[3] 3330,3333,3367	
E	907	TORONTO-BROCKVILLE [OTTAWA]
K	3451	"
C	[3] 3358,3317,3309	"

Depart 0930, arrive 1426 (two nights at our friend Shaun Fawcett's place), with stops at Guildwood, Oshawa, Cobourg, Belleville, Kingston, Brockville, Cornwall and Dorval, occupying Club Galley No. 3466; * *La Salle* led the Toronto-Ottawa *Capital* as far as Brockville, where the latter – made up of the equipment from our previous London-Georgetown-Toronto train – was detached for the final leg to Ottawa; * We enjoyed a couple of days visiting family members, as well as Shaun and buddy Glen Brunton (the latter having ridden VIA over from Ottawa); * 539 km in 4 hrs 56 mins, or 108 km/h (336 mls/67 mph) – creditable, in view of eight stops; * No. 3466 (BBD, 1984; ex-C 3390).

SCORE ONE FOR VIA 1

Our *Enterprise* Sleeper tickets enabled us to use VIA-1 Club class on *La Salle* – a memorable experience featuring a surprisingly good lunch, generous doses of decent wine, and excellent service throughout.

28 MAY:

VIA 69 MONTRÉAL-KINGSTON [TORONTO] *Bonaventure*

E	902	
K	[2] 3461, 3601 [as Coach]	
C	3361	

To **KINGSTON** for family visiting (eight nights there), departing 1815 and arriving 2058, with stops at Dorval, Cornwall and Brockville; * No. 3601 was one of two Coaches reconfigured in 2002 as Club Galleys, this day serving in its original capacity; * 285 km in 2 hrs 43 mins, or 105 km/h (178 mls/65 mph); * No. 3601 (BBD, 1984; ex-C 3374; lr-K 3478).

5 JUN:

VIA 43 [OTTAWA]-KINGSTON-TORONTO Lakeshore

E	912
K	3458
C	[3] 3345, 3365 ,3370

To **EDMONTON** via Toronto, departing 1037 and arriving Union Station five minutes early at 1251, with stops at Napanee, Cobourg, Port Hope and Guildwood; * Home by WestJet, after an exciting Sunday afternoon taxi ride from downtown to the airport, caused by the closing of the Gardiner Expressway for a charity bicycle race; * 254 km in 2 hrs 14 mins, or 114 km/h (159 mls/71 mph); * No. 3365 (BBD, 1984).

GOOD OLD COACH NO. 3365

The *Lakeshore* trip was our first occupying an actual VIA Coach as opposed to Club car during this holiday. This was my fifth trip in (and ninth recording of) No. 3365 over the years.

27-29 SEP:

VIA 2 [VANCOUVER] EDMONTON-TORONTO Canadian

E	[2]	6436,6449
X		8616
C	[2]	8104,8101
CfeL		8502
S	[3]	Sherwood Manor, Monck Manor, Dawson Manor
CfeL		8511
D		Empress
S	[6]	Brant Manor, Lorne Manor , Stuart Manor, Elgin Manor, Craig Manor, Christie Manor
CfeL		8510
D		Alexandra
S	[3]	Mackenzie Manor, Laird Manor,

NO MATTER WHERE IT'S GOING: 2005

OLS

Amherst Manor
Banff Park



2000's-19: VIA No. 2 *Canadian* outraces the sunset in northern Ontario, looking back from the dome of Skyline No. 8511 (2005/09/27) [SANDRA DAWES].

To **KINGSTON** via Toronto with Sandra, at the start of a holiday taking in Ottawa, Montréal and Québec City, beginning with the *Canadian*; * We were scheduled to depart at 1820 but did not leave until 0010, finally arriving, not at the scheduled 2000 two evenings later, but rather 0515 on the third morning – having made major stops at Biggar SK, Saskatoon, Melville, Brandon North MB, Portage la Prairie, Winnipeg, Sioux Lookout ON, Armstrong, Longlac, Hornepayne, Capreol, Sudbury Jct., Parry Sound and Washago, behind two General Motors F40PH-2's; * No. 2 featured 12 MANOR Sleepers, two Diners, three Skyline Cafe Dome Lounges, and a PARK Observation Lounge Dome Sleeper; * As in 2004, we occupied Upper and Lower Berths, this time in LORNE MANOR; * 3,226 km scheduled for 47 hrs 40 mins, or 68 km/h (2,013 mls/42 mph); * Nos. 8101 (ex-101), 8511 (ex-CP CfLC, CP, VIA 511), 8616 (ex-CP XY 3016, 616, VIA 616), LORNE MANOR (3sc4rm5db1ct), EMPRESS, BANFF PARK (3db1dr) (all Budd/AMFT, 1954-5; ex-CP).

TOO MANY FREIGHTS!

The late appearance of our eastbound No. 2 *Canadian* in Edmonton was due to No. 1's tardy arrival at Vancouver the previous day – apparently caused by freight congestion on CN in the Rockies, made worse by CP trains diverted because of a derailment on their own line. (VIA did not have enough equipment available to position a standby set on the west coast.) We were over eight hours late by Capreol, and just another couple of hours would have resulted in passengers being bused onward to Toronto to enable the train set to be turned at this CN division point for the next trip west. We spent an extra night in our berths, winding up in Union Station in time to take an early Corridor train onward to Kingston.

29 SEP:

VIA 40 [ALDERSHOT] TORONTO-KINGSTON [OTTAWA] *Capital*

E	908	ALDERSHOT-BROCKVILLE [MONTRÉAL]
K	[2] 3461,3601[as Coach]	"
C	3308	"
E	905	
K	3466	
C	[3] 3331,3319,3352	

To **KINGSTON**, departing 0655, arriving 0918 (six nights there), with stops at Guildwood, Oshawa, Cobourg and Belleville, the Ottawa-bound *Capital* being attached to the rear of the Montréal-bound *York*.

ALDERSHOT/HAMILTON

VIA was originating some Toronto-Ottawa/Montréal trains at Aldershot ON, the mainline station for Hamilton since closure of the old James Street facility, in order to position equipment from its West Toronto maintenance base.

5 OCT:**VIA 40 [ALDERSHOT] KINGSTON-OTTAWA *Capital***

E	908	ALDERSHOT-BROCKVILLE [MONTRÉAL]
K	[2] 3471,3601[as Coach]	"
C	3308	"
E	919	
K	3475	
C	[3] 3321,3372,3347	

To **MONTRÉAL** on my own via Ottawa – Sandra seeing me off, then immediately boarding the westbound *York* to return to Edmonton for work reasons; * My conveyance again was the *Capital*, scheduled to depart 0921 and arrive 1124, but leaving at 0925 and arriving 1144, with stops at Brockville and Fallowfield; * I was able to have lunch and later coffee with acquaintances sharing my interest in trains, as well as a quick, photo-finding visit to the Canada Science and Technology Museum (thanks here to Gerry Gaugl, Earl Roberts and Doug Smith); * 190 km scheduled for 2 hrs 3 mins, or 93 km/h (119 mls/58 mph).

CAPITAL REGION SPRAWL

My *Capital* omitted the traditional stop at Smiths Falls (as some trains now did), but did pause at VIA's new Fallowfield Station, designed to serve the vast, western Ottawa suburbs, including Kanata and Barrhaven (the latter sometimes unkindly called "Barbeque Heaven", due to its outer suburban nature). One good feature of the new station was its location at the western end of Ottawa's bus "Transitway".

VIA 36 OTTAWA-MONTRÉAL *Laurier*

E	911
K	[2] 3451[dd],3463
C	[4] 3363,3369,3364,3311

Depart 1625, arrive 1827, 20 minutes behind schedule, with only the one stop at Dorval QC, followed by visits to my favourite Vieux Port area, dinner with niece Andrea and nephew Charlie, and a night out with Shaun and Glen (in all, four nights in "La Cité du Fun", courtesy Shaun); * Genesis locomotive No. 911 was famous amongst the rail community for having to be sent back to General Electric early in its career for underbelly and wheel-skid repairs; * 187 km scheduled for 1 hr 42 mins, or 110 km/h (117 mls/68 mph).

TRACK WORK

My anticipated, fastest-ever trip over the Ottawa-Montréal route was thwarted by maintenance work on VIA's upgraded Alexandria Subdivision, just to the west of my old home town.

7 OCT:

VIA 20 MONTRÉAL-QUÉBEC *Champlain*

E	913
X	7007
Kr	7219[dd]
SvL	7305
Kr	7103
C	[3] 7211,7212,7102

To **QUÉBEC CITY** for the day, leaving five minutes late at 0625, arriving 13 minutes behind schedule at 0947, with stops at St-Lambert, St-Hyacinthe, Drummondville and Ste-Foy; * Vieux Québec was crawling with tourists (primarily Americans and Japanese), even on a rainy day; * 272 km scheduled for 3 hrs 14 mins, or 84 km/h (170 mls/52 mph); * Nos. 7007, 7103, 7211, 7305 (1di) (all MC, 1995-6).

RENAISSANCE BY DAY

This was my first trip on a Renaissance day consist: smooth ride; ample leg room in the 50-seat Coach; but like an ice-box on account of the crew's inability to control the temperature. Due to the limited space, VIA included a Baggage car and offered what amounted to a checked-baggage service. Originally designated Club (7100's) or Coach (7200's), the differences between Renaissance cars were always minor. At some point, VIA began upgrading the fleet, resulting in some 7200's – but only certain 7100's – actually being used as Club cars. All can be assigned to Coach service, as required.



2000's-20: Refurbished Gare du Palais on a rainy Québec City day (2005/10/07) [PETER DAWES].

LOTS OF CHANGES

Taking the Lévis ferry revealed that passengers bound for the south shore now disembarked by means of a long gangway reaching directly into the refurbished, former CN station – the track through the city having been abandoned in favour of stopping VIA's *Ocean* (for Halifax) and *Chaleur* (Gaspé) at nearby Charny. Back on the north side of the river, there was a new cruise ship facility located to the east of the ferry dock, while upriver at Wolfe's Cove, huge terminals handled bulk commodities rather than transatlantic passengers as in the now-distant past. The magnificent Château Frontenac still dominated the cliffs, but was now operated by Fairmont Hotels in place of CP. Finally, there was the magnificently restored Gare du Palais, another former CP property now serving both intercity rail and bus passengers.



2000's-21: VIA No. 27 *Frontenac* waiting to depart Gare du Palais, with Renaissance Coach 7110 at the rear clearly showing its British heritage (2005/10/07) [PETER DAWES].

VIA 27 QUÉBEC-MONTRÉAL *Frontenac*

E	920
X	7001
Kr	7214[dd]
SvL	7310
Kr	7113
C	[3] 7111,7205,7110[dd]

Depart 1735, arrive 2049, right on time all the way, with the temperature just fine in my Coach; * This was a busy train on a wet Friday evening at the start of the Thanksgiving weekend, with lots of high-school kids, university students, and Japanese tourists on board – plus a Club car nearly full of business types enjoying VIA-1 class, the meals supplied from the adjacent Service Lounge.

SWARMED IN GARE CENTRALE

Being engulfed by Japanese tourists on the Central Station concourse after leaving *Frontenac* was one thing, but sharing the men's washroom, not only with some of the males from this group but also half-a-dozen females, was quite another! (The latter apparently had failed to notice the symbol indicating that this was strictly a male inner sanctum.)

9 OCT:

VIA 57 MONTRÉAL-KINGSTON [TORONTO] *La Salle*

E	[2]	6412,6406
X		8621
K		4007
C	[7]	4105,4109,4108,4111,4122, 4113,4100

To **TORONTO** via Kingston, departing 0940 and arriving in the Limestone City at 1233, with stops at Dorval, Cornwall ON and Brockville; * My Coach No. 4105 originally was owned by Southern Pacific, Texas & New Orleans, and Amtrak, while Club Galley 4007 had an even more varied background (as indicated in the shaded area directly below); * I spent the afternoon visiting Mom, before heading on to Toronto and home; * 285 km in 2 hrs 52 mins, or 99 km/h (178 mls/62 mph); * Nos. 6406, 6412 (*GMD, 1986-7*); * No. 4105 (*Budd/AMFT, 1950; ex-SP 2364, T&NO 437, SP 2225, AM 4412*); * No. 4007 (*Budd/AMFT, 1947; ex-C SAL 6024, SCL,AM 5209, AM,NRHMH,RSC,VRE 6002, VIA 4123*); * No. 8621 (*Budd/SPTA, 1963; ex-UP 903688, 5906*).

ANOTHER FIRST

Don't know if it was the same people, but a large Japanese group turned up on the *La Salle* headed for Kingston, occasioning an unusually long, 9-car, mostly HEP-2 consist hauled by two F40PH-2's. While baggage was being unloaded, a couple of dozen of these visitors began running ahead to take photos of each other, not in front of the cars or station but rather the engines – a sight I'd never seen before. (Perhaps they were railway enthusiasts!)

NO MATTER WHERE IT'S GOING: 2005



2000's-22: VIA No. 50 *Enterprise* at Dorval QC on its last run from Toronto to Montréal, behind F40PH-2 6415 (2005/09/15) [IAN W. PULLEN].

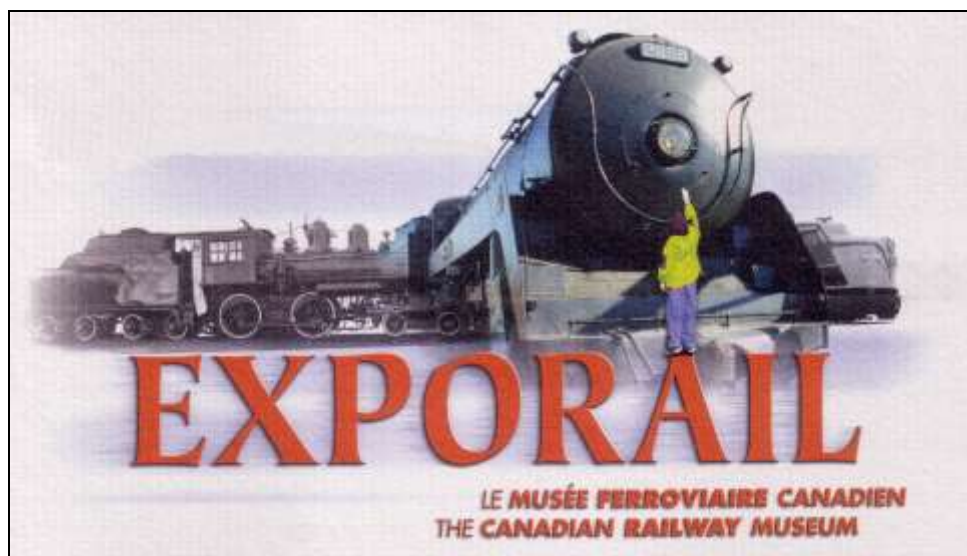
VIA 65 [MONTRÉAL] KINGSTON-TORONTO Renaissance

E	910
K	3459
C	[4] 3348,3346,3351,3313

Depart 1814, arrive 2027, 14 minutes late all the way (one night at the Strathcona Hotel); • **10 OCT:** Back to **EDMONTON** by WestJet.

2006

*ONTARIO/QUÉBEC/MANITOBA
SASKATCHEWAN
ALBERTA*



[From Official Inaugural invitation, 2004/08/27]

SYNOPSIS

We travelled by train in 2006 to visit Mom, other family members, and friends in Kingston and Montréal, also to see Québec City and Niagara Falls (the latter on my own). While in Montréal, I also took in the Canadian Railway Museum, now branded “Exporail” – thus, the above schematic from the inauguration of the new “Grand Hall”.

Trips taken: Twelve were involved covering 6,176 kilometres (3,854 miles), all provided by VIA. One of these was in a Sleeper.

Equipment units: 112, made up of 16 Locomotives & Related Units and 96 cars (Coaches & Dayneters, 42; Parlor & Club Cars, 16; Sleeping & Business Cars, 19; Dining & Other Meal Cars, 3; Lounge Cars, 10; Baggage & Miscellaneous Cars, 6).

Places visited: **ON** – Belleville, Cobourg*, Kingston, Niagara Falls and Toronto; **QC** – Charny, Lévis*, Montréal and Québec City. (**Note:** * indicates by non-rail means.)

Noteworthy trips (all VIA): **Metropolis**, Toronto to Montréal; **Ocean**, Montréal to Charny; **Frontenac**, Québec City to Montréal; **Maple Leaf**, Toronto to Niagara Falls; **Canadian**, Toronto to Edmonton.

Fastest average speed: **VIA Renaissance**, Belleville to Kingston: 131 km/h (81 mph). ***Slowest:*** **Canadian**, Toronto to Edmonton: 66 km/h (41 mph).

HIGHLIGHT!

Taking VIA's *Ocean*, if only from Montréal as far as Charny – then by VIA-hired *Navette* (shuttle van) over the bridge and along the river into Québec City.

MILESTONE

The *Ocean* was now a Renaissance train, the only exception being a peak-season PARK Observation Lounge Dome Sleeper on the rear – although more Budd stainless-steel cars were present three times a week when the Gaspé bound *Chaleur* was attached between Montréal and Matapédia.



[From Wilson, A National Passenger Chronicle, 52]

OPERATION LIFESAVER

VIA has been a full participant in the rail industry's grade crossing safety program, as evidenced by the below schematic printed on litter bags.



[2005]

TRIPS AND CONSISTS

1 JUN:

VIA 66 TORONTO-MONTRÉAL *Metropolis*

E		920
K	[2]	3467,3600
C	[3]	3300 ,3322,3334

To **MONTRÉAL** (four nights at Shaun Fawcett's place), starting with WestJet to Toronto, followed by a side trip to Québec City, then onward to Kingston; * Depart Union Station 1700, arrive on time at 2115 behind a Genesis P42DC, with just one stop at Dorval QC, occupying one of three LRC Coaches operating along with two Club Galleys; * Shaun, Glen Brunton and I enjoyed a couple of days on the loose in the city, while Sandra (who'd flown in later, due to work commitments) and I got to see my sister Dorothy, niece Andrea and nephew Charlie; * 539 km in 4 hrs 15 mins, or 127 km/h (336 mls/79 mph); * No. 920 (GE, 2001); * Nos. 3300, 3467 (ex-C 3391), 3600 (ex-C 3373; Ir-K 3477) (all BBD, 1981-4).

VIA SPEEDSTER

By 2006, VIA was carding *Metropolis* fully 16 minutes longer than its original 3 hours, 59 minutes back in 1992, but still delivered an on-time performance this day at 127 kilometres (79 miles) per hour.

5 JUN:

VIA 14 MONTRÉAL-CHARNY [HALIFAX] *Ocean*

E	[2]	6427,6420
X		7011
C	[3]	7220, 7217 ,7208
CfeL		7303
S	[3]	7518,7510,7516
CfeL		7316
D		7401
CfeL		7313

S	[4]	7508,7502,7525,7519
XT		7601
OLS		Assiniboine Park

To **QUÉBEC CITY** with Sandra (one night at the Hôtel Clarendon), leaving 15 minutes late at 1845, arriving Charny 11 minutes behind the advertised at 2203, with stops at St-Lambert, St-Hyacinthe and Drummondville, behind two F40PH-2's – then by van to the city; * We occupied one of three Coaches, the other cars including seven Sleepers and an Observation Dome Lounge Sleeper; * 246 km scheduled for 3 hrs 22 mins, or 73 km/h (153 mls/45 mph); * Nos. 6427, 6420 (both GMD, 1987); * Nos. 7011, 7217 (Ir-70217), 7303 (1di), 7401, 7518 (10db), 7601 (all MC, 1995-6); * ASSINIBOINE PARK (Budd/AMFT, 1954-5, 3db1dr; ex-CP).

THE OCEAN

Our *Ocean* was an impressive 17 cars, all three train sets now being made up of Renaissance equipment. A premium “Easterly Class” was available in designated Sleepers, with preferred access to enhanced meals in the Diner – meaning that we in the Coaches had to settle for a reasonable selection of items offered in the first “Service car”, which VIA had rebuilt into what amounted to a Cafe Lounge configuration. Sleeping car passengers not choosing Easterly Class used another Service car but could eat in the Diner if space and meals were available and they were willing to pay an additional charge. Added to the rear for Easterly passengers – but only on a seasonal basis – was a Budd PARK car, which required a “Gallery Transition” car between it and the last Sleeper. (This was equipped with a standard coupler at one end to accommodate the PARK, and fitted out with displays on an *Ocean* route theme.) It was too early to tell if this multi-tiered product would be successful, but the class distinctions, high ratio of non-revenue to revenue space, and army of onboard employees aimed primarily at pleasing tourists did raise questions – especially considering that the *Ocean* remained very much a “working train” providing basic transportation to Maritimers.



*[From Baggage Policy
brochure, 2005]*



2000's-23: VIA No. 15 *Ocean* passes through Truro NS, all-Renaissance except for the Park Observation Lounge Dome car on the rear (2005/09/11) [GARY HADFIELD].

6 JUN:

VIA 27 QUÉBEC-MONTRÉAL *Frontenac*

E	917
X	7007
Kr	7219[dd]
SvL	7305
Kr	7103
C	[3] 7211,7212,7106[dd]

Depart 10 minutes late at 1745, arrive on-time at 2050, with stops at Ste-Foy, Drummondville, St-Hyacinthe and St-Lambert; * We had spent the day checking out old haunts from Sandra's days at L'Université de Laval, taking the ferry over to Lévis, and stopping in at the Château Frontenac for drinks; * 272 km scheduled for 3 hrs 15 mins, or 84 km/h (170 mls/52 mph); * Nos. 7007, 7103, 7211, 7305 (1di) (all MC, 1995-6).



2000's-24: Nippon Yusen Kaisha's ASUKA II at Québec City cruise terminal, 48,600 Gross Registered Tonnes, formerly CRYSTAL HARMONY (2006/06/06) [PETER DAWES].

8 JUN:

VIA 57 MONTRÉAL-KINGSTON [TORONTO] La Salle

E		6407
X		8622
K	[2]	4008,4001
C	[4]	4122 ,4110,4107,4115

To **KINGSTON**, departing 0940, arriving 1233, with stops at Dorval, Cornwall ON and Brockville, behind an F40PH-2 hauling a mostly HEP-2 consist; * Coach No. 4122 originally was owned by the Pennsylvania Railroad, then Penn Central, Amtrak and others; * We stayed the next seven nights in the Limestone City, visiting relatives; * 285 km in 2 hrs 53 mins, or 99 km/h (178 mls/62 mph); * No. 4122 (Budd/AMFT 1947; ex-PRR,PC 4063, AM,GWT,NCO 6806); * No. 4001 (Budd/AMFT, 1949; ex-C SOU 824, AM 5285, SSK,RSC 824); * No. 8622 (Budd/SPTA, 1963; ex-UP 903685, 5903); • **11 JUN:** Side trip by rental car to **Cobourg**, courtesy brother David, to attend an organ recital by nephew Chris.

15 JUN:

VIA 53 [MONTRÉAL] KINGSTON-TORONTO York

E		905
K	[2]	3469,3600
C	[5]	3304 ,3340,3301,3305,3327
E		912

Return to **EDMONTON** via Toronto on the Montréal-originating *York*; * Depart 10 minutes late at 0942, arrive Union Station 12 minutes behind schedule at 1140, stopping only at Oshawa, then home by WestJet.

CLUB GROWTH?

Several Ontario-Québec Corridor trains boasted two LRC Club cars back-to-back during this holiday, both of which appeared to be in Club service – not scientific, but perhaps indicating stronger business travel. The second unit often was No. 3600 or 3601, these cars having been converted from Coaches back in 2002. In contrast, VIA No. 65 *Renaissance* passed through Collins Bay, Kingston, just after 1800 hours on 14 JUN, with just one Club Galley and one Coach.

15 SEP:

VIA 66 TORONTO-MONTRÉAL Metropolis

E		915
K	[2]	3475,3600
C	[4]	3371 ,3359,3365,3354[dd]

Again to **MONTRÉAL** (three nights at Shaun's), starting with WestJet to Toronto, on my own this time due to Sandra's work commitments, then later to Kingston and Toronto – highlights including visits with Dorothy, Andrea and Charlie, and a long-overdue visit to the Canadian Railway Museum.



[From invitation, 2004/08/27]

EXPORAIL

Located just south of Montréal at St-Constant/Delson, Exporail appeared to impress even my rail-challenged buddies, Glen and Shaun. The steam engines in the new "Grand Gallery" (including CP Royal Hudson No. 2850, which had pulled the Royal train back in 1939) seemed appropriate for a museum, but what was former CN/VIA FPA-4 No. 6765 doing there? I'd ridden this unit and her sisters many times into the early 1980's, but all of them had long since been retired – a sobering reminder of how time flies.

18 SEP:

VIA 61 MONTRÉAL-KINGSTON [TORONTO] *Meridian*

E		903
K	[2]	3473,3469
C	[4]	3318, 3336 ,3326,3364

To **KINGSTON**, departing 1140, arriving 28 minutes late at 1435, with stops at Dorval and Cornwall ON (but not Brockville); * I spent the next six nights in Kingston, taking Mom out for drives, going to see high-school football and junior hockey games, courtesy David,(the latter featuring the Kingston Frontenacs demolishing my old Ottawa 67's 9-5), and culminating in the usual family gathering.

SIGNALLING PROBLEM?

The *Meridian* took 40 instead of its scheduled 20 minutes to reach Dorval, the service manager announcing that "signalling problems" were to blame. Earlier, he had said that the CN dispatcher sent a plodding freight just ahead of us – raising the question as to why this would happen, given No. 61's set departure time out of Central Station.

20 SEP:

VIA 57 [MONTRÉAL] KINGSTON-BELLEVILLE [TORONTO] *La Salle*

E		6427
X		8622
K	[2]	4007,4005

C [3] 4117,4113,4116

Non-stop to **BELLEVILLE** for an afternoon of just looking around this attractive Ontario city, departing 12 minutes late at 1248, but arriving only 5 minutes behind schedule at 1325.

VIA 64 [TORONTO] BELLEVILLE-KINGSTON [MONTRÉAL] Renaissance

E 902

C [2] 3310,3347

K 3460

Return to **KINGSTON** on a non-stop, 3-car *Renaissance*, departing 1646 and arriving two minutes early at 1721.

VIA's MODEST SPEEDWAY

My round trip between Kingston and Belleville provided faster-than-scheduled runs in both directions, with the return *Renaissance* taking only 33 minutes over the 72 kilometres (45 miles) – a rate of 131 km/h (81 mph).

24 SEP:

VIA 69 [MONTRÉAL] KINGSTON-TORONTO Bonaventure

E 6404

C 8103[dd]

K 4005

C [4] 4119,4104,4106,4111

To **TORONTO** on the last train of the day (two nights at the Strathcona), departing eight minutes late at 2109 and arriving three minutes early at 2331, with stops at Belleville, Cobourg, Oshawa and Guildwood – the front Coach possibly deadheading for eventual service west on the *Canadian*.

25 SEP:

VIA 97 TORONTO-NIAGARA FALLS [NEW YORK] Maple Leaf

E 133

KDn 48187

C [4] 25047,25093,25042,25045

To **NIAGARA FALLS ON**, departing 0830, arriving 12 minutes late at 1038, with stops at Oakville, Aldershot (for Hamilton), Grimsby and St. Catharines, behind an Amtrak Genesis P42DC [*all equipment AM*]; * I occupied one of four, Amfleet II Coaches and purchased coffee in the Club Dinette, which I recorded as No. 48197 but might have been No. 48187 (according to one source, the former unit was being rebuilt as a Club Dinette but had not entered service at the time of my trip); * *Maple Leaf* was heading for Pennsylvania Station in New York City, its U.S. stops including Niagara Falls NY, Rochester, Syracuse, Utica, Albany-Rensselaer and Croton-Harmon; * A leisurely half-hour walk took me to The Falls, much more commercialized than I recalled them being on my visit a quarter century before; * Return by Greyhound bus, conveniently stopping at the Royal York, then over to Skydome to watch the Blue Jays defeat the Boston Red Sox 5-0 in their last home game of another unremarkable season – surrounded by some friendly Sox/Bruins fans sporting those New England accents; * 132 km scheduled for 1 hr 56 mins, or 68 km/h (82 mls/42 mph); * No. 133 (GE, 2000); * No. 25047 (Budd, 1981); * No. 48187 (Budd, 1977; ex-Cfe 20048, Dn 28352, KDn 48187, K 48965).



[logoserver.com]

MAPLE LEAF

This was an interesting ride around the western end of Lake Ontario, at first remindful of England as commuters stood waiting for their GO trains at Oakville and other places, but then slowly through the industrial wastelands of Hamilton and vineyards beyond to the Niagara frontier – one highlight being crossing the Welland Canal. Due to customs, immigration and security procedures, *Maple Leaf* was scheduled to spend an hour-and-a-half between arrival at Niagara Falls ON and departure from Niagara Falls NY – the trip to New York taking a gruelling 13 hours and 15 minutes. Perhaps this was atypical of Amtrak equipment, but my Coach featured a broken foot-rest and malfunctioning washroom door lock – defects I've rarely encountered on VIA equipment.



[From Adirondack time card, 2006]



2000's-25: VIA No. 97 *Maple Leaf* pauses at Niagara Falls ON, headed from Toronto to New York City with all-Amtrak consist led by P42DC 133 (2006/09/25) [PETER DAWES].

26-28 SEP:

VIA 1 TORONTO-EDMONTON [VANCOUVER] Canadian

E	[2]	6419,6434	
E		6451	TORONTO-WINNIPEG
X		8612	
C	[2]	8101,8106	
CfeL		8501	
S	[3]	Jarvis Manor, Draper Manor ,	
		Osler Manor	
CfeL		8503	
D		Fairholme	
S	[6]	Hunter Manor,Cameron Manor,	
		Bell Manor,Château Bienville,	
		Château Iberville,Château	

NO MATTER WHERE IT'S GOING: 2006

	Dollard
CfeL	8517
D	Alexandra
S	[3] Bayfield Manor, Craig Manor,
	Brock Manor
OLS	Tweedsmuir Park

To **EDMONTON** on the *Canadian*, departing 0900, arriving 33 minutes late at 0838 two days later; behind three F40PH-2's as far as Winnipeg and two thereafter, making major stops at Washago, Parry Sound, Sudbury Jct., Capreol, Hornepayne, Longlac, Armstrong, Savant Lake, Sioux Lookout, Red Lake Road, Reditt, Minaki, Winnipeg MB, Portage la Prairie, Brandon North, Melville SK, Saskatoon and Biggar; * No. 1 featured 15 Sleepers (12 MANOR's and 3 CHÂTEAU's), two Diners, three Skyline Cafe Dome Lounges, and a PARK Observation Lounge Dome Sleeper; * I occupied a Roomette (in VIA parlance, "Single Bedroom") for the first time in many years, in DRAPER MANOR – a long hike from the PARK car; * 3,226 km scheduled for 49 hrs 5 mins, or 66 km/h (2,013 mls/41 mph); * Nos. 8101 (ex-101), 8503 (ex-CP CfLC, CP, VIA 503), 8612 (ex-CP XY 3012, 612, VIA 612), DRAPER MANOR (3sc4rm5db1ct), CHÂTEAU BIENVILLE (3sc8du3db1dr), FAIRHOLME, TWEEDSMUIR PARK (3db1dr) (all Budd/AMFT, 1954-5; ex-CP).

DIRECTIONAL RUNNING

Our *Canadian* operated over Canadian Pacific rails from Parry Sound area to just south of Sudbury, CP and Canadian National having introduced "directional running" over this segment in December of 2005. This meant that northbound trains of both railways (and of VIA) ran over CP, while southbounds took CN – effectively increasing capacity for both railways.

NEW CHÂTEAU RECORDING

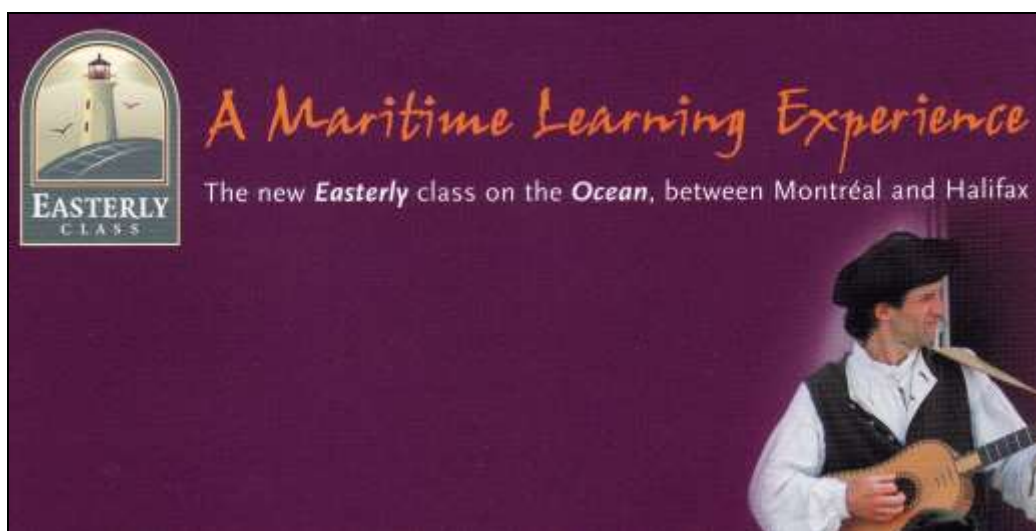
This was the first time I'd recorded former CP Sleeper CHÂTEAU BIENVILLE, meaning that of the 29 CHÂTEAU's, only PAPINEAU, SALABERRY, LAVAL and LÉVIS were still missing from my list (although I did assume the latter two for 1970 trips during pre-consist-recording days). Of the other Sleeper type, I'd yet to record only BURTON MANOR, out of 42 cars. There was still time, because all of these "missing" cars remained in active service. (As for the 18 PARK cars, only FUNDY remained off my list, having been wrecked and scrapped back in 1959.)



2000's-26: Action at Winnipeg station, with luxury train *American Orient Express*, behind CN SD40-2 5266 and VIA F40PH-2 6433, undergoing servicing, while VIA No. 1 *Canadian* departs for Vancouver – photo taken from Skyline 8501 (2006/09/27) [PETER DAWES].

JEKYLL & HYDE

The quality of VIA service could vary enormously: • You might luck in on a cheery Service Manager who jokes around with the passengers while taking tickets, or be stuck with a cafe attendant who refuses to pour you a coffee because he thinks you haven't waited to have your ticket taken (despite the fact you definitely *had* waited, and the coffee was ready); • You might run into a personality-plus attendant in the PARK car who can't do enough for her customers, or get a guy in charge of the Dining car who makes a big scene if someone shows up five minutes late for lunch, then shakes every one's hand in a ploy aimed at extracting more tips. Let's hope this wasn't a downward trend, especially where VIA's highly touted "Silver & Blue" class was concerned.



[From VIA brochure, cover, 2005/04]



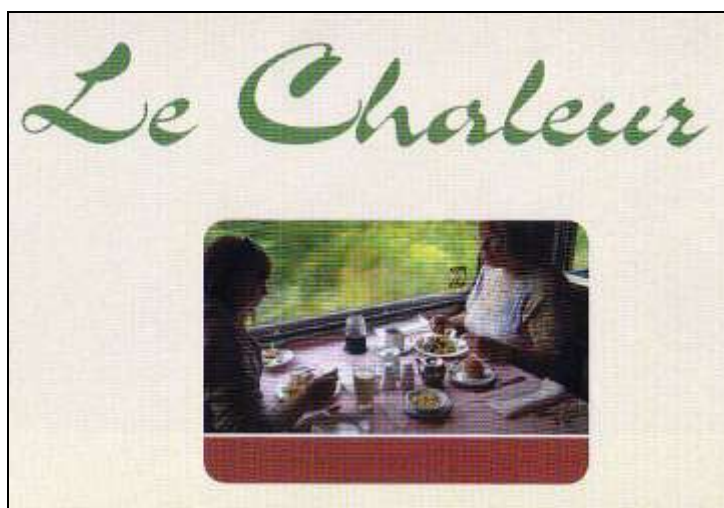
[From timecard, 2006/04/30]



[From VIA brochure, c. 2005]

2007

*ONTARIO/QUÉBEC
NORTHEASTERN
U.S.*



[From "Là où vos rêves" brochure, c. 2007]

SYNOPSIS

We travelled by train in 2007 during three trips east, the first to visit family members in Kingston, the second to attend Mom's funeral (she having passed away on 13 JUL), and the third to attend to a niece's wedding in Barrys Bay ON. All three included visits with family and friends in Montréal, and I was able to take a side trip on the *Chaleur* to see the Gaspé coast – thus, the above logo and dining scene.

Trips taken: Sixteen were involved covering 5,310 kilometres (3,314 miles), 12 provided by VIA, 2 by Amtrak, and 2 by Agence métropolitaine de transport. Two of these trips were in Sleepers; two on self-propelled trains.

Equipment units: 135, made up of 19 Locomotives & Related Units and 116 cars (Coaches & Dayneters, 72; Parlor & Club Cars, 14; Sleeping & Business Cars, 14; Dining & Other Meal Cars, 4; Lounge Cars, 6; Baggage & Miscellaneous Cars, 6).

Places visited in Canada: **ON** – Barrys Bay*, Brockville, Kingston, Ottawa and Toronto; **QC** – Deux-Montagnes, Gaspé and Montréal. ***United States:*** **NY** – Plattsburgh. (***Note:*** * indicates by non-rail means.)

Noteworthy trips: **VIA Chaleur**, Montréal to Gaspé; **VIA Metropolis**, Toronto to Montréal; **AM Adirondack**, Montréal to Plattsburgh.

Fastest average speed by a Canadian Service Provider: **VIA Metropolis**, Toronto to Montréal: 127 km/h (79 mph). ***American:*** **AM Adirondack**, Plattsburgh to Montréal: 33 km/h (21 mph).

Slowest average speed by a Canadian Service Provider: **AMT 942**, Deux-Montagnes to Montréal: 46 km/h (29 mph). ***American:*** **AM Adirondack**, Montréal to Plattsburgh: 32 km/h (20 mph).

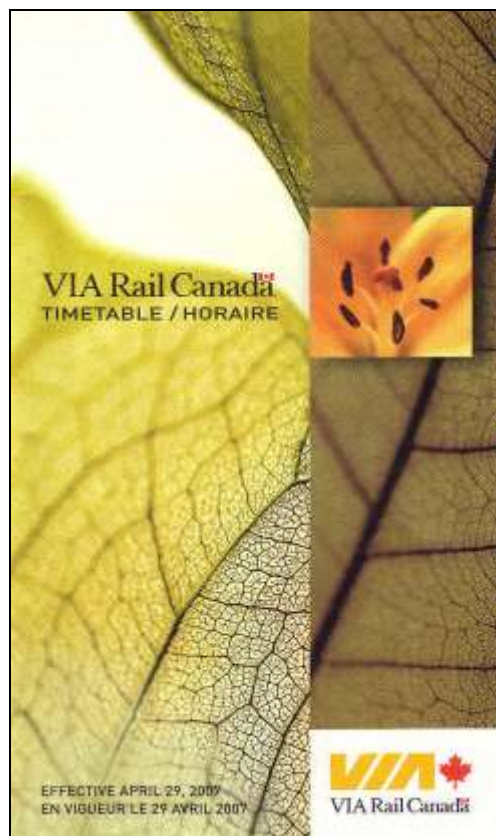
Overseas: I took my thirteenth Overseas and twelfth European holiday (eighth and seventh with Sandra, respectively), from 19 SEP to 31 OCT, visiting England, Czech Republic, Slovakia, Hungary and Italy.

HIGHLIGHT!

Taking VIA's *Chaleur* from Montréal all the way through to Gaspé, combined with the Halifax-bound *Ocean* as far as Matapédia.

MILESTONE

From January through early April, VIA operated a *Snow Train Express* between Edmonton and Jasper, westbound on Friday evenings, returning Sundays. Marketed to tour groups, this was a joint venture with Jasper tourism interests. For ordinary passengers, the regular fare was approximately \$130 each way, making it an expensive outing for a couple, even when packaged with accommodation.



*[VIA's new, national mini-timetable,
effective 2007/04/29]*

TRIPS AND CONSISTS

13 APR:**VIA 66 TORONTO-MONTRÉAL *Metropolis***

E	904
K	3460
C	[4] 3337,3301,3308,3348

To **MONTRÉAL** (two nights at Shaun Fawcett's place), starting with WestJet to Toronto, followed by a side trip to Gaspé, then onward to Kingston – Sandra again unable to join me due to work commitments; * Depart Union Station 1700, arrive on-time at 2115 behind a Genesis P42DC, with just one stop at Dorval QC, occupying one of four LRC Coaches operating along with a Club Galley; * Further exploration of the city followed, including an evening at a jazz club and afternoon with niece Andrea and nephew Charlie; * 539 km in 4 hrs 15 mins, or 127 km/h (336 mls/79 mph); * No. 904 (GE, 2001); * Nos. 3337, 3460 (ex-C 3384) (both BBD, 1981-4).

15 APR:**VIA 16 MONTRÉAL-GASPÉ *Chaleur***

E	[2]	6429,6409	MONTRÉAL-MATAPÉDIA [HALIFAX]
E		6426	
X		8621	
C		8140	
CfL		8503	
S	[3]	Château Richelieu, Château Lasalle , Château Cadillac	
X		7011	MONTRÉAL-MATAPÉDIA [HALIFAX]
C	[2]	7220,7217	"
SvL		7311	"
D		7400	"
SvL	[2]	7308,7300	"
S	[4]	7502,7501,7517,7512	"

NO MATTER WHERE IT'S GOING: 2007

To **GASPÉ** overnight, departing at 1830, arriving 20 minutes down at 1235, with major stops at St-Lambert, St-Hyacinthe, Drummondville, Charny, La Pocatière, Rivière-du-Loup, Trois-Pistoles, Rimouski, Mont-Joli, Amqui, Matapédia (to detach the *Ocean* cars), Carleton, New Richmond, Caplan, Bonaventure, New Carlisle, Port-Daniel, Chandler, Grande-Rivière, Percé and Barachois, behind three F40PH-2's as far as Matapédia and one beyond; * CN handled the train as far as Rivière-du-Loup, then three short lines (all owned by Société de chemins de fer du Québec): Chemin de fer de la Matapédia et du Golfe, as far as Matapédia; Chemin de fer Baie des Chaleurs, to Chandler; and Chemin de fer de la Gaspésie, the rest of the way; * I occupied a Duplex Roomette in CHÂTEAU LASALLE, operating along with a former Richmond, Fredericksburg & Potomac/Amtrak Coach and ex-Union Pacific Baggage car; * 1,047 km scheduled for 17 hrs 57 mins, or 58 km/h (653 mls/36 mph); * Nos. 6409, 6426, 6429 (all GMD, 1986-7); * No. 8503 (ex-CP CflC, CP, VIA 503), CHÂTEAU LASALLE (3sc8du3db1dr) (both Budd/AMFT, 1954-5; ex-CP); * No. 8140 (Budd/AMFT, 1946; ex-RF&P 801, AM 5420, AM, AMZI, RSC 6077); * Nos. 7011, 7217 (Ir-70217), 7300 (1di), 7400, 7501 (10db) (Ir-79501) (all MC, 1995-6).

LE CHALEUR/OCEAN

Our lightly loaded, off-peak *Chaleur* boasted six cars, made up of three Sleepers, one Coach, a Skyline serving full meals and refreshments, and a Baggage car – all in all, an expensive way of serving this part of Québec. Service in the Skyline was excellent, but somewhat lacking in the Sleepers, to the point where we half-dozen or so customers had to find our own way forward to the Coach in order to disembark at Gaspé. This tri-weekly service was just about the only traffic on the Gaspé line, following the closure of paper mills and mines in recent years, and slow orders were particularly noticeable at some of the many bridges. The *Ocean* was a Renaissance set, one of two protecting this service at the time along with one conventional stainless-steel set – VIA having withdrawn the third set for further modifications.



[From time card, c. 2007]



2000's-27: VIA No. 17 *Chaleur* ready to depart Gaspé for New Carlisle, Matapédia and Montréal, behind F40PH-2 6426 (2007/04/16) [PETER DAWES].

16 APR:

VIA 17 GASPÉ-MONTRÉAL *Chaleur*

E	[2]	6419,6408	[HALIFAX] MATAPÉDIA-MONTRÉAL
E		6426	
X		8621	
C		8140	
CfL		8503	
S	[3]	Château Richelieu, Château Lasalle ,Château Cadillac	
X		8619	[HALIFAX] MATAPÉDIA-MONTRÉAL
C	[2]	8139,8138	"
CfL		8512	"

D		Annapolis	"
S	[4]	Château Roberval,Château Bienville,Château Closse, Château Lévis	

Return to **MONTREAL** over the same route, departing 1430 and arriving on-time at 0830 next morning, with the same consist and crew but joined at Matapédia by an *Ocean* featuring conventional stainless-steel equipment, including CHÂTEAU Sleepers traditionally assigned by VIA to these eastern trains – this being my first recording of BIENVILLE.

17 APR:

VIA 61 MONTREAL-KINGSTON [TORONTO] Meridian

E		913
K		3470
C	[4]	3322 ,3321,3324,3302

To **KINGSTON**, departing 1140, arriving 1407, with stops at Dorval and Cornwall ON; * I spent the next five nights in Kingston, visiting Mom and participating in another family gathering; * 285 km in 2 hrs 27 mins, or 116 km/h (178 mls/72 mph).

BLOCKADE

All trains on CN's Montréal-Toronto line were cancelled on 20 APR, due to a blockade organized by dissident Mohawks angry at the pace of land-claim negotiations. They'd removed a bus parked across the double track main line by noon of the next day, but were threatening to close down the nearby town of Deseronto – not to mention Highway 401 (which, frankly, would have been a more effective way of getting attention).

22 APR:

VIA 60 [TORONTO] KINGSTON-BROCKVILLE [MONTREAL] Meridian

E		6412
X		8620
K	[2]	4001,4008
C	[3]	4116 ,4121,4100

To **TORONTO** via Brockville, to spend an afternoon with two fellow rail enthusiasts, Gerry Gaugl and Doug

Smith; * Depart 10 minutes late at 1421, arrive only 5 minutes down at 1503, on a train featuring refurbished HEP-1 & 2 cars; * 81 km in 42 mins, or 116 km/h (51 mls/72 mph).

VIA 69 [MONTRÉAL] BROCKVILLE-TORONTO *Bonaventure*

E	6401
K	4009
C	[3] 4116,4121,4100

Depart 20 minutes late at 2034, arrive on-time at 2334 (one night at the Strathcona Hotel), stopping at Kingston, Belleville, Cobourg, Oshawa and Guildwood – this train featuring the same three Coaches as on No. 60 earlier in the afternoon; * 335 km in 3 hrs, or 112 km/h (209 mls/70 mph); • **23 APR:** Return to **EDMONTON** on WestJet.

17 JUN:

VIA 668 TORONTO-KINGSTON [MONTRÉAL] *Bonaventure*

E	904
K	3460
C	[3] 3326,3347,3302

To **KINGSTON** with Sandra (five nights there), to attend Mom's funeral, starting with WestJet to Toronto; * Depart Union Station 1835, arrive on-time at 2109, on a Sunday "local" stopping at Guildwood, Oshawa, Cobourg, Trenton Jct., Belleville and Napanee; * 254 km in 2 hrs 34 mins, or 99 km/h (158 mls/62 mph).

ANOTHER FIRST

Our Sunday evening, Toronto-Montréal No. 668 was supposed to be combined with Ottawa-bound No. 648 as far as Brockville, but this time operated separately. The two VIA people with whom I spoke weren't divulging the reason, but it couldn't have been train length, as ours had only four cars, and No. 648, just five. We arrived in Kingston on time at 2109 on the south track, while the latter pulled in just six minutes later on the north track. In fact, I'd noticed, from our rear Coach, the headlight of what must have been No. 648 following us on the north track – in other words, the two trains appeared to be speeding eastward on separate tracks, several kilometres apart.

21 JUN:

VIA 53 [MONTRÉAL] KINGSTON-TORONTO York

E		907
K	[2]	3462,3600(as Coach)
C	[2]	3353, 3333

Return to **EDMONTON**, starting with the *York* to Toronto; * Depart eight minutes behind schedule at 0925, arrive 15 minutes late at 1138, with just the one stop at Oshawa – then WestJet home.

- **27 JUN:** To **TORONTO** with Sandra on Air Canada, using long-dormant Aeroplan points (one night at the Strathcona), at the beginning of a journey taking in Kingston, Barrys Bay, Montréal and Plattsburgh NY – the main purpose being to attend niece Pamela's wedding.

28 JUN:

VIA 42 TORONTO-KINGSTON [OTTAWA] Lakeshore

E		6409	TORONTO-BROCKVILLE [MONTRÉAL]
K	[2]	3454,3472	"
C	[3]	3305,3317,3338	"
E		915	
K		3468	
C	[4]	3300 ,3304,3327,3301	

To **KINGSTON** for one night, departing 0930, arriving 17 minutes late at 1205 on VIA's Ottawa-bound *Lakeshore*, with stops at Guildwood, Oshawa, Cobourg and Belleville, attached to Montréal train No. 56 *La Salle* as far as Brockville – these arrangements having been made well before Mom's passing; • **29 JUN-2 JUL:** To **Barrys Bay** by rental car to attend the wedding (three nights there), a side benefit being a get-together with brother Ray and the extended family over the long weekend.

3 JULY:

VIA 60 [TORONTO] KINGSTON-MONTRÉAL Meridian

E		6419
X		8620
K		4004

C [6] 8107,4118,4117,4103,4107,4102

To **MONTREAL** to visit my buddies Shaun and Glen (seven nights at the former's place), departing late at 1422, arriving 1721 (scheduled for 1409-1702), this train moving onto the Victoria Bridge, then backing into Central Station – Sandra again having returned home for work purposes earlier the same afternoon; * This was a sizeable, mid-day train made up of eight refurbished cars, my HEP-1 Coach being part of CP's 1954-5 stainless-steel order and fitting in nicely with the other units; * No. 8107 (*Budd/AMFT, 1955; ex-CP, VIA 107*); * No. 4004 (*Budd/AMFT, 1949; ex-WRA, GRR, RSC 106*); * No. 4103 (*Budd/AMFT, 1953; ex-C&E 476, L&N 3240, AM 5805*).

4 JULY:

AM 68 MONTREAL-PLATTSBURGH [NEW YORK] *Adirondack*

E 166
C [3] 82007[dd],82669[dd],82514
Cfe 43367
C [2] 82591,82041

Day trip to **PLATTSBURGH** simply to try out Amtrak's *Adirondack* in the post-9/11 era, departing VIA's Central Station at 0950, arriving 50 minutes late at 1330, with stops at St-Lambert (to pick up only) and Rouses Point NY; * I managed to lure the Cafe attendant away from a prolonged discussion with other train crew long enough to discover that Canadian bills were accepted, but not loonies, toonies or another coins; * Six Amfleet-I cars were hauled by a P42DC on this Fourth of July holiday, meaning that this interesting northern New York city of 19,000 was mostly deserted; * Central Station's electronic information board posted this train as No. 68/694, the "694" apparently for CN purposes; * 117 km in 3 hrs 40 mins, or 32 km/h (72 mls/20 mph), due to a long border delay; * No. 166 (*GE, 2000-1*); * Nos. 82514 (*ex-?, 44662*), 43367 (*ex-CDn 20230, 48230*) (*both Budd, 1975-7*).



[From cover of Amtrak time card]



2000's-28: Amtrak's Montréal-originating No. 68 *Adirondack* waiting to depart Plattsburgh for New York City, made up of Genesis P42DC 166 and six Amfleet-I cars (2007/07/04) [PETER DAWES].

TODAY'S ADIRONDACK

This was my first trip on *Adirondack* since way back in 1974. The 2007 version consisted of mid-1970's, Budd Amfleet-I cars powered by a Genesis locomotive, and was moderately well used, including fans returning from Montréal's international *festival de jazz* and Under-20 men's world soccer tournament. It travelled over CN in Canada and CP in northern New York (the latter company having purchased the Delaware & Hudson Railroad), and continued to depend upon a subsidy from the State of New York.

AM 71 [NEW YORK] PLATTSBURGH-MONTRÉAL *Adirondack*

E		155
C	[2]	82662,82545
Dn		43374
C	[2]	82020 ,82622

Depart 1539, arrive 1915, on the Saturday/Sunday/Holiday northbound schedule – this performance somewhat at variance with the promised timings of 1429-1750, but only partly the responsibility of Amtrak

[please see **BORDER DELAYS** box, next page]; * Our Coach suffered from an infestation of what appeared to be fruit flies, and a dead public-address system, but a lengthy outbound *Ocean/Chaleur* sitting on the other track was a nice sight when we finally arrived at St-Lambert.

TRAINS OF YORE

Delaware & Hudson (D&H)'s main New York-Montréal trains used to be the day *Laurentian* and overnight *Montréal Limited*, the latter all-Pullman for decades and lasting until 1972. Jointly operated with New York Central, these trains used D&H rails up to the St. Lawrence and CP's bridge to access Windsor Station. When Amtrak came along, D&H initially supplied both power and cars (the former being ALCO PA's of Atchison, Topeka & Santa Fe heritage; the latter Coaches either owned by D&H or leased from the New York Metropolitan Transit Region – as well as Skyline Cafe Dome Lounges leased from CP).



[ribbonrail.com/art]

BORDER DELAYS

My southbound *Adirondack* was idled 70 minutes for customs and immigration. The American officials checking the former were businesslike but polite, although they did remove half-a-dozen people, including one man in handcuffs. To my embarrassment, Canadian agents held up my lightly-loaded northbound train for 85 minutes and were highly deficient in their pleases and thank-you's. In my case, they even demanded to know if I'd "talked to anybody" while in Plattsburgh. Obviously, Amtrak faces severe challenges in marketing an already slow train in these circumstances.

5 JULY:

AMT 931/942 MONTRÉAL-DEUX MONTAGNES & RETURN

Cme [10] 483,402,420,**413**,487,408,**443**,
450,400,485

Mid-day excursion to **DEUX-MONTAGNES**, departing 1130, arriving 1208 at the end of Agence métropolitaine de transport's electrified Mont-Royal tunnel line, stopping at Canora, Mont-Royal, Montpellier, De Ruisseau, Bois-Franc, Sunnybrooke, Roxboro-Pierrefonds, Île-Bigras, Ste-Dorothée and Grand-Moulin; * This line originally was owned by the Canadian Northern Railway and once featured trains to Hawkesbury and Ottawa; * I occupied Multiple Unit trailers No. 413 on the outbound journey and No. 443 on the inbound (odd numbered cars were trailers; even numbered powered); * Returning, depart 1356, arrive 1436, with the car order reversed; * My next three days featured the jazz festival (variously with Shaun, Glen, niece Andrea and nephew Charlie), the highlight being Winnipeg icon, Randy Bachman (of Guess Who and Bachman-Turner Overdrive fame), who was doing some jazz and "Taking Care of Business"; * 31 km in 38 mins, or 49 km/h (19 mls/30 mph); * Nos. 413, 443 (BBD, 1994-5).

9 JUL:

VIA 33 MONTRÉAL-OTTAWA Vanier

E 6453
K 3458
C [2] 3342,**3332**

To **EDMONTON** via Ottawa and Toronto, departing 1000, arriving in the Nation's Capital nine minutes late at 1155, with stops at Dorval and Alexandria ON; * 187 km in a scheduled 1 hr 46 mins, or 106 km/h (117 mls/66 mph).

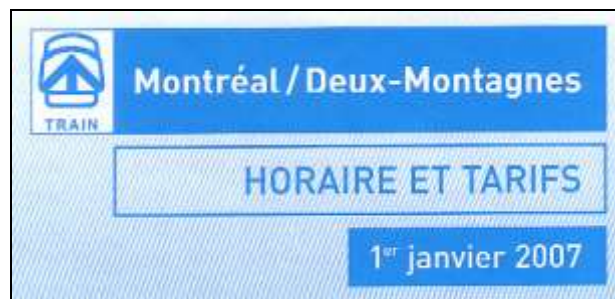
VIA 45 OTTAWA-TORONTO Rideau

E 915
K 3468
C [3] 3300,3368,**3310**

Depart 1230, arrive 1651, stopping at Fallowfield, Brockville, Gananoque, Kingston, Belleville, Oshawa and Guildwood, with plenty of "rockin' and rollin" as our engineer made up 10 minutes by Oshawa, this deficit having been incurred at Smiths Falls while waiting for Ottawa-bound No. 42 to pass – and finally, by Air Canada home; * 446 km in 4 hrs 21 mins, or 103 km/h (278 mls/64 mph).



2000's-29: Agence métropolitaine de transport No. 942 arriving at Deux-Montagnes from the nearby yard to embark passengers for all stations south to Montréal Central Station (2007/07/05) [PETER DAWES].



[From cover of AMT folder]

2008

*ALBERTA/ONTARIO/QUÉBEC
MIDWESTERN/WEST-
ERN U.S.*



[Amtrak, California Zephyr Route Guide, 2004]

SYNOPSIS

I travelled by train in 2008 to visit relatives and friends in Kingston, Montréal, Ottawa and Toronto, then from Chicago to San Francisco, with a stopover in Colorado to ride the Durango & Silverton Narrow Gauge Railroad (D&S). The above logo promotes the *California Zephyr*, probably Amtrak's premier long-distance train from a scenery point of view.

Trips taken: Fifteen were involved covering 6,438 kilometres (*4,018 miles*), 8 provided by VIA, five by D&S, and two by Amtrak. Of this distance, two-thirds was in the U.S., specifically 4,324 km (*2,697 mls*). Two of the trips were in Sleeping cars; five behind steam.

Equipment units: 143, made up of 20 Locomotives & Related Units and 123 cars (Coaches & Dayneters, 71; Parlor & Club Cars, 11; Sleeping & Business Cars, 18; Dining & Other Meal Cars, 3; Lounge Cars, 11; Baggage & Miscellaneous Cars, 9).

Places visited in Canada: **AB** – Edmonton and Jasper; **ON** – Alexandria, Kingston, Ottawa and Toronto; **QC** – Montréal. ***United States:*** **CA** – San Francisco and Sausalito; **CO** – Durango, Grand Jct. and Silverton; **IL** – Chicago.

Noteworthy trips: **VIA Snow Train Express**, Edmonton to Jasper; **VIA Canadian**, Jasper to Edmonton; **VIA 634**, Alexandria to Montréal; **AM California Zephyr**, Chicago to Grand Jct. & Grand Jct. to Emeryville (San Francisco); **D&S Silverton**, Durango to Silverton.

Fastest average speed by a Canadian Service Provider: **VIA Lakeshore**, Fallowfield to Toronto: 103 km/h (*64 mph*). ***American:*** **AM California Zephyr**, Chicago to Grand Jct.: 79 km/h (*49 mph*).

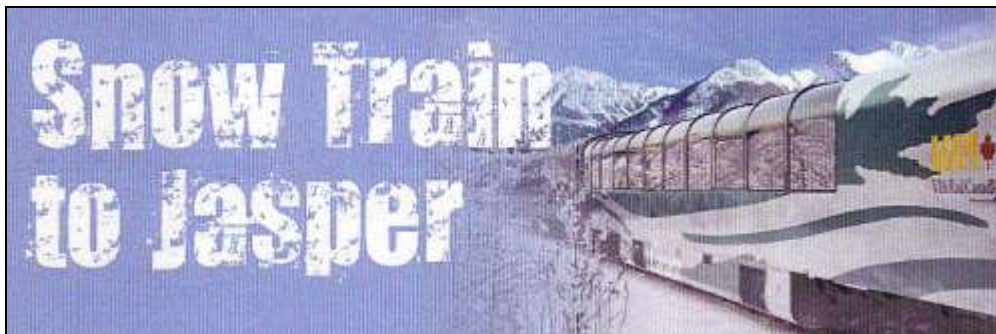
Slowest average speed by a Canadian Service Provider: **VIA Snow Train Express**, Edmonton to Jasper: 73 km/h (*46 mph*). ***American:*** **D&S Silverton**, Durango to Silverton: 21 km/h (*13 mph*).

HIGHLIGHT!

Taking the D&S steam train from Durango up into the San Juan mountains to the former mine town of Silverton, particularly the "High Line" segment overlooking the Los Animas Canyon far below – in the company of friends, old and new. A close second was *California Zephyr* from Chicago to the San Francisco Bay area, through the Colorado Rockies, and then Donner Pass.

MILESTONE

VIA lengthened the *Canadian's* Toronto-Vancouver schedule from three to four nights, beginning in December. The main problem was freight-train congestion on Canadian National's main line, resulting in chronic late running, missed connections, and disruption of coordinated tours.



[From VIA Snow Train menu, 2007/11]

TRIPS AND CONSISTS

25 JAN:

VIA 7 EDMONTON-JASPER *Snow Train Express*

E	6448
X	8604
C	[2] 1721, 1720
S	Carleton Manor

To **JASPER** to try out VIA's weekly *Snow Train Express*, on my own due to Sandra's Friday night/Saturday afternoon work commitments; * Depart 1600, arrive 45 minutes early at 2115, non-stop, behind an F40PH-2 (one night at Maligne Lodge); * CARLETON MANOR was along to provide toilet facilities for passengers in our Coach, whose own facilities were out of order; * 379 km in 5 hrs 15 mins, or 72 km/h (236 mls/45 mph); * No. 6448 (GMD, 1989); * No. 8604 (ex-CP XY 3004, 604, VIA 604), CARLETON MANOR (3sc4rm5db1ct) (both Budd/AMFT, 1954-5; ex-CP); * No. 1720 (CRC, 2000; ex-BCR 1703, 1720 Coastline).

SNOW TRAIN TO JASPER

This was the second (and as it turned out, final) season for VIA's *Snow Train Express*, which operated from the end of November, 2007, to the last week of March, 2008. Upon boarding, passengers were invited to turn right for the "Family car" or left for the "Party car", both glass-roofed Coaches acquired by VIA from BC Rail. The clientele of perhaps a hundred included parents with young children, a ski group (mostly German), travel agents along on a promotional basis, and 16 women of an (ahem!) uncertain age on a "girls-weekend-out". (Led by their own activity coordinator, the ladies became quite boisterous just past Hinton, to the point of forming a conga line into the forward Coach and back – with one of the VIA attendants right in the middle.) There was no sign of the complimentary cold meal offered during the first season, just lots of booze and standard VIA sandwiches and cookies – all for sale. The biggest laugh occurred at the start of the trip when the VIA service manager began to explain the company's many efforts at minimizing greenhouse gas emissions, but soon had to apologize for the clouds of black smoke emanating from the aging F40PH-2 locomotive.

NO MATTER WHERE IT'S GOING: 2008



2000's-30: VIA No. 7 *Snow Train Express* ready to depart Edmonton station, glass-roofed Coach 1720 trailed by Sleeper CARLETON MANOR (2008/01/25) [PETER DAWES].

26 JAN:

VIA 2 [VANCOUVER] JASPER-EDMONTON [TORONTO] Canadian

E	[2]	6437,6408
S	[2]	Wolfe Manor,Abbot Manor [dd]
X		8613
C		8119
CfeL		8503
D		Fairholme
S	[3]	Rogers Manor,Sherwood Manor, Grant Manor
OLS		Yoho Park



2000's-31: VIA No. 2 *Canadian* being serviced at Jasper, on its way from Vancouver to Edmonton and Toronto, led by F40-PH-2's 6437 and 6408 (2008/01/26) [PETER DAWES].

Depart 1220, arrive 1730, with stops at Hinton and Edson, occupying a seat in the single Coach but spending most of my time in the Cafe Lounge dome – meals for all passengers being served in the Diner;

* This was a modest *Canadian* to be sure, but more relaxed than the 20-30 car summer monstrosities with their rigid meal times and crowded domes and lounges; * No. 8119 (ex-119), FAIRHOLME, YOHO PARK (3db1dr) (all Budd/AMFT, 1954-5; ex-CP).

• **4 JUN:** To **TORONTO** on my own by WestJet (one night at the Strathcona), at the start of a week-long trip taking in Kingston, Montréal and Ottawa, the main purpose being to attend Le Grand Prix du Canada with my usual buddies.

5 JUN:**VIA 52 [ALDERSHOT] TORONTO-KINGSTON [MONTRÉAL] York**

E	900	
K	3452	
C	[3] 3304,3359,3312	
E	906	ALDERSHOT-BROCKVILLE [OTTAWA]
K	3467	"
C	[3] 3372,3313,3355	"

To **MONTRÉAL**, starting with *York* as far as Kingston, departing 0655 and arriving on time at 0929, with stops at Guildwood, Oshawa, Cobourg and Belleville – the schedule recently lengthened by 17 minutes to accommodate CN track work; * This train originated in the Hamilton-area community of Aldershot (to serve communities in the commuter belt west of Toronto), and featured Montréal and Ottawa portions led by Genesis P42DC's – my first recording of the lead unit of VIA's order, No. 900; * 254 km in 2 hrs 34 mins, or 99 km/h (159 mls/62 mph); * No. 900 (GE, 2001); * Nos. 3304, 3452 (ex-C 3385) (both BBD, 1981-4).

VIA 56 [TORONTO] KINGSTON-MONTRÉAL La Salle

E	919	TORONTO-BROCKVILLE [OTTAWA]
K	3471	"
C	[3] 3321,3319,3322	"
E	917	
K	[2] 3468,3454	
C	[3] 3358,3364,3333	

Depart eight minutes late at 1211 (after meeting brother David for coffee at Tim's) and arrive 24 minutes to the bad at 1520, with stops at Brockville, Cornwall and Dorval QC (four nights at Shaun Fawcett's place); * *La Salle* also had two portions, but this time the Ottawa one led – most of the delay occurring in the yard just to the west of Brockville station; * 285 km in 3 hrs 9 mins, or 90 km/h (178 mls/56 mph).

6 JUN:**VIA 33 MONTRÉAL-ALEXANDRIA [OTTAWA] Vanier**

E	915	
K	3451	
C	[3] 3329,3330,3357	

To my old home town of **ALEXANDRIA** ON, departing 1000, arriving seven minutes late at 1115, with one stop to pick up at Dorval – my purpose being to check out old haunts.

VIA 634 [OTTAWA] ALEXANDRIA-MONTRÉAL

E	6428
X	7002
Kr	7214
SvL	7300
Kr	7107[as Coach]
C	[3] 7213,7207,7102

Depart five minutes late at 1337, arrive on-time at 1450, behind an F40PH-2 hauling Renaissance cars, this being VIA's new mid-day frequency; * I met my other buddy, Glen Brunton, on board, travelling from Ottawa to join us for the Grand Prix – our average speed a disappointing 82 kilometres (51 miles) per hour, only slightly better than the outward journey; * VIA had designated some Coaches, from both the 7100 and 7200 series, as actual Club cars (had just called the former series Clubs, the latter Coaches, although they were identical); * 100 km in 1 hrs 13 mins, or 82 km/h (62 mls/51 mph); * No. 6428 (GMD, 1987); * Nos. 7002, 7107, 7300 (1di), 7213 (lr-70213) (all MC, 1995-6); * Next several days were spent visiting sister Dorothy, niece Andrea and nephews Charlie and Michael, then the Grand Prix with Glen and Shaun.

9 JUN:

VIA 635 MONTRÉAL-OTTAWA

E	6428
X	7002
Kr	7214
SvL	7300
Kr	7107[as Coach]
C	[3] 7213,7207,7102

To **OTTAWA** to visit my brother Ray and family, in the same consist as on No. 634 the previous Friday (Glen also along); * Depart 10 minutes late at 1010, arrive 12 minutes *en retard* at 1209, stopping at Dorval and Alexandria; * Ray drove us to the western outskirts of the city to his daughter Pam's newly built house (one night there), dropping Glen in his Kanata 'burb paradise along the way; * 187 km scheduled for 1 hr 57 mins, or 96 km/h (117 mls/60 mph).



2000's-32: VIA No. 634 rolls to a stop at Alexandria ON, on its way from Ottawa to Montréal, F40PH-2 6428 hauling Renaissance equipment (2008/06/06) [PETER DAWES].

NEW FREQUENCIES

VIA had added two new trains in the Québec City-Windsor Corridor, boosting frequency on most days of the week between Montréal and Ottawa to six, and between Montréal and Québec City to four.

10 JUN:

VIA 43 [OTTAWA] FALLOWFIELD-TORONTO Lakeshore

E	6412
K	3465
C	[3] 3340, 3343 , 3318

To **TORONTO** on my way home, departing seven minutes late at 0905, arriving on-time at 1309, with stops at Smiths Falls, Brockville, Kingston, Napanee, Cobourg, Port Hope and Guildwood (one night back at the

Strathcona); * To the Rogers Centre that evening with nephew Colin to watch the Blue Jays defeat Seattle Mariners 3-1; * 430 km scheduled for 4 hrs 11 mins, or 103 km/h (268 mls/64 mph).



[logoserver.com]

FALLOWFIELD/BARRHAVEN

Several Montréal trains now served this western Ottawa suburban station: Nos. 30 and 32 eastbound and Nos. 37 and 39 westbound (all Daily except Sat. and Sun.). Our Toronto-bound No. 43 arrived from Ottawa station with the equipment for No. 32 attached to the rear, complete with Genesis locomotive pointed in the Montréal direction – these units being detached upon arrival for its 0903 departure eastward.

• **11 JUN:** Return to **EDMONTON** on WestJet.

1-2 AUG:

AM 5 CHICAGO-GRAND JCT. [EMERYVILLE] California Zephyr

E	[2]	157,2	
X		1734	
S	[3]	32103,32094,32012	
D		38034	
CfeL		33021	
C		34020	
CX		31037	
C		34006	
S		32047	CHICAGO-DENVER

To **GRAND JCT.** CO at the beginning of a holiday taking in Durango CO and San Francisco, the twin purposes being to ride Durango & Silverton steam trains and revisit the “City by the Bay” – starting with a United Express Canadian Regional 700 Jet to Chicago O’Hare (this flight being code shared with Air Canada and operated by SkyWest Airlines); **[Continued on next page]**



2000's-33: Amtrak No. 5 *California Zephyr* at Denver Union Station, featuring bilevel Superliner Sleeping cars, Baggage car, and Genesis locomotives 2 and 157 (2008/08/02) [PETER DAWES].

* Depart Union Station 1400, arrive Grand Jct. next afternoon, 70 minutes late, at 1707 (one night at the Hampton Inn), with stops at Naperville, Princeton, Galesburg, Burlington IA, Mount Pleasant, Ottumwa, Osceola, Creston, Omaha NE, Lincoln, Hastings, Holdrege, McCook, Fort Morgan CO and Denver (over Burlington Northern Santa Fe Railroad), then Fraser-Winter Park, Granby and Glenwood Springs (Union Pacific) – behind two P42DC's; * Chicago Transit Authority's Blue line took me directly from O'Hare to within a couple of blocks of Union Station, where Amtrak's Metropolitan lounge provided a (crowded) respite until train time; * My accommodation was an Economy Room in a Superliner II car, essentially an enclosed Section with two berths, sold as a single (as in my case) or double – all other Superliner cars in this train being from the original order; * As expected, time keeping was a problem, No. 5 being over an hour late by the time it left Illinois; * The lead Sleeping car might have been substituting for the usual Sleeper Dormitory; * 2,129 km in a scheduled 26 hrs 57 mins, or 79 km/h (1,311 mls/49 mph); * Nos. 2 (1996-7), 157 (2000-1) (GE); * No. 32094 (BBD, 1993-4; 5de14ec1fm1di); * Nos. 38034, 33021, 31037

(all PS, 1978-81); * No. 1734 (Budd, 1961; ex-UP C 5514, AM 4446,4634); • **2 AUG:** Onward south to **DURANGO** over the San Juan Skyway on the lone daily Greyhound service, departing at 0600 instead of the expected 1245, due to a recent schedule change (one night at the historic Strater Hotel, followed by four at the downtown Best Western and one back at the Strater).

CALIFORNIA ZEPHYR – PART I

This was my first trip on this train with the famous name, harking back to the Burlington-Rio Grande-Western Pacific, Budd-built domeliner of the late 1940's that essentially was the model for CP's *The Canadian* (although I had taken the highly scenic Denver-Grand Jct. stretch back in 1974, through the Moffat Tunnel on the Denver-Salt Lake City *Rio Grande Zephyr*. This train was sold-out, including the Chicago-Denver set-out Sleeper, although space was available on some legs as people joined or left along the way. My bi-level Superliner II Sleeper featured 5 Deluxe and 10 Economy rooms on the upper level, and four Economy, one Family and one room for persons with disabilities on the lower, and was named MONTANA on the interior doors (but not on the exterior). Economy rooms had no wash basin or toilet, requiring occupants to use facilities located on both levels. (The lower floor boasted a shower room.) Dining car staff seemed to enjoy dealing with the customers, but the Sleeper attendant was a bit aloof.

LE CHEF DU TRAJET

My old friend Tom Matoff – transit planner, francophile and *bon vivant extraordinaire* – was “Head of Project”, having summoned half of dozen of us to this part of southwestern Colorado in the San Juan Mountains, variously for camping, hiking and steam-train riding on the D&S. Included were my old train-travelling buddy, Greg Thompson, and three colleagues of either Tom's or Greg's. Some of us were to stay in “Rail Camp”, a converted boxcar to be positioned on the first morning at Cascade Canyon, but the railroad cancelled all bookings at the last minute after a mother bear broke into the car in the company of her two cubs. The serious hikers proceeded to ride the train up to Elk Park and depart on their trek, while Greg and I stayed in Durango.



2000's-34: Colorado excursionists [from left] Werner Uttinger, Greg Thompson, Richard Wright, Tom Matoff ("Chef du Trajet"), and Mark Bell, pose at the railing of one of D&S No. 461's four Gondola cars before departure from Durango (2008/08/04) [PETER DAWES].



["Rail Camp" at Cascade Canyon wye, before being attacked by bears (D&S Historic Steam Railroad brochure, 2008-9, 12)]

4 AUG:**D&S 461/462 DURANGO-SILVERTON & RETURN *Silverton***

Es	481
CX	Bitter Root Mine
C	[2] Elk Park, Silverton
OC	400
Sn	126
C	Animas City
OC	[2] 402,406
C	Teft
OC	Rio Grande
Z	Cinco Animas

Day excursion to **SILVERTON**, departing at 0815 on the first of three daily trains during the peak of the summer, arriving 10 minutes late at 1155, behind a 2-8-2 Class K-36 Mikado, built by Baldwin Locomotive Works in 1925, and making passenger stops at Rockwood, Tall Timber Resort, Cascade Canyon and Elk Park (to let off our hikers), as well water stops at Cascade and Needleton tanks; * Returning (with Greg), depart 1400, arrive on time at 1730, stopping only at Needleton Tank, Tall Timber Resort, and Rockwood; * Snack car No. 126 was, like its sister, labelled "Concession", and sold refreshments and various forms of alcohol; * Two days followed based out of Durango, including a visit to Mesa Verde National Park to the west, featuring highly interesting cliff dwellings dating back to the 13th century; * 73 km in a scheduled 3 hrs 30 mins, or 21 km/h (46 mls/13 mph); * No. 481 (BLW, 1925, 2-8-2; ex-D&RGW); * No. 400 (D&RGW?, 1916; ex-Boxcar 67191); * CINCO ANIMAS (B&S, 1879; ex-C Twin Lake, Pay 24, possibly Col 103, Z B-5, B-2, CAN).

SPECTACULAR SCENERY

This was my second time around on the D&S, having first ridden back in 1974 with Greg, and the scenery was just as thrilling, especially where the train clung to the side of Los Animas Canyon on the so-called "High Line". We rode in one of the open-air cars, called Gondolas (Standard class, but arguably the best platform for viewing and photo-taking), while others chose enclosed Coaches (also Standard class), RIO GRANDE (Premium), or CINCO ANIMAS (Presidential).

7 AUG:

D&S 466 SILVERTON-DURANGO *Silverton*

Es	486
X	3134
C	Cascade
OC	403
C	Ring Mine
OC	414
Sn	566
C [2]	Needleton, Trimble
OC	408
C	San Juan
Z	Nomad

Day excursion to **SILVERTON** on my own (Greg having left to meet up with a friend in Albuquerque), beginning with a D&S bus to Silverton and transfer to Old Hundred Mine for an interesting underground tour, then back to Silverton to catch the last train of the day; * Depart there at 1530, arrive on time at 1900 behind another K-36, stopping only once at Needleton Tank to take water; * This time, SAN JUAN provided Premium class, NOMAD Presidential; * I'd occupied Coach NEEDLETON during the 1974 excursion, identified then only as No. 319; * No. 566 was formerly a combination Railway Post Office-Baggage/Express car; * No. 486 (BLW, 1925, 2-8-2; ex-D&RGW); * San Juan (D&RGW, 1964); * Nomad (JS, 1878; ex-Z B-2, B-3, possibly C, CAN); * Nos. 319 (ex-95), 566 (ex-XM) (both D&RGW, 1882).

8 AUG:

D&S 465/466 DURANGO-SILVERTON & RETURN *Silverton*

Es	473
X	3134
C	Cascade
OC	403
Sn	566
C [2]	Needleton, Trimble
OC	408
C	San Juan

Z

Nomad



2000's-35: D&S No. 465 gingerly negotiating the "High Line" above the Animas River on its way up to Silverton, powered by Mikado 473, built by ALCO in 1923 (2008/08/08) [PETER DAWES].

Final day excursion to **SILVERTON**, departing on the last train 13 minutes late at 0958, arriving 10 minutes *en retard* at 1325, stopping only at Cascade and Needleton tanks, behind a K-28 Mikado built by American Locomotive Co. in 1923, with SAN JUAN and NOMAD again in the consist; * The hikers were supposed to join this train at Needleton, but instead took an earlier one up to Silverton, where we all had lunch; * Return on the 1530 schedule; * No. 473 (ALCO, 1923, 2-8-2; ex-D&RGW).

9-10 AUG:

AM 5 [CHICAGO] GRAND JCT.-EMERYVILLE California Zephyr

E	[2]	166,61
X		1756
SY		39027

S	[2]	32067, 32056
D		38028
CfeL		33047
C	[3]	34042, 34137, 34107

Onward to **SAN FRANCISCO**, via Emeryville, beginning with a ride in Tom's truck back north to Grand Jct.; * Depart there 3 hours, 52 minutes late at 2002, arriving Emeryville next evening at 2224 (4 hours, 14 minutes behind schedule), stopping at Green River UT, Helper, Provo, Salt Lake City, Elko NV, Winnemucca, Sparks, Reno, Truckee CA, Colfax, Roseville, Sacramento, Davis and Martinez – followed by an Amtrak "Thruway" bus transfer over the Bay bridge; * Genesis No. 166 was the same locomotive encountered in 2007 between Montréal and Plattsburgh on *Adirondack*, and my home for one night again was an Economy room, manned by the same attendant as a week earlier; * Two of the Coaches and the Sleeper Dormitory were Superliner II's, the rest I's; * Sandra was already booked into our old favourite Beresford Arms Hotel, two blocks from Union Square at Post and Jones (home for four nights); * 1,830 km in a scheduled 27 hrs, or 68 km/h (1,127 mls/42 mph); * Nos. 34107, 34137, 39027 (all BBD, 1993-4); * No. 1756 (Budd, 1961; ex-UP C 5509, AM C 4441, 4627, X 1728).

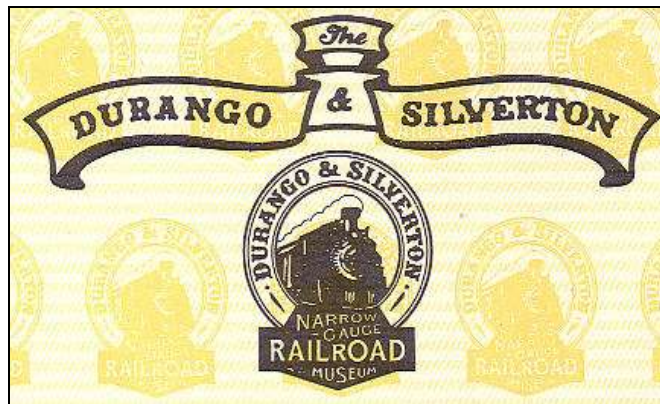
CALIFORNIA ZEPHYR – PART II

This No. 5 had mostly the same composition as that of a week earlier, and was approximately four hours late throughout. Compared with VIA's *Canadian*, it appeared to fulfill more of a pure transportation role, with sizeable numbers of passengers boarding or detraining, not only at cities such as Reno and Sacramento, but also smaller places like Elko. The clientele was younger, and included parents (or parent) with small children. While the crew was not as friendly as on my earlier trip, there were several interesting people who had flown from the west coast to Denver in order to enjoy the scenery through the Rockies and over Donner Pass. The annoyance of a late train – which would put me into San Francisco at almost midnight instead of the scheduled 1930 hours – was tempered greatly by a last afternoon in the Sightseer Lounge with four employees of a Reno utility company, improbably heading to Bend OR on business by means of a transfer to Amtrak's *Coast Starlight* at Sacramento.

SAN FRANCISCO!

... has been my favourite city, anywhere, since my first visit in 1973. As always, we obtained passes good on the MUNI (Municipal Railway) transit system, making liberal use of the cable cars, streetcars, Light Rail vehicles, and buses, including: • “F” line along Market street and the Embarcadero (its historic vehicles painted in the colours of various systems, including those of Milano and Toronto); • Powell-Hyde cable car line to Fisherman’s Wharf (including a stop at the Cable Car museum, working hub of the remaining system and, in Matoffian terms, the “Centre of the Universe”); • “N” line out to Golden Gate Park and Ocean Beach; and • various diesel and trolley buses along the Pacific ocean to Cliff House and back to the San Francisco Brewing Co. on Columbus Avenue (for some “Gripman’s Porter”). We also took Golden Gate Ferries’ MARIN across the Bay to Sausalito and back. Thirty degree Celsius daytime temperatures plunged in the evening, offering cable car rides in the midst of rapidly enveloping fog. It was great to be back after a 14-year absence!

- **14 AUG:** Return to **EDMONTON** on another Canadian Regional Jet 700 operated for United Express by SkyWest Airlines, beginning with a Bay Area Rapid Transit train from Powell & Market to the international airport.



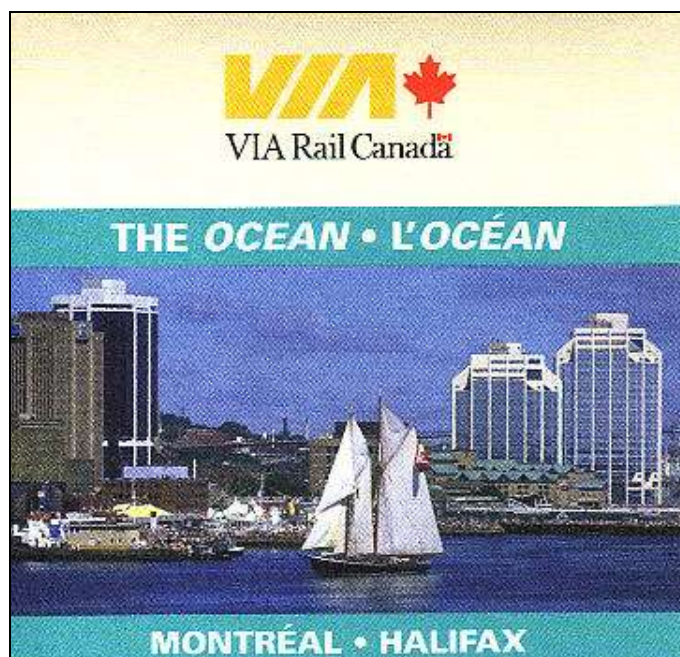
[From D&S “Souvenir Ticket of a Trip to Yesterday”, 2008]



2000's-36: A fully loaded San Francisco Municipal Railway cable car ascends Powell street, on the Powell & Market line (2008/08/??) [PETER DAWES].

2009

*QUÉBEC/ONTARIO/NOVA SCOTIA
NEW BRUNSWICK/MANITOBA
SASKATCHEWAN/ALBERTA*



[From time card, 2008]

SYNOPSIS

We travelled by train in 2009 to visit relatives and friends in Barrys Bay, Georgetown, Halifax, Montréal, Ottawa, Sydney and Toronto – also to take the Alberta Prairie excursion train between Stettler and Big Valley. The above sketch is from VIA's fall 2008 *Ocean* timecard.

Trips taken: Eight were involved covering 5,362 kilometres (3,346 miles), six provided by VIA, the other two by Alberta Prairie Railway Excursions. Two of the trips were behind steam; another two involved Sleeping cars.

Equipment units: 94, made up of 10 Locomotives & Related Units and 84 cars (Coaches & Dayneters, 34; Parlor & Club Cars, 5; Sleeping & Business Cars, 24; Dining & Other Meal Cars, 4; Lounge Cars, 13; Baggage & Miscellaneous Cars, 4).

Places visited in Canada: **AB** – Big Valley, Edmonton and Stettler; **NS** – Baddeck*, Halifax, Peggy's Cove*, Sydney* and Terence Bay*; **ON** – Barrys Bay*, Georgetown, Ottawa and Toronto; **QC** – Montréal. (**Note:** * indicates by non-rail means.)

Noteworthy trips: **VIA Ocean**, Halifax to Montréal; **VIA Canadian**, Toronto to Edmonton; **APRE**, Stettler to Big Valley.

Fastest average speed: **VIA Rideau**, Ottawa to Toronto: 93 km/h (58 mph).

Slowest average speed: **APRE**, Stettler to Big Valley: 18 km/h (11 mph).

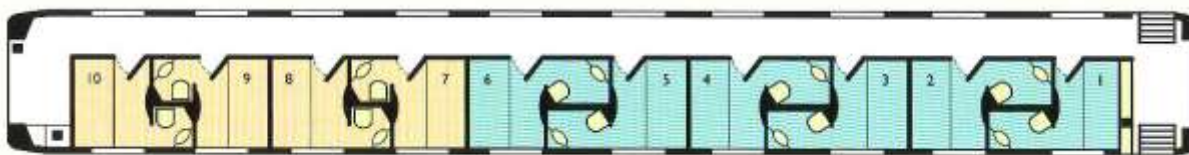
HIGHLIGHT!

Occupying a Bedroom in VIA's *Ocean* from Halifax overnight to Montréal, in the company of an interesting group of passengers served by an excellent crew.

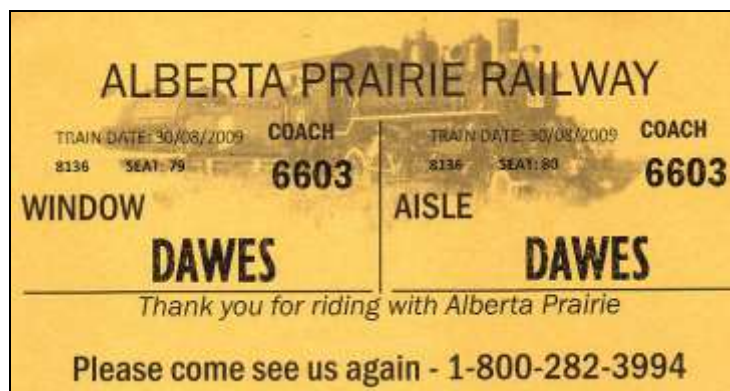
NO MATTER WHERE IT'S GOING: 2009

MILESTONE

VIA began operating the *Canadian* on a longer schedule involving four instead of three nights in December of 2008 – largely reverting to the *Super Continental* pattern of pre-VIA days.



[VIA Renaissance Sleeping car configuration (from "Go with Your Dreams Canada" brochure, 2007/08, 22)]



[Reservation card]

TRIPS AND CONSISTS

• **7 MAY:** To **HALIFAX** with Sandra by Air Canada, touching down enroute at Montréal (two nights at the Waverley Inn, located two blocks from the VIA station), at the start of a 2-week holiday taking in Cape Breton, Montréal, Ottawa, Barrys Bay, Georgetown and Toronto – Halifax highlights including the Citadel national historic site, Maritime Museum of the Atlantic, Pier 21 immigration museum, and dinner with cousin Barbara and husband Tommy Coonan; • **9-11 MAY:** To and around **Cape Breton** by rental car, featuring Bras d'Or Lakes, then Cabot Trail with our friends, Al and Irene Boudreau (one night at Baddeck; two at Sydney); • **12 MAY:** Back to **Halifax** via Peggy's Cove and the S.S. ATLANTIC memorial at Terence Bay (honouring more than 500 passengers and crew killed when this White Star liner ran onto the rocks in 1873 while trying to make Halifax).

13-14 MAY:

VIA 15 HALIFAX-MONTRÉAL *Ocean*

E	[2]	6410,6428
X		7011
C	[3]	7228,7230,7231
CfeL		7309
D		7400
CfeL		7313
S	[6]	7508,7522, 7521 ,7525.7526,7503

To **MONTRÉAL**, departing 1235 and arriving on-time next morning at 0817, major stops including Truro, Amherst, Moncton NB, Bathurst, Campbellton, Matapédia QC, Mont-Joli, Rimouski, Rivière-du-Loup, Charny, Drummondville and St-Hyacinthe, behind two F40PH-2's (two nights at Shaun Fawcett's new condo in Griffintown, overlooking the approach to Gare Centrale); * We occupied a shower-equipped, Deluxe Double Bedroom in car No. 7521; * Two days of touring followed, guided by Shaun, highlights including an exhibition of Irish influence in Québec and jazz at the Upstairs club, plus the usual meal with niece Andrea and nephew Charlie; * 1,346 km in 20 hrs 42 mins, or 65 km/h (840 mls/40 mph); * Nos. 6410, 6428 (both GMD, 1986-7); * Nos. 7011, 7228, 7309 (1di), 7400, 7521 (10db) (all MC, 1995-6).



2000's-37: VIA No. 15 *Ocean* prepares to depart Halifax for Montréal, behind F40PH-2's 6410 and 6428 (2009/05/13) [PETER DAWES].

THE OCEAN

This shoulder season *Ocean* featured 13 cars, including six Sleepers. Because premium "Easterly Class" was not available until mid-June, there was no PARK car at the rear. Meals in the Diner were of good quality (as sourced in the adjacent Service car), but weren't included in the fare. Both Service cars were in Cafe Lounge configuration, offering limited seating capacity. Part of the route had been operated by short lines (Moncton-Matapédia by New Brunswick North Eastern; and beyond to Rivière-du-Loup by Chemin de fer de Matapédia et du Golfe), but CN had re-acquired this trackage as of Nov. 1, 2008.



2000's-38: Interior of VIA Renaissance Dining car No. 7400, part of No. 15 Ocean, enroute from Halifax to Montréal (2009/05/13) [SANDRA DAWES].

16 MAY:

VIA 635 MONTRÉAL-OTTAWA

E	6412
K	3474
C	[2] 3305, 3314

To **BARRYS BAY**, starting with VIA's early Saturday afternoon train to Ottawa; * Depart 1310, arrive on-time at 1516, with stops at Dorval, Alexandria ON and Casselman; * Directly onward by rental car to the Market for supper with buddy Glen Brunton, then west to Barrys Bay for a family reunion at brother Ray's place; * 187 km in 2 hrs 6 mins, or 89 km/h (117 mls/55 mph); * Nos. 3314, 3474 (ex-C 3398) (both BBD, 1981-4).

18 MAY:

VIA 45 OTTAWA-TORONTO *Rideau*

E		902
K		3473
C	[7]	3306,3323,3357,3353,3302, 3300,3345

To **TORONTO**, starting with a car ride back to Ottawa, then VIA to Georgetown to have supper with nephew Chris and family (changing in Toronto), then back into the big city; * Depart 1220, arrive on-time at 1708 behind a P42DC Genesis locomotive, including stops at Fallowfield, Brockville, Gananoque, Kingston, Belleville, Oshawa and Guildwood; * 446 km in 4 hrs 48 mins, or 93 km/h (278 mls/58 mph); * No. 902 (GE, 2001).

THE SNORER

This trip was enlivened by a teenage girl who sat down in the aisle seat (next row ahead and across), then proceeded to snore loudly – and fitfully – for the next four hours or so, defying several threats by the VIA service manager to banish her to an empty car up ahead!

VIA 87 TORONTO-GEORGETOWN [SARNIA]

E		916
K	[3]	3465[dd],3454[dd], 3600[as Coach]
C	[5]	3343,3363,3325,3321,3364

Depart 1740, arrive on-time at 1834, stopping at Brampton; * 47 km in 54 mins, or 52 km/h (29 mls/32 mph); * No. 3600 (BBD, 1984; ex-C 3373; Ir-K 3477).

VIA 88 [SARNIA] GEORGETOWN-TORONTO

E		6420
C	[3]	8118,4122,8125

Depart 2238, arrive on-time at 2329, occupying one of two HEP-1 Coaches operating this evening with an HEP-1 car; * Nos. 4122 (1947; ex-PRR,PC 4063, AM,GWT,NCO 6806), 8118 (1955; ex-CP/VIA 118) (both Budd/AMFT).

HOLIDAY MONDAY

Two of these corridor trains were designed to deal with heavy Victoria Day long-weekend crowds: Ottawa-Toronto No. 45 (seven Coaches and one Club); and Toronto-Sarnia No. 87 (five Coaches, plus one Club in Coach service and two more deadheading – this set probably coming off No. 61 from Montréal). Sarnia-Toronto No. 88 was more modest, featuring just three well-patronized Coaches.

19-21 MAY:

VIA 1 TORONTO-EDMONTON [VANCOUVER] *Canadian*

E	[2]	6419,6445
X		8606
C	[2]	8117,8142
CfeL		8506
S	[3]	Laird Manor,Dawson Manor, Rogers Manor
CfeL		8511
D		Acadian
S	[7]	Wolfe Manor,Cabot Manor, Drummond Manor, Château Dollard ,Château Radisson, Château Argenson,Château Lasalle
CfeL		8517
D		Louise
S	[5]	Château Closse,Château Marquette, Château Dollier, Château Lemoyne,Château Laval
CfeL		8505
D		Fairholme
S	[3]	Cornwall Manor,Bell Manor,

Fraser Manor
OLS Waterton Park

To **EDMONTON** on the *Canadian*, departure scheduled for 2200 but delayed until 0145 next morning, arriving 12 minutes early two mornings later at 0625; behind two F40PH-2's – major stops occurring at Sudbury Jct., Capreol, Hornepayne, Sioux Lookout, Winnipeg MB, Melville SK, Saskatoon and Biggar; * We occupied a Section in CHATEAU DOLLARD, making for a long hike through 15 cars back to the rear-end PARK car; * 3,221 km scheduled for 58 hrs 37 mins, or 55 km/h (2,010 mls/34 mph); * Nos. 8517 (ex-CP CfLC, CP, VIA 517), 8606 (ex-CP XY 3006, 606, VIA 606), CHATEAU DOLLARD (3sc8du3db1dr), WOLFE MANOR (3sc4rm5db1ct), LOUISE, WATERTON PARK (3db1dr) (all Budd/AMFT, 1954-5; ex-CP); * No. 8142 (Budd/AMFT, 1946; ex-PRR/PC 4055, AM 5434, ECPC 4055).

TARDY DEPARTURE

No. 1 was delayed almost four hours due to No. 2 having arrived from Vancouver late that afternoon on account of a CN freight derailment in British Columbia – then having to be turned around and prepared for No. 1's westbound arrival five hours later. VIA had lengthened the schedule in December of 2008 by bringing No. 1's Toronto departure back from the morning to the previous evening, and No. 2's arrival from the evening to next morning. To their credit, VIA's on-board staff did a good job of organizing things during the long wait in Union Station until the train arrived from the maintenance depot and was opened for boarding. Still four hours late at Sioux Lookout, we were only an hour-and-a-half behind by Winnipeg and early into Edmonton.

MY LONGEST TRAIN EVER

This *Canadian* was comprised of two locomotives and no less than 29 cars: 1 Baggage; 2 Coaches; 4 Skyline Cafe Dome Lounges; 3 Dining cars; 18 Sleepers (9 MANOR's and 9 CHATEAU's); and 1 PARK Observation Lounge Dome Sleeper. The train was a near sell-out, with several last-minute travellers having to settle for Sections rather than Bedrooms. While this was the first time I encountered former CP Sleeper CHATEAU LAVAL, I had recorded Coach No. 8142 as Amtrak 5434 on the New York-Kansas City *National Limited*, back in 1975 – originally a Pennsylvania car but rebuilt under VIA's HEP-2 program.

30 AUG:

APRE STETTLE-BIG VALLEY & RETURN

E	6060
W	79146
L	Lone Star
C [3]	6603 ,5080,7279
OBS	663045
C	6744
CX	2808
C	6741
LS	Glen Sutton[as Coach]

Day excursion to **BIG VALLEY** AB on Alberta Prairie Railway Excursions, starting with an automobile transfer down to Stettler, with Sandra and friends Julie Doyle and Bob Bramhill along; * Depart Stettler 1100, arrive Big Valley 1255, behind former CN 4-8-2 Mountain-type No. 6060, owned by Rocky Mountain Rail Society; * We occupied former CN Coach 6603 (built in 1923), but spent most of the outward trip in another ex-CN car, LONE STAR, now functioning as a Lounge with entertainment; * Returning, depart 1445, arrive 1625, with the equipment running in reverse order – then back to Edmonton; * 34 km in 1 hr 40 mins, or 20 km/h (21 mls/12 mph), on the return trip; * No. 6060 (MLW, 1944, 4-8-2, RMRS; ex-CN, GVA); * No. 6603 (CCF, 1923; ex-CN); * LONE STAR (CCF, 1924; ex-CN 5082, 4995); * GLEN SUTTON (CCF, 1921, 4sc; ex-CP 10ct Glen Orchard, 8sc4db Virden, Verdun, Wrk 411293; CWR 1920).

STILL LOTS OF FUN!

This was our third Alberta Prairie excursion, and it remained a first-class operation, from the on-board entertainment to the “shoot-out” and the meal provided at Big Valley. The only change in consist from our last visit in 2003 was the absence of ex-CP 12 Section, 1 Drawing Room Sleeper TRACY. Former CN Mountain locomotive 6060 is always a treat, even if she can only crawl along the 60-pound rail of this former Canadian Northern secondary line.



2000's-39: Alberta Prairie Railway Excursions Lounge car LONE STAR, Big Valley (2009/08/30) [PETER DAWES].



2000's-30: Somewhat obscure *Canadian* departure notice, Winnipeg station (note, "or later"!) (2009-05-21) [SANDRA DAWES].



*[From VIA "Go with Your Dreams
Canada" brochure, 17 (2008)]*

THE FUTURE BECKONS!

This ends my **2000's** volume, with its concentration on business travel early on, then family visiting. The next **2010's** volume continues in much the same vein, with plenty of interesting trains along the way.

GENERAL INDEX

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

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CHANGES FROM PREVIOUS VERSION

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