NO MATTER WHERE IT'S GOING

Travelling by train in Canada and elsewhere in North America

2nd 1980's

by Peter Dawes

No Matter Where It's Going:
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FRONT COVER PHOTO

2nd1980's-1: BCR's *Royal Hudson* excursion train outbound from North Vancouver to Squamish along Howe Sound *(1983/07/17) [PETER DAWES]*.

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DEDICATION

to Tom Matoff.

FOREWORD

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

The current volume covers the second part of the 1980's, specifically 1983 through 1989, and involves trips mostly in Canada but to a minor extent the U.S. as well.

This is *VERSION 19* (for changes from the previous version, please see page 128).

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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Sullivan, Brian E. *[2nd 1980's-7,14,15,23].*

IMPORTANT!

Please see **GENERAL NOTES AND CAVEATS** below for important information regarding copyright, ownership, use and acquisition of photos appearing in this document (specifically under **Photographs**, page 10).

INTRODUCTION

Welcome to the sixth volume of my North American rail-travel project, offering detailed accounts of all train trips taken between 1983 and 1989, inclusive.

Previous volumes cover the 1950's, 1960's, 1st part of the 1970's (1970-75), 2nd part of the same decade (1976-79), and 1st part of the 1980's (1980-82). Later ones deal with the 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 providing more detailed trip information. (I've also prepared three "Companion Documents": No. 1, Trip Details; No. 2, Train Details; and No. 3, Equipment Details.)

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

Through *2025*, the 1980's have accounted for 21% of my North American trips over the years, compared to other decades (in descending order): 1970's, 33%; 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, trips are reconstructed from memory and are therefore speculative, with timings and car types taken from public timetables and equipment lists.

BEFORE PROCEEDING...

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

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

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

ACKNOWLEDGEMENTS

Peter Dawes
Edmonton, Alberta
January, 2026.

GENERAL NOTES AND CAVEATS

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

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

> **BEFORE PROCEEDING…**
>
> Those familiar with other volumes might wish to skip over the rest of this section.

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

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

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

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

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

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

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

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

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

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

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

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

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

ABBREVIATIONS

SERVICE PROVIDERS

[Note: coloured abbreviations carry through from earlier volumes]

AM   Amtrak (National Railroad Passenger Corp.)

BART   Bay Area Rapid Transit

BCR   British Columbia Railway/BC Rail

CALT   Peninsula Corridor Joint Powers Board (Caltrain)

CN   Canadian National Railways

VIA   VIA Rail Canada

ADDITIONAL TRACK AND EQUIPMENT OWNERS

AC   Algoma Central Railway

AER   AllEarth Rail

AFT   American Freedom Train

ALC   Allegheny Central Railroad

AMFT   AMF Technotransport (Montréal)

AMT   Agence métropolitaine de transport (Montréal)

AS   Adirondack Scenic Railroad (Utica NY)

ASC   Aspen Crossing Railway (Mossleigh AB)

AT&SF   Atchison, Topeka & Santa Fe Railway

B&A   Bangor & Aroostook Railroad

B&M   Boston & Maine Railroad

CMRT   Canadian Museum of Rail Travel (Cranbrook BC)

C&O   Chesapeake & Ohio Railroad

CP   CP Rail/Canadian Pacific Railway

CPD   C. Picard (Beauport QC)

CS   Conway Scenic Railroad (North Conway NH)

CVS   Cuyahoga Valley Scenic Railroad (Peninsula OH)

DART	Dallas Area Rapid Transit
DES	Diesel Electric Services (Sudbury)
DWM	D. Walmsley
FEC	Florida East Coast Railway
FEV	Freemont & Elkhorn Valley Railroad (Omaha NB)
FRRS	Feather River Railroad Society (Portola CA)
GBG	Gettysburg (PA) Railway
GC	Grand Canyon Railway (Williams AZ)
GCRT	Great Canadian Railtour Co. (Vancouver)
GL	Georgetown Loop Railroad (CO)
GLW	Great Lakes Western Railroad
GTW	Grand Trunk Western Railroad (CN)
IC	Illinois Central Railroad
ILS	Independent Locomotive Sales (Bethel MB)
IRS	Industrial Rail Services (Moncton)
ISL	Industries Soulonges (Les-Cèdres QC)
JHY	Jack Hathaway
KJ	Keokuk (IA) Junction Railway
KV	Kettle Valley Railway Heritage Society (Summerland BC)
L&C	Lancaster & Chester (PA) Railroad
LMW	Loram Maintenance of Way
M&B	Milford & Bennington Railroad (Wilton NH)
MDK	Mandak Metal Processing (Selkirk MB)
M&E	Morristown & Eire Railway (Morristown NJ)
MILW	Chicago, Milwaukee, St. Paul & Pacific Railroad (Milwaukee Road)
MKT	Missouri-Kansas-Texas Railroad
NAR	Northern Alberta Railways (CN)
NBEC	New Brunswick East Coast Railway
NC	Northern Central Railway (New Freedom PA)
NTFT	Nagel Tours – Fun Train Canada (Edmonton)
NVWT	Napa Valley Wine Train
NYC	New York Central Railroad
OC	Ohio Central Railroad (Coshocton OH)

ODT	Oregon Department of Transportation
ONR	Ontario Northland Railway
PAR	Pan Am Railways
PRC	Pioneer Rail Corp. (Keokuk IA)
PRR	Pennsylvania Railroad
PW	Pacific Wilderness Railway (Victoria)
QNS&L	Quebec, North Shore & Labrador Railway
RCE	Raiceks Enterprises
RCY	Robert Clancey (Glendora CA)
RDG	Reading Railroad
RF&P	Richmond, Frederickburg & Potomac Railroad
RMRS	Rocky Mountain Rail Society (Warden AB)
RTI	Rapido Trains Inc.
RVL	Rail Voyages Ltd. (I. Smith) (Washington DC)
RW	Rail World Locomotive Leasing (Chicago)
SAL	Seaboard Air Line Railroad
SEPTA	Southeastern Pennsylvania Transit Authority
SLN	Sleeperline (Davenport IA)
SP	Southern Pacific Railroad
ST&C	Sandra Tea & Coffee (Ajax ON)
STCUM	Société de transport de la communauté urbaine de Montréal
THSF	Train du Haut-Saint-François/Chemin de fer des Cantons-de-l'Est
T&S	Tuscola & Saginaw (MI) Railroad
TSH	Tshiuetin Rail Transportation Inc. (Schefferville QC)
TSQ	Town of Squamish (BC)
TTR	Titan Transit/Iowa Northern Railway
TTSL	Trains Touristiques du Saint-Laurent
UK	Unknown
USDOT	U.S. Department of Transportation
VRC	Venango River Corp. (Chicago)
VRE	Village Rail Excursions
VRMA	Vancouver Railway Museum Association
WC	Wisconsin Central Railroad

WCRA   West Coast Railway Association (Squamish BC)

WMS   Western Maryland Scenic Railway (Cumberland)

WSJ   Waterloo-St. Jacobs (ON) Railway

MISCELLANEOUS ENTITIES

BCF   BC Ferries

CTC   Canadian Transport Commission

RAIL EQUIPMENT

APC   Auxiliary Power Control unit

BL   Buffet Lounge

BLS   Buffet Lounge Sleeper

C   Coach

CfeL   Cafe Lounge

CfLC   Cafe Lounge Coach

CNF   Conference car

CX   Coach Baggage

CY   Coach Dormitory

D   Diner

dd   Equipment deadheading

DN   Dayniter

E   Engine (Diesel)

e   Electric propulsion

ex-   Former

F   Freight car

K   Club Galley

L   Lounge car

lr-   Later

LRC   Light-Rapid-Comfortable train

m   Self-propelled multiple unit train

OBS	Open Observation car
OLS	Observation Lounge Sleeper
P	Parlor
RDC	Rail Diesel Car
S	Sleeper
s	Steam locomotive
SDn	Sleeper Dinette
U	Generator
UT	Generator Tool car
V	Battery Charger car
W	Caboose
X	Baggage
XM	Baggage Mail
XY	Baggage Dormitory
Y	Dormitory
Z	Business Car

SLEEPING ACCOMMODATIONS

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

EQUIPMENT MANUFACTURERS

| ACF | American Car & Foundry |
| BBD | Bombardier |

BST	Bethlehem Steel	
Budd	Budd Co.	
CCF	Canadian Car & Foundry	
EMD	Electromotive Division (GM)	
GMD	General Motors Diesel Division	
MLW	Montréal Locomotive Works	
NO	Nippon Sharyo	
NSC	National Steel Car	
PS	Pullman Standard	
Rohr	Rohr Industries	

SAMPLE ENTRY

BEFORE PROCEEDING...

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

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27 SEP:

VIA 2 **VANCOUVER-LAKE LOUISE** *[TORONTO]* *Canadian*

E		*5582[CP]*	REVELSTOKE?-CALGARY
E	[2]	6427,6635	VANCOUVER-TORONTO?
X		608	VANCOUVER-TORONTO *[MONTRÉAL]*
C	[2]	110,3223	"
CfeL		512	"
S	[3]	Château Montcalm,Château Marquette,Cornwall Manor	
D		Alexandra	
S	[3]	Christie Manor,**Englee**,Brant Manor	VANCOUVER-TORONTO *[MONTRÉAL]*
OLS		Revelstoke Park	"

To *LAKE LOUISE* AB, starting with Pacific Coach Lines/BC Ferries to Vancouver; * Depart Main Street Station 1555, arrive 1125 next day, with major stops at Port Coquitlam, Mission, Agassiz, North Bend, Kamloops, Salmon Arm, Revelstoke, Golden and Field; * The *Canadian* was powered by another F40PH-

2/F9B combo, assisted by an unrecorded CP freight locomotive through the mountains (possibly an SDP40-2); * We occupied a Bedroom in ENGLEE, and enjoyed the former CP Diner and "PARK" car; * VIA was no longer offering Dayniters on this train, only regular Coaches; * We spent one night at the Chateau Lake Louise, a great base for hikes to Lake Agnes and the "Beehive" overlooking this famous lake; * 84 km in 18 hrs 30 mins, or 46 km/h *(527 mls/29 mph);* * No. 5582 *(GMD, 1972; CP);* * ENGLEE *(PS, 1954, 4sc8du4db; ex-CN);* * No. 512 *(ex-CP CfLC/lr-8516),* REVELSTOKE PARK *(3db1dr) (both Budd, 1954-5; ex-CP).*

Explanations:

27 SEP:	• departure date;
VIA 2	• service provider was VIA, train number 2;
VANCOUVER-LAKE LOUISE	• segment travelled, with the train originating in Vancouver;
[TORONTO]	• destination of train;
Canadian	• name of train;
E *5582[CP]*	• this Locomotive attached between Revelstoke and Calgary (the ? indicating this unit might have been added at a different intermediate point);
E [2] 6427,6635	• these two Locomotives originating in Vancouver and perhaps travelling all the way to Toronto;
X 608	• Baggage car originating in Vancouver and travelling beyond Toronto to Montréal on another train;
C [2] 110,3223	• these two Coaches from Vancouver to Toronto;
CfeL 512	• this Cafe Lounge likewise;
S [3] Château Montcalm,Château Marquette,Cornwall Manor	• these three Sleepers likewise;
D Alexandra	• this Diner likewise;
S [3] Christie Manor,**Englee**,Brant Manor	• these three Sleepers from Vancouver to Montréal (the **Bold** indicating the car we occupied);
OLS Revelstoke Park	• Observation Lounge Sleeper from Vancouver to Montréal.

* 845 km in 18 hrs 30 mins, or 46 km/h *(527 mls/29 mph)*
- distance travelled, elapsed time, and average speed in kilometres *(and miles);*

* No. 5582 *(GMD, 1972; CP)*
- built by General Motors Diesel Division in 1972, owned by CP;

* ENGLEE *(PS, 1954, 4sc8du4db; ex-CN)*
- built by Pullman-Standard in 1954 with 4 Sections, 8 Duplex Roomettes, 4 Double Bed-rooms; formerly owned by CN;

* Nos. 512 *(ex-CP CfLC/lr-8516),* REVELSTOKE PARK *(3db1dr)* *(both Budd, 1954-5; ex-CP)*
- No. 512 formerly CP Cafe Lounge Coach, later No. 8516; REVELSTOKE PARK having 3 Double Bedrooms, 1 Drawing Room – both cars built by the Budd Co. during 1954-5 and formerly CP.

QUICK INDEX OF TRAINS TAKEN

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CANADIAN NATIONAL

M290	*Muskeg Mixed*	40

VIA RAIL CANADA

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number	name/route	page(s)
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2nd 1980's

2nd1980's-2: VIA No. 65 *Meridian* at Beaurepaire QC, its five cars
powered by two LRC locomotives, including lead LRC-2
6912 *(1987/03/17) [ROBERT SANDUSKY].*

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

WESTERN U.S.

*[**Sources:** Amtrak: New York-Philadelphia timetable (Jan. 6, 1974); bart.gov; BCR: Passenger Train Schedule (June 3, 1984); BC Rail: Passenger Train Schedule (Apr. 1986); Caltrain: (misplaced); cn.ca; VIA: National Timetable (Oct. 29, 1995, cover)]*

OVERALL CONTEXT

Gonna settle down by the railroad track

And live the life o'Reilly in a beaten down shack;

So when I hear a whistle I can peep through the crack

And watch the train a rollin' when it's ballin'-the-jack.

For I just love the rhythm of the clickety clack,

So take me right back to the track, Jack.

Vaughn Horton/Milton Gabler/Denver Darling
("Choo Choo Ch' Boogie").

PLEASE NOTE

Although this part focuses on the period covered by this volume (1983-89), **TRIP DETAILS** provides totals for both these years and the whole decade, while the **ROUTE SCHEMATICS** portray the entire decade.

I continued to work for the Transportation Services Branch of Alberta Economic Development and Trade during through the 1980's. I didn't quite "settle down by the railroad track", as "Choo Choo Ch' Boogie" suggests, but if atmospheric conditions were right, I could hear the horns of CP diesels as they shunted cars over in Strathcona yard.

Surface passenger transportation issues remained my responsibility, including the potential for a high-speed line between Calgary and Edmonton and for enhanced conventional service aimed at tourists visiting the mountains. I even participated in an unsuccessful attempt to get CN Mountain locomotive No. 6060 back in action.

In late 1984, I was seconded to work on the federal Minister of Transport's grandly named Rail Passenger Action Force, headed by former Alberta Deputy Premier and Member of Parliament, Dr. Hugh Horner. It was created by the new federal Progressive Conservative government to develop a long-term plan for VIA's future – and, frankly, to provide a rationale for restoring some trains cut by the previous Liberal government in 1981. In the spring of 1985, the Action Force duly recommended that several trains be reinstated and equipped with efficient bilevel equipment akin to Amtrak's "Superliner" cars, and that VIA's long-term future

be secured by means of a proper legislative base designed to govern its relationship with the freight railways. VIA reinstated the *Super Continental, Atlantic* and certain other trains, but the government failed to provide funding for the new equipment or see legislation through to enactment. It did, however, approve funds which VIA used to rebuild trackage between Ottawa and Brockville (thereby significantly reducing trip times on the Ottawa-Kingston-Toronto route), and enabled VIA to have a number of former CN and CP diesel locomotives rebuilt, then replace most 1950's-era units with new F40PH-2's by the end of the decade.

While I didn't have the opportunity to travel nearly as much by train as in Canadian Transport Commission days, I still made a goodly number of interesting trips after moving to Edmonton, mostly within Canada but a few in the U.S. as well. I encountered more and more LRC trains in the Ontario-Québec Corridor, and took what would have been my last trip on a conventional train there, had a problem with LRC axles not forced some of the old equipment back into action for a short period during 1992. Having won the 1989 election, the Conservatives brought the decade to a depressing end by announcing plans to curtail VIA's budget – in large part, by removing most of the trains reintroduced in 1985!

Where other modes of transportation were concerned, I still used airplanes and the occasional bus and ferry for work and pleasure. I also made three trips to Europe, involving a lot of rail travel (in 1984, 1985 and 1988), with my friend, then wife, Sandra.

In the U.S., Amtrak continued along its rocky road, providing useful rail service in the Northeast Corridor, on its western long-distance routes, and in corridors such as Los Angeles-San Diego. But funding remained inadequate and the system fluctuated according to political whims in Washington.

TRIP DETAILS
1983–89

During the period covered by this volume, I took 78 trips and travelled 26,533 kilometres *(16,559 miles)* by train, with American-based service providers accounting for just 5 of these trips and 899 km *(561 mls).*

By year, the greatest distance travelled was 6,785 kilometres *(4,235 miles)* in 1983; the smallest, 1,478 km *(922 mls)* in 1987. Most trips were 22 in 1985; the fewest, 6 in 1988. It turned out that 68 of these trips were in my "Coach" category (including 6 in Club), and 10 in "Sleeper". Nineteen trips were on self-propelled trains; 2 behind steam.

VIA dominated with 68 trips, followed by British Columbia Railway/BC Rail (BCR) with 4, Bay Area Rapid Transit (BART) and Caltrain with 2 each, and Amtrak and Canadian National with 1 each.

There were 551 units in the trains I took: 110 Locomotives & Related Units and 441 cars. The latter consisted of: Coaches & Dayniters, 236; Parlor & Club Cars, 40; Sleeping & Business Cars, 65; Dining & Other Meal Cars, 10; Lounge Cars, 31; Baggage & Miscellaneous Cars, 59.

Fastest average speed during this period by a ***Canadian*** service provider was 125 km/h *(78 mph)* on two VIA Toronto-to-Kingston LRC trains: *Renaissance* (1988) and *Rideau* (1989). ***American:*** Amtrak's *Coast Starlight* from Oakland to Los Angeles in 1987: 68 km/h *(43 mph)*.   Slowest average speed by a ***Canadian*** service provider was 33 km/h *(21 mph),* on BCR's *Royal Hudson* steam train from North Vancouver to Squamish (1983). ***American:*** Caltrain No. 54 from San Francisco to San Jose in 1987: 65 km/h *(40 mph)*. (***Note:*** BART trips are excluded from these calculations.)

FULL DECADE

During the entire decade of the 1980's, I took 196 train trips and travelled 87,215 kilometres *(54,431 miles)* by train, with American-based service providers accounting for just 8 of these trips and 2,529 km *(1,578 mls)*.

By year, the greatest distance travelled was 26,834 km *(16,747 mls)* in 1981; the smallest 1,478 km *(922 mls)* in 1987. Most trips were 52 in 1981; the fewest, 6 in 1988. Some 156 of these trips were in my "Coach" category (including 7 in Club and 1 in Dayniter class), and 40 in "Sleeper" (including 4 in Business cars). Forty-one trips were on self-propelled trains; 2 behind steam.

VIA dominated with 181 trips, followed by British Columbia Railway/BC Rail (BCR) and Amtrak with 4 each, CN with 3 (including 1 by Terra Transport), and BART and Caltrain with 2 each.

There were 1,763 units in the trains I took: 365 Locomotives & Related Units and 1,398 cars. The latter consisted of: Coaches & Dayniters, 654; Parlor & Club Cars, 79; Sleeping & Business Cars, 262; Dining & Other Meal Cars, 60; Lounge Cars, 148; and Baggage & Miscellaneous Cars, 195.

Fastest average speed during this decade by a *Canadian* service provider was 125 km/h *(78 mph)* on these VIA Toronto-to-Kingston LRC trains: *Renaissance* (1988) and *Rideau* (1989). **American:** Amtrak's *Coast Starlight* from Seattle to Portland in 1980: 75 km/h *(47 mph).* (**Note:** BART trips are excluded from these calculations.)

Slowest average speed by a *Canadian* service provider was 33 km/h *(21 mph),* on two diverse trains: Terra Transport's Carbonear-to-St. John's mixed (1982) and BCR's *Royal Hudson* steam train from North Vancouver to Squamish (1983). **American:** Amtrak's *Pacific International* from Vancouver to Seattle in 1980: 56 km/h *(35 mph).*

PLACES VISITED

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

Canada: AB – Banff, Calgary, Fort McMurray*, Jasper, Lac la Biche, Lake Louise and Waterways; *BC* – Nanaimo, North Vancouver, Pacific Beach*, Port Hardy*, Prince George, Prince Rupert, Squamish, Sunset Beach, Vancouver and Victoria; *MB* – Portage la Prairie, Thompson and Winnipeg; *NB* – Fredericton, Moncton and Saint John; *NS* – Halifax; *ON* – Kingston, Ottawa, Toronto and Winchester*; *QC* – Montréal; **SK** – Saskatoon.

United States: CA – Berkeley, Concord, Irvine*, Long Beach*, Los Angeles, Oakland, San Diego*, San Francisco and San Jose. *Mexico: SB* – Tecate* and Tijuana*.

PARTICULARLY NOTEWORTHY TRIPS

1983: CN Muskeg Mixed, Waterways to Edmonton (through remote native communities, travelling in the caboose as far as Lac la Biche and enjoying breakfast prepared by the crew); *BCR Cariboo Dayliner*, Prince George to North Vancouver (my first trip over the BCR, including stretches high above the Fraser River Canyon); *BCR Royal Hudson*, North Vancouver to Squamish (one of Canada's most famous tourist

services, behind ex-CP "Royal Hudson" No. 2860 and alongside beautiful ocean scenery); *Canadian*, Vancouver to Banff (with my parents, through the Spiral Tunnels and past other famous landmarks);

1984: BCR Cariboo Dayliner, Sunset Beach to Prince George (over the same route taken the previous year, this time with my parents and boarding at the Sunset Beach flag stop, due to our missing the train at North Vancouver); *VIA Exec*, Ottawa to Kingston (my first LRC trip on this route, taking advantage of substantial track improvements carried out by VIA as far as Brockville);

1985: VIA Panorama, Edmonton to Saskatoon (in Amtrak Superliner equipment being demonstrated on VIA); *VIA Ocean*, Montréal to Halifax (always a pleasure to retrace the old Intercolonial route through Lévis, Rivière-du-Loup, Campbellton, Moncton and Truro); *VIA Special*, Edmonton to Vancouver (a publicity run prior to reinstatement of the *Super Continental);*

1986: VIA Super Continental, Edmonton to Vancouver (a minimal, off-peak consist on this restored train, given VIA's concentration on the *Canadian* over the CP route);

1987:   AM Coast Starlight, Oakland to Los Angeles (along Southern Pacific's scenic Coast Line in Amtrak's excellent Superliner equipment, partly with the objective of visiting the preserved Cunard liner QUEEN MARY at Long Beach);

1989: VIA Skeena, Jasper to Prince Rupert (over the old Grand Trunk Pacific route to Rupert, particularly enjoying the last stretch along the beautiful Skeena River); *VIA Canadian*, Vancouver to Lake Louise, then Banff, and finally Calgary (still healthy consists, but set for discontinuance in early 1990 in favour of continuing service over the CN route).


REMINDER!

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

ROUTE SCHEMATIC 1: WESTERN CANADA & U.S.

[ENTIRE DECADE]

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

Churchill

3

Gillam

4

Thompson

4

Prince Rupert

The Pas

4

3

Prince George

Jasper

Waterways

Hudson Bay

2

EDMONTON

Prince Albert

5

9

2

Swan River

3

Canora

2

Wetaskiwin

SASKATOON

2

2

Qualicum
Beach

3

Squamish

2

Dauphin

Red Deer

5

2

Nanaimo

3

CALGARY

REGINA

3

8

Banff

4

VICTORIA

4

Portage la Prairie

WINNIPEG

6

Lake Louise

5

5

7

Kamloops

VANCOUVER

SEATTLE

PORTLAND

SAN FRANCISCO

Berkeley

Concord

2

2

OAKLAND

SAN JOSE
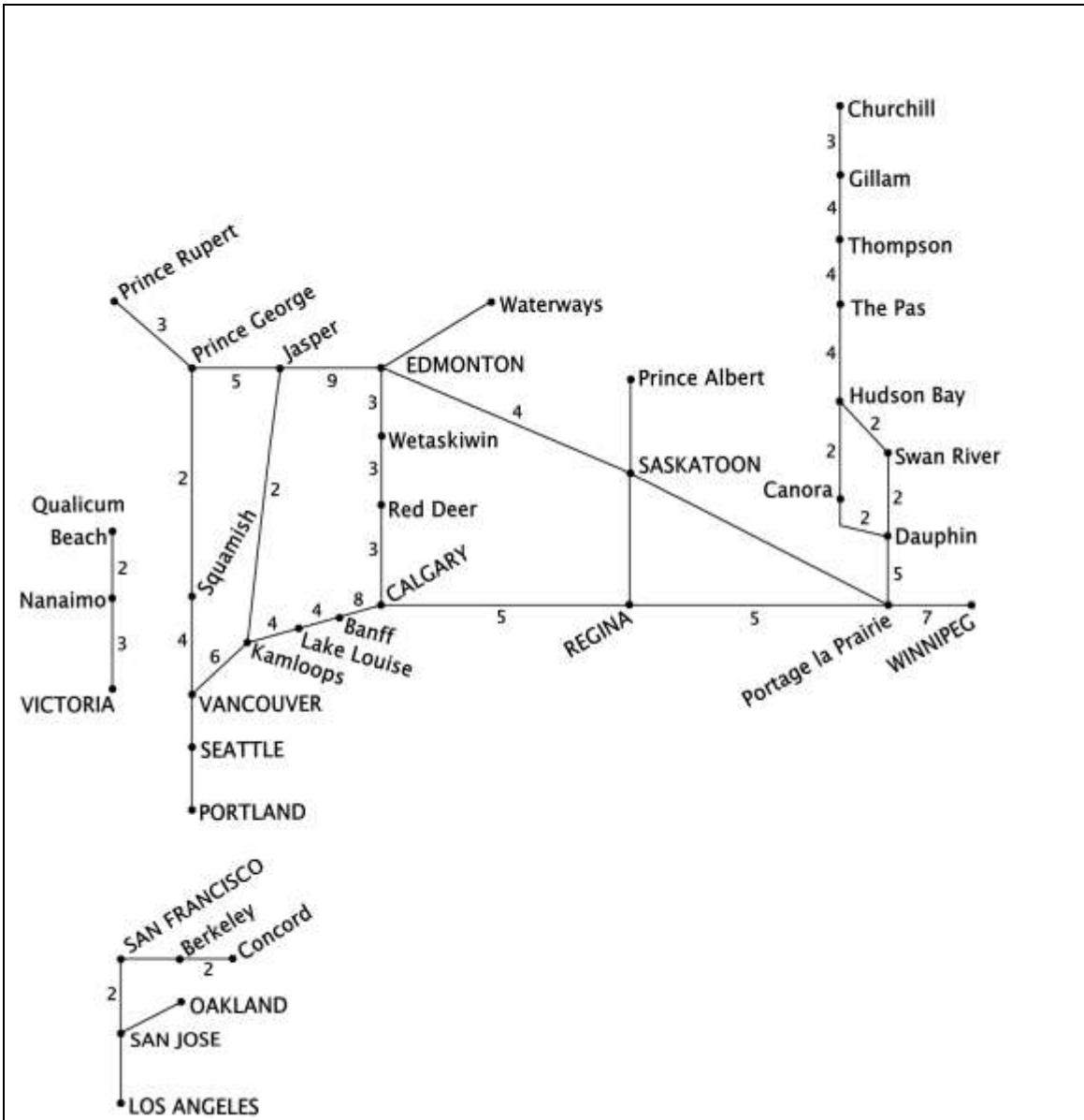
LOS ANGELES

ROUTE SCHEMATIC 2: ONTARIO & EASTERN U.S.

[ENTIRE DECADE]

**[Showing number of one-way trips by segment
(one such trip unless shown otherwise)]**
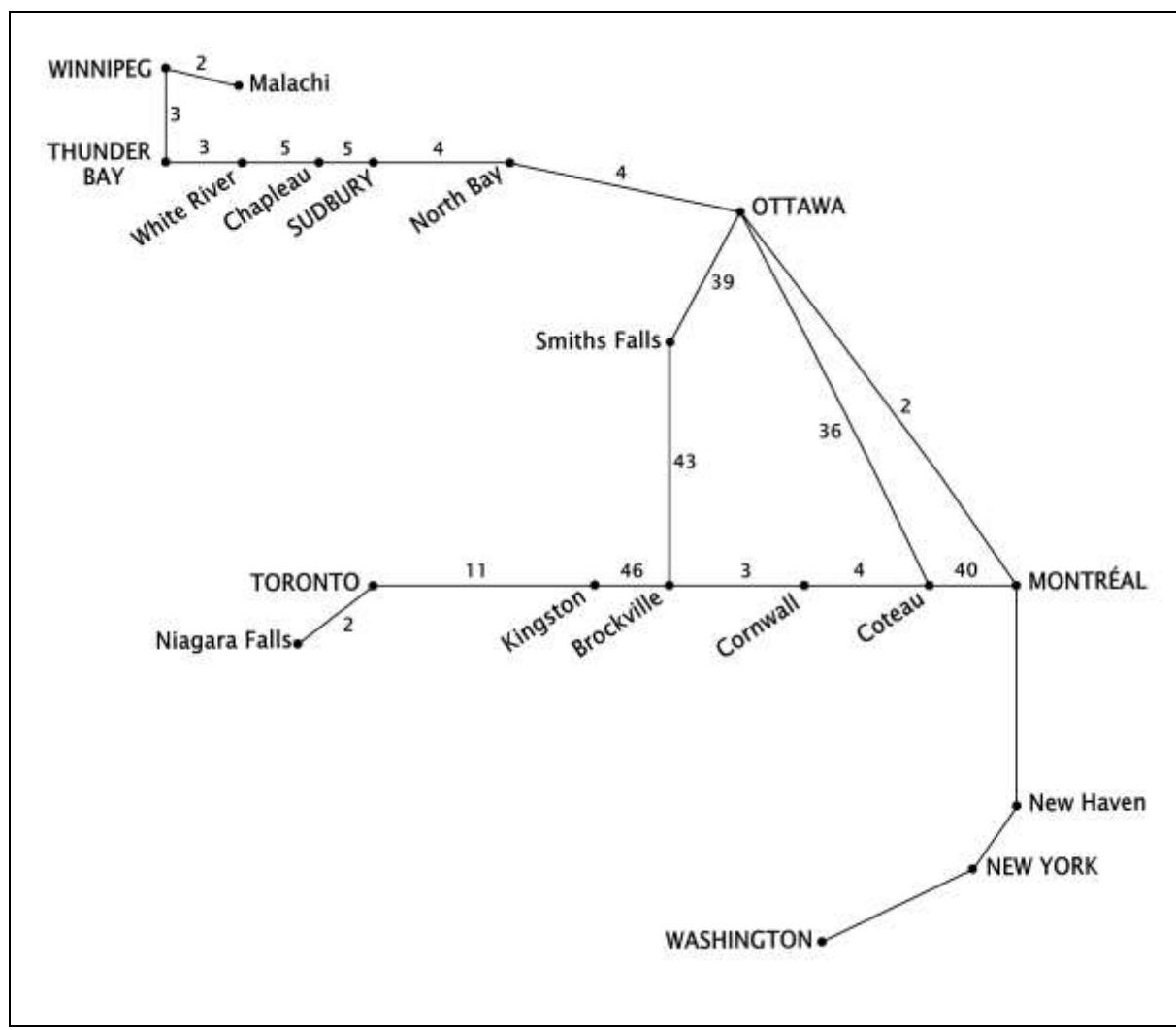
ROUTE SCHEMATIC 3: QUÉBEC & ATLANTIC CANADA
[ENTIRE DECADE]

**[Showing number of one-way trips by segment
(one such trip unless shown otherwise)]**
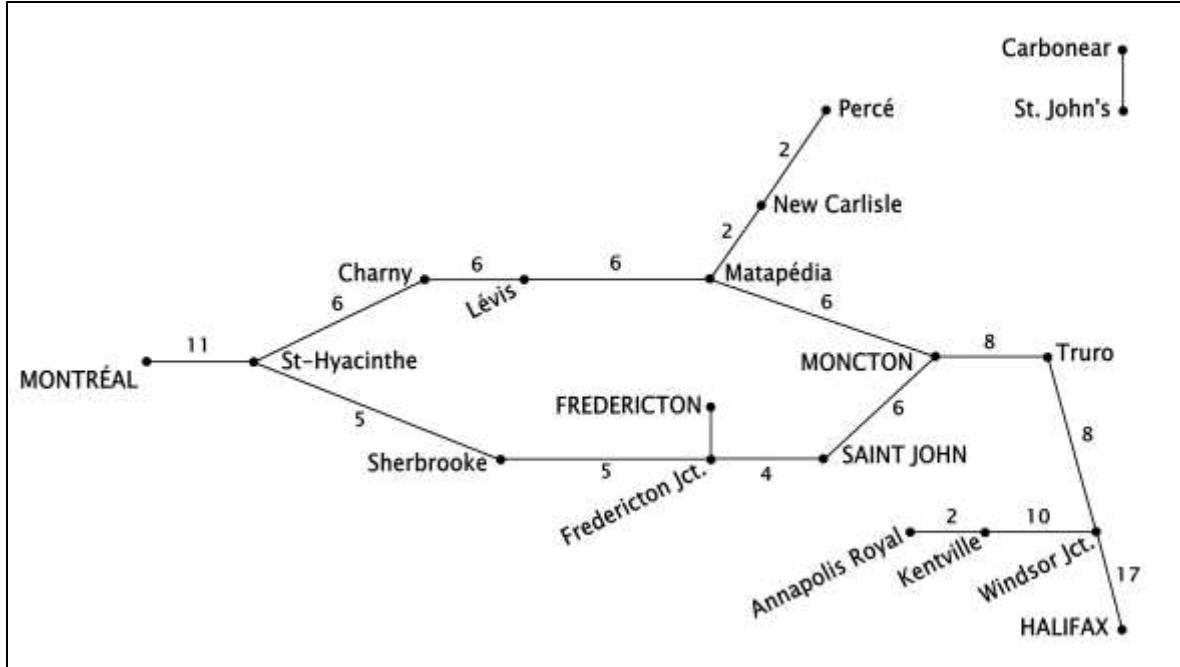
1983

ALBERTA/BRITISH COLUMBIA SASKATCHEWAN/MANITOBA ONTARIO/QUÉBEC
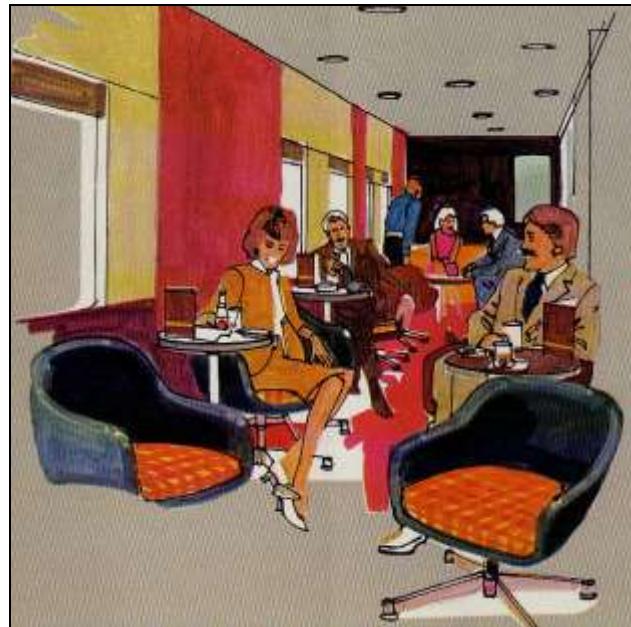
[VIA Café Bar Lounge (Accommodations brochure, 1979/04)]

Form No. D4

NORTHERN ALBERTA RAILWAYS CO.

Conductor's Cash Fare

BOOK NO.   TICKET

910   № 33

Passenger's Portion

Direction   N   S
LAC LA BICHE   ●
BARNEGAT   ●
TWEEDIE   ●
IMPERIAL MILLS   ●
PITLOCHRIE   ●
PHILOMENA   ●
BEHAN   ●
MARGIE   ●
DEVENISH   ●
CONKLIN   ●
LEISMER   ●
CHARD   ●
PINGLE   ●
QUIGLEY   ●
CHEECHAM   ●
ANZAC   ●
LYNTON   ●
DRAPER   ●
WATERWAYS   ●

Sold Subject to Tariff Regulations

(●) Half-Fare

General Manager.
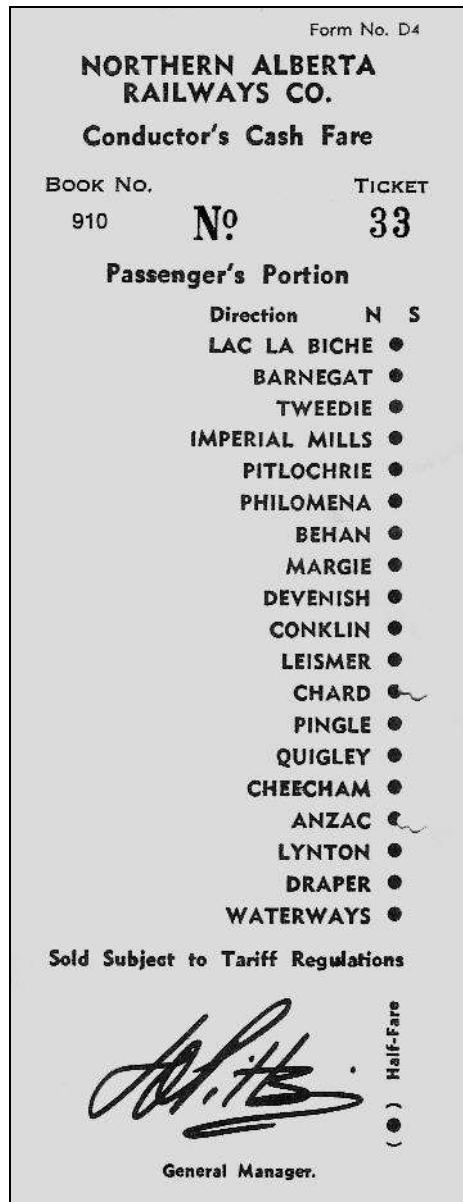
SYNOPSIS

I travelled by train in 1983 to visit my parents and other family members, and to attend meetings in Ottawa and Montréal to discuss Alberta-related issues. I also participated in sessions as part of a national group evaluating the suitability of the "Railbus" concept for northern routes. The above sketch shows a Bar Lounge, roughly similar to the one on this year's *Skeena* trip.

At work, the Department sponsored a series of consultant studies on the potential for a high-speed rail service between Calgary and Edmonton (demand; routings; operating costs; financial and economic aspects).

Trips taken: Fifteen trips were involved covering 6,785 kilometres *(4,235 miles):* 11 provided by VIA; 3 by British Columbia Railway (BCR); and 1 by CN. Four of the trips were in Sleepers and 1 in Club class. Three were on self-propelled, 2 on Steam, and 1 on Mixed trains.

Equipment units: 162, made up of 28 Locomotives & Related Units and 134 cars (Coaches & Dayniters, 47; Parlor & Club Cars, 6; Sleeping & Business Cars, 23; Dining & Other Meal Cars, 3, Lounge Cars, 14; Baggage & Miscellaneous Cars, 41).

Places visited: AB – Banff, Calgary, Fort McMurray*, Lac la Biche, Lake Louise* and Waterways; *BC* – Nanaimo, North Vancouver, Prince George, Squamish, Vancouver and Victoria; *MB* – Portage la Prairie, Thompson and Winnipeg; *ON* – Kingston and Ottawa; *QC* – Montréal. *(Note: * indicates by non-rail means.)*

Noteworthy trips (VIA unless otherwise indicated): Canadian, Calgary to Portage la Prairie; *Hudson Bay*, Portage la Prairie to Thompson; *Rideau*, Montréal to Ottawa; *CN Muskeg Mixed*, Waterways to Edmonton; *Skeena*, Edmonton to Prince George; *BCR Cariboo Dayliner*, Prince George to North Vancouver; *BCR Royal Hudson*, North Vancouver to Squamish; *No. 198*, Nanaimo to Victoria; *Canadian*, Vancouver to Banff.

Fastest average speed: VIA Rideau, Montréal to Ottawa: 97 km/h *(60 mph). Slowest: BCR Royal Hudson*, Squamish to North Vancouver: 33 km/h *(21 mph).*

HIGHLIGHT!

Riding in the caboose of CN's *Muskeg Mixed* from Waterways to Lac la Biche, with work colleague Ken Holmes and consultant Tom Clark from England. This was a particularly exotic trip for the latter, especially when the crew told us to be on the look out for their most notorious passenger, "Big Dan", who not only was wanted for various horrible crimes but also had a particular dislike for people who spoke with funny "Limey" accents. Approaching Edmonton, some Grand Marnier topped off the day as the beautiful Alberta parkland rolled by.

Meal Services

Food and beverage service vary by train. Please check symbols at the top of each train schedule (as explained on page 48) or ask what is available on the train.

Restauration

Les services de repas et boissons ne sont pas les mêmes pour chaque train. Pour les connaître, veuillez vous reporter aux symboles précédant l'horaire de chaque train (tel qu'expliqué en page 48) ou vous en enquérir.

[VIA System Timetable, 1982/10/31, 39]

TRIPS AND CONSISTS

8 MAR:

VIA 194 EDMONTON-CALGARY

Cm	**6131**

Day trip to **CALGARY** for meetings on some forgotten topic; * Depart 0800, arrive 1125, with stops at Wetaskiwin, Red Deer, Innisfail and Didsbury; * The solitary RDC-1 was a former CP unit later purchased by Dallas Area Rapid Transit; * Return by Red Arrow Express, to try out this upscale bus service featuring 2+1 seating, vending machines and reservations; * 312 km in 3 hrs 25 mins, or 91 km/h *(194 mls/57 mph);* * No. 6131 *(Budd, 1958; ex-CP 9070/lr-DART 2001).*

● *31 MAR:* To **OTTAWA** with Sandra on Air Canada to visit friends (three nights there), and later family in Kingston.

3 APR:

VIA 43 OTTAWA-KINGSTON *[TORONTO] Capital*

E		6791	OTTAWA-BROCKVILLE
E	[2]	6770,6627	*[MONTRÉAL]* BROCKVILLE-TORONTO
U		15456	"
X		9654	"
CfLC		3039	"
C	[2]	5586,5504	"
C	[2]	**3225**,5650	
K		Club de la Garnison	

To **KINGSTON** (three nights there); * Depart 0830, arrive 1147, with stops at Smiths Falls, Brockville and Gananoque, behind a Montréal Locomotive Works FPA-4 as far as Brockville, then a Montréal-originating FPA-4 leading an F9B and Steam Generator Unit both built by General Motors Diesel Division; * We occupied seats in the snack-bar equipped Coach, while first-class service was provided in the Club Galley; * 190 km in 3 hrs 17 mins, or 58 km/h *(118 mls/36 mph);* * Nos. 6791, 6770 *(both MLW, 1959);* * Nos. 6627, 15456 *(GMD, 1957-9);* * Nos. 3225 *(ex-5525/lr-leased to CN, GL),* 5650 *(ex-5650, 3230/lr-AC) (both*

*CCF, 1954); * CLUB DE LA GARNISON (PS, 1954; ex-SDn White Rock, D 1303/lr-VRE, LMW 663); * No. 9654 (NSC, 1958; ex-9283/lr-UK)* – all equipment ex-CN; • **6 APR:** Return to **EDMONTON**, starting with a Voyageur Colonial Lines bus to Ottawa, then Air Canada.

16 APR:

VIA 196 EDMONTON-CALGARY

Cm	**6127**

To **THOMPSON** via Calgary and Portage la Prairie for meetings on the Railbus concept (basically, a low-cost highway bus modified to run on rails), followed by a session in Winnipeg; * Depart 1725, arrive Calgary 2050.

16-17 APR:

VIA 2 *[VANCOUVER]* CALGARY-PORTAGE LA PRAIRIE *[TORONTO]* *Canadian*

E	[2]	6505,6604	CALGARY-WINNIPEG?
X		605	VANCOUVER-TORONTO *[MONTRÉAL]*
C	[2]	103,3242	"
CfeL		502	"
DN		5735	"
Y		Clearwater River	
S	[2]	**Edmundston**,Endeavour	
D		1338	
S		Château Richelieu	VANCOUVER-TORONTO *[MONTRÉAL]*
OLS		Prince Albert Park	"

Depart 2150, arrive 1640 next day over CP's transcontinental main line, making major stops at Brooks, Medicine Hat, Swift Current SK, Moose Jaw, Regina, Broadview and Brandon MB, behind an FP9A/B combination; * I occupied a Duplex Roomette in EDMUNDSTON, part of a typical, off-season consist including two Coaches, three Sleepers and a Dayniter – three of the cars heading from Vancouver via Toronto to Montréal; * Good meals were provided in the Diner, which was operating along with a "Skyline" Cafe Dome Lounge – while socializing occurred in the Observation Lounge Dome Sleeper; * 1,253 km in 17 hrs 50 mins, or 70 km/h *(782 mls/43 mph);* * Nos. 6505 *(lr-CS,PAR PAR 1),* 6604 *(both GMD, 1954; ex-CN);* * EDMUNDSTON *(4sc8du4db/lr-B&A, RTI),* 1338 *(lr-VRC, IC) (both PS, 1954; ex-CN);* * No. 5745 *(PS, 1948; ex-MILW Lake Pewaukee, CN Torch River);* * Nos. 103 *(lr-8103),* 502 *(ex-CP CfLC/lr-8502),* 605 *(ex-CP XY 3005/lr-8605),* PRINCE ALBERT PARK *(3db1dr) (all Budd, 1954-5; ex-CP).*

17-18 APR:

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

E	[2]	9155,9150 *[CN]*	
U	[2]	15494,15489	WINNIPEG-THE PAS
U	[2]	15445,15444	THE PAS-CHURCHILL
X		9633	
C	[2]	5533,5541	
CfeL		763	
S		**Elliston**	

Depart 1910, arrive 1535 next day (two nights there), with major stops at Dauphin, Roblin, Kamsack SK, Canora, Sturgis, Endeavour, Hudson Bay, The Pas MB, Cormorant, Wabowden and Thicket Portage, behind two CN F7A's and two Steam Generator Units; * I occupied a Duplex Roomette in the Sleeper and had meals in the Cafe Lounge; * 1,061 km in 20 hrs 25 mins, or 52 km/h *(662 mls/32 mph);* * Nos. 9155 *(ex-9040/lr-F7B 9106),* 9150 *(ex-9084/lr-F7B 9108) (both GMD, 1951-2; CN);* * No. 763 *(CCF, 1954; ex-CN C 5577, CfLC 3026/lr-DWM);* ● ***20 APR:*** To ***WINNIPEG*** on Pacific Western Airlines for a further meeting (one night there); ● ***21 APR:*** Return to ***EDMONTON***, again on Pacific Western.

● ***11 MAY:*** To ***MONTRÉAL*** on Air Canada, for a meeting with VIA staff (two nights there), followed by more meetings in Ottawa and family visiting in Kingston – Sandra being along.

13 MAY:

VIA 33 MONTRÉAL-OTTAWA *Rideau*

E		6913
C	[4]	3300,3341,**3332**,3343*[as Club]*

To ***OTTAWA*** for further meetings with the CTC (one night there); * Depart 1215, arrive 1410, with one stop at Dorval QC, behind LRC-2 No. 6914 – my fastest trip to date on this route at 1 hour and 55 minutes; * We occupied Coach No. 3332, while Club service was provided in Coach No. 3343; * 187 km in 1 hr 55 mins, or 97 km/h *(117 mls/60 mph);* * Nos. 6913 *(lr-IRS),* 3332 *(BBD, 1980-2).*

14 MAY:

VIA 43 OTTAWA-KINGSTON *[TORONTO]* Capital

E		6773	OTTAWA-BROCKVILLE
E	[2]	4106*[CN]*,6651	*[MONTRÉAL]* BROCKVILLE-TORONTO
X		9654	"
CfLC		3034	"
C		5446	"
C	[2]	**3229**,5603	
K		Club de la Garnison	

To **KINGSTON**, departing 0830, arriving 1147, behind an interesting lash-up, beyond Brockville, of CN GP9 No. 4106 and rebuilt VIA F9B No. 6651; * No. 4106 *(CN/lr-4366:2, 7262) (GMD, 1957);* * No. 6651 *(GMD, 1954; ex-CP 1901, CP,VIA 4474, VIA 1962/lr-CMRT 1901);* • *17 MAY:* Return to **EDMONTON**, starting with a Voyageur Colonial Lines bus to Toronto, then Air Canada home – our flight being too early for the first Sunday train out of Kingston.

11 JUN:

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

E	[3]	1423,6651,1405	CALGARY-VANCOUVER
X		616	*[MONTRÉAL]* TORONTO-VANCOUVER
C	[2]	**107**,3210	"
CfeL		513	"
DN		5744	"
Y		Osler Manor	
S	[3]	Elcott,Evanston,Erwood	
D		1363	
S	[4]	Château Latour,Craig Manor,	*[MONTRÉAL]* TORONTO-VANCOUVER
		Sherwood Manor,Butler Manor	
OLS		Sibley Park	"

To **BANFF** (three nights there) via Calgary to show off the mountains to new pal Tom Clark, an employee with British Rail's Transmark consulting arm on contract to assist our department with its high-speed rail study; * Our day started early on VIA's connecting bus No. 700 to Calgary, placed in service after the *Super Continental* was discontinued to provide Edmonton passengers with a link of sorts with the

Canadian; * Depart Calgary 1030, arrive Banff 1240 non-stop, behind an FP7A/FP9A/F9B combo; * We spent most of our time in the Cafe Dome Lounge, viewing the foothills, then the mountains nearing Banff; * 130 km in 2 hrs 10 mins, or 60 km/h *(81 mls/37 mph);* * Nos. 1405, 1423 *(ex-CP 4069, 1423, 4069) (both GMD, 1952-4; ex-CP/lr-STCUM APC)*; • *13 JUN:* Side trip to *Lake Louise* on a Brewster Transport bus; • *14 JUN:* Return to *EDMONTON* via Calgary, on Greyhound Lines of Canada.

WIDE RANGING LOCOMOTIVE

VIA's rebuilt F9B No. 6551 was on the *Canadian* to Banff as part of a 3-unit combo taking over in Calgary – less than a month after I recorded it on my Ottawa-Toronto *Capital*.

• *7 JUL:* To *FORT MCMURRAY* by Red Arrow, for an inspection trip of CN's Waterways-Edmonton mixed train, with Ken Holmes and Tom Clark along to "provide assistance" (one night there).

8 JUL:

CN M290 WATERWAYS-EDMONTON DUNVEGAN YARD *Muskeg Mixed*

E	[3]	9163,9160,4352
F	[10-30]	
X		1460*[NAR]*
C		**5099**
W		79101

Return to *EDMONTON*, starting with a taxi to Waterways station; * Depart approximately 1000, arriving 2045, with major stops at Chard, Conklin, Lac la Biche, Egremont and Kerensky, behind two CN F7A's (similar to those used on the Churchill and Prince Rupert lines) and a GP9; * The *Muskeg Mixed* (as this train was informally known) hauled between 10 and 30 freight cars this day over a partly isolated stretch of track, stopping to handle parcels and other supplies, plus a couple of dozen aboriginal passengers; * Between Waterways and Lac la Biche, the friendly crew insisted we join them for complimentary bacon and eggs in former Northern Alberta Railways Caboose No. 79101, sporting NAR colours but CN lettering (the NAR now being entirely CN's after decades of shared ownership with CP); * After Lac la Biche, otherwise empty Combine No. 5099 was ours, this car displaying VIA colours but lettered for CN (and later sold to the Rocky Mountain Rail Society); * 473 km in 10 hrs 45 mins, or 44 km/h *(295 mls/27 mph),* timings based loosely on the schedule in VIA's June 1, 1986 timetable; * No. 4352 *(GMD, 1959/lr-Slug 232);* * No. 79101

*(CP, 1949; ex-NAR 13020); * No. 5099 (CCF, 1937; ex-C 5209/lr-RMRS 5209).*

2nd1980's-3: Caboose No. 79101 on the rear of CN No. M290 *Muskeg Mixed*,
being switched somewhere between Waterways and Lac la Biche, featur-
ing Ken Holmes and Tom Clark *(1983/07/08) [PETER DAWES].*

15-16 JUL:

VIA 9 EDMONTON-PRINCE GEORGE *[PRINCE RUPERT]* *Skeena*

E		6514
XY		9487
C	[2]	5534,5440
CfeL		760
S	[2]	**Enterprise**,Essex

To **NORTH VANCOUVER** via Prince George with Tom and Ken, later onward to Victoria, the intention being

to ride VIA's *Skeena,* BCR's *Cariboo Dayliner* and *Royal Hudson,* and finally the *Canadian* – in other words,

a real fan trip; * Depart Edmonton 1700, arrive Prince George 0550 next morning, with major stops at

Evansburg, Edson, Hinton, Jasper, Red Pass Jct. BC, McBride and Penny; * We occupied Duplex Roomettes in ENTERPRISE, with sufficient opportunity for decent meals, passable beer, and great company in the Cafe Lounge; * 788 km in 13 hrs 50 mins, or 57 km/h *(492 mls/35 mph)*.

16 JUL:

BC 2 PRINCE GEORGE-NORTH VANCOUVER *Cariboo Dayliner*

Km	33	
Cm	11	
Cm[2]	10,12	LILLOOET-NORTH VANCOUVER
Km	31*[as Coach]*	"

Depart 0730, arrive 2030, with major stops at Quesnel, Williams Lake, Exeter, Lillooet, Pemberton and Squamish – my first time over the provincially owned BCR (formerly Pacific Great Eastern); * We occupied RDC-3 Club Galley No. 33, the crew providing heated meals and drinks at your seat; * The scenery was absolutely spectacular along ridges located high above the Fraser River Canyon, then beyond all the way down to tidewater at Squamish and along the Pacific Ocean into North Vancouver (one night there); * 744 km in 13 hrs, or 57 km/h *(464 mls/35 mph)*; * No. 33 *(Budd, 1957/lr-WCRA)*; * No. 11 *(Budd, 1956; ex-RDG,SEPTA 9155, BCR 20/lr-ODT)*.

*[BC Rail Passenger Train Sched-
ule, 1984/06/04, cover]*

<div style="border">

THE "SILVAH STAAH"

Our trip on the *Cariboo Dayliner* was enlivened by a group of enthusiastic American seniors, one of whom opined in a loud, Southern drawl that he'd travelled on the "Silvah Staah" back in the days when all the Pullman porters were, as he put it, "Nee-grahs who'd shine yo' shoes". (That would have been the New York-Florida *Silver Star*.)

</div>

***2nd* 1980's-4:** BCR No. 2 *Cariboo Dayliner* at Lillooet BC, with Tom Clark
posing in front of RDC-3 BC-33 *(1983/07/16) [PETER DAWES].*

17 JUL:

BC NORTH VANCOUVER-SQUAMISH & RETURN *Royal Hudson*

Es		2860
UT		Prince George
C	[6]	Quesnel,Lone Butte,D'Arcy,
		Brandywine Falls,Alexandria,
		Mackenzie
P		Resolution
C	[2]	Sundance,Lillooet
L		Shannon Falls
OBS		**Mount Garibaldi**

To *VICTORIA* via Squamish and Vancouver, beginning with a steam excursion to Squamish; * Depart
1030, arrive 1220, back tracking along the ocean-hugging BCR line for 64 kilometres *(40 miles)* behind

former CP Royal Hudson No. 2860, owned along with the cars by the Government of British Columbia and leased to BCR – followed by PRINCE GEORGE, a power and tool car built from a CP Baggage car; * Former CP "2200"-series Coaches predominated, but we occupied Open Observation car MOUNT GARIBALDI; * Returning, depart 1400, arrive 1555, then onward into Vancouver by taxi and over to Victoria by Pacific Coach Lines/BC Ferries (two nights there) – a visit which, for reasons lost in the passage of time, did not include a ride "up island" on VIA's Dayliner; * 64 km in 1 hr 50 mins, or 35 km/h *(40 mls/22 mph),* outbound direction; timings based on schedule in VIA's May 1, 1988 timetable; * No. 2860 *(MLW, 1940, 4-6-4, ex-CP,VRMA/lr-TSQ, WCRA);* * MOUNT GARIBALDI *(CP, 1914; ex-CP C 1422, OBS 598/lr-WCRA The Henry Pickering);* * BRANDYWINE FALLS *(ex-CP C 2290, P 6601),* SHANNON FALLS *(ex-CP C 2289, P 6600/lr-KV C Canyon View) (both CCF/CP, 1950);* * RESOLUTION *(BST, 1920; ex-RDG, L&C 1, AFT 203),* * PRINCE GEORGE *(CCF, 1953; ex-CP X 4757, 2757/lr-WCRA);*

● *19 JUL:* Return to **EDMONTON**, starting with Pacific Coach Lines/BC Ferries to Vancouver, then Air Canada onward.

MOUNT GARIBALDI

A cheap shot, perhaps, but our choice of car on the *Royal Hudson* proved to be most appropriate, considering I was travelling with the "follically" challenged Clark and Holmes. This car was later acquired by the West Coast Railway Association, which lent it to Rocky Mountaineer Vacations for their *Whistler Mountaineer* service.

A REAL BUMMER

Our intended return on the *Canadian* was thwarted by rock slides in the mountains – a big disappointment, especially for my companions who had never had a chance to take one of the world's great train journeys.

● *5 OCT:* To **VICTORIA** (three nights there) on Air Canada to meet my parents who were already in the BC capital, the idea being to travel up island and take the *Canadian* back to Alberta – one bonus being the presence of former CP (by then, BC Steamship Co.) PRINCESS MARGUERITE, laid up for the winter in the inner harbor.

2nd1980's-5: Former CP 4-6-4 Royal Hudson No. 2860 at Squamish BC, Tom Clark be-
ing upstaged by the attractive lady in the red dress *(1983/07/17) [PETER DAWES]*.

7 OCT:

VIA 198 *[COURTENAY]* NANAIMO-VICTORIA

Cm	**6134**

Day excursion to ***NANAIMO***, starting with Vancouver Island Coach Lines northward; * Returning, depart Nanaimo 1500, arrive Victoria 1715 over CP's Esquimalt & Nanaimo subsidiary, with one major stop at Duncan; * This was always a slow trip despite the quick-footed RDC's, but very interesting for the ocean-side to mountain-top scenery and crossing of Malahat Pass; * 116 km in 2 hrs 15 mins, or 52 km/h *(72 mls/32 mph)*.

8-9 OCT:

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

E	[3]	6507,6610,6612	VANCOUVER-CALGARY
X		9636	VANCOUVER-TORONTO *[MONTRÉAL]*

C	[2]	129,3222	"
CfeL		505	"
DN		5738	"
Y		Naiscoot River	
S	[3]	**Château Rouville**,Endako,	
		Edgeley	
D		1346	
S	[4]	Bayfield Manor,Château	VANCOUVER-TORONTO *[MONTRÉAL]*
		Lemoyne,Draper Manor,Allan	
		Manor	
OLS		Laurentide Park	"

To **BANFF** (three nights there), starting with Pacific Coach Lines/BC Ferries to Vancouver, followed by supper at a Gastown restaurant featuring waiters dressed as monks – causing some amusement for my retired-minister father; * Depart Main Street Station 2145, arrive Banff 1825 next day, with major stops at Port Coquitlam, Mission City, Agassiz, North Bend, Kamloops, Salmon Arm, Revelstoke, Golden, Field and Lake Louise AB – the realization of a lifelong dream for Dad, including the Spiral Tunnels and other mountain engineering feats on this famous CP line; * CHÂTEAU ROUVILLE was our hotel for the night, with Mom and Dad occupying a Bedroom and I a Duplex Roomette down the passage way; * This was a strong off-season consist, powered by an FP9A/B/B lash-up and including seven Sleepers, two Coaches, Dayniter, Diner and Observation Lounge Dome Sleeper – the last-mentioned situated a long way back from our car but a welcoming place nonetheless; * 901 km in 19 hrs 40 mins, or 46 km/h *(562 mls/29 mph);* * CHÂTEAU ROUVILLE *(4sc8du3db1dr),* BAYFIELD MANOR *(4sc4rm5db1ct)* (both Budd, 1954-5; ex-CP); ● *11 OCT:* Return to **EDMONTON** by rental car, with stops at Lake Louise, the beautiful, glacier-fed Peyto Lake, Columbia Icefields, and Rocky Mountain House – all of keen interest to my easterner parents and, as I look back at it, something I'm very glad to have arranged while they were fit and able.

ANYBODY HERE KNOW HOW TO FIX THIS THING?

Fledgling VIA hired a lot of new onboard staff during these years, which was welcome except where the training left something to be desired. During our Vancouver-to-Banff trip on the *Canadian,* my parents and I spent a cold night in Sleeping car CHÂTEAU ROUVILLE because no one seemed to know how to crank up the heat.

2^nd^1980's-6: CP freight train featuring mid-train locomotives, photographed
from the CN side of the Fraser River *(1985/05/27) [PETER DAWES].*

1984

ALBERTA/BRITISH COLUMBIA
ONTARIO/QUÉBEC

Welcome aboard the Cariboo Dayliner

B.C's spectacular scenic route
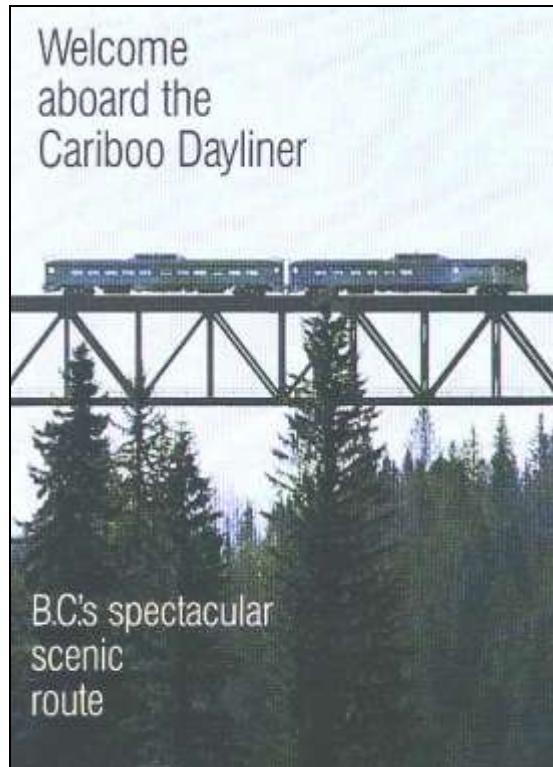
[BC Rail timetable, 1986/04]

SYNOPSIS

I travelled by train in 1984 both with my parents and to visit them and other family members, to participate in business meetings in Ottawa and Montréal, and to attend a conference in Jasper. The above cover from a BC Rail (BCR) timetable signifies that I got to ride the *Cariboo Dayliner* again this year.

At work, my main project continued to be our Department's high-speed rail study, but I also managed a consulting report on the prospects of modernizing western transcontinental passenger trains. In December, I began to make extended trips to Ottawa on secondment to the federal Minister of Transport's Rail Passenger Action Force.

Trips taken: Twelve were involved covering 3,772 kilometres *(2,354 miles),* 11 provided by VIA and 1 by BCR. All were in my "Coach" category (including one in Club class); 5 were on self-propelled trains.

Equipment units: 53, made up of 10 Locomotives & Related Units and 43 cars (Coaches & Dayniters, 28; Parlor & Club Cars, 4; Sleeping & Business Cars, 4; Lounge Cars, 3; Baggage & Miscellaneous Cars, 4).

Places visited: AB – Jasper; ***BC*** – North Vancouver, Prince George, Sunset Beach, Vancouver* and Victoria*; ***ON*** – Kingston and Ottawa; ***QC*** – Montréal. (***Note:*** * *indicates by non-rail means.*)

Noteworthy trips: BCR Cariboo Dayliner, Sunset Beach to Prince George; ***VIA Panorama***, Prince George to Edmonton; ***VIA Exec***, Kingston to Ottawa.

Fastest average speed: VIA Exec, Kingston to Ottawa: 102 km/h *(63 mph)*. ***Slowest: VIA Panorama***, Prince George to Edmonton: 55 km/h *(34 mph)*.

Overseas: I took my sixth European holiday this year (the first with Sandra), 2-31 MAY, visiting Austria England, France, Germany, Italy, Scotland and Switzerland.

HIGHLIGHT!

Taking my parents north on BC Rail's *Cariboo Dayliner,* with all of the great scenery the route offered – the only hitch being my failure to get us to North Vancouver station on time, requiring a fast taxi ride along the coastal highway to catch up with the train at Sunset Beach.
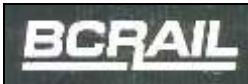
[BC Rail timetable, 1986/04]

MILESTONE

VIA began offering a 1 hour, 52 minute timing from Kingston to Ottawa, compared to 3 hours before, due to improvements to the CN line from Ottawa to Smiths Falls and CP onward to Brockville – including the removal of "hand-throw" switches at the Falls. Over the entire route between Ottawa and Toronto, VIA now offered a 3-hour, 59-minute timing, an hour faster than when the railway began operating this route in 1965, and close to two hours better than the best previous Pool train.

[CP-CN advertisement, undated, 1950's/60's]

TRIPS AND CONSISTS

● **4 JAN:** To **OTTAWA** on Air Canada (two nights there), visiting friends before moving on to Montréal for meetings.

5 JAN:

VIA 30 OTTAWA-MONTRÉAL

Cm	6145	
CXm	**6204**	

To **MONTRÉAL** (one night there) for a session with VIA, departing 0955, arriving 1200, with one major stop at Dorval QC – occupying a seat in a former Grand Trunk Western RDC-2; * 187 km in 2 hrs 5 mins, or 90 km/h *(117 mls/56 mph);* * No. 6204 *(Budd, 1957; ex-GTW,CN D204/lr-IRS).*

6 JAN:

VIA 33 MONTRÉAL-OTTAWA *Rideau*

E		6760
C	[2]	**3217**,5529
K		Club St. Denis

Return to **OTTAWA** for meetings with CTC and Transport Canada staff, departing 1215, arriving 1410, behind an FPA-4 and stopping only at Dorval; * I occupied the snack bar-equipped Coach, while first-class service was provided in a Club Galley; * 187 km in 1 hr 55 mins, or 97 km/h *(117 mls/60 mph);* * No. 6760 *(MLW, 1959/lr-NVWT 70);* * No. 3217 *(CCF, 1954; ex-5492/lr-GCRT);* * CLUB ST. DENIS *(PS, 1954; ex-P Lake Chapleau/lr-GL)* – all equipment ex-CN; ● **10 JAN:** Return to **EDMONTON** on Air Canada.

OTTAWA MEETINGS

These sessions involved regulatory or policy matters of interest to the Alberta government, and in some cases touched on wider passenger and freight issues. Coincidentally, they offered additional opportunities to visit family and friends.

2nd1980's-7: VIA's Calgary-Edmonton No. 197 at CP South Edmonton station,
an FP9A (possibly No. 6569) leading a conventional train substituting
this evening for RDC's *(1981/04/24) [BRIAN E. SULLIVAN].*

6/9 APR:

VIA 9/10 **EDMONTON-JASPER *[PRINCE RUPERT]* & RETURN** *Skeena*

E	6519
XY	9487
C	**5444**
CfeL	765
S	Equity
C	*5483 [dd] [No. 9 only]*

To **JASPER** for a major conference on VIA's future (three nights there); * Depart 1700, arrive 2215, with stops at Evansburg, Edson and Hinton, behind an FP9A, occupying the lone Coach and enjoying meals in Cafe Lounge No. 765, a reasonable substitute for a real Diner on such a train; * Returning, depart 0640, arrive 1200, in mostly the same consist – my last trip before leaving for a month's holiday in Europe; * 380 km in 5 hrs 15 mins, or 72 km/h *(237 mls/45 mph),* on No. 9; * No. 6519 *(GMD, 1957);* * No. 5444 *(CCF, 1954;*

ex-3217, 5444/lr-OC,PW,OC 201); * No. 765 *(PS, 1954; ex-C 5550, CfLC 3031/lr-DWM, ST&C);* * EQUITY *(PS, 1954, 4sc8du4db/lr-FEV)* – all equipment ex-CN.

• **2 OCT:** To **VICTORIA** on Air Canada to meet my parents for some local sightseeing, then a train adventure over BC Rail (two nights there); • **4 OCT:** To **NORTH VANCOUVER** by Pacific Coach Lines/BC Ferries and taxi (one night there).

5 OCT:

BC 1 *[NORTH VANCOUVER]* SUNSET BEACH-PRINCE GEORGE *Cariboo Dayliner*

Km	**30**	
Cm	12	
Cm[2]	21,11	NORTH VANCOUVER-LILLOOET

To **EDMONTON** via Prince George (one night there), starting with a taxi from North Vancouver to overtake the train at Sunset Beach; * Depart there at 0723, arrive Prince George 2015, with major stops at Squamish, Pemberton, Lillooet, Exeter, Williams Lake and Quesnel, over the same spectacular route I'd taken in the other direction the previous year; * We occupied RDC-3 No. 30, outfitted as a Club Galley and providing decent meals; * 722 km in 12 hrs 52 mins, or 56 km/h *(451 mls/35 mph);* * No. 30 *(Budd, 1956/lr-M&B);* * No. 21 *(Budd, 1962; ex-RDG,SEPTA 9156/lr-WCRA).*

FROM PGE TO BC RAIL

There was one slight difference between my 1983 and 1984 trips on the *Cariboo Dayliner:* "British Columbia Railway" (originally Pacific Great Eastern) recently had been "rebranded" as "BC Rail".

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6 OCT:

VIA 6 *[PRINCE RUPERT]* PRINCE GEORGE-EDMONTON *[WINNIPEG]* *Panorama*

E	6510
XY	9487
C	**5653**
CfeL	501
S [2]	Edgeley,Estcourt

2ⁿᵈ1980's-8: Fraser River vista from BCR No. 1 *Cariboo Dayliner* north of Lillooet
BC, the rail ledge visible on the left *(1983/07/16) [PETER DAWES].*

Depart 0640, arrive 2100, with major stops at Upper Fraser, Penny, McBride, Jasper AB, Hinton, Edson and Evansburg, the Skyline Cafe Dome Lounge providing good meals and refreshments for a small band of passengers; * 788 km in 14 hrs 20 mins, or 55 km/h *(492 mls/34 mph); * No. 501 (ex-CP CfLC/lr-8501) (Budd,1954-5; ex-CP); * No. 9487 (PS, 1948, 14rm; ex-22rm NYC Sheepshead Bay, CN Val Gagné/lr-GCRT).*

FROM SKEENA TO PANORAMA

When we rode the Rupert train, VIA had just renamed it from *Skeena* to *Panorama,* recalling the 1960's running mate of the *Super Continental*. This train now operated during daylight hours through the beautiful segment from Prince George through Jasper to Edmonton, then overnight to Winnipeg.

• *12 DEC:* To *OTTAWA* on Air Canada to join the Rail Passenger Action Force, the first of many trips east for this purpose (four nights at the Delta Hotel).

16 DEC:

VIA 43 OTTAWA-KINGSTON *[TORONTO] Lakeshore*

E		4361*[CN]*	OTTAWA-BROCKVILLE
U		15469	"
E	[2]	6773,6637	*[MONTRÉAL]* BROCKVILLE-TORONTO
X		9653	"
C	[2]	4888,3226	"
C	[2]	**3245**,5560	
K		Empire Club	

Day excursion to *KINGSTON* to visit family; * Depart 0930, arrive 1207 with stops at Smiths Falls, Brockville and Gananoque; * This train was now using the old name *Lakeshore,* with *Capital* applying to a new service departing at 0715 – meaning that there were three Ottawa-Toronto day trains as well as the overnight portion of the Montréal-Toronto *Cavalier,* which had been rerouted via Brockville; * Snack-bar Coaches provided the only amenities to Coach passengers, one out of Ottawa, one from Montréal; * 190 km in 2 hrs 37 mins, or 73 km/h *(118 mls/45 mph);* * Nos. 4361 *(CN; ex-4101),* 15469 *(lr-RCE) (both GMD, 1957-9).*

AN INTERESTING COMBINATION

One encountered some unusual locomotive combos in the Ontario-Québec Corridor during this period, such as CN GP9 No. 4361 and VIA Steam Generator Unit No. 15469 as far as Brockville on my *Lakeshore,* then a more conventional FPA-4/FPB lash-up beyond.

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

2nd1980's-9: Eastbound VIA Corridor train passing Port Hope ON
station behind an FPA-4, with CP's Toronto-Montréal main
line in the foreground *(1982/10/??) [C.W. NEWTON].*

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

E		6903
C	[4]	3387,3337,**3386**,3319*[as Club]*

Depart 1937, arrive 2129, with stops at Brockville and Smiths Falls, behind an LRC-2 – my first LRC train on the Toronto-Ottawa route; * 190 km in 1 hr 52 mins, or 102 km/h *(118 mls/63 mph);* * Nos. 6903 *(lr-DES),* 3386 *(lr-K 3462) (BBD, 1980-4).*

17 DEC:

VIA 34 OTTAWA-MONTRÉAL

CXm	6204
Cm	**6116**

To **MONTRÉAL** for a quick dinner meeting with various CN, CP, Bombardier, VIA and other stakeholders, in the company of (among others) Action Force Commissioner Nick Vincent, Ken Mozersky (seconded from the CTC), and John Tansowny (likewise, from the Alberta Department of Transportation); * Depart 1410, arrive 1609, on a former Boston & Maine and CN RDC-1; * VIA had cut one daily Ottawa-Montréal frequency, leaving five trains which took from 1 hour, 59 minutes to 2 hours, 10 minutes to cover the

distance; * No. 6116 *(Budd, 1955; ex-B&M 6107, CN D116/lr-AMFT)*.

VIA 39 MONTRÉAL-OTTAWA

Cm	6116
CXm	**6204**

Returning, depart 2030, arrive 2229, with the same consist.

18 DEC:

VIA 30 OTTAWA-MONTRÉAL

CXm	6204
Cm	**6116**

Again to **MONTRÉAL** for meetings with VIA Rail, departing 0955, arriving 1154 on a train featuring the same RDC's as the previous day.

VIA 37 MONTRÉAL-OTTAWA *Laurier*

E		6781
C	[3]	5627,5560,**3245**
K		Empire Club

Returning, depart 1735, arrive 1945, this time on a conventional, dinner-time service boasting a Club Galley; ● *21 DEC:* Return to **EDMONTON** on Air Canada, with passengers and crew in a festive mood, given the holiday season.

[VIA System Timetable,
1984/06/03, 50]

1985

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

[VIA System Timetable, 1985/06/01, 41]

SYNOPSIS

I travelled by train during 1985 to visit my parents and other family members, and in connection with Rail Passenger Action Force business in Montréal, the Maritimes and Vancouver. Acting on the Force's recommendations, VIA restored several trains effective June 1 – including the *Super Continental,* as the above schematic indicates. We did joke about the *Star Wars'* admonition, "May the Force be with you", while holding meetings with interested parties, writing background reports for the Minister of Transport, preparing a discussion paper on proposed VIA legislation, organizing demonstration runs of the trains to be reinstated, and developing a comprehensive set of recommendations. Back in Alberta, we conducted a second round of high-speed rail consulting studies (route assessment; downtown access; facilities; benefits and costs; economic and financial aspects; rolling stock; diverted and induced demand), and prepared two Government of Alberta position papers for transmittal to the CTC, one on Calgary-Edmonton passenger-train service, the other on the *Muskeg Mixed*.

Trips taken: Twenty-two were involved covering 6,676 kilometres *(4,166 miles),* all provided by VIA. Three of these trips were in Sleepers and 1 in Club class. Seven were on self-propelled trains.

Equipment units: 128, made up of 32 Locomotives & Related Units and 96 cars (Coaches & Dayniters, 68; Parlor & Club Cars, 6; Sleeping & Business Cars, 10; Dining & Other Meal Cars, 3; Lounge Cars, 4; Baggage & Miscellaneous Cars, 5).

Places visited: AB – Jasper; *BC* – Vancouver; *NB* – Fredericton, Moncton and Saint John; *NS* – Halifax; *ON* – Kingston and Ottawa; *QC* – Montréal; *SK* – Saskatoon.

Noteworthy trips (all VIA): Panorama, Edmonton to Saskatoon; *Laurier*, Ottawa to Montréal; *No. 34*, Montréal to Ottawa; *Ocean*, Montréal to Halifax; *No. 615*, Saint John to Fredericton; *Special*, Edmonton to Vancouver.

Fastest average speed: VIA Exec, Ottawa to Kingston: 107 km/h *(66 mph).* *Slowest: VIA No. 615*, Saint John to Fredericton: 55 km/h *(34 mph).*

Overseas: I took my seventh European holiday this year (second with Sandra), 8 AUG to 8 SEP, visiting England, Germany, Norway, Scotland and Switzerland.

<div style="border:1px solid black; padding:8px;">

<div align="center">**HIGHLIGHT!**</div>

Helping to organize a special VIA train from Edmonton to Vancouver prior to reinstatement of the *Super Continental,* involving official welcomes at Edson, Hinton, Jasper, Boston Bar, Chilliwack and Vancouver. These ranged from speeches by local dignitaries to marching bands, dancing groups – even clowns.

</div>

<div style="border:1px solid black; padding:8px;">

<div align="center">**MILESTONE**</div>

The reintroduction of several trains on 1 JUN was welcomed by many, especially the aforementioned *Super Continental* between Winnipeg and Vancouver, the *Canadian* between Montréal and Sudbury, and the *Atlantic* between Montréal and Halifax.

</div>

VIA "Super Continental"
Special Train   May 26-7
EDMONTON – VANCOUVER

6307 L
6615 L
15205 Battery-Charger Car
—   DRM "Elrose"
—   D "Frontenac"
● — S "Elliston"
—   SnC
5725 DN
—   S "Enterprise"
505 Cfelge Dome
15112 Bus. [CN] EDM–JAS

[From author's Train Consists, 1985]

TRIPS AND CONSISTS

● **19 JAN:** To **OTTAWA** on Air Canada for my first Action Force stint of the new year (two nights at the Delta Hotel).

21 JAN:

VIA 30 OTTAWA-MONTRÉAL

Cm	6100
CXm	**6203**

To **MONTRÉAL** with colleagues for meetings with VIA, the municipal government, and other stakeholders (one night there), departing 0955, arriving 1154, with one major stop at Dorval QC; * We occupied seats in the RDC-2, these units still being used on off-peak services while LRC and conventional equipment handled peak trains ; * 187 km in 1 hr 59 mins, or 94 km/h *(117 mls/58 mph);* * No 6203 *(Budd/CCF, 1958; ex-CN D203/lr-QNS&L, THSF).*

22 JAN:

VIA 37 MONTRÉAL-OTTAWA *Laurier*

E		*6780*
C	[3]	5541,**5646**,3249
K		Club St. Denis

Return to **OTTAWA**, departing 1735, arriving 1945 (six nights there), perhaps behind an FPA-4; * No. 6780 *(MLW, 1959; ex-CN/lr-WMS, NC, CVS 800);* * No. 5646 *(CCF, 1954; ex-CN 5646, 3208, 5646/lr-T&S).*

28 JAN:

VIA 30 OTTAWA-MONTRÉAL

CXm	6203
Cm	**6100**

Again to **MONTRÉAL** for meetings (two nights there), departing 0955, arriving 1154; * No. 6100 *(Budd, 1953; ex-CN RDC-2 D200:2, RDC-1 D100:2/lr-DART 2004, AER).*

30 JAN:

VIA 31 MONTRÉAL-OTTAWA

Cm	6107
CXm	**6216**

Return to **OTTAWA**, departing 1030, arriving 1235 (one night there); ● **31 JAN:** Return to **EDMONTON** on Air Canada.

4-5 FEB:

VIA 4 EDMONTON-SASKATOON *[WINNIPEG] Panorama*

E	319
CX	31041
C	34030
D	38025
S	**32019**
U	15301*[VIA]*

To **WINNIPEG** for further meetings on the Railbus concept for service on remote lines; * Depart 2230, with Saskatoon arrival scheduled for 0700, stopping at Viking, Wainwright, Unity SK and Biggar *[equipment AM Superliner unless otherwise indicated]*; * *Panorama* finally reached Saskatchewan's biggest city at approximately 1400 hours behind Amtrak F40PH No. 319 and trailing a VIA Electrical Generator Unit, the delay caused by a CN freight derailment near Biggar – this locomotive later being leased to Montréal's Agence métropolitaine de transport for commuter service; * I occupied an Economy Room in the Sleeper (this car also featuring Deluxe, Family and "Disabled" rooms) and enjoyed good meals and lounging in the Diner; * Onward to Winnipeg by Air Canada (three nights there); * 520 km normally in 7 hrs 30 mins, or 69 km/h *(325 mls/43 mph)*; * No. 319 *(EMD, 1978; AM/lr-RW,TTR)*; * Nos. 32109 *(5de14ec1fm1di)*, 38025, 34030, 31041 *(lr-31541) (all PS, 1978-81; AM)*; * No. 15301 *(NSC, 1957; ex-CN X 9270/lr-GLW 492, GCRT 9270)*; ● **7 FEB:** Return to **EDMONTON** on Air Canada.

*[Amtrak National Train Time-
tables, 1980/10/26, 43]*

2nd1980's-10: VIA No. 4 *Panorama* at Saskatoon, led by F40PH No.
319 and composed mostly of Superliner bilevel equipment
leased from Amtrak *(1985/02/05) [PETER DAWES].*

SUPERLINERS ON VIA

VIA's testing of Amtrak Superliner cars on the Edmonton-Winnipeg *Panorama* demonstrated the potential of this relatively efficient, high-capacity, but still comfortable equipment on long-distance routes.

• *10 FEB:* Again to **OTTAWA** on Air Canada for Action Force work (18 nights at the Delta).

17 FEB:

VIA 43 OTTAWA-KINGSTON *[TORONTO]* *Lakeshore*

E		*4366[CN]*	OTTAWA-BROCKVILLE
U		15460	"
E	[2]	6506,6635	*[MONTRÉAL]* BROCKVILLE-TORONTO
X		9670	"

C	[2]	3238,5506	"
C	[2]	**5511**,3251	
K		York Club	

Day excursion to *KINGSTON* to visit family; * Depart 0930, arrive 1207, with stops at Smiths Falls, Brockville and Gananoque, behind a CN GP9 and VIA Steam Generator Unit, replaced at Brockville by an FP9A/B combination out of Montréal; * 190 km in 2 hrs 37 mins, or 73 km/h *(118 mls/45 mph);* * No. 4366 *(GMD, 1959, CN; ex-4106/lr-7262);* * Nos. 15460 *(lr-GC 460),* 6506 *(lr-AC,WC,GBG 1751, GBG 404, PRC,KJ 1751),* 6635 *(all GMD, 1954-9; ex-CN);* * No. 9640 *(NSC, 1957; ex-CN 9259/lr-CPD, TTSL Cap-aux-Corbeaux, WSJ 9640).*

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

E	[2]	6761,6870
K		St. James's Club
DN		5705*[as Coach]*
C	[2]	5495,5646
CfeL		2505
DN		5701*[as Coach]*
C		**4888**

Returning, depart 1937, arrive 2129, with stops at Brockville and Smiths Falls, behind an FPA/B-4 lash-up; * I occupied former Grand Trunk Western Coach No. 4888, while two Dayniters were along as Coaches; * 190 km in 1 hr 52 mins, or 102 km/h *(118 mls/63 mph);* * No. 4888 *(PS, 1953; ex-GTW,CN/lr-ALC);* * No. 5705 *(CCF, 1954; ex-CN C 5460/lr-ONR C 853);* ● *28 FEB:* To *BANFF* (three nights there), starting with Air Canada to Calgary, then automobile onward – Sandra having driven south to the Calgary airport; ● *3 MAR:* Return to *EDMONTON* by automobile.

   ● *4 MAR:* To *OTTAWA* on Air Canada for more Action Force work (seven nights at the Delta).

11 MAR:

VIA 36 OTTAWA-MONTRÉAL *Laurier*

E		6775
K		**St. James's Club**
C	[2]	3205,5560

To **MONTRÉAL** with colleagues for meetings (one night there), departing 1700, arriving 1910 – having booked seats in the Club Galley in order to have supper along the way; * ST. JAMES'S CLUB *(PS, 1954; ex-CN P Lake O'Brien/lr-NTFT The Western Car, ASC).*

12 MAR:

VIA 37 MONTRÉAL-OTTAWA *Laurier*

E		*4352[CN]*
U		*15400*
C	[3]	5562,**5443**,3238
K		Club Richelieu

Depart 1735, arrive 1945 (two nights there), noticing that a GP9 and Steam Generator Unit were leading but failing to record the numbers; ● *14 MAR:* Return to **EDMONTON** on Air Canada.

● *18 MAR:* Again to **OTTAWA** on Air Canada for Action Force work (10 nights at the Delta).

24 MAR:

VIA 43 OTTAWA-KINGSTON *[TORONTO]* *Lakeshore*

E		6505	OTTAWA-BROCKVILLE
E	[2]	6773,6867	*[MONTRÉAL]* BROCKVILLE-TORONTO
X		9664	"
C	[2]	3252,5628	"
C	[2]	**5611**,3219	
K		Mount Royal Club	

Another day excursion to **KINGSTON**, departing 0930, arriving 1207.

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

E		6918
C	[4]	3366,3313,**3321**,3357*[as Club]*

Returning, depart 1937, arrive 2129 on an LRC train following the same timings as earlier *Exec's* having conventional equipment; * I occupied Coach No. 3321, with another Coach playing the Club Galley role; * No. 6918, 3321 *(BBD,1980-4)*; ● *28 MAR:* Return to **EDMONTON** on Air Canada.

• *8 APR:* Again to *OTTAWA* on Air Canada for Action Force work (five nights at the Delta).

13 APR:

VIA 34 OTTAWA-MONTRÉAL

Cm	[2]	**6100**,6116
CXm		6204

To *HALIFAX* via Montréal with several colleagues (including Ken Mozersky) for important meetings, followed by other sessions in Moncton, Saint John and Fredericton (alas, consultations west of Ottawa involved no rail trips); * Depart 1410, arrive Central Station 1609.

13-14 APR:

VIA 14 MONTRÉAL-HALIFAX *Ocean*

E	[2]	6791,6607	
U		*15483*	MONTRÉAL-MONCTON
XY		9480	
C	[2]	5576,5594	
CfLC		3033	
DN		5702	
S	[3]	Greenfield,Elgin,Eureka	MONTRÉAL-MONCTON
D		1341	
S	[2]	Greenshields,**Egerton**	
OLS		Evangeline Park	

Depart 1850, arrive 1620 next day (two nights there), including stops at St-Hyacinthe, Drummondville, Charny, Lévis, Rivière-du-Loup, Rimouski, Mont-Joli, Campbellton NB, Bathurst, Newcastle, Moncton, Sackville, Amherst NS and Truro; * We occupied Duplex Roomettes in EGERTON, part of a healthy off-season consist including five Sleepers, two Coaches, a Coach Lounge and a Dayniter; * Diner No. 1341 provided meals while Observation Lounge Dome Sleeper EVANGELINE PARK offered refreshments – aptly named for a train heading to Nova Scotia; * 1,352 km in 20 hrs 30 mins, or 66 km/h *(844 mls/41 mph);* * No. 1341 *(lr-RCY Maligne Lake),* EGERTON *(4sc8du4db/lr-AS),* GREENFIELD *(6sc6rm4db; leased to Pullman until 1965-6) (all PS, 1954; ex-CN);* * EVANGELINE PARK *(Budd, 1954, 3db1dr; ex-CP);* * No. 9480 *(PS, 1948, 14rm; ex-22rm NYC Delaware Bay, CN Valpoy/lr-RVL, ISL).*

2nd1980's-11: VIA No. 15 *Ocean* at Gort NB on its way from Halifax to Mont-
réal, behind FPA-4 6770 *sans* VIA logo *(1985/05/??) [BILL LINLEY]*.

<div align="center">LAST TRIPS</div>

The 13 APR trip from Ottawa to Montréal proved to be my last ever on a conventional train over this route (all future trips being on LRC's). The *Ocean* on the same date unfortunately would be my last trip to the Maritimes until 2009.

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16 APR:

VIA 615 HALIFAX-MONCTON *[FREDERICTON]*

Cm	6130	
CXm	**6220**	HALIFAX-SAINT JOHN

To **MONCTON** for more meetings (one night there), departing 0810, arriving 1206, with major stops at Truro, Springhill Jct., Amherst and Sackville NB; * 306 km in 3 hrs 56 mins, or 78 km/h *(191 mls/48 mph)*.

17 APR:

VIA 615 *[HALIFAX]* MONCTON-SAINT JOHN *[FREDERICTON]*

Cm	6119	
CXm	**6221**	HALIFAX-SAINT JOHN

To **SAINT JOHN** for another meeting, departing 1216, arriving 1405, with one major stop at Sussex, occupying RDC-2 No. 6221, once owned by the Missouri-Kansas-Texas and Chesapeake & Ohio railroads; * We stayed one night at the Saint John Hilton, along with a strange group of bloodied and battered athletes – apparently professional wrestlers, not a hockey team; * No. 6221 *(Budd, 1956; ex-RDC-3 MKT 20, 162; C&O 9082; CN D356, 6356/lr-IRS).*

18 APR:

VIA 615 *[HALIFAX]* SAINT JOHN-FREDERICTON

Cm	**6142**

To **FREDERICTON** for the final meeting on this trip (two nights there), departing 1415, arriving 1610, with one stop at Fredericton Jct.; * 106 km in 1 hr 55 mins, or 55 km/h *(66 mls/34 mph)*; ● **20 APR:** To **OTTAWA** on Air Canada (one night at the Delta); ● **21 APR:** To **EDMONTON** on the same airline.

RDC'S TO FREDERICTON

VIA's Halifax-Fredericton RDC train was placed in service after withdrawal of the *Atlantic,* using CN as far as Saint John, then CP. It was the first passenger service into the New Brunswick capital since 1962, but would soon be discontinued with the *Atlantic's* reinstatement.

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28 APR:

VIA 43 OTTAWA-KINGSTON *[TORONTO]* *Lakeshore*

E		6785	OTTAWA-BROCKVILLE
E	[3]	4366*[CN]*,6624,6628	*[MONTRÉAL]* BROCKVILLE-TORONTO
X		9648	"
C	[2]	3244,5594	"
C	[2]	**3202**,5534	

Day trip to **KINGSTON**, departing 0930, arriving 1207, in snack bar-equipped Coach No. 3202; * Return by

automobile, courtesy brother David, on his way to Ottawa for business meetings; * No. 3202 *(CCF, 1954; ex-CN 5530, 3242, 5530).*

5 MAY:

VIA 43 OTTAWA-KINGSTON *[TORONTO]* *Lakeshore*

E		6780	OTTAWA-BROCKVILLE
E		6784	*[MONTRÉAL]* BROCKVILLE-TORONTO
X		9636	"
C	[2]	3221,5483	"
C	[2]	**3247**,5562	

Another day excursion to *KINGSTON*, departing 0930, arriving 1207.

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

E		6915
C	[6]	3352,3364,3329,3387,**3310**,
		3368*[as Club]*
E		6901

Returning, depart 1937, arrive 2127; ● *9 MAY:* Return to *EDMONTON* on Air Canada.

SAD *AND* HOPEFUL SIGNS

The four revenue cars on my May 5 *Lakeshore* – two out of Ottawa and two from Montréal – required only one locomotive on the combined train. In contrast, that evening's *Exec* in the other direction had a healthy six revenue LRC cars, warranting locomotives at both ends, as was usually the case with five or more cars.

26-27 MAY:

VIA EDMONTON-VANCOUVER *Special*

E	[2]	6307,6615
V		15205
Y		Elrose
D		Frontenac

S	**Elliston**	
C	*3224*	
DN	5725	
S	Enterprise	
CfeL	505	
Z	15112*[CN]*	EDMONTON-JASPER

To **VANCOUVER** (two nights there) on a special train prior to the *Super Continental's* reinstatement, with colleagues John Tansowny (Action Force) and Ken Holmes (Alberta Economic Development) along – followed by a final trip by air to Ottawa to help wind up "The Force"; * Depart 0800, arrive 1800 next day (both timings approximate), behind a rebuilt FP9A (No. 6307, eventually purchased by CP for haul its luxury train), an F9B, and a Battery Charger car, * We occupied Bedrooms in ELLISTON, which was parked overnight with the rest of the train in CN's North Kamloops yard, and enjoyed meals in the Diner and "refreshments" in the Skyline Cafe Dome Lounge; * CN Business car No. 15112 was attached as far as Jasper, formerly the NORTH WIND used by our CTC northern Ontario hearings team back in 1979 and originally owned by the Florida East Coast; * Nos. 6307 *(ex-6515/lr-OC, CP)*, 6615 *(lr-ILS) (both GMD, 1954-7; ex-CN);* * No. 15205 *(NSC, 1948; ex-CN XM 7840/lr-UK, ISL);* * ELLISTON *(PS, 1954, 4sc8du4db; ex-CN; leased to Pullman until 1959);* * No. 505 *(ex-CP CfLC/lr-8505)*, FRONTENAC *(both Budd, 1954-5; ex-CP);* * No. 15112 *(ACF, 1954, 6db; ex-FEC BLS Oleander, CN Z North Wind, 53:3/lr-SLN North Wind)*; * To **OTTAWA** on Air Canada (one night at the Delta).

<div style="border:1px solid black; padding:10px;">

NOT TO GRIPE ...

... but a "PARK" car would have improved the appearance of the *Super Continental* promotional train as it made its way from Edmonton to Vancouver, although VIA had no intention of providing such a car on the restored train.

</div>

29 MAY:

VIA 45 OTTAWA-KINGSTON *[TORONTO]* Exec

E		6904
C	[3]	3358,**3340**,3363*[as Club]*

To **KINGSTON** for the usual reason (one night there); * Depart 1710, arrive 1857, with stops at Smiths Falls and Brockville, this being my fastest timing to date on this route at 1 hour, 47 minutes; * 190 km in 1 hr 47 mins, or 107 km/h *(118 mls/66 mph)*.

2nd1980's-12: VIA Special at Jasper AB prior to reinstatement of the *Super Continental,* behind FP9A 6307 (the VIA logo no longer on the nose of locomotives) *(1985/05/26) [PETER DAWES].*

30 MAY:

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

E		6926
C	[5]	3327,3397,**3393**,3318,
		3357*[as Club]*

Return to **OTTAWA** (11 nights at the Delta); * Depart 1012, arrive 1204, with stops at Brockville and Smiths Falls, behind No. 6926 – the only LRC-3 I ever recorded (all others being 2's); * No. 6926 *(BBD, 1984/lr-USDOT);* • *10 JUN:* Return to **EDMONTON** on Air Canada, with rail trips during the rest of 1985 being restricted to a month in Europe, during August and September.

2nd1980's-13: Crowds inspecting VIA's Special at Chilliwack BC, Skyline Cafe
Dome Lounge No. 505 bringing up the rear *(1985/05/27) [PETER DAWES].*

EPITAPH FOR THE ACTION FORCE

"One of the most extraordinary hallucinations with which the average Canadian is afflicted is the supposed efficacy of a trip to Ottawa to get something done. Our asylums are full of otherwise sane men who have harboured this hallucination and made their silly little trips to Ottawa. It would be amusing, were it not so sad" – Bob Edwards *("Eye Openers", Geist [Winter 2004], 28).* Written in 1919 by a famous Calgary skeptic, these words proved largely to be true with regard to the Rail Passenger Action Force. Yes, the government of the day reinstated some trains, but it failed to give VIA two essential tools if it were ever to play more than a token role in our transportation system: the funds necessary to re-equip its long-distance fleet with Superliner cars; and a proper, incentive based legislative mandate.

2nd1980's-14: VIA No. 195, made up of single RDC-1 6104, approaching Red
Deer AB during the winter of 1985, the final year of Calgary-Edmonton,
passenger-train service *(1985/02/16) [BRIAN E. SULLIVAN]*.

1986

ALBERTA/BRITISH COLUMBIA ONTARIO/QUÉBEC

[VIA System Timetable, 1986/06/01, 62]

SYNOPSIS

I travelled by train in 1986 to visit my parents and other family members, and to attend meetings in Vancouver, Ottawa, Montréal and Toronto. As the above logo suggests, this year marked 150 years of passenger-train service in Canada, which began on the Champlain & St. Lawrence Railroad in 1836. My work projects this year included a Government of Alberta response to proposed federal railway passenger legislation – our view being that their approach wouldn't give VIA the tools necessary to succeed. (In 2005, two decades later, the federal government still was procrastinating over this issue.)

Trips taken: Seven were involved covering 2,780 kilometres *(1,735 miles),* all provided by VIA. One of these trips was in a Sleeper and two in Club class.

Equipment units: 38, made up of 8 Locomotives & Related Units and 30 cars (Coaches & Dayniters, 18; Parlor & Club Cars, 8; Sleeping & Business Cars, 2; Lounge Cars, 1; Baggage & Miscellaneous Cars, 1).

Places visited: BC – Vancouver; **ON** – Kingston, Ottawa, Toronto and Winchester*; **QC** – Montréal. (**Note:** * *indicates by non-rail means.)*

Noteworthy trips (both VIA): Super Continental, Edmonton to Vancouver; **Simcoe**, Toronto to Montréal.

Fastest average speed: VIA Exec, Kingston to Toronto: 120 km/h *(75 mph)*. **Slowest: VIA Super Continental**, Edmonton to Vancouver: 53 km/h *(33 mph).*

HIGHLIGHT!

Taking the restored *Super Continental* to meetings in Vancouver – only five cars (including two Sleepers), but adequate due to a Skyline Cafe Dome Lounge serving decent meals and providing great sightseeing.

TRIPS AND CONSISTS

1-2 FEB:

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

E	[2]	6513,6630
X		9624
C		3220
CfeL		510
S	[2]	**Egerton**,Elmsdale

To **VANCOUVER** to attend Western Transportation Advisory Council meetings (three nights there); * Depart 1500, arrive 1310 next day, with major stops at Evansburg, Edson, Hinton, Jasper, Blue River BC, Kamloops Jct., Boston Bar, Chilliwack, Matsqui and Port Coquitlam – behind a nice FP9A/B combination; * I occupied a Duplex Roomette in EGERTON, with amenities provided in the Skyline; * This was a minimal off-season consist, with most through traffic now being routed on the *Canadian* over CP's route through Calgary; * 1,230 km in 23 hrs 10 mins, or 53 km/h *(768 mls/33 mph);* * Nos. 6513, 6630 *(both GMD, 1955-7; ex-CN);* * EGERTON *(PS, 1954, 4sc8du4db; ex-CN/lr-AS);* * No. 510 *(Budd, 1954-5; ex-CP CfLC/lr-8510);* * No. 9624 *(NSC, 1955; ex-CN 9242/lr-GCRT)*; ● **4 FEB:** Return to **EDMONTON** on Air Canada.

THE HINTON DISASTER

On 8 FEB, just a week after my *Super Continental* trip to Vancouver, a CN freight train overran a siding in Centralized Traffic Control territory near Hinton AB and smashed head on into eastbound *Super* No. 4, resulting in 23 deaths. There was much speculation regarding the cause (did one or both of the freight train's engine crew fall asleep after long hours on duty; had the "deadman's pedal" been disabled; was the conductor doing his job?), and the inquiry officer had lots to say about the "railroader culture". Alas, both front-end guys were killed and their locomotive destroyed, and no definite cause was determined.

2nd1980's-15: VIA No. 3 *Super Continental* arriving at Edmonton
behind FP9A No. 6519 *(1987/09/20) [BRIAN E. SULLIVAN]*.

● *10 MAY:* To *OTTAWA* on Air Canada for meetings with Transport Canada (two nights there), followed by a visit with family in Kingston and further meetings in Toronto and Montréal.

12 MAY:

VIA 45 OTTAWA-KINGSTON *[TORONTO] Exec*

E		6919
K	[2]	3470,**3454***[as Coach]*
C		3337

To *KINGSTON* (one night there), departing 1700, arriving 1847, with stops at Smiths Falls and Brockville, behind an LRC-2 and occupying Club Galley No. 3454 in Coach service; * 190 km in 1 hr 47 mins, or 107 km/h *(118 mls/66 mph);* * Nos. 6919, 3454 *(ex-C 3378) (both BBD, 1980-4).*

CLUB CAR SERVICE
VIA by now had reconfigured 25 LRC Coaches into Club Galleys, numbered 3451 through 3475. These cars offered 56 seats in 2-and-1 formation, compared to 72 seats lined up 2-and-2 in the Coaches.

13 MAY:

VIA 45 [OTTAWA] KINGSTON-TORONTO Exec

E		6900
K		3457
C	[2]	3314,**3317**

Onward to **TORONTO** for meetings of a forgotten nature (one night there), departing 1852, arriving 2059, with one stop at Guildwood; * 254 km in 2 hrs 7 mins, or 120 km/h *(159 mls/75 mph);* * No. 3317 *(BBD, 1981-2).*

14 MAY:

VIA 68 TORONTO-MONTRÉAL Simcoe

E		6904
C	[2]	3354,3364
K		**3462**

To **MONTRÉAL** for meetings with VIA (one night there), departing 1750, arriving 2225, stopping at Guildwood, Kingston, Cornwall and Dorval QC – my first LRC trip over the entire Toronto-Montréal route; * I occupied a seat in Club Galley No. 3462, featuring good service and a decent heat-up meal, all things considered; * 539 km in 4 hrs 35 mins, or 118 km/h *(336 mls/73 mph).*

SPEED DEMONS?
Perhaps not, but I recorded my fastest timings to date on two route segments: Toronto to Kingston (2 hours, 7 minutes on the *Exec);* and Toronto to Montréal (4 hours, 35 minutes on *Simcoe)* – both LRC trains.

15 MAY:

VIA 37 MONTRÉAL-OTTAWA *Laurier*

E		6902
K		**3456**
C	[2]	3303,3342
K	[2]	3451,3472 *[as Coach]*

Onward to **OTTAWA** for more meetings with Transport Canada (two nights there), departing 1740, arriving 1945, with one major stop at Dorval; * I again enjoyed first-class service in the Club Galley, on a train featuring three such cars (the other two acting as Coaches); * 187 km in 2 hrs 5 mins, or a slow 90 km/h *(117 mls/56 mph)*; • **17 MAY:** Return to **EDMONTON** on Air Canada.

DECENT FREQUENCY

For much of 1986, VIA operated five trips in each direction most days of the week between Montréal and Ottawa – the restored *Canadian* now operating on the Alexandria route but not accepting local traffic between these two cities. Effective Oct. 26, VIA cut one train but again permitted local traffic on the *Canadian* on a limited, reservation basis only (up to three days in advance on No. 1, but only on day-of-travel on No. 2).

• **23 DEC:** To **OTTAWA** with Sandra on Air Canada at the start of a Christmas visit (one night there), with further trips to Kingston and Winchester to visit family.

24 DEC:

VIA 43 OTTAWA-KINGSTON *[TORONTO]* *Lakeshore*

E		6783
C	[5]	5621,3224,5650,**5444**,5501

To **KINGSTON** (five nights there), departing 1210, arriving 1422, with stops at Smiths Falls, Brockville and Gananoque, on a conventional train pulled by an FPA-4; * We occupied one of the Coaches, part of a *Lakeshore* now departing Ottawa during the noon hour and offering only a snack bar-equipped Coach for amenities; * 190 km in 2 hrs 12 mins, or 86 km/h *(118 mls/53 mph)*; * No. 6783 *(MLW, 1959/lr-NBEC)*; * Nos. 5444 *(ex-5444, 3227, 5444/lr-OC, PW 201, OC)*, 3224 *(ex-5566, CfLC 3038) (both CCF, 1954)* – all equipment ex-CN; • **27 DEC:** Day excursion to **Winchester** by automobile (courtesy Dad), to visit brother

Ray and other family members.

30 DEC:

VIA 44 *[TORONTO]* KINGSTON-OTTAWA *Lakeshore*

E		6784
C	[2]	5449,**5509**
DN		5722*[as Coach]*
C	[2]	5610,3242

Return to **EDMONTON** via Ottawa, departing Kingston 1243, arriving Ottawa 1500, with stops at Gananoque, Brockville and Smiths Falls – Dayniter No. 5722 being in Coach service; * Onward home by Air Canada; * No. 5722 *(CCF, 1954; ex-CN C 5521/lr-GCRT)*.

Not all VIA Rapido trains can accept ski equipment as luggage.
We suggest skiers check with VIA Rail Canada to make arrangements prior to travelling.

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

2nd1980's-16: Looking west at dusk along CN's main line at Kinsella AB, then the route of the *Super Continental*, later *Canadian (1989) [PETER DAWES].*

*[VIA System Timetable,
1986/06/01, 34]*

1987

ONTARIO/WESTERN U.S.
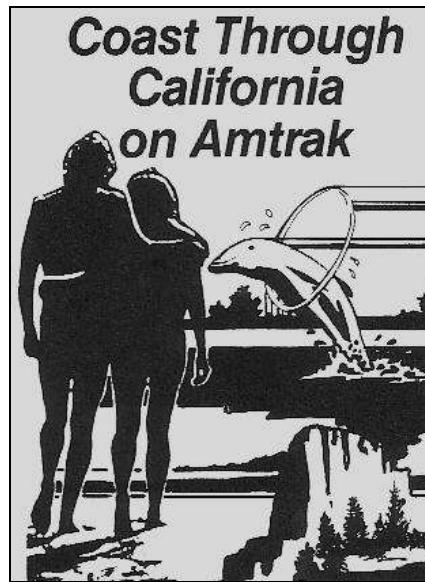
[Amtrak National Train Time-
tables, 1986/10/26, 52]

SYNOPSIS

I made no business trips by train in 1987 but did visit my parents and other family members, as well as friends in California – thus, the above Amtrak ad.

My work program included a consultant study of how best to maximize tourism benefits to Alberta, one part involving the modernization of transcontinental passenger-train services.

Trips taken: Seven were involved covering 1,478 kilometres *(922 miles):* 2 provided by VIA; 2 by Caltrain; 2 by Bay Area Rapid Transit (BART); and 1 by Amtrak. American service providers accounted for 970 km *(605 mls)*. Overall, 2 trips were on self-propelled trains.

Equipment units: 53, made up of 7 Locomotives & Related Units and 46 cars (Coaches & Dayniters, 35; Parlor & Club Cars, 2; Sleeping & Business Cars, 4; Dining & Other Meal Cars, 1; Lounge Cars, 1; Baggage & Miscellaneous Cars, 3).

Places visited in Canada: ON – Kingston and Toronto. *United States: CA* – Berkeley, Concord, Irvine*, Long Beach*, Los Angeles, Oakland, San Diego*, San Francisco and San Jose. *Mexico: SB* – Tecate* and Tijuana*. *(**Note:** * indicates by non-rail means.)*

Noteworthy trips: AM Coast Starlight, Oakland to Los Angeles; *Caltrain No. 54*, San Francisco to San Jose; *VIA Renaissance*, Toronto to Kingston.

Fastest average speed by a Canadian Service Provider: VIA Renaissance, Toronto to Kingston: 124 km/h *(77 mph)*. *American: AM Coast Starlight*, Oakland to Los Angeles: 69 km/h *(43 mph)*. (*Note:* BART trips are excluded from these calculations.)

Slowest average speed by a Canadian Service Provider: VIA Exec, Kingston to Toronto: 119 km/h *(74 mph)*. *American: Caltrain No. 54,* San Francisco to San Jose: 65 km/h *(40 mph)*.

Memorable non-rail trips: Automobile, Irvine to San Diego, Tijuana and Tecate.

HIGHLIGHT!

Riding Amtrak's *Coast Starlight* from Oakland to Los Angeles along Southern Pacific's beautiful Coast Line, followed by a tour of Cunard's famous QUEEN MARY.

2nd1980's-17: Former Cunard liner QUEEN MARY berthed
at Long Beach CA *(1987/04/30) [PETER DAWES].*

TRIPS AND CONSISTS

• **25 APR:** To **SAN FRANCISCO** with Sandra on Canadian Airlines International (three nights there), at the start of a holiday taking in San Jose, Long Beach, Irvine and San Diego, as well as Tijuana and Tecate in Mexico.

27? APR:

BART *[DALY CITY]* BERKELEY-CONCORD

Cme	[8]	242,273,199,**625**,168,151,549,
		255

Day excursion to **CONCORD**, starting with an AC Transit Bus from Transbay Terminal across the Bay Bridge to Berkeley to visit the University of California, followed by another bus to the top of the Berkeley Hills for a great view of the Bay – thanks to a tip from railroad photographer and then-San Francisco resident Fred Matthews; * We next took BART eastward to the end of the Concord line, partly following the old Sacramento Northern interurban right-of-way; * No trip details recorded; * Nos. 625, 151, 242, 549 (Rohr, 1971-4).

BART CONCORD-SAN FRANCISCO MONTGOMERY ST. *[DALY CITY]*

Cme	[8]	269,253,132,**741**,177,704,530,
		244

Back to Berkeley and through the BART tunnel under the Bay.

28 APR:

CALT 54 SAN FRANCISCO-SAN JOSE

E		902
C	[5]	3811,3838,3831,**3830**,4002

Evening excursion to **SAN JOSE** over SP tracks to have supper with my old friend and San Francisco native Tom Matoff (who was managing the implementation of an LRT line there), on a bilevel train operated by the commuter agency, Caltrain; * Depart 1700, arrive 1810, behind an F40PH-2, with stops at Palo Alto and three or four other places; * We occupied an ordinary Coach, operating next to a cab control-equipped Coach on

the rear; * 76 km in 1 hr 10 minutes, or 65 km/h *(47 mls/40 mph),* timings and stops estimated for both this and the return trip; * No. 902 *(EMD, 1985);* * Nos. 3830, 4002 *(NO, 1985).*

***2nd*1980's-18:** Flanked by two other trains, Caltrain No. 54 is ready to
depart San Francisco 4th Street depot for San Jose, behind
F40PH-2 No. 902 *(1987/04/28) [PETER DAWES].*

CALT 73 SAN JOSE-SAN FRANCISCO

C	[3]	4003,**3804,**3807*[dd]*
E		909

Returning, depart 2200, arrive 2250

29 APR:

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

E	[3]	3201*[SP],*291,241
X	[2]	1272*[Mail],*1117
CY		**39926**
S	[2]	32057,32015

D		38036
CfeL		33022
CX		31018
C	[2]	34050,34066
CX		31031*[dd]*
X		298*[SP]*
Z	[2]	City of Angels,Oakland *[SP]*

To **LONG BEACH** CA (one night there), via Los Angeles on Amtrak's *Coast Starlight*; * Depart Oakland 0815, arrive L.A. 1915, with stops at San Jose, Salinas, San Luis Obispo, Santa Barbara, Oxnard and Glendale, behind SP SDP45 No. 3201 (either leased or lent to Amtrak), plus two Amtrak F40PH's; * We occupied former Santa Fe "Hi-level" Coach Dormitory No. 39926, part of a 14-car train originating in Seattle – the Superliner Diner offering decent meals, but the Cafe Lounge being far too smoky for us; * Two SP Business cars were on the rear, and former Santa Fe Baggage car 1272 (lettered "Mail") was at the front; * We checked out the still-impressive Los Angeles Union Passenger Terminal, then took a local transit bus onward to Long Beach; * 759 km in 11 hrs, or 69 km/h *(474 mls/43 mph);* * No. 3201 *(EMD, 1967; SP);* * Nos. 291 *(ex-SDP40F 570/lr-M&E, TSH 601),* 241 *(lr-RW,TTR) (both EMD, 1977-8);* * No. 39926 *(Budd, 1964; ex-AT&SF C 726, 9926);* * Nos. 38036, 33022, 34050, 32057 *(5de14ec1fm1di) (all PS, 1978-81);* * CITY OF ANGELS *(PS, 1949, SP; ex-BL 289, 2986, CNF 216);* * OAKLAND *(PS, 1928, SP; ex-New York);* * No. 1272 *(ACF, 1955; ex-AT&SF 3675, AM 1163)*; • **30 APR:** To **Irvine** by automobile (after visiting QUEEN MARY at Long Beach), courtesy of my old travelling buddy Greg Thompson, who was completing his doctorate at the University of California, then two nights at his apartment – an experience enlivened by unexpected kamikaze attacks by his feline companion, Clio; • **1 MAY:** Day excursion to **Tecate**, starting with Greg driving us south to San Diego for a short trip on the San Diego Trolley, an LRT line he helped plan which was now operating in the right of way of the San Diego & Arizona Eastern Railroad south to the Mexican border – followed by a drive to Tijuana and Tecate before heading back north to Irvine; • **2 MAY:** Return to **SAN FRANCISCO** on Air California (four nights there), flying out of (no kidding!) John Wayne International Airport in suburban Burbank, followed by more cable car and LRV (Light Rail Vehicle) riding in the city; • **6 MAY:** Return to **EDMONTON** on Canadian Airlines International.

***2nd*1980's-19:** Southern Pacific Business car OAKLAND carrying the markers
on Amtrak No. 11 *Coast Starlight* at San Luis Obispo CA, featuring
Sandra on the steps *(1987/04/29) [PETER DAWES].*

A BIT SCARY

Travelling to Long Beach by transit bus through the dicey Los Angeles neighbourhoods of Watts and Compton was a challenge, featuring an interesting cast of characters, including a fellow who, during two stops, was considerate enough to stick his head out the door as he "ralphed his cookies".

THE QUEEN MARY

This famous Cunard steamship had been turned into a highly commercialized museum, entertainment and hotel complex, but nonetheless offered an extremely interesting "Captain's" tour which included the bridge, officers' quarters, main ballroom, and engine rooms – a must-see for any transportation lover.

• **27 NOV:** To **TORONTO** on Canadian Airlines International for meetings (three nights there), then to Kingston for a quick visit with family.

30 NOV:

VIA 66 TORONTO-KINGSTON *[MONTRÉAL]* *Renaissance*

E		6918
K		3469
C	[3]	3311,3310,**3371**

To **KINGSTON** (one night there), departing 1545, arriving 1748, with one stop at Guildwood, behind an LRC-2; * I occupied one of the Coaches, while first-class service was offered in the Club Galley; * *Renaissance* was one of 9 frequencies from Toronto to Kingston on most days of the week: 1 terminating there; 4 going on to Montréal; 2 to Ottawa; and 2 with both Montréal and Ottawa portions; * 254 km in 2 hrs 3 mins, or 124 km/h *(158 mls/77 mph);* * Nos. 6918, 3371, 3469 *(ex-C 3393) (all BBD, 1980-4).*

VIA SPEEDSTER

VIA's *Renaissance* provided my fastest trip to date between Toronto and Kingston at 2 hours and 3 minutes – featuring an all-LRC consist, including the locomotive.

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1 DEC:

VIA 45 *[OTTAWA]* KINGSTON-TORONTO *Exec*

E		6913
C	[3]	3356,**3362**,*3324[dd]*
K		*3466*

To **TORONTO**, departing 1942, arriving 2150, with one stop at Guildwood – one of 11 westbound trains most days of the week on this route segment; * 254 km in 2 hrs 8 mins, or 119 km/h *(159 mls/74 mph);* • **2 DEC:** Return to **EDMONTON** on Canadian Airlines International.

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

2nd1980's-20: San Francisco Municipal Railway
Powell & Hyde cable car at Market Street
(1987/04/??) [PETER DAWES].

*[Amtrak National Train Timetables,
1989/10/29, inside back cover]*

1988

ONTARIO/QUÉBEC

[VIA System Timetable, 1986/10/26, 31]

SYNOPSIS

I travelled by train in 1988 to visit my parents and other family members, and to attend meetings in Ottawa, Montréal and Toronto. I just had to include VIA's above "Getaway" advertisement, as it features the then-popular, now-defunct Expos de Montréal. (Isn't that Expos hero, Andre Dawson?)

My work this year included managing a consultant study on how the Government of Alberta could encourage better public transportation in Alberta, including rail services.

Trips taken: Six were involved covering 1,678 kilometres *(1,047 miles),* all provided by VIA. One was in Club class.

Equipment units: 42, made up of 10 Locomotives & Related Units and 32 cars (Coaches & Dayniters, 21; Parlor & Club Cars, 11).

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

Noteworthy trips (both VIA): Renaissance, Toronto to Kingston; **Lakeshore**, Ottawa to Kingston.

Fastest average speed: VIA Renaissance, Toronto to Kingston: 125 km/h *(78 mph).* **Slowest: VIA Ville Marie***,* Montréal to Ottawa: 86 km/h *(53 mph).*

Overseas: I took my eighth European holiday this year (third with Sandra), 22 SEP to 22 OCT, visiting England, France, Germany, Scotland, Switzerland and Wales.

HIGHLIGHT!

Enjoying "VIA 1" first-class service on the *Bonaventure* from Toronto to Montréal – a pleasant space for a 5-hour, 10-minute trip, including a decent meal with wine.

MILESTONES

The former CN Ottawa-Smiths Falls segment had become VIA's first piece of owned track, after the considerable track improvements made to both to it and the stretch onward to Brockville still owned by CP. On the negative side of things, VIA discontinued the Ottawa portion of the Montréal-Toronto *Cavalier,* ending more than a century of overnight service between the two cities.

THE ROCKY MOUNTAINEER

VIA inaugurated its summer-only, twice weekly in each direction, "Canadian Rockies By Daylight" service between Vancouver and both Jasper and Banff/Calgary, with passengers spending one enroute night in Kamloops hotels. This train soon would be called *Rocky Mountaineer.*

[VIA System Timetable, 1988/05/01, 51]

TRIPS AND CONSISTS

28 MAY:

VIA 66 **TORONTO-KINGSTON** *[MONTRÉAL]* *Renaissance*

E		6905
K		3471
C	[5]	**3321**,3334,3346,3355,3336
K		3468*[dd]*
E		6926

To **KINGSTON** with Sandra to visit family (nine nights there), starting with Canadian Airlines International to Toronto, then VIA onward; * Depart Union Station 1545, arrive Kingston 1747, with one stop at Guildwood – an LRC-2 pulling, LRC-3 pushing; * We occupied seats in one of the Coaches, part of a healthy consist of five such cars and two Club Galleys (the rear one deadheading); * LRC's by now were handling all Corridor trains, and VIA was offering a tenth frequency most days of the week from Toronto to Kingston, as one service formerly combined as far as Brockville was now running as separate Montréal and Ottawa trains; * 254 km in 2 hrs 2 mins, or 125 km/h *(159 mls/78 mph);* * Nos. 6905 *(lr-DES)*, 6926 *(lr-USDOT)*, 3321 *(BBD, 1980-4).*

ANOTHER FASTEST TRIP

VIA's *Renaissance* once again provided a speedy transfer from Toronto to Kingston, at 2 hours, 2 minutes – through the date of this version, my fastest timing on this segment.

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6 JUN:

VIA 61 *[MONTRÉAL]* **KINGSTON-TORONTO** *York*

E		6915
K		3467
C	[4]	**3364**,3303,3309,3300
K		3472*[as Coach]*
E		6912

Return to **EDMONTON** via Toronto, departing 1000, arriving Union Station 1220, with stops at Belleville, Oshawa and Guildwood, with another healthy consist; * Onward home by Canadian Airlines International after a little streetcar riding on the TTC – a nice end to our last North American trip before heading to Europe at the end of September for a month's holiday.

2nd1980's-21: Toronto Transit Commission streetcar on
Route 503, Victoria Park *(1980) [PETER DAWES].*

22 NOV:

VIA 68 **TORONTO-MONTRÉAL** *Bonaventure*

E		*6909*
K		3464*[as Coach]*
C	[3]	3364,3363,3358
K		**3463**
E		6904

To **MONTRÉAL** for meetings with VIA (two nights there), then further sessions in Ottawa and a visit to Kingston – starting with Canadian Airlines International to Toronto; * Depart Union Station 1705, arrive 2215, stopping at Guildwood, Oshawa, Port Hope, Cobourg, Trenton Jct., Belleville, Kingston, Brockville, Prescott, Cornwall and Dorval QC, occupying the in-service Club Galley; * Next evening, my Alberta

Department of Tourism colleague, Fred McMullan, and I went to see the Canadiens defeat the Boston Bruins 2-0, the last time I attended an event at the fabled Montréal Forum before it was replaced by the Molson Centre; * 539 km in 5 hrs 10 mins, or 104 km/h *(336 mls/65 mph)*; * No. 3463 *(ex-C 3387) (BBD, 1984)*.

[VIA National Timetable, 1988/10/30, 31].

[habs.com; logoserver.com]

24 NOV:

VIA 31 MONTRÉAL-OTTAWA *Ville Marie*

E		6919
K		3471
C	[3]	3352,**3336**,3345
K		3461*[dd]*

To **OTTAWA** for meetings with Transport Canada and Tourism Canada (one night there), departing 0750, arriving 1000, with one major stop at Dorval QC; * This was my first trip on this route since 1986, and VIA still was offering four intercity trains most days of the week, while allowing travel on the *Canadian* on a restricted, all-reserved basis; * 187 km in 2 hrs 10 mins, or 86 km/h *(117 mls/53 mph)*.

***2nd*1980's-22:** VIA LRC train ready to leave Kingston for Toronto behind LRC-2 6901,
during the twilight years of LRC power *(1987/06/??) [PETER DAWES]*.

25 NOV:

VIA 43 OTTAWA-KINGSTON *[TORONTO]* Lakeshore

E		6905
K		3472
C	[3]	3360,**3307**,3313

To ***KINGSTON*** (three nights there), departing 1200, arriving 1353, with stops at Smiths Falls, Brockville and Gananoque; * 190 km in 1 hr 53 mins, or 101 km/h *(118 mls/63 mph)*.

28 NOV:

VIA 61 *[MONTRÉAL]* KINGSTON-TORONTO *York*

E		6901
K		3455
C	[3]	**3303**,3300,3356

| K | 3464*[dd]* |
| E | *6919* |

Return to **EDMONTON** via Toronto, departing 1007, arriving Union Station 1220, with stops at Belleville, Oshawa and Guildwood – the frequency from Kingston to Toronto still being 11 trains most days of the week; * Onward home by Canadian Airlines International.

2nd1980's-23: VIA No. 3 *Super Continental* meets an outbound LRT train while nearing
Edmonton's downtown station, led by rebuilt FP9A 6305 prior to introduction
of F40PH-2 locomotives *(1989/02/25) [BRIAN E. SULLIVAN].*

1989

ALBERTA/BRITISH COLUMBIA
ONTARIO

[Double Bedroom (VIA Accommodations brochure, 1979/04)]

SYNOPSIS

I travelled by train in 1989 to visit my parents and other family members, attend meetings in Ottawa, and (with Sandra) take the "Pacific Triangle" route via Prince Rupert, returning through the Rockies on the *Canadian*. The above sketch portrays the Bedroom accommodation we used on this train.

Work projects this year included consultant studies into the potential for both a tourist steam train within Alberta and a transmountain "cruise" train (including equipment sources). We also prepared a Government of Alberta position paper for transmittal to an inquiry being conducted by the National Transportation Agency (recent successor to the CTC) into the fairness of VIA's pricing policy, and prepared an analysis of the impact on Alberta of rumoured VIA budget cutbacks.

Trips taken: Nine were involved covering 3,364 kilometres *(2,099 miles),* all provided by VIA. Two trips were in Sleepers; 1 on a self-propelled train.

Equipment units: 75, made up of 15 Locomotives & Related Units and 60 cars (Coaches & Dayniters, 19; Parlor & Club Cars, 3; Sleeping & Business Cars, 22; Dining & Other Meal Cars, 3; Lounge Cars, 8; Baggage & Miscellaneous Cars, 5).

Places visited: AB – Banff, Calgary, Jasper and Lake Louise; ***BC*** – Nanaimo, Pacific Beach*, Port Hardy*, Prince Rupert, Vancouver and Victoria; ***ON*** – Kingston, Ottawa and Toronto. ***(Note:*** * *indicates by non-rail means.)*

Noteworthy trips (all VIA): Lakeshore, Ottawa to Kingston; ***Super Continental***, Edmonton to Jasper; ***Skeena***, Jasper to Prince Rupert; ***Malahat***, Nanaimo to Victoria; ***Canadian***, Vancouver to Lake Louise.

Fastest average speed: VIA Rideau, Guildwood to Kingston: 125 km/h *(78 mph).* ***Slowest: VIA Canadian,*** Vancouver to Lake Louise: 46 km/h *(29 mph)*.

Memorable non-rail trips: BC Ferries QUEEN OF THE NORTH, Prince Rupert to Port Hardy.

2nd1980's-24: VIA No. 3 *Super Continental* arriving at Watrous SK around 0530, on its way from Winnipeg to Vancouver, behind F40PH-2 6405 *(1989/06/??) [PETER DAWES].*

HIGHLIGHT!

Taking the *Canadian*, from Vancouver to Lake Louise, then Banff and finally Calgary, prior to the discontinuance of this famous train effective 1990/01/15.

MILESTONE

VIA's new General Motors F40PH-2 locomotives were quickly supplanting rebuilt, 1950's-era FP's, as well as LRC units. They might not have been pretty, but they certainly proved to be reliable workhorses over the next couple of decades. Check out No. 6405 arriving below at Watrous SK with the *Super Continental,* which was about to be sampled by our holidaying English friend, Tom Clark.

TRIPS AND CONSISTS

• *1 MAY:* To *OTTAWA* on Canadian Airlines International for meetings with Transport Canada (three nights there), later to Kingston.

4 MAY:

VIA 43 OTTAWA-KINGSTON *[TORONTO]* *Lakeshore*

E	[2]	6432,6412
K		3456
C	[4]	**3367**,3321,3359,3334

To *KINGSTON* (two nights there), departing 1205, arriving 1358, with stops at Smiths Falls, Brockville and Gananoque; * This was my first trip behind VIA's new F40PH-2 power – Nos. 6412 and 6432 being way more than enough for only five cars; * I occupied a seat in one of the LRC Coaches, while first-class service was provided in the Club Galley; * 190 km in 1 hr 53 mins, or 101 km/h *(118 mls/63 mph);* * Nos. 6412, 6432 *(GMD, 1986-9);* * Nos. 3367, 3456 *(ex-C 3380) (both BBD, 1984).*

6 MAY:

VIA 61 *[MONTRÉAL]* KINGSTON-TORONTO *York*

E		6909
K		3468
C	[3]	3335,**3326**,3319

Return to *EDMONTON* via Toronto, departing 0954, arriving Union Station 1220, with stops at Belleville, Oshawa and Guildwood, behind an LRC-2; * Onward home by Canadian Airlines International; * 254 km in 2 hrs 26 mins, or 105 km/h *(158 mls/65 mph);* * No. 6909 *(BBD, 1980-2/lr-IRS).*

8 JUN:

VIA 44 *[TORONTO]* GUILDWOOD-KINGSTON *[OTTAWA]* *Rideau*

E		6916
K		3467
C	[3]	3360,**3349**,*3316*

To **KINGSTON** with Sandra (seven nights there), starting with Canadian Airlines International to Toronto; * Depart Guildwood 1646, arrive Kingston 1838, with one stop at Belleville – the timing of our flight requiring the use of suburban Guildwood rather than Union Station on this trip; * 233 km in 1 hr 52 mins, or 125 km/h *(145 mls/78 mph)*; ● **15 JUN:** Return to **EDMONTON**, starting with a Voyageur Colonial Lines bus to Toronto due to the lack of an early Sunday morning train, then Canadian Airlines International.

15 SEP:

VIA 3 *[WINNIPEG]* EDMONTON-JASPER *[VANCOUVER]* Super Continental

E	[2]	6400,6625
X		9665
C		**3214**
CfeL		763
S	[3]	Elizabeth,Edwardsville,Elderbank

To **PRINCE RUPERT** with Sandra via Jasper, later Port Hardy, Nanaimo, Pacific Beach, Victoria, Vancouver, Lake Louise, Banff and Calgary; * Depart 1345, arrive Jasper 1900, with stops at Evansburg, Edson and Hinton, behind an F40PH-2/F9B lash-up (the latter along mainly to provide steam heat to the cars); * We occupied the lone, snack bar-equipped Coach, other amenities being provided in the Cafe Lounge; * Three Sleepers were in this shoulder-season consist, and the schedule allowed for a nice, 3-hour break in Jasper; * 379 km in 5 hrs 15 mins, or 72 km/h *(237 mls/45 mph)*; * No. 6625 *(GMD, 1957)*; * Nos. 3214 *(ex-5552/lr-leased to CN)*, 763 *(ex-C 5579, CfLC 3026) (both CCF, 1954/lr-DWM)*; * No. 9665 *(NSC, 1958; ex-CN 9294/lr-CMRT)* – all equipment ex-CN.

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EDMONTON BACK–UP MOVE

Our *Super Continental* backed up east out of Edmonton's VIA station to the main line before heading west through Calder Yard, due to removal of the western end of CN's long-standing downtown loop.

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[ribbonrail.com (Ken Houghton Rail Images)]

2nd1980's-25: Vista from the top of Jasper Tramway, showing rail and highway corridors stretching off east towards Edmonton *(1986) [PETER DAWES]*.

VIA 5 JASPER-PRINCE RUPERT *Skeena*

E	6409
U	15400
XY	9483
C	5610
CfeL	753
S	**Edenwold**

Depart 2230, arrive 1925 next evening (three nights there), with major stops at McBride BC, Prince George, Vanderhoof, Endako, Burns Lake, Houston, Smithers, New Hazelton and Terrace – behind an F40PH-2 and Steam Generator Unit, and occupying a Bedroom in EDENWOLD; * The final stretch along the Skeena River was as beautiful as ever, followed by wonderful (read, dry) weather – unusual for any time of the year but amazing for September, considering Rupert's location on the Pacific Ocean; * 1,160 kmin 21 hrs 55 mins, or 53 km/h *(724 mls/33 mph)*; * No. 15400 *(CCF, 1956/lr-MDK)*; * EDENWOLD *(PS, 1954, 4sc8du4db/lr-JHY,FRRS)*; * No. 5610 *(CCF, 1954; ex-5610, 3211, 5610/lr-AC)*; * No. 9483 *(PS, 1948, 14rm; ex-22rm NYC Huntington Bay, CN Val D'Amour)* – all equipment ex-CN.

2nd 1980's-26: VIA No. 5 *Skeena* at Prince Rupert amidst late after-
noon fall colours, led by F40PH-2 6409 and trailed by Sleep-
er EDENWOLD *(1989/09/16) [PETER DAWES].*

● ***19 SEP:*** South to **PORT HARDY** on BC Ferries QUEEN OF THE NORTH (one night there), the all-day schedule allowing a good view of the Inside Passage's wonderful scenery, although mostly in the rain; ● ***20 SEP:*** To **NANAIMO** on Vancouver Island Coach Lines (one night there); ● ***21-22 SEP:*** Side trip to **Pacific Beach** in a rental car, featuring two nights in a motel located right on the ocean.

NOT TO STEREOTYPE, BUT ...

Our Pacific Triangle holiday featured several nationalities, from determined Germans out on the deck of the QUEEN OF THE NORTH braving the foul weather for hours on end, to the Texan boarding the bus out of Port Hardy and demanding, in a loud voice, "Is this here the bus to 'Na-na-nee-mo'?"

2nd1980's-27:   Along the Inside Passage on BC Ferries QUEEN OF THE NORTH, in rainy, overcast conditions *(1989/09/19) [PETER DAWES].*

THE ALWAYS DANGEROUS INSIDE PASSAGE

QUEEN OF THE NORTH would be lost on Mar. 22, 2006, when she veered off-course and ran aground on Gil Island in Wright Sound, fortunately with the loss of only two passengers and no crew. The cause was negligence on the part of two officers. Built in Germany in 1969, this 8,800-tonne vessel had been acquired by BC Ferries in 1974 and assigned to the Prince Rupert route in 1980 after extensive refurbishment. Nearing 40 years of age, she was scheduled to be replaced by 2011.

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23 SEP:

VIA 198 *[COURTENAY]* NANAIMO-VICTORIA *Malahat*

C	6134

To **VICTORIA** (three nights there), starting with an automobile trip back to Nanaimo; * Depart there at 1522, arrive Victoria 1745, over CP's Esquimalt & Nanaimo subsidiary and the scenic Malahat Pass, with one major stop at Duncan; * 117 km in 2 hrs 23 mins, or 49 km/h *(73 mls/30 mph);* * No. 6134 *(Budd, 1957; ex-CP 9065).*

2nd1980's-28: VIA No. 2 *Canadian* ready to depart Vancouver Main Street Station for Toronto, led by F40PH-2 6427 and F9B 6635 *(1989/09/27) [PETER DAWES]*.

27 SEP:

VIA 2 **VANCOUVER-LAKE LOUISE** *[TORONTO]* *Canadian*

E		*5582[CP]*	REVELSTOKE?-CALGARY
E	[2]	6427,6635	VANCOUVER-TORONTO?
X		608	VANCOUVER-TORONTO *[MONTRÉAL]*
C	[2]	110,3223	"
CfeL		512	"
S	[3]	Château Montcalm,Château Marquette,Cornwall Manor	
D		Alexandra	
S	[3]	Christie Manor,**Englee**,Brant Manor	VANCOUVER-TORONTO *[MONTRÉAL]*
OLS		Revelstoke Park	"

To *LAKE LOUISE*, starting with Pacific Coach Lines/BC Ferries to Vancouver; * Depart Main Street Station

1555, arrive 1125 next day, with major stops at Port Coquitlam, Mission, Agassiz, North Bend, Kamloops, Salmon Arm, Revelstoke, Golden and Field; * The *Canadian* was powered by another F40PH-2/F9B combo, assisted by an unrecorded CP freight locomotive through the mountains (possibly an SDP40-2); * VIA was no longer offering Dayniters on this train, only regular Coaches; * We spent one night at the Chateau Lake Louise, a great base for hikes to Lake Agnes and the "Beehive" overlooking this famous lake; * 845 km in 18 hrs 30 mins, or 46 km/h *(527 mls/29 mph);* * No. 5582 *(GMD, 1972; CP);* * ENGLEE *(PS, 1954, 4sc8du4db; ex-CN);* * Nos. 110 *(lr-8110),* 512 *(ex-CP CfLC/lr-8512),* 608 *(ex-CP 3008/lr-8608),* ALEXANDRA, CHÂTEAU MONTCALM *(4sc8du3db1dr),* CORNWALL MANOR *(4sc4rm5db1ct),* REVELSTOKE PARK *(3db1dr) (all Budd, 1954-5; ex-CP).*

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LAST RECORDED "E" SLEEPER

The last former CN Sleeper I ever used or recorded was ENGLEE, and while I would have preferred to occupy one of the five ex-CP Sleepers gracing my final trip on the real *Canadian* ("real" meaning operating over the famous CP transcontinental line through Banff and Calgary; not the later CN route), there was great compensation in the form of Diner ALEXANDRA and Observation Lounge Dome Sleeper REVELSTOKE PARK.

</div>

29 SEP:

VIA 2 *[VANCOUVER]* **LAKE LOUISE-BANFF** *[TORONTO]* *Canadian*

E	[2]	6407,6627	VANCOUVER-TORONTO?
X		609	VANCOUVER-TORONTO *[MONTRÉAL]*
C	[2]	**106**,3213	"
CfeL		516	"
S	[3]	Château Maisonneuve,Château Iberville,Lorne Manor	
D		Acadian	
S	[3]	Dufferin Manor,Dunsmuir Manor, Bell Manor	VANCOUVER-TORONTO *[MONTRÉAL]*
OLS		Banff Park	"

To **BANFF** (one night at the Charlton Court), departing 1125, arriving 1210 non-stop, spending most of the short journey in the Skyline Cafe Dome Lounge; * All six Sleepers in this consist were former CP cars, followed by the appropriately named BANFF PARK on the rear, and a high proportion of the cars were

heading beyond Toronto for Montréal (including three of these Sleepers, both Coaches, Skyline and "PARK" car); * 56 km in 45 mins, or 75 km/h *(35 mls/47 mph)*.

30 SEP:

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

E	[2]	6406,6603	VANCOUVER-TORONTO?
X		615	VANCOUVER-TORONTO *[MONTRÉAL]*
C	[2]	109,**3227**	"
CfeL		504	"
S	[3]	Château Latour,Château Closse,	
		Macdonald Manor	
D		Champlain	
S	[3]	Hunter Manor,Bayfield Manor,	VANCOUVER-TORONTO *[MONTRÉAL]*
		Abbott Manor	
OLS		Kokanee Park	"

To **CALGARY** (one night with friends), departing 1225, arriving 1445 non-stop, spending most of our time in the wonderful Diner as we snaked down through the foothills west of Calgary; * 130 km in 2 hrs 20 mins, or 56 km/h *(81 mls/35 mph)*; ● *1 OCT:* Return to **EDMONTON** on Greyhound Lines of Canada.

ON–TIME COMMITMENT

Starting with the 1989/04/30 timetable, VIA implemented an on-time policy which offered a credit worth half the fare if your train was later than 15 minutes to two hours, depending upon the type of trip. Perhaps bad time keeping and heavy payouts led to this commitment being nowhere to be seen in the subsequent 1990/01/15 timetable.

2nd1980's-29: Vista from the grounds of CP's Chateau Lake Louise, at one time linked to the main line by a branch-line railcar *(1980) [SANDRA DAWES].*

THE LOOMING 1990's!

This ends my *2nd 1980's* volume, with its focus on family visiting and travel related to work with the Government of Alberta. The *1990's* volume follows much the same path, hopefully with some interesting twists and turns.

GENERAL INDEX

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

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LIST OF PHOTOS

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

2nd 1980's –

LIST OF SCANNED IMAGES

[Please refer to individual image for reference]

2nd 1980's –

CHANGES FROM PREVIOUS VERSION

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