

NO MATTER WHERE IT'S GOING

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

2nd 1970's



by Peter Dawes

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

2nd 1970's

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FRONT COVER PHOTO

2nd1970's-1: VIA/CN No. 11 *Scotian* arriving at Rimouski QC very early in the morning, led by silhouetted FPA-4 No. 6783 (1977/07/27) [PETER DAWES].

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DEDICATION

to Greg Thompson.

FOREWORD

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

The current volume covers the second part of the 1970's, specifically 1976 through 1979, and involves trips across most of Canada, plus one journey to Alaska.

This is **VERSION 19** (for changes from the previous version, please see page 174).

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

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Hartley, Scott A. *[2nd 1970's-24];*

Newton, C.W. *[2nd 1970's-17];*

Sullivan, Brian E. *[2nd 1970's-2,31].*

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 fourth volume of my North American rail-travel project, offering detailed accounts of all train trips taken between 1976 and 1979, inclusive.

Previous volumes cover the 1950's, 1960's, and 1st part of the 1970's (1970-75); later ones deal with 1st 1980's (1980-82), 2nd 1980's (1983-89), 1990's, 2000's, 2010's and 2020's. The final volume is a comprehensive "Reprise" providing: a review of rail-passenger developments by decade; an overall summary of my travels; personal ratings of trains; interesting cars and locomotives encountered; and several tables of detailed trip information. (I've also prepared three "Companion Documents": No. 1, Trip Details; No. 2, Train Details; and No. 3, Equipment Details.)

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

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

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

BEFORE PROCEEDING...

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

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

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

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

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

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

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

Three final points. First, please bear in mind that this is a **personal** account of rail and associated travel. It will appeal mainly to people who already enjoy train travel or might want to try it out; to railway modellers, photographers, historians or researchers; and perhaps to those who are just interested in the evolution of rail travel in Canada and (to a much lesser degree) the United States during this era. While trip purpose,

references to travelling companions, and anecdotes are included, I present this information in such a manner as to be easily avoided by those looking strictly for train consists.

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

Third, I strongly encourage feedback – everything from factual clarifications to minor typographical corrections; to additional car and locomotive information; and to photographs that might fill in gaps (or, where my efforts are concerned, improve on what I've included). Please contact me using the information shown on page 2 above.

ACKNOWLEDGEMENTS

Many thanks to the following:

- the late Mark Bunting, Tom Matoff, Ken Mozersky, John Stilgoe, the late Brian Sullivan, and Greg Thompson for being key influences where both my interest in trains and career in transportation are concerned (as cited in the initial 1950's volume);
- Ken Boulton, Tom Clark, Gerry Gaugl, Greg Gormick, Ken Holmes, the late Fred Matthews, Doug Smith and Nicholas Vincent for being kindred spirits;
- Ken Boulton, the late Jennifer Bunting, Cindy Chow, Colin Churcher, Charlie Dawes, the late Patrick Dorin, Don McQueen, Jean Patenaude, 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 version of these documents.

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Specifically where this 2nd 1970's volume is concerned:

- Gerry Gaugl, Scott Hartley, Charlie Newton and Brian Sullivan for supplying photographs;
- Gerry Gaugl, Gordon Jomini, Ken Mozersky, Earl Roberts, Doug Smith, Brian Sullivan, and Dale Wilson variously for providing train consist and routing information, photo captions, equipment details, schedule timings, corrections, or just good advice; and
- CTC officials for including me in teams reviewing Canada's rail passenger system from 1976 to 1982, especially commissioners D.H. Jones, John Magee, Jim McDonough, the late Guy Roberge, the late Jack Walter and the late Bernie Wolfe; also lawyer Jean Patenaude.

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

Finally, both 1970's volumes are dedicated to Greg Thompson.

Peter Dawes
Edmonton, Alberta
January, 2026.

GENERAL NOTES AND CAVEATS

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

VIA Rail Canada: is shown as joint service provider (i.e., "VIA/CN" or "VIA/CP") from June 1, 1977 when the corporation began marketing the passenger trains of both railways, then as sole provider of former CN trains from June 1 and CP trains from Oct. 29 of 1978 – as explained in more detail on page 26 below (please note that, unless known to be owned by someone else, equipment is shown as belonging to VIA from these respective 1978 dates forward; also that some units had been painted in VIA colours prior to these dates, or

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remained in CN or CP colours afterwards);

Train names: are shown where formally used (and as used) by the service provider, except that I sometimes employ a popular, unofficial name (e.g., *Atlantic Limited* for CP's Montréal-Saint John train simply because this was what everybody still called it, although the name didn't always appear in timetables);

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*.

BEFORE PROCEEDING...

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

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

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

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

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

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

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

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

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

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

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 excellent, annual *Canadian Trackside Guide*, Earl Roberts and Dave Stremes, editors).

ABBREVIATIONS

SERVICE PROVIDERS

[Note: coloured abbreviations carry through from earlier volumes]

CN	Canadian National Railways
CP	CP Rail
DAR	Dominion Atlantic Railway (CP)
ONR	Ontario Northland Railway
VIA	VIA Rail Canada
WP&Y	White Pass & Yukon Railroad

ADDITIONAL TRACK AND EQUIPMENT OWNERS

AC	Algoma Central Railway
AER	AllEarth Rail
ALC	Allegheny Central Railroad
AMFT	AMF Technotransport (Montréal)
AMT	Agence métropolitaine de transport (Montréal)
AOE	American Orient Express
APRE	Alberta Prairie Rail Excursions (Stettler)
ARM	Alberta Railway Museum (Edmonton)
ARO	American Rail Odysseys
AS	Adirondack Scenic Railroad (Utica NY)
ASC	Aspen Crossing Railway (Mossleigh AB)
AUT	Auto Train
B&A	Bangor & Aroostook Railroad
BCR	BC Rail
B&M	Boston & Maine Railroad
CAR	Cartier (QC) Railway
CB&Q	Chicago, Burlington & Quincy Railroad
CCD	Cape Cod Railroad
CC&RG	Canon City & Royal Gorge (CO) Railroad
C&NW	Chicago & North Western Railway
COE	COE Rail (Walled Lake MI)
CRC	Classic Rail Cars (Fairlawn NJ)
CSE	California Sun Express (Princess Tours)
CTCUM	Commission de transport de la communauté urbaine de Montréal
DART	Dallas Area Rapid Transit
DFB	D.F. Barnhard Associates
D&H	Delaware & Hudson Railroad
D&M	Detroit & Mackinac Railway
DWM	D. Walmsley
ECPC	Eagle Canon Passenger Car Co. (Parkersburg WV)
E&LS	Esanaba & Lake Superior Railroad (Wells MI)

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ERCS	Eastern Rail Car Services
EXL	Excursion Lines (Rochester NY)
FDC	Ferrocarriles de Cuba
FEC	Florida East Coast Railroad
FLK	Finger Lakes Railway (Geneva NY)
FRRC	Fox River Rail Car (Burlington WI)
FRS	FarmRail System (Clinton OK)
GC	Grand Canyon Railway (Williams AZ)
GCRT	Great Canadian Railtour Co. (Vancouver)
GL	Georgetown Loop Railroad (CO)
GRT	Gateway Rail Tours
GSCR	General Scrap (Winnipeg)
GTW	Grand Trunk Western Railroad (CN)
GVC	Government of Canada
HAWT	Holland America – Westours/McKinley Explorer Tours
HC&W	Hull, Chelsea & Wakefield Railway
HIT	High Iron Travel (Waunakee WI)
HVH	Heber Valley Historic Railroad (Heber City UT)
IFE	IFE Leasing (Saugus CA)
IRS	Industrial Rail Services (Moncton)
ISL	Industries Soulonges (Les-Cèdres QC)
ITA	Illinois Transit Assembly
ITI	Impulsaria Tlaxcalteca de Industrias (Mexico City)
KJ	Keokuk (IA) Junction Railway (Pioneer Rail Corp.)
LMW	Loram Maintenance of Way
LTE	Larry's Truck & Electric (Girard OH)
LVY	Lackawanna Valley Railroad (Scranton PA)
MDK	Mandak Metal Processing (Selkirk MB)
M&E	Morristown & Erie Railroad (NJ)
MHS	M4 Holdings
MILW	Chicago, Milwaukee, St. Paul & Pacific Railroad (Milwaukee Road)
MIR	Merrill Irvin (Kankakee IL)
MTEC	Mattawa-Temiskaming Excursion Co. (Mattawa ON)

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MTM	Memphis Transportation Museum
MWR	Mid-West Repair & Rebuilding (Milwaukee)
NBEC	New Brunswick East Coast Railway
NBS	North Bay (ON) Salvage
NRHBC	National Railroad Historical Society, BC Chapter (New Westminster)
NRHMI	National Railroad Historical Society, Michigan Chapter (Bluewater)
NRHTF	National Railroad Historical Society, Twin Forks Chapter
NTFT	Nagel Tours – Fun Train Canada (Edmonton)
N&W	Norfolk & Western Railroad
NWP	Northwestern Pacific Railroad
NYC	New York Central Railroad
OC	Ohio Central Railroad (Coshocton OH)
OO&E	Ogdensburg (NY), Ontario & Eastern
PRV	Private Rail
PSTR	Port Stanley (ON) Terminal Rail
PSY	Piché's Scrap Yard (North Bay ON)
PVS	Private Sleeping Cars (J.D. McGuire)
P&W	Peoria & Western Railway
QR	Quiat Resources (Denver)
RMT	Ride My Train (Barstow CA)
RRE	Rail Road Equipment (Port Washington WA)
RSR	Renaissance Rail (IL)
RTI	Rapido Trains Inc.
SCTF	Sociedad Columbiana de Transporte Ferroviario
S&H	Salem & Hillsborough (NB) Railway
SLN	Sleeperline (Davenport IA)
SLSF	St. Louis-San Francisco Railroad (Frisco)
SOLRS	Southern Ontario Locomotive Restoration Society (St. Thomas)
SPC	South Pacific Coast Railroad
STCUM	Société de transport de la communauté urbaine de Montréal
TAL	Tour Alaska
TC	Tioga Central Railroad and Transportation Museum (Wellsboro PA)
TCP	Thomas C. Pearson (Laguna Hills CA)

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TTSL	Trains Touristiques du Saint-Laurent
US	United States Army
WAB	Wabash Railroad
WC	Wisconsin Central Railroad
WCL	Waccamau Coastline Railroad (Conway SC)
WCRA	West Coast Railway Association (Squamish BC)
W&I	Washington & Idaho Railroad (Marshall WA)
WSJ	Waterloo-St. Jacobs (ON) Railway
WX	Wheatland Express (Cudworth SK)
YSR	Yolo Shortline Railroad (Woodland CA)

MISCELLANEOUS ENTITIES

ASF	Alaska State Ferries
BSC	Baltic Shipping Co.
CTC	Canadian Transport Commission
ECL	Ellerman City Lines
POL	Polish Ocean Lines
STC	Saskatchewan Transportation Co.

RAIL EQUIPMENT

BKL	Buffet Club Lounge
BL	Buffet Lounge
BLS	Buffet Lounge Sleeper
BP	Buffet Parlor
BS	Buffet Sleeper
C	Coach
Cafe	Cafeteria
CfeC	Cafe Coach
CfeL	Cafe Lounge
CfLC	Cafe Lounge Coach
CL	Coach Lounge

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CX	Coach Baggage
D	Diner
dd	Equipment deadheading
DL	Diner Lounge
DN	Dayniter
Dn	Dinette
DnY	Dinette Dormitory
E	Engine (Diesel)
ENT	Entertainment car
ex-	Former
H	Hospital car
K	Club Galley
L	Lounge
Ir-	Later
LRC	Light-Rapid-Comfortable train
m	Self-propelled multiple unit train
MTG	Marketing car
OL	Observation Lounge
OLS	Observation Lounge Sleeper
P	Parlor
PG	Parlor Grill
R	Express Refrigerator car
RDC	Rail Diesel Car
S	Sleeper
SDn	Sleeper Dinette
TIC	Track Inspection Car
TrC	Training/Classroom car
U	Generator
V	Battery Charger unit
Wrk	Work service
X	Baggage
XM	Baggage Mail

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XY	Baggage Dormitory
Y	Dormitory
Z	Business Car

SLEEPING ACCOMMODATIONS

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

EQUIPMENT MANUFACTURERS

ACF	American Car & Foundry
B&S	Barney & Smith
Budd	Budd Co.
CB	Carter Brothers
CCF	Canadian Car & Foundry
EMD	Electromotive Division (GM)
GMD	General Motors Diesel Division
MLW	Montréal Locomotive Works
NSC	National Steel Car
PCF	Pacific Car & Foundry
PS	Pullman Standard

SAMPLE ENTRY

BEFORE PROCEEDING...

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

25 NOV:

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

E	[2]	6536,6636	MONTRÉAL-SUDBURY
E		1410	SUDBURY-WINNIPEG?
E	[3]	1402,8559[CP],1403	[TORONTO] SUDBURY-VANCOUVER
X		606	MONTRÉAL-SUDBURY
XY		9480	[TORONTO] SUDBURY-VANCOUVER
Y		Irondale	"
C		5437	"
C		116	MONTRÉAL-SUDBURY
C		126	
CfeL		517	
DN		5744	MONTRÉAL-SUDBURY
D		Kent	"
DN		5741	[TORONTO] SUDBURY-VANCOUVER
S		Excelsior	"
D		1367	"
BL		Sans Souci	"
S		Emerald	[TOR] SUDBURY-WINNIPEG [EDM-VANCOUVER]
S		Laird Manor	MONTRÉAL-WINNIPEG [EDMONTON-VCR]
S		Château Argenson	

To **THE PAS** MB for regional hearings, via Winnipeg and Saskatoon, with further hearings at Tisdale SK, then Sioux Lookout, Hornepayne and Capreol ON; * Depart 1250, arrive Winnipeg 2135 next day, with major stops at Carleton Place, Chalk River, North Bay, Sudbury, Cartier, Chapleau, White River, Marathon, Schreiber, Nipigon, Thunder Bay, Ignace, Dryden and Kenora – behind ex-CN power as far as Sudbury and former and current CP beyond, occupying a Roomette in LAIRD MANOR; * As of 28 OCT, the *Canadian* began consolidating at Sudbury with the Toronto-originating *Super Continental* for the trip across northern Ontario to Winnipeg; * 2,087 km in 33 hrs 45 mins, or 62 km/h (1,302 mls/39 mph); * No. 8559 (MLW, 1956; CP); * LAIRD MANOR (Budd, 1954-5, 4sc4rm5db1ct; ex-CP); * SANS SOUCI (CCF, 1924; ex-CN BP St. Peter/Ir-WCL).

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Explanations:

25 NOV:

VIA 1

[MONTRÉAL]

OTTAWA-WINNIPEG

[VANCOUVER]

Canadian/Super Continental

E [2] 6536,6636

E 1410

E [3] 1402,8559[CP],1403

X 606

XY 9480

Y Irondale

C 5437

C 116

C 126

CfeL 517

DN 5744

D Kent

DN 5741

S Excelsior

D 1367

BL Sans Souci

S Emerald

- departure date;
- service provider was VIA, train number 1;
- origin of train;
- segment travelled;
- destination of train;
- name of train (combined here);
- two Locomotives, operating from Montréal to Sudbury;
- one Locomotive, from Sudbury to Winnipeg (the ? indicating this unit might have been removed somewhere beyond Winnipeg);
- three Locomotives originating in Toronto and travelling all the way to Vancouver on this train (No. 8559 marked for CP);
- Baggage car, Montréal-Sudbury only;
- Baggage Dormitory car, Toronto-Vancouver (the *Italics* indicating assumed, not recorded);
- this Dormitory car also Toronto-Vancouver;
- this Coach likewise;
- this Coach, Montréal-Sudbury only;
- this Coach travelling all the way from Montréal to Vancouver on this train;
- this Cafe Lounge likewise;
- this Dayniter, Montréal-Sudbury only;
- this Diner likewise;
- this Dayniter, Toronto-Vancouver on this train;
- this Sleeper likewise;
- this Diner likewise;
- this Buffet Lounge likewise;
- this Sleeper originating in Toronto and travelling beyond Winnipeg to Vancouver on a different train via Edmonton;

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S	Laird Manor	<ul style="list-style-type: none"> this Sleeper originating in Montréal and travelling beyond Winnipeg to Vancouver on a different train via Edmonton (the Bold indicating that I occupied this car);
S	Château Argenson	<ul style="list-style-type: none"> this Sleeper originating in Toronto and travelling all the way to Vancouver on this train.
	* 2,087 km in 33 hrs 45 mins, or 62 km/h (1,302 mls/39 mph)	<ul style="list-style-type: none"> distance travelled, elapsed time and average speed in kilometres (<i>and miles</i>);
	* No. 8559 (MLW, 1956, CP)	<ul style="list-style-type: none"> built by Montréal Locomotive Works in 1956, owned by CP instead of the service provider;
	* LAIRD MANOR (Budd, 1954-5, 4sc4rm 5db1ct; ex-CP)	<ul style="list-style-type: none"> built by Budd Co. in 1954-5, with 4 Sections, 4 Roomettes, 5 Double Bedrooms, and 1 Compartment; formerly owned by CP);
	* SANS SOUCI (CCF, 1924; ex-CN BP St. Peter/Ir-WCL)	<ul style="list-style-type: none"> built by Canadian Car & Foundry in 1924 for CN, rebuilt from Buffet Parlor <i>St. Peter</i>; later sold to Waccamau Coast Line Railroad.

QUICK INDEX OF TRAINS TAKEN

number name or route page(s)

CANADIAN NATIONAL/VIA RAIL CANADA (*VIA in Bold*)

1	<i>Super Continental</i>	48,94
2	<i>Super Continental</i>	44,47,55
3	<i>Super Continental</i>	131,144
4	<i>Super Continental</i>	135,146

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<i>number</i>	<i>name or route</i>	<i>page(s)</i>
8	Winnipeg-Capreol	147,148
9	Jasper-Prince Rupert	50,51,52
10	Prince Rupert-Jasper	54
11	<i>Scotian</i>	84
12	<i>Scotian</i>	76,83,89,91
14	<i>Ocean</i>	73,81,106,110,118,138
15	<i>Ocean</i>	71,79
18	Truro-Sydney	73
19	Sydney-Truro	75
25	Québec-Montréal	82,93
30	Ottawa-Montréal	130,141,142
33	Montréal-Ottawa	72,77,80
34	Ottawa-Montréal	69,72,78,80,106,110,118,128,138
35	Montréal-Ottawa	110,130
37	Montréal-Ottawa	82,111,141,143
39	Montréal-Ottawa	141
43	<i>Capital</i>	66,67,68,88,96,102,103,104,105,112,114,121,129,137,142,150
44	<i>Capital</i>	65,88,97
44	<i>Exec</i>	41
45	<i>Exec</i>	45
46	<i>Exec</i>	66,67,68,102,103,104,106,113,122,130,138,142,151
53	<i>Lakeshore</i>	129
54	<i>Bonaventure</i>	40
55	<i>Bonaventure</i>	128
92	<i>Hudson Bay</i>	145
99	<i>Northland</i>	57,115
118	Matapédia-Gaspé	79,90
119	Gaspé-Matapédia	79,91
139	Montréal-Ottawa	117,119

NO MATTER WHERE IT'S GOING: 2nd 1970's

<i>number</i>	<i>name or route</i>	<i>page(s)</i>
170	Chicoutimi-Montréal	108,117
174	Cochrane-Québec	116,117
175	Québec-Cochrane	85
186	Dolbeau-Chambord	108
199	Québec-Chicoutimi	107
611	Moncton-Saint John	76
617	Edmundston-Québec	93
619	Moncton-Edmundston	92
620	Montréal-Sherbrooke	84
655	Kingston-Toronto	65
680	Prince Albert-Regina	133
688	Saskatoon-The Pas	145
689	The Pas-Saskatoon	146
690	Edmonton-North Battleford	46
694	Edmonton-Drumheller	46
 CP RAIL/VIA RAIL CANADA (<i>VIA in Bold</i>)		
1	<i>The Canadian/Canadian</i>	39,41,42,56, 120,143
2	<i>The Canadian/Canadian</i>	42,59, 82,88,95,120,132,134,140,150
3	Halifax-Yarmouth [<i>DA</i>]	139
6	Yarmouth-Halifax [<i>DA</i>]	70
7	Halifax-Yarmouth [<i>DA</i>]	139
12	<i>The Canadian</i>	40
40	<i>Atlantic Limited</i>	69, 78,95
41	<i>Atlantic Limited</i>	77
153	Québec-Montréal	119
304	Edmonton-Calgary	132
 ONTARIO NORTHLAND		
99	<i>Northland</i>	115

NO MATTER WHERE IT'S GOING: 2nd 1970's

<i>number</i>	<i>name or route</i>	<i>page(s)</i>
187	<i>Northland</i>	57
288	<i>Northland</i>	57
423	<i>Polar Bear Express</i>	86
624	<i>Polar Bear Express</i>	86
 WHITE PASS & YUKON		
1	Skagway-Lake Bennett	53
2	Lake Bennett-Skagway	53

2nd 1970's



2nd 1970's-2: VIA No. 4 *Super Continental* at wintry Edmonton station, led by FP9A No. 6513 still in CN colours but with the "noodle" removed (1979/12/24) [BRIAN E. SULLIVAN].

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

ALASKA*



*[Sources: cn.ca; "CP Rail Ferry Services"; ontc.on.ca;
VIA: National Timetable (Oct. 29, 1995, cover);
WP&Y: Official Guide of the Railways
(1970/05, 624)]*

OVERALL CONTEXT

*Lover please, please come back,
Don't take the train coming down the track.
Don't please don't, please call on me,
Don't leave me in misery.*
Billy Sawn/Kris Kristofferson.

PLEASE NOTE

Although this part focusses on the period covered by this volume (1976-79), **TRIP DETAILS** provides totals for both these years and the whole decade, while the **ROUTE SCHEMATICS** also portray the entire decade.

I continued to work for the Canadian Transport Commission (CTC)'s Research Branch in Ottawa during the latter 1970's. The above quotation is from yet another great song with a railway theme – a big hit for the R&B artist, Clyde McPhatter.

By mid-decade, I was working more and more on passenger-train issues as a resource person for the Commission's Railway Transport Committee. This association led to considerable rail travel as restructuring hearings were held throughout the country in response to the Government of Canada's desire to reduce passenger-train subsidies. These were being paid to the service provider to the extent of 80 per cent of "actual losses", a term intended to cover only long-run variable costs, and no specific incentives were included for good performance. (By way of explanation, the *Railway Act* required the CTC to determine whether a passenger service was "uneconomic" and if it should be discontinued. Section 260 mandated that all matters in the "public interest" be considered, including the "actual losses", alternative transportation services, probable effect on other passenger-train services, and probable future passenger transportation needs of the area.)

Presiding over these hearings were Commissioners appointed to the CTC by the government, usually in 3-person panels but at times singly. Working with rail-costing and lawyer colleagues, my role was to research the historical transportation context of the service in question, provide support to Commissioners

NO MATTER WHERE IT'S GOING: 2nd 1970's

at public hearings, design an alternative plan if the service warranted continuance according to the provisions of the *Railway Act* and other legislation, and prepare draft reports and decisions for their consideration. In 1978, the CTC relocated across the Ottawa River to Hull QC.

The trains remained my preferred way to travel during these years, supplemented by airplanes, intercity buses and ferries as necessary. I also made my first three overseas trips during this part of the decade (in 1976, '78 and '79), all to Europe and all involving lots of rail travel.

These years would see Canada join the United States in entrusting passenger-train services to a public entity. The "VIA" concept first appeared in CN's Apr. 25, 1976 timetable ("Introducing a whole new symbol of Canadian train travel"); then CN and CP issued a joint "VIA" timetable on Oct. 31. The Minister of Transport announced the formation of VIA Rail Canada Inc. effective Feb. 28, 1977, initially as a subsidiary of CN but soon to become a separate Crown corporation. VIA Rail took charge of marketing both CN and CP passenger trains from June 1, 1977 but continued to list them separately until 1978 when it began issuing Ontario & Québec, Western Transcontinental, and Eastern Transcontinental regional timetables instead of a single national folder. The corporation deleted references to CN trains effective June 1 (in a new Western Transcontinental timetable), and to CP trains as of Oct. 29 (in all three timetables). It was on the latter date that VIA Rail began combining services under a Western Transcontinental *Final Plan* issued by the CTC, followed by Maritime services on Oct. 28, 1979 under a similar Eastern Transcontinental *Final Plan*. All in all, the CTC strongly influenced the shape of VIA during this initial phase through the *Railway Act*, although this would soon change because the government ultimately controlled the purse strings.

In the U.S., Amtrak continued to consolidate the core network of services taken over in 1971, in the midst of uncertain funding. During this period, the short- and medium-distance "Amfleet" order was completed, and new bilevel long-distance "Superliner" cars began to enter service. The corporation also started rebuilding the best of the units originally acquired from the freight railways with HEP (Head-end Electric Power), intending this "Heritage" fleet to complement a large number of new F40PH diesel locomotives.

TRIP DETAILS

1976-79

During the period covered by this volume, I took 143 trips and travelled 69,566 kilometres (*43,416 miles*) by train. American-based service providers accounted for just two of these trips and 132 km (*82 m/s*). By year, the greatest distance travelled was 24,192 km (*15,098 m/s*) in 1976; the smallest, 7,880 km (*4,918 m/s*) in 1978. Most trips were 51 in 1977; the fewest, 24 in 1976.

Some 105 of these trips were in my "Coach" category (including 4 in Dayniter and 2 in Club class), and 38 in "Sleeper" (including 4 in Business cars). Fourteen trips were on self-propelled trains; none on steam trains.

By service provider, the number of trips were: VIA, 99; CN, 28; CP, 9; Ontario Northland (ONR), 5; and White Pass & Yukon (WP&Y), 2.

There were 1,453 units in the trains I took: 304 Locomotives & Related Units and 1,149 cars. The latter by category: Coaches & Daynitters, 502; Parlor & Club Cars, 68; Sleeping & Business Cars, 178; Dining & Other Meal Cars, 68; Lounge Cars, 181; Baggage & Miscellaneous Cars, 152.

On these trips, the fastest average speed by a **Canadian** service provider was on CN's *Bonaventure* from Toronto to Brockville in 1976: 101 km/h (*63 mph*). **American:** WP&Y No. 2 from Lake Bennett to Skagway, also in 1976: 27 km/h (*17 mph*).

Slowest average speed by a **Canadian** service provider was on VIA No. 199 from Québec to Chicoutimi in 1978: 44 km/h (*27 mph*). **American:** WP&Y No. 1 from Skagway to Lake Bennett in 1976: 26 km/h (*16 mph*).

FULL DECADE

During the entire decade of the 1970's, I perhaps took 314 trips and travelled 143,057 kilometres (*89,282 miles*) by train. American-based service providers accounted for 58 of these trips and 30,803 km (*19,224*

NO MATTER WHERE IT'S GOING: 2nd 1970's

mls); Mexican, 2 trips and 508 km (317 *mls*).

By year, the greatest distance travelled was 26,466 km (16,517 *mls*) in 1974; the smallest 2,712 km (1,693 *mls*) in 1972. Most trips were 63 in 1974; the fewest, 10 in both 1971 and 1972. Perhaps 252 of these trips were in my "Coach" category (including 4 in Dayniter and 2 in Club class), and 62 in "Sleeper" (including 4 in Business cars). Forty-eight trips might have been on self-propelled trains; 5 were definitely on steam trains.

By service provider, the number of trips were: **119** – CN; **99** – VIA; **36** – Amtrak (AM); **28** – CP; **5** – Ontario Northland and Bay Area Rapid Transit (BART); **3** – Denver & Rio Grande Western (D&RGW) and White Pass & Yukon; **2** – Government of Ontario Transit, National Capital Commission (NCC), Chicago, South Shore & South Bend, New Jersey Transit, Southeastern Pennsylvania Transit Authority, and Pacific Southwest Railway Museum Association (PSRMA); **1** – Algoma Central (AC), Cumbres & Toltec (C&T), Southern (SOU) and Southern Pacific (SP).

There were perhaps 3,110 units in the trains I took during this decade: 652 Locomotives & Related Units and 2,458 cars. The latter by category: Coaches & Dayneters, 1,236; Parlor & Club Cars, 138, Sleeping & Business Cars, 323; Dining & Other Meal Cars, 153; Lounge Cars, 303; Baggage & Miscellaneous Cars, 305.

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

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

PLACES VISITED

(Note: * indicates by non-rail means)

Canada: **AB** – Calgary, Drumheller, Edmonton, Jasper, Lloydminster, Red Deer and St. Paul*; **BC** – Lake Bennett, Prince George, Prince Rupert and Smithers; **MB** – The Pas and Winnipeg; **NB** – Campbellton*, Edmundston, Fredericton*, Fredericton Jct., Moncton and Saint John; **NS** – Antigonish*, Baddeck*, Digby, Halifax, Ingonish Beach*, Kentville*, Sydney, Truro and Yarmouth; **ON** – Brockville, Capreol, Cochrane, Cornwall, Hornepayne, Kingston, Moosonee, North Bay, Sioux Lookout, Sudbury, Thunder Bay and Toronto; **QC** – Amos, Chambord, Charny, Chicoutimi, Dolbeau, Gaspé, La Tuque, Lévis, Matapédia, Montréal, New Carlisle, Paspébiac*, Québec, Rimouski, Roberval*, Rouyn/Noranda*, St-Hyacinthe*, St-Jean, St-Raymond*, Shawinigan* and Sherbrooke; **SK** – Prince Albert*, Regina, Saskatoon and Tisdale.

United States: **AL** – Skagway.

PARTICULARLY NOTEWORTHY TRIPS

1976: **CP Canadian**, Ottawa to Winnipeg (featuring a cab ride from Schreiber to Nipigon in northwestern Ontario); **CN Super Continental**, Ottawa to Jasper (my first trip over the former Canadian Northern-National Transcontinental route to Winnipeg, occupying a Dayniter for three nights due to no sleeping accommodation being available on a 24-car train swelled by an airline strike); **CN 9**, Jasper to Prince George, on to Smithers and finally Prince Rupert (the former Grand Trunk Pacific route to tidewater, part of the way alongside the beautiful Skeena River in the cab of the locomotive); **WP&Y 1**, Skagway to Lake Bennett (up through the spectacular White Pass into British Columbia); **CN Super Continental**, Jasper to Ottawa (featuring 23 heavily loaded cars, a normal consist during the summer of 1976, with all sorts of interesting people on board – the very best train travel can be!); **ONR Northland**, Cochrane to North Bay (travelling in Business car ONAKAWANA over the old Temiskaming & Northern Ontario route);

1977: **CP Atlantic Limited**, Montréal to Saint John (my first trip over CP's "Short Line" route through the State of Maine, one stretch still owned by the Maine Central Railroad); **Dominion Atlantic 6**, Digby to Halifax (through the beautiful Annapolis Valley and its old towns, over a line operated by CP under long-term lease); **CN Ocean**, Halifax to Montréal (another first trip, following the ex-Intercolonial/Grand Trunk route

NO MATTER WHERE IT'S GOING: 2nd 1970's

via Campbellton and Lévis); **VIA/CN 619/617/175**, Moncton to Edmundston, then Québec/Ste-Foy and on to Cochrane (following the National Transcontinental route which stretched all the way from Moncton to Winnipeg); **ONR Polar Bear Express**, Cochrane to Moosonee (a venerable tourist train running north to James Bay);

1978: VIA 199, Québec/Ste-Foy to Chicoutimi (this was the former Quebec & Lake St. John route, including a long segment having no road access); **VIA 174-170**, La Tuque to Montréal (a late Abitibi train picking up our CTC-chartered cars at La Tuque, then flying down the old Canadian Northern through Shawinigan to make up time); **VIA/CP Canadian**, Montréal to Ottawa (my last trip on CP's streamliner before the rationalization process took effect and the *Super* became the only Western Transcontinental operating out of Montréal, the *Canadian* the only such train out of Toronto);

1979: VIA Super Continental, Ottawa to Edmonton (this train now departing from Montréal's Central Station with a mixture of CN and CP equipment, but using CP's line from Vaudreuil as far as North Bay); **VIA Canadian**, Winnipeg to Ottawa (including an evening meal in CTC-chartered Prime Minister's Car No. 5 while rushing down the Ottawa Valley – VIA having now designated this train to serve Montréal, the *Super* Toronto); **VIA 8**, Sioux Lookout to Hornepayne, then Capreol (occupying Business car NORTH WIND, attached to a local train after the *Super* was transferred to the CP route across northern Ontario).

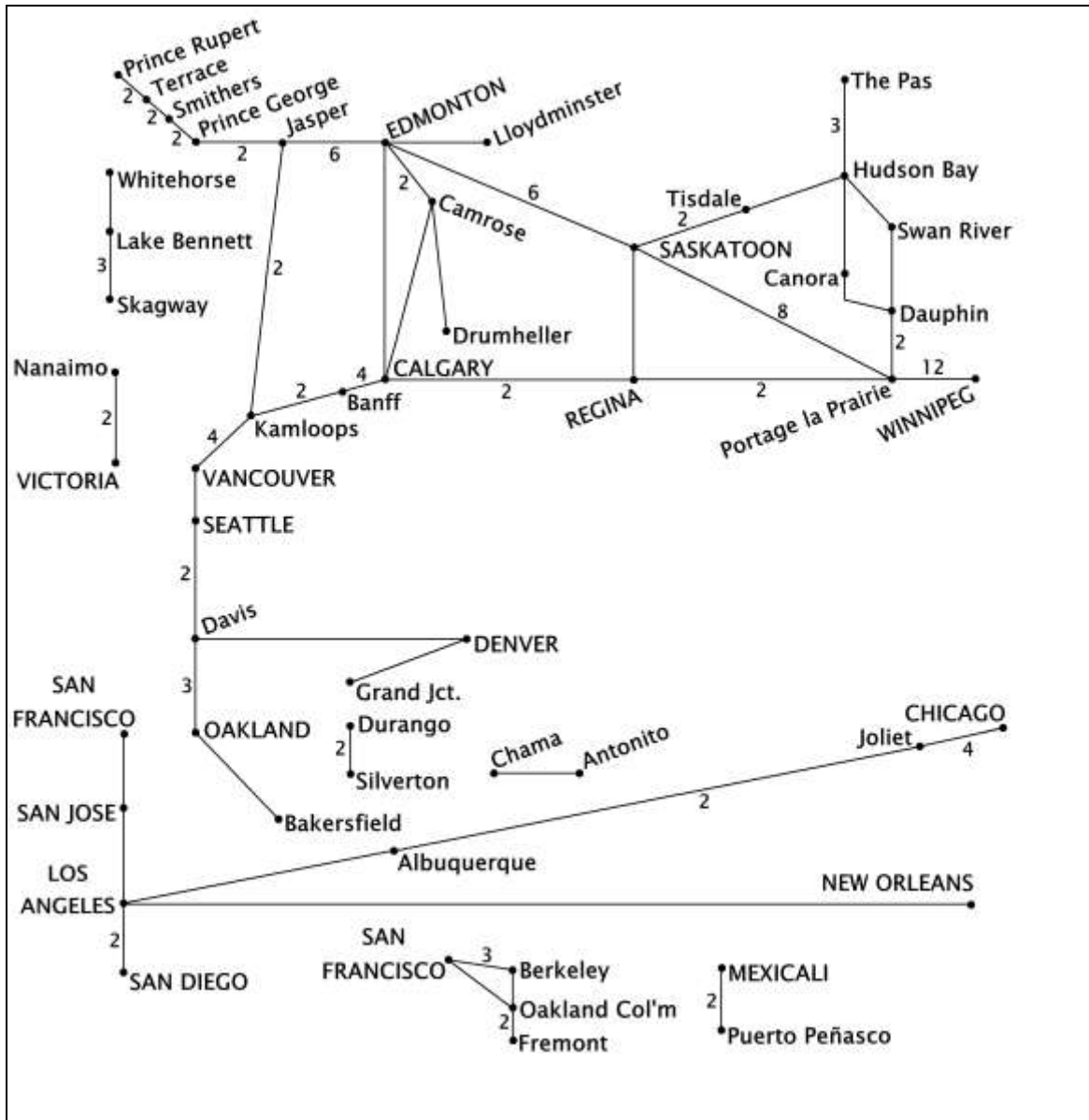
REMINDER!

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

ROUTE SCHEMATIC 1: WESTERN CANADA, U.S. & MEXICO

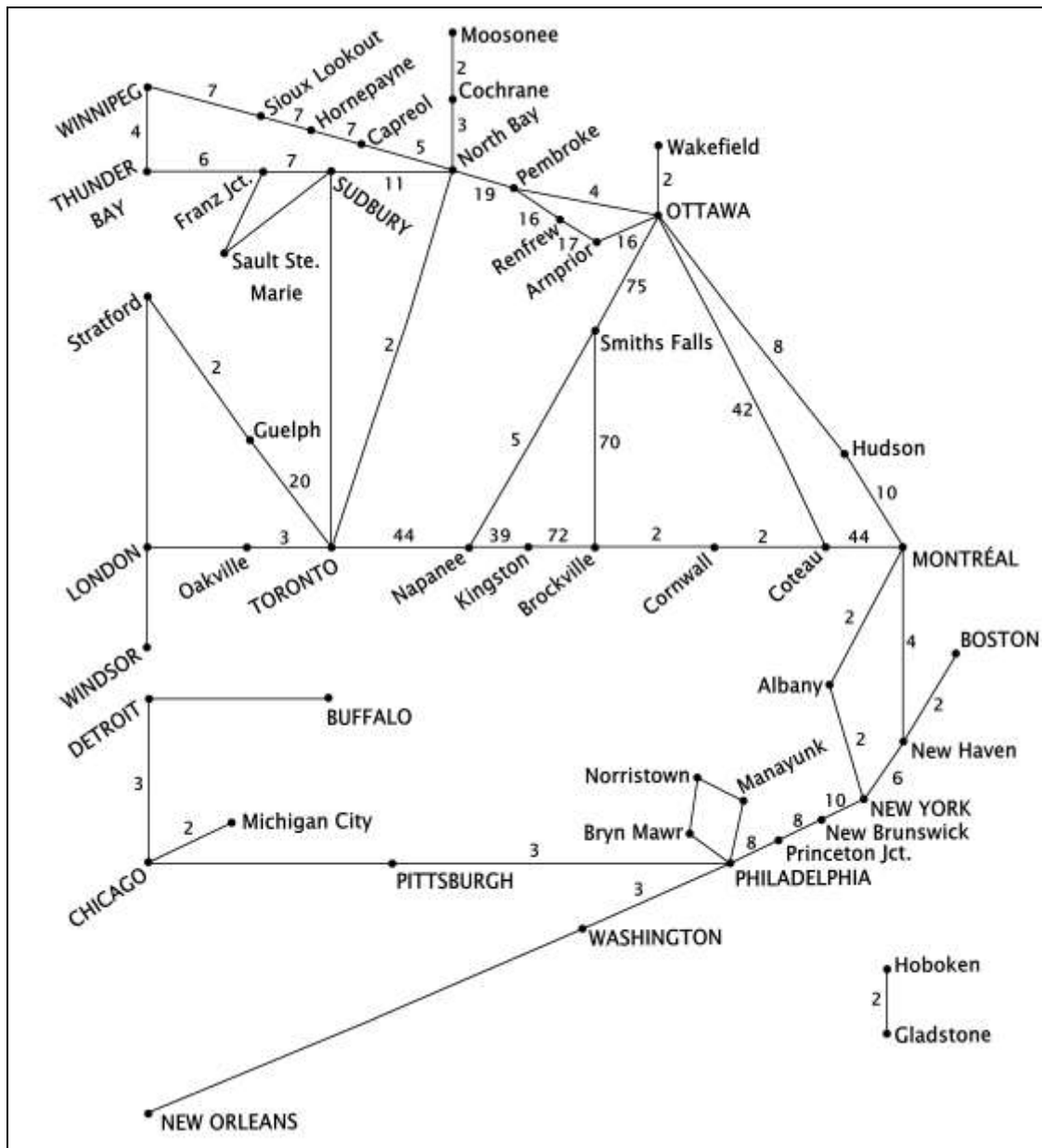
[ENTIRE DECADE]

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



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

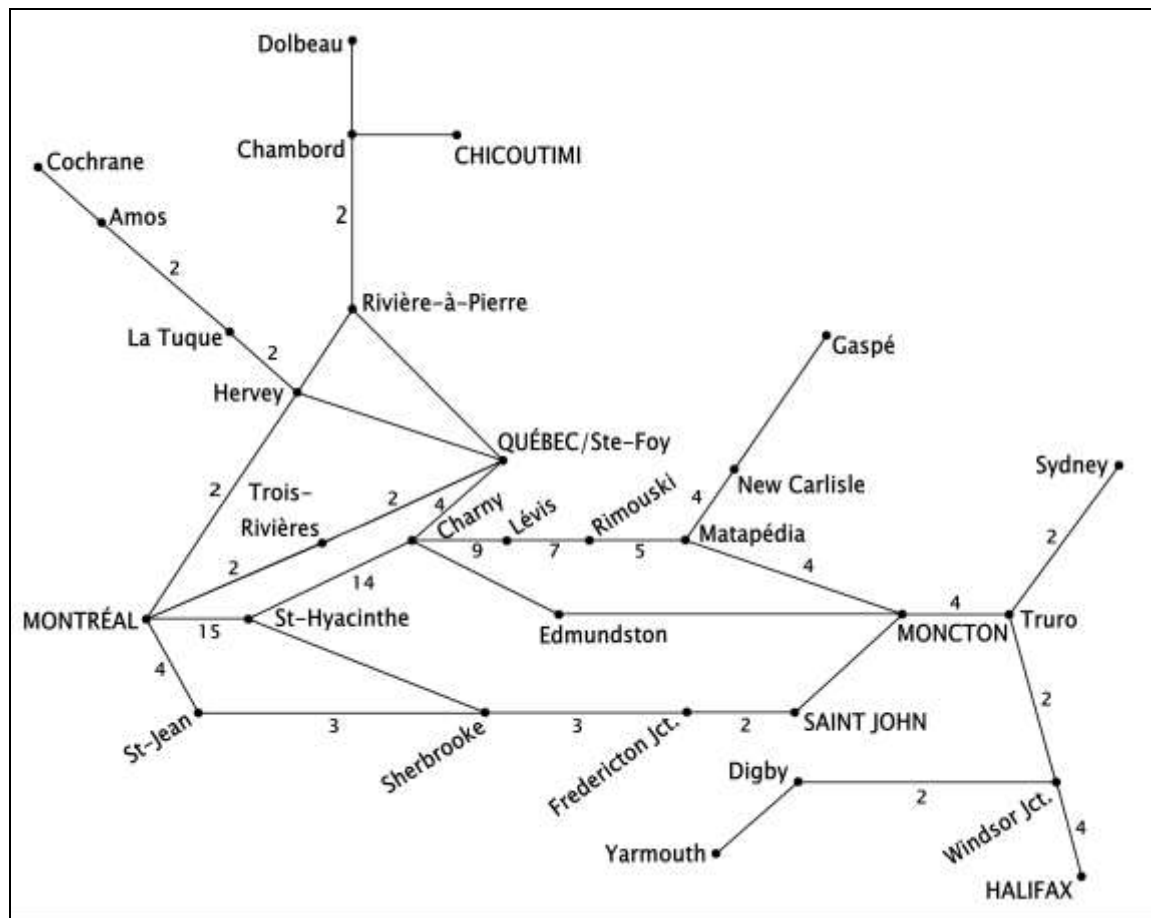
**[Showing number of one-way trips by segment
(1 such trip unless shown otherwise)]**



ROUTE SCHEMATIC 3: QUÉBEC & ATLANTIC CANADA

[ENTIRE DECADE]

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

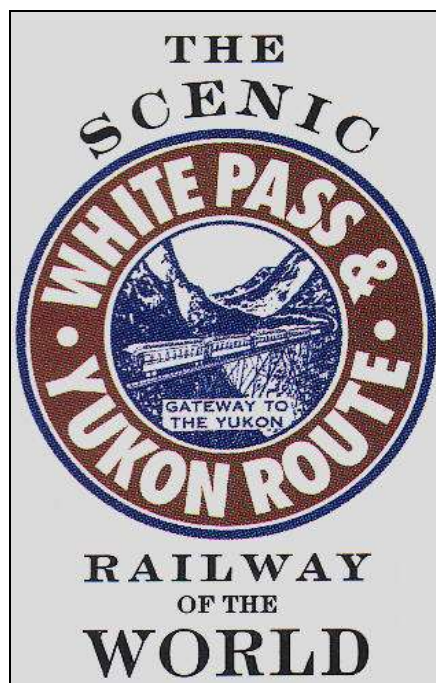


1976

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



[CN System Timetable, 1976/04/25, front cover]



*[Trains 2005 Guide to
Recreational Rail-
roading, 18]*

**CN and AMTRAK
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*[CN System Timetable,
1975/10/26, 11]*

SYNOPSIS

I took trips in 1976 to visit my parents and other family members, and to work on CTC restructuring hearings involving the following trains: CN and CP Western Transcontinentals; CN Alberta, Saskatchewan and British Columbia regionals; and the joint CN-Ontario Northland (ONR) *Northland*. I also rode the White Pass & Yukon (WP&Y), as in 1970. The transcontinental hearings were in response to a Ministry of Transport "Directive" requiring the CTC to review all services with the objective of attaining an "improved basic single network" across the country, avoiding duplication and adhering to the "user-pay principle" – in sum, what one skeptic called "The Directive of Despair". Research branch staff prepared two background documents: an historical description of Western Transcontinental services in Canada from 1920 to '75; and a comprehensive set of transcontinental alternatives. Subsequent to the initial hearings, we also drafted a *Summary of Findings*, which was adopted by the Railway Transport Committee.

Trips taken: Twenty-four trips were involved this year, covering 24,192 kilometres (*15,098 miles*): 13 provided by CN; 7 by CP; and 2 each by ONR and WP&Y. American service provider White Pass accounted for 132 km (*82 mls*). Overall, eleven of the trips were in Sleepers, 2 on self-propelled trains, 1 in a Business car, and 1 in a Dayniter.

Equipment units: 291, made up of 60 Locomotives & Related Units and 231 cars (Coaches & Dayneters 66; Parlor & Club Cars, 21; Sleeping & Business Cars, 58; Dining & Other Meal Cars, 23; Lounge Cars, 35; Baggage & Miscellaneous Cars, 28).

Places visited in Canada: ***AB*** – Drumheller, Edmonton, Jasper, Lloydminster and St. Paul*; ***BC*** – Lake Bennett, Prince George, Prince Rupert and Smithers; ***MB*** – Winnipeg; ***ON*** – Brockville, Cochrane, Kingston, North Bay, Sudbury, Thunder Bay and Toronto. ***United States:*** ***AL*** – Skagway. (***Note:*** * indicates by non-rail means.)

Noteworthy train trips: ***CP Canadian***, Ottawa to Winnipeg; ***CN Super Continental***, Ottawa to Jasper; ***CN 9***, Jasper to Prince George, Prince George to Smithers, Smithers to Prince Rupert; ***WP&Y 1***, Skagway to Lake Bennett; ***CN Super Continental***, Ottawa to Jasper, Jasper to Ottawa; ***CN-ONR Northland***, Toronto to Cochrane, Cochrane to North Bay.

NO MATTER WHERE IT'S GOING: 1976

Fastest average speed by a Canadian Service Provider: *CN Bonaventure*, Toronto to Brockville: 101 km/h (63 mph). **American:** *WP&Y 2*, Lake Bennett to Skagway: 27 km/h (17 mph).

Slowest average speed by a Canadian Service Provider: *CN Exec*, Brockville to Ottawa: 51 km/h (32 mph). **American:** *WP&Y 1*, Skagway to Lake Bennett: 26 km/h (16 mph).

Memorable non-rail trips: Alaska State Ferries, Prince Rupert to Skagway and return.

Overseas: I took my first European holiday this year, from 10 OCT to 13 NOV, visiting England, Germany, Scotland and Wales.

HIGHLIGHT!

Travelling from Jasper to Ottawa on a 24-car, July *Super Continental* packed to the gills with interesting, fun-loving Canadians and people from other countries, all enjoying the meal and lounge cars as they travelled across the Big Land. This was a final hurrah for CN's grand passenger-train revival before the bean-counters and bureaucrats moved in to end the (admittedly) expensive and inefficient fun.

MILESTONES

CN's Apr. 25, 1976 timetable featured a Turbotrain on the cover with the "VIA" symbol and blue and yellow colours – a portent of big changes to come in the delivery of passenger-train services in Canada. Then CN and CP issued a consolidated "VIA CN/CP Rail" system timetable in the fall, the first real public notice that most passenger-train services in Canada were to be consolidated and operated by a public entity separate from the two railways.

TRIPS AND CONSISTS

19 APR:

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

E	[2]	1404,8528	
XY	609		MONTRÉAL-SUDBURY
C	112		"
CfLC	507		
D	York		MONTRÉAL-SUDBURY
S	Abbott Manor		
OLS	Prince Albert Park		

To **SUDBURY** with CTC colleague Ken Mozersky for Western Transcontinental hearings (three nights there);
* Depart 1335, arrive 2115, with major stops at Chalk River and North Bay, behind a General Motors Diesel Division FP7A/GP9 combo; * We occupied seats in the lone Coach and enjoyed supper in the Diner, part of a typical off-season consist also featuring a "Skyline" Cafe Lounge Dome Coach, Sleeper and "PARK" Observation Lounge Dome Sleeper; * 530 km in 7 hrs 40 mins, or 69 km/h (331 mls/43 mph); * Nos. 1404 (ex-4103/lr-VIA FP9A 6553, AC, WC 1756, WCRA), 8528 (lr-1644) (both GMD, 1953-5); * Nos. 112 (lr-VIA 8112), 507 (leased to D&H as Bluff Point, mid-1970's/lr-VIA CfL 507, 8507), 609 (lr-VIA X 8609), YORK, ABBOTT MANOR (4sc4rm5db1ct/lr-VIA Abbot Manor), PRINCE ALBERT PARK (3db1dr/lr-VIA) (all Budd, 1954-5).

A CLASSIC BUREAUCRATIC MOMENT

Our Sudbury transcontinental public hearing was enlivened by a pompous Transport Canada official who proudly demonstrated a brief case chained to his wrist, explaining that it contained "secret Cabinet papers" to be protected at all cost. Fortunately, he was quickly ignored due to the presence of a particularly attractive court reporter – these hard-working ladies often the centre of male attention as proceedings went on, hour-after-hour, sometimes day-after-day, and often late into the evening.

22 APR:**CP 12 SUDBURY-TORONTO *Canadian***

E	4074	
X	2424	
XY	604	[VANCOUVER] SUDBURY-TORONTO
C	127	"
CfLC	500	
D	Louise	[VANCOUVER] SUDBURY-TORONTO
S	Château Radisson	"

Return to **OTTAWA** on my own via Toronto and Brockville, starting with a trip on the Toronto leg of *The Canadian* through beautiful Ontario lake country; * Depart 1010, arrive 1610, with major stops at Parry Sound, MacTier and West Toronto behind a single FP7A; * CP still provided a Skyline on this segment year-round, but no longer a PARK during the off-season; * 422 km in 6 hrs, or 70 km/h (263 mls/43 mph); * No. 4074 (GMD, 1952; ex-4074, 1430/lr-CTCUM, STCUM, AMT 1304, COE); * No. 2424 (CCF, 1948; ex-4224).

CN 54 TORONTO-BROCKVILLE [MONTRÉAL] *Bonaventure*

E	[2]	6779,6621
X		9663
C	[3]	5558,5516,5530
CfeL		2514
C	[2]	5478,5591
K		Hamilton Club
Z		Grand Trunk

Depart 1650, arrive 2010, with stops at Guildwood, Oshawa, Cobourg, Belleville, Napanee, Kingston and Gananoque, on a Montréal-bound *Bonaventure* led by a Montréal Locomotive Works FPA-4/GMD F9B combo, in order have a quick look around Brockville station and environs; * These trains continued to feature a Cafe Bar Lounge and Club Galley, trailed this day by Business car GRAND TRUNK – its name a nice acknowledgement of CN's lineage; * 335 km in 3 hrs 20 mins, or 101 km/h (209 mls/63 mph); * Nos. 6779 (MLW, 1959/lr-VIA); * No. 6621 (GMD, 1957/lr-VIA); * Nos. 5516 (lr-VIA, CN, FLK), 2514 (ex-C 5613, CfLC 3028/lr-ONR Cafe 1408) (both CCF, 1954/lr-VIA); * HAMILTON CLUB (PS, 1954; ex-P Lake St. Joseph/lr-VIA, PVS Chouteau Club); * GRAND TRUNK (NSC, 1959; ex-21:2/lr-Bonaventure:4, 99:4, Louis Jolliett); * No. 9663 (NSC, 1958; ex-9292/lr-VIA, ITI).

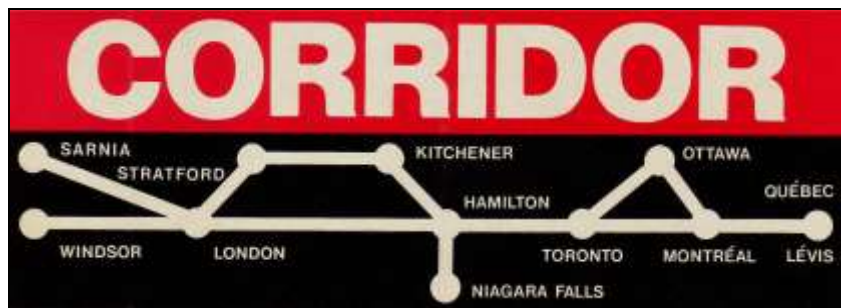
CN 44 [TORONTO] BROCKVILLE-OTTAWA Exec

E	[2]	6771,3126
X		8104
K		Rideau Club
C	[2]	5519, 5610
CfeL		2511
C		5654

Depart 2050, arrive 2300, with one stop at Smiths Falls, behind an FPA-4/RS18 combo; * Dilapidated track north and east of Brockville continued to slow Toronto-Ottawa services to a gentle crawl, including this, the premier evening *Exec*; * 111 km in 2 hrs 10 mins, or 51 km/h (69 mls/32 mph); * No. 3126 (MLW, 1959).

THE CORRIDOR

CN placed great emphasis on its Ontario-Québec Corridor, as evidenced by the schematic directly below. (Readers might notice an error: Kitchener and Toronto should be joined by a line, not Kitchener and Hamilton.)



[CN System Timetable, 1975/10/26, 18]

25-26 APR:

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

E	[2]	1411,8511	
XY		603	[TORONTO] SUDBURY-VANCOUVER
XY		609	MONTRÉAL-SUDBURY

NO MATTER WHERE IT'S GOING: 1976

C	112	"
C	100	[TORONTO] SUDBURY-VANCOUVER
CfLC	513	
D	Kent	MONTRÉAL-SUDBURY
D	Emerald	[TORONTO] SUDBURY-VANCOUVER
S	Château Cadillac	"
S	Cameron Manor	
OLS	Laurentide Park	

To **THUNDER BAY** for more Western Transcontinental hearings, again with Ken (two nights there); * Depart 1335, arrive 1240 next day, with major stops at Chalk River, North Bay, Sudbury, Cartier, Chapleau, White River, Marathon, Schreiber and Nipigon – occupying Roomettes in CAMERON MANOR; * 1,426 km in 23 hrs 5 mins, or 62 km/h (890 mls/39 mph).

28-29 APR:

CP 2 [VANCOUVER] THUNDER BAY-OTTAWA [MONTRÉAL] Canadian

E	[2]	1412,8580	
XY	610		VANCOUVER-SUDBURY [TORONTO]
XY	609		SUDBURY-MONTRÉAL
C	112		"
C	116		VANCOUVER-SUDBURY [TORONTO]
CfLC	512		
D	York		SUDBURY-MONTRÉAL
D	Princess		VANCOUVER-SUDBURY [TORONTO]
S	Château Rigaud		"
S	Aylmer Manor		
OLS	Algonquin Park		

Return to **OTTAWA** with Ken, departing 1910, arriving 1745 the following day, occupying Roomettes in AYLMER MANOR.

1-2 MAY:

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

E	[2]	1412,1407
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NO MATTER WHERE IT'S GOING: 1976

XY	604	[TORONTO] SUDBURY-VANCOUVER
XY	609	MONTREAL-SUDBURY
C	112	"
C	127	[TORONTO] SUDBURY-VANCOUVER
CfLC	512	
D	Kent	MONTREAL-SUDBURY
D	Louise	[TORONTO] SUDBURY-VANCOUVER
S	Château Maisonneuve	"
S	Aylmer Manor	
OLS	Algonquin Park	

To **WINNIPEG** for more Western Transcontinental hearings, this time on my own (four nights there), rerouted via Bedell and Smiths Falls; * Depart 1335, arrive 2015 next day, with major stops as per the 25 APR Thunder Bay trip above, plus Ignace, Dryden and Kenora ON – again occupying a Roomette in AYLMER MANOR; * This proved to be my last trip using CP's historic Winnipeg station, as the looming VIA Rail era would mean consolidation over at CN's building; * 2,166 km in 31 hrs 40 mins, or 68 km/h (1,352 mls/42 mph); * No. 1412 (GMD, 1954/Ir-VIA).

CANADIAN DETOUR

Due to a freight derailment on the Carleton Place Subdivision, my *Canadian* was forced to detour via Bedell and Smiths Falls. After leaving Ottawa Union Station, it was interesting to watch from the dome of ALGONQUIN PARK as we rolled past Wass, backed east to Walkley yard, then headed south to Bedell over the Prescott Subdivision – the direct routing just south of Billings Bridge no longer existing.

FROM THE CAB OF THE CANADIAN

Riding the cab of CP FP9A No. 1412 over the 102-kilometre (64-mile) stretch from Schreiber to Nipigon allowed a great perspective on Lake Superior country, and what must have been very difficult building conditions a century before. Following railway practice, both guys in the locomotive called out approaching signals as a check on each other, in what (to a novice like me) seemed to be a very noisy, bouncy, working environment.



2nd 1970's-3: CP No. 1 *The Canadian* passes Smiths Falls station while detouring due to a derailment on the Carleton Place Subdivision (1976/05/01) [PETER DAWES].

6-8 MAY:

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

E	[3]	6501,6634,6626	WINNIPEG-MONTRÉAL
X		9670	
X		9616	VANCOUVER-CAPREOL [TORONTO]
C	[2]	5483,5491	"
C		5580	CAPREOL-MONTRÉAL
C		5492	
CfeL		761	
DN		5710	VANCOUVER-CAPREOL [TORONTO]
DN		5719	
S	[2]	Enterprise, Euclid	
BL		Vogue	WINNIPEG-CAPREOL [TORONTO]

NO MATTER WHERE IT'S GOING: 1976

D	1377	"
S	[2] Eastview,Elhora	"
Y	<i>Irma</i>	"
BL	Sans Souci[dd]	"
S	Evelyn[dd]	"
BLS	Cape Breton	CAPREOL-MONTRÉAL
Z	94	CAPREOL-OTTAWA

Return to **OTTAWA** over the former National Transcontinental-Canadian Northern route across Ontario for the first time; * Depart 1910, arrive 0715 on the second morning, with major stops at Elma, Minaki ON, Redditt, Red Lake Road, Sioux Lookout, Savant Lake, Allanwater Bridge, Collins, Lookout, Armstrong, Ferland, Nakina, Longlac, Caramat, Hillsport, Hornepayne, Oba, Elsas, Foleyet, Gogama, Westree, Capreol, North Bay, Brent and Pembroke – behind an FP9A/B/B lash-up; * I occupied a Duplex Roomette in ENTERPRISE, one of four “E” cars in an off-season train containing roughly twice as many revenue cars as had my *Canadian*; * Full on-board services were provided in the Diner, Cafe Lounge, and Buffet Lounge VOGUE – the last-mentioned one of CN's modernized heavyweight cars originally built in the 1920's; * 1,995 km in 35 hrs 5 mins, or 57 km/h (1,245 mls/35 mph); * Nos. 6501 (*lr-LTE*), 6634, 6626 (*all GMD, 1954-8/lr-VIA*); * ENTERPRISE (*PS, 1954, 4sc8du4db/lr-VIA, RSR*); * IRMA (*CCF, 1950, 24du/lr-VIA, KJ*); * VOGUE (*CCF, 1929; ex-BP Alleyne/lr-VIA, WCL*); * CAPE BRETON (*PS, 1954, 2db2ct/lr-VIA, C&NW TIC Fox River*); * No. 1377 (*CCF, 1947, ex-C 5408/lr-VIA*); * No. 761 (*CCF, 1954; ex-C 5568, CflC 3023/lr-VIA, TTSL Cap-Martin, WSJ Elmira*).

IN THE LOUNGE CAR

My *Super Continental* trip back to Ottawa featured a debate in Buffet Lounge VOGUE pitting an obviously well-heeled female lawyer from the ritzy side of Winnipeg against a couple of young girls whose fathers worked for CN at Transcona shops – a fascinating Manitoba clash of right- versus left-wing views on everything from unions to medicare.

16 MAY:

CN 45 OTTAWA-KINGSTON [TORONTO] Exec

E	[2]	6775,6635
X		9662
K		York Club

C [2] 5482,5636
CfeL 2502
C [2] 5506,5593

To **KINGSTON** to visit family (one night there); * Depart 1625, arrive 1918, with stops at Smiths Falls and Brockville; * 187 km in 2 hrs 53 mins, or 65 km/h (117 mls/40 mph); • **17 MAY:** Return to **OTTAWA** by Voyageur Colonial Lines, a family event requiring the use of a late evening bus which (conveniently, I must admit) dropped me off at the Queensway and Carling Avenue, a mere five minute walk from home.

6 JUN:

CN 690 EDMONTON-LLOYDMINSTER [NORTH BATTLEFORD]

Cm 6104

To **LLOYDMINSTER** via Edmonton, for CN regional service hearings there and later St. Paul, Edmonton and Drumheller, starting with an Air Canada flight to the Alberta capital; * Depart Edmonton 1730, arrive Lloyd 2100, with major stops at Fort Saskatchewan, Vegreville and Vermilion – a highly credible performance over this twisty, former Canadian Northern line; * I occupied the sole RDC-1, a car which one day would carry passengers for Dallas Area Rapid Transit in Texas; * CTC colleagues picked me up at the station, having driven out from Edmonton earlier in the day, and we spent one night in a town straddling the border between Alberta and Saskatchewan; * 284 km in 3 hrs 30 mins, or 81 km/h (177 mls/50 mph); * No. 6104 (Budd, 1957; ex-D104/Ir-VIA, DART 2012. AER); • **7 JUN:** Onward to **ST. PAUL** by car for the next hearing (one night there); • **8 JUN:** To **EDMONTON**, again by car, for another hearing (two nights there).

ECHOES OF A DIFFERENT ERA

My Edmonton-to-Lloydminster RDC trip followed the route of long-discontinued CN Nos. 5/6, an all-stops, 2-night, cross-prairie service running between Edmonton and Winnipeg via Saskatoon, Regina and Brandon. Similar trains included CN Nos. 9/10 between Calgary and Winnipeg via Saskatoon, Humboldt and Dauphin, and CP's *Great West Express* between Edmonton and Winnipeg via Hardisty, Saskatoon and Yorkton.

10 JUN:

CN 694 EDMONTON-DRUMHELLER

Cm 6122

NO MATTER WHERE IT'S GOING: 1976

To **DRUMHELLER** for the final hearing on this trip (one night there); * Depart 1710, arrive 2130, with major stops at Hay Lakes, Camrose, Edberg, Meeting Creek, Donalda, Stettler, Big Valley, Rumsey, Rowley and Morrin, on another RDC-1; * This trip involved a typical Alberta branch line built by the Canadian Northern partly to tap coal deposits near "Drum" – recalling my 1970 trip on a Calgary-bound RDC operating in tandem with the Drumheller unit as far as Camrose; * 291 km in 4 hrs 20 mins, or 67 km/h (182 mls/42 mph)

11-14 JUN:

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

E	[3]	6514,6602,6606	VANCOUVER-WINNIPEG
E	[3]	6506,6610,6504	WINNIPEG-MONTRÉAL
X		9640	
X		9647	VANCOUVER-CAPREOL [TORONTO]
C	[2]	5516,5594	"
C		5446	CAPREOL-MONTRÉAL
C		5633	
CfeL		762	
DN		5704	VANCOUVER-CAPREOL [TORONTO]
DN		5718	
S	[3]	Erickson,Englee,Riverlea	
OL		Fraser	VANCOUVER-WINNIPEG
BL		Rêverie	WINNIPEG-CAPREOL [TORONTO]
D		1375	VANCOUVER-WINNIPEG
D		1340	WINNIPEG-CAPREOL [TORONTO]
S	[3]	Edson,Emerald,Deep River	VANCOUVER-CAPREOL [TORONTO]
Y		Val Alain	"
BLS		Cape Breton	CAPREOL-MONTRÉAL

Return to **OTTAWA**, starting with an automobile trip from Drumheller to Edmonton; * Depart Edmonton 2315, arrive Ottawa 0715 on the third morning, with major stops at Wainwright, Biggar SK, Saskatoon, Watrous, Raymore, Ituna, Melville, Yarbo, St. Lazare MB, Rivers, Brandon North, Portage La Prairie and Winnipeg – then the Ontario points listed above under 6 MAY; * I occupied a Duplex Roomette in ENGLEE but spent much of my time in full-length Sceneramic Lounge FRASER (ex-Milwaukee Road) as far as

NO MATTER WHERE IT'S GOING: 1976

Winnipeg, then heavyweight Buffet Lounge RÉVERIE to Capreol; * No. 1340 later became, for several years, "The Dining Car" restaurant in Edmonton, while FRASER toiled for Holland America-Westours and Auto Train; * 3,274 km in 54 hours, or 61 km/h (2,043 mls/38 mph); * No. 1340 (PS, 1954/lr-VIA, *The Dining Car, ARM, BCR, M&E Alta Lake*); * FRASER (PS, 1952; ex-MILW No. 56/lr-VIA, *TAL Mt. Susitna, CSE, AUT 9312, HAWT Knik, CC&RG*); * VAL ALAIN (PS, 1948, 22rm; ex-NYC *Caminada Bay/lr-CN, VIA DN 5733, QR*).

STILL A WIDE APPEAL

Departing Edmonton on the *Super Continental*, I couldn't help but notice CN's ability to lure a wide cross-section of people to its long-distance trains, even this late in the game and over relatively short distances. The trigger this time was a young lady with whom I shared drinks in Sceneramic Lounge car FRASER – she thinking nothing of taking the train (specifically, an Upper Berth) to visit family in Saskatoon.

20-23 JUN:

CN 1 [MONTRÉAL] OTTAWA-JASPER [VANCOUVER] *Super Continental*

E	[3]	6524,6620,4101	MONTRÉAL-WINNIPEG
E		6624	[TORONTO] CAPREOL-WINNIPEG
E	[4]	6501,6614,6610,6504	WINNIPEG-VANCOUVER
X		9648	
X		9644	[TORONTO] CAPREOL-VANCOUVER
C	[3]	5518,5527,5508	"
C		5536	MONTRÉAL-CAPREOL
C	[2]	5569,5558	
CfeL		751	
DN		5706	[TORONTO] CAPREOL-VANCOUVER
DN		5713	
BLS		Cape Tormentine	
Dn		431	
S	[3]	Greenwood,Endako,Elgin	
S		Mount Robson	MONTRÉAL-CAPREOL
BLS		Cape Chignecto	"

NO MATTER WHERE IT'S GOING: 1976

S	Mount Resplendent	"
BL	Sans Souci	[TORONTO] CAPREOL-WINNIPEG
OL	Athabaska	WINNIPEG-VANCOUVER
D	1376	[TORONTO] CAPREOL-WINNIPEG
D	1348	WINNIPEG-VANCOUVER
S	[4] Elmira, Everett, Edenwold, Clearwater River	[TORONTO] CAPREOL-VANCOUVER
S	Rivière du Loup	[TORONTO] CAPREOL-WINNIPEG
Y	Ingramport	[TORONTO] CAPREOL-VANCOUVER
Z	93	WINNIPEG-EDMONTON

To **JASPER** (one night there) for CN regional service hearings there and later in Prince George, Smithers and Prince Rupert; * Depart 2359, arrive Jasper 1410 three days later, with major stops at points listed above under my previous 9 MAY and 11 JUN trips, plus Edson and Hinton AB; * I occupied a seat in Dayniter No. 5713, because sleeping accommodations were sold out due to both a heavy passenger load at this time of year *and* an Air Canada strike – in fact, this train had 24 cars west of Capreol, including 5 Coaches, 2 Daynitters, and 7 Sleepers in revenue service, as well as a Business Car and three “On Company Service” Sleepers (the two MOUNT cars and RIVIÈRE DU LOUP) on various stretches; * The large washrooms of the Daynitters provided lots of room for shaving and washing up – a rather important consideration over a 3-day trip; * No. 5713 (CCF, 1954; ex-C 5515, 3206, 5515/lr-VIA, GCRT); * MOUNT ROBSON (PS, 1954, 5ct3dr/lr-VIA, E&LS); * RIVIÈRE DU LOUP (PS, 1949, 10rm6db; ex-NYC East River/lr-VIA, S&H Coverdale River); * No. 93 (NSC, 1959; ex-23/lr-RMT Tioga Pass).

AVON CALLING

When taking Coaches or Daynitters, part of the anticipation was guessing who your seat mate might be. You'd win some and lose some. On my Ottawa-to-Jasper *Super Continental* marathon in a CN Dayniter, I thought I'd won big time when an attractive lady – who was returning home to Edmonton after an Avon company convention – sat down beside me as we left Ottawa. I realized I'd lost when her extremely heavy (and stale) perfume almost overcame me – there being no escape for the next eight hours until we reached Sudbury, where she moved into a previously reserved Roomette. (Dayniter seating arrangements are shown in the sketch immediately below and, yes, that well could have been the “Avon Lady” and I.)



[Dayniter sketch (VIA Accommodations brochure, 1979/04)]

23 JUN:

CN 9 JASPER-PRINCE GEORGE [PRINCE RUPERT]

E	9167
U	15406
XY	9475
C	[2] 5448,5447
D	1349
S	Greenfield

To **PRINCE GEORGE** for the next hearing (three nights there), joined by several CTC colleagues who had flown out to Edmonton, then driven to the mountains; * Depart 1650, arrive 2315 behind an F7A freight locomotive and Steam Generator Unit – this being my first trip over the former Grand Trunk Pacific line built through British Columbia to the Pacific Ocean; * We passed by Mount Robson, the highest mountain in the Canadian Rockies, and made major stops at Red Pass Jct. and McBride BC; * Despite having Roomettes in GREENFIELD, we quickly found a home in the Diner, which doubled as a lounge on this lightly used train; * Baggage Dormitory No. 9475 was formerly a New York Central, then CN Roomette Sleeper; * The “Rupert Rocket” (as the train was sometimes called) ran three times a week for most of the year, but daily during the summer; * 408 km in 7 hrs 25 mins, or a slow 55 km/h (255 mls/34 mph); * No. 1349 (Ir-NRHBC, HVH); GREENFIELD (6sc6rm4db; leased to Pullman until 1965/66) (both PS, 1954/Ir-VIA); * No. 9475 (PS, 1948, 14rm; ex-22rm NYC San Francisco Bay, CN Val St. Patrice/Ir-VIA).



2nd 1970's-4: CN No. 9 ready to depart Jasper station for Prince Rupert behind F7A No. 9167 (1976/06/23) [PETER DAWES].

26-27 JUN:

CN 9 [JASPER] PRINCE GEORGE-SMITHERS [PRINCE RUPERT]

E	9167
U	15406
XY	9475
C [2]	5448,5447
D	1349
S	Greenfield

To **SMITHERS**, located in the Bulkley Valley amidst beautiful mountain scenery, for the next hearing (two nights there); * Depart 2355, arrive 0550, with major stops at Vanderhoof, Endako, Burns Lake and Houston, again in GREENFIELD – in fact, this No. 9 had the same consist as for our previous Jasper-to-Prince George train; * 387 km in 5 hrs 55 mins, or 65 km/h (240 mls/40 mph).

29 JUN:

CN 9 [JASPER] SMITHERS-PRINCE RUPERT

E	9174
U	15448
XY	9484
C	[2] 5459,5509
D	1346
S	Greenwich
TIC	15000

To **PRINCE RUPERT** for the final hearing on this trip (two nights there), departing 0615, arriving 1205, with major stops at New Hazelton, Kitwanga and Terrace – as far as I can recall, my colleagues having opted to return by car to Prince George, then fly overhead in some “puddle jumper”; * I had day occupancy of a Roomette in GREENWICH, enjoyed breakfast in former Grand Trunk Western Diner No. 1346 (operating far from its former Detroit-Chicago assignment), and rode in the locomotive cab from Terrace to Rupert; * Track Inspection Car No. 15000 was on the rear, built way back in 1930 as a Section Sleeper; * 365 km in 5 hrs 50 mins, or 63 km/h (228 mls/39 mph); * No. 9174 (GMD, 1951-2; ex-9082/lr-9189, F7B 9100); * No. 15448 (CCF, 1956/lr-VIA, NRHBC, HVH); * GREENWICH (PS, 1954, 6sc6rm4db/lr-VIA); * No 15000 (CCF, 1930; ex-12sc1dr, 8sc1dr2ct Jellicoe/lr-C WSJ, SOLRS).

BEAR AHEAD!

Being invited into the cab of CN F7A No. 9174 for the 152 kilometres (95 miles) from Terrace to Prince Rupert was a never-to-be forgotten experience, the highlights being the chasing of a black bear off the tracks and run alongside the beautiful Skeena River.

- **1-2 JUL:** All the way north to **LAKE BENNETT** BC, starting with Alaska State Ferries (possibly MATANUSKA) to Skagway (two nights there), occupying a comfortable cabin by night and taking in the beautiful scenery by day – all from a working ferry in the days before the big cruise lines discovered the Inside Passage.



2nd 1970's-5: White Pass & Yukon No. 1, the Lake Bennett excursion train, climbing out of Skagway in gloomy, overcast conditions (1976/07/03) [PETER DAWES].

3 JUL:

WP&Y 1/2 SKAGWAY-LAKE BENNETT & RETURN

E	[2]	108,101
P	[9]	Lake Dewey, Lake Big Salmon, Lake Tagish, Lake Dezadeash, Lake Nisutlin, Lake Aishihik, Lake Emerald, Lake Atlin, Lake Lebarge [as Coach]

Depart 0845, arrive 1120 on the narrow-gauge White Pass & Yukon, with one stop at Log Cabin BC, behind two RSD35's; * I occupied Parlor car LAKE LEBARGE, built in 1936 but a relative youngster compared to the oldest in this train, LAKE EMERALD, constructed in 1883 – all nine of these Parlors configured for Coach service; * There were steep grades and spectacular scenery, just as I'd experienced during my 1970 trip, but this time the train was going only up to the summit and beyond to Lake Bennett, where a substantial lunch was served in the station; * Returning, depart 1220, arrive 1445; * 66 km in 2 hrs

NO MATTER WHERE IT'S GOING: 1976

25 mins, or 27 km/h (41 mls/17 mph), on No. 2 (based on 1970 schedule; Lake Bennett timings assumed; consist in reverse order on return); * Nos. 101 (*lr-SCTF 1101, WP&Y 101*), 108 (*both MLW, 1969-71*); * LAKE LEBARGE (*PCF/WP&Y, 1936/lr-C*); * LAKE EMERALD (*CB, 1884; ex-SPC 59, NWP 731, WP&Y 244, Wrk/lr-C*); • **4 JUL:** Return to **OTTAWA** via Prince Rupert and Jasper, starting with Alaska State Ferries (possibly MALASPINA) back south to Rupert, again having a cabin for the overnight run.

5-6 JUL:

CN 10 PRINCE RUPERT-JASPER

E		9178
U		15409
XY		9484
C	[2]	5443,5509
D		1346
S	[2]	Greenwich , Torch River[dd]

Depart 1815, arrive Jasper 1520 next afternoon, again occupying a Roomette in GREENWICH, accompanied this trip by a deadheading RIVER Sleeper.

A SWEDISH CUSTOM, PERHAPS?

My sailing back south, then the eastbound "Rupert Rocket", were graced by two Swedish *au-pair* girls heading to Vancouver via Prince George and the British Columbia Railway. Every time I see Tiger Woods' gorgeous Swedish wife, I think of one of them – the one whom the crew banished from the Diner for refusing to wear shoes to supper. (What *were* those guys thinking?) Thankfully, she donned acceptable footwear and was allowed back for the evening, to a car which morphed into a rollicking lounge as soon as two friendly young ladies from the aluminum town of Kitimat joined the party at Terrace. Like I said earlier, trains were still a widely preferred way to travel in Canada well into the 1970's.



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

NO MATTER WHERE IT'S GOING: 1976



2nd 1970's-6: Drawings making reference to CPR PRINCESS liners (CHARLOTTE, LOUISE, NORAH and PATRICIA), on the rock face overlooking Skagway's passenger wharf (1976/07/03) [PETER DAWES].

6-9 JUL:

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

E	[4]	6515,6607,6505,6611	VANCOUVER-WINNIPEG
E	[2]	4101,6621	WINNIPEG-CAPREOL [TORONTO]
E	[2]	6542,6620	WINNIPEG-MONTRÉAL
X		9652	
X		9619	VANCOUVER-CAPREOL [TORONTO]
C	[3]	5468,5588,5522	"
C		5594	CAPREOL-MONTRÉAL
C	[2]	5529,5437	
CfeL		760	
DN		5715	VANCOUVER-CAPREOL [TORONTO]
DN		5709	

NO MATTER WHERE IT'S GOING: 1976

BLS	Cape Chignecto	
Dn	426	
S	[3] Green Hill, Evandale, Erickson	
OL	Fraser	VANCOUVER-WINNIPEG
BL	Harmonie	WINNIPEG-CAPREOL [TORONTO]
D	1375	VANCOUVER-WINNIPEG
D	1363	WINNIPEG-CAPREOL [TORONTO]
S	[5] Equity, Enfield, Eastview, Petawawa River, Rivière du Loup	VANCOUVER-CAPREOL [TORONTO]
Y	Iroquois	"
Y	Val Marie	CAPREOL-MONTRÉAL

Depart 1625, arrive 0715 three days later, occupying a Duplex Roomette in ERICKSON – one last trip before my European holiday.

THE RUN CONTINUES

My incredible run of pulchritudinous good fortune continued on this heavily patronized *Super Continental*, including the “Kitimat Kuties”, a teacher from Whitecourt AB, and an English girl from south London travelling with her mother and two neighbouring families. The English people were totally amazed at the immense breadth of this country (perhaps having been deceived by their earlier flight westward from Toronto) and invited me to visit them in London – which I did. The train was truly the sociable mode in those days.

14 NOV:

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

E	[2] 1410, 1404	
XY	600	MONTRÉAL-SUDBURY
C	101	"
CfLC	506	
D	Alexandra	MONTRÉAL-SUDBURY
S	Butler Manor	
OLS	Riding Mountain Park	

NO MATTER WHERE IT'S GOING: 1976

To **NORTH BAY** for a Western Transcontinental hearing (one night there), departing 1335, arriving 1925, the very next day after returning home from five weeks in Europe; • **15 NOV:** Return to **OTTAWA** on Voyageur Colonial Lines, as it was too late in the day to take the eastbound *Canadian*.

17-18 NOV:

CN 99-ONR 187 TORONTO-COCHRANE [KAPUSKASING] Northland

E	6542	TORONTO-PORQUIS JCT. [TIMMINS]
E	6516	
X	410[ONR]	
S	Ennishore	
C	5284	
CfeL	2504	TORONTO-COCHRANE
C	[2] 812,806[dd] [ONR]	TORONTO-PORQUIS JCT. [TIMMINS]

To **COCHRANE** via Toronto, for hearings on the *Northland* service operated by CN and Ontario Northland, beginning with an Air Canada flight to Toronto **[equipment marked for CN unless indicated ONR]**; * Depart Toronto 2025, arrive Cochrane 0830 next morning with a couple of other CTC staffers, including stops on CN at Beaverton, Washago, Gravenhurst, Bracebridge and North Bay, then on ONR at Cobalt, Haileybury, Englehart, Swastika (for Kirkland Lake and Rouyn/Noranda QC), Matheson and Porquis (for Timmins) – this being the old Grand Trunk-Temiskaming & Northern Ontario route; * We occupied Roomettes in the CN Sleeper, the ONR cars including a former Bangor & Aroostook Coach; * 775 km in 12 hrs 5 mins, or 64 km/h (481 mls/40 mph); * No. 812 (PS, 1949; ex-B&A Mohawk); * No. 410 (NSC, 1953/Ir-TC).

18-19 NOV:

ONR 288 [KAPUSKASING] COCHRANE-NORTH BAY [TORONTO] Northland

E	6542[CN]	[TIMMINS] PORQUIS JCT.-TORONTO
E	6516[CN]	
X	410	
S	Ennishore[CN]	
C	[2] 5284[CN],821	
CfeL	2504[CN]	COCHRANE-TORONTO
C	812	[TIMMINS] PORQUIS JCT.-TORONTO

NO MATTER WHERE IT'S GOING: 1976

Z	Burrard[CN]	COCHRANE-TORONTO
Z	[2] Moosonee, Onakawana	COCHRANE-NORTH BAY



2nd 1970's-7: CN No. 99 *Northland* ready to depart Cochrane for Kapuskasing behind FP9A No. 6516, some cars having been removed after the train's arrival from Toronto (1976/11/18) [PETER DAWES].

Return to **OTTAWA** via North Bay [*equipment marked for ONR unless indicated CN*]; * Depart 2005, arrive North Bay 0240 next morning, occupying ONR Business car ONAKAWANA attached to No. 288 for the trip south, then parked at the CN station; * Also in the consist were Business cars MOOSONEE belonging to ONR (built in 1912 for the St. Louis-San Francisco) and CN's BURRARD; * ONAKAWANA (PS, 1927; ex-WAB CL 1553, Z 400, N&W *Golden Exporter*); * MOOSONEE (ACF, 1912; ex-SLSF *Tennessee*); * BURRARD (PS, 1954, 7ct/lr-VIA, YSR).

GOING HOME IN STYLE

What better way to get from Cochrane back to Ottawa but in a bedroom of Ontario *Northland* Business car ONAKAWANA as far as North Bay (this car having been built for the Wabash Railroad way back in 1927) – then *The Canadian* down the Valley.

NO MATTER WHERE IT'S GOING: 1976



2nd 1970's-8: ONR business car ONAKAWANA at Cochrane, ready to be attached to the *Northland* for a trip to North Bay (1976/11/18) [PETER DAWES].

19 NOV:

CP 2 [VANCOUVER] NORTH BAY-OTTAWA [MONTRÉAL] *Canadian*

E	[2]	1413,4473	
XY	616		SUDBURY-MONTRÉAL
C	121		"
CfLC	500		
D	Champlain		SUDBURY-MONTRÉAL
S	Abbott Manor		
OLS	Strathcona Park		

Depart 1150, arrive 1745.

TURBOTRAIN UPDATE

The Montréal-Toronto Turbos continued to run throughout 1976, with some changes in days of operation and departure times. Both CN's Apr. 25 (p. 18) and VIA's Oct. 31 (p. 30) timetables showed Ex. Sun. morning and Ex. Sat. afternoon Turbos, all trips taking 4 hours, 15 minutes.



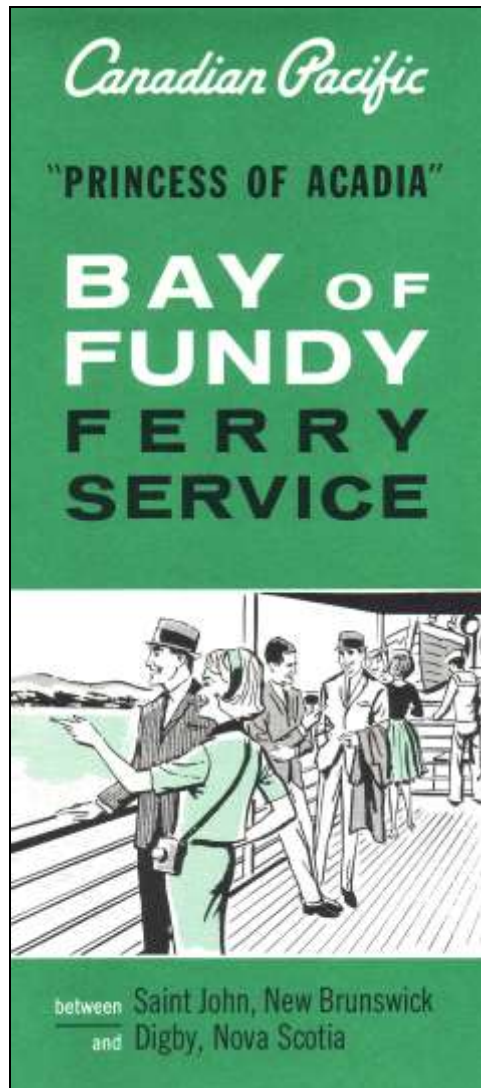
*[CN System Timetable, 1976/
04/25, inside back cover]*

1977

*ONTARIO/QUÉBEC/NEW
BRUNSWICK/NOVA
SCOTIA*



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



[CP brochure, 1965]

SYNOPSIS

I travelled by train in 1977 to visit my parents and other family members, and to work on CTC rail passenger restructuring hearings involving Eastern Transcontinental, Maritime regional, Gaspé and Sherbrooke trains.

This year, Research Branch staff prepared another evaluation of proposals for consolidated Western Transcontinental services and a draft *Final Plan*, the latter being formally approved by Commissioners. We also prepared a report describing Eastern Transcontinental services from 1920 to 1975, then a *Summary of Evidence* heard during hearings – the latter also approved by Commissioners. Finally, we analyzed Amtrak long- and short-distance services, as the American approach continued to be of real interest to the Commission.

Trips taken: I took 51 during this transitional year toward VIA Rail, covering 18,051 kilometres (11,266 miles): 32 by VIA; 15 by CN; and 2 each by CP and Ontario Northland (ONR). Ten of these trips were in Sleeper, 2 in Club, and 2 in Dayniter class. Six were on self-propelled trains.

Equipment units: 485, made up of 102 Locomotives & Related Units and 383 cars (Coaches & Daynitters, 190; Parlor & Club Cars, 15; Sleeping & Business Cars, 42; Dining & Other Meal Cars, 22; Lounge Cars, 61; Baggage & Miscellaneous Cars, 53).

Places visited: **NB** – Campbellton*, Edmundston, Fredericton*, Moncton and Saint John; **NS** – Digby, Halifax, Sydney and Truro; **ON** – Cochrane, Kingston, Moosonee and Toronto; **QC** – Gaspé, Matapédia, Montréal, New Carlisle, Paspébiac*, Québec, Rimouski, St-Hyacinthe*, St-Jean and Sherbrooke. (**Note:** * indicates by non-rail means.)

Noteworthy train trips: **CP Atlantic Limited**, Montréal to Saint John; **Dominion Atlantic 6**, Digby to Halifax; **CN Ocean**, Halifax to Montréal; **CN 19**, Sydney to Truro; **VIA/CN 118**, Matapédia to New Carlisle; **VIA/CN 619**, Moncton to Edmundston; **VIA/CN 617**, Edmundston to Québec (Ste-Foy); **VIA/CN 175**, Québec (Ste-Foy) to Cochrane; **ONR Polar Bear Express**, Cochrane to Moosonee.

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Fastest average speed: **CN 655**, Kingston to Toronto: 97 km/h (60 mph). **Slowest:** **VIA/CN 118**, Matapédia to Gaspé: 45 km/h (28 mph).

Memorable non-rail trips: CP ferry PRINCESS OF ACADIA across the Bay of Fundy.

HIGHLIGHT!

Taking CP's *Atlantic Limited* over the "Short Line" to Saint John NB (mostly an overnight run through the Maine woods), then by ferry to Digby and CP's Dominion Atlantic subsidiary onward through the beautiful Annapolis Valley to Halifax.



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

MILESTONE

VIA Rail took over marketing functions from CN and CP effective June 1, 1977, using "VIA CN" and "VIA CP" logos – the first real step in assuming responsibility for passenger-train services in Canada.

TURBOTRAIN UPDATE

VIA's Apr. 24 (pp. 16-7) and Oct. 30 (pp. 18-9) timetables continued to show Ex. Sun. morning and Ex. Sat. afternoon Turbos between Montréal and Toronto – at 4 hours, 35 minutes and 4 hours, 30 minutes, respectively.

TRIPS AND CONSISTS

- **23 JAN:** To **TORONTO** to attend a meeting of some sort, beginning with Voyageur Colonial Lines as far as Kingston to visit my parents (one night there).

24 JAN:

CN 655 KINGSTON-TORONTO

Cm[2] 6120, **6116**

CXm 6209

Depart 1555, arrive 1833 (one night there), on a fast afternoon Rail Diesel Car train stopping at Belleville, Trenton Jct., Cobourg, Oshawa and Guildwood – occupying a seat in a former Boston & Maine RDC-1; * 254 km in 2 hrs 38 mins, or 97 km/h (159 mls/60 mph); * No. 6116 (Budd, 1955; ex-B&M 6107, CN D116/lr-VIA, AMFT).

25 JAN:

CN 44 TORONTO-OTTAWA *Capital*

E [2] 6782,6869

K Boulevard Club

C **5610**

CfL 2511

C [2] 5654,5633

CfLC 3032 TORONTO-BROCKVILLE [MONTRÉAL]

C 5437 "

X 9611 "

Return to **OTTAWA**, departing 0930, arriving 1515, with stops at Guildwood, Oshawa, Cobourg, Belleville, Napanee, Kingston, Gananoque, Brockville and Smiths Falls, behind an FPA/B-4 combination; * CN's morning train was now bearing the name *Capital* (previously given to the overnight service, which was now being called *Cavalier* out of Ottawa as well as Montréal) and using the *Exec*'s former number; * This train featured a Cafe Bar Lounge and Club Galley, the latter now operating from Ottawa on the morning service instead of Montréal as previously; * Cafe Lounge Coaches had replaced Cafe Bar Lounges on the

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Montréal portion; * 446 km in 5 hrs 45 mins, or 78 km/h (278 mls/48 mph); * Nos. 6782, 6869 (both MLW, 1959/lr-VIA); * Nos. 5610 (ex-5610, 3211/lr-AC), 2511 (ex-C 5533, CfLC 3016/lr-VIA CX 9300, TTSL, WSJ, OC), 3032 (ex-C 5561) (all CCF, 1954/lr-VIA); * BOULEVARD CLUB (PS, 1954; ex-BS Valley Mills, DL 1356/lr-VIA, NTFT 50's 60's Rock and Roll, ASC); * No. 9611 (NSC, 1953; ex-9201/lr-VIA, HC&W).

INTERN ONBOARD

My younger brother Ray unexpectedly joined my *Capital* this morning at Oshawa, where he'd been pursuing the latest phase of his medical studies. Upon disembarking at Kingston, he was right on the spot to gently take care of an elderly lady who had fallen on the platform – as his proud brother looked on.

27 FEB:

CN 43 OTTAWA-KINGSTON [TORONTO] *Capital*

E	[2]	6768,6869	
C	[2]	5628,5596	
CfeL		2511	
C	[2]	5617 ,5517	
K		St. James's Club	
C		5296	[MONTRÉAL] BROCKVILLE-TORONTO
CfLC		3032	"
C		5442	"
X		9603	"

Day excursion to **KINGSTON** to visit family, departing 0915, arriving 1223, with stops at Smiths Falls, Brockville and Gananoque; * 190 km in 3 hrs 8 mins, or 61 km/h (119 mls/38 mph).

CN 46 [TORONTO] KINGSTON-OTTAWA *Exec*

E	[2]	6772,6629
X		9640
C	[2]	5395,5603
CfeL		2514
C	[2]	5616, 5485
K		Boulevard Club

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C	[2]	5208,5407	TORONTO-BROCKVILLE [MONTRÉAL]
CfLC		3024	"
C		5509	"
X		9628	"

Depart 1922, arrive 2225, with stops at Brockville and Smiths Falls, behind an FPA-4/F9B lash-up; * The Exec was now bearing No. 46 and operating in Ottawa and Montréal portions, the former still featuring a Cafe Bar Lounge and Club Galley; * 190 km in 3 hrs 3 mins, or 62 km/h (118 m/s/39 mph).

10 APR:

CN 43 OTTAWA-KINGSTON [TORONTO] Capital

E	[2]	6789,6624	
C	[2]	5286,5571	
CfeL		2507	
C	[2]	5597, 5649	
K		Club Laurier	
CfLC		3024	[MONTRÉAL] BROCKVILLE-TORONTO
C		5641	
X		9664	

Another day excursion to **KINGSTON**, departing 0915, arriving 1223.

CN 46 [TORONTO] KINGSTON-OTTAWA Exec

E	[3]	6524,6630,3124	
X		9653	
C	[2]	4887,5485	
CfeL		2514	
C	[2]	5616, 5617	
K		Boulevard Club	
C	[2]	5474,5405	TORONTO-BROCKVILLE [MONTRÉAL]
CfLC		3035	"
C	[2]	5497,5640	"
X		9622	"

Depart 1922, arrive 2225, an FP9A/B combo helped out by an RS18 – a common sight on Corridor trains

NO MATTER WHERE IT'S GOING: 1977

featuring a lot of cars; * Coach No. 4887 had been absorbed into parent CN's fleet after Grand Trunk Western discontinued its last passenger trains; * Nos. 6524 (*Ir-VIA 6300, HVH*), 6630 (*both GMD, 1957/Ir-VIA*); * No. 3124 (*MLW, 1959/Ir-LVY*); * No. 4887 (*PS, 1953; ex-GTW/Ir-VIA, ALC*).

8 MAY:

CN 43 OTTAWA-KINGSTON [*TORONTO*] *Capital*

E	[2]	6778,6626	
C		5459	
CfeL		2511	
C	[2]	5583 ,5473	
K		Club Laurier	
CfLC		3039	[<i>MONTRÉAL</i>] BROCKVILLE-TORONTO
C		5509	"
X		9628	"

Yet another day excursion to **KINGSTON**, departing 0915, arriving 1223.

CN 46 [*TORONTO*] KINGSTON-OTTAWA *Exec*

E	[3]	6776,6622,3124	
X		9643	
C		5633	
CfeL		2507	
C	[2]	5616, 5617	
K		Union Club	
C	[2]	5412,5582	TORONTO-BROCKVILLE [<i>MONTRÉAL</i>]
CfLC		3038	"
C	[2]	5389,5224	"
X		9626	"

Depart 1922, arrive 2225, failing this time to record the back end of the Montréal portion.

14 MAY:

CN 34 OTTAWA-MONTRÉAL

E	6525
X	9663
C	5647
CfeL	2502
C	5652

To **HALIFAX** via Montréal, Saint John and Digby for an Eastern Transcontinental hearing, with CTC colleague Ken Mozersky; * Depart 1400, arrive Central Station 1610, major stops occurring at my old home town of Alexandria and Dorval QC – this route now boasting five intercity trains most days (two of them called *Rapido*) and the *Super Continental*; * 187 km in 2 hrs 10 mins, or 86 km/h (117 mls/53 mph).

14-15 MAY:

CP 40 MONTRÉAL-SAINT JOHN *Atlantic Limited*

E	1802
X	2703
C	119
CfLC	515
S	Draper Manor

Depart 1800, arrive 0800 next morning, including at St-Jean, Sherbrooke, Mégantic, Jackman ME, Mattawamkeag, Vanceboro, McAdam NB and Fredericton Jct. – behind one of only three E8A's ever owned by CP; * We occupied Roomettes in the Sleeper, but took full advantage of Skyline Cafe Lounge Dome Coach No. 515; * 770 km in 13 hrs, or 59 km/h (478 mls/37 mph); * No. 1802 (EMD, 1949/lr-VIA 1899); * DRAPER MANOR (4sc4rm5db1ct), 119 (lr-VIA 8119), 515 (lr-VIA CfeL 515,8515) (all Budd, 1954-5/lr-VIA); * No. 2703 (CCF, 1952; ex-4703/lr-VIA).

THE MAINE SHORT LINE

This was my first time over CP's "Short Line" to Saint John, using Maine Central track between Mattawamkeag and Vanceboro ME on a remnant of what this train once was. This route was once used by CPR boat trains during the winter months when the company's Atlantic steamships called at Saint John rather than Québec or Montréal.



2nd 1970's-9: CP No. 40 *Atlantic Limited* ready to depart Montréal Windsor Station for Saint John, behind E8A No. 1802 (1977/05/14) [PETER DAWES].

15 MAY:

DAR 6 [YARMOUTH] DIGBY-HALIFAX

Cm 9059[CP]

We took CP's PRINCESS OF ACADIA from Saint John to Digby (a 3-hour voyage across the Bay of Fundy), then CP's Dominion Atlantic Railway (DAR) subsidiary to Halifax (four nights there); * Depart Digby 1745, arrive Halifax 2145, with major stops at Cornwallis, Annapolis Royal, Bridgetown, Middleton, Kingston, Berwick, Kentville, Wolfville, Grand Pré, Hantsport, Windsor and Windsor Jct. – the final Windsor Jct.-Halifax segment being over CN; * We occupied No. 9059, carrying CP markings but one of two RDC-1's originally assigned to, and lettered for, the DAR; * 243 km in 4 hrs, or 61 km/h (152 mls/38 mph); * No. 9059 (Budd, 1956; ex-DAR/Ir-VIA 6126).

CLEAR AS MUD!

While no longer operating right onto Digby wharf as in the past, DAR's Yarmouth-Halifax trains still were timed to connect with the Saint John ferry, requiring frequent and confusing alterations to the train's schedule during the year. Check out this note in VIA's Apr. 24, 1977 timetable: *"From April 24 to June 16 incl., and Sept. 27 to Oct. 29 incl., Trains 1, 2 and 4 will operate two hours later. From Sat. June 18 to Sat. Sept. 24 incl., Trains 1, 2 and 4 will operate one hour later on Sat. only. From Sun. June 19 to Sun. Sept. 25 incl., Train 2 will operate two hours later on Sundays only, Kentville-Halifax". [From CTC Eastern Transcontinental Passenger-Train Hearings: Summary of Evidence, 14.]*

19-20 MAY:

CN 15 HALIFAX-MONTRÉAL Ocean

E	[2]	6769,6634	
E		3120	CAMPBELLTON-MONTRÉAL
X		9658	
XY		9487	[GASPÉ] MATAPÉDIA-MONTRÉAL
S		Greening	"
DL		1358	"
C		5610	"
C	[5]	5421,5544,5447,5210,5399	
DN		5723	
BL		Matinée	
D		1361	
S	[5]	Green Court,Green Hill, Margaree River, Rideau River , Sable River	

Return to **OTTAWA** via Montréal, my first time over the old Intercolonial Railway line joining the Maritimes with the province of Québec – the last stretch from Lévis to Montréal originally owned by the Grand Trunk;
 * Depart 1130, arrive Central Station 0830 next morning, with major stops at Truro, Amherst, Sackville NB, Moncton, Rogersville, Newcastle, Bathurst, Jacquet River, Campbellton, Matapédia QC, Causapscal, Amqui,

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Sayabec, Mont-Joli, Rimouski, Trois-Pistoles, Rivière-du-Loup, La Pocatière, Lévis, Drummondville, St-Hyacinthe and St-Lambert – behind an FPA-4/F9B combo (also an RS18 from Campbellton onward); * We occupied Roomettes in RIDEAU RIVER, a former New York Central Sleeper once possibly used on trains such as the NYC-Delaware & Hudson *Montréal Limited*; * Meals were provided in a full Diner and lounge facilities in heavyweight veteran MATINÉE; * No. 9487 was a Baggage Dormitory rebuilt from a former NYC/CN Roomette Sleeper; * This was a healthy shoulder season train which, after the Gaspé portion was added at Matapédia, included 6 Coaches, 1 Dayniter, 6 Sleepers, 1 Diner, and 1 Diner Lounge; * 1,352 km in 22 hrs, or 61 km/h (844 mls/38 mph); * RIDEAU RIVER (PS, 1949, 10rm6db; ex-NYC Kankakee River/Ir-VIA, S&H); * No. 1361 (PS, 1954; ex-PG Babine Lake/Ir-VIA); * MATINÉE (CCF, 1920; ex-BLS Fort Simpson/Ir-VIA); * No. 9487 (PS, 1948, 14rm; ex-22rm NYC Sheepshead Bay, CN Valrita/Ir-VIA, NRHMI).

20 MAY:

CN 33 MONTRÉAL-OTTAWA

E	6533
X	9663
C	5467
CfeL	2510
C	5527

Depart 0930, arrive 1150, with stops at Dorval, Coteau, Alexandria, Maxville and Casselman; * 187 km in 2 hrs 20 mins, or 80 km/h (177 mls/50 mph).

23 MAY:

CN 34 OTTAWA-MONTRÉAL

E	6784
X	9663
C	5593
CfeL	2502
C	5647

To **TRURO** via Montréal for more Eastern Transcontinental and related service hearings, then further sessions at Sydney, Moncton and Saint John – with Ken once again along; * Depart 1400, arrive Central Station 1610.

23-24 MAY:**CN 14 MONTRÉAL-TRURO [HALIFAX] Ocean**

E	[2]	6765,6618	
E		3107	MONTRÉAL-TRURO
Z	[2]	95,Burrard	
X		9640	MONTRÉAL-TRURO [SYDNEY]
XY		9481	
C	[3]	5208,5427,5640	
C		5482	MONTRÉAL-TRURO [SYDNEY]
CfeL		752	"
DN		5723	"
D		1367	
BL		Beauséjour	
S	[2]	Green Bush ,Greenmount	

Depart 1705, arrive 1405 next day (two nights there), occupying Roomettes in GREEN BUSH, one of only two Sleepers this day; * CN's Sydney portion was handled in the *Ocean* eastbound and *Scotian* westbound, with a through Montréal Dayniter replacing the Sleeper formerly provided; * CN officials used Buffet Lounge Sleeper BURRARD and Business car No. 95, the latter once owned by the Chicago, Burlington & Quincy; * 1,249 km in 20 hrs, or 62 km/h (780 mls/39 mph); * GREEN BUSH (PS, 1954, 6sc6rm4db; leased to Pullman until 1965/66/lr-VIA); * BURRARD (PS, 1954, 7ct/lr-VIA, YSR); * No. 95 (B&S/CB&Q, 1934; ex-BP Mississippi, The Roundup; CN 4:2/lr-15111:3, PRV Northern Lights, CRC).

26 MAY:**CN 18 TRURO-SYDNEY**

E		3657	STELLARTON-SYDNEY
E		3648	
U		15417	
X		9656	[MONTRÉAL] TRURO-SYDNEY
DN		5717	"
CfeL		763	"
C		5589	"
C		5184	



2nd1970's-10: Liverpool-registered CITY OF WELLINGTON, owned by Ellerman City Lines, passes through St-Lambert lock on the St. Lawrence Seaway at Mont-réal during the waning days of general cargo ships – this photo taken from CN No. 14 *Ocean* (1977/05/23) [PETER DAWES].

To **SYDNEY** for the next hearing (two nights there); * Depart 1445, arrive 2150, for the first time over this former Intercolonial line, with major stops at Stellarton, New Glasgow, Antigonish, Havre Boucher, Port Hawkesbury and North Sydney – the last-mentioned being the mainland port for CN's Port-aux-Basques NF ferry; * This train was powered by two RS18's (the second being added at Stellarton), along with a Steam Generator Unit; * We occupied the Dayniter and had meals and refreshments in the Cafe Lounge, while Cape Breton's beautiful rivers, lakes and hills passed by; * 370 km in 7 hrs 5 mins, or a slow 52 km/h (231 mls/32 mph); * Nos. 3657, 3648 (both MLW, 1956-7); * No. 15417 (CCF, 1956/lr-VIA, GSCR); * Nos. 5717 (ex-C 5523, 3220, 5523/lr-GCRT 5717, 2003), 763 (ex-C 5577, CflC 3026/lr-DWM) (both CCF, 1954/lr-VIA).



2nd 1970's-11: CN No. 19 heads along the seashore on its way from Sydney to Truro, behind RS18 No. 3648 (1977/05/29) [PETER DAWES].

REGIONAL CONCERNS

The promise of rail service at Confederation; unfair subsidization of the St. Lawrence waterway; the powers-that-be viewing Canada as starting in Montréal and ending at Vancouver; concern about the economic and social future of the region – we heard it all during the CTC's Eastern Transcontinental hearings but no more so than at Sydney, where the most emotional appeals occurred. The panel chairman, Commissioner D. H. Jones, was always very good in these situations, putting interveners at ease and demonstrating just the right amount of empathy.

29 MAY:

CN 19 SYDNEY-TRURO

E	3648
U	15417

NO MATTER WHERE IT'S GOING: 1977

X	9650	
C	5184	
C	5491	SYDNEY-TRURO [MONTRÉAL]
CfeL	752	"
DN	5725	"

To **MONCTON** NB via Truro for the next hearing; * Depart 1120, arrive Truro 1830, once again in the through Montréal Dayniter.

CN 12 [HALIFAX] TRURO-MONCTON [MONTRÉAL] Scotian

E	[2]	6780,6620	
E		3126	TRURO-MONTRÉAL
X		9656	
XY		9481	
C	[2]	5426,5530	
C		5491	[SYDNEY] TRURO-MONTRÉAL
CfeL		752	"
DN		5725	"
D		1361	
BL		Matinée	
S		Green Bank	

Depart 1910, arrive 2225 (three nights there), with major stops at Amherst and Sackville NB.

A MARITIME INSTITUTION

Back in the 1950's, the *Scotian* was mainly a Coach train running variously just ahead or behind the all-sleeper *Ocean Limited*. Starting with the 1960's passenger revival, CN gave the train its own distinct schedule and the same range of facilities as its more famous running mate.

1 JUN:

VIA/CN 611 MONCTON-SAINT JOHN

Cm	6119
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To **SAINT JOHN** for the final hearing of this trip, my first time over this former Intercolonial branch (one night

NO MATTER WHERE IT'S GOING: 1977

there); * Depart 1120, arrive 1305, with one major stop at Sussex, on an ex-Grand Trunk Western RDC-1; * 141 km in 1 hr 45 mins, or a relatively fast 81 km/h (88 mls/50 mph); * No. 6119 (*Budd, 1957; ex-GTW RDC-3 D303, CN D303, 6353/lr-VIA,IRS*).

VIA ENTERS THE SCENE

The **VIA/CN** designation in the headline for the above trip (and **VIA/CP** for the one immediately below) signals that VIA took over marketing responsibilities for both railways from 1 JUN. Until VIA's later assumption of full responsibility, equipment is considered below as being owned by CN or CP, unless indicated otherwise.

2-3 JUN:

VIA/CP 41 SAINT JOHN-MONTRÉAL *Atlantic Limited*

E	4069
X	2703
S	[2] Abbott Manor, Draper Manor
CfLC	515
C	119

Return to **OTTAWA** via Montréal on the *Atlantic Limited*, departing 2050 and arriving Windsor Station at 0850 next morning, behind an FP7A; * We occupied Roomettes in DRAPER MANOR, the second Sleeper probably added more to handle CTC staff than any true demand; * No. 4069 (*GMD, 1952; ex-4069, 1425/lr-VIA 1425, 6569, WCRA 4069*).

3 JUN:

VIA/CN 33 MONTRÉAL-OTTAWA

E	[2] 6518,6632
X	9663
C	5647
CfeL	2502
C	[2] 5593,5491

Depart 0930, arrive 1150.

5 JUN:

VIA/CN 34 OTTAWA-MONTRÉAL

E	6760
X	9663
C	5647
CfeL	2502
C	5593

To **FREDERICTON** via Montréal and Fredericton Jct., again for hearings, with Ken and others along – then to Edmundston, Campbellton, Québec and Montréal for further sessions, with side trips to New Carlisle and Ottawa along the way; * Depart 1400, arrive Central Station 1610.

5-6 JUN:

VIA/CP 40 MONTRÉAL-FREDERICTON JCT. [SAINT JOHN] Atlantic Limited

E	1802
X	2702
C [2]	2248,119
CfLC	515
S [2]	Draper Manor, Bayfield Manor

Depart 1800, arrive 0650 next morning, occupying Roomettes in BAYFIELD MANOR; * CP continued to use older Coaches like No. 2248 despite what you'd think should have been an adequate supply of the stainless-steel, "100"-series cars; * By SMT (Eastern) bus connection into Fredericton (two nights there); * No. 2248 (CCF/CP, 1949/Ir-VIA); • **8 JUN:** To **EDMUNDSTON** NB by automobile for the next session (one night there); • **9 JUN:** To **CAMPBELLTON** NB by automobile for yet another hearing (two nights there).

AND THE 1977 FURIOUS BACK-TRACKING AWARD GOES TO...

...federal and Maritime provincial government officials who were forced to issue a flurry of "clarifications" after Transport Canada introduced a consulting study at the Fredericton hearing calling for improvements to bus and air "networks"– using money saved by axing passenger trains. "Represents one set of alternatives"; "Designed to provide information" only"; "Not intended to usurp the CTC's review functions". [CTC Eastern Transcontinental Passenger-Train Hearings: Summary of Evidence, 9-10]

11 JUN:

VIA/CN 118 MATAPÉDIA-NEW CARLISLE [GASPÉ]

E	[2]	3616,3622	
U		15426	
XY		9487	[MONTRÉAL] MATAPÉDIA-GASPÉ
S		Greenhurst	"
DL		1358	"
C		5610	"
C		5441	

To **NEW CARLISLE** QC via Matapédia, along the scenic Baie des Chaleurs coast in La Gaspésie, starting with an automobile transfer the short distance over to Matapédia – it being my preference this Saturday morning to ride this CN line for the first time while the others drove west to Québec; * Depart Matapédia 1120, arrive New Carlisle 1425, over a line previously owned by the Atlantic & Lake Superior, the Atlantic, Quebec & Western, and the (very exotic!) Quebec Oriental railways, with major stops at Carleton, New Richmond, Caplan and Bonaventure – this train featuring a through Montréal portion off the *Scotian* at Matapédia; * 157 km in 3 hrs 5 mins, or a slow 51 km/h (98 mls/32 mph).

VIA/CN 119 [GASPÉ] NEW CARLISLE-MATAPÉDIA

E	[2]	3662,3652	
U		15425	
X		9476	GASPÉ-MATAPÉDIA [MONTRÉAL]
S		Green Cabin	"
D		1341	"
C		5518	"
C		5443	

Return to **OTTAWA** via Matapédia and Montréal, departing 1710 and arriving Matapédia 2030, occupying a Lower Berth in GREEN CABIN.

11 JUN:

VIA/CN 15 [HALIFAX] MATAPÉDIA-MONTRÉAL Ocean

E	[2]	6528,6622	
E		3111	CAMPBELLTON-MONTRÉAL

NO MATTER WHERE IT'S GOING: 1977

X	9617	
XY	9476	[GASPÉ] MATAPÉDIA-MONTRÉAL
S	Green Cabin	"
D	1341	"
C	5518	"
C	[4]	5394,5635,5562,5304
DN	5717	
BL	Soirée	
D	1345	
S	[2]	Greenwood,Greenview

Depart 2115, arrive 0830 next morning, in a typical *Ocean* consist west of Matapédia for this time of year of 5 Coaches, 1 Dayniter, 2 Diners, 3 Sleepers, and a heavyweight Lounge.

UNEXPECTED PARTY

Midnight saw half-a-dozen revellers park themselves right outside my Lower Berth after the *Ocean's* Buffet Lounge closed down for the night. Things got pretty noisy with just the intervening curtain, leaving me with no alternative but to join the party. It was a bit reminiscent of the old Jack Lemmon-Tony Curtis-Marilyn Monroe movie *Some Like It Hot*, except no one was in drag and, alas, there was no Marilyn. Too soon, everyone turned in and all was peaceful in GREEN CABIN.

12 JUN:

VIA/CN 33 MONTRÉAL-OTTAWA

E	[2]	6763,6866
X		9663
C		5498
CfeL		2513
C		5536

Depart 0930, arrive 1150.

VIA/CN 34 OTTAWA-MONTRÉAL

E		6790
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NO MATTER WHERE IT'S GOING: 1977

X	9663
C	5536
CfeL	2513
C	5498

To **QUÉBEC** via Montréal and Charny QC for the final hearings of this round, first in the provincial capital, then closing out in Montréal; * Depart 1400, arrive Central Station 1610.

QUICK HOME TURN-AROUND

Why I returned to Ottawa after this New Brunswick/Gaspésie swing for what amounted to a 3-hour layover is now a mystery, considering that I had to return immediately to La Ville de Québec – unless perhaps to get some fresh clothes.

VIA/CN 14 MONTRÉAL-CHARNY [HALIFAX] *Ocean*

E	[2]	6793,6627	
E		3121	MONTRÉAL-TRURO
X		9656	MONTRÉAL-TRURO [SYDNEY]
XY		9483	
C	[2]	5405 ,5652	
C		5512	MONTRÉAL-TRURO [SYDNEY]
CfeL		752	"
DN		5712	"
D		1366	
BL		Bonheur	
S	[2]	Greenvale, Green Bank	

Depart 1705, arrive 2014 on a train offering convenient evening service to Québec City and area (two nights there); * I occupied No. 5405, an older Coach of a type often seen on Corridor and Eastern Transcontinental trains; * CTC colleagues met the train and drove me the short distance across the famous bridge over the St. Lawrence; * 246 km in 3 hrs 9 mins, or 78 km/h (154 mls/48 mph); * No. 5405 (CCF, 1947/lr-VIA).

14 JUN:

VIA/CN 25 QUÉBEC STE-FOY-MONTRÉAL *Rapido*

E [2] 6529,6791

K **Club St. Denis**

C 5653

CfeL 2503

C 5644

To **MONTRÉAL** (two nights there), from suburban Ste-Foy as CN had stopped using CP's downtown Gare du Palais the previous year; * Depart 1735, arrive 2025, with major stops at Drummondville and St-Lambert; * We occupied CLUB ST. DENIS – my first of several Club trips over the years; * 250 km in 2 hrs 50 mins, or 88 km/h (156 mls/55 mph); * CLUB ST. DENIS (PS, 1954; ex-P Lake Chapleau/Ir-VIA, GL).

16 JUN:

VIA/CN 37 MONTRÉAL-OTTAWA

E 6781

C **5467**

CfeL 2514

C 5537

Return to **OTTAWA**, departing 1530, arriving 1735, with one stop at Dorval.

23 JUL:

VIA/CP 2 [VANCOUVER] OTTAWA-MONTRÉAL *Canadian*

E [2] 1404,1406

XY 606 SUDBURY-MONTRÉAL

C **103** "

CfLC 502

D York SUDBURY-MONTRÉAL

S Château Latour

OLS Banff Park

To **RIMOUSKI** QC via Montréal for Eastern Transcontinental and CN Québec regional service hearings there and later in Sherbrooke – then to Cochrane to take the *Polar Bear Express* north to Moosonee; * Depart

NO MATTER WHERE IT'S GOING: 1977

1755, arrive Windsor Station 2005, this train making a full stop at Vankleek Hill, then pausing to let off any passengers at Rigaud QC, Vaudreuil, Dorval, Montréal West and Westmount – in contrast to CP's past practice of stopping just at Vankleek Hill (for revenue passengers), then Dorval, Montréal West and Westmount to discharge; * 175 km in 2 hrs 10 mins, or 81 km/h (109 mls/50 mph); * Nos. 1404 (ex-4103, 1404/lr-VIA FP9A 6553, AC,WC 1756, WCRA), 1406 (both GMD.1953-4/lr-VIA); * No. 606 (ex-3006/lr-VIA X 606, 8606), YORK, CHÂTEAU LATOUR (4sc8du3db1dr), BANFF PARK (3db1dr) (all Budd, 1954-5/lr-VIA).

23-24 JUL:

VIA/CN 12 MONTRÉAL-RIMOUSKI [HALIFAX] Scotian

E	[2]	6780,6865	
E		3114	MONTRÉAL-CAMPBELLTON
X		9628	
XY		9480	MONTRÉAL-MATAPÉDIA [GASPÉ]
S		Greenwald	"
DN		5702	"
DL		1357	"
C		5626	"
C	[3]	5389,5616,5636	
CfeL		755	
DN		5725	
D		1366	
BL		Matinée	
S	[2]	Green Gables,Ocean Falls	
Y		Iroquois	

Depart 2330, arrive 0720 next morning (three nights there), with major stops at St-Hyacinthe, Drummondville, Lévis, Montmagny, Rivière-du-Loup, Trois-Pistoles and Bic; * I occupied a Roomette in former Boston & Maine Sleeper GREENWALD, possibly used at one time on the B&M-Maine Central-CP *Gull* between Boston and Saint John NB; * 549 km in 7 hrs 50 mins, or 70 km/h (343 mls/43 mph); * GREENWALD (PS, 1954, 6sc6rm4db; ex-B&M Salisbury Beach/lr-VIA, TCP).

27 JUL:

VIA/CN 11 [HALIFAX] RIMOUSKI-MONTRÉAL Scotian

E	[2]	6783,6631	
E		3127	TRURO-MONTRÉAL
X		9632	[SYDNEY] TRURO-MONTRÉAL
XY		9487	
C	[2]	5419,5652	
C		5516	[SYDNEY] TRURO-MONTRÉAL
CfeL		752	"
DN		5732	"
DN		5734	
D		1367	
BL		Élan	
S	[2]	Green Ridge,	Pine Falls

To **SHERBROOKE** QC via Montréal for another hearing; * Depart 0548, arrive Central Station 1500 occupying, at this early hour, a Roomette in a former St. Louis-San Francisco Sleeper; * **PINE FALLS (PS, 1948, 14rm4db; ex-SLSF Osage River/lr-VIA DN 5751).**

GENS DU PAYS

One evening during this trip, we were sitting in a Rimouski *brasserie* when the whole place broke out into a happy rendition of Gilles Vigneault's "Gens du Pays", the unofficial "hymne national" of the sovereigntist movement. These were the early days of the Parti Québécois government, and doing public hearings in La Belle Province turned out to be a real eye opener for an Anglo like myself, who was voluntarily studying French at night in a struggle to become bilingual or something close to it. In this regard, my job was classified "Unilingual English", making me ineligible to go on full-time language training, despite the reality that I was spending a huge amount of time doing these hearings in a French-speaking environment – in other words, bureaucracy at its best.

VIA/CN 620 MONTRÉAL-SHERBROOKE

Cm	[4]	6108,6104,6111,6122
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NO MATTER WHERE IT'S GOING: 1977

Depart 1805, arrive 2025 (one night there), this RDC train serving mainly commuters returning home to Beloeil, Otterburn Park, St-Hyacinthe and Richmond; * No. 620 followed the former Grand Trunk line which eventually reached tidewater at the year-round, ice-free harbour at Portland ME; * 159 km in 2 hrs 20 mins, or 68 km/h (99 mls/42 mph).

28-29 JUL:

VIA/CN 175 QUÉBEC STE-FOY-COCHRANE

E	6534	
E	3101	QUÉBEC-SENNETERRE [ROUYN/NORANDA]
X	[2] 8110,9638	"
X	9614	SENNETERRE-COCHRANE
C	5304	QUÉBEC-SENNETERRE [ROUYN/NORANDA]
C	5300	[MONTRÉAL] HERVEY-COCHRANE
L	Avant-Garde	QUÉBEC-HERVEY [CHICOUTIMI]
BKL	Diamond Lake	[MONTRÉAL] HERVEY-SENNETERRE
S	Terra Nova River	"
S	Rivière du Loup	QUÉBEC-SENNETERRE

To **COCHRANE** (two nights there), starting with an automobile ride with CTC colleagues to Québec for another hearing; * Depart Ste-Foy 2240, arrive Cochrane 1735 next day, with major stops at Les Écureuils, Hervey, La Tuque, Fitzpatrick, Sanmaur, Casey, Parent, Oskelaneo River, Clova, Paradis, Press, Signai, Senneterre, Barraute, Amos, Tashereau, Macamic, La Sarre and Dupuy; * I occupied a Roomette in Sleeper RIVIÈRE DU LOUP (formerly a New York Central car) as far as Senneterre, then a seat in wartime Coach No. 5300 (once a "Bistro" Lounge used on Montréal-Toronto *Rapidos*) onward to Cochrane; * This train featured a mix of cars originating at Ste-Foy and Montréal, including Chicoutimi-bound heavyweight Buffet Lounge AVANT GARDE as far as Hervey Jct., then Montréal-originating, ex-Grand Trunk Western Buffet Club Lounge DIAMOND LAKE (in Lounge service only) from Hervey Jct. to Senneterre; * Only one Locomotive, a Baggage car and a Coach remained after Senneterre; * 916 km in 18 hrs 55 mins, or a very slow 48 km/h (572 mls/30 mph); * RIVIÈRE DU LOUP (PS, 1949, 10rm6db; ex-NYC East River/Ir-VIA, S&H Coverdale River); * No. 5300 (CCF, 1942; ex-C, L, C/Ir-VIA, MWR); * AVANT GARDE (CCF, 1920; ex-BLS Fort Howe, Fort Qu'Appelle/Ir-VIA, MHS, NRHBC, HVH); * DIAMOND LAKE (PS, 1954; ex-GTW DL, CN BKL/Ir-VIA, AOE); * No. 8110 (NSC, 1953; ex-9192/Ir-Wrk 60049).



2nd 1970's-12: CN employees make up Cochrane train No. 175 (behind FP9A No. 6534) and Rouyn/Noranda No. 179 (RS18 No. 3101) at Senneterre QC, both locomotives having arrived that morning on No. 175 from Québec/Ste. Foy (1977/07/29) [PETER DAWES].

30 JUL:

ONR 423/624 COCHRANE-MOOSONEE & RETURN *Polar Bear Express*

E	[2]	1510,1521
X		1101
C	[4]	801,841,842,831
CfeC		1405
Dn		Meechim
C	[3]	832,830,833
Z		Onakawana[No. 624 only]



2nd 1970's-13: Ontario Northland No. 624 *Polar Bear Express* waits at Moosonee for its return trip south to Cochrane, behind FP7A's 1510 and 1521 (1977/07/30) [PETER DAWES].

All-day excursion to **MOOSONEE** on James Bay, using Ontario Northland's famous, summer-only *Polar Bear Express*, departing 0800, arriving 1215, behind two FP7A's; * Running through bush country and making only one major stop at Fraserdale, this train was used mainly by tourists, while a separate local served hunters, trappers and other residents needing transportation at intermediate points; * I occupied a former Norfolk & Western Coach but spent considerable time in Dinette MEECHIM ("dining place" in Cree); * Passengers enjoyed an interesting visit to an Indian reservation located nearby Moosonee, reached by boat; * Returning, depart 1645, arrive 2100, with equipment reversed and ONR's ONAKAWANA attached – the same Business car I'd occupied during my 1976 trip from Cochrane to North Bay; * 302 km in 4 hrs 15 mins, or 71 km/h (188 mls/44 mph); * Nos. 1510 (lr-1987), 1521 (lr-2002) (both GMD, 1951-3); * No. 832 (PS, 1941; ex-N&W 1727/lr-NBS, NRHTF); * MEECHIM (ACF, 1944; ex-D&M 471, US H 89471/lr-PSY); * ONAKAWANA (PS, 1927; ex-WAB CL 1553, Z 400, N&W); * No. 1405 (CCF/CP, 1949; ex-CP C 2243/lr-PIC); * No. 1101 (PS, 1914; ex-XM 201/lr-Wrk 1911); • **31 JUL:** Return to **OTTAWA**, starting with an Ontario Northland Transportation Commission bus to North Bay, then Voyageur Colonial (roughly 10 hours).

3 SEP:**VIA/CN 43 OTTAWA-KINGSTON [TORONTO] Capital**

E	[3]	6768,6618,3116	
C		5596	
CfeL		2512	
C	[2]	5470, 5650	
K		Carleton Club	
C		5580	[MONTRÉAL] BROCKVILLE-TORONTO
CfLC		3039	"
C	[3]	5518,5228,5221	"
X		9627	"

To **KINGSTON** to visit family (one night there), departing 0915, arriving 1225.

4 SEP:**VIA/CN 44 [TORONTO] KINGSTON-OTTAWA Capital**

E	[2]	6759,6618	
C		5534	
CfeL		2508	
C	[2]	5531 ,5494	
K		University Club	
CfLC		3030	TORONTO-BROCKVILLE [MONTRÉAL]
C	[3]	5562,5431,5403	"
X		9644	"

Return to **OTTAWA** on the eastbound *Capital*, departing 1205, arriving 1515.

24 SEP:**VIA/CP 2 [VANCOUVER] OTTAWA-MONTRÉAL Canadian**

E	[2]	1407,1404	
XY		601	SUDBURY-MONTRÉAL
C		127	"
CfLC		500	

NO MATTER WHERE IT'S GOING: 1977

D	Annapolis	SUDBURY-MONTRÉAL
S	[2] Wolfe Manor, Château Dollard	
OLS	Kootenay Park	

To **GASPÉ** for the start of more hearings on CN Eastern Transcontinental and related services, via Montréal and Matapédia, followed by further sessions at New Carlisle, Matapédia, Moncton, Edmundston and Québec;
 * Depart 1755, arrive Windsor Station 2005, on the *Canadian*, behind an FP7A/9A lash-up; * 177 km in 2 hrs 10 mins, or 82 km/h (110 mls/51 mph).

CANADIAN TERMINOLOGY

Eagle-eyed readers will have noticed that I'm now using "the" instead of "The" *Canadian* when referring to this train. While CP used the latter, to me, doing so no longer seems appropriate once VIA had taken over and was about to make major changes in its composition.

24-25 SEP:

VIA/CN 12 MONTRÉAL-MATAPÉDIA [HALIFAX] *Scotian*

E	[2]	6516,6619	
E		3122	MONTRÉAL-CAMPBELLTON
X		9622	
XY		9480	MONTRÉAL-MATAPÉDIA [GASPÉ]
S		Green Lane	"
DN		5719	"
D		1341	"
C		5647	"
C	[3]	5429,5629,5643	
DN		5703	
BL		Élan	
D		1340	
S		Green Gables	

Depart 2330, arrive 1040 next morning, occupying a Roomette in GREEN LANE – single Gaspé and Halifax Sleepers being common at this time on the *Scotian*.



2nd 1970's-14: VIA/CN No. 12 *Scotian* at Matapédia after arriving from Montréal, behind FP9A No. 6516 and F9B 6616 (1977/09/25) [PETER DAWES].

25 SEP:

VIA/CN 118 MATAPÉDIA-GASPÉ

E	3639	
U	15415	
XY	9480	[MONTRÉAL] MATAPÉDIA-GASPÉ
S	Green Lane	"
DN	5719	"
D	1341	"
C	5647	"
C	5651	

Depart 1120, arrive Gaspé 1830 (two nights there), with major stops up to New Carlisle as for my 11 JUN trip above, plus Port-Daniel, Chandler, Grande-Rivière, Percé and Barachois beyond – still occupying my Roomette; * 325 km in 7 hrs 10 mins, or a slow 45 km/h (203 mls/28 mph); • **27 SEP:** Back to **NEW**

NO MATTER WHERE IT'S GOING: 1977

CARLISLE by automobile for another hearing (two nights in adjacent Paspébiac, occupying rooms in a wonderful *auberge* featuring that Québécois delicacy, *tarte au sucre* – sugar pie).

29 SEP:

VIA/CN 119 [GASPÉ] NEW CARLISLE-MATAPÉDIA

E	3633	
U	15420	
XY	9480	GASPÉ-MATAPÉDIA [MONTREAL]
S	Green Lane	"
DN	5737	"
D	1341	"
C	5547	"
C	5512	

To **MATAPÉDIA** for another hearing (two nights there), departing 1710, arriving 2030.

THOSE ACCENTS

CTC hearings in Québec regions like La Gaspésie were conducted almost entirely *en français* – and we're talking some wild regional accents here, believe me, so much so that even my francophone colleagues had trouble deciphering things at times.

1 OCT:

VIA/CN 12 [MONTREAL] MATAPÉDIA-MONCTON [HALIFAX] Scotian

E	[2]	6776,6619	
E		3121	MONTREAL-CAMPBELLTON
X		9670	
C	[3]	5422 ,5629,5468	
DN		5731	
BL		Soirée	
D		1367	
S		Greenshields	
C		5192[dd]	



2nd 1970's-15: CTC staff on the platform of CN's Matapédia station, waiting to board VIA/CN No. 12 *Scotian* for Moncton (*left-to-right*, Jean Patenaude, Bob Jones, Luc Gaudet and Ken Mozersky) (1979/10/01) [PETER DAWES].

To **MONCTON** for another hearing (four nights at CN's Hotel Beauséjour); * Depart 1110, arrive 1730, with major stops at Campbellton NB, Bathurst, Newcastle and Rogersville; * 321 km in 5 hrs 20 mins, or 60 km/h (200 mls/37 mph).

4 OCT:

VIA/CN 619 MONCTON-EDMUNDSTON

Cm[2] 6105, **6110**

To **EDMUNDSTON** through the heart of New Brunswick bush country, what locals called "La Royaume du Madawaska", or the Kingdom of the Madawaska (one night there); * Depart 1800 arrive 2250, with major stops at Chipman, McGivney (bus connection to Fredericton), Juniper, Plaster Rock, Grand Falls and St. Leonard – occupying an RDC-1 which began life as a Budd Co. demonstrator; * 372 km in 4 hrs 50 mins, or 77 km/h (232 mls/48 mph); * No. 6110 (Budd, 1949; ex-CN D110/lr-VIA, FRS, VIA; RTI).

NATIONAL TRANSCONTINENTAL BOONDOGGLE

Moncton-Edmundston was the easternmost segment of the National Transcontinental Railway originally built by the federal government all the way from Moncton to Winnipeg for eventual operation by the Grand Trunk. The entire line was constructed due mainly to political considerations, but the portion east of Québec City particularly so. Mind you, CN had come to prefer this route over the old Intercolonial line through Campbellton for through freight and, during the mid-1960's revival, sent a full-service passenger train this way for a time (first a dedicated, summer-only, Sydney-Montréal train called *Cabot*; then the Halifax-originating *Ocean*).

6 OCT:

VIA/CN 617 EDMUNDSTON-QUÉBEC STE-FOY

CXm	6206	EDMUNDSTON-ST-ISIDORE
Cm	6105	ST-ISIDORE-QUÉBEC

To **QUÉBEC** for another hearing (one night there); * Depart 0915, arrive Ste-Foy 1510, continuing over the former National Transcontinental with major stops at Rivière-Bleue QC, Estcourt, Ste-Claire, Joffre and Charny; * Nos. 617 from Edmundston and 616 from Ste-Foy met at St-Isidore, each returning from whence it had come – either normal procedure or perhaps just on this day; * 371 km in 6 hrs 55 mins, or 54 km/h (232 mls/34 mph).

7 OCT:

VIA/CN 25 QUÉBEC STE-FOY-MONTRÉAL *Rapido*

E	[2]	6758,3104
K		Boulevard Club
C		5483
CfeL		2510
C		5536
S		Sisiboo Falls[dd]

Return to **OTTAWA** via Montréal, departing 1735, arriving Central Station 2025, in BOULEVARD CLUB.

NO MATTER WHERE IT'S GOING: 1977

FIRST CLASS ON THE RAILS

CN's Club Galleys featured pretty good meals, although the "suits" in the VIA promotional sketch below appear to be less than thrilled by the offerings.



[VIA Accommodations brochure, 1979/04]

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

E	[3]	6504,6612,6514	
Z		Burrard	MONTRÉAL-?
X		9666	
C		5647	MONTRÉAL-CAPREOL
C		5495	
CfeL		756	MONTRÉAL-CAPREOL?
DN		5710	
S	[2]	Entwistle,Edmonton	
BLS		Cape Breton	MONTRÉAL-CAPREOL

Depart 2120, arrive 2345 on the *Super Continental*, the current timetable showing a full pause at Dorval and, on Fridays and Sundays only, no less than seven conditional stops along the way (including Alexandria); * 187 km. in 2 hrs 25 mins, or a slow 77 km/h (117 mls/48 mph); * CAPE BRETON (PS, 1954,

2db2ct/lr-VIA, C&NW TIC Fox River).

9 OCT?:

VIA/CP 2 [VANCOUVER] OTTAWA-MONTRÉAL *Canadian*

E	[2]	4074,4068	
XY		613	SUDBURY-MONTRÉAL
C		117	"
CfLC		512	
D		York	SUDBURY-MONTRÉAL
OLS		Prince Albert Park	

To **ST-JEAN** QC via Montréal for Eastern Transcontinental and Québec regional service hearings, followed by other sessions at Sherbrooke and St-Hyacinthe; * Depart 1755, arrive Windsor Station 2005 on the *Canadian*; * Automobile, courtesy CTC staff, onward to St-Jean (two nights there).

A SLEEPER-LESS CANADIAN

This *Canadian* operated without the normal Sleeper because, according to the conductor, it had been removed at Thunder Bay due to a mechanical problem. In all my trips on this train, this was the only time there was no Sleeper.

11 OCT:

VIA/CP 40 [SAINT JOHN] ST-JEAN-MONTRÉAL *Atlantic Limited*

E		4075	
X		2703	
C		119	
CfLC		505	
S		Draper Manor	

To **SHERBROOKE** via Montréal, departing 0753, arriving Windsor Station at 0850 on the *Atlantic Limited*, after stops at Montréal West and Westmount; * Skyline Cafe Lounge Dome Coach No. 505 wasn't exactly a Diner, but it was still a nice place for early morning breakfast and the approach over the St. Lawrence into Montréal was beautiful at this time of day; * Onward to Sherbrooke by automobile for the next hearing (one night there); * 47 km in 57 mins, or 49 km/h (29 m/s/30 mph); • **12 OCT:** To **ST-HYACINTHE** by automobile

NO MATTER WHERE IT'S GOING: 1977

for a further hearing (one night there); • **13 OCT:** Return to **OTTAWA** via Montréal, starting with a Métropolitain-Sud bus to Longueuil, then the Montréal Metro to the intercity bus terminal and finally Voyageur Colonial.

20 NOV:

VIA/CN 43 OTTAWA-KINGSTON [TORONTO] Capital

E	[2]	6775,6617	
C		5597	
CfeL		2500	
C	[2]	5447, 5485	
K		Union Club	
CfLC		3037	[MONTRÉAL] BROCKVILLE-TORONTO
C		5439	"
X		9613	"

To **KINGSTON** to visit family, departing 0915, arriving 1225 (one night there); • **21 NOV:** Return to **OTTAWA** by automobile, courtesy brother David, who was heading there on business.

25 DEC:

VIA/CN 43 OTTAWA-KINGSTON [TORONTO] Capital

E	[3]	6775,6871,6776	
C		5441	
CfeL		2500	
C	[3]	5464, 5220 ,5501	
K		Rideau Club	
CfLC		3034	[MONTRÉAL] BROCKVILLE-TORONTO
C		5626	"
X		9611	"

Again to **KINGSTON**, this time for Christmas, departing 0915, arriving 1225 (one night there).

26 DEC:

VIA/CN 44 [TORONTO] KINGSTON-OTTAWA *Capital*

E	[2]	6520,6870
C	[2]	5459,5503
CfeL		2506
C	[5]	5651,5583,5648,5544, 5597
K		Carleton Club

Return to **OTTAWA**, departing 1205, arriving 1515.

BOXING DAY SECTIONS

CN operated the *Capital* in separate Ottawa and Montréal sections this Boxing Day, my Ottawa version alone having nine cars.



[Canadian Rail 491, 2002/11-12, 223]

NO MATTER WHERE IT'S GOING: 1977



2nd 1970's-16: CN No. 15 *Ocean* waiting to depart from Moncton NB for Montréal, led by FPA-4 6769 (1977/05/19) [PETER DAWES].

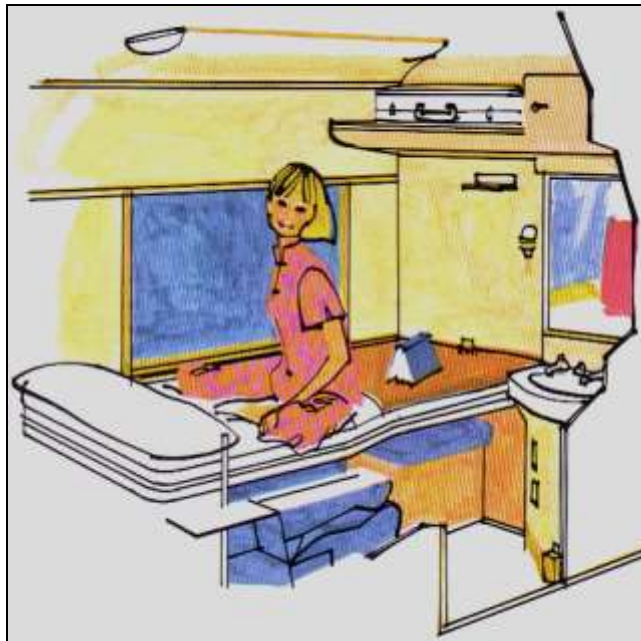


[ONR timetable, 1963/10/27]

NO MATTER WHERE IT'S GOING: 1978

1978

ONTARIO/QUÉBEC



[VIA Accommodations brochure, 1979/04]

SYNOPSIS

I travelled by train in 1978 to visit my parents and other family members, and to work on CTC rail passenger restructuring hearings involving regional trains serving places like Chicoutimi, Dolbeau and Rouyn/Noranda in Québec, and Cochrane in Ontario. The above sketch demonstrates my favourite accommodation, the Roomette, in night position.

This year, Research Branch staff prepared a detailed evaluation of VIA's plan for Western Transcontinental services (which was at variance with the Commission's *Final Plan* in some important respects); then a draft *Preferred Plan* for Eastern Transcontinental services which was subsequently approved by the Commissioners involved.

Trips taken: I took 32 as the transition from CN and CP to VIA Rail Canada proceeded, covering 7,880 kilometres (*4,918 miles*): 31 provided by VIA itself and 1 jointly by Ontario Northland and VIA. Five of these trips were in Sleepers; 1 on a self-propelled train.

Equipment units: 349, made up of 74 Locomotives & Related Units and 275 cars (Coaches & Dayneters, 137; Parlor & Club Cars, 19; Sleeping & Business Cars, 32; Dining & Other Meal Cars, 5; Lounge Cars, 44; Baggage & Miscellaneous Cars, 38).

Places visited: **ON** – Cochrane, Kingston and Toronto; **QC** – Amos, Chambord, Charny, Chicoutimi, Dolbeau, La Tuque, Lévis, Montréal, Québec, Roberval*, Rouyn/Noranda*, St-Raymond* and Shawinigan*. (**Note:** * indicates by non-rail means.)

Noteworthy train trips: **VIA 199**, Québec (Ste-Foy) to Chicoutimi; **VIA 170**, Chambord to Montréal; **VIA 174**, Amos to La Tuque; **VIA 174-170**, La Tuque to Montréal; **VIA/CP Canadian**, Montréal to Ottawa.

Fastest average speed: **VIA 35**, Montréal to Ottawa: 90 km/h (*56 mph*). ***Slowest:*** **VIA 199**, Québec (Ste-Foy) to Chicoutimi: 44 km/h (*27 mph*).

NO MATTER WHERE IT'S GOING: 1978

Overseas: I took my second European holiday this year, from 25 AUG to 29 SEP, visiting Austria, England, France, Germany, Scotland, Switzerland and Wales.

HIGHLIGHT!

Occupying a group of cars chartered by the CTC for three nights, the first parked at Amos station, the second attached to Cochrane-Québec No. 174, and the third sitting at La Tuque – quite content to have a Roomette in Sleeper MARGAREE RIVER while Commission brass luxuriated in Prime Minister's car No. 5 and CN bigwigs in Business car BURRARD.

MILESTONES

Instead of a national timetable, VIA issued Ontario & Québec, Eastern Transcontinental, and Western Transcontinental regional folders as of Apr. 30, 1978. The corporation printed a further Western Transcontinental timetable as of June 1, in which the CN designation was removed from trains operating over that railway's tracks. On Oct. 29, it issued new regional timetables with no trains being designated as CN or CP, indicating that all were now totally its own responsibility – truly a milestone in the evolution of passenger-train service in Canada. Where Western Transcontinental services were concerned, only the *Canadian* now operated out of Toronto, and only the *Super Continental* out of Montréal – exchanging passengers in CN's Winnipeg station. (The *Super's* 4-night, end-to-end schedule reverted to 3 nights, so as to match the *Canadian's*.)

PROTECT YOUR LUGGAGE

Make sure each piece is plainly identified inside and out with your name and complete address.

This helps easy identification of hand baggage aboard train, on station platform, or in waiting rooms.

[VIA System Timetable, 1979/06/17, 36]

TRIPS AND CONSISTS

19 FEB:**VIA/CN 43 OTTAWA-KINGSTON [TORONTO] Capital**

E	[2]	6782,6619	
C		5610	
CfeL		2500	
C	[2]	5444, 5602	
K		Club de la Garnison	
C		5632	[MONTRÉAL] BROCKVILLE-TORONTO
CfLC		3034	"
C		5641	"
X		9629	"

Day excursion to **KINGSTON** to visit family; * Depart 0915, arrive 1223, stopping at Smiths Falls, Brockville and Gananoque, behind an FPA-4 and F9B; * I occupied Coach No. 5602, operating alongside a Cafe Bar Lounge and Club Galley (from Montréal, only a Cafe Lounge Coach); * 190 km in 3 hrs 8 mins, or 61 km/h (119 mls/38 mph); * No. 6782 (MLW, 1959/lr-VIA); * No. 6619 (GMD, 1957/lr-VIA); * Nos. 5602 (lr-VIA, GCRT 3203), 2500 (ex-C 5612, CfLC 3019/lr-VIA 2500, CX 5095:2, CN Wrk 40116), 3034 (ex-C 5572/lr-VIA, MTEC, AS 3600) (all CCF, 1954); * CLUB DE LA GARNISON (PS, 1954; ex-SDn White Rock, D 1303/lr-VIA, RRE, LMW); * No. 9629 (NSC, 1955; ex-9248/lr-VIA, CAR Wrk Le Pecan).

VIA/CN 46 [TORONTO] KINGSTON-OTTAWA Exec

E	[3]	6770,6867,3125	
X		9629	
C	[2]	5628,5472	
CfeL		2506	
C	[2]	5611 ,5505	
K		Union Club	
C		5394	TORONTO-BROCKVILLE [MONTRÉAL]
CfLC		3038	"
C	[2]	4886,5476	"

NO MATTER WHERE IT'S GOING: 1978

X	9615	"
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Depart 1910, arrive 2215, with stops at Brockville and Smiths Falls, with an RS18 helping out; * The *Exec* still had much the same make-up as *Capital*, being marshalled in Ottawa and Montréal portions – the latter including former Grand Trunk Western Coach No. 4886; * 190 km in 3 hrs 5 mins, or 62 km/h (118 mls/39 mph); * No. 3125 (MLW, 1959); * No. 4886 (PS, 1953; ex-GTW/lr-VIA, ALC).

26 MAR:

VIA/CN 43 OTTAWA-KINGSTON [TORONTO] *Capital*

E	[3]	6793,6612,3118	
C		5638	
CfeL		2506	
C	[2]	5641,5534	
K		Union Club	
C		5583	[MONTRÉAL] BROCKVILLE-TORONTO
CfLC		3039	"
C		5488	"
X		9613	"

Another day excursion to **KINGSTON**, this time during the Easter weekend, departing 0915, arriving 1223, and failing to record the locomotives

VIA/CN 46 [TORONTO] KINGSTON-OTTAWA *Exec*

E	[3]	6760,4105,6775	
U		15467	
X		9659	
C	[3]	5467,5449,5470	
CfeL		2500	
C	[2]	5637,5649	
K		Club Laurier	
C	[3]	5223,5226,5439	TORONTO-BROCKVILLE [MONTRÉAL]
CfeL		2510	"
C	[3]	5597,5591,5427	"
X		9632	"

NO MATTER WHERE IT'S GOING: 1978

Depart 1910, arrive 2215, on an *Exec* hauled by an FPA/B-4 combo assisted by a GP9 and Steam Generator Unit – this array presumably due to the long, 16-car *Easter* consist whose Montréal portion included a full Cafe Lounge instead of the usual Cafe Lounge Coach; * Nos. 4105 (*Ir-4365:2, 7033:2*), 15467 (*Ir-VIA, AC 77*) (*both GMD, 1957-9*).

14 MAY:

VIA/CN 43 OTTAWA-KINGSTON [TORONTO] *Capital*

E	[2]	6529,6620	
C		5492	
CfeL		2506	
C	[2]	5649, 5636	
K		Mount Royal Club	
C		5300	[MONTRÉAL] BROCKVILLE-TORONTO
CfLC		3033	"
C		5642	"
X		9651	"

Another day excursion to **KINGSTON**, departing 0915, arriving 1223, this time behind a straight FP9A/B lash-up; * Nos. 6529 (*Ir-IFE, W&I, ARM 6311*), 6620 (*both GMD, 1957/Ir-VIA*).

VIA/CN 46 [TORONTO] KINGSTON-OTTAWA *Exec*

E	[3]	4105,6625,6861	
X		9643	
C		5440	
CfeL		2510	
C	[4]	5633, 5525 ,5618,5534	
K		St. James's Club	
C		5301	TORONTO-BROCKVILLE [MONTRÉAL]
CfeL		2504	"
C	[4]	5514,5482,5500,5423	"
X		9648	"

Depart 1905, arrive 2215, on a long train featuring eight Ottawa and seven Montréal cars – behind an eclectic GP9/F9B/FPB-4 combination.



2nd 1970's-17: VIA Corridor train heading westbound, not far from Guildwood station and before its final lap into Toronto Union Station (1980/04/03) [C.W. NEWTON].

2 JUL:

VIA 43 OTTAWA-KINGSTON [TORONTO] Capital

E	[3]	6540,6629,3103	[CN]
C	[2]	5413,5644	
CfeL		2510	
C	[2]	5512,5616	
K		York Club	
C		5400	[MONTRÉAL] BROCKVILLE-TORONTO
CfeL		2506	"
C	[2]	5529,5305	"
X		9656	"

A *fourth* day excursion of the year to **KINGSTON**, departing 0915, arriving 1223.

PURE VIA ON CN

The **VIA**-only designation in the headline for the above trip signals that VIA had taken over complete responsibility for CN trains from 1 JUN. Below, CN equipment is now considered to have been owned by VIA, exceptions being indicated as [CN].

VIA 46 [TORONTO] KINGSTON-OTTAWA Exec

E	[3]	6530,6620,4104[CN]	
X		9644	
C		5464	
CfeL		2505	
C	[2]	5636, 5580	
K		Union Club	
CfLC		3037	TORONTO-BROCKVILLE [MONTRÉAL]
C		5533	"
X		9660	"

Depart 1905, arrive 2215, on a typical summer *Exec*.

7 JUL:**VIA 34 OTTAWA-MONTRÉAL**

E		6787	
X		9673	
C		5519	
CfeL		2502	
C	[2]	5652, 5594	

To **QUÉBEC** via Montréal and Charny, for hearings on CN's Saguenay and Lac St-Jean regional services, followed by further sessions at Chicoutimi, Roberval and Dolbeau; * Depart 1400, arrive Central Station 1610, with major stops at Alexandria and Dorval QC (flags at Casselman, Maxville and Coteau QC); * 187 km in 2 hrs 10 mins, or 86 km/h (117 m/s/53 mph).

VIA 14 MONTRÉAL-CHARNY [HALIFAX] Ocean

E	[2]	6758,6618	
E		3123[CN]	MONTRÉAL-TRURO
X		9654	MONTRÉAL-TRURO [SYDNEY]
XY		9476	
C	[3]	5628 ,5464,5531	
C		5576	MONTRÉAL-TRURO [SYDNEY]
CfeL		752	"

NO MATTER WHERE IT'S GOING: 1978

DN	5736	"
DN	5703	
D	1363	
BL	Beauséjour	
S	[4]	Greenbrier, Kakabeka Falls, Exploits River, Margaree River

Depart 1705, arrive 2014, with major stops at St-Lambert, St-Hyacinthe and Drummondville, the *Ocean* still including a small Sydney portion; * CTC colleagues met the train and drove me over the bridge to Ste-Foy (one night there); * 246 km in 3 hrs 9 mins, or 78 km/h (154 mls/48 mph); * BEAUSÉJOUR (CCF, 1920; ex-BLS Fort Alexander, Fort Garry/lr-OO&E, TC Canyon Club); * No. 1363 (ex-PG Moose Lake/lr-TrC 1363, ECPC), GREENBRIER (both PS, 1954); * Nos. 5706 (ex-C 5526/lr-GCRT), 752 (ex-C 5502, CflC 3004/lr-NTFT, ASC (both CCF, 1954) – all equipment ex-CN or CN.

8 JUL:

VIA 199 QUÉBEC STE-FOY-CHICOUTIMI

E	3106	[CN]
U	15468	
X	[2]	8044, 9646
C	[2]	5197, 5300

To **CHICOUTIMI** for the next hearing (two nights there), with CTC colleague Jean Patenaude along; * Depart 0645, arrive 1530 over this former Quebec & Lake St. John line, with major stops at Loretteville, Valcartier, St-Raymond, Rivière-à-Pierre, Lac-Édouard, Lac-Bouchette, Chambord, Desbiens, Métabetchouan, Hébertville, Jonquière and Arvida – behind a CN RS18 and VIA Steam Generator Unit and occupying a wartime Coach which once had posed as a “Bistro” Lounge car on *Rapido* trains; * This trip took us into the self-styled “Royaume du Saguenay” (Kingdom of the Saguenay) on a Saturday-only daytime train running partly through a long stretch of isolated bush country; * 381 km in 8 hrs 45 mins, or a very slow 44 km/h (238 mls/27 mph); * No. 5300 (CCF, 1942; ex-CN L/lr-MWR); * No. 8044 (NSC, 1952, CN; ex-9104/lr-Wrk 58114);

• **10 JUL:** To **ROBERVAL** by automobile for the next hearing (one night there); • **11 JUL:** To **DOLBEAU**, again by car (one night there), for the final hearing on this trip, arranged despite this town's close proximity to Roberval.

LA MUSIQUE COUNTRY ET WESTERN

Dolbeau proved interesting to me for two reasons: first, its main street had been transformed into a Hollywood Western movie set as part of a country music festival; and second, Dad had turned down a call early in his ministerial career to serve the small English-speaking Protestant population of the area.

12 JUL:

VIA 186 DOLBEAU-CHAMBORD

E	3731[CN]
U	15431
X	9657
C	5202

Return to **OTTAWA** via Chambord and Montréal; * Depart 2125, arrive Chambord 2315, with major stops at Albanel, Normandin, St-Félicien and Roberval, behind an RS18 and Steam Generator Unit, this time in a 1937-built Coach – even older than the one on No. 199; * 92 kmin 1 hr 50 mins, or 50 km/h (57 mls/31 mph); * No. 3731 (MLW, 1959, CN); * No. 5202 (CCF, 1937; ex-CN).

13 JUL:

VIA 170 [CHICOUTIMI] CHAMBORD-MONTRÉAL

E	[2]	6533,6531	
X		9623	
BKL		Lake Makamik	CHICOUTIMI-HERVEY [QUÉBEC]
C		5654	
S		Topsail Falls	
C	[2]	5210,5211	[COCHRANE] HERVEY-MONTRÉAL
BKL		Silver Lake	[SENNETERRE] HERVEY-MONTRÉAL
S		Belle River	"



2nd1970's-18: Looking back from the Lévis ferry onto Québec's classic skyline, featuring the Château Frontenac hotel (1977/06/13) [PETER DAWES].

Depart 0025, arrive 0905 on a train originating in Chicoutimi, again over the former Quebec & Lake St. John line as far as Rivière-à-Pierre, then Canadian Northern through Hervey Jct., with additional major stops at Lac Édouard, St-Tite, Grand'Mère, Shawinigan, Joliette, Pointe-aux-Trembles, Ahuntsic and Mont-Royal – occupying Roomettes in former St. Louis-San Francisco Sleeper TOPSAIL FALLS; * Through cars from the Abitibi region were added at Hervey Jct., including a former Grand Trunk Western Buffet Club Lounge; * 429 km in 8 hrs 40 mins, or 49 km/h (268 mls/30 mph); * TOPSAIL FALLS (PS, 1948, 14rm4db; ex-SLSF Thomas Hart Benton/Ir-DN 5749, GCRT); * LAKE MAKAMIK (CCF, 1930; ex-BL Glace Bay, P/Ir-CN C 4890, ISL); * SILVER LAKE (PS, 1954; ex-GTW DL/Ir-NRHMI D) – all equipment ex-CN or CN.

ANNUAL MIGRATION

The lone Coach of Chicoutimi-Montréal Train No. 170 was filled almost to capacity this night with workers heading to southwestern Ontario to pick tobacco – this being a long-standing tradition of young men from this region of Québec.

VIA 35 MONTRÉAL-OTTAWA

E 6785

NO MATTER WHERE IT'S GOING: 1978

C	5519
CfeL	2502
C	5652
Z	91[CN]

Depart 1100, arrive 1305, with one stop at Dorval, with CN Business car No. 91 attached to the rear; * 187 km in 2 hrs 5 mins, or 90 km/h (117 mls/56 mph); * No. 91 (CCF, 1954, CN; ex-C 5554/lr-APRE, GC).

16 JUL:

VIA 34 OTTAWA-MONTRÉAL

E	[2]	6769,3108[CN]
X		9638
C	[2]	5419,5211 [dd]
C		5476
CfeL		2508
C	[2]	5489, 5503

To **QUÉBEC** via Montréal and Lévis for more regional service hearings, with later stops at St-Raymond, Shawinigan and Montréal, again with Jean Patenaude along; * Depart 1400, arrive Central Station 1610.

VIA 14 MONTRÉAL-LÉVIS [HALIFAX] Ocean

E	[2]	6791,6624	
E		3113[CN]	MONTRÉAL-TRURO
X		9665	MONTRÉAL-TRURO [SYDNEY]
XY		9487	
C	[3]	5456 ,5637,5633	
C		5495	MONTRÉAL-TRURO [SYDNEY]
CfeL		755	"
DN		5708	"
DN		5728	
D		1360	
BL		Au Courant	
S	[4]	Greenbrier,Reversing Falls, Vermillion River,Rivière du Loup	

NO MATTER WHERE IT'S GOING: 1978

Depart 1705, arrive 2040 (two nights there); • **18 JUL:** To **ST-RAYMOND** by automobile for an afternoon hearing, then on to **SHAWINIGAN** for an evening session (one night in the latter place); • **19 JUL:** To **MONTREAL** again by car for the final hearing (one night there), watching the Expos split an evening doubleheader with the Atlanta Braves (8-5,1-3).



[logoserver.com]

20 JUL:

VIA 37 MONTREAL-OTTAWA

E	6769
C	5652
CfeL	2512
C	5498

Return to **OTTAWA**, departing 1530, arriving 1735, with one stop at Dorval.

VIA TIMETABLES

During this period, VIA issued three regional timetables instead of one national version: Ontario & Québec; Eastern Transcontinental Services; and Western Transcontinental Services.

TURBOTRAIN UPDATE

VIA's Apr. 30 and Oct. 29 Ontario & Québec timetables (in both cases, pp. 14-5) continued to show Ex. Sun. morning and Ex. Sat. afternoon Turbos between Montréal and Toronto.



2nd1970's-19: CN's historic Lévis station, with CN/VIA No. 11, the Montréal-bound *Scotian*, being serviced (1977/07/28) [PETER DAWES].

20 AUG:

VIA 43 OTTAWA-KINGSTON [TORONTO] Capital

E	[3]	6778,6859,3126[CN]	
C	[4]	5222,5582,5595,5646	
CfeL		2505	
C	[2]	5580, 5441	
K		Union Club	
C		5417	[MONTRÉAL] BROCKVILLE-TORONTO
CfLC		3035	"
C		5588	"
X		9644	"

Yet another day excursion to **KINGSTON**, departing 0915, arriving 1223.

NO MATTER WHERE IT'S GOING: 1978



2nd 1970's-20: Power in VIA colours being switched at Truro NS, specifically FPA-4 6765 and F9B 6618 assigned to CN No. 14 *Ocean* (1977/05/24) [PETER DAWES].

VIA 46 [TORONTO] KINGSTON-OTTAWA Exec

E	[3]	6533,6866,6625	
X		9649	
C		5533	
CfeL		2503	
C	[3]	5512, 5464 ,5423	
K		Rideau Club	
C	[2]	5407,5589	TORONTO-BROCKVILLE [MONTRÉAL]
CfLC		3037	"
C		5485	"
X		9620	"

Depart 1905, arrive 2215, on a particularly healthy, 12-car summer *Exec* (seven to Ottawa; five to Montréal) – my last trip before leaving on 29 AUG for a month in Europe.

NO MATTER WHERE IT'S GOING: 1978



2nd 1970's-21: Porter of 6 Section-6 Roomette-4 Double Bedroom Sleeper *Green Bank* awaits passengers at the rear of CN No. 11 *Scotian*, Truro NS (1977/05/29) [PETER DAWES].

1 OCT:

VIA 43 OTTAWA-TORONTO *Capital*

E	[3]	6535,6623,6634	
Z		5	OTTAWA-TORONTO [COCHRANE]
C		5527	
CfeL		2501	
C	[2]	5508,5536	
K		Carleton Club	
CfLC		3039	[MONTREAL] BROCKVILLE-TORONTO
C	[2]	5491,5423	"
X		9661	"

To **COCHRANE** via Toronto for a regional service hearing, then further sessions at Rouyn/Noranda, Amos and La Tuque; * Depart 0915, arrive Toronto 1520, with stops at Smiths Falls, Brockville, Gananoque,

NO MATTER WHERE IT'S GOING: 1978

Kingston, Napanee, Belleville, Cobourg, Oshawa and Guildwood; * Prime Minister's car No. 5 was along, chartered for higher CTC officials; * 446 km in 6 hrs 5 mins, or 73 km/h (278 mls/45 mph); * No. 5 (CCF, 1929, CN leased to GVC; ex-12sc1dr Rosetown, 94:5, 100:6/lr-RRE, FRRC Pointe St. Charles).

CULTURE SHOCK IS...

... joining a CTC crew heading for northern Ontario on 1 OCT, just two days after arriving back from Europe. The *Orient Express* from München (Munich) to Salzburg was replaced by the *Northland* from Toronto to Cochrane, and so on.

1-2 OCT:

VIA-ONR 99 TORONTO-COCHRANE [KAPUSKASING] *Northland*

E	[2]	6515,6628	
X		411[ONR]	
S		Greenwald	
C		4887	
CfeL		2505	TORONTO-COCHRANE
C		812[ONR]	"
S		Margaree River	"
Z		5	[OTTAWA] TORONTO-COCHRANE

Depart 2235, arrive 1100 next morning, with major stops at Richmond Hill, Beaverton, Washago, Gravenhurst, Bracebridge, Huntsville and North Bay on CN, then Temagami, Cobalt, Haileybury, New Liskeard, Englehart, Swastika, Matheson and Porquis Jct. on Ontario Northland **[equipment marked for CN or VIA unless indicated ONR]**; * We occupied Roomettes in former New York Central Sleeper MARGAREE RIVER, on CTC charter along with Business car No. 5, while ONR's contribution was restricted to one former Bangor & Aroostook Coach and a Baggage car; * 775 km in 12 hrs 25 mins, or 62 km/h (484 mls/39 mph); * MARGAREE RIVER (PS, 1949, 10rm6db; ex-NYC Penobscot River, CN/lr-S&H); * No. 812 (PS, 1949; ex-B&A Mohawk); * No. 411 (NSC, 1953); • **2 OCT:** To **ROUYN/NORANDA** in the Abitibi region of Québec by automobile for the next hearing (one night there); • **3 OCT:** To **AMOS** for another hearing, spending the night in MARGAREE RIVER, parked at the station along with Prime Minister's car No. 5, Buffet Lounge Sleeper BURRARD (for CN staff), and support units.

HERE'S MUD IN YOUR EYE

There were no retention toilets on most intercity rail equipment of this era, meaning that effluent was dumped right on the track. Understandably, passengers were urged not to flush during station stops. When parked overnight at Amos during our Abitibi hearings, the local CN guys had the less-than-savoury task of fitting the cars with elegantly termed "honey-buckets", so that the assorted officials could flush away at will.

4-5 OCT:

VIA 174 [COCHRANE] AMOS-LA TUQUE [QUÉBEC STE-FOY]

E	6765	
E	6527	COCHRANE-HERVEY [MONTRÉAL]
U	15435	AMOS-LA TUQUE
V	15205	"
Z	Burrard	"
S	Margaree River	"
Z	5	"
X	9624	COCHRANE-SENNETERRE
X	9615	[ROUYN/NORANDA] SENNETERRE-HERVEY [MTL]
X	9627	[ROUYN/NORANDA] SENNETERRE-QUÉBEC
C	5227	"
C	5296	COCHRANE-HERVEY [MONTRÉAL]
BKL	Diamond Lake	SENNETERRE-HERVEY [MONTRÉAL]
S	Rivière Cloche	"
S	Rivière Raquette	SENNETERRE-QUÉBEC

To **LA TUQUE** for the next hearing, moving overnight from the Abitibi to La Mauricie region of Québec on the old National Transcontinental; * Depart 1803, arrive 0300 next morning, with major stops at Barraute, Senneterre, Press, Paradis, Clova, Parent, Casey, Sanmaur and Fitzpatrick, with Train 174 picking up the CTC-chartered cars at Amos and dropping them off at La Tuque; * Regular No. 174 was a mixture of Ste-Foy and Montréal-bound cars, including a Buffet Club Lounge and two Sleepers bearing appropriately French names but of Florida East Coast and New York Central lineage; * Day spent in hearings; the night in MARGAREE RIVER, parked at the station; * 489 km in 8 hrs 57 mins, or 55 km/h (305 mls/34 mph); *

NO MATTER WHERE IT'S GOING: 1978

RIVIÈRE CLOCHE (ex-FEC Caparra/lr-ARO Cascade Nights), RIVIÈRE RAQUETTE (ex-NYC St. Francis River/lr-MTM Dolly Wurtzbarger) (both PS, 1949, 10m6db); * BURRARD (PS, 1954, 7ct/lr-YSR); * No. 15205 (NSC, 1948; ex-XM 7840/lr-ISL) – all equipment ex-CN or CN.

6 OCT:

VIA 174-170 [COCHRANE] LA TUQUE-MONTRÉAL

E	6542	
E	6768	[ROUYN/NORANDA] SENNETERRE-MONTRÉAL
U	15421	SENNETERRE-HERVEY [QUÉBEC]
X	9662	[ROUYN/NORANDA] SENNETERRE-HERVEY [QUÉ]
C	5212	"
C	5286	[ROUYN/NORANDA] SENNETERRE-MONTRÉAL
C	5186	
BKL	Silver Lake	SENNETERRE-MONTRÉAL
S	Vermillion River	"
S	Warpath River	SENNETERRE-HERVEY [QUÉBEC]
Z	Burrard	LA TUQUE-MONTRÉAL
S	Margaree River	"
Z	5	"

Return to **OTTAWA** via Montréal, over the former National Transcontinental as far as Hervey, then Canadian Northern; * Scheduled to depart at 0345 and arrive Central Station at 0905 (consolidated with No. 170 beyond Hervey), No. 174 actually left at approximately 1330 and arrived somewhere around 1815 due to a freight derailment – meaning that the Montréal cars (including CTC charters) ran this day as a separate train way behind No. 170, resulting in a thrilling ride through Shawinigan into Montréal in an attempt to recover time; * We continued to occupy MARGAREE RIVER during this segment, operating along with two RIVER Sleepers formerly owned by the Milwaukee Road; *VERMILLION RIVER (ex-MILW Lake Pepin/lr-GRT), WARPAT RIVER (ex-MILW Lake Keechelus/lr-TTSL Cap-Tourmente, WSJ Conestoga River; WX) (both PS, 1948, 10m6db; ex-CN).

VIA 139 MONTRÉAL-OTTAWA Rapido

E	[2]	6535,6871
K		Empire Club

NO MATTER WHERE IT'S GOING: 1978

C	[2]	5494,5652	
CfeL		2512	
C		5452	
S		Margaree River	<i>[LA TUQUE]</i> MONTRÉAL-OTTAWA
Z		5	"

Scheduled to depart 1720 and arrive 1945, with major stops at Dorval, Coteau, Alexandria ON, Maxville and Casselman.

GUILTY FEELINGS...

... while sitting in Central Station in MARGAREE RIVER as our CTC cars were attached to VIA's Montréal-to-Ottawa evening No. 139 fully 90 minutes after its scheduled departure – causing passengers to sit there until we finally pulled out at 1845. I'm pretty sure it was CN's (and possibly VIA's) decision to do it that way, not the result of any request by the CTC.

12 OCT:

VIA 34 OTTAWA-MONTRÉAL

E	6539
X	9661
C	5633
CfeL	2502
C	5519

To **QUÉBEC** (one night there), again via Montréal and Lévis, for a further hearing on Québec regional services; * Depart 1400, arrive Central Station 1610.

VIA 14 MONTRÉAL-LÉVIS *[HALIFAX] Ocean*

E	[2]	6530,6626	
E		3116 <i>[CN]</i>	MONTRÉAL-TRURO
X		9628	MONTRÉAL-TRURO <i>[SYDNEY]</i>
XY		9479	
C		5412	
C		5589	MONTRÉAL-TRURO <i>[SYDNEY]</i>

NO MATTER WHERE IT'S GOING: 1978

CfeL	754	"
DN	5747	"
DN	5737	
D	1369	
BL	Beauséjour	
S	[3]	Greenvale,Riverview,Peticodiac River

Depart 1705, arrive 2040, behind *Rapido* No. 24 which had left five minutes earlier for Ste-Foy – then by ferry over to Québec.

13 OCT:

VIA/CP 153 QUÉBEC-MONTRÉAL

Cm 9055

Return to **OTTAWA** via Montréal after a short morning hearing, this time over CP's North Shore line; * Depart 1335, arrive Windsor Station 1650, with major stops at Trois-Rivières, then Park Avenue (Jean Talon), Montréal West and Westmount – on an RDC-1 which ended up on the Ferrocarriles de Cuba; * 282 km in 3 hrs 15 mins, or 87 km/h (176 mls/54 mph); * No. 9055 (*Budd, 1953/Ir-VIA 6132, FDC 2305*).

LE FLEUVE ST-LAURENT

From VIA/CP's Québec-Montréal North Shore RDC, the mighty St. Lawrence appeared surprisingly narrow and shallow at places, making pilots mandatory. Only two transatlantic passenger liners still made regular sailings on the river at this time: Polish Ocean Lines' STEFAN BATORY and Baltic Shipping's ALEXSANDR PUSHKIN. The last Canadian Pacific or Cunard passenger vessel to sail regularly up to Montréal, CP's EMPRESS OF CANADA, had made her last such voyage in 1971.

VIA 139 MONTRÉAL-OTTAWA *Rapido*

E	6793
K	Empire Club
C	[2] 5439, 5634
CfeL	2512
C	5646

NO MATTER WHERE IT'S GOING: 1978

Depart 1720, arrive 1945.

16 OCT:

VIA/CP 2 [VANCOUVER] OTTAWA-MONTRÉAL *Canadian*

E	[2]	1414,1403	
X		2766	SUDBURY-MONTRÉAL
C		112	"
CfLC		517	
D		Champlain	SUDBURY-MONTRÉAL
S		Château Lauzon	
OLS		Waterton Park	

To **MONTRÉAL** for meetings (one night there); * Depart 1805, arrive 2015, this train making a full stop at Vankleek Hill, then letting off passengers at Dorval QC, Montréal West and Westmount, as well making conditional stops ("consult agent") at Vaudreuil and Rigaud – this day behind an FP7A/9A combination, then a Baggage car painted to approximate the *Canadian's* stainless-steel look; * As usual on this route, I spent most of the time watching the world go by from the Skyline Cafe Lounge Dome Coach; * 177 km in 2 hrs 10 mins, or 82 km/h (109 mls/51 mph); * Nos. 1414, 1403 (ex-4102) (both GMD, 1953-4/lr-VIA); * Nos. 112 (lr-VIA 112, 8112), 517 (ex-CP CfLC/lr-VIA CfeL 517, 8517), CHAMPLAIN, CHÂTEAU LAUZON (4sc8du3db1dr), WATERTON PARK (3db1dr) (all Budd, 1954-5/lr-VIA); * No. 2766 (CCF; 1953; ex-4766/lr-VIA).

17 OCT:

VIA/CP 1 MONTRÉAL-OTTAWA [VANCOUVER] *Canadian*

E	[2]	1414,1403	
XY		604	MONTRÉAL-SUDBURY
C		121	"
CfLC		500	
D		Wascana	MONTRÉAL-SUDBURY
S		Château Argenson	
OLS		Kokanee Park	

Return to **OTTAWA**, departing 1205, arriving 1420; * No. 604 (Budd, 1954-5; ex-3004/lr-VIA X 604, 8604).

NO MATTER WHERE IT'S GOING: 1978

LAST CALL FOR THE REAL CANADIAN

This was my last trip on a *Canadian* featuring only CP equipment, No. 1 still being a veritable “mini-streamliner” indicating class, if not enthusiasm, in operating a fine train right to the bitter end. The *Super Continental* was set to become the sole Montréal leg of VIA’s combined Western Transcontinental service effective 29 OCT – operating out of Central Station as far as Vaudreuil QC, then over CP through Ottawa to North Bay ON, and back onto CN to Capreol and west.

SUNSET ON A FAMOUS STATION

During the 1970’s, CP’s Windsor Station always gave hints of better times, especially the abandoned train shed (which passengers now had to negotiate to reach the new, outer platforms) and the giant “bulletin board” (still containing slots for “Specials”, which once included “EMPRESS” boat trains to Québec and Saint John NB and presumably extra sections of trains such as afternoon Pool No. 15 to Toronto and Chicago).

19 NOV:

VIA 43 OTTAWA-KINGSTON [TORONTO] Capital

E	[2]	6788,6867	
C		5525	
CfeL		2503	
C	[2]	5489 ,5518	
K		St. James’s Club	
CfLC		3038	[MONTRÉAL] BROCKVILLE-TORONTO
C	[2]	5516,5610	"
X		9671	"

Day excursion to **KINGSTON**, departing 1030, arriving 1337.

NO MATTER WHERE IT'S GOING: 1978



2nd 1970's-22: Final CP No. 1 *The Canadian* being serviced at Chalk River ON, led by FP9A 1412 – whose cab I'd occupied back in 1976 from Schreiber to Nipigon (1978/10/28) [GERALD E. GAUGL].

VIA 46 [TORONTO] KINGSTON-OTTAWA Exec

E	[3]	6767,6632,3123[CN]	
X		9654	
C		5447	
CfeL		2505	
C	[2]	5579 ,5626	
K		York Club	
C		5616	TORONTO-BROCKVILLE [MONTRÉAL]
CfLC		3033	"
C	[2]	5444,5446	"
X		9648	"

Depart 1925, arrive 2235.

HOCKEY-MAD MARITIMERS

VIA offered hockey packages from places in Nova Scotia and New Brunswick, to see the National Hockey League Canadiens in Montréal and American Hockey League teams then in Halifax (Nova Scotia Voyageurs) and Moncton (New Brunswick Hawks).



The image shows two logos side-by-side. On the left is the Voyageurs logo, featuring a stylized ship's bow and the word "Voyageurs" in a bold, serif font. On the right is the Hawks logo, featuring a stylized hawk's head and the word "Hawks" in a bold, serif font, with "NEW BRUNSWICK" written in smaller letters below it.

Great value!
VIA Hockey Packages
for all Hawks and Voyageurs games in
Moncton and Halifax; also Canadiens
games in Montréal.

Une aubaine!
Les forfaits de hockey VIA pour toutes
les parties des Hawks et des Voyageurs
à Moncton et à Halifax, ainsi que les
parties des Canadiens à Montréal.

[VIA System Timetable, 1979/10/28, 9]



The image shows a logo for VIA's Super Econ service. It features a stylized train engine with the VIA logo on its side, positioned in front of a large, stylized archway that reads "SUPER ECON". A maple leaf is positioned above the archway.

This year,
more than ever,
a Canadian Vacation
makes sense.

[VIA Western Transcontinental Services
Timetable, 1978/06/01, 13]

NO MATTER WHERE IT'S GOING: 1978



2nd 1970's-23: Next-to-last VIA *Super Continental* as No. 2, departs Ottawa station early in the morning behind FP9A 6532 – this train soon to begin operating on different timings as No. 4 (1978/10/30) [GERALD E. GAUGL].

1979

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



[VIA Accommodations brochure, 1979/04]

SYNOPSIS

I travelled by train in 1979 to visit my parents and other family members, and to work on CTC restructuring hearings involving the Edmonton-Calgary, Regina-Prince Albert, Saskatoon-The Pas, Winnipeg-Capreol, and Halifax-Yarmouth services – also investigations into the adequacy of passenger-train schedules on CN's Saguenay and Abitibi regional lines. This year, Research Branch prepared a draft Eastern Transcontinental *Final Plan* which was formally approved by Commissioners. We also wrote a concept paper for experimental passenger-train services, prepared a detailed response to the Ministry of Transport's proposed VIA Rail legislation, and contributed to the Saguenay and Abitibi scheduling investigations.

Trips taken: I took 36, all provided by VIA, covering 19,443 kilometres (*12,134 miles*). Eight of these trips were in Sleepers, 3 in Business cars, and 1 in a Dayniter. Five were on self-propelled trains.

Equipment units: 333, made up of 68 Locomotives & Related Units and 260 cars (Coaches & Dayneters, 109; Parlor & Club Cars, 13; Sleeping & Business Cars, 46; Dining & Other Meal Cars, 18; Lounge Cars, 41; Baggage & Miscellaneous Cars, 33).

Places visited: **AB** – Calgary, Edmonton and Red Deer; **MB** – The Pas and Winnipeg; **NS** – Antigonish*, Baddeck*, Digby*, Halifax, Ingonish Beach*, Kentville* and Yarmouth, **ON** – Capreol, Cornwall, Hornepayne, Kingston, Sioux Lookout and Sudbury; **QC** – Montréal; **SK** – Prince Albert, Regina, Saskatoon and Tisdale. (**Note:** * indicates by non-rail means.)

Noteworthy train trips (all VIA): **Super Continental**, Ottawa to Edmonton; **Canadian**, Winnipeg to Ottawa; **Ocean**, Montréal to Halifax; **No. 3-7**, Halifax to Yarmouth; **Canadian**, Ottawa to Montréal; **Canadian-Super Continental**, Ottawa to Saskatoon; **No. 688**, Saskatoon to The Pas; **Hudson Bay**, The Pas to Winnipeg; **No. 8**, Sioux Lookout to Hornepayne, Hornepayne to Capreol; **Canadian**, Sudbury-Ottawa.

Fastest average speed: **VIA 304**, Edmonton to Red Deer: 98 km/h (*61 mph*). ***Slowest:*** **VIA Hudson Bay**, The Pas to Winnipeg: 51 km/h (*32 mph*).

NO MATTER WHERE IT'S GOING: 1979

Memorable non-rail trips: around Cape Breton by automobile.

Overseas: I took my third European holiday this year, from 27 SEP to 11 OCT, visiting England and Scotland.

HIGHLIGHT!

Rushing down the Ottawa Valley in Prime Minister's car No. 5, which had been added to the *Canadian* at Winnipeg to accommodate higher CTC officials. They even invited this drudge to join them for meals and socializing, including an evening feast prepared by the chef which was topped off by a magnificent "Baked Alaska".

MILESTONE

Where Western Transcontinental services were concerned, the *Canadian* and *Super Continental* switched home bases effective 17 JUN, the former operating out of Montréal, the latter, Toronto. As of 28 OCT, these trains began consolidating at Sudbury for the run west over CP to Winnipeg, while a local train served CN points between Capreol and the Manitoba capital. Eastern Transcontinental services were restructured from the same date when the *Scotian* was discontinued and the *Atlantic* extended beyond Saint John to and from Halifax.

A NEW GENERATION COMING

The above sketch describes a new generation of equipment then being developed in Canada: "LRC (light, rapid, comfortable) is a high-speed intercity passenger transportation system. Soon to be introduced by VIA, it is the newest train able to operate at high speeds on conventional track in all climatic conditions" (*VIA Accommodations brochure, 1979/04, back page*).

TRIPS AND CONSISTS

27 JAN:

VIA 34 OTTAWA-MONTRÉAL

E	6761
X	9646
C [2]	5508 ,5558
CfeL	2504
C	5578

To **CORNWALL** via Montréal to visit buddy Glen Brunton, then working at Transport Canada's training centre, and later my parents in Kingston; * Depart 1400, arrive Central Station 1610, with major stops at Alexandria and Dorval QC, behind an FPA-4; * I occupied one of three Coaches and took advantage of amenities provided in the Cafe Bar Lounge; * 187 km in 2 hrs 10 mins, or 86 km/h (117 mls/53 mph); * No. 6761 (MLW, 1958/lr-NBEC); * Nos. 5508 (lr-VIA, GCRT 3244), 2504 (ex-C 5540, CfLC 3010) (both CCF, 1954); * No. 9646 (NSC, 1957/lr-NRHMI) – all equipment ex-CN.

VIA 55 MONTRÉAL-CORNWALL [TORONTO] Bonaventure

E	6511
CfLC	3024
C [2]	5505,5464
X	9631

Depart 1640, arrive 1800 (one night there), with one stop at Dorval, behind an FP9A and occupying the Cafe Lounge Coach; * 111 km in 1 hr 20 mins, or 83 km/h (69 mls/52 mph); * No. 6511 (GMD, 1955/lr-AC, WC, KJ 1752, KJ 407, P&W, KJ 1752); * No. 3024 (CCF, 1954; ex-C 5546/lr-ONR ENT) – all equipment ex-CN.

TURBOTRAIN UPDATE

VIA's June 17 timetable (pp. 20-1) continued to show Ex. Sun. morning and Ex. Sat. Montréal-Toronto afternoon Turbos, but the Oct. 28 version (also pp. 20-1) indicated that only an afternoon service would continue, on the same 4-hour, 30-minute timing.

NO MATTER WHERE IT'S GOING: 1979



2nd 1970's-24: VIA No. 34 pausing in the rain at Alexandria ON, on its way from Ottawa to Montréal behind FPA-4 No. 6775 (1979/05/25) [SCOTT A. HARTLEY].

28 JAN:

VIA 53-43 [MONTRÉAL] CORNWALL-KINGSTON [TORONTO] Lakeshore/Capital

E	6781	MONTREAL-BROCKVILLE
E	[2] 6765,6864	[OTTAWA] BROCKVILLE-TORONTO
C	[2] 5583,5452	"
CfeL	2505	"
C	[2] 5518,5499	"
K	Club Laurier	"
CfLC	3038	
C	[2] 5500, 5602	
X	9667	

NO MATTER WHERE IT'S GOING: 1979

Return to **OTTAWA** via Kingston; * Depart 1135, arrive 1337, with stops at Prescott, Brockville (where the *Lakeshore* cars joined the *Capital* from Ottawa, the latter including a Club Galley), and Gananoque; * 174 km in 2 hrs 2 mins, or 86 km/h (109 mls/53 mph); * CLUB LAURIER (PS, 1954; ex-SDn White Rapids, DL 1359/lr-ITA, LMW 662).

VIA 46 [TORONTO] KINGSTON-OTTAWA Exec

E	[3]	6769,6628,4105[CN]	
X		9644	
C	[2]	5383,5633	
CfeL		2501	
C	[2]	5579, 5455	
K		Union Club	
C		5646	TORONTO-BROCKVILLE [MONTRÉAL]
CfLC		3037	"
C	[2]	5489,5537	"
X		9670	"

Depart 1925, arrive 2235, with stops at Brockville and Smiths Falls, on an *Exec* powered by an FPA-4/FPB/GP9 lash-up and still featuring a *Bonaventure* portion for Montréal; * 190 km in 3 hrs 10 mins, or 60 km/h (119 mls/37 mph); * No. 4105 (GMD, 1957; CN/lr-4365:2, 7033:2).

19 MAR:

VIA 30 OTTAWA-MONTRÉAL Rapido

E	[2]	6785,6859	
K		York Club	
C	[2]	5585, 5541	
CfeL		2502	
C		5501	

Day excursion to **MONTRÉAL** for meetings; * Depart 0720, arrive 0935, with major stops at Alexandria and Dorval QC; * 187 km in 2 hrs 15 mins, or 83 km/h (117 mls/52 mph).

VIA 35 MONTRÉAL-OTTAWA

E		6770	
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NO MATTER WHERE IT'S GOING: 1979

C 5501
CfeL 2502
C 5541

Depart 1540, arrive 1745, stopping at Dorval; * 187 km in 2 hrs 5 mins, or 90 km/h (117 mls/56 mph).

19 APR:

VIA 3 [MONTRÉAL] OTTAWA-EDMONTON [VANCOUVER] *Super Continental*

E	[2]	6511,6611	MONTRÉAL-WINNIPEG
E	[2]	6514,6614	WINNIPEG-VANCOUVER
X		9656	
C		5437	
C		5622	WINNIPEG-VANCOUVER
CfeL		761	
DN		5713	
D		1370	
BLS		Cape Chignecto	MONTRÉAL-EDMONTON
S	[2]	Emerson, Elmsdale	
S		Jarvis Manor	MONTRÉAL-WINNIPEG [CALGARY-VANCOUVER]
S		Château Montcalm	[TORONTO] WINNIPEG-VANCOUVER

To **EDMONTON** (four nights at the Westin Hotel) for the start of regional hearings eventually taking in Red Deer, Calgary, Prince Albert and Saskatoon – also visiting an Ottawa-based, Edmonton-born friend then home for Easter; * Depart 1305, arrive 1610 two days later, first over CP as far as North Bay (with major stops at Carleton Place and Chalk River), then CN (Field, Capreol, Foleyet, Oba, Hornepayne, Hillsport, Longlac, Nakina, Ferland, Armstrong, Savant Lake, Sioux Lookout, Red Lake Road, Redditt, Minaki, Winnipeg MB, Portage La Prairie, Brandon North, Rivers, St. Lazare, Yarbo SK, Melville, Ituna, Raymore, Watrous, Saskatoon, Biggar, Unity and Wainwright AB) – the *Super Continental* now operating out of Montréal's Central Station but using CP's line from Vaudreuil as far as North Bay; * I occupied a Duplex Roomette in ELMSDALE and spent lots of time in the Diner and Buffet Lounge Sleeper CAPE CHIGNECTO, the latter once leased to the Pullman Co. for service on former Grand Trunk lines; * 3,308 km in 53 hrs 5 mins, or 62 km/h (2,064 mls/39 mph); * ELMSDALE (4sc8du4db/lr-NTFT,ASC), CAPE CHIGNECTO (2db2ct; leased to Pullman until 1966/lr-CN MTG Tawaw) (both PS, 1954; ex-CN); * No. 1370 (CCF, 1947; ex-CN C 5385/lr-ISL); * No. 761 (CCF, 1954; ex-CN 5568, CflC 3023/lr-TTSL Cap-Martin, WSJ Elmira).

CRISS-CROSSING AT WINNIPEG

The *Super Continental* and *Canadian* were now exchanging Sleepers in Winnipeg CN station, thereby providing through service for passengers travelling *from* both Montréal and Toronto line points *to* places west of Winnipeg on both the CP and CN lines.

25 APR:

VIA 304 EDMONTON-RED DEER [CALGARY]

CXm 9107

To **RED DEER** for the next hearing (one night there), departing 1725, arriving 1900, with one stop at Wetaskiwin, on an RDC-2; * 155 km in 1 hr 35 mins, or 98 km/h (98 mls/61 mph); * No. 9107 (*Budd, 1956; ex-CP/r-6215*); • **26 APR:** To **CALGARY** by automobile, courtesy CTC staff, for another hearing (two nights there).

LET'S PLAY CHICKEN, ALBERTA STYLE

It was always a bit unnerving travelling on Edmonton-Calgary RDC trains, due to the propensity of Alberta automobiles to intrude upon the tracks at grade crossings at the worst possible moment – often with tragic results for the motorist.

28-29 APR:

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

E	[2]	8508[CP],1416	
X		605	
DN		5743	
C	[2]	110,101	
CfeL		512	
D		Champlain	
S	[3]	Brant Manor,Château Brûlé, Dufferin Manor	
S		Dunsmuir Manor	VANCOUVER-WINNIPEG [CAPREOL-MONTRÉAL]
OLS		Assiniboine Park	

NO MATTER WHERE IT'S GOING: 1979

To **REGINA**, on the way to our next hearing in Prince Albert SK (one night at the Hotel Saskatchewan); * Depart 1355, arrive Regina 0015 just after midnight, with major stops at Brooks, Medicine Hat, Swift Current SK and Moose Jaw, behind a GP9/FP7A combo; * I occupied Dayniter No. 5743, once owned by the Milwaukee Road and part of a decent, shoulder-season consist of 2 Coaches, 1 Dayniter, and 3 Sleepers – indicative of VIA's efforts at selling the obvious virtues of this famous transcontinental route; * I had the usual pleasure of having dinner in the Diner and watching the scenery pass by the windows of the Skyline Cafe Dome Lounge car; * 766 km in 9 hrs 20 mins, or 82 km/h (478 mls/51 mph); * Nos. 8508 (CP/lr-1613), 1416 (ex-CP 4058, 1416, 4058) (both GMD, 1952-4); * No. 5743 (PS, 1948; ex-10rm6db MILW Coeur d'Alene, CN Wanapitei River); * Nos. 101 (lr-8101), 605 (ex-CP XY 3005/lr-8605), 512 (ex-CfLC/lr-8512), CHAMPLAIN, ASSINIBOINE PARK (3db1dr) (all Budd, 1954-5; ex-CP); * Onward to **PRINCE ALBERT** by Saskatchewan Transportation Co. (STC) bus for the next hearing (one night there); • **30 APR:** To **SASKATOON** for another hearing, again by STC (two nights there).

CHANGES TO BUDD EQUIPMENT

VIA replaced the 26-seat Coach section of the former CP Skyline cars with dining tables, both to provide more capacity and better serve those passengers not wanting a full meal in the Diner. The corporation also used the "600"-series Baggage Dormitories as straight Baggage cars.

2 MAY:

VIA 680 [PRINCE ALBERT] SASKATOON-REGINA

CXm 6350

To **REGINA** again, for our final hearing on this trip (one night there, again at the Hotel Saskatchewan); * Depart 0950, arrive 1310, with one major stop at North Regina but eight flag stops, occupying the single RDC-3; * 266 km in 3 hrs 20 mins, or 80 km/h (166 mls/50 mph); * No. 6350 (Budd, 1955; ex-CN RDC-1 D101, RDC-3 D350/lr-RDC-1 6144).

TIMETABLES

After issuing regional timetables in 1978, VIA reverted to a single, national format starting with the June 17, 1979 edition.



2nd1970's-25: Train board in Regina station tunnel for CP's "Melford" [Sic] local (1979/05/02) [PETER DAWES].

ALL ABOARD FOR "MELFORD"

Right there in the Regina station tunnel was a dilapidated train-board, illuminated by what appeared to be a couple of 60-watt bulbs, reading: "CANADIAN PACIFIC – BULYEA STRASBOURG GOVAN LANIGAN MELFORD AND INTERMEDIATE POINTS" – this, a quarter-century after Train No. 327 had been discontinued to Melfort (not "Melford") and, actually, to Gronlid beyond. Surely this board wasn't there even longer, since *before* the extension to Gronlid – which was built in 1928?

4 MAY:

VIA 2 [VANCOUVER] REGINA-WINNIPEG [TORONTO] *Canadian*

E	[2]	8512[CP],1963
X		617
DN		5748
C	[2]	108,118

NO MATTER WHERE IT'S GOING: 1979

CfeL	514	
D	Fairholme	
S	[2] Wolfe Manor, Château Iberville	
S	Jarvis Manor	VANCOUVER-WINNIPEG [<i>CAPREOL-MONTRÉAL</i>]
OLS	Strathcona Park	

Return to **OTTAWA** via Winnipeg; * Depart 0015, arrive 0750, with major stops at Broadview, Brandon MB and Portage la Prairie, behind a GP9/F9B lash-up; * I occupied a Duplex Roomette in the CHÂTEAU car, because the through Ottawa/Montréal Sleeper was sold out as far as Winnipeg; * 574 km in 7 hrs 35 mins, or 76 km/h (358 mls/47 mph); * No. 1963 (ex-CP 1903, CP, VIA 4475/lr-6652) (GMD, 1954); * CHÂTEAU IBERVILLE (4sc8du3db1dr) (Budd, 1954-5; ex-CP).

ON THE JOB NO-NO

The porter in charge of CHÂTEAU IBERVILLE leaving Regina on the *Canadian* appeared somewhat "tired and emotional" after having a few too many, to the point of barely being able to direct me to my room. I should have turned him in, but decided instead to chalk it up to VIA's arrival on the scene, and the consequent upheaval in the lives of many former CP and CN employees.

4-5 MAY:

VIA 4 [*VANCOUVER*] WINNIPEG-OTTAWA [*MONTRÉAL*] *Super Continental*

E	[3]	6511,6631,6607	WINNIPEG-MONTRÉAL
X		9659	
Y		Belle River	
C	[2]	5585,5649	
CfeL		761	
DN		5713	
D		1377	
BL		Réverie	EDMONTON-MONTRÉAL
S	[2]	Emerson, Ethelbert	
S		Jarvis Manor	[<i>VANCOUVER-CALGARY</i>] WINNIPEG-MONTRÉAL
Z		95[CN]	WINNIPEG-MONTRÉAL
Z		5	SASKATOON-OTTAWA

NO MATTER WHERE IT'S GOING: 1979



2nd 1970's-26: Prime Minister's car No. 5 on the rear of VIA No. 4 *Super Continental*, possibly at Capreol ON, with CTC vice-president Guy Roberge manning the platform (1979/05/05) [PETER DAWES].

Depart 0855, arrive 1940 next day, with the same stops as on the 19 APR trip above but including a detour from Capreol to North Bay over CP due to a washout on the CN line; * I transferred at Main Street Station to a Roomette in JARVIS MANOR, this car having been switched there from the *Canadian*; * Prime Minister's car No. 5 was along to accommodate CTC officials (also Business car No. 95 for CN brass), while veteran heavyweight car RÊVERIE provided lounge facilities for regular passengers; * JARVIS MANOR (Budd, 1954-5; 4sc4rm5db1ct; ex-CP); * No. 5 (CCF, 1929, GVC; ex-CN 12sc1dr Rosetown/Ir-RRE, FRRC); * No. 95 (B&S/CB&Q, 1934; ex-CB&Q BP Mississippi, The Roundup; CN 4:2/Ir-15111:3, PRV Northern Lights, CRC); * RÊVERIE (CCF, 1924; ex-CN BP St. Charles).



2nd1970's-27: VIA No. 4 *Super Continental* detouring via Sudbury Jct. and CP rails east towards Ottawa (1979/05/05) [PETER DAWES].

20 MAY:

VIA 43 OTTAWA-KINGSTON [TORONTO] Capital

E	[2]	6535,6860	
C		5541	
CfeL		2506	
C	[2]	5578, 5533	
K		Club de la Garnison	
CfLC		3033	[MONTRÉAL] BROCKVILLE-TORONTO
C	[3]	5529,5222,5293	"
X		9629	"

Day excursion to **KINGSTON**, departing 1030, arriving 1337, with stops at Smiths Falls, Brockville and Gananoque; * Older Coaches, such as Nos. 5222 and 5293 here, were quite common on these Corridor trains; * 190 km in 3 hrs 7 mins, or 61 km/h (119 mls/38 mph); * No. 5222 (CCF, 1937; ex-CN/Ir-CN Wrk 40107, PSTR 53).

VIA 46 [TORONTO] KINGSTON-OTTAWA Exec

E	[3]	6774,6858,4100[CN]	
X		9624	
C		5651	
CfeL		2503	
C	[2]	5589 ,5452	
K		Carleton Club	
C		5646	TORONTO-BROCKVILLE [MONTRÉAL]
CfLC		3037	"
C	[2]	5486,5458	"
X		9618	"

Depart 1925, arrive 2235.

23 JUN:

VIA 34 OTTAWA-MONTRÉAL

E		6771	
X		9633	
C		5508	
Dn		435	
C		5591	

To **YARMOUTH** NS via Montréal and Halifax with several colleagues for a hearing on VIA's service over CP's Dominion Atlantic Railway, with later sessions at Digby, Kentville and Halifax; * Depart 1400, arrive Central Station 1610, this route now having five trains on most days of the week (plus you could use the transcontinental train over CP via Vankleek Hill); * Former CN Dinettes had supplanted "2500"-series Cafe Bar Lounges on some trains; * No. 435 (CCF, 1957; ex-CN DnY).

23-24 JUN:

VIA 14 MONTRÉAL-HALIFAX Ocean

E	[2]	6787,6863	
E		6625	MONTRÉAL-TRURO
X		9643	MONTRÉAL-TRURO [SYDNEY]

NO MATTER WHERE IT'S GOING: 1979

XY	9478	
C	[3]	5596,5584,5449
C	5541	MONTREAL-TRURO [SYDNEY]
CfeL	764	"
DN	5704	"
DN	5723	
D	1370	
BL	Matinée	
S	[3]	Greenview, Pembina River , Churchill Falls
X	9617	TRURO-HALIFAX

Depart 1705, arrive 1555 next day, including stops at St-Hyacinthe, Drummondville, Charny, Lévis, Montmagny, St-Jean-Port-Joli, Rivière-du-Loup, Trois-Pistoles, Rimouski, Mont-Joli, Amqui, Causapscal, Campbellton NB, Bathurst, Newcastle, Moncton, Sackville, Amherst NS and Truro; * We occupied Roomettes in PEMBINA RIVER, formerly owned by the New York Central and part of a healthy peak-season consist including 4 Coaches, 2 Dayneters, 3 Sleepers, and a heavyweight Buffet Lounge; * 1,352 km in 21 hrs 50 mins, or 62 km/h (844 mls/39 mph); * PEMBINA RIVER (PS, 1949, 10rm6db; ex-NYC Chicopee River, CN/lr-EXL); * GREENVIEW (PS, 1954, 6sc6rm4db; leased to Pullman until 1965/66), CHURCHILL FALLS (PS, 1948; ex-SLSF Pierre LaCledé/lr-ERCS, HIT Caritas); * No. 9478 (PS, 1948, 14rm; ex-22rm NYC Humber Bay, CN Valois:2, Valcartier:2/lr-ONR Wrk 1615) – all equipment ex-CN or CN.

24 JUN:

VIA 3-7 HALIFAX-YARMOUTH

Cm 9072

Depart 1830, arrive 0010 on an RDC-1 (one night at a harbour-side hotel), with major stops at Windsor Jct., Windsor, Hantsport, Grand Pré, Wolfville, Kentville, Middleton, Annapolis Royal and Digby – my first time over the entire DAR main line; * 349 km in 5 hrs 40 mins, or 62 km/h (218 mls/39 mph); * No. 9072 (Budd/CCF, 1958; ex-CP/lr-6135); • **25 JUN:** To **DIGBY** by automobile for the next hearing (one night at the Digby Pines resort hotel, once part of the CPR chain); • **26 JUN:** To **KENTVILLE** by car again for another session (one night there); • **27 JUN:** To **HALIFAX** by automobile for the final hearing (one night there); • **28 JUN-2 JUL:** side trip around beautiful Cape Breton in a rental car with an Ottawa friend (three nights at Antigonish, Ingonish Beach and Baddeck), then from Halifax back to **OTTAWA** on Air Canada.

NO MATTER WHERE IT'S GOING: 1979



2nd 1970's-28: Late running VIA trains meet somewhere west of Moncton in the evening darkness, No. 12 *Scotian* being photographed from No. 15 *Ocean* (1977/05/19) [PETER DAWES].

11 SEP:

VIA 2 [VANCOUVER] OTTAWA-MONTRÉAL *Canadian*

E	[2]	1406,8561[CP]
X		9658
Y		Inkerman
C	[2]	2261 ,102
CfeL		501
DN		5751
S	[2]	Lorne Manor,Château Maisonneuve
D		Imperial

NO MATTER WHERE IT'S GOING: 1979

S	Dufferin Manor	
S	Château Richelieu	[VANCOUVER-EDMONTON] WINNIPEG-MONTRÉAL
OLS	Laurentide Park	

To **MONTRÉAL** for further hearings (three nights there), departing 1910, arriving 2135, with one major stop at Dorval QC – the *Canadian* now following the *Super Continental's* recent practice of switching to CN at Vaudreuil and terminating in Central Station; * I occupied Coach No. 2261, an older car painted by CP to give a stainless-steel look and part of a what was almost a true *Canadian* consist; * 180 km in 2 hrs 25 mins, or 74 km/h (112 mls/46 mph); * No. 2261 (CCF/CP 1949; ex-CP); * INKERMANN (CCF, 1950; ex-CN, leased to Pullman until 1959/ir-MIR).

14 SEP:

VIA 37 MONTRÉAL-OTTAWA Rapido

E	6779
K	Rideau Club
C	[2] 5419,5483
Dn	434
C	5519

Return to **OTTAWA**, departing 1720, arriving 1935, with stops at Dorval, Coteau and Alexandria; * 187 km in 2 hrs 15 mins, or 84 km/h (117 mls/52 mph); * No. 434 (CCF, 1957; ex-CN/ir-CCD Catumet Club, DFB).

25 SEP:

VIA 30 OTTAWA-MONTRÉAL Rapido

E	6764
K	Rideau Club
C	5519
Dn	434
C	5506

Day trip to **MONTRÉAL** for meetings, departing 0720, arriving 0925.

VIA 39 MONTRÉAL-OTTAWA

E	6781
C	5447

NO MATTER WHERE IT'S GOING: 1979

Dn 426
C 5488

Depart 2120, arrive 2345, on my last trip before heading to Europe on 27 SEP, returning in mid-October.

4 NOV:

VIA 43 OTTAWA-KINGSTON [TORONTO] Capital

E	[2]	6769,6627	
C		5627	
CfeL		2508	
C	[2]	5442,5638	
K		Hamilton Club	
C		5517	[MONTRÉAL] BROCKVILLE-TORONTO
CfLC		3034	"
X		9649	"

Day excursion to **KINGSTON**, departing 0930, arriving 1237.

VIA 46 [TORONTO] KINGSTON-OTTAWA Exec

E	[2]	6520,6777	
X		9653	
C		5491	
CfeL		2506	
C	[2]	5452,5490	
K		Union Club	
C		5498	TORONTO-BROCKVILLE [MONTRÉAL]
CfLC		3032	"
C		5525	"
X		9642	"

Returning, depart 1905, arrive 2215.

22 NOV:

VIA 30 OTTAWA-MONTRÉAL Rapido

E 6775

NO MATTER WHERE IT'S GOING: 1979

K	Club Laurier
C	5458
Dn	428
C	5525

Day trip to **MONTREAL** for meetings, departing 0720, arriving 0935.

VIA 37 MONTREAL-OTTAWA *Rapido*

E	6772
K	<i>Club Laurier</i>
C	5626
Dn	431
C	5473

Returning, depart 1720, arrive 1935.

25-26 NOV:

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

E	[2]	6536,6636	MONTREAL-SUDBURY
E		1410	SUDBURY-WINNIPEG?
E	[3]	1402,8559[CP],1403	[TORONTO] SUDBURY-VANCOUVER
X		606	MONTREAL-SUDBURY
XY		9480	[TORONTO] SUDBURY-VANCOUVER
Y		Irondale	"
C		5437	"
C		116	MONTREAL-SUDBURY
C		126	
CfeL		517	
DN		5744	MONTREAL-SUDBURY
D		Kent	"
DN		5741	[TORONTO] SUDBURY-VANCOUVER
S		Excelsior	"
D		1367	"
BL		Sans Souci	"

NO MATTER WHERE IT'S GOING: 1979

S	Emerald	[TORONTO] SUDBURY-WINNIPEG [EDMONTON-VAN]
S	Laird Manor	MONTREAL-WINNIPEG [EDMONTON-VANCOUVER]
S	Château Argenson	

To **THE PAS** MB for regional hearings, via Winnipeg and Saskatoon, with further hearings at Tisdale SK, then Sioux Lookout, Hornepayne and Capreol ON; * Depart 1250, arrive Winnipeg 2135 next day, with major stops at Carleton Place, Chalk River, North Bay, Sudbury, Cartier, Chapleau, White River, Marathon, Schreiber, Nipigon, Thunder Bay, Ignace, Dryden and Kenora – behind ex-CN power as far as Sudbury, then former and current CP locomotives beyond, and occupying a Roomette in the MANOR car; * As of 28 OCT, the *Canadian* had begun consolidating at Sudbury with the Toronto-originating *Super Continental* for the trip across northern Ontario to Winnipeg; * 2,087 km in 33 hrs 45 mins, or 62 km/h (1,302 mls/39 mph); * SANS SOUCI (CCF, 1924; ex-CN BP St. Peter/Ir-WCL).

WHERE'S THE PARK CAR?

While I always enjoyed the smooth-riding, heavyweight Buffet Lounge cars (including 1924-built SANS SOUCI on my end-of-November trip to Winnipeg), it did seem odd to be riding on a train called the *Canadian* and lacking a Observation Lounge Dome Sleeper at the end.

26-27 NOV:

VIA 3 WINNIPEG-SASKATOON [VANCOUVER] *Super Continental*

E	[2]	6513,6606	
XY		9478	
C		5621	
OL		Yellowhead	
DN		5718	
D		1366	
S		Erinview	
S		Emerald	[TORONTO] WINNIPEG-VANCOUVER
S		Laird Manor	[MONTREAL] WINNIPEG-VANCOUVER

Depart 2235, arrive 0855 next morning, still occupying a Roomette in through Sleeper LAIRD MANOR; * Amenities were provided from Winnipeg through to Vancouver in the Dining car and former Milwaukee Road "Sceneramic" Lounge YELLOWHEAD, part of a relatively short consist reflecting both the off-

NO MATTER WHERE IT'S GOING: 1979

season and VIA's redirection of Vancouver traffic to the *Canadian* west from Winnipeg; * 759 km in 10 hrs 20 mins, or 73 km/h (474 mls/45 mph); * YELLOWHEAD (PS, 1952; ex-MILW 54, CN/lr-MDK, TAL); * No. 1366 (PS, 1954; ex-CN PG Grand Lake/lr-E&LS).

27 NOV:

VIA 688 SASKATOON-THE PAS

CXm	6204
-----	------

Depart 0940, arrive 1820 (one night there), after transferring directly from the *Super* at Saskatoon station and making major stops at Richmond, Warman, Humboldt, Melfort, Star City, Tisdale, Crooked River, Porcupine Plain, Reserve and Hudson Bay; * Former Grand Trunk Western RDC-2 No. 6204 negotiated this ex-Canadian Northern route from Saskatchewan into Manitoba; * 575 km in 8 hrs 40 mins, or 66 km/h (359 mls/41 mph); * No. 6204 (Budd, 1957; ex-GTW, CN D204/lr-IRS).

28-29 NOV:

VIA 92 [CHURCHILL] THE PAS-WINNIPEG *Hudson Bay*

E	[2]	9155,9152 [CN]
U		15484
R		222617[CN]
X		9621
C	[2]	5440,5587
D		1338
S		Ekhart

Return to **SASKATOON** via Winnipeg; * Depart 1715, arrive the 'Peg 0700 next morning, with major stops at Hudson Bay SK, Swan River MB, Dauphin and Portage la Prairie, behind two CN F7A's and a VIA Steam Generator Unit, * I occupied a Duplex Roomette in the lone Sleeper, part of a northern Manitoba train having only one CN Express Reefer, in contrast to several in past years; * 697 km in 13 hrs 45 mins, or 51 km/h (435 mls/32 mph); * Nos. 9155 (ex-9040/lr-F7B 9106), 9152 (ex-9034/lr-F7B 9103) (both GMD, 1951-2; CN); * No. 15484 (NSC, 1960; ex-CN/lr-MDK); * No. 222617 (details unavailable); • **29 NOV:** Onward by Air Canada (three nights in Saskatoon).

30 NOV:

VIA 689 [THE PAS] TISDALE-SASKATOON

CXm 6204

Day excursion to **TISDALE**, outbound by automobile in time for a morning hearing, then back by train, again on RDC-2 No. 6204; * Depart Tisdale 1521, arrive Saskatoon 1930; * 266 km in 4 hrs 9 mins, or 64 km/h (166 mls/40 mph).

SASK. CONNECTIONS

VIA Nos. 688-689 skirted the southern edge of the Nipawin-Codette-Star City territory Dad had served back in the latter 1920's as a student minister. I recall No. 689 making a late afternoon stop at CN's attractive Humboldt station in the midst of light snow – a division point I would visit many times ahead into the future after marrying into a Saskatchewan family.

2-3DEC:

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

E	[2]	6506,6612	
XY		9484	
C		5455	
OL		Qu'Appelle	
DN		5702	
D		1366	
S	[2]	Evelyn, Eureka	
S		Fraser Manor	VANCOUVER-WINNIPEG [TORONTO]
S		Mackenzie Manor	VANCOUVER-WINNIPEG [MONTRÉAL]

To **SIoux LOOKOUT** via Winnipeg for the first of several hearings at points along CN's northern Ontario line; * Depart 2155, arrive in the Manitoba capital 0800 next morning, occupying a Duplex Roomette in one of the two "E" Sleepers.

NO MATTER WHERE IT'S GOING: 1979



2nd 1970's-29: VIA No. 689 pauses at Melfort SK after arriving from The Pas MB on its way to Saskatoon, RDC-2 6204 doing the honours this late November afternoon (1979/11/30) [PETER DAWES].

3 DEC:

VIA 8 WINNIPEG-SIOUX LOOKOUT [CAPREOL]

E	6504	
U	15491	
X	9637	
C	5509	
CfeL	758	
S	Endeavour	
Z	Burrard	WINNIPEG-SIOUX LOOKOUT

Depart 0850, arrive 1510 on No. 8, a Winnipeg-Capreol local service being provided because both transcontinental trains were now running over the CP line; * I occupied a Duplex Roomette in ENDEAVOUR during the day, then shared a Bedroom for two nights with my CTC colleague Ken Mozersky in CN's ex-Florida East Coast Business car NORTH WIND, chartered by the CTC and parked at Sioux Lookout station

NO MATTER WHERE IT'S GOING: 1979

alongside VIA Business car BURRARD (the latter actually for CN officials); * BURRARD (PS, 1954, 7ct; ex-CN/Ir-YSR).

LOOK OUT, YOU GOVERNMENT GUYS!

Our Sioux Lookout hearing was enlivened by a somewhat eccentric lady who warned the CTC more than once (and in no uncertain terms) that it had better “look out” if it was thinking of taking away Sioux Lookout’s train – a viewpoint the sole Commissioner on this assignment (Jack Walter) dealt with most tolerantly, even welcoming the humour of it as the hearing stretched into a long, northern Ontario winter’s evening.

5-6 DEC:

VIA 8 [WINNIPEG] SIOUX LOOKOUT-HORNEPAYNE [CAPREOL]

E	6505	
U	15489	
X	9666	
C	5481	
Cfe	753	
S	Ekhart	
Z	[2] Burrard, North Wind [CN]	SIOUX LOOKOUT-HORNEPAYNE

Onward to **HORNEPAYNE**, departing 1530, arriving 0220 next morning for another hearing, spending the subsequent night in NORTH WIND, which had been parked at the station after arrival; * NORTH WIND (ACF, 1949, 6db, CN; ex-FEC BLS Oleander, CN/Ir-15112:2, SLN North Wind, W&I).

7 DEC:

VIA 8 [WINNIPEG] HORNEPAYNE-CAPREOL

E	6509	
U	15492	
X	9651	
C	5586	
CfeL	764	
S	Eastview	
Z	Burrard, North Wind [CN]	HORNEPAYNE-CAPREOL



2nd 1970's-30: CTC staff on the platform of chartered CN Business car NORTH WIND at Hornepayne ON (*left-to-right*, Commissioner Jack Walter, Susan Manion and Ken Mozersky) (1979/12/06) [PETER DAWES].

To **SUDBURY** via Capreol, departing 0240, arriving at the junction of CN's Montréal and Toronto lines at 1005, No. 8 having picked up NORTH WIND during the night; * Automobile over to Sudbury after the last hearing on this trip for a final night in our Business car, which had been transferred to CP's Sudbury station during the day

THE LATEST IN BUSINESS CAR TECHNOLOGY

After several hearings across northern Ontario, we had a well-deserved evening “staff social” in NORTH WIND while parked at Sudbury station, during which a senior member of the CTC party (who shall remain anonymous, even after all these years) instigated an “identify the photocopy” game, made possible by the onboard fax/copy machine. One image turned out to be that of his *derrière* – fully clothed but still the most entertaining thing I saw any one do on these trips!

NO MATTER WHERE IT'S GOING: 1979

8 DEC:

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

E	[2]	6519,6615	SUDBURY-MONTRÉAL
Z		North Wind [CN]	SUDBURY-OTTAWA
X		606	SUDBURY-MONTRÉAL
C		103	"
C		112	
CfeL		512	
DN		5744	SUDBURY-MONTRÉAL
D		Louise	"
S		Carleton Manor	[VANCOUVER-EDMONTON] WINNIPEG-MONTRÉAL
S		Château Closse	
OLS		Sibley Park	

Return to **OTTAWA**, departing 1120, arriving 1920; * My favourite means of travel down the Ottawa Valley was made even better this time by our continued use of NORTH WIND, placed at the front of the train due to the presence of SIBLEY PARK on the rear – suggesting that the absence of a “PARK” car on my earlier 25 NOV Ottawa-Winnipeg trip was perhaps an aberration.

25 DEC:

VIA 43 OTTAWA-KINGSTON [TORONTO] *Capital*

E	[3]	6528,6614,3121[CN]	
C	[2]	5198,5491	
CfeL		2504	
C	[2]	5488 ,5574	
K		Mount Royal Club	
C	[3]	5437,5483,5465	[MONTRÉAL] BROCKVILLE-TORONTO
CfLC		3039	"
C		5206	"
X		9647	"

To **KINGSTON** for Christmas day, departing 0930, arriving 1237.

NO MATTER WHERE IT'S GOING: 1979

VIA 46 [TORONTO] KINGSTON-OTTAWA Exec

E	[2]	6791,6869	
X		9652	
CfeL		2506	
C	[2]	5495 ,5442	
K		Empire Club	
CfLC		3033	TORONTO-BROCKVILLE [MONTRÉAL]
C		5478	"
X		9649	"

Returning, depart 1905, arrive 2215.

CLEANER AIR

Smoking in public places became less and less acceptable during the 1970's, and VIA followed suit – if timidly, as the notice below suggests, for example allowing smoking in meal cars if others at the table approved. Still, it was quite a change from the days when there was an open smoking section at one end of each day Coach, resulting, on a busy trip, in a blue haze throughout the car before the train had even left the station.



[VIA System Timetable, 1979/06/17, 12]



2nd 1970's-31: VIA FP9A No. 6515 being thawed out at Edmonton station, having brought No. 4 *Super Continental* in from Vancouver (1979/01/14) [BRIAN E. SULLIVAN].

BRING ON THE 1980's!

This ends my **2nd 1970's** volume, with its focus on the advent of VIA Rail and the accompanying restructuring effort. The 1980's also are split into two volumes: **1st 1980's** (1980-82), up next in this series and still focussed on my work-related travels for the CTC; and **2nd 1980's** (1983-89), dealing with work and personal train travel subsequent to my move to Alberta.

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